

Bicycle and Pedestrian Safety Committee

March 7, 2012

5:00 PM

Water Street Center

Agenda

Meeting Participants:

Jennifer Ward
Sarah Pool
Michael Koslow
Peter Ohlms

Jen Downey
Andrew Greene
Kevin Cox
Amanda Poncy

Bike/Ped Discussion Items:

- **Comprehensive Plan**
The City is in the process of updating its Comprehensive Plan, the policy document that sets the vision and priorities for the coming 30 years. The goal is to have materials posted to the City website by the end of the day, March 8, for public review and comment.
- **Bike/Ped plan update**
We have decided to issue an RFP for transportation consultants to update the on-road portions of the Bicycle and Pedestrian Plan. We are in the process of developing the RFP, which will also include on-call help for other “complete streets” engineering tasks. The goal is to distribute the RFP by Friday, March 15, in the hopes of getting a consultant on-board by May of this year. If you are interested in reviewing the RFP, please get in touch with Amanda.
- **Rose Hill Drive update**
On February 27, 2013, City staff led a neighborhood to review alternative concepts and visions for the Rose Hill Drive corridor. This meeting was an opportunity for neighbors, business owners, and other interested parties to contribute ideas and comments on the future of the Rose Hill Drive. The meeting consisted of a short presentation to provide common understanding of issues and opportunities along the corridor, followed by small group discussions to review three distinct roadway concepts. Meeting participants were asked to review each alternative concept and provide comments on what elements they like, dislike and would change. There was additional discussion about potential future connections to Greenleaf and McIntire Park. The results of this workshop will be used to create a preferred vision that will guide future roadway improvements both in the short and long term. Results of the meeting can be found online:
<http://www.charlottesville.org/index.aspx?page=3403>

Pedestrian Discussion Items:



- **ADA Curb Ramp Inventory Update**

During the summer of 2012, Neighborhood Development Services surveyed city streets and found that 22% of the City's curb ramps were recently built and should be usable by most, if not all, people. However, many existing curb ramps are old and do not meet current federal guidelines or the guidelines established by the City.

Description	Total Number	Percent
Curb ramp is old and does not meet standards	969	38%
Curb ramp is older. Many, but not all, disabled people can use it.	1029	40%
Curb ramp was recently built and should be usable by most, if not all.	563	22%

Nearly 2,000 new or improved curb ramps are needed throughout the City. Recent curb ramp improvements on average cost \$3,000 per ramp resulting in a total estimated cost of \$5,994,000 to install/upgrade curb ramps citywide to ADA standards. The total estimated cost to install/upgrade curb ramps in locations with no ramp or a dangerous ramp is \$2,907,500. There are currently 145 locations where a sidewalk or other pedestrian walkway crosses a curb, but no curb ramp exists. These locations will be the highest priority for upgrade.

City staff is proposing an aggressive approach to curb ramp installation in the ADA Transition Plan (anticipated adoption Spring 2013) by requiring curb ramps with street paving and requiring developers to upgrade curb ramps as part of site plan approval.

There was a lengthy discussion about the need to upgrade curb ramps consistent with ADA regulations. Upgrading curb ramps when streets are "altered" is federal regulation. If the City does not comply, FHWA can withdraw funding. It was noted that the ADA Transition Plan will need to include timeframes for upgrade and set priorities based on the timing. There was a suggestion to prioritize ramp improvements using the City sidewalk prioritization criteria and/or look into the federal standards. The challenge is completing all of the upgrades given the budget constraints. This year's paving projects alone account for more than the budget can handle. There is a need for more specific prioritization criteria.

There was general agreement that a citizen request should carry a high weight. However, we do receive requests that would consume a significant portion of the budget and would not provide widespread benefit (for example, in a subdivision where someone is interested in taking a walk on a low volume, disconnected residential street). There was a suggestion to use the network analyst tool in GIS



to better determine the accessibility impacts of making a few select curb ramp improvements (for example, fixing 6 ramps would increase accessibility by 6 miles). Our sidewalk layer is not in a form to be able to use that tool, but staff is working toward fixing that issue.

There was also a suggestion to meet with various organizations that serve people with disabilities and ask those that work there or use services there to document the problem areas. These would be high priority. Further, there was an idea to retool Cville Bike mApp software so that we can understand the routes that are used by people with disabilities in our community in an effort to prioritize improvements.

There was additional discussion about City's snow removal procedures that gather up all of the snow in the curb ramps creating a very dangerous situation for pedestrians. There will be additional follow-up with public works to document the problem

- Additional inventory of inaccessible signals, obstructions, sidewalk gaps
There was discussion about the need to further inventory inaccessible signals, obstructions, sidewalk gaps and trip hazards. It was suggested that this should be included in the ADA Transition Plan. Given the level of effort that is needed for such an inventory, it was suggested that the Transition Plan would include an action item to complete the inventory within an agreed upon timeframe.

Related to this there was discussion about the minimum clear widths that would be evaluated. It was suggested that 4' be the minimum clear width for the purposes of the inventory. A 5-6' clear width would be used for future design standards.

Power poles were another topic of discussion. It was noted that Dominion is willing to do engineering studies to determine how much pole removal will cost. There is a need to update our franchise agreement with Dominion.

From all of this discussion, it became clear that we need detailed standards in the Standards and Design Manual related to curb ramp placement, width, slope, etc, and further training of City Staff and contractors to ensure that improvements are done right the first time. These items will be included in the ADA Transition Plan.

- 29/250 Best Buy Ramp
There was no specific information to share in time for the meeting. However, there was discussion about the safety benefits of the median option (no need to cross uncontrolled, fast moving on-ramps) even if the design might feel less than comfortable. Participants felt that there should be a path wide enough to accommodate bikes, as well, since it will likely get used that way.

Additional follow-up with the City's Project Manager is provided here:



“VDOT is working on the Interchange Modification Report (IMR) which should be completed by the end of the month. VDOT is still evaluating a few of the public hearing comments that could affect the roadway design but nothing that would significantly change the median sidewalk design.”

- McCormick Bridge closure

McCormick Bridge will be closed over the summer for bridge repair. The bridge will be inaccessible to cars and pedestrians as it undergoes repairs. There was discussion about the opportunity to improve sidewalk connectivity on Emmet concurrent with repair. However, because the bridge repair will not impact any of the abutments, only the superstructure and deck, no construction will occur on the Emmet Street grade. There are no plans at this time for sidewalk improvements on Emmet.

Advance notice about the closure will be provided to the University community, and will include maps of alternate pedestrian and accessible routes during construction. The closest accessible route is to travel down Emmet and cross at grade at the parking garage, ride the elevator up, and come back on Newcomb Rd – a detour of about a half mile.

- Best practice corridor improvements
- There was discussion about designating a corridor/best practice for implementation this year. Suggestions included signal timing to provide pedestrian priority and prohibit right on red (i.e. WB Grady to NB Rugby and Park/High). An RFP is out for West Main to implement streetscape improvements. This might also be an opportunity to demonstrate corridor best practice.

Future Meetings:

- March 15: Strategic Investment Area Bike/Ped Safety 8:30 AM NDS Conference Room
- April 4: JOINT Bike/Ped, “Dynamics of Effective Advisory Committees” 5:00 PM 2nd Floor Conference Room
- May 2: Bike
- May 13-17: Bike Week
- June 6: Ped
- July 11: JOINT Bike/Ped (This one is NOT the FIRST Thursday, as it falls on the July 4 holiday)
- August 1: Bike
- September 5: Ped
- October 3: JOINT Bike/Ped
- November 7: Bike
- December 5: Ped

