

Charlottesville Bicycle and Pedestrian Advisory Committee

December 7, 2017

5:00 PM - 7:00 PM

NDS Conference Room, 2nd Floor City Hall

Meeting Participants

Stephen Bach

Carl Schwarz

Gwendolyn Hall

Dave Stackhouse

Peter Ohlms

Zack Lofton

Cort Hammond

Sarah Littlefield

Niko Test

Julia Monteith

Mary Hughes

Amanda Poncy

Update on UVA Projects, Mary Hughes and Julia Monteith

Mary Hughes provided an update on UVA's plans for the Ivy Road Redevelopment project which encompasses 14.5 acres between Emmet St. and Copeley Road, and south of the RR tracks. The site seeks to improve bicycle, pedestrian and transit connectivity between Central Grounds, North Grounds and the Athletics area – both through the site and around the site. While some facilities currently exist, those connections can be uncomfortable. UVA is in the process of completing construction drawings for the first phase of implementation which includes demolishing the Cavalier Inn, undergrounding utilities, improving sidewalks, and creating a central green space, which will provide stormwater management benefits. The eastern portion of the site will likely be developed first, but they are still in the process of deciding what uses will be appropriate (they are considering an Art Museum, performance hall, and hospitality functions – hotel, restaurant and conference space).

The Ivy Road redevelopment project is running concurrently with the city's Emmet Street Smart Scale project, which includes a multi-use path from Emmet to Arlington (including an underpass through the railroad embankment), as well as intersection improvements at each of the study area intersections (Arlington, Massie, Ivy). UVA and the City have been working together to ensure the two construction projects dovetail with one another. The Ivy Road site previously sought to incorporate the multi-use path on the west side of Emmet, but the recent fire at the Excel Inn and plans to redevelop that site have opened up opportunities to explore placing the multi-use path/underpass on the east side of Emmet. The city is still in the process of getting a design consultant on board, but the public design process should get underway in early 2018.

Mary showed some different concepts for incorporating bicycle and pedestrian facilities along Ivy Road following the Streets that Work guidelines. All options have a 7' green buffer next to building (to accommodate grade changes between building and sidewalk):

Option 1: 5' On-road bike lanes, 8' tree buffer, 10' sidewalks

Option 2: 7' buffered on-road bike lanes, 6' tree buffer, 10' sidewalks,

Option 3: 6' tree buffer, 7' vertically separated protected bike lane, 10' sidewalks. Tree buffer and protected bike lane could be swapped to separate bikes/peds. UVA prefers curb separation between bicycles and pedestrians.

The group agreed that a protected bike lane is the preferred treatment.

One suggestion was to provide "turtle domes" to separate bikes/pedestrians. Another suggestion was to separate the bicycles and pedestrians with the tree lawn, but still keep the bikes separated from traffic with a continuous curb - similar to option 2 with the bike lane on the outside of the tree lawn, but with a physical separation. This provides more visibility between the bicycles and motor vehicles for turning movements. Someone noted the importance of designing the intersection with adequate transitions for the bicycles. The group agreed that separation was preferred but possibly with the bike lane separated from the sidewalk by the tree buffer.

Peter asked if the protected bike lanes would only be on the north side. Julia clarified that UVA is only considering protection on the north side because of the space that is available with the redevelopment project. However, there is a desire to have the facilities match on both sides.

Peter also raised the issue that if most of the student activity is on the north side, will there be wrong way riding? In which case, is it better to have a 16' multi-use path that is shared by everyone?

The group discussed whether 4 auto lanes were needed along Ivy Road since the roads leading up to Ivy are 2 lanes. The dedicated turn lanes serve an important function, but the additional through travel lane at the expense of additional sidewalk or bicycle space is not very progressive and encourages high speeds. Mary agreed that this would be worth exploring.

Peter asked if there has been any consideration of a median along Ivy to manage turning movements. A median was not considered.

How will the buses be accommodated on these routes? Peter suggested keeping the separated bike lane behind the bus stop. Zack noted a relevant example at UT Austin (a parking protected bike lane with bus stop island) - Guadalupe Street.

Niko suggested an electronic barrier that lays flat when needed, but provides separation when upright. There was concern that they might be too rigid.

Peter asked about the schedule for this project. Mary clarified that the Cavalier Inn demolition will begin in June 2018 and undergrounding utilities will follow. The hope is that public infrastructure would be complete by 2019 in time for the City work (the multi-use path) to begin after that.

Julia provided an overview of the JPA Corridor study which VHB recently completed for UVA. The study area includes Emmet St. and JPA from the intersection at Ivy/Emmet up to West Main. The emphasis of the study was pedestrian safety, but continuous bicycle facilities were also explored. The corridor is broken into 7 segments and evaluated in detail. VHB reviewed locations where pedestrians cross – both marked and unmarked crossing locations. Monroe Lane has the most non-compliant crossings (locations with pedestrian demand – 22 pedestrian crossings - but no marked crosswalks). The study concluded that there is a need to improve the

crossing at Monroe. Julia explained that in order to do that – the turn lane needs to be removed in order to provide a median, and a sidewalk would be needed on the north side of the road to accommodate the pedestrian once they crossed. VHB estimated that this project would cost \$1 million.

The city and UVA have jointly submitted grant applications to VDOT for this corridor in the past, but those applications have never received funding.

Julia offered to provide the full study for the committee to review. The study includes a prioritized list of recommendations with the responsible parties noted.

Julia also briefly discussed plans to redevelop Brandon Avenue as a “Green Street” – the center of the street will be a bioremediation basin with a street that surrounds the green area. There will be both north/south and east/west bicycle and pedestrian connections.

The first building will be housing for upper class students (310 beds) which will begin in Dec. and be completed in summer 2019. UVA is seeking street ownership in order to create a stormwater district with the Green Street. City codes don't currently allow this. Dave asked if any consideration was given to the city plan to connect to N. Baker Street? UVA noted that they are not precluding that connection, but they are not actively seeking it.

Peter asked how BPAC could be more involved in UVA's projects? Julia suggested that UVA and city staff work together on these issues and the question should be when do we bring these studies to the group. Peter asked if the studies have a public process or if they are more technical? Julia explained that it depends on the type of project – some do have a public component, while others are more technical. Mary reiterated that this study was an attempt to update the past studies that have been completed to provide the most bang for the buck.

Peter noted that the group needs to figure out how they would like to engage on these types of projects.

Sarah Littleton provided a brief update on Ubikes. UVA will be purchasing 25 new bikes this summer. She also noted a recent discussion with representatives from various city departments to discuss possible expansion into the City.

Old Business

- Belmont Bridge Statement Follow-Up (Peter)

The group agreed that Peter's statement should be sent to PC and Council when it is time again for public comment. The group questioned who is the BPAC rep for the project. Most thought Scott Paisley was the rep, but Amanda needs to confirm.

- Bike Counter Placement (Amanda)
- The group discussed the proposed location of the permanent bike counters. Peter noted that it's better to have the counters installed in high volume locations. Stephen reiterated that Preston Ave is ideal because it captures data from those commuting from Rose Hill. Amanda suggested the benefits of placing the counter on Emmet Street. There was a suggestion to place the counters under the RR where trees will not be an issue. The group agreed that Preston was the preferred location, but Emmet was ok if Preston does not work.

- E. High, Emmet, PLACE committee reps (Carl)
 - E. High – Carl, Lena
 - Carl moves to nominate Lena, Niko seconded. All were in favor. Amanda will confirm with Lena to make sure she still is interested.
 - Emmet – Peter
 - Peter prefers to do Emmet over PLACE. All in favor.
 - PLACE – Lena, Peter, Niko to consider, Carl is also interested.
 - The group will wait to vote on PLACE representative in January.
- Vote on Meeting Rules/Charter Changes (Carl)

Will defer to after the holiday.

- Facebook Page Review (Niko)
- Niko showed a draft logo that she created for the group. Dave suggested making the design more pedestrian-inclusive. Turn the chain into a foot. Niko will make some revisions for the group to review in January.

Upcoming Events

December 8: Planning Commission Review of CIP/Comp Plan, NDS Conference Room, 11AM

December 12: Planning Commission Meeting, City Council Chambers, 5:30PM

December 13: Webinar: Turning Walkability Data Into Action, PEC's Water Street Office **2-4PM**

January 4: BPAC Meeting, NDS Conference Room, 5-7PM

January 9: Council/PC Joint Public Hearing on Budget, Council Chambers (Tentative)

January 17: TENTATIVE 5th/Ridge Street Corridor Public Meeting, City Space

February 1: BPAC Meeting, NDS Conference Room, 5-7PM

March 1: BPAC Meeting, NDS Conference Room, 5-7PM

April 5: BPAC Meeting, NDS Conference Room, 5-7PM (SPRING BREAK?)

May 3: BPAC Meeting, NDS Conference Room, 5-7PM

June 7: BPAC Meeting, NDS Conference Room, 5-7PM

Persons with Disabilities may request reasonable accommodations by contacting ada@charlottesville.org or (434)970-3182

Project Updates – Please send any updates via email

- PC/Council –
 - Brandon Ave – PC and City Council approved closure with pedestrian access easements
 - Hydraulic Small Area Plan - Kathy Galvin will be keeping an eye on the bike/ped components of the Hydraulic Small Area Plan.
 - West 2nd (aka Market Plaza) – on Dec. PC agenda. Want SUP for increased density.
- Belmont Bridge
 - Design Public Hearing - Spring 2018
- West Main Street
- TJPDC Regional Bike/Ped Plan
 - Two great public events in Nov – Kickoff with Chuck Flink and Cypherways. They will be tabling this **Sat 2-5p in front of Mudhouse on the Mall** (corresponds with the Downtown Business Alliance's Holiday Open House). Any interest in a regular get together (i.e. Happy Hour)?
- Standards and Design Manual
 - Staff/CADRe meeting with Marty Silman and a representative from Toole. There seemed to be consensus on making our street requirements less suburban where possible. There will be stakeholder meetings.
- Code Audit Update
 - The PC approved a temporary height definition based upon an average grade plane. They also modified some language so that buildings on water street still need to provide lower street walls on their other facades and to exempt non-conforming structures under BAR review from being forced to conform to massing regulations if altered (few buildings on the Mall conform and would have to be added onto or demolished significantly if altered under the previous ordinance). These still need to be approved by Council. The list of other items that need help is still extensive. The current hot topic is the definition of mixed use.
- SIA/Form Based Code
 - No update.
- PLACE
 - Dec. 14 meeting includes discussion of mixed use.
- BAR
 - BAR agenda is not posted yet, but we will be having a work session from 12-2 on December 20th on the Public Improvements chapter of our guidelines. This is to get ahead of the Standards and Design Manual update. The meeting will be in the NDS conference room.