

Rivanna River Bike/Ped Crossing Stakeholder Advisory Committee Meeting

February 17th, 2022

Agency	Name	Attendance
VDOT	Chuck Proctor	Present
Charlottesville PW	Brennen Duncan	Present
Albemarle Planning	Jessica Hersh-Ballering	Present
Charlottesville PR	Chris Gensic	Present
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
	Brain Roy	Present
	Chris Gensic	Present
	Kevin McDermott	Present
	Ann Mallek	Present
	Dick Ruffin	Present
	Allison Ewing	Present
	Peter Krebs	Present
	Annie Stafford	Present
	Bill Emory	Present
	Shane Sawyer	Present
	Liz Russell	Present
	John Bolecek	Present
	Elise Burroughs	Present
TJPDC	Sandy Shackelford	Present
TJPDC	Ryan Mickles	Present
TJPDC	Isabella O'Brien	Present

Agenda

1. Welcome – Sandy Shackelford
2. Attendance
3. Discussions of Factors for Consideration
4. Summary of feedback
5. Public Outreach
6. Next Steps

Park and Neighborhood Impacts

Many concerns for parking following the development of the bridge have been raised considering parking is already overloaded due to the park.

Impacts are presented as negative externalities. What about benefits for the neighborhood?

Is there a category for comparative soil and environmental disturbance?

Please consider the positive impacts of the East Market Street option with regard to Broadway and economic development. With the Wool Factory and two new breweries on Broadway, the East Market street option has the opportunity to further enhance the economic viability of Broadway.

I live on the west side of town and I drive to Riverview to park and walk as lots of people do. Would the pedestrian bridge have a parking lot from the Pantops end?

Would the City consider turning the Riverview Parking lot into a parking benefit district?

Annie Stafford: All options will create parking impacts. Chesapeake street is very steep and not ideal for bikers. Why are we not thinking about Wool Factory as a parking option?

Is on a private development and is not dedicated to the public.

Brian Roy: 300 parking spots, there is a high percentage unused on weekends. He is considering using his site as an option. He cannot dedicate parking spaces, but is open to it being used during the weekends. 10 spaces are currently dedicated for county uses.

Ann Mallek: for parking, how does the county funded trail head lot factor in to this

Peter Krebs: There are the public spaces at the Wool Factory...My own \$.02 is that the parking issue advantages the Wool Factory site, pretty clearly. But parking is far from the only issue we need to look at, though it is important. I hope we don't spend the whole call talking about parking, which is a huge concern for a small number of people.

Chris Gensic: If the Wool Factory is used for expanded parking, what ADA and pedestrian safety accommodations need to be considered to ensure its safe for users? Not sure if there are any code/legal issues with having families walk through a parking lot. It's pretty calm and safe feeling now, and I don't know the answer to this question, but we should take that into account as this develops

Allison Ewing: We aren't asking you to solve the current parking issues but what recourse will we have when the new bridge, if located at Riverview Park, will necessitate new parking? It's fine to ignore that now but the neighborhood will have to deal with the outcome. It will be a done deal.

Peter Krebs: To Allison's point, addressing consequences (and opportunities) will need to be considered as soon as the application gets submitted. Therefore, I would advocate for the Committee to stay empaneled past March--even if they meet less.

Fran Lawrence: 4 block difference the two options creates very different impacts

We can have the 10 spots as overflow parking at Wool Factory with signage potentially? So the parking differential and capacity is nil

Access to the new bridge (if) at end of East Market from Broadway (where Brian Roy's parking is located), is not immediately intuitive to the public if traveling by car or bike or on foot. So there would be a need to encourage or even force traffic to Broadway. Not sure if this is easily done. The intuitive access to the bridge will be East Market if the bridge is located at the Woolen Mills.

Visual Impacts and Bridge Design

What about the Greenville suspension bridge?

What are the price differences between all of the bridges?

This is the Liberty Bridge that Ann is referring to: <https://thumbs.dreamstime.com/b/liberty-bridge-greenville-south-carolina-landmark-pedestrian-access-walkway-falls-park-spans-reedy-river-52611075.jpg>

Allison Ewing: My husband Chris Hays is from Greenville and contributed this bridge. The bridge and other improvements have transformed the downtown.

Please look at the Liberty bridge in the link above in 2004 it cost \$4m. we need to get a proper cost since it can do longer lengths

Dick Ruffin commented that the suspension bridge may be flashier than what aligns with Charlottesville. The main purpose should be getting the bridge passed through the SMART SCALE process.

Chuck Proctor: The estimate is 7,000 dollars a linear foot for the suspension bridge, and the general truss bridge is 1,500 a linear foot.

Peter Krebs: In the study, for the actual bridge the suspension = \$1.9M; Truss=\$3.8M

Sandy or Chuck, can you remind us of the relative length of the bridge for each alignment? Was one significantly longer than the other? A shorter bridge might allow us to afford a "fancier" bridge

Site work, grading, abutments, and also the accessible trail going up to Pantops are significant costs on top of the bridge structure itself. In my experience, the bridge fabrication and delivery are about 1/3 of total project cost (for Meadow Creek and Moores creek type bridges).

Lisa Wittenborn: The Rivanna is Virginia's first designated scenic river. A large bridge will have a significant impact to the visitors of Riverview Park.

Tim Paladino: I regret having to leave early, but if the Stakeholder Advisory Committee members are providing our preferences today, then I'm "voting" for Option #1 for the following considerations: bridge resilience/durability; project cost; Smart Scale application competitiveness; and maximizing our region's chances of significantly improving City/County connectivity.

Peter Krebs: To Jessica's point, the VBH study shows the Option Two bridge as costlier both because it is more complicated but also because it's a longer bridge.

The PEC provided overhead panoramic views of both of the potential bridge alignments.

Lisa Wittenborn: The bridge at Riverview Park will give the public the ability to see the beauty of the river.

Bea Lapisto Kirtley: Chesapeake Bridge is not very attractive seeing the bridge from above.

Fran Lawrence: The picture does not give Chesapeake Street view justice.

Bill Emory: Martha Mitchell liked to talk about how the island was dusty. "It's all dirt"

The island could have a stair down to it and become an amenity.

I like the view at Location 1 better, but in fairness the "island" has its cool features (like birds browsing the shoreline).

The suspension bridge Ann Mallek showed was wonderfully minimalist. Seems worthwhile to explore as an option, to get a price estimate.

Chuck is right--the eastern approach flies over the lock system in a way that reminds me of the C&O Canal.

If parking is a large issue, and the Chesapeake site is desirable for cost, how about assigning spaces in the Mills and assigning spaces at the park to the park only - although this may be very hard to enforce

Lisa Wittenborn: Concerns surrounding the pier on the island, potential impacts on wildlife, Nesting for water birds, debris getting lodged on pier for the East Market Street Alignment.

Chuck Proctor: VDOT will address maintenance of bridge and debris

City/County Connection:

Jessica Hersh- Ballering: Sandy, is there an expectation that the trail in the wool factory alignment would be lengthened since the feasibility study plan didn't meet ADA requirements?

We should consider accessibility and transit accessibility. How far can a person who uses this bridge go?

Peter Krebs: Karim's point is a great reminder to work with Sentara to get input from their employees. I'll reach out to them tonight. VDOT doesn't give an "essential caregivers" bonus but they should!

Dick Ruffin- As a resident of Pantops, very exciting to the community to have access there. He predicts it will attract people from the Pantops side to have more access to Charlottesville. Old Mill trail development will fit in very nicely with the bridge. A Presidio development is on its way. Additional potential to ease free bridge transport.

Bea Lapisto-Kirtley: The options have different benefits. Better for entertainment at Riverview location, Chesapeake Street is better for commuters and economic development.

Brennan Duncan: There is very little chance that an accessible sidewalk could be installed on market street given the current width of the right of way and location of homes.

Allison Ewing: Chesapeake Street is not biker friendly. The street is narrow and hilly so cars passing a bike would have to travel into the other lane. I've biked that many times and can tell you East Market is much more preferable route to downtown, especially with the East Water Street extension at the water tower near Bear Run, it is a very pleasurable ride.

Dave Stackhouse: Mountain Bike Club does not have a position on this at this point. The information and survey were sent to a very responsive email list of 250 paid members and 800 bikers across the state. Neither of these are steep hills according to mountain bikers. East Market is very narrow, people will have to get to this bridge by going through Broadway. Access to either of these bridge locations is the main priority for them. Broadway parking spots are on the other side of Woolen Mills. What is the full connection that goes into the city? Built for users who have to get to and fro by bike, foot and vehicle. Dave has been a Bike and Pedestrian committee member for 3 years. Broadway would need bike lanes to be put in, potentially when those streets are repaved.

Shane Sawyer as a cyclist: The key is to get across the River. Cyclists will find a way to the bridge regardless of where it is. It serves as a better connection between the city and county no matter which location is chosen.

Jessica Hersh Ballering- Safety is a larger concern at Woolen Mills and the East Market Street alignment because it is unseen even by those sitting outside. Riverview park is well attended and the neighborhood can also see those crossing the bridge.

Lisa Wittenborn- Is lighting going to be required for the build?

VDOT: Lightning will be discussed later in the process.

Bea Lapisto Kirtley- Low lighting on the bridge design is needed due to City Ordinances.

Committee Member Vote on Bridge Alignment:

Chesapeake Alignment- 6

East Market Street Alignment- 4

Final Public Comments:

Peter Krebs: Was not surprised to see a split decision on this. He feels confident that whichever option we choose will be a good one. Hopefully folks will show up to the Public Meeting Next week. He will reach out to Sentara and have them distribute the survey among the employees. He is extending flyering outside of Woolen Mills area so there is additional outreach in the community.

Willow Tree is in favor of the East Market street alignment as a connection. Broadway is likely to look very different down the road. Broadway has not yet been thought of as a main thoroughfare up until this point. Hopefully this can be brought into the conversation so that more people can enjoy the bridge and river in the future.