

Charlottesville Bicycle and Pedestrian Advisory Committee

January 7, 2016

5:00 PM – 7:00 PM

NDS Conference Room, 2nd floor City Hall

Meeting Participants

Stephen Bach

Susan Elliott

Claudia Elzey

Jake Fox

Eberhard Jehle

Peter Ohlms

Patrick O'Shea (student observer)

Amanda Poncy

Carl Schwarz

Lena Seville

Lance Stewart

Items for Further Action

- Work with transit to install pedestrian lighting at the Water Street bus shelter near the Omni Hotel

Future Agenda Items:

- Discussion of Hillsdale Extended with Jeanette Janiczek
- In-depth report and discussion of the Pedestrian Lighting Study
- Streets that Work/Code Audit pedestrian issues
- West Main Street pedestrian environment recommendations
- A debrief on snow removal successes & failures, if there is a snow event prior to February 4th

Meeting Minutes

5:00pm: *Crosswalk Maintenance* (Lance Stewart, Public Works)

Mr. Stewart began the meeting with an introduction to the City's annual pavement condition analysis. Over the last few years, public works has outsourced the sidewalk hazard analysis, this year Public Works employees will walk every street in the city with a GIS data collector to catalogue the location and condition of pavement, sidewalks, and roadway markings (including stop bars, bicycle lanes, and crosswalks – essentially all marked features in the roadway). The GIS data collectors are \$9,000 apiece. This process, which is conducted throughout the winter when temperatures are too low to allow for road repair, will allow for coordination with bicycle and pedestrian safety

projects. All of the data should be collected by the end of March, and April-May will be spent analyzing the information and determining how it can be used to inform projects. Non-signalized pedestrian crossings will be prioritized for maintenance and improvement.

Eberhard Jehle asked whether the inventory will be limited to existing crosswalks or if it will determine places where crosswalks are needed. He cited the intersection of East High Street and Grove Street, which is on the route to school for many Burnley-Moran students, but where there is no marked crossing. Mr. Stewart responded that the role of Public Works is limited to maintaining what has been planned and designed by Neighborhood Development Services.

Lena Seville asked whether the GIS data collected would include street widths. This information would be useful, at least on primary and secondary roads, to determine where there sufficient space exists for bike lanes and wider sidewalks. Mr. Stewart replied that this is not part of this effort, but that streets are measured before the implementation of a particular project. He said that the data will be used to implement a new rating system for street repair and maintenance, which will be much more detailed than in the past. The new system should use bicycle and pedestrian goals and considerations to prioritize paving, rather than just fitting in bicycle and pedestrian projects when a road is scheduled to be repaved in any case.

Peter Ohlms wanted to know whether the inventory would document only road markings, or signs as well. He had noticed that sometimes bicycle "wait on this line for a green light" signs were absent where the pavement marking for bicycle signal triggers was present, and visa-versa. Mr. Stewart said that Public Works had already been collecting information on signs over the past two years.

Ms. Seville asked what happened with the idea of remarking the road without fully repaving it, which Mr. Stewart had discussed at the previous meeting (this system would allow for remarking every 6 rather than every 19+ years). Mr. Stewart answered that the software for this remarking system is still in development, but once completed, it will help to keep the streets in better condition.

Mr. Jehle mentioned that some bike lane markings are wearing out in five years or fewer, for instance on Rose Hill Drive. He asked whether there was an intermediate solution to repair the markings. Mr. Stewart said that fresh thermo paint applied to old markings holds better, so the best solution would be to paint over top.

5:30pm: *Snow Removal* (Lance Stewart, Public Works)

Mr. Stewart distributed maps showing potential locations for pilot projects for pedestrian- and bicycle-friendly snow removal. Mr. Stewart said that Public Works is working to develop and expand its snow manual to include guidelines for snow removal to better support biking and walking. He noted that snow removal in bicycle and pedestrian areas would remain secondary to clearing the road for fire, emergency, and school vehicles. Careful cataloguing of this year's conditions and results would help Public Works understand how to approach snow removal every winter. He asked committee members to mark their own priorities for pilot projects on the maps.

The committee's suggestions were:

- The crosswalks at 1st Street and Elliott Avenue
- Crossings along cherry Avenue crossings between Ridge Street and Roosevelt Brown/9th St.
- The Locust Ave bike lane (this was deemed relatively low priority)
- The sidewalks and intersections on John Warner Parkway, plus coordination with Parks and Recreation for trail maintenance
- Grady Avenue, which has no bike lanes, but could be cleared to be bikeable
- The contraflow bike lane on South Street
- The Belmont Bridge at Graves Street
- Water Street Extended
- Rose Hill Drive bike lanes (again, a relatively low priority)
- The railroad underpass at 8th Street, which gives access to the 10th and Page Neighborhood; snow currently gets plowed into the pedestrian tunnel and sidewalk.
- The crossings at Monticello and 6th Street
- Rugby Rd (a committee member suggested this location should replace Roosevelt Brown as a priority)
- The bike lane on the south side of Ivy Road near Rothery Road

Jake Fox asked whether Public Works was responsible for removing snow from trails as well as roads and sidewalks. In fact, Parks and Recreation is in charge of this. Mr. Stewart cautioned that, as a pilot project, this effort could not be as comprehensive as in future years.

Jake Fox next asked whether special attention was paid to roads that are temporarily made more challenging for pedestrians and bicyclists due to excavation, utilities and

stormwater projects, metal plates, etc. Mr. Stewart answered that there was no formal effort, but that he is currently working to upgrade the gravel used in street construction projects so that it meets VDOT standards and doesn't wash out as easily.

Lance Stewart concluded the crosswalk maintenance/snow removal section of the meeting by stating that this Spring (2016), Public Works will conduct trials of 5 different methods of top-coating roads with markings, while at the same time continuing to mill and pave roads that require it.

6:00pm: *Pedestrian Lighting Study Update* (Christy Fisher, the NDS Assistant Traffic Engineer, could not be present for health reasons).

Amanda Poncy told the committee that RK&K, the engineer consultant group charged with conducting a pedestrian lighting study, had published a memorandum on the subject (available online: <http://www.charlottesville.org/departments-and-services/departments-h-z/neighborhood-development-services/city-of-charlottesville-pedestrian-lighting-study>). Committee members wanted to know whether there would be a comment period. Eberhard Jehle said that the street light(s) near the Main Street Arena and the Omni is still not functional. Carl Schwarz remarked that it has not been working for six months or more. Susan Elliott suggested that perhaps new lights could be designed for greater coverage, so that the loss of one light would not dramatically compromise visibility. Mr. Jehle felt that greater attention should be paid to Barracks Road and the surrounding neighborhood. He said that lighting choices were heavily influenced by residents, who feared glaring lights, rather than by pedestrians. Mr. Schwarz was concerned that RK&K is basing its recommendations on lumen levels rather than on the quality of light provided; he felt that Market Street, which is a priority in the memo, is already well lit.

6:10pm: *Bike/Pedestrian Counter Information*

Susan Elliott began the discussion. She said that the locations chosen for bicycle and pedestrian counters were all on east-west routes, and that there is a need for north-south counting as well in order to collect data for priority routes of the Bicycle Pedestrian Master Plan, including the John W. Warner Parkway. Mr. Jehle commented that nevertheless, most bicycle traffic in Charlottesville runs east-west, while north-south roads (such as Rugby, Emmet Ave, Locust Ave, and Ridge/5th Street) are feeder routes.

Amanda Poncy told the committee that the counters (2-3 permanent counters, 2 portable pedestrian counters, and 2 additional pneumatic tube bike counters) are still

going through the procurement process and that it was unclear when this will be complete.

The committee discussed possible uses for the counters. Ideas included (1) collecting before and after data for a bicycle or pedestrian infrastructure project; (2) determining how wide pedestrian space should be on the Belmont Bridge, based on pedestrian traffic volume; (3) identifying high-priority locations for new crosswalks; (4) informing lighting investments, based on nocturnal pedestrian traffic volume; and (5) informing amenities at transit stop locations.

The highest priority locations for long-term study should be the ones to receive permanent counters. The committee agrees that one of these is on West Main Street. The second permanent counter location needs further discussion. Possibilities include Preston Avenue and Jefferson Park Avenue.

6:30pm Open Co-Chairmanship Post

Lena Seville volunteered to replace Jim Self (who recently stepped down) as co-chair of the committee, with a focus on pedestrian issues. She will hold the co-chairmanship alongside Jake Fox until elections can be held in July. Carl Schwarz was designated as informal vice-chair. The vote was unanimous to confirm the election of Lena Seville as co-chair.

6:40pm Updates from Committee Members on other Boards/Commissions

Many BPAC members also sit on other committees and commissions. They were asked to report developing matters of interest as well as upcoming opportunities for input.

- *PLACE Task Force, West Main Street Steering Committee* (Scott Paisley, absent)
Lena Seville stated that the next West Main Street meeting, from 10am-12pm on Thursday, January 14th, will be to discuss three preliminary concepts developed by Rhodeside and Harwell: (1) Shoehorn everything in, (2) Remove on-street parking, and (3) remove bike lanes. Ms. Seville expressed doubt that the bike lanes would be eliminated, since they provide emergency access as well as bikeability. Committee members asked what the time frame for comments from the public will be. Ms. Seville said she believed the process had passed beyond public comment, but that

BPAC members should attend the meeting and report back at the next BPAC meeting.

- *Streets that Work* (Eberhard Jehle)

The next meeting is from 10am-12pm on either February 16th or 18th (final date TBD). Toole Design Group will bring back additional revisions of the draft guidelines and follow up on the demonstration project. Mr. Jehle finds that the draft guidelines are very much in line with Bicycle and Pedestrian Master Plan.

- *Locust Avenue* (Eberhard Jehle)

The Martha Jefferson Neighborhood Association will meet with City staff on Monday, January 11th, to review concepts to calm traffic on the 700 and 800 blocks of Locust Avenue. Time lapse studies of vehicle speeds are being conducted by a neighborhood resident. Mr. Jehle said that the installation of police speed trailers have caused speeds to drop precipitously. The neighborhood is interested in crosswalk markings at the U.S. 250 bridge, as well as enhanced pedestrian warnings.

- *Board of Architectural Review* (Carl Schwarz)

The next BAR meeting is scheduled for January 19th at 5:30pm. Agenda items include Market Plaza, which is presenting details on the design of the plaza itself (e.g., its tent design), Bill Atwood's proposal for the site of Atlantic Futon on West Main Street, and massing proposals for a project on the Blue Moon Diner site (600 West Main Street), where demolition of the diner building was recently rejected due to historic value. The February 1st meeting of the BAR will review an appeal to City Council for tree removal at Preston Court Apartments on Preston Place, which has been rejected in the past due to failure to specify where replacement trees will be planted. The West Main zoning code amendment has been delayed to February by City Council in order to allow the BAR to revisit its design guidelines with regard to street trees in consultation with the Tree Commission. Committee members said that they thought BAR guidelines should be voted on at the same time as the West Main zoning code amendment. BPAC members also felt that it was advisable to set aside future meeting time to discuss details of the guidelines, zoning, and etc. and perhaps to appoint a subcommittee to talk about the details related to pedestrian issues.

Upcoming events

January 11 5-6:30PM: MJNA Locust Ave Alts, Charlottesville Day School

January 14 10AM-12PM: West Main Street Steering Committee Meeting to consider design alternatives, NDS Conference Room

January 20 3-4PM: APBP Webinar—"Using Guidance Effectively"

February 4 5-7PM: Bike/Ped Advisory Committee Meeting
February 17 3-4PM: APBP Webinar—“Planning for Facility Maintenance”
March 3 5-7PM: Bike/Ped Advisory Committee Meeting