



MEETING NOTES

To: Jeanette Janiczek
City of Charlottesville

From: Sal Musarra
Kimley-Horn

Date/Time: June 14, 2017 / 6:00-8:00

Subject: Belmont Bridge Replacement Project (VDOT Project #0020-104-101 / UPC #75878)
Steering Committee Meeting #4

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
Tony Edwards	NDS - Development Services Manager
Alexander Ikefuna	NDS - Director of NDS
Jeanette Janiczek	NDS - UCI Program Manager
Carrie Rainey	NDS - Urban Designer
Martin Silman	NDS - City Engineer
Keith Aimone	Kimley-Horn
Brian McPeters	Kimley-Horn
Don Paine	KGP
Jonathan Whitehurst	Kimley-Horn

PURPOSE

Steering Committee Meeting #4 kicked-off the fourth step in the Belmont Bridge process. This step builds on the outcome of the Open House and is intended to provide the consultant team with additional input prior to submittal to the City's Planning Commission (or PC) and the City's Board of Architectural Review (or BAR) to obtain a Certificate of Appropriateness for the conceptual design. The goal of this meeting was to obtain guidance, additional feedback, and endorsement, with any recommended changes, of a final preferred concept for submittal to PC and BAR.

AGENDA

6:00 to 6:10	<i>Presentation</i>	Project Updates <ul style="list-style-type: none">• Process and Schedule
6:10 to 6:45	<i>Presentation</i>	Review Input from Open House and Survey
6:45 to 7:30	<i>Discussion</i>	Conceptual Design Review and Comment
7:30 to 7:45	<i>Public Comment</i>	
7:45 to 8:00	<i>Action</i> <i>Discussion</i>	Endorsement of Preferred Concept Next Steps <ul style="list-style-type: none">• Submit PC package on June 27• Submit BAR submittal package on August 1• PC Meeting on August 8• BAR Presentation August 15• SC/TC Meeting Series #5 August 16

SUMMARY

This was the fourth 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, Jonathan Whitehurst (Kimley-Horn) gave a background presentation that highlighted project updates, process and schedule, which included the following:

- Held a community open house displaying conceptual designs and soliciting input from the public
- Conduct an on-line survey encouraging input from the public on three open design questions concerning pedestrian crossings of 9th Street south of the railroad, access to Graves Street from 9th Street and vertical circulation north of the railroad.

Review Input from Open House and Survey

Jonathan Whitehurst with Kimley-Horn presented the take-aways supported by input received at the Open House which included:

- Supported: Overall Corridor Plan: closing Old Avon at Garrett
- Supported: Protected bike lane and wide sidewalks
- Supported: Minimal medians – enhanced perimeter landscape on approaches
- Supported: West Main Street light fixtures – supplemental lighting where needed
- More Discussion: Options for at-grade crosswalk and passageway under 9th Street
- More Discussion: Turning movements at Graves Street and 9th Street
- More Discussion: Stairs on east and west sides with mezzanine connection – study ADA ramp options

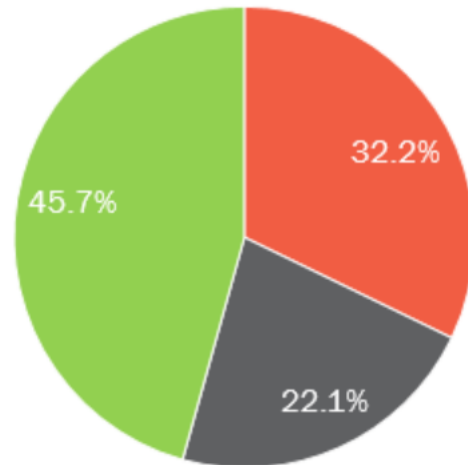
Jonathan then presented the results from a survey conducted at the Open House and via an online survey that was open for public input on the project website. Prior to moving to discussion, Kimley-Horn presented the results of the survey. The results of the survey are summarized by the following figures:

Pedestrian Circulation

Option 1
Construct a pedestrian underpass

Option 2
Maintain existing at-grade crossing

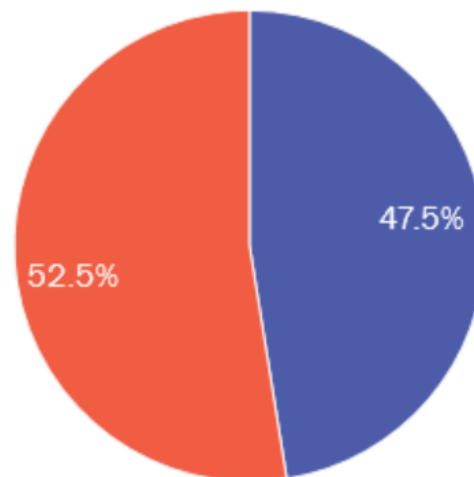
Option 3
Do both



Graves Street Access

Alternative 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)

Alternative 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)



Vertical Circulation Concepts

Concept 1

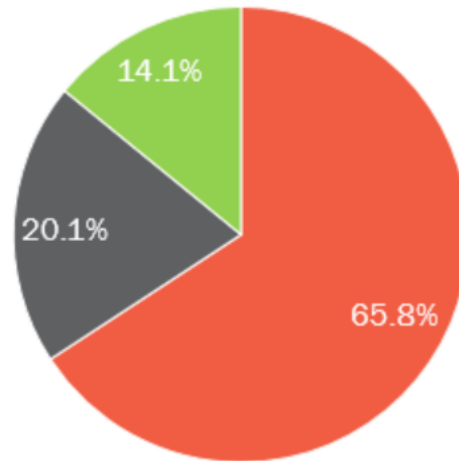
Stairs on east and west side with a mezzanine connection between 9th Street and Water Street

Concept 2

Stairs on east and west side (no mezzanine connection)

Concept 3

Stairs on east side with a mezzanine connection between 9th Street and Water Street. No west side stairs to Water Street.



After viewing the results, discussion followed regarding each of the presented open design options.

Brian McPeters with Kimley-Horn briefed the Steering Committee on the input of the Technical Committee regarding concerns with maintaining the existing at grade crossing of 9th Street. In summary, the Technical Committee recommended that the at grade crossing be removed, and a pedestrian passageway be constructed allowing pedestrians to access the west side of 9th Street without interacting with traffic. Kimley-Horn's recommendation will be presented as a memorandum and posted to the project website.

Additionally, members of the Steering Committee were briefed on an additional vertical circulation option at the northern abutment following input provided at the Open House. The fourth option for vertical circulation would create an ADA accessible route from 9th Street both northbound and southbound sides of 9th Street to Water St. the Downtown Mall and Pavilion. Brian did point out that this option would require reconstruction of the existing retaining wall on Water Street, which could be avoided if stairs were utilized versus ADA ramps. The Steering Committee requested the Consultant Team evaluate the budget implications for vertical circulation concepts that allowed for circulation from the Downtown Mall to 9th Street without stairs on Water Street during Pavilion events.

Conceptual Design Review and Comment

After presentation of the input received from the Open House and the survey, the Steering Committee entered a period of discussion amongst the committee that consisted of the following highlights:

- Several Steering Committee members expressed concerns over how the lighting and context of the pedestrian underpass could be designed to make it safe and inviting. The design team shared several images in the presentation and handouts that showed possible solutions.
- The Steering Committee requested that it could be possible to not install the at grade crosswalk as part of the project, but make the design so it doesn't preclude its installation in the future. One

member also asked if both pedestrian accommodations could be added and the pedestrian passageway gated at night time.

- It was reported that at a Belmont/Carlton Neighborhood meeting, the attendees were split evenly of support for removal of the grade crossing and installation of the pedestrian passageway and installation of both accommodations.
- The Steering Committee requested that the City consider the status of the existing INOVA ingress/egress easement to determine whether it would allow for vehicles wanting turn left out of Graves Street to divert onto southbound 9th Street to access Old Avon Street.
- The Steering Committee requested the City and Consultant team to evaluate truck access via Garrett Street, South Street and Old Avon Street and report back on findings. Concerns were expressed by both the public and business/property owners about truck patters on all three streets.
- A Steering Committee member expressed concern over the pedestrian circulation requiring a pedestrian to walk down hill to go up hill.
- The Steering Committee expressed support for the ADA ramp option at the north abutment, but requested more information to understand what elements of the current conceptual design would need to be removed to make it affordable. The consultant team expressed their concern that construction of the ADA ramps at the north abutment would be very costly and risky given that the wall supports the Downtown Mall and Pavilion. Brian McPeters explained that there was not a way to build an ADA ramp to the mezzanine without reconstructing the retaining wall.
- Steering Committee members expressed concern with sight lines for the ramp and/or stair tower in the northeast corner of 9th Street and Water Street.

Public Comment

- The owner of the INOVA parcel shared that they have a by-right plan of development to redevelop their property, and they requested that it be included in the ultimate build concept drawing. The owner also shared their history of problems with security issues in the existing parking lot under the bridge, and asked for the design team to be sure they weren't creating the same problem with the pedestrian passageway.
- The pedestrian crosswalk at Graves Street should be maintained as it provides a convenient and direct access to the Downtown Mall from Belmont.
- Support for allowing the SB left from 9th Street onto Graves Street and evaluation of alternatives such as limiting lefts out to a time of day via signage.
- Business and/or property owners expressed concerns over the inconvenience of removal of lefts out at the Graves Street intersection and requested the City re-evaluate options for re-routing this traffic.
- Business and/or property owners expressed concerns over the planned rerouting of traffic due to the closure of Old Avon Street as proposed by the current conceptual plan. Concern was also expressed over the potential of truck traffic to Ferguson that occasionally blocks South Street for periods of time.

Endorsement of the Preferred Concept

After the closure of public comment, Jonathan Whitehurst and Allison Linney led the Steering Committee through endorsement of the preferred concept by a taken action (by a simple majority of the committee) taking on the following three issues.

- Issue #1 – Pedestrian Accommodations Crossing 9th Street at Graves Street (South of the Railroad)
- Issue #2 – Access into and out of Graves Street from 9th Street
- Issue #3 – Vertical Circulation at the Northern Abutment (North of the Railroad)

Issue #1

- The Steering Committee took action, and by a count of 5 to 4 endorsed maintaining the existing at grade crosswalk across 9th Street, with improvements, and construction of the pedestrian underpass.
 - The Committee couched their endorsement of this option under the understanding that the passageway would be designed to be safe at night.
 - The Committee requested that alternative design treatments be considered for the at grade crosswalk to enhance safety such as a raised crosswalk or speed table.

Issue #2

- The Steering Committee took action, and by a count of 9 to 0 endorsed the restriction of access to and from Graves Street as Left-in/Right-in/Right-out under the understanding that the City would evaluate additional alternatives or accommodations for lefts out such as time of day restrictions, reconfiguring the direction of Monticello Road and Belmont neighborhood street patterns.
 - The Committee requested that the Consultant team report back on whether the knuckle would allow for Downtown Mall access from 9th Street during Pavilion events.

Issue #3

- The Steering Committee took action, and by a count of 9 to 0 endorsed the evaluation of the mezzanine with connections to/from bridge and Water Street. Direction was provided to explore ADA ramp access at the north abutment, with an opportunity to evaluate the impact on cost at the next meeting. If the ADA ramps were deemed infeasible or too costly, then the stairs would be acceptable.
 - The Committee requested that the Consultant team report back on whether the knuckle would allow for Downtown Mall access from 9th Street during Pavilion events.

Next Steps

Following this meeting, revisions will be made to the conceptual design based on feedback provided by the Technical Committee, Steering Committee and the public to prepare the project for submission to the City Planning Commission and the Board of Architectural Review in August. The planned dates for upcoming public meetings was presented and included:

- Submit PC package on June 27
- Submit BAR submittal package on August 1
- PC Meeting on August 8
- BAR Presentation August 15
- SC/TC Meeting Series #5 August 16