



City of Richmond

Public Input Meeting  
Hull Street over Manchester Canal  
Bridge Replacement

Wednesday, August 6, 2025 from 5:30 - 7:30 pm

Main Street Station

1500 East Main Street, Richmond, VA 23219

0360-127-035, P101, R201, C501, B613 (UPC 113290)

## COMMENT SHEET

*All comments will be reviewed by City personnel and are due by August 14, 2025.*

Name: Samuel Jones  
Address: 5931 Fairlee Rd, Richmond VA 23225  
E-mail: [REDACTED]

1. This is a Bridge replacement project; does this design meet your bridge design expectations? If not, why?  
Yes X No         
Additional Comments:
2. Do you feel the project will have an overall positive effect on the project area and surrounding neighborhood?  
If not, please comment.  
Yes X No         
Additional Comments: conditionally, yes! my understanding is that  
the traffic design is currently based on the existing Mayo  
bridge, and we can revisit lane configuration as the new  
Mayo bridge ~~is~~ is built.
3. Please provide us with any additional information which you feel will assist the City in developing the final design of this project.  
There is a real opportunity with Mayo Bridge + Mayo Park <sup>Island</sup>  
to connect Manchester to downtown in a pedestrian +  
bike-friendly way. Once we get to that point, it'd be really  
great to connect Hull Street to Mayo's bike lanes here.
4. Did this meeting help you understand the project?  
It did! learned a lot about timeline + sequencing.
5. How did you hear about this meeting?

City Website



Social Media



Direct Mail



Other



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Name: Thomas Allemen  
Address: 2710 Bawlsbridge St. RVA 23225  
E-mail: [REDACTED]

1. This is a Bridge replacement project; does this design meet your bridge design expectations? If not, why?  
Yes ☒ No ☐  
Additional Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
2. Do you feel the project will have an overall positive effect on the project area and surrounding neighborhood?  
If not, please comment.  
Yes ☒ No ☐  
Additional Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
3. Please provide us with any additional information which you feel will assist the City in developing the final design of this project.  
make sure it helps with a good four lane  
of the new Mayo Bridge. Also bike lanes  
& Bus lane
4. Did this meeting help you understand the project?  
Yes
5. How did you hear about this meeting?

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*All comments will be reviewed by City personnel and are due by August 14, 2025.*

Name: Charles Hall  
Address: 41 Chimborazo Blvd  
E-mail: [REDACTED]

1. This is a Bridge replacement project; does this design meet your bridge design expectations? If not, why?  
Yes \_\_\_\_\_ No \_\_\_\_\_

Additional Comments: Yes however the design feels very functional. Is there anyway to announce "Hey, I just entered Manchester!"

2. Do you feel the project will have an overall positive effect on the project area and surrounding neighborhood?  
If not, please comment.

Yes ☒ No \_\_\_\_\_

Additional Comments: Eventually yes, Can this project also include the repair of the sidewalk around the railroad track. It is in very bad shape.

3. Please provide us with any additional information which you feel will assist the City in developing the final design of this project.

It would be good to align the lane usage with the eventual Mayo Bridge. It does not help anyone (bicycles or cars) to include bicycle lanes only on the bridge. The bicycle lanes must extend along the canal bridge and then along Hull St.

4. Did this meeting help you understand the project?

Yes

5. How did you hear about this meeting?

City Website ☐ Social Media ☐ Direct Mail ☐ Other Email

**CHARLES VAUGHN WARE**  
3003 Stonewall Avenue  
Richmond, Virginia 23225-3556

August 6, 2025

Mr. Thomas Westbrook, Project Engineer  
City of Richmond Department of Public Works  
900 East Broad Street, 6<sup>th</sup> Floor  
Richmond, Virginia 23219

Re: Hull Street over Manchester Canal Bridge Project  
VDOT UPC 113920

To Mr. Westbrook and others concerned:

I write to express my opinion that the proposed replacement bridge intended to carry Hull Street/14<sup>th</sup> Street across the Manchester Canal is, as presented in existing plans that appear to have been endorsed by the City Planning Commission, **unnecessary and a large waste of public money**. I propose instead that that portion of the Manchester Canal within the proposed replacement Mayo Bridge approach path utilize compacted fill to support the number of travel lanes and curb-protected bicycle and pedestrian ways on both sides of the new Mayo Bridge that will be constructed. There is absolutely no need to preserve the portion of the former Manchester Canal east of the proposed bridge project, as it will never again be used for navigation. The canal formerly was used to divert water from the main stem of the James River to run a small and now disused hydropower generation plant. This use is undesirable, is not currently licensed, and should never be licensed in the future. Any diversion of water from the river for hydropower generation would harm fish and wildlife populations and the natural environment, and would harm recreational whitewater boating on the river.

It is my understanding that a former manufacturing operation east of the project site utilized raw, untreated water from the canal for industrial processes. This use is now obsolete and would be an undesirable diversion of water from the James if reactivated. It is anticipated that future residential and commercial uses along the river would use treated water delivered in underground lines.

Should any future developer wish to incorporate the footprint of the Manchester Canal as an aesthetic water feature, small amounts of raw water could be conveyed through one or more culverts passing below Hull Street. However, the current canal is unsightly, overgrown, and dangerous to pedestrians and others. The existing outfall structure at the east end of the canal could be permanently sealed, thereby enhancing the flood protection afforded by the Richmond Floodwall. The same facts apply to that portion of the canal west of Hull Street, although a better

case might be made for preservation of some sections of this western portion as an aesthetic water feature {hopefully with improved landscaping and safety features}. The city should conduct an engineering study to ensure that the Manchester Canal will not contribute to flooding of the areas protected by the floodwall.

The design of the portion of Hull Street north of the former Southern {Richmond & Danville} Railroad station and tracks must align with the existing opening and gates in the floodwall, unless these are to be rebuilt at great and unnecessary expense. This new street design should compliment the design of the new Mayo Bridge and should have appropriate street lighting {downlights that do not contribute to light pollution}, and bump-outs for transit bus stops.

It is important that the new bridge must have the following features:

- An overall design that is that of a city boulevard with allowed traffic speed of 25 MPH, and one travel lane in each direction;
- Curb-separated bicycle and pedestrian ways on BOTH sides of the bridge that will accommodate cycle and foot traffic, fishing from the east side of the bridge, river rescue from the west side of the bridge, and emergency passage of rescue {fire, police, ambulance} vehicles that could cross the curbing;
- A means of providing vehicle access to the future Mayo's Island Park component of the James River Park;
- Supporting piers that are not greater in number than the existing 1913 bridge piers {and preferably are fewer in number}, and that are located so as to avoid creating pinning hazards for whitewater rafts and other whitewater craft;
- Traffic calming measures that might include a traffic circle on Mayo's Island, and other measures to ensure that traffic speeds on the bridge do not remain at the current dangerous levels.

To reiterate, the proposed design for a bridge crossing of the Manchester Canal is not only unnecessary, but undesirable. The portion of the Manchester Canal east of the proposed project should be sold for future development compatible with the residential and commercial character of the area. The city should oppose any diversion of water from the James River for the purpose of generation of hydropower. The money saved by using the less-costly approach I am suggesting should be used to support other worthwhile infrastructure projects. These might include restoring and re-watering portions of the James River & Kanawha Canal within city limits. I regret that I will be unable to attend the information hearing scheduled for tonight. I request that you reply to each point I have raised.

Sincerely

Charles V. Ware

C:

The Honorable Danny Avula, Mayor

The Honorable Stephanie Lynch, City Council

Mr. Odie Donald, II, Chief Administrative Officer

Mr. Bobby Vincent, Jr., Director of Public Works

Mr. Scott Morris, Director of Public Utilities

Ms. Giles Garrison, James River Park



## Westbrook, Thomas A. - DPW

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**From:** Janet Woodka [REDACTED]  
**Sent:** Thursday, August 14, 2025 10:46 PM  
**To:** Westbrook, Thomas A. - DPW  
**Cc:** Vincent, Bobby - DPW; Khara, M S. - DPW; Manchester Alliance  
**Subject:** Manchester Canal Hull Street Bridge Replacement

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Thank you for the opportunity to provide input into the Manchester Canal Hull Street bridge replacement project.

The Manchester Alliance (MA), while supportive of the general need to replace this bridge, opposes the current proposal as it does not address the concerns raised by the community, it does not sufficiently coordinate with plans for the Mayo Bridge replacement, and it does not provide for adequate non-vehicular uses. This project does not enhance the livability of our community and needs significant modification. The bridge should be designed with one lane of vehicular traffic in each direction coupled with robust pedestrian, bike, and other non-vehicular uses aligned with the changes to the Mayo bridge. As proposed, it meets none of those objectives.

In responding to the paper survey (which is terribly inadequate for true public input in this day and age of online surveys), Manchester Alliance responds as follows:

Question 1 - "Does this design meet your bridge expectations?" Answer: No.

Question 2 - "Do you feel the project will have an overall positive effect on the project area and surrounding neighborhood?" Answer: No.

Question 3 - Please provide any additional information which you feel will assist the city in developing the final design for this project". Answer: See below.

Question 4 - "Did this meeting help you understand the project?" Answer: No.

This project has been under consideration for many years. However, it is extremely difficult to find information on this project through public or city websites. There is little to no information related to the evaluation of the bridge, no evaluations or studies are publicly available, and the website is woefully inadequate and provides almost no information as to the state of the bridge, the underlying assessment, NEPA analysis or other process or information. There are actually two city websites with information about this project - but neither is complete, comprehensive, coherent or even consistent with the other. (see <https://www.rva.gov/capital-improvement-projects/hull-street-over-manchester-canal-bridge-replacement> and [https://rva.gov/sites/default/files/2022-04/DPW\\_Manchester%20Canal%20Bridge%20Presentation.pdf](https://rva.gov/sites/default/files/2022-04/DPW_Manchester%20Canal%20Bridge%20Presentation.pdf)) But there are no evaluations on either website, no timeline for when consideration of this the project began, no delineation of changes that have been made and almost nothing addressing public comment. The site includes plans (dated Jan 2021) and public comments from 18 individual in 2022. The city claims to have held a public hearing on March 19, 2025, which, by its own admission "no persons from the public attended".

The bridge was original deemed structurally deficient in 2010. In the timeframe of its consideration, many things have changed in the city. Manchester has become a booming neighborhood with a massive shift from an industrial district to

a thriving community in just 10 years. Businesses have sprouted and now line Hull Street and a variety of residential options exist, from condos to townhomes to rental units to single family homes. There are hair salons and barber shops, bicycle shops, art galleries, breweries, and restaurants throughout the area. We boast our own arial circus, a Sprout elementary school, and are home to Studio Two Three, a community center for arts and activities. This is a far cry from what it was when this project was first proposed.

However, there have been no design changes made to accommodate the changes in this neighborhood, for the addition of Mayo Island park, or for the changes in design to the Mayo Bridge itself.

Manchester Alliance is the organization that represents this neighborhood. MA was not invited to be a consulting party for purposes of Section 106 nor was it notified of the NEPA process. While there has recently been outreach to MA by DPW (with a conference call in June 2025, a meeting in Aug 2025 and a public information session in Aug 2026), none of the comments or concerns raised have been addressed. Prior to this outreach in 2025, there has been no true consultation with the impacted neighborhood and no engagement with its representative organizations. We respectfully ask that this bridge align with the needs and wants of this neighborhood and the design of the Mayo Bridge and Mayo Island park. This bridge should be designed with one lane of vehicular traffic in each direction, robust pedestrian/non-vehicular access, and dedicated and protected bike lanes. We worked very hard to ensure that the new Mayo Bridge would be a bikable, walkable, livable bridge and this project should be in sync with that and fully align with its objectives, intent, and design. Moreover, the Hull Street Streetscape should also coordinate with this vision and the wishes of the community.

Thank you very much.

Janet Woodka  
President, Manchester Alliance





## Westbrook, Thomas A. - DPW

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**From:** Mark A. Olinger <cincygrad@yahoo.com>  
**Sent:** Thursday, August 14, 2025 12:29 PM  
**To:** Westbrook, Thomas A. - DPW  
**Cc:** Kim, John S. - DPW; Benjamin, Lamont L. - DPW; Schlussel, Jeremy; Khara, M S. - DPW  
**Subject:** Re: Bridge Over Manchester Canal

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Hi, Tom:

Thanks for sending! A few comments/questions:

1. I think the design looks good. My compliments to the design team (if that's you all!)
2. The balance of my comments relate to discussions that were had with DPU and some DPW folks a number of years ago about the Canal:
  - a. We had a lot of discussions about someday have a trail along the canal that would be accessed off of Hull St. As part of a larger long-term green space network that would connect to the new bridge over the Canal where at Decatur, providing other access to the development off of Manchester Rd. I recall that the developers of those projects were supposed to construct...but I hope that there would be City/UDC involvement on that bridge's design. So much potential from the bridge down to Maury...It appears that there could be a future access off of the bridge if funding shows up. Just wanted to confirm.
  - b. There was agreement that there would be use of the Manchester Fixture along Hull St. as part of the streetscape improvements funded, I think by VDOT. I don't see any lighting, per se, on the bridge proper, but light poles adjacent. The Manchester streetlight/ped light combo was on those plans last time I saw them. They look great at the Maury roundabout (although a couple need fixing) and were installed at private development and for the approach to the bridge that crosses the canal to get to the development between the canal and the floodwall. VDOT was supportive of putting them in and actually funded them...I sincerely hope that they factor into this portion of Hull St. as they would be a great gateway element.
  - c. DPU used to say that flow through the canal, in order to make it more navigable with canoes/kayaks could be done but the canal bridge was a challenge (pulling from the memory banks here). Going back to my comments on the additional connections between the bridge and an emerging path system to the east...does the design as shown make that possible? We actually got, if I recall correctly some set-aside from Papa/Souter for a path along the north side of the canal along their property. Tying into the building that goes over the canal would also be neat...
  - d. I like the engraving in the concrete (assume that's what it is) referencing Manchester...but is there going to be any signage that references the Historic Manchester Canal? I would be that there

are many people that even know the canal is there. A lot of history along that canal separate and distinct from the river.

I think that does it...really supportive of the lighting and how we provide long-term connection east of this bridge.

Any questions please advise.

Thanks!

m.  
Mark A. Olinger

On Thursday, August 14, 2025 at 09:16:17 AM EDT, Westbrook, Thomas A. - DPW <thomas.westbrook@rva.gov> wrote:

*Mr. Olinger;*

*You can download the presentation boards at*  
<https://www.dropbox.com/scl/fi/0l3w3u7l24u1vegg6spj0/113290-Binder1.pdf?rlkey=q0gj60e3fybum85eb82kqroql&st=fz9e6xtl&dl=0>

*-Tom*

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**From:** Mark A. Olinger <cincygrad@yahoo.com>  
**Sent:** Thursday, August 14, 2025 8:49 AM  
**To:** Benjamin, Lamont L. - DPW <Lamont.Benjamin@rva.gov>; Westbrook, Thomas A. - DPW <Thomas.Westbrook@rva.gov>; Schlussel, Jeremy <jschlussel@wrallp.com>; Khara, M S. - DPW <M.Khara@rva.gov>  
**Cc:** Kim, John S. - DPW <John.Kim@rva.gov>  
**Subject:** Re: Bridge Over Manchester Canal

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Good morning! Can someone direct me to the place where I can look at the Manchester Canal plans and/or PPT? I may have some comments and I believe today is the deadline. Nice to see this finally happening.

Many thaks!

m.

Mark A. Olinger

On Tuesday, August 12, 2025 at 12:29:15 PM EDT, Khara, M S. - DPW <[m.khara@rva.gov](mailto:m.khara@rva.gov)> wrote:

Mark; Team on the email can assist you. Thanks

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**From:** Mark A. Olinger <[cincygrad@yahoo.com](mailto:cincygrad@yahoo.com)>  
**Sent:** Tuesday, August 12, 2025 8:56 AM  
**To:** Khara, M S. - DPW <[M.Khara@rva.gov](mailto:M.Khara@rva.gov)>  
**Subject:** Bridge Over Manchester Canal

**CAUTION:** This message is from an external sender - Do not open attachments or click links unless you recognize the sender's address and know the content is safe.

Good morning, Khara

It's not too late to have comments on bridge over Manchester Canal is it? If not, can you direct me to page showing plans and to whom I should send comments? I think the deadline is fast approaching.

Hope you're having a great summer...thanks so much.

m.

Mark A. Olinger