

**CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA**



Agenda Date:	July 16, 2018
Action Required:	Vote on Resolution
Staff Presenters:	Jeanette Janiczek, UCI Program Manager
Staff Contacts:	Alex Ikefuna, NDS Director Tony Edwards, Development Services Manager Jeanette Janiczek, UCI Program Manager
Title:	Belmont Bridge Replacement Project – Resolution Approving Design Public Hearing

Background: The Design Public Hearing for the Belmont Bridge Replacement project was held on Thursday, May 24, 2018 at City Space on the Downtown Mall. The meeting was advertised using the following methods:

- 1) Daily Progress Advertisement – Sunday, April 22 and Wednesday, May 16
- 2) Direct Mailing - 870 “Current Residents” + 270 “Owners”
- 3) Certified Mailing to Impacted Property Owners (as well as Invitation to Meet)
- 4) Emailed Citywide mailing list as well as Project mailing list
- 5) Updated Project Website’s Main Page
- 6) Installed Banner on Bridge
- 7) Variable Message Sign used at Community Bikes for one week before meeting
- 8) Posted Notices in Neighborhood Development Services’ lobby
- 9) Emailed first project update report after meeting noting public comment deadline of June 8th and link to posted meeting materials on website

Sixty-one persons attended the hearing. Project plans, detailed displays, environmental documents and other required project materials were available for public review and discussion from 5:00pm until 7:00pm. The displays are included as electronic links to this memorandum (Attachment E). From 7:00pm until shortly after 7:25pm public speakers shared comments that were captured by a court reporter (Attachment C). Five citizens spoke during the hearing, three provided private testimony, 17 provided comment forms and 11 provided written comments via e-mail. All public comments received between May 24, 2018 and June 8, 2018 have been included in a chart with project team responses (Attachment D). All comments have been addressed by the project team and comments and responses will be posted to the project website.

Discussion: After an extensive public involvement process, City Council approved a Preferred Conceptual Design for the Belmont Bridge Replacement project on October 16, 2017 and authorized commencement of final design. As a result, the project team has refined the Preferred

Conceptual Design in preparation of the Design Public Hearing. The hearing was held to solicit public comment on the major design features (bicycle and pedestrian facilities, roadway configuration, bridge) as well as anticipated temporary and permanent impacts on adjacent property owners and the completed environmental document.

No comments were received regarding the environmental document which is not surprising given the existing built environment and that this project is proposing to replace an existing structure. No additional environment impacts are expected with this project and the project team will be producing construction documents to ensure the contractor follows current requirements for proper disposal (ex. lead paint) and maintains proper site controls (ex. erosion and sediment protections).

As for major design features, the following themes emerged from the comments collected:

- 1) Concern over 2 lane bridge and Maintenance of Traffic during construction – Eight people commented solely on this concern with two individuals noting they liked the two lane design. Project team has used actual traffic counts of peak hour of travel in AM and PM – with a growth rate factored in for development – to design turn lanes and signal timing to roughly maintain existing level of service in opening and design year. Both vehicular and pedestrian travel will be maintained on the bridge during construction due to the distance and complexity of any possible detour.
- 2) Elimination of left turn out of Graves Street onto 9th/Avon Street (4) and Removal of At-Grade Crosswalk (7) – Both safety issues have been explored since Open House meeting with survey taken as well as detailed design reports. While the project team appreciates the respondent's request for convenient/direct connections, we are unable to overcome the safety concerns due to the proximity to Levy Avenue intersection. Other alternatives have been included in the design such as new or improved pedestrian crossings (redesigned Levy Avenue signal, new pedestrian passageway, new mezzanine/stairway connection) and a pilot program of changing one- way direction of travel on Monticello Road to allow lefts onto 9th/Avon Street from Levy Avenue signal.
- 3) Pedestrian Tunnel – Concerns over safety of tunnel was voiced by four citizens with another supporting the idea and two others commenting on its aesthetics. The project team has designed the tunnel to be as large as possible – 10' tall, 16' wide, 93' long – and will continue to focus on additional security details such as lighting. The tunnel will be one option for pedestrians to choose to use during the day or evening, but additional crossings are also included in the plan as alternatives.
- 4) Railroad Fencing – Nine respondents requested the removal of the upright security fencing on the bridge. Design team is attempting to negotiate removal of fencing with the railroad with the understanding it may be erected in the future (at City expense) if a documented need arises. However, the fence is a requirement of the railroad, and the railroad company(ies) are the sole decider as to whether a fence will be required. The requirement for a fence over the railroad will be determined during right of way negotiations and plan reviews by the railroad in 2019.

Several adjacent property owners also attended the hearing and provided comments:

- 1) Hubbard Properties, LLC – Requested pedestrian connection from building to pedestrian passageway and removal of railroad fencing.
- 2) Avon Court, LC – Reinstatement of Champion Brewery entrance and relocation of temporary easement entrance.

- 3) 701 Water St., LLC (LexisNexis) – Narrow sidewalk/bike lanes and remove planted, buffer strip on 9th/Avon Street to reduce right of way impact/cost.

The project team appreciates all of the comments offered by the public and has responded to each comment in Attachment D. Several comments complimented the public process, overall project and expressed the feeling that participants were heard during the process.

As a result of the comments received, the project team is suggesting the following changes:

- 1) Re-open access point or driveway entrance to Champion Brewing Company on South Street on Parcel 003. This will result in a loss of greenery and on-street parking spaces
(2). When parcel redevelops, all entrances will be re-evaluated and greenery/parking spaces could be re-established by developer along South Street.
- 2) Add a bicycle ramp on corner of Levy Avenue and Monticello Road to create a connection between the neighborhood street and the path leading to the pedestrian passageway.
- 3) Creation of a missing pedestrian path that connects the pedestrian tunnel to new public, off-street parking spaces to Old Avon Street (south of Avon/9th Street).

Alignment with City Council’s Vision Areas and Strategic Plan: Advancing the Belmont Bridge Replacement project upholds the City’s commitment to create “a connected community” by improving upon our existing transportation infrastructure. In addition, it would contribute to Goal 3 of the Strategic Plan, Beautiful Environment; 3.1 Engage in robust and context sensitive urban planning and implementation; 3.2 Provide reliable and high quality infrastructure and 3.3 Provide a variety of transportation and mobility options.

Community Engagement: This agenda item is approving the results of the latest public meeting held for Belmont Bridge Replacement project. The next step in the public process is to seek a Certificate of Appropriateness from the Board of Architectural Review. Going forward, bi-monthly reports will be issue to update the public on project status as final construction documents are produced, right of way secured and construction commences. A Citizen Information Meeting will also be held before construction to provide information on the Maintenance of Traffic plans, Phasing, Points of Contact and other useful information.

To help guide the project, the City Council appointed a project Steering Committee composed of:

- Amy Gardner, Belmont Neighborhood
- John Harrison, Business Community
- Patrick Healy, Ridge Street Neighborhood
- Heather Danforth Hill, North Downtown Neighborhood
- Harry Holsinger, Martha Jefferson Neighborhood
- Scott Paisley, PLACE
- Tim Mohr, PLACE
- John Santoski, Planning Commission
- Lena Seville, CAT Advisory Board
- Fred Wolf, PLACE

The process also involved coordination with the following City Council appointed stakeholder

groups:

- ADA Advisory Committee
- Bicycle and Pedestrian Advisory Committee
- Board of Architectural Review
- Downtown Business Association/Chamber of Commerce
- PLACE Design Task Force
- Planning Commission
- Tree Commission

The City of Charlottesville has provided multiple opportunities for the public to provide input into the plan development process. A project website, two on-line surveys, three community events (Mobility Summit, Design Charrette, and Open House) as well as 21 stakeholder meetings occurred between February 21, 2017 and April 4, 2018. Information presented and gathered at the meetings can be found at www.BelmontBridge.org, however a summary of each event is below:

Project Website: The Project website (www.belmontbridge.org) contains information that has been presented to date as part of the process. Information presented includes:

- Project background
- Project schedule
- A “resource” page that provides access to the traffic analysis, project fact sheet and FAQ, information presented and gathered from community events, and information presented at the stakeholder meetings
- A contact form
- A “get involved” page

As of June 22, 2017, the project website has logged approximately 3,000 unique users, and over 8,000 page views. In the last 30 days (from July 5th), the website has had 1,996 page views.

Community Event 1: Mobility Summit, March 11, 2017: A Mobility Summit was held on Saturday, March 11, 2017 at the Sprint Pavilion from 9:00 AM to 1:00 PM. The event drew nearly 100 people to discuss issues and needs related to the replacement of the Belmont Bridge which resulted in 1,679 data points. Participants provided input on the original design parameters established by City Council and future design objectives/goals through a combination of 6 interactive stations, guided walking tours and biking tour of the study area, and had an opportunity to have one-on-one conversation with the consultant team and City staff. At sign-in, participants received an information handout, a rack card with more detail on upcoming events, and a passport to guide them through various stations.

A summary document provided on www.BelmontBridge.org briefly summarizes the community input data collected at the event and offers stakeholders and community members the opportunity to see the thoughts of others in the community. In addition to data collected in person, the event served as the launch for the MetroQuest survey.

On-Line MetroQuest Survey: The MetroQuest survey was active from March 11, 2017 through April 16, 2017. The goal of the survey was to educate the public about the project and collect feedback on project priorities, tradeoffs to help direct design, and design preferences related to function and aesthetics. Following completion of the survey, an optional question requested how the participant uses the existing bridge to further illustrate the needs of the project. The survey was design to mirror the activities of the in-person activities at the Mobility Summit, and included:

- Priority Ranking
- Tradeoffs, which included categories such as Design, Role, Views, Mobility, and Parking
- Visual Preference Survey, which included categories such as Landscaping, Lighting, Public Spaces, and streets

The results for each category can be found at www.BelmontBridge.org, on the resources page. Additionally, the 771 written comments can be found on the project website as well. The amount of participation captured in the MetroQuest on-line survey is summarized as follows:

- 896 Participants
- 27,677 individual data points
- 771 written comments

Community Event 2: Design Charrette, April 17-19, 2017: Project team members held a collaborative charrette on April 17-19, 2017 at CitySpace in downtown Charlottesville. During the event, conceptual design concepts were developed based on the original City Council design directive that was supported by feedback collected at the Mobility Summit and online survey. The design process throughout the charrette was iterative, with the working studio open to the public throughout the day to encourage engagement with the project team. Pin-up sessions each evening occurred to show the day's progress, and allowed project staff to answer questions, address concerns, and document new ideas.

Additionally, five work sessions were organized around key topics central to the bridge design – Traffic, Bicycle & Pedestrian Facilities, Parking, Community Space and Bridge Design. The outcomes of the topic discussions informed the design process and the selection of preferred alternatives throughout the remainder of the charrette process.

Overall key takeaways from the design charrette include:

- Overall corridor approach
 - New block structure
 - Closing Old Avon St. at Garrett St.
 - Creating new east/west public street at the railroad property line
- Develop a two lane, 62' bridge section with a protected bike lane and wide sidewalks
- Additional vertical circulation (pedestrian) north of the railroad tracks on the east side
- Modern / Funky design features
- Enhanced landscape elements on approaches
- Accent lighting for pedestrian safety (not theatrical)
- Interim / shared parking solutions (in cooperation with property owners)

- Minimize maintenance concerns regarding raised, planted medians

Following the design charrette, concepts were refined and alternatives were developed for various design elements. The concepts and alternatives were presented to the Steering Committee, Technical Committee, and Small Stakeholder groups on May 15th and 16th. A full summary of the event, including a summary of the work sessions is posted on www.belmontbridge.org.

Community Event 3: Open House, June 1, 2017: Project team members held an open house on June 1, 2017. The open house provided an opportunity for the public to provide feedback on the latest design concept for the Belmont Bridge that became the preferred Conceptual design. The design concept were developed from more than 30,000 outreach data points and 1,000 written comments provided through previous public meetings, the project website, and MetroQuest survey. At the open house, a presentation was made that provided a brief overview and the public was requested to visit stations set up with the following focus areas to provide feedback and ask questions:

- Bridge Architecture, which included architectural elements such as fencing, lighting, walls, vertical circulation, and overall 3-dimensional views of the concept. This station also included an interactive 3-D architectural model, giving the opportunity to see alternate views of the design.
- Corridor, which included the recommended corridor concept, and, a potential “future build” concept. Additionally, cross sections of the road and plan views of the intersections were a focus.
- Traffic, which included graphics depicting lane configuration, queue length, delay, level of service, and projected future traffic conditions in a video format.

Stakeholder Meetings: Throughout the process, individual stakeholder groups met to provide input and feedback during the design process. Stakeholder meetings were open to the public. The following groups met on the following dates in 2017 and 2018:

- Steering Committee: 2017 - February 21, March 29, May 15, June 14, August 16; 2018 – April 4
- Bicycle and Pedestrian Advisory Committee: 2017 - February 23, May 16, September 7
- PLACE Design Task Force: 2017 - February 22, May 16, September 14
- Downtown Business Association / Chamber of Commerce: 2017 - February 22, May 16
- Board of Architectural Review: 2017 - February 22, May 16, August 15 (BAR Meeting)
- Tree Commission: 2017 - February 23, May 16, September 5
- Planning Commission: 2018 – August 8, September 12

The ADA Advisory Committee and Planning Commission were invited to attend any of the five stakeholder group meetings. These stakeholder groups provided feedback in their specialized areas of interest and confirmed that design was progressing in keeping with the project’s purpose and need.

Meeting agendas and summaries can be found under the resources tab on the project website www.BelmontBridge.org. Additionally, a Technical committee was formed which is

comprised of representatives from appropriate City departments. The technical committee held meetings on the project on February 22, 2017, March 30, 2017, May 16, 2017, June 13, 2017 and August 16, 2017. The technical committee meetings confirmed input received from the public and stakeholder groups could be technically attained and then maintained

Budgetary Impact: Funded – As disclosed at the Design Public Hearing, the overall budget is \$24,787,399 comprised of \$6,390,524 in federal, \$12,413,617 in state and \$5,983,258 in local funding.

Recommendations: Approval of the major design features as shown at the Design Public Hearing with 3 changes as a result of public hearing comments:

- 1) Re-open access point or driveway entrance to Champion Brewing Company on South Street on Parcel 003;
- 2) Add a bicycle ramp on corner of Levy Avenue and Monticello Road to create a connection between the neighborhood street and shared use path; and
- 3) Creation of a pedestrian path that connects the pedestrian tunnel to new public, off-street parking spaces to Old Avon Street (south of Avon/9th Street).

Alternatives: City Council has several alternatives:

- 1) By motion, take action to approve a Resolution Approving the Design Public Hearing and the major design features of the project as presented at the Hearing;
- 2) By motion, take action to approve the attached Resolution Approving the Design Public Hearing and the major design features of the project as presented at the Hearing with the proposed changes discussed tonight (and contained within this memo);
- 3) By motion, request changes to the attached Resolution Approving the Design Public Hearing and the major design features of the project as presented at the Hearing with some of the proposed changes discussed tonight (and contained within this memo) and/or new design changes resulting from public comment collected at the Hearing;
- 4) Deny approval of the major design features and request project team to evaluate/refine another alternative resulting in a new Design Public Hearing.
- 5) Deny approval of the major design features and remove bridge replacement project from the 6-Year Program.

Attachments:

- (A) Proposed Design Resolution Approving Major Design Features
- (B) Preferred Conceptual Design with Three Suggested Changes as a result of Design Public Hearing
- (C) Design Public Hearing Transcript
- (D) Design Public Hearing Comments
- (E) Design Public Hearing Displays

Attachment A

**BELMONT BRIDGE REPLACEMENT PROJECT
DESIGN PUBLIC HEARING APPROVAL RESOLUTION**

WHEREAS, a Design Public Hearing was conducted on May 24, 2018 in the City of Charlottesville by representatives of the City of Charlottesville and the Commonwealth of Virginia Department of Transportation after due and proper notice for the purpose of considering the proposed design of the Belmont Bridge Replacement project under State project number of 0020-104-101, PE-101, RW-201, C501, B-601 and Federal project number of BR-5104 (159) in the City of Charlottesville, at which hearing aerial photographs, drawings, environmental documentation and other pertinent information were made available for public inspection in accordance with state and federal requirements; and

WHEREAS, all persons and parties in attendance were afforded full opportunity to participate in said public hearing; and

WHEREAS, representatives of the City of Charlottesville were present and participated in said hearing; and

WHEREAS, the Council had previously requested the Virginia Department of Transportation to program this project; and

WHEREAS, the Council fully deliberated and considered all such matters; now

THEREFORE BE IT RESOLVED that the Council of the City of Charlottesville hereby approves the major design features of the proposed project as presented at the Public Hearing with the following changes:

- 4) Re-open access point or driveway entrance to Champion Brewing Company on South Street on Parcel 003;
- 5) Add a bicycle ramp on corner of Levy Avenue and Monticello Road to create a connection between the neighborhood street and shared use path; and
- 6) Creation of a pedestrian path that connects the pedestrian tunnel to new public, off-street parking spaces to Old Avon Street (south of Avon/9th Street).

BE IT FURTHER RESOLVED that the City of Charlottesville will acquire and/or furnish all right-of-way necessary for this project and certify the same to the Virginia Department of Transportation and Federal Highway Administration at the appropriate time.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute, on behalf of the City of Charlottesville, all necessary agreements required in conjunction with acquiring such rights of way, as well as all other associated standard agreements for construction activities.

Adopted this _____ day of July 2018.

City of Charlottesville, Virginia

ATTEST:

CLERK OF COUNCIL

BY: _____
MAYOR

|



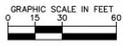
Plan View

Belmont Bridge Replacement (Route 20)

Project Location



North Arrow & Scale



Legend

	Proposed Asphalt		Existing Right of Way
	Proposed Bridge		Proposed Right of Way Line
	Proposed Sidewalk		Proposed Permanent Drainage Easement
	Proposed Concrete Median		Proposed Temp. Construction Easement
	Proposed Biofiltration		Proposed Limits of Construction
	Proposed Staircase		Proposed Curb
	Proposed Green Bike Pavement Marking		Proposed Pedestrian Signal
	Proposed Stamped Concrete Crosswalk / Paving		Proposed Signal
	Proposed Retaining Wall		Existing Bridge Demolition
	Proposed Tree		Lawn
	Existing Tree		Plant Beds (Low-Level Plantings)

Contact Information



Written comments may be sent by June 8 2018 to:

Jeanette Janiczek
City of Charlottesville
610 East Market Street
P.O. Box 911
Charlottesville, Va. 22902

E-mail comments may also be sent to:

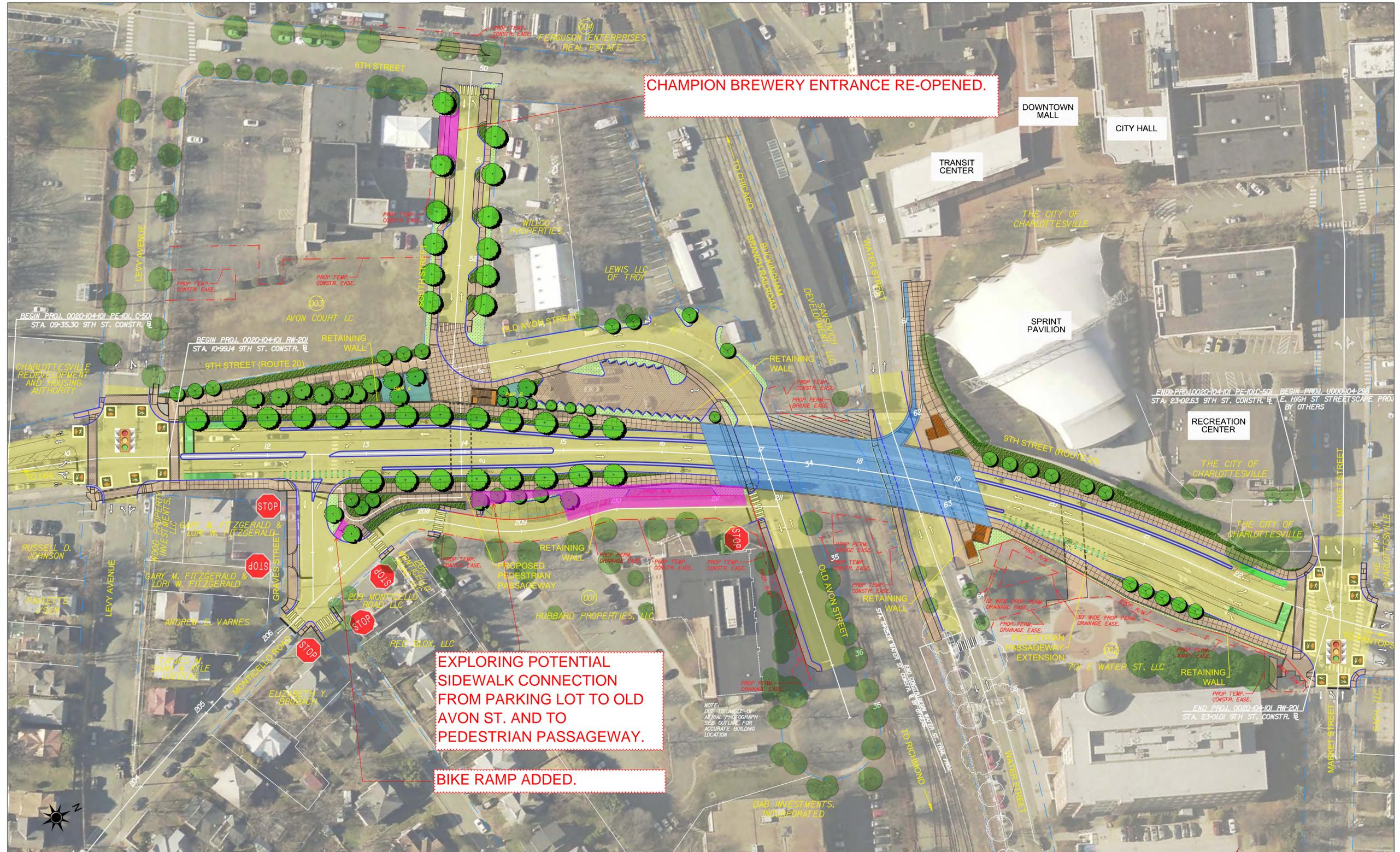
janiczek@charlottesville.org
Visit www.BelmontBridge.org for more information

Belmont Bridge Replacement (Route 20)
Charlottesville, Virginia

State Project : 0020-104-101
UPC 75878

These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way. Additional easements for utility relocations may be required beyond the proposed right-of-way shown on these plans.

Imagery Courtesy of the Commonwealth of Virginia copyright 2016



Attachment C - Design Public Hearing Transcript

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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

PAGE

JOAN SCHATZMAN	3
EBERHARD JEHLER	3
CAROLINE SATIRA	4

* * * * *

PUBLIC HEARING

JEANETTE JANICZEK, UCI Manager, City of Charlottesville

SPEAKERS

PAGE

JEHU MARTIN	6
JEFF HALL	9
TIM FREILICH	12
BARBARA GOEBEL	14
TOMAS RAHAL	15

* * * * *

P R O C E E D I N G S

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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.

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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
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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

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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

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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

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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.

26

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

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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
26

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.

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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

26

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
26

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

26

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
26

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.

26

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
26

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
26

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.

26

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.

26

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
26

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

26

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

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

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

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1 CERTIFICATE OF COURT REPORTER

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

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

15
16
17
18
19 _____
KURT D. HRUNENI, CVR, CCR-VA
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**Comment Sheet Summary, Belmont Bridge Replacement Project
Public Hearing Comment Response Sheets Summary
Thursday, May 24, 2018**

Attachment D - Design Public Hearing Comments

Total Respondents

Question #1 - Do the design features adequately address the needs of bicyclists, pedestrians and motorists?

	Yes	No	Not Sure	No Response	Total
1	10	4	2	1	17

Explain Why:	#
Too much width is allocated to the pedestrian and bicycle paths, a total of 40 feet.	1
Concerns with only one lane in each direction bridge.	4
Consider passageway portals being scalloped versus flush with wall face.	1
Maintain at grade crossing of 9th Street north of Graves.	1
Make the staircase north of the passageway smooth, elegant and intuitive	1

Question #2 - Do you agree that the following project features are attractive while appropriately connect the Downtown Mall and surrounding neighborhoods?

	Agree	Neutral	Disagree	No Response	Total
2a - Landscaping	10	3	3	1	17

Question #2A - Concerns/Comments on Landscaping	#
A little basic suggest more landscaping	1
Use a variety of tree species native to the area	2
Separate walkway to Downtown Mall from Pavilion	1
Obtain a variance from BBRR for no fence on the bridge.	1
Concerned about losing street trees on Water Street due t Knuckle Plaza	1

2b - Lighting	7	6	1	3	17
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Question #2B - Concerns/Comments on Lighting	#
Less is more in regards to lighting except in the passageways. Don't uplight or downlight bridge.	2
Create a skylight in median of 9th Street for the pedestrian passageway.	1
Ensure adequate and safe lighting in the passageways and beneath the bridge.	1
Do not agree with use of W. Main lighting and street furniture (benches, racks, etc.) on project.	1

2c - Surf. Treatment	4	5	6	2	17
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Question #2c - Surface Treatments (sidewalk, crosswalks, walls)	#
A lot of concrete.	3
Bridge rail looks like a highway rail.	1
Simple and easy to maintain.	1
Add stone veneer like retaining walls to bridge piers	1

2d - Public Spaces	8	4	1	4	17
--------------------	---	---	---	---	----

Question #2d - Public Spaces	#
Knuckle plaza is unnecessary and detrimental to street trees and street scene on Water Street	1
Old Avon Plaza area is a good repurposing of closed street.	1
Need more benches	1

Question #3 - Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?

	Yes	No	Not Sure	No Response	Total
3	11	3	2	1	17

Question #3 - If No, why?	#

Question #4 - Do you have any comments on the draft environmental document or comments regarding potential environmental issues?

	#
None	

Question #5 - Please use the following space for any additional comments.

	#
Add crosswalk on Monticello Road (private) at 209+75 RT.	1
Convert pubic parking on Monticello Road (private) to be angled in SB.	1
Do not include a fence or the selected fence design is inadequate.	4
Do not agree with use of W. Main lighting and street furniture (benches, racks, etc.) on project.	1
Pedestrian passageway will not be used.	2
Design does not improve access during Pavilion events to the Downtown Mall	2
Provide more roadway capacity/travel lanes	2
Preserve the parking lot under the existing bridge	1

Name / Address	R/W Parcel Number	Comment Source			Support Project	Comment	Response	Potential Plan Change	
		Comment Sheet	Oral Comment	Email / Letter / Telephone / Transcript				Neutral	Yes
Sean Miller (No Address Specified)	N/A			E-mail		One of the most pathetic city projects in sometime. What idiocy mandates a single lane in each direction when by your own studies 27,000 plus more cars will be using the bridge moving forward. And that anemic estimate was made with out taking into account all the new construction and upgrades scheduled to begin soon. It might also be helpful to add that you are -planning to operate with half a bridge for 2 years minimum while all the new work is going on- what a recipe for a total mess. Great planning as usual.	The project team has been conducting traffic analysis and presenting their findings at various public meetings. You may review these materials at https://www.belmontbridge.org/resources/ for the Design Charrette and Open House. A Traffic Analysis Report can also be found at https://www.belmontbridge.org/wp-content/uploads/2018/04/Belmont-Bridge-Traffic-Report_032618_ADA.pdf . Based on the latest (2015) published VDOT traffic data, the approximate annual average daily traffic (AADT) on Avon Street between Monticello Avenue and E. Market Street is 14,000 vehicles per day. The City has provided a growth rate of future vehicle, bicycle, and pedestrian activity to account for redevelopment which increased the AADT to 14,700 in 2041. However, level of service or delay analysis has been performed for the highest volume peak hour travel in both the AM and PM to ensure the efficiency, or amount of vehicles proceeding through the signals, can be maximized making traffic slightly better in the short-term and the same or slightly worse in the long-term. The design team also reviewed options for maintenance of traffic. Only two viable options were identified: 1) maintenance of a sidewalk and one lane of traffic in each direction or 2) full closure of the bridge. Potential detours were previously explored that extended to Monticello Avenue to either Ridge Street or Carlton Road to travel over the railroad, but rejected due to their length and complexity of rerouting. Input from the steering committee and City stakeholders led to the decision that access across the bridge must be maintained throughout construction.		X
Jehu Martin 333 2nd Street, S.E Charlottesville, VA 22902	N/A			E-mail		Bridge Plans: Why are the plans for a single lane in each direction -when 1)- the current bridge is inadequate as is and over 30,000 more cars are expected to use it in the coming years 2) In addition there are at least 5 major construction projects that will significantly increase personnel and traffic in the coming years and nothing has been done to account for this Scheduling: You plan to begin construction that will involve shutting down half of the already inadequate bridge for 2 years while multiple construction projects are underway. This should create a massive 2-3 year long traffic jam that will affect the entire city plus negatively impact downtown businesses.	The project team has been conducting traffic analysis and presenting their findings at various public meetings. You may review these materials at https://www.belmontbridge.org/resources/ for the Design Charrette and Open House. A Traffic Analysis Report can be found at https://www.belmontbridge.org/wp-content/uploads/2018/04/Belmont-Bridge-Traffic-Report_032618_ADA.pdf . Based on the latest (2015) published VDOT traffic data, the approximate annual average daily traffic (AADT) on Avon Street between Monticello Avenue and E. Market Street is 14,000 vehicles per day. The City has provided a growth rate of future vehicle, bicycle, and pedestrian activity to account for redevelopment which increased the AADT to 14,700 in 2041. However, level of service or delay analysis has been performed for the highest volume peak hour travel in both the AM and PM to ensure the efficiency, or amount of vehicles proceeding through the signals, can be maximized making traffic slightly better in the short-term and the same or slightly worse in the long-term. The design team also reviewed options for maintenance of traffic. Only two viable options were identified: 1) maintenance of a sidewalk and one lane of traffic in each direction or 2) full closure of the bridge. Potential detours were previously explored that extended to Monticello Avenue to either Ridge Street or Carlton Road to travel over the railroad, but rejected due to their length and complexity of rerouting. Input from the steering committee and City stakeholders led to the decision that access across the bridge must be maintained throughout construction.		X
Kathleen Mair (No Address Specified)	N/A			Email		Is this true that there will be one lane each way? With increase development in Belmont? This has been questioned by the neighborhood and I wonder what their voices have not been heard?	Yes, the Belmont Bridge Replacement project team is proposing a two-vehicular-lane bridge (one lane in each direction). The project team has been conducting traffic analysis and presenting their findings at various public meetings. You may review these materials at https://www.belmontbridge.org/resources/ for the Design Charrette and Open House. A Traffic Analysis Report can be found at https://www.belmontbridge.org/wp-content/uploads/2018/04/Belmont-Bridge-Traffic-Report_032618_ADA.pdf . In summary, the project area is surrounded and being fed by a series of two-lane streets. Avon Street/9th Street is two lanes south of Levy Avenue where it turns into a four lane section for approximately 0.36 miles until it terminates at East High Street. No future roadway projects are currently proposed for Downtown Charlottesville to widen any of the surrounding two lane roadways into four lane roadways. By focusing on the length and configuration of the turning lanes on both ends of the bridge, the efficiency, or amount of vehicles proceeding through the signals, can be maximized making traffic slightly better in the short-term and the same or slightly worse in the long-term. By maximizing the efficiency of the signals, previous vehicle lane width that was used for queuing vehicles can be re-purposed to encourage and enhance bicyclist and pedestrian facilities. Since the project area is urban in nature, we provided a growth rate of future vehicle, bicycle, and pedestrian activity to account for redevelopment.		

Name / Address	R/W Parcel Number	Comment Source			Support Project	Comment	Response	Potential Plan Change	
		Comment Sheet	Oral Comment	Email / Letter / Telephone / Transcript				Neutral	Yes
434-531-5311	001			E-mail		<p>We own the Inova Solutions building, and we ask that you improve access from our property to the pedestrian tunnel. On the private section of Monticello Road, at location 209.75, please add a crosswalk connecting our sidewalk to a new paved path from the street to the pedestrian tunnel. Also, please consider modifying the alignment of the parking spaces at location 209 so that cars enter/exit at an angle. (Most cars will enter from the south.) Additional comment: please remove the steel screen that blocks the view from the walkways across the bridge. Thank you for considering our comments.</p>	<p>The area along private Monticello Road (from 9th Street station 208 to 210) that has a public access easement will be redesigned to include a walkway to connect the new public parking spaces to the pedestrian tunnel, shared use path to Avon Street and the sidewalk along Old Avon Street. The parking layout of the perpendicular lot on Monticello Road was reviewed. The current design maximizes the number of spaces and allows for utilization by both northbound and southbound traffic. Reconfiguration of this parking area to angled parking would result in less spaces, insufficient width between the roadway curb and retaining wall or inability to prevent the possible southbound approach to utilize the parking. It is noted that a fence along both sides of the bridge over the railroad is not desirable. However, Buckingham Branch Railroad/CSX Transportation standards require fencing. The design team is actively working with the railroad to obtain a waiver for the fence to be installed with construction of the project. However, the decision of whether there is a fence or no fence is at the sole discretion of the railroad. If fencing is required, the fence was designed to minimize disruption from the views from the walkways.</p>		X

Attachment E - Design Public Hearing Displays

All of the below materials are linked to the project website, www.belmontbridge.org, and are available under the Resources tab in an accessible format using the following links:

- **Notice**
 - [Design Public Hearing Notice May 24, 2018 \(PDF\)](#)
- **Meeting Material**
 - [Environmental Documentation \(PDF\)](#)
 - [Stage 1 Report \(PDF\)](#)
 - **Boards**
 - [Public Hearing Plan \(PDF\)](#)
 - [Roadway Typical Sections \(PDF\)](#)
 - [Roadway Furnishings \(PDF\)](#)
 - [Pedestrian Access \(PDF\)](#)
 - [Pedestrian Access in Construction Board \(PDF\)](#)
 - [Bridge Architecture: Walls and Railings \(PDF\)](#)
 - [Bridge Architecture: Fencing \(PDF\)](#)
 - [Lighting \(PDF\)](#)
 - [Pedestrian Passageway/Plaza \(PDF\)](#)
 - [Present and Future Aerial Rendering \(PDF\)](#)
 - [Environmental Findings \(PDF\)](#)
 - [Getting Involved \(PDF\)](#)
 - [Traffic Queue and Delay \(PDF\)](#)
 - [Lane Configuration Scrolls \(PDF\)](#)
 - [Budget Breakdown \(PDF\)](#)
 - [Public Hearing Brochure and Comment Form \(PDF\)](#)
 - [Project Funding Summary \(PDF\)](#)