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DESIGN PUBLIC HEARING
BELMONT BRIDGE REPLACEMENT PROJECT
PROJECT NO: 0020-104-101, PE-101, RW-201, C-501

Thursday, May 24, 2018

5:00 p.m. - 7:25 p.m.

City Space
100 5th Street non-equity
Charlottesville, Virginia 22902

Job No. 36774

Reported By: Kurt D. Hruneni, CVR, CCR-VA

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I N D E X

INFORMAL PLAN REVIEW COMMENTS

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PUBLIC HEARING

JEANETTE JANICZEK, UCI Manager, City of Charlottesville

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1 P R O C E E D I N G S

2

3 MS. SCHATZMAN: Hi. My name is Joan
4 Schatzman, and I would have to say that overall I'm
5 really happy with the whole process, and I got just
6 about everything that I wanted.

7 But the one thing that disturbs me is the
8 pedestrian crossing at Graves Street. And they're
9 replaced it with a underground tunnel. I do not want
10 to walk in a tunnel at night. And I often go out at
11 night and walk home.

12 And I have come up with a solution to solve
13 the problem, and that was to put a traffic light
14 coordinated with the traffic light at Levy Avenue that
15 would say "Walk" and "Don't Walk," coordinated with the
16 light. So if it was "Don't Walk," I would wait until
17 it was my turn to cross and Graves at the bridge,
18 period. I would love that if that could be re-
19 incorporated.

20

21 MR. JEHLE: All I want to say is I've
22 attended just about every single public event that the
23 consultants has held in the City on the Belmont Bridge,
24 and I like the job you guys have done.

25

1 MS. SATIRA: Hello. My name is Caroline
2 Satira. I'm the manager of Avon Court, LC. We are
3 concerned about the project's impact on the businesses
4 of the tenants of Avon Court, LC. We request that the
5 temporary easement adjacent to Old Avon Street not go
6 through the parking lot, and instead enter from South
7 Street.

8 The parking lot is not designed for through
9 traffic like that contemplated by the temporary
10 easement. We are concerned that it will be disruptive
11 and pose safety issues. We would like to make sure
12 that the two entrances from South Street that serve
13 Downtown Family Health Care and Champion Brewing
14 Company, respectively, be maintained. We request that
15 traffic be maintained on South Street during the
16 construction process so as not to disrupt the
17 businesses that utilize that road. Thank you.

18 * * * * *

19

20 PUBLIC HEARING COMMENTS

21

22 MS. JANICZEK: All right. Good evening,
23 everyone. Thank you very much for attending the
24 Belmont Bridge Replacement Project public hearing.

25 I'm Jeanette Janiczek, the UCI Program

1 Manager and the project manager for this project for
2 the City. I just want to welcome you all. Thank you
3 for attending. We'd like to open the public hearing
4 noting that it is State Project Number 00020-104-101
5 UPC 75878, with a Federal Project Number of BR-5104.

6 We are coordinating this project with VDOT
7 and FHWA. So you will see state and federal funding
8 mixed with local funding for a total of \$24 million for
9 this project.

10 We hope that you had a chance to attend the
11 informal plan review from 5:00 to 7:00. That's when
12 you had a chance to review the documents as well as ask
13 questions of the project team.

14 These materials will be placed on our
15 website, Belmontbridge.org after the meeting, probably
16 later tomorrow. If you do not have a chance to speak
17 here tonight you are free to submit your comments until
18 June 8th. We are recording all the comments, the
19 verbal comments, through a court reporter. We're
20 accepting comment forms and we're also accepting email.
21 You'll see the email address in the brochure that
22 you've been given tonight.

23 Again, all comments that we receive up until
24 June 8th are going to be compiled in one report. We
25 will be responding to the questions and comments that

1 we hear here tonight, and we will be reporting back to
2 City Council for their approval in July of this year.

3 So we'll open up the public hearing. We ask
4 that you state your name and address for the record.
5 We request that you keep your comments to three
6 minutes. I'll be keeping a little stopwatch and notify
7 you as you're approaching your time when you're
8 finished. We currently have seven people that are
9 signed up.

10 I think that is it. And, again, all the
11 comments we hear tonight are also going to be put on
12 our website, Belmontbridge.org.

13 So let's get started with Mr. Martin, if
14 you'd like to come up.

15
16 MR. MARTIN: My name Jehu Martin. What
17 else am I supposed to say?

18 MS. JANICZEK: Your address, please.

19 MR. MARTIN: Oh, 333 2nd Street, S.E.
20 Okay. I received a letter, a lot of my friends
21 received it also on the 21st of April inviting us to
22 fill out a survey online that closed the 15th of April,
23 so it was a little hard to do that. But that happened
24 when they re-bricked the Downtown Mall, too, so I guess
25 we should be used to it.

1 I just question why the plans are for a
2 single lane in each direction. The current bridge is
3 inadequate. And one of the City reports that came out
4 several years ago indicated that 27,000 more cars would
5 be using it in the future. That number is probably way
6 higher now because there's about six construction
7 projects that are going to be done in the Downtown Mall
8 area in the next couple years. They're starting
9 already. And the amount of traffic that's going to
10 generate once that's finished, you're going to cut down
11 half the Belmont Bridge for two years. And then when
12 you're finished it's going to be a single lane in each
13 direction, which is totally inadequate for what it's
14 going to need to do, I think.

15 You have the Commonwealth Center's going to
16 be rebuilt. The Omni's going to expand. The Ice Park
17 and Escafe are going to be replaced by new buildings.
18 The Dewberry Hotel will be done if the City stops
19 sabotaging it. And that will go ahead. And that will
20 be beautiful and create a lot of jobs.

21 You also have this very large upscale office
22 building that's going to go on 4th Street. It's going
23 to have about 400 parking spaces and a lot of other
24 rooms. All this is going on. All this will create
25 jobs, bring stuff downtown. But this bridge, which is

1 inadequate as it is now. It's like a two lane bridge,
2 but you can only use one lane. I've always liked that.
3 And you're going to say it only feeds into a single
4 lane road. Of course. But if you look at cities like
5 Houston and others that put those type of highways in
6 the middle of their neighborhoods, you can have turning
7 lanes and other lanes that feed out and spread the
8 traffic out as it moves away from the bridge.

9 I know the study area is this. But I know
10 why that's limited, because you have to take into
11 account the entire flow of traffic. Right now if you
12 were driving around town today, any day, try to take
13 Preston Avenue from Downtown to Barracks Road and see
14 if you don't hit every single red light and there's no
15 other traffic. We have a traffic system that's from
16 1950. Algorithms and computers do exist. And cities
17 run by grownups actually have them and the traffic
18 flows. We don't have a traffic problem. We have a
19 traffic management problem. And this bridge -- this
20 bridge, I think, should be postponed. I think it
21 should be put off for a couple of years, wait until a
22 lot of that construction is done, and revisit it and
23 make it more -- a larger capacity instead of less.
24 Because it makes no sense the way it is now.

25 And once we build it we're stuck with it for

1 generations to come, or maybe like the last bridge, 40
2 years. Maybe it's just a 40 year bridge. Somebody
3 said that in a comment online. And that's it, and I
4 have 30 seconds left. That's all I have to say. I
5 just wanted to complain, because I want it to be
6 better. I want the town to be better, you know. Thank
7 you.

8 MS. JANICZEK: All right. Thank you very
9 much.

10 Mr. Hall.

11

12 MR. HALL: Jeff Hall, 1121 Dryden Lane. I'm
13 here -- I work for a company here in town, Manchester
14 Capital Management. I run their real estate advisory
15 practice. Five years ago I acquired -- I didn't
16 acquire, but I acquired on behalf of a client this
17 building, 701 East Water Street, also known as the
18 LexisNexis Building.

19 So with this new plan in terms of, you know,
20 taking of land and easements, I'm impacted the most.
21 And I mean generally we support, you know, this bridge
22 needs to be rebuilt. And that's very important. But I
23 do have some design concerns I would point out.

24 But I just want to talk a little bit. When
25 we bought this building it was in really bad shape.

1 And over the past five years we've re-tenanted it.
2 We've brought in great tenants and we've rebuilt the
3 entire inside.

4 At the moment we've actually designed and
5 are going to make a very substantial investment in
6 redoing the lobby. And the client of my who owns the
7 building daughter's an artist, and she's involved in
8 the project, and we're going to create sort of an art
9 gallery there where we hope to have local artists, you
10 know, display their art and have events there and
11 things like that, because we really want to pull --

12 You know, with all the development going on
13 down here we really want to pull this building into the
14 Mall. Now the second phase, and what's been my vision,
15 and I've done a lot of this. I actually do most of my
16 work in West Coast cities like Seattle and San
17 Francisco. The longer term -- I mean, this area, I
18 don't know if any of you have walked through that. I
19 mean it's awful. It's awful. And I admit that.

20 So the next phase for me, I was going to
21 focus on this and try to create a really sense of place
22 where there's a real connection into the Mall. And
23 I've had some thoughts about getting more trees in
24 there, you know, there's no shade in there whatsoever,
25 but really create a nice connection. And with what's

1 going on with the project, you know, my hope is for
2 doing that.

3 And so as I look at this plan, you know,
4 we're going to have very generous sidewalks, very
5 generous sidewalks. From an urban planning viewpoint I
6 don't think that's good planning. You know, the reason
7 this Mall works is because of the density of people.
8 You know we have six foot sidewalks on here now and
9 they're cavernous. So I don't think -- You know, I
10 really think we'd want to create something here. And I
11 guess it's the point about the roads that are a little
12 narrower and have a little more sense of place and are
13 inviting to people. So that would be a more general
14 comment.

15 But I'm going to -- I think the comments I'm
16 going make to the City, I need some relief in here.
17 And I know that there's like -- For example, there's
18 this bunch of trees in here where they have to poke the
19 -- you know, the road and the sidewalk out into my
20 property. And I just think in terms -- As I look at
21 this long term and what the ownership wants to do with
22 the property -- I've got 30 seconds -- You know, I
23 really would hope when we make our comments that we
24 could get some support from the community, because I
25 really think long term this needs to really -- Oh, my

1 time's up. It needs to integrate better than what this
2 plan shows. So thank you.

3 MS. JANICZEK: Thank you.

4 Mr. Tim Freilich. I'm sorry if I'm
5 mispronounced it.

6
7 MR. FREILICH: That's all right. Good
8 evening everyone. My name is Tim Freilich. I live at
9 719 Levy Avenue, right there where Levy Avenue and
10 Monticello Road come together. I wanted to thank the
11 committees and the planners for their excellent work,
12 particularly with the bicycle facilities. As a bike
13 commuter I'm really excited about what's shaping up
14 there. So thank you for that work.

15 I also appreciate the focus on safety. I
16 have my two daughters here, six and seven years old.
17 And so that's really important to me. I worry though
18 that the focus on safety on the bridge is shifting some
19 of the danger into our immediate neighborhood,
20 particularly with regard to the left turn out of Graves
21 onto southbound 9th Street. I think right now that's -
22 - you can go either way. I understand the current
23 design is to close off the left turn and reroute
24 traffic up Monticello Road changing direction of flow
25 and then back on Levy Avenue to get people going to the

1 light. That's about 13 houses in a residential area.
2 Routing extra traffic through a residential area. We
3 would much rather have it exiting immediately onto the
4 bridge.

5 I think that there are a bunch of
6 improvements in the design, including the fewer lanes
7 of travel in each direction, that are going to make
8 the bridge much more safer than it currently is. And
9 that will allow those left turns in a more safer manner
10 than you currently can.

11 Similarly the at-grade crosswalk at Graves I
12 believe should be preserved in addition to the
13 underpass to give folks the option. I think people
14 will have a really good sense, particularly at night,
15 of whether they would rather remain above the bridge
16 rather than heading through an underpass. I don't
17 really care how well lit an underpass is at night, I
18 just know from my own experience I would much rather be
19 above the surface rather than heading underneath
20 anything at night, regardless of how well lit it is.
21 And I'm sure other people feel that way as well. So I
22 urge that both of those be preserved, the crosswalk and
23 the addition of a nice underpass. That's all.

24 I just -- The main focus is please recognize
25 that the safety improvements that are being put in

1 place will allow for that crosswalk and will allow for
2 those left turns out of Graves. Don't shift those into
3 the neighborhood. And I understand it's outside of the
4 scope, the pilot project that's being considered to
5 reverse flow on Monticello Road, but it's clearly part
6 of the project. It's the overflow impact from the
7 project. So please don't just shift the danger into
8 our residential neighborhood. Thank you.

9 MS. JANICZEK: Wendy or Tom Hubbard? You
10 both can speak, or one of you can speak.

11 (No response.)

12 Wendy or Tom Hubbard? I believe he left.
13 So now we're to Barbara --

14
15 MS. GOEBEL: Goebel. Barbara Goebel, 705
16 Graves Street. And I also want to go the same
17 direction as my neighbor.

18 First of all I want to thank you to actually
19 cut the traffic down to one lane in each direction,
20 because I think that will make the whole bridge a lot
21 safer, and I think it's a little more forward-looking
22 to changing transportation concepts. I think overall
23 the City needs a better public transport concept and
24 bike path concept for the future with all the density
25 we're increasing.

1 I also think the underpass is a waste
2 because I don't think pedestrian underpasses are safe
3 at night. And I don't think this will be used very
4 much. I would urge you to at least give it a try to
5 have the crossing on Graves Street and see how it goes
6 with the traffic -- with the one lane traffic. And I
7 share the same concerns with the -- because the
8 intersection is really steep with the whole change of
9 traffic going down -- going up Monticello and down
10 Levy. But other than that I want to compliment you all
11 for a good public engagement process, and I look
12 forward to having these wide sidewalks, wide bike
13 paths, and have this thing built ASAP. Thank you.

14 MS. JANICZEK: All right. Thank you.
15 Tomas Rahal.

16
17 MR. RAHAL: Hi. I'm Tomas Rahal, 404
18 Commerce. I'm also a business owner at Quality Pie on
19 the corner of Avon and Graves.

20 A couple notes. I mean obviously this is
21 going to be a long process. I would disagree with Jehu
22 about the Dewberry project. I think the quicker we
23 reduce that to rubble and we start all over again the
24 better and the safer.

25 Also I would just preface all of this by

1 saying that while we are eager to get on with this
2 project and produce something that is better than what
3 exists there, I think fundamentally the density and the
4 increasing traffic patterns I think should cause us to
5 pump the brakes here and think about a more
6 comprehensive and integrated pedestrian, bike, running,
7 walk, business concept, because this is going to be
8 very disruptive, even in the abbreviated time that
9 you've assigned for it. And I feel like most of the
10 time during these type of projects the businesses that
11 are most impacted are the ones adjacent to it, which
12 would be my business, which would be Lampo, which would
13 be Champion, Fox's, and the bridge, not to mention the
14 two bigger businesses behind us, Tom and Wendy Hubbard
15 mainly representing those.

16 So I would look for a more integrated and
17 profound concept that sought to address reducing the
18 traffic. Shortening or limiting the lanes isn't going
19 to really change those habits for people. I think we
20 need to take people maybe along Monticello Avenue more
21 frequently and turn that into the gateway, rather than
22 taking them over this bridge, if we're not going to
23 consider this bridge a gateway and give it the due that
24 it richly deserves.

25 I would also say that repairing while we

1 process this redesign would not be a bad idea at this
2 point, since the side that's crumbling is still just
3 sort of boarded off or fenced off, and people still try
4 to transgress that. I watch people every single
5 morning try and cross that at-grade crossing at great
6 peril, including with children in carriages, on
7 bicycles. It's not a good crossing. I think we need
8 to rethink that. And I think that Levy Street
9 intersection is the natural place to do that. But I'm
10 obviously open for anything that people can think of,
11 including why don't we have a more enhanced satellite
12 parking project where we can bring commuters into town
13 either through jitneys or small buses and drop them
14 off. We're headed in that direction anyhow with
15 parking lots and parking garages attached to buildings.
16 Why not do it just a little bit further out down the
17 road and then bring them in without having to bring in
18 a single person in a SUV or a pickup truck or wherever
19 they're coming from whatever vehicle they bring with
20 them and all the problems with that.

21 So narrowing the bridge isn't going to
22 change those habits for people. And we need clearly
23 more safe pedestrian and bike and running paths in the
24 Downtown core as we bring more people into the
25 neighborhood. That's all I have to say. Thank you.

1 MS. JANICZEK: That's all that we have
2 signed up for talking or giving comment. Does anyone
3 else want to speak? Does anyone else that I gave three
4 minutes to want more time up here to provide comments?

5 MR. RAHAL: I would just add that with
6 Barbara and Peter and several of the other people here,
7 you have so many great talented designers in the
8 neighborhood, right in the footprint. And I just
9 wonder what kind of feedback you've been eliciting from
10 them as well. Not that you guys aren't doing a great
11 job. But I just feel like that really is missing
12 maybe.

13 MS. JANICZEK: Okay. And all of the
14 comments we've received to-date, all of the comments
15 that you give us here tonight whether they're written,
16 verbal, et cetera, it's all going to be on
17 Belmontbridge.org. So you can see the history. You
18 can see a brochure, et cetera.

19 So we were here to listen to you all
20 tonight. And thank you very much for sharing your
21 comments. Again, all of these comments are going to be
22 compiled and reported back to you. Please stay tuned.
23 If you leave me your contact information you'll be
24 included in the project mailing list.

25 So, again, thank you all very much.

1 MR. FREILICH: Jeanette, I'm sorry. Can I
2 add one more piece? And that is -- Tim Freilich, 719
3 Levy Avenue. Just to stress again the topography of
4 Levy Avenue and the turn that would be hairpin turn if
5 the pilot project to reverse Monticello Road is put in
6 place. That's the first part. The second part is
7 actually the huge hump that is Levy Avenue. It's not a
8 straight sight line down to the intersection. So there
9 are other safety issues being raised with the
10 topography of Levy Avenue as well. Thank you.

11 MS. JANICZEK: All right, great.

12 MS. GOEBEL: And I have one more comment?

13 MS. JANICZEK: Yes.

14 MS. GOEBEL: I think before -- is whether
15 the fence could actually be horizontal I think it would
16 have to span for the cantilever, and even if it had to
17 expand 15 feet I think that the eight foot high
18 railroad fence is just horrible. And I know a lot of
19 bridges throughout the country have these horizontal
20 fences for suicide prevention, and I think that would
21 be a lot more aesthetically pleasing. So please bring
22 that up with the railroad and the engineers.

23 MS. JANICZEK: Okay, great. Thank you. Is
24 there any other comment?

25 MR. MARTIN: Just that an example of

1 narrowing down the roadway is that fiasco called the
2 John Warner Parkway. We built the parkway, a single
3 lane parkway, 35 mile an hour speed limit. No
4 shoulder. And it's a lovely ride for a bike. It's a
5 nice ride for a car. And it takes you to Cville Coffee
6 and Circa's. If you want a used piece of furniture
7 it's your highway. And it creates traffic jams at the
8 very end of it, three or four of them by the lights. I
9 don't know where it was supposed to bring anybody, but
10 it's not bringing anybody to downtown. And then to
11 balance that they put these stop lights on Park Street.
12 So in the middle of the afternoon there's a six block -
13 - four to six block backup. So we created artificial
14 traffic jams. I don't know what the purpose of that
15 was. I don't know why somebody -- If I still lived
16 there I'd be screaming because there's no reason for
17 that.

18 And so narrowing roadways -- The way you
19 take care of traffic is you give it an easy smooth way
20 to move on its way and get out of your way.
21 Restricting it and cutting it down just creates traffic
22 jams. With all the construction that's going to go on
23 we're going to have a bit of a nightmare for a couple
24 of years to come.

25 And your project says two years. But I

1 don't know any construction project that ever finished
2 -- you know, it's not your fault. That's the nature of
3 the business. So that should be more like -- probably
4 be more like four.

5 MS. JANICZEK: Okay. Tomas.

6 MR. RAHAL: Well, I just -- I'm sort of
7 catching up. But what dialogue do you have with the
8 railroad as far as transgressing their tracks with a
9 foot bridge or a pedestrian bridge?

10 MS. JANICZEK: We are going to have to go
11 through the right-of-way phase with them already with
12 an easement. So adding an additional crossing would be
13 quite difficult. You all are pushing me into
14 responding and getting into Q and A, and we're trying
15 to keep this to a public hearing.

16 So you can keep asking me questions, but
17 could we -- But I reserve the right to not answer at a
18 later date so we can close this meeting.

19 Are there any other comments or questions?

20 (No response.)

21 MS. JANICZEK: All right. I want to thank
22 you very much. Please, if you haven't submitted a
23 comment, please do so by June 8th. If you know anyone
24 that's interested or you could interest them, let them
25 know that June 8th is the deadline and to go to

1 Belmontbridge.org for more information. Thank you
2 again.

3 (Hearing concluded, 7:25 p.m.)

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CERTIFICATE OF COURT REPORTER

I, KURT D. HRUNENI, a Certified Verbatim Reporter, do hereby certify that I took the notes of the foregoing proceedings and thereafter reduced the same to typewriting; that the foregoing is a true record of said proceedings to the best of my knowledge and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which these proceedings were held; and further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto, nor financially or otherwise interested in the outcome of the action.

IN WITNESS WHEREOF, I have hereunto set my hand this 10th day of June, 2018.

KURT D. HRUNENI, CVR, CCR-VA

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