

Charlottesville Bicycle and Pedestrian Advisory Committee

October 4, 2018
5:00 PM - 7:00 PM
NDS Conference Room

Meeting Attendees:

Frank Deviney

Lena Seville

Sarah Littlefield

Peter Krebs

Carl Schwarz

Dave Stackhouse

Niko Test

Mike Smith

Ned Michie

Eberhard Jehle

Amanda Poncy

Peter Ohlms

CIP Budget Discussion

A new process of scoring, ranking, and prioritizing projects is part of the CIP budget process this year. Departments submitted projects for review and then met with an internal staff working group to discuss submissions. Amanda explained that NDS budget submissions for biking and walking were similar to previous submissions, but an inflation factor was included to keep up with increasing construction costs. For bicycle and pedestrian projects scores ranged between 11 and 13 points which was on the high end of the ranking. After the projects were scored, they were ranked by department heads - housing and ADA were among the top departmental priorities.

The group discussed a draft letter to support biking and walking projects in the CIP. Members agreed that the tone of the letter should be advisory in nature and that it should emphasize that bicycle and pedestrian infrastructure complements affordable housing initiatives.

The next steps are to revise the draft and send to Council and budget staff before October 17th. The next CIP work session is November 7.

Dockless Bike Share, E-Scooters, E-Bikes

Discussion continued on developing a program to allow E-Scooters/Dockless Bike Share into Charlottesville. The city has been contacted by two vendors who are interested in bringing scooters to the City and staff is working on a policy that would provide parameters for these companies to operate (anticipated to be brought to Council at the Nov. 5 meeting). Staff is focusing initially on a nine month pilot program that would require companies to apply for a permit. Once approved, the permit would allow each company to deploy a maximum of 100 devices under certain conditions (for example, where/how they can be parked, etc). The pilot program would allow 200 devices total amongst all providers.

Amanda described some of the types of conditions that are outlined in the policy: safety standards, age requirements, educational outreach, liability, user protection, data sharing,

parking, maintenance, and financial agreements. One of the main goals is to work with companies to establish parking areas via geo-fencing in high pedestrian corridors (such as the Corner, West Main and the Downtown Mall). Members requested that geo-fenced parking spaces should not be established on the downtown mall, but rather on parallel streets (Market/Water) or at mall ends. The group also discussed whether a minimum age should be required by the city. Some felt that the companies should be allowed to establish age minimums on their own, while others felt that a 16 or 18 year minimum was appropriate. Amanda explained that revenue generated from permit fees (equivalent to \$1/per day/per device) will go directly to bicycle and pedestrian funds. It is anticipated that companies will be interested in serving the neighborhoods around UVA, the downtown mall, and surrounding areas. Based on conversations with one of the companies, it is not expected that scooters will be placed in suburban areas.

Emmet/ E. High Streetscape Recap

A brief recap on Emmet St. and E. High streetscape projects was provided. At the recent BPAC/Tree Commission meeting, the E. High consultant (Kimley-Horn) discussed plan revisions that no longer show trees in a median along a portion of E. High, rather trees are incorporated adjacent to the sidewalk on the north side. In the 9th St segment of that project, in order to incorporate the desires of both groups (wider tree buffers and wider bike lanes) both groups agreed that reducing the travel lanes and/or bike lane buffers by three to six inches was acceptable in order to provide extra space for planting strips. It was also noted that raised bike lanes were not an option for project plans. One member also discussed his concerns with vehicles tracking over the bike lane through the right turn heading from downtown towards Locust. He suggested providing more protection (a rumble strip was used as an example) for the bike lane in that area. The date of the next project meeting is unknown.

There was also an update on the Emmet Street project in relation to the Gallery Court hotel plan (formerly Excel Inn) that was brought to Council earlier in the week. Because the design phases for each project are moving along separately there was some concern that the conditions recommended by the Planning Commission would make the desired streetscape impossible to build. There was some confusion about whether the curb line for the Gallery Court Hotel was staying the same or moving. Ultimately, staff concluded that the curb line would remain in place and there would be no conflict with the Emmet Streetscape project.

Rugby Ave/ Rose Hill Dr.

A number of BPAC members participated in the neighborhood meeting to discuss the proposed sidewalk on Rose Hill Drive and intersection improvements at Rugby Ave/Rose Hill Dr. and provided an update to the rest of the committee. The proposed sidewalk is located on the west side of Rose Hill Drive and creates a connection between Rugby Avenue and Burley Middle School. The discussion focused primarily on issues and concerns at the intersection. Past studies recommended temporarily covering the signals to test the impacts of an all way/4-way stop intersection. Another option included an upgraded signal that would have pedestrian signal features. Crosswalks would be installed on all 4 legs of the intersection. There was interest in

tightening the curbs at to provide shorter crossing distance. A crosswalk would also be added at Rose Hill and Amherst.

BPAC members reviewed the plans and design and voiced concerns over the following potential issues:

- Constricting traffic at the intersection will lead to traffic finding Westwood as a more efficient route of travel.
- High speed traffic on Rugby Avenue. A 4-way stop would reduce that speed and require cars to have to stop legally, giving pedestrians the chance to cross more frequently and within the flow of traffic.
- There was concern that people would still roll through to make the right turn if a traffic light is provided.

Next steps for the project include creating design, outreach in the neighborhood for feedback, and the possibility of a pilot program.

Upcoming Events

Oct. 17: Jefferson Area Bike/Ped Plan and Long Range Transportation Plan, Water Street Center, 5:30-7:30PM

Nov. 1: BPAC Meeting, City Hall, NDS Room, 5-7PM

Nov. 7: CIP+Budget Meeting, 6-8PM, Water St.