

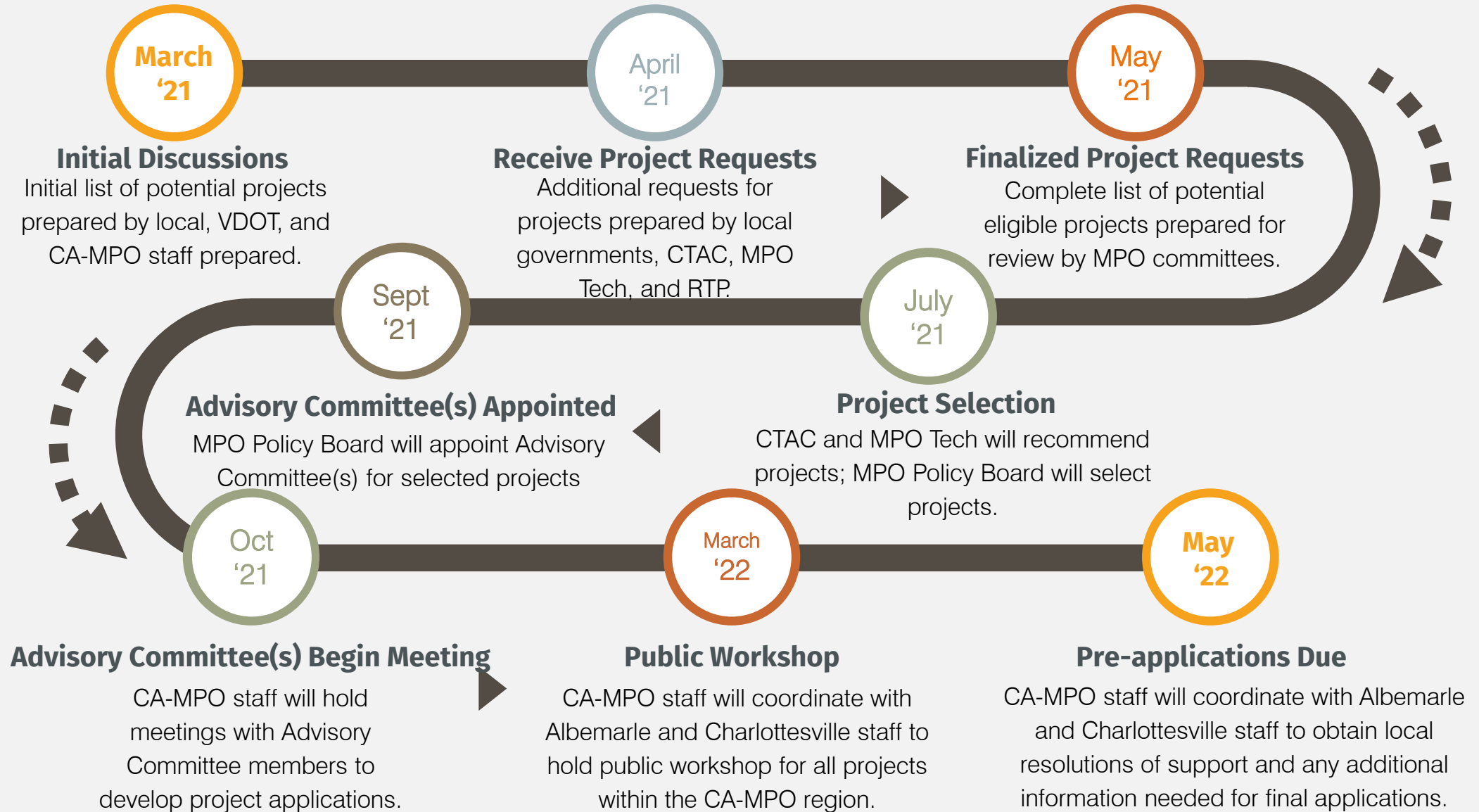
RIVANNA RIVER BIKE/PED CROSSING  
STAKEHOLDER ADVISORY  
COMMITTEE

November 30th, 2021

# STAKEHOLDER ADVISORY COMMITTEE

<b>Organization</b>	<b>Name</b>
VDOT	Chuck Proctor
Charlottesville Public Works	Brennan Duncan
Albemarle Planning	Jessica Hersh-Ballering
Charlottesville Parks and Recreation	Chris Gensic
Albemarle Parks and Recreation	Tim Padalino
Pantops Citizen Advisory Committee	Dick Ruffin
Woolen Mills Citizen	Annie Stafford
Rivanna Conservation Alliance	Lisa Wittenborn
Regional Transit Partnership	Bea LaPisto-Kirtley
Charlottesville Planning Commission	Karim Habbab
Albemarle Planning Commission	Daniel Bailey
Rivanna Trails Foundation	Fran Lawrence
Citizens Transportation Advisory Committee (MPO)	Stuart Gardner

# Smart Scale Round Five Timeline



## ROLE OF THE STAKEHOLDER ADVISORY COMMITTEE

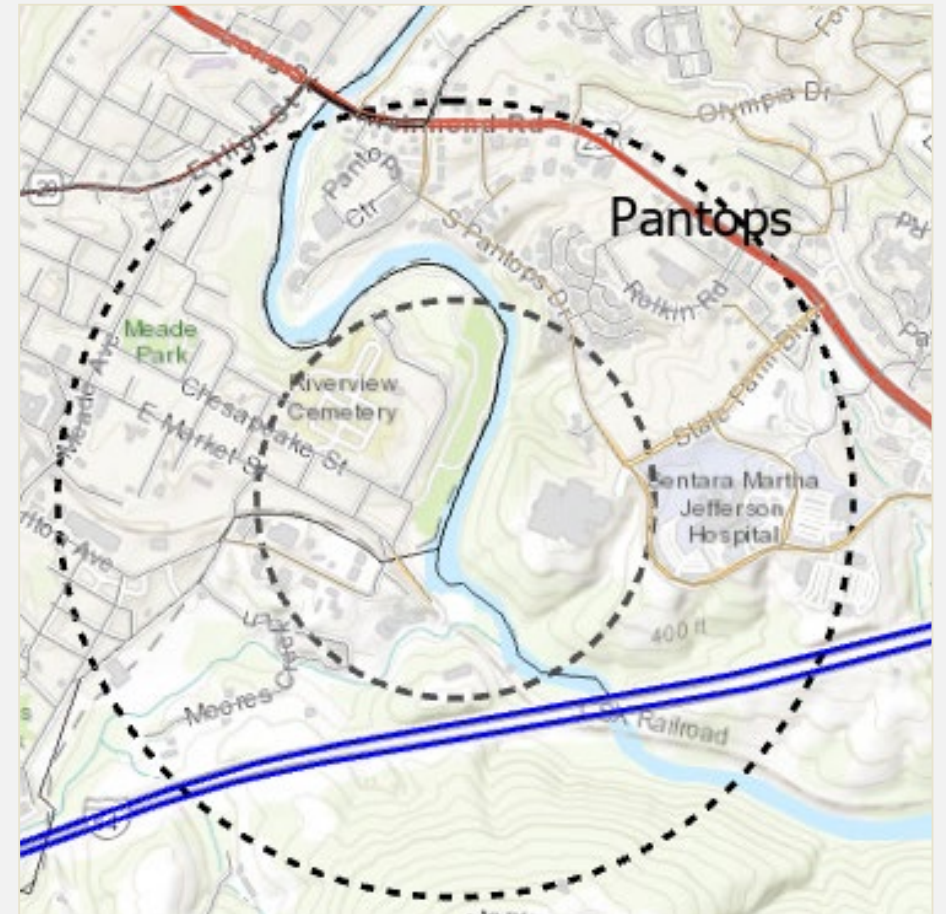
- Includes people with technical expertise and representatives for community interests.
- The stakeholder advisory committee members will:
  - Act as a liaison on behalf of the organizations or groups they are representing.
  - Consider the pros and cons of the potential bridge alignments and provide guidance on priority considerations and issues that need farther evaluation.
  - Guide CA-MPO staff on additional public outreach that may be needed.
  - Provide a recommendation to the CA-MPO Policy Board to be used in developing the final SMART SCALE application.

# PROJECT BACKGROUND

- Three potential Rivanna River bike/ped crossing locations have been identified as a need in multiple planning documents:
  - Between Darden Tow Park and Pen Park
  - Near Free Bridge
  - Between Pantops and Woolen Mills
- TJPDC/CA-MPO focused on the Pantops/Woolen Mills location due to its ability to connect two significant employment sites and best accommodate alternative commuters.

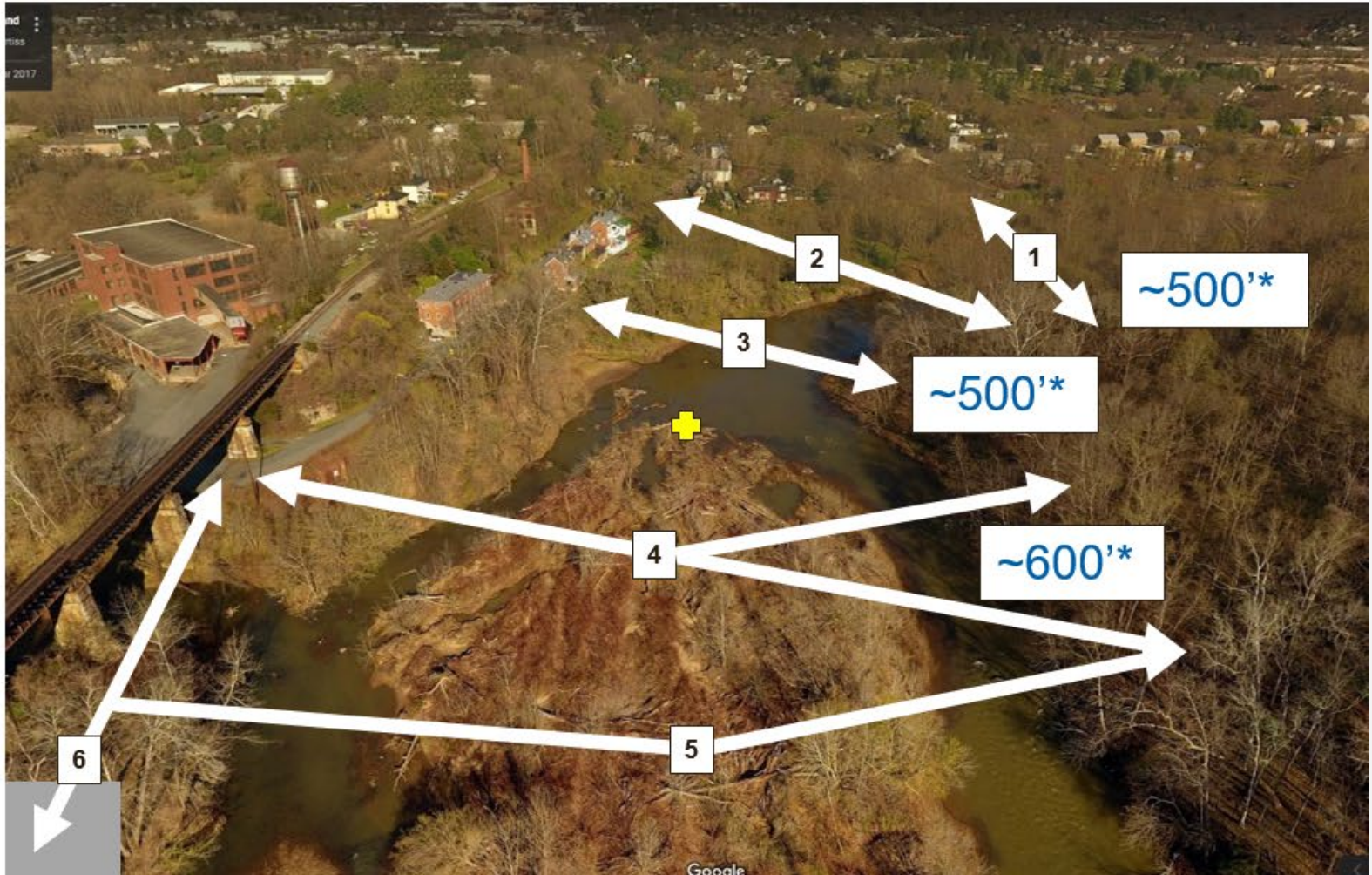
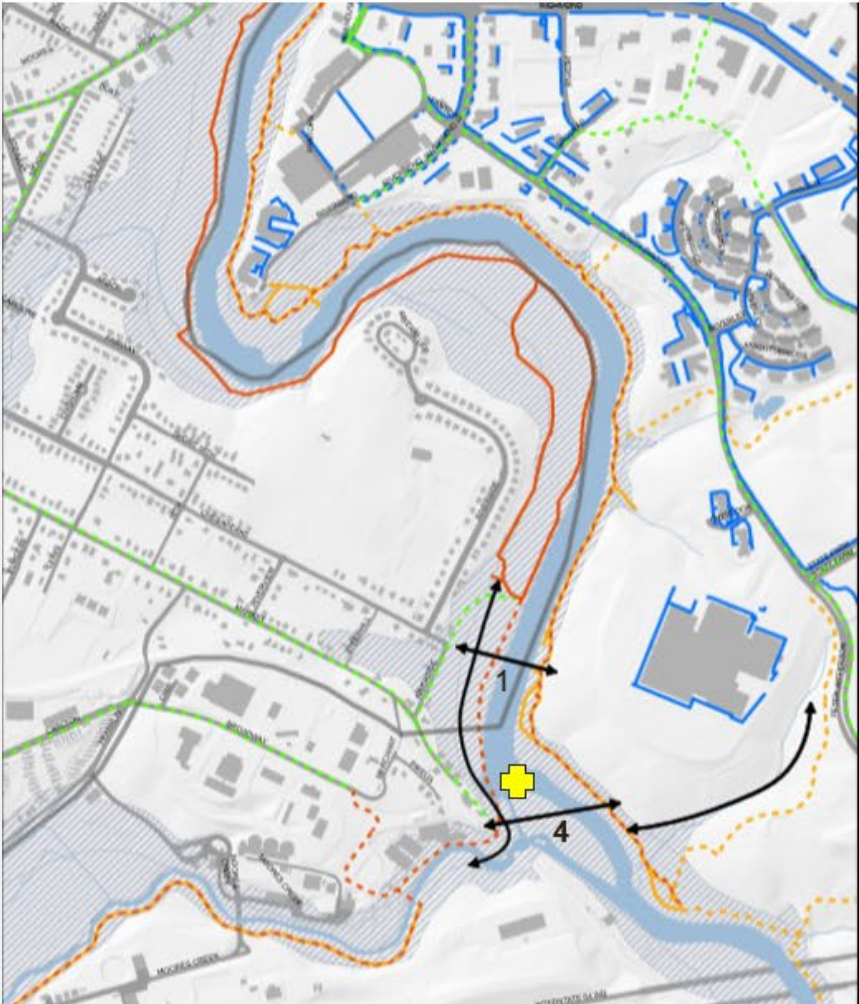
# FEASIBILITY STUDY

- VDOT feasibility study requested in Spring of 2019
- Goal was to develop feasible bridge alignments and probably cost estimates for a Rivanna River crossing to connect to the existing and proposed trail and shared use path network
- The area was evaluated based on development patterns, commuting activities, and existing property access





# SIX POTENTIAL CROSSING OPTIONS WERE INITIALLY IDENTIFIED

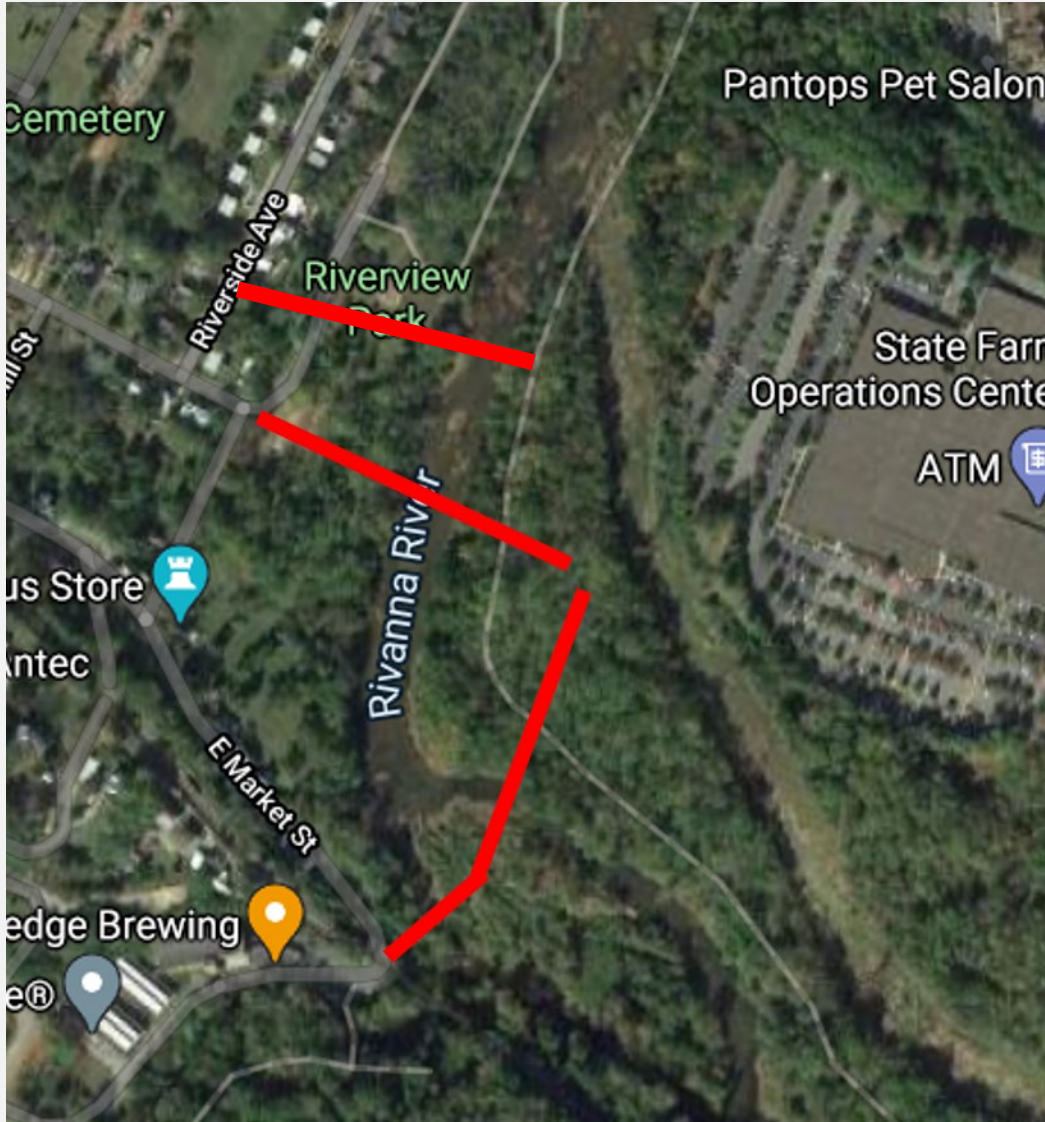


# BRIDGE ALIGNMENT TECHNICAL REVIEW

- The original six alignment options were reviewed by a group of technical staff to discuss other factors impacting feasibility
- Four alignments were eliminated due to factors identified by the technical staff including property ownership, accessibility issues, known protected resources, and steep grades.
- Alignments 1 & 4 from the initial options remained feasible after the review
- A third alignment option was added by a member of the Citizen Transportation Advisory Committee, but has not undergone technical analysis



# THREE ALIGNMENTS FOR CONSIDERATION

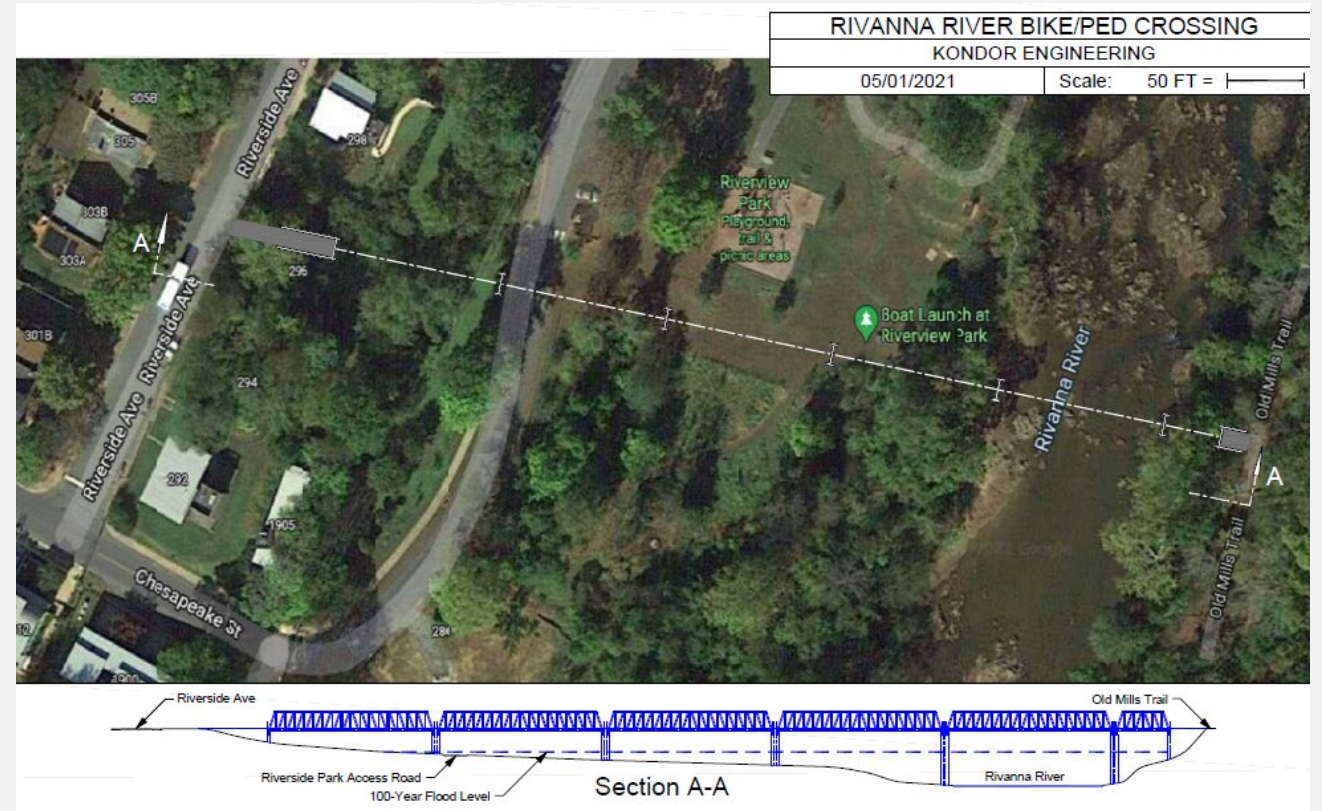


From top to bottom:

- Alignment between State Farm property and Riverside Avenue; has not been through a technical evaluation
  - Alignment between State Farm property and Chesapeake Street
  - Alignment between State Farm property and East Market Street
- 
- All alignment options will need to include improvements that will provide connections to the existing transportation network.
  - Any of these projects will need to include upgrades to the Old Mills Trail and a connection to Peter Jefferson Parkway/State Farm Boulevard.

# RIVERSIDE AVENUE

- Bridge would be completely at-grade on landings
- Would likely be least expensive option
- Has greatest impact to Riverview Park
- Riverside Avenue landing would impact a privately owned property next to a residence
- Termination point is mid-block
- Has not undergone technical analysis





# CHESAPEAKE STREET



- Single truss; 325' span
- Bridge span has a clearance of 40' over normal river height (15' over floodplain)
- Bridge and path maintain grade of 5% or less
- Would not require in-river construction

# CHESAPEAKE STREET

## CONNECTIVITY AND ACCESS

- Provides a direct connection to the Rivanna Trail, Riverview Park's parking lot, and Chesapeake Street which leads to downtown Charlottesville
- Continuous sidewalk on Chesapeake (on north side)

## COST ESTIMATES

- \$11,330,000 + contingencies
- ROW purchase from State Farm and Presidio Development properties assumed (negotiation of an easement would reduce total cost)



## EAST MARKET STREET



- Arch bridge with pier on mid-river sediment island; each span is 296'
- 1st span has clearance of 5' over normal river height (1' over floodplain)
- Bridge and path mostly maintain grade of 5% or less, but 150' of path have a grade of 6.5%



# EAST MARKET STREET

## CONNECTIVITY AND ACCESS

- Provides a direct connection to the Woolen Mills economic development site and leads to downtown Charlottesville
- East Market Street has a constrained 20' cross-section that does not allow for separate pedestrian facilities
- Limited parking availability along East Market Street for recreational users

## COST ESTIMATES

- \$15,360,000 + contingencies
- ROW purchase from State Farm and Presidio Development properties assumed (negotiation of an easement would reduce total cost)

## NEXT STEPS – PRIORITIZATION OF FACTORS TO CONSIDER

- ADA accessibility
- Trail connectivity
- Utility impacts
- Floodplain
- Right-of-way impacts
- Aesthetics
- Public impacts (park and community)
- Construction Cost
- Resiliency/flood impacts
- Maintenance/replacement/inspection costs
- Environmental/water quality impacts
- Preservation of river access for recreational uses
- Transit access
- Parking (cars and bikes)
- Water safety impacts
- Others????

# MEETING SCHEDULE

- Meet monthly through February/March
- Is there a December date that will work for the committee members?

# PUBLIC QUESTIONS/COMMENTS