Graves Street Access

The intersection of 9th Street and Graves Street is currently full access, however the future design will need to limit some access to improve safety and traffic operations. Two options are being explored:

1. Restrict left turns from southbound 9th Street to Graves Street; Allow right turns onto and from Graves Street (but prohibit left turns from Graves Street to southbound 9th Street)

1A. Allow left turns from southbound 9th Street to Graves Street; Allow right turns onto and from Graves Street (but prohibit left turns from Graves Street to southbound 9th Street)

Please use this form to state your preference.

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**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.

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**ALTERNATIVE 1A**

This alternative allows vehicles to turn left 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
- [x] 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?
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- Alternative 1
- Alternative 1A

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*make clear that there is no left turn from graves to avon!*
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- [ ] Alternative 1
- [x] Alternative 1A

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*Prefer crosswalk remain at Graves instead of pedestrian underpass*
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Vote Here!

☐ Alternative 1
☒ Alternative 1A

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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.

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- [ ] Alternative 1
- [x] Alternative 1A

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

- close monticello rd off-lose 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.
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**Vote Here!**

- Alternative 1
- Alternative 1A

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Choosing an Alternative:

- Alternative 1
- Alternative 1A

Vote Here!

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I have no opinion. The left turn lane is obscenely long and could probably handle this. (1A)
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- [ ] Alternative 1
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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!
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,