



MEETING NOTES

To: Jeanette Janiczek
City of Charlottesville

From: Sal Musarra
Kimley-Horn

Date/Time: May 15, 2017 / 6:00-8:00

Subject: Belmont Bridge Replacement Project (VDOT Project #0020-104-101 / UPC #75878)
Steering Committee Meeting #3

Attendees

Amy Gardner	Belmont Neighborhood
John Harrison	Business Community
Patrick Healy	Ridge Street Neighborhood
Heather Danforth Hill	North Downtown Neighborhood
Tim Mohr	PLACE
John Santoski	Planning Commission
Lena Seville	CAT Advisory Board
Fred Wolf	PLACE
Scott Paisley	PLACE
Alexander Ikefuna	NDS - Director of NDS
Martin Silman	NDS - City Engineer
Brennen Duncan	NDS - City Traffic Engineer
Keith Aimone	Kimley-Horn
Brian McPeters	Kimley-Horn
Sal Musarra	Kimley-Horn
Don Paine	KGP
Stephen Stansbery	Kimley-Horn

PURPOSE

Steering Committee Meeting #3 began 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. The Steering Committee meeting focused on reviewing refined concepts and offering guidance to the project team. This guidance will be used to make changes to the preferred concept prior to the Open House

AGENDA

6:00 to 6:15 *Presentation*

Project Updates

- Process and Schedule
- Design Program

6:15 to 7:45 *Discussion*

Design Approaches

- Context, Constraints, and Existing Conditions
- Alternative Design Approaches
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7:45 to 7:50 *Presentation*

Next Steps

- Open House (June 1st - CitySpace)

7:45 to 8:00 *Public Comment*

SUMMARY

This was the third meeting between the Steering Committee and the project team for the Belmont Bridge replacement project. Members of the Steering Committee, City staff, consultant team, and public 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 for concept development.
- Held 9 Committee/Small Stakeholder Group Meetings
- 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 Market St. Additionally, the cross sections presented alternatives for old Avon Street by reducing it to northbound only or fully closed.

Discussion

Following the presentation of the suggested alternatives, a discussion occurred between the Committee members and the project team

- The traffic models were run to include both a 3 lane section and a 2 lane section. The information gathered from the technical models determined that an additional northbound travel lane across the bridge does not significantly improve traffic operations versus a 2 lane section.
- The project corridor is constrained by the two lane section south of Garrett Street/Levy Avenue and the two lane section north of High Street.
- The bike buffers could be treated or painted with a color to add some interest to the corridor
- The consultant team will evaluate whether or not it is feasible to install a mountable curb between the bike lane and the sidewalk.
- One of the differences between concepts for the 9th Street and Market Street intersection include a dedicated right turn lane at Market St. If the dedicated turn lane is implemented, there is a longer “mixing zone” between right hand turns and the bike lane. However, a dedicated right turn lane at the

Market Street intersection does allow traffic operations in the proposed to mimic both existing and future existing in-kind conditions.

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 tunnel 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

Discussion

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

- Based on existing pedestrian movements across 9th St., the project team should evaluate the potential to keep the at grade crosswalk north of the intersection at Graves St. Members of the Steering Committee also requested that the consultant team evaluate other candidate locations for an at grade crossing of 9th Street (such as near the Pavilion on the north side of the bridge.)
- The concepts provided for discussion have not worsened or improved the turning radii for truck movements at the 9th Street/Avon Street intersection with Garrett Street/Levy Avenue.
- Costs presented include improvements as shown on the plans, including items such as bridge, bridge piers, retaining walls, roadway, sidewalk, landscaping, typical street and safety lighting, rights of way and temporary easements. The conceptual cost opinion for these improvements, including preliminary engineering costs incurred with the previous design effort, total to approximately \$22 million. The project budget is \$23 million.

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:

- Vertical access is important, and access from Water St. should be prioritized as being located near the newly proposed Water St. Trail.
- Costs are a factor with each selection of architectural elements. Tradeoffs need to occur to meet the budget constraints
- Overall, the preference for the location of the crash barrier should occur on the edge of the bridge, as opposed to between the bicycle lane and sidewalk.
- Among the Committee members, there is a preference for the open “V” concept for the piers that support the bridge.

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.

Questions / Comments (from Committee & Public)

- Priorities for improvements should rank as costs being the top priority, and access as the second priority
- When completing the traffic model and evaluating intersections, future traffic growth should be accommodated for.
- As proposed in the short bridge concepts, the Belmont side of the bridge and improvements will see more vertical wall face to accommodate for the minimum height of the bridge.
- If during the study of the at grade crossing it is deemed both achievable and a safe pedestrian movement, the pedestrian tunnel could be removed from the concept.
- Lighting and pedestrian safety in the pedestrian tunnel should be prioritized if the tunnel concept progresses.