

These questions were asked in Q&A box feature on Zoom during the November 12<sup>th</sup> workshop, but panelists ran out of time to answer them. Panelists met after the workshop to collaboratively answer the questions.

Question	Response
What is the distance between the two options? 1/2 mile? is the connector street fully sidewalk or bike lane equipped?	On the west side of the project area, the two route options are 1/4 mile apart. The connector street (Riverside Ave) has partial sidewalk on the east side of the street and no bike lanes at this time; it is a low-speed and low-volume street.
What's the grade on Chesapeake st. vs. market st. — Chesapeake has some dramatic hills!	Staff acknowledge there are dramatic hills on Chesapeake. No matter the route option chosen (if one is chosen) bicyclists and pedestrians would not be prevented from choosing the route that is most comfortable for them after leaving the project area.
Do the estimates include land procurement?	Yes; however, please note that the cost estimates include land acquisition from Presidio - but Presidio/Riverbend Development already reserved ~7 acres of land for future dedication to the County, so that specific portion of the potential project does not have an acquisition cost
Which option was 5% slope or less?	Option 1 (Chesapeake St/Riverview Park)
Has there been any consideration for parking at the trailhead?	Yes, County staff in CDD and ACPR are aware of the benefit of additional vehicular access from Pantops, and have been working on this issue internally and also are evaluating opportunities for collaborating with community stakeholders for potential solutions; however, no plans or solutions are in place at this time, and no location or number of parking spaces are identified in this feasibility study
State Farm is not renewing their lease as everyone will be working from home - would this affect where the route goes?	Non-renewal of State Farm's lease should not affect the project. The Pantops Area Master Plan calls for parking expansion in this area, and multiple options for parking are being considered by staff – non-renewal of the lease is something Albemarle County staff are paying attention to related to those parking plans.
Riverview park option seems preferable in a lot of ways, but the Riverview parking area is already frequently full. Is it projected that the bridge would increase parking burden, and would additional parking at Riverview Park be considered or possible	The City of Charlottesville is aware of existing concerns regarding parking at Riverview Park, and staff are looking into a variety of potential solutions. The potential bridge project may be parking neutral because of use by commuters and improved non-motor vehicle access to the park.

<p>Will both options feed into the old mills trail? It looks like the bridge/path will extend over it.</p>	<p>No design has been finalized, but it is expected that connections would be made from the bridge to Old Mills Trail, as well as from the bridge to Peter Jefferson Parkway or South Pantops Drive near the intersection with State Farm Boulevard.</p>
<p>I believe you mentioned that Option 1 would not require in-river construction. Can you explain further how river construction and/or disturbance is expected to differ between the two options?</p>	<p>No in-river disturbance is expected for option 1. Option 2 impacts to the river would likely be limited to the island itself. (Option 2 would also have more impact to river during construction – but that might be minimized with specific construction methods.)</p>
<p>on the map it says “future presidio development” is that residential or commercial?</p>	<p>Residential only (250 dwelling units)</p>
<p>"need to be able to ride a bike onto either end of the bridge without climbing stairs. How wide will the bridge be?</p>	<p>Neither (conceptual) design uses stairs to access the bridge; instead, the bridge would be accessed at grade with the pavement on either end of the project area. The bridge would be a minimum width of 14' with some sort of barrier at each end to prevent vehicle access. The last two pages of the feasibility study show example segments for both route options.</p>
<p>Is it too soon to ask or can you compare the two options on these point: environmental impact, maintenance, least vulnerable failure (river impact)?</p>	<p>At this point, both options are mostly equivalent in those categories. One difference may be that the bridge itself is longer in option 2 and, thus, may have greater maintenance requirements.</p>
<p>Has anyone considered the visual impacts of these options on the view from the Rivanna River itself? The bridge at Riverview seems like it could impede the popular view of Montalto. As Virginia's first designated Scenic River, this is important.</p>	<p>Yes, visual impacts have been considered up to this point and would be considered throughout the project process. If the project proceeds, the design process will emphasize selection of a structure that appeals to both bridge-users and river-users; an overlook has been discussed as part of the bridge design to acknowledge the natural beauty of the area. Furthermore, the construction (and maintenance) of bridges are allowed on rivers that have been designated Scenic Rivers.</p>
<p>Will the bridge ends be at grade?</p>	<p>Yes, the bridge would be accessed at grade with the pavement on either end of the project area.</p>
<p>The sediment island seems like it could be an unstable place to build, particularly so close to the flood level. Wouldn't that weaken the central pier?</p>	<p>Placing a central pier on the sediment island would likely require digging to build a foundation to ensure safety. In-depth geotechnical analysis was not possible at this stage, but would certainly be done if this option is chosen.</p>

<p>Option 1- Will the bridge be high in the air crossing the land past the river before bridge gets to Chesapeake st since it's flood plain?</p>	<p>The bridge and shared use path on either end of the project would be a gradual grade to promote accessibility.</p>
<p>The idea of an overlook is great, can that be incorporated into Option 1?</p>	<p>An overlook could be considered at the design stage, if the project proceeds to that point.</p>
<p>If pursuing option 1, a more holistic approach to how the bridge integrates with the park is essential. Has there been any consideration of a park redesign?"</p>	<p>City of Charlottesville staff are actively considering the relationship between the Riverview Park design and the potential bridge project. Any ideas regarding park redesign will be brought to the public before final decisions are made.</p>
<p>Transit links to bus routes and downtown?</p>	<p>There is a transit route that travels along Chesapeake St., linking the project area to downtown. (This question has also inspired staff to consider ways to make transit information more visible on bicycle/pedestrian resources and vice versa!)</p>
<p>Is there still a plan for a bike trail along the railroad? This might connect well with #2"</p>	<p>In theory, yes. Such a trail along the railroad in this area would likely be a significant engineering challenge – with a first step being that the Commonwealth would need to acquire the railroad.</p>