

RIVANNA RIVER BIKE/PED CROSSING
STAKEHOLDER ADVISORY
COMMITTEE

January 20th, 2022

STAKEHOLDER ADVISORY COMMITTEE

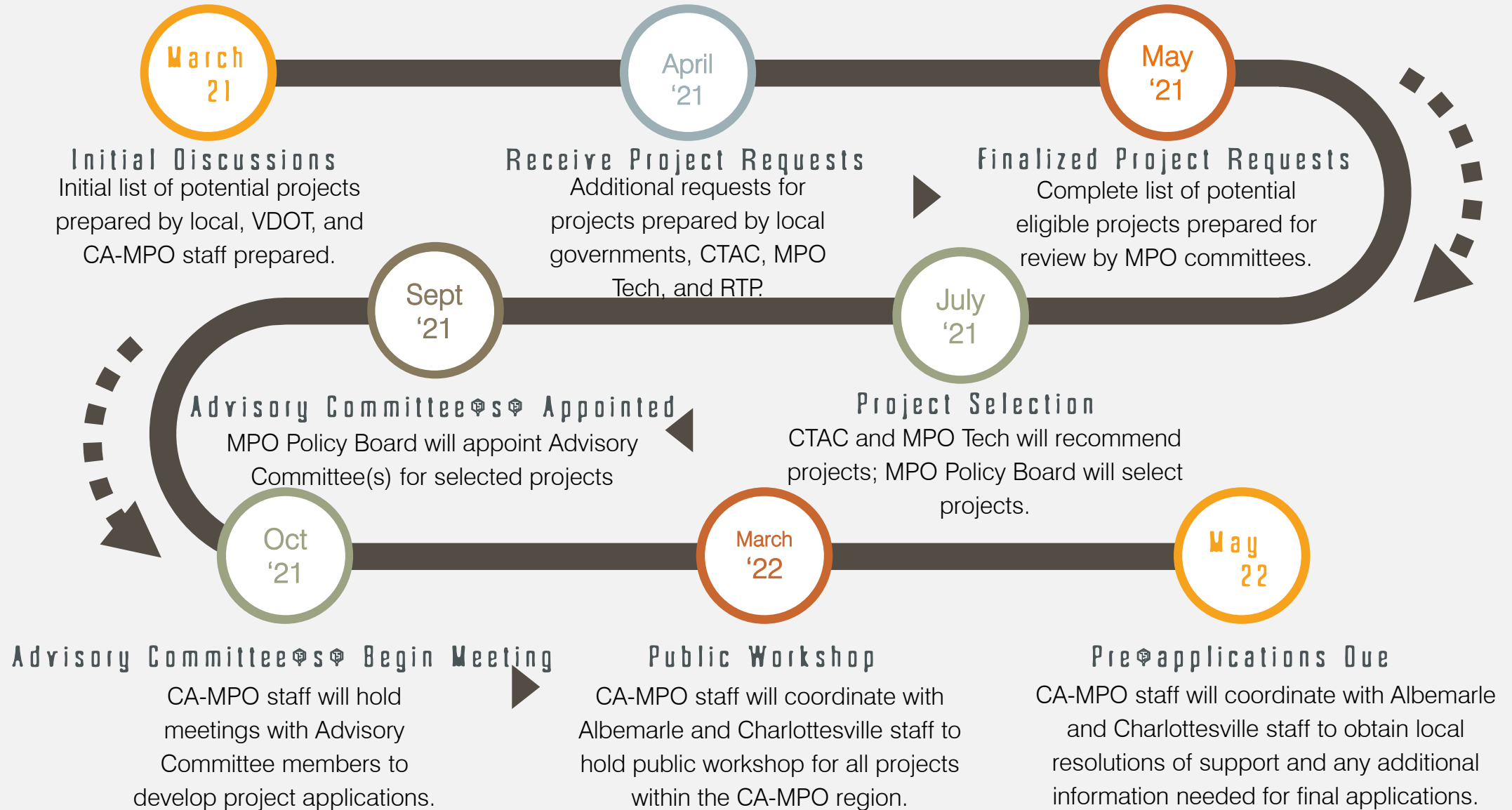
Organization	Name
VDOT	Chuck Proctor
Charlottesville Public Works	Brennen Duncan
Albemarle Planning	Jessica Hersh-Ballering
Charlottesville Parks and Recreation	Chris Gensic
Albemarle Parks and Recreation	Tim Padalino
Pantops Citizen Advisory Committee	Dick Ruffin
Woolen Mills Citizen	Annie Stafford
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

Reminder:

There will be an opportunity for public comments at the end of the meeting. If you are not on the committee or are responding to a specific question that has been raised, please use the chat function or hold your comments until the end.

THANK YOU FOR YOUR INTEREST IN THIS PROJECT!

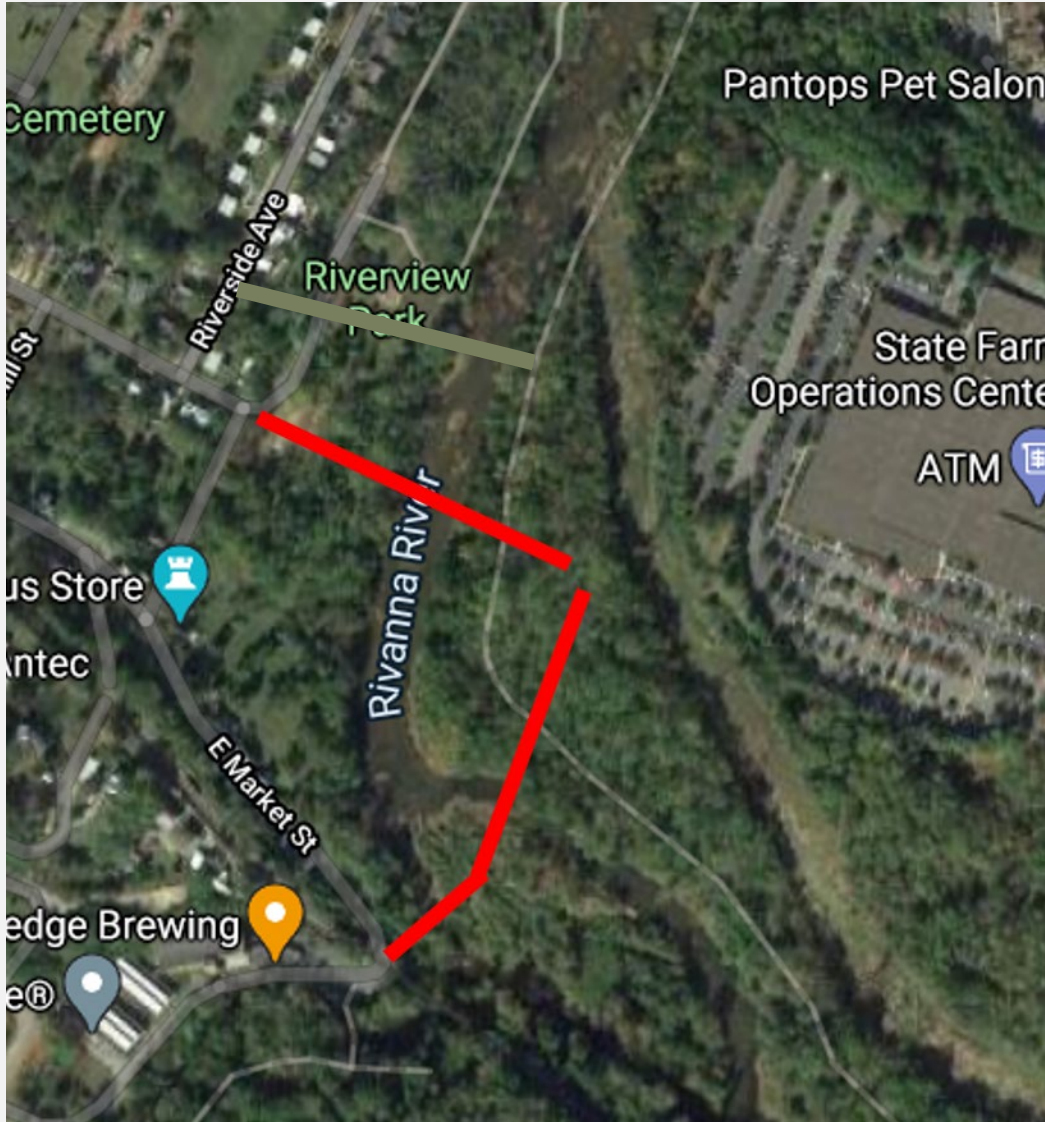
Smart Scale Round Five Timeline



SMART SCALE PROJECT SCORING

- Projects are awarded funding based on their overall benefits scores relative to the project cost
- Benefit scores are based on the following measures:
 - **Safety** – how well the project addresses multimodal safety concerns through best practice crash reduction strategies
 - **Congestion mitigation** – how the project addresses the ability of the transportation system to move people and reduce travel delay
 - **Accessibility** – how the project addresses access to jobs and other opportunities, as well as multiple and connected modal choice
 - **Environmental quality** – how well the project addresses the reduction of pollutant emissions and energy consumption, and minimizing the impact on natural and cultural resources
 - **Economic development** – how the project addresses regional and local economic development plans and new development activity
 - **Land use coordination** – how well the project supports population and employment that on average has a reduced impact on the transportation network
- Projects with the highest benefits relative to cost are funded

THREE ALIGNMENTS FOR CONSIDERATION



From top to bottom:

- Alignment between State Farm property and Riverside Avenue; has not been through a technical evaluation – Eliminated from consideration
- 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 a connection to Peter Jefferson Parkway/State Farm Boulevard.

PRIORITIZATION OF FACTORS TO CONSIDER

- ADA accessibility
- Trail connectivity
- Utility impacts
- Floodplain
- Right-of-way impacts
- Aesthetics
- Public impacts (park and community)
- Construction Cost
- Equity
- Overall network enhancement opportunities
- Placemaking considerations
- 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

PARKING CONCERNS – RIVERVIEW PARK

- Parking shortage at Riverview Park currently exists
- Commuter use of the bridge not likely to increase parking demand
- Old Mills Trail could become a larger recreational attraction as it is extended/as access improves
 - Parking demand near park could be mitigated if additional parking is available near the bridge landing/Old Mills Trail in Pantops
- Options to increase/manage parking in the general area can be explored as part of/in addition to this project
- Woolen Mills development has 10 dedicated parking spaces for recreational users; currently no clear opportunities to expand parking near The Wool Factory



Chesapeake Street:

- Connects directly to Meade Park in addition to downtown area; shared use path from Meade Park to Coal Tower Trail
- Continuous sidewalks already in place on north side of street
- Hilly and narrow

E. Market Street:

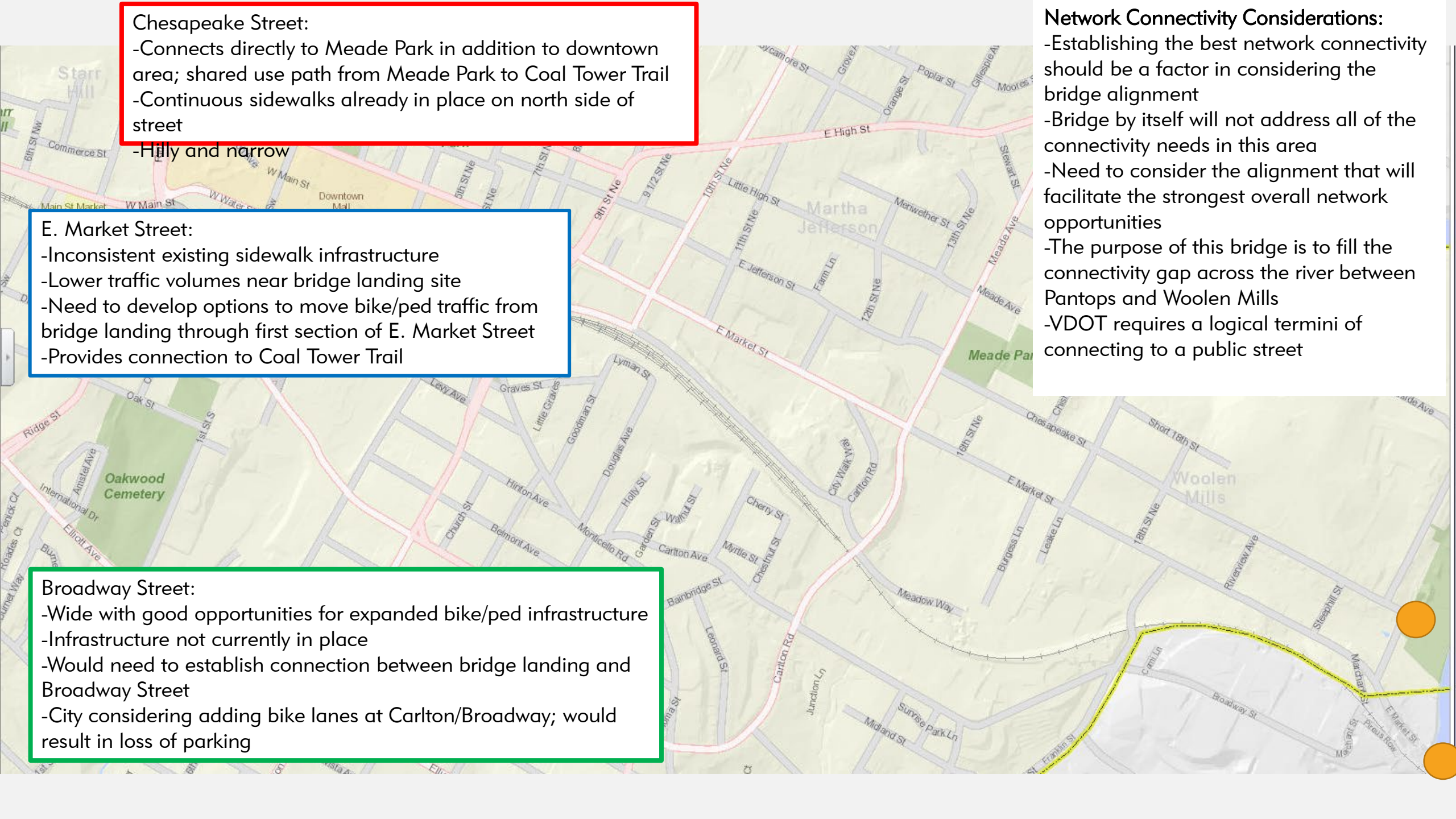
- Inconsistent existing sidewalk infrastructure
- Lower traffic volumes near bridge landing site
- Need to develop options to move bike/ped traffic from bridge landing through first section of E. Market Street
- Provides connection to Coal Tower Trail

Broadway Street:

- Wide with good opportunities for expanded bike/ped infrastructure
- Infrastructure not currently in place
- Would need to establish connection between bridge landing and Broadway Street
- City considering adding bike lanes at Carlton/Broadway; would result in loss of parking

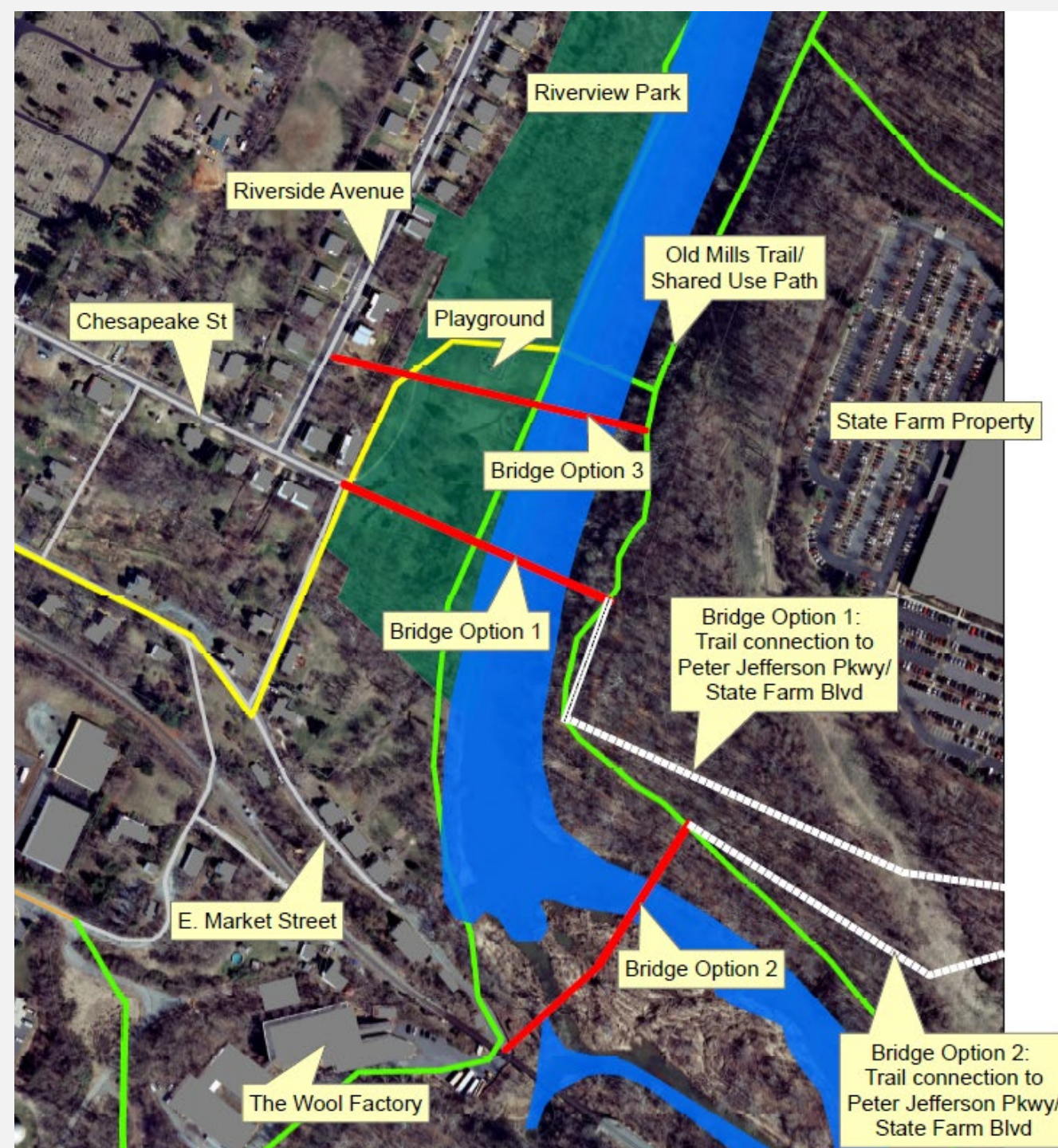
Network Connectivity Considerations:

- Establishing the best network connectivity should be a factor in considering the bridge alignment
- Bridge by itself will not address all of the connectivity needs in this area
- Need to consider the alignment that will facilitate the strongest overall network opportunities
- The purpose of this bridge is to fill the connectivity gap across the river between Pantops and Woolen Mills
- VDOT requires a logical termini of connecting to a public street



NETWORK CONNECTIVITY

- Yellow lines = Shared Roadway
- Lime green lines = Shared Use Path
- Orange lines = Bike lanes
- Sidewalks not shown



ON-SITE MEETING DEBRIEF

Desire for consideration of an alignment connecting to the Rivanna Trail south of Moores Creek

- A similar alignment was evaluated as part of the feasibility study and eliminated for a number of technical reasons
- The existing two alignment that have been developed are the options we have to move forward with at this time
- Concerns about impacts are understandable.
 - Focus on identification of impacts and opportunities for mitigation.

ON-SITE VISIT DEBRIEF

Desire for consideration of an alignment connecting to the Rivanna Trail south of Moores Creek

- Connection to Wool Factory development
- Supports Broadway Blueprint Economic Development Revitalization Plan
- Better connections to wider, largely non-residential streets
- Better connections to historic river structures
- Connects to the RTF system
- Already need to resolve traffic concerns on E. Market Street
- E. Market Street alignment also facilitates this direct connection between Pantops and the Wool Factory Development, as well as providing more choice for users on routing preferences without requiring users to travel through the development itself
- Broadway Blueprint Economic Development Revitalization Plan (if implemented) will be supported by any of the alignments due to the overall network connection enhancement.
- E. Market Street could also facilitate this connectivity giving users more alternatives on how to access their preferred travel route and limiting travel through the development area if preferred. What are opportunities to help users navigate their routing options?
- Any of the proposed alignments could accommodate future planning and connection to the historic river resources
- The E. Market Street alignment, while not as direct of a connection, also facilitates connection to the RTF system through the Wool Factory development, while offering more choice to users that may have different destinations. On-site directional signage at landing site could help users navigate to their preferred route.
- The County is aware of this issue and is already working on some solutions to address the traffic concerns on E. Market Street. This is an issue that will need to be addressed regardless of the location of a future bridge. Is concern about bike/ped use of E. Market Street? Or strictly vehicular access to the site through E.

ADA ACCESSIBILITY

- All projects will be required to meet ADA accessibility requirements
- Requirement is 5% or less for shared use paths unless the shared use path is adjacent to a roadway with a grade that exceeds 5%
 - Chesapeake Street connection: Maintains 5% grade for path connection to Peter Jefferson Parkway/State Farm Boulevard
 - East Market Street connection: 150' stretch of path would be at 6.5% grade, the rest maintained at 5% as currently presented; will have to consider options to reduce the grade of the shared use path which may involve some switchbacks and/or extend length/expense of path

RESILIENCY

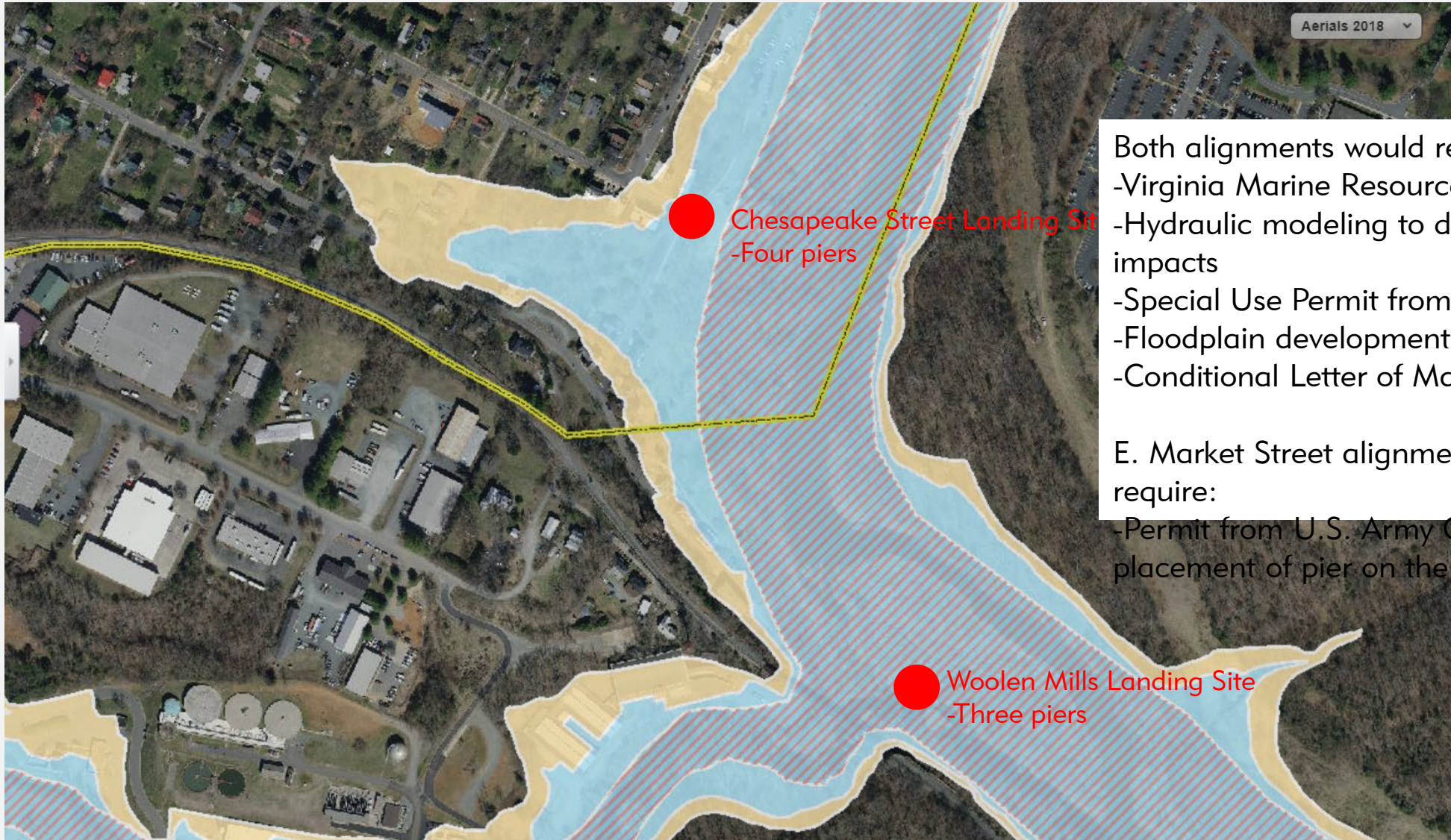
- Chesapeake Street
 - Bridge span has a clearance of 40' over normal river height (15' over floodplain)



- E. Market Street
 - 1st span has clearance of 25' over normal river height (1' over floodplain)



FLOODPLAIN



Both alignments would require:

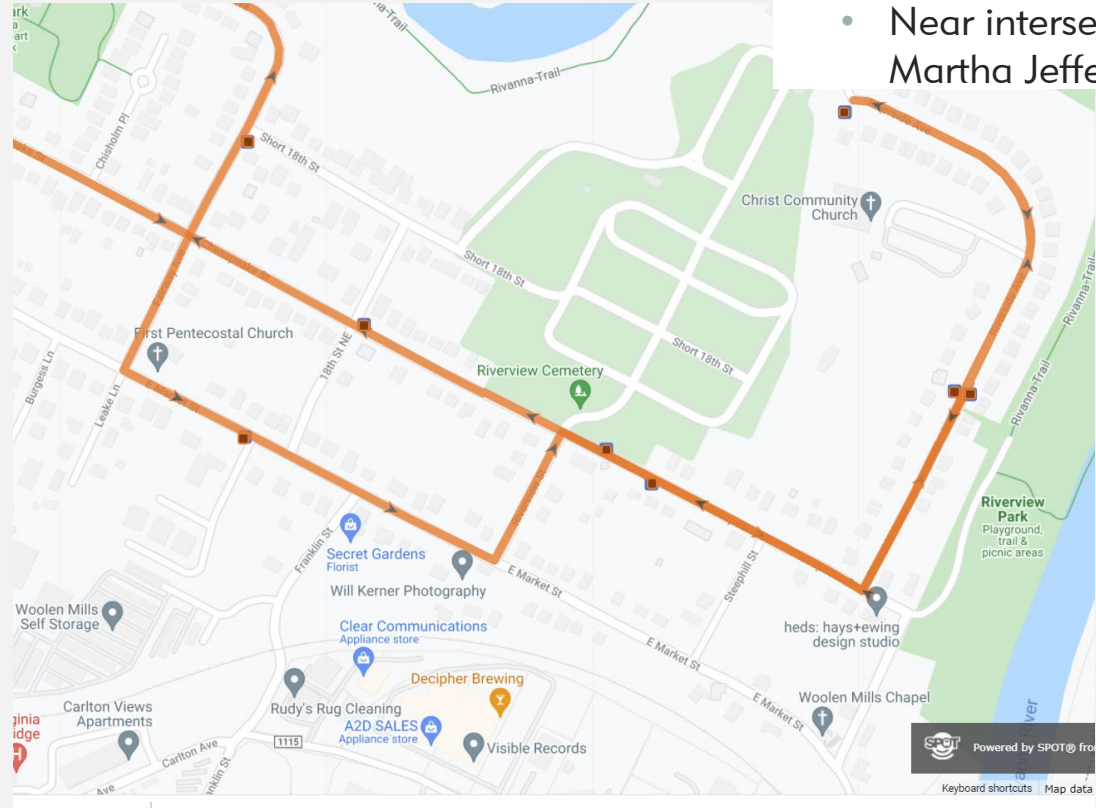
- Virginia Marine Resources Commission permit
- Hydraulic modeling to determine floodplain impacts
- Special Use Permit from Albemarle County
- Floodplain development permit from Charlottesville
- Conditional Letter of Map Revision from FEMA

E. Market Street alignment would additionally require:

- Permit from U.S. Army Corps of Engineers due to placement of pier on the river sediment island

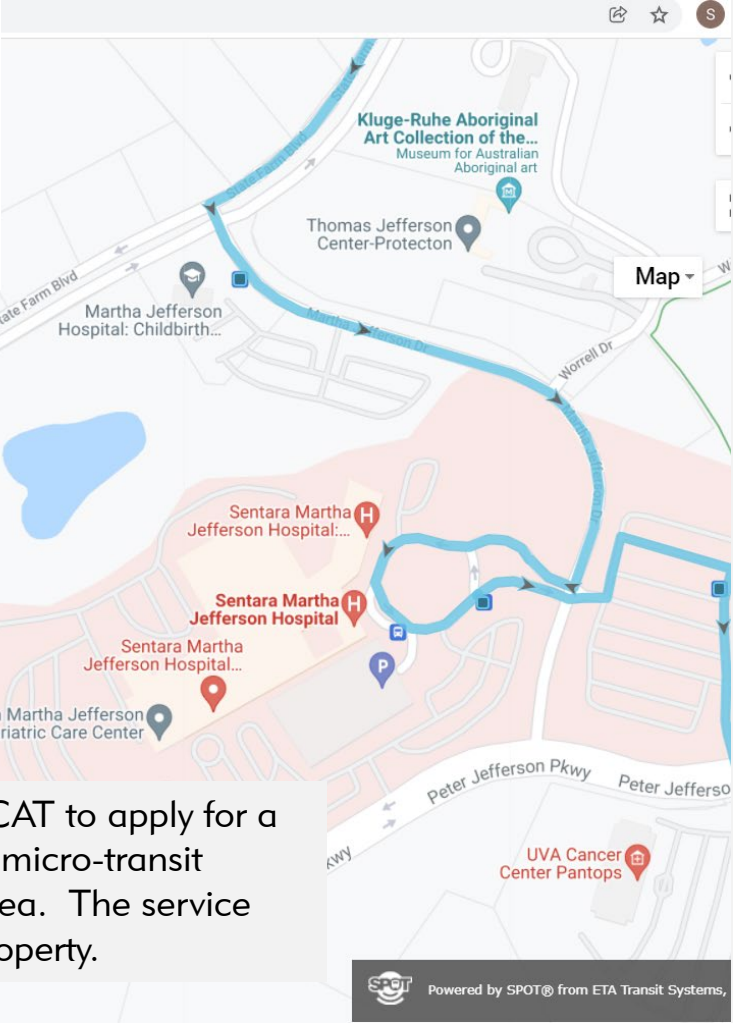
TRANSIT ACCESS

- Existing CAT stops:
 - Mid-block on Riverside Avenue/Chesapeake Street
 - East Market Street
 - Near intersection of State Farm Boulevard and Martha Jefferson Drive



“State Farm Building”

Albemarle County is working with CAT to apply for a demonstration grant to implement micro-transit services throughout the Pantops area. The service area will include the State Farm Property.



WATER SAFETY/RECREATIONAL USE IMPACTS

- None of the proposed designs would have piers directly in the water
 - Bridge piers would not be an obstacle that would need to be navigated around for users in the water
- E. Market Street alignment:
 - Clearance of 25' above normal water levels
 - Clearance of 1' above 100-year floodplain
 - Would potentially involve a temporary disruption during construction
- Chesapeake Street alignment:
 - Clearance of 40' above normal water levels
 - Clearance of 15' above 100-year floodplain
- Minimum requirement for barriers along bridge will be met or exceeded
- Future boat launch being considered near site of the Chesapeake Street landing

UTILITY IMPACTS

- RWSA wastewater interceptor runs through project area
- Would need to ensure abutments and piers avoid the easement area
- Fewer impacts expected at E. Market Street landing site

PROJECT COST

- Chesapeake Street
 - \$11.3 million base cost estimate
- E. Market Street
 - \$15.3 million base cost estimate

SMART SCALE applications require additional contingencies and inflation escalations to be included in the project costs. The cost included in the project application will be significantly higher than these figures.

PUBLIC IMPACTS

- Parks

- Community

PUBLIC OUTREACH/ENGAGEMENT

- What type of feedback are we looking for from the public?
 - Choose between bridge alignment options
 - Follow-up with reasons for selection
 - Develop list of impact factors and give them opportunity to select which of those they prefer
 - Other suggestions
- What is the best format to get this input?
 - Survey (virtual or in-person)
 - Suggestions for distribution
 - On-site engagement
 - Online comment box
 - Other suggestions

DRAFT PUBLIC SURVEY QUESTION

1. Please rank* the following considerations in order of the importance they carry in the selection of a bridge alignment between Pantops and the general Woolen Mills area, 1 being the most important factor to consider.
 - Likelihood of receiving project funding
 - Direct connections to existing bicycle/pedestrian infrastructure
 - Utilization for commuter travel
 - Connections to recreational amenities (trails, parks, etc.)
 - Proximity/coordination with existing or future transit services
 - Resiliency/sustainability of future infrastructure
 - Minimizing floodway impacts
 - Minimizing environmental impacts
 - Minimizing negative impacts to residential areas
 - Minimizing negative impacts to Riverview Park
 - Aesthetic/design considerations
 - Other (please specify): _____

*Could also ask to select the top 3 considerations

DRAFT PUBLIC SURVEY QUESTION

2. Based on approximate location as shown in the image above*, which of the proposed bridge alignments do you prefer?

Landing at Chesapeake Street

Why did you select this option? (select all that apply)

- Proximity to residential area
- Proximity to park
- Better connectivity to preferred travel routes
- Better existing transit access at this location
- Consistency with future plans in proximity to this location
- Prefer visual impact at this location
- More negative impacts at the E. Market Street landing site
- Other (please specify): _____

Landing at E. Market Street

Why did you select this option? (select all that apply)

- Proximity to place of employment
- Proximity to commercial sites
- Proximity to Rivanna Trail
- Better connectivity to preferred travel routes
- Consistency with future plans in proximity to this location
- Prefer visual impact at this location
- More negative impacts at Chesapeake Street landing site
- Other (please specify): _____

*Reference map will be included as part of the survey

PUBLIC COMMENTS/QUESTIONS