

Rivanna River Bike/Ped Crossing Stakeholder Advisory Committee Meeting

November 30th, 2021

Agency	Name	Attendance
VDOT	Chuck Proctor	Absent
Charlottesville PW	Brennen Duncan	Present
Albemarle Planning	Jessica Hersh-Ballering	Present
Charlottesville PR	Chris Gensic	Absent
Albemarle PR	Tim Padalino	Present
Pantops CAC	Dick Ruffin	Present
Woolen Mills Citizen	Annie Stafford	Present
Rivanna Conservation Alliance	Lisa Wittenborn	Present
Regional Transit Partnership	Bea LaPisto-Kirtley	Present
Charlottesville Planning Commission	Karim Habbab	Present
Albemarle Planning Commission	Daniel Bailey	Absent
Rivanna Trails Foundation	Fran Lawrence	Present
CTAC	Stuart Gardner	Present

1. Welcome – Sandy Shackelford
2. Introductions – All
3. Purpose of the Advisory Committee – Sandy Shackelford
4. Project Background – Sandy Shackelford and Chuck Proctor
 - a. Project origination
 - b. Feasibility Study Process
5. Bridge Alignment Options – Sandy Shackelford and Chuck Proctor
6. Next steps – Sandy Shackelford
7. Meeting Schedule – Sandy Shackelford
8. Public Comments
9. Adjourn

Public Questions, Comments and Concerns:

- It is essential to the project to thread the bridge into the transportation network of the area. The bridge cannot just connect to the unpaved Woolen Mills trail, but must be updated so that it is a feasible commuting option that is up to VDOT standards.
- Is there any reason the Riverside option cannot connect to the road previous to the planned terminal point?
- Further discussion and planning to expand the main bridge component to include components relating to nearby streetscape improvements and other connectivity enhancements to make this a safe, successful piece of infrastructure.
- The Market Street option has low volume and higher user safety options, while the Chesapeake option is a much busier road with little room for pedestrians and bikers. Steps to assess

community connections should be taken to ensure that this bridge serves its purpose as an accessible option for pedestrians and bikers.

- Parking along East Market Street is already congested. Travel Demand Modeling could be helpful in predicting how much more traffic, if any, will be added to the area if the bridge was implemented here.
- Is it possible to estimate how much more vehicular traffic would be added to the area if the bridge is put in any of the proposed locations?
 - The bridge is likely to be very attractive to recreational bikers and walkers, bringing increased congestion.
- Is it possible to connect the Woolen Mills option to Broadway through a tunnel that goes under the Railroad?
 - Broadway is a very wide road with lots of space for Bikers and Pedestrians.
 - Parking could present an issue here, but there is county paid for parking available at the Wool Factory.
 - The E Market St option connects with planned sidewalks via Broadway. Broadway may be a better route to Downtown.
- Communication with the owner of the State Farm building needs to begin to ensure right of way is possible. Has communication begun with the State Farm building owner?
- Each option should be evaluated for the various strengths and weaknesses.
- Which scenario would get the most usage and how can we predict this?
- The overall vision for the bridge to decrease car commuting. The consideration of connectivity to places of work and main arteries within down should be of high priority. Can something be done to incentivize alternative modes of transportation for commuters with a vision of 5-10 years down the road?
- The city has discussed a boat ramp on the Rivanna at the end of Chesapeake Street. This should be considered in the plan for the Chesapeake Bridge option.
- If Chesapeake St location is chosen, would it be possible to build off of this project to do riverbank revitalization? It is important to consider other applications and environmental possibilities of each location.
- Has the environmental impact and water quality impact been assessed in relation to each proposed location?
- The focus of the project is the connectivity to the community. Enlarging the project scope to have more community connections, such as different branches to various areas within the community could help reduce vehicle trips.

- This is bound to be a very attractive recreational community, and some elements of place making or public art should be entwined to make it an iconic attraction, while keeping the cost down.
- Designs such as easements should be explored to reduce cost of the overall project.
- Considerations to who should be added to the conversation should be continually prioritized to ensure there are no more surprises for the committee or VDOT as the project moves forward.