

Charlottesville Bicycle and Pedestrian Advisory Committee

March 2, 2017

5:00 PM - 7:00 PM

NDS Conference Room, 2nd Floor City Hall

Meeting Participants

David Stackhouse

Frank Deviney

Stephen Bach

Peter Ohlms

Eberhard Jehle

Jake Fox

Carl Schwarz

Scott Paisley

Ruth Stornetta

Chris Gist

Amanda Poncy

Meeting Agenda

Prep for Traffic Engineer Discussion

The group brainstormed a list of questions/agenda items to cover in a future meeting with Brennen Duncan, City Traffic Engineer. The following list will be forwarded to Brennen to prepare for the meeting:

- How will you use the bike/ped master plan?
- Is there a petition process for new bike/ped requests (If a new issue comes up that's not on the master plan, what's the best way for us to communicate that to you)?
- Pedestrian Safety
 - o How do you make the decisions for pedestrian infrastructure? For example, marking crosswalk vs. lighted crosswalk vs. median/curb extension? What is the criteria for these decisions - such as visibility, number of people, etc. and how do those factors change based on location (speed limit or number of cars). Note: Link to VDOT crossing guidance has been provided to BPAC for reference – http://www.virginiadot.org/business/resources/IIM/TE-384_Ped_Xing_Accommodations_Unsignalized_Locs.pdf
 - o Pedestrian pushbuttons vs. automatic everywhere - what's the policy, and does it vary depending on location
- Work zone safety – sidewalk/bike lane closures and how to minimize impact
 - o Process for closures
 - o Encourage higher fees for rapid re-opening
 - o How to enforce cleanup of debris on sidewalks/bike lanes (i.e. West Main St.)
- What are thoughts on bike signals and bike boxes? Could we pair a bike signal with bike boxes?
- What are simple things that can be done to make things easier for bikes/ped – adjusting signals (i.e. LPI, tweaks at contraflow lane), signal adjustments to accommodate bike speed.
- How can we (BPAC and traffic engineering) work together?
- City/County connections?

Project Updates

Belmont Bridge Recap

Lena, Scott and Carl recounted some of the highlights from the various stakeholder meetings that they attended. A “Multimodal,” functional bridge was high on list of the steering committee, Bike/Ped, BAR. Eberhard reiterated that the consultants recognized that this is a streetscape project – from Hinton to E. Jefferson – and the whole corridor needs to work together. He also notes that Kimley-Horn emphasized the importance of being process oriented to optimize everyone’s considerations and concerns. Lena and Scott noted that there is voice for large truck access (Ferguson and Pavilion). It’s important to promote people getting to the March 11 event to continue momentum for multimodal improvements.

Concern was raised that some on the project steering committee think that the language in the RFP is negotiable (i.e. only having one lane in each direction) and that some might raise the question of whether 10’ bike lanes necessary. Lena noted that the wider lanes are important for emergency access and perhaps also showing the two 10’ lanes provides additional capacity in the future if traffic significantly increases. Eberhard would prefer to give more space to pedestrians. The group agreed that now is not the time to talk about narrowing bike lane. It is important for the consultants to know that 10’ bike lane did not come from BPAC.

PLACE Updates

Scott provided an overview of UVA’s plans to redevelop the Ivy Road and Brandon Avenue corridors. Both are almost entirely owned by UVA and emphasize additional connections to facilitate bicycle and pedestrian mobility.

Someone noted that the EB University Avenue bike lane was missing from the Ivy/Emmet intersection plans. There was also a concern about the connectivity between Brandon Avenue and Valley Road. When south lawn was developed this connection was severed, but better bicycle and pedestrian access should be provided with the plans to redevelop Brandon Ave. At the very least, two curb ramps are needed to facilitate safe bicycle and pedestrian access. Peter asked if the redevelopment of Brandon Ave would be a good time to look at a bike/ped connection across the railroad. Jake mentioned that these plans have been adopted by the Board of Visitors so it is unlikely that major changes can be made at this time.

Amanda noted that UVA will be updating their Landscape Framework (including bicycle and pedestrian connections). She encouraged the group to think about feedback that she can provide to UVA at a meeting in late April.

More information about each project can be found on UVA’s website:

Ivy Road Corridor

<http://www.virginia.edu/bov/meetings/'16%20SEP/B&G%20Presentation%20September%202016.pdf>

Brandon Avenue

<http://www.virginia.edu/bov/meetings/'16%20RETREAT/2016%20AUG%20BOV%20RETREAT%20MINUTES.pdf>

BAR - West Main St. Updates

Carl briefly let the committee know that Rhodeside and Harwell met with the BAR earlier in the week to talk about paving materials, fixtures, street furniture, etc. There was discussion about the project's cost estimate and concern that the project will not move forward given that funding was not recommended in this round of the VDOT's Smart Scale process. The project team is aiming for a meeting with City Council in April and it is likely that more discussion about how to move the project forward will occur at that time.

Subcommittee Breakout – Events AND Connectivity

Individuals met in subcommittees to start discussions about the committee purpose, what do you hope to achieve, and what are your top 3 goals for the coming year?

- Connectivity – Dave, Frank, Stephen, Eberhard, Peter
- Events – Carl, Jake, Chris G., Scott, Carl, Ruth

Monticello Avenue UVA Capstone Project (Peter Krebs)

Peter Krebs provided an overview of his team's capstone project that is exploring bicycle and pedestrian connections to Monticello (and beyond). Joel Lehman, project teammate, was also in attendance. The group is evaluating 4 different routes to Monticello and each has some limiting factors. Ultimately, the capstone project will recommend developing more than one route to provide a "loop" experience. A map showing the routes can be found here: <http://cvilletomonticello.weebly.com/maps.html>

- A. Avon St. connection
- B. Monticello Ave/Route 20
- C. Monticello Rd/64 Tunnel Route
- D. Woolen Mills route

The group discussed the importance of topography and promoting routes that are gentle to allow a more diverse array of users. A few members suggested exploring the continuation of 6th Street to the existing tunnel under 64. Peter noted that route is identified in the planning context, but there is still considerable distance and topography to be overcome to make the connection to Monticello. Eberhard noted a route through PVCC that connects to Mill Creek and Avon Street to avoid the hill going up to PVCC.

Upcoming Events

March 2, 7:30PM:	Bike Month Planning, Community Bikes
March 11, 9AM-1PM:	Belmont Bridge Mobility Summit, Sprint Pavilion
April 6, 5-7PM:	BPAC Meeting, City Hall
April 10, 5-7PM:	Tom Tom Festival Community Picnic
May 4, 5-7PM:	BPAC Meeting, City Hall

