

Charlottesville Bicycle and Pedestrian Advisory Committee

April 6, 2017

5:00 PM - 7:00 PM

NDS Conference Room, 2nd Floor City Hall

Meeting Agenda

5:00 Traffic Engineer Discussion (Brennen Duncan)

- How will you use the bike/ped master plan?
Informing capital projects, as well as independent development projects to see how they fit in. They could build the infrastructure or ensure that space is available for us to build them. Streets that Work builds on the plan. Does the plan influence the CIP? Are there issues . If limited ROW and needs to make decisions between bike lanes and travel lanes how do we make those decisions? We would not be building new roads in Charlottesville. Fontaine Ave – funded – will probably buy ROW to put in bike/ped infrastructure. Not widening for cars, but for multimodal improvements. Likely not needing to buy ROW near JPA, but as you get closer to research project. CVS project – extended project limits and intersection improvement includes bike/ped improvements up to Hilltop. “Bike facilities” – maybe multi-use path or bike lane. Smart Scale grant recommended to VDOT. Funding available in FY22. Adding right turn lane and pedestrian refuge islands to shorten the crossings.

SB stretch of Emmet from Hydraulic to Angus. High density crossing for people without cars. Living off Commonwealth and shop at Kroger. Write letter to Kathy/Alex/Chip Boyles.
- 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)?
- There is no official petition process, but if there’s a safety issue, bring it to our attention so we can evaluate. Neighborhood Associations who want traffic calming or crosswalks. How do they go about asking for it? Traffic calming requests go through the neighborhood assn.

Perceptions are important – about speeding or is the neighborhood aware? It seems like there’s a black box. In Richmond, there is a notification process once you submit your complaint, it gets assigned to a person. The communication back out to the neighborhood is not great. There would be a lot of interest in public transparency and being able to report online, and tagged with follow-up and close-out. It would be useful to see all of the requests and how/why certain decisions were made.

Do you have formal coordination with Chris Gensic and Parks and Rec? Some of his projects are transportation type i.e 250 bypass trail. If it’s not in the ROW, it’s Parks. We need to keep pushing for better snow removal/maintenance so that the trails can be used the same as trails.

Designate specific trails that require different level of service so that they get a transportation maintenance. Also a need for lighting. Could do bike counts – 250 bypass, Rugby to CHS, RTF and John Warner.

Establish as topic for June.

Pedestrian Safety

- 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
- Relying on VDOT crossing guidance and case by case basis (funding allows, safety concerns). Looking at improvements for Market St. bumbouts – some won't work because of drainage.
- In SADM, have standard about pedestrian lighting at crossing. Would we remove crosswalks that don't have lighting? No. As we install new ones and have money to retrofit old.
- Was lighting part of STW? Yes, but limited. Discussed more in the lighting study.

In SIA, there was talk about 20 mph speed zones. How would we go about doing that? Could it be added in the design standard. What hoops to jump through to get lower speeds?

- Pedestrian pushbuttons vs. automatic everywhere - what's the policy, and does it vary depending on location

Yes, it varies by location. There are places to do it and places not to. Downtown and high congestion areas are good locations. Caveat is that we only have so much signal time. Example, crossing 4th Street on West Main, could be automatic, but crossing West main would be push button.

If walk signal doesn't affect traffic, is there any reason why we couldn't do it? Crossing and Market at 2nd Street – doesn't make sense. Both sides should come up.

Ridge/Monticello – not consistent

What about LPs? It's great, but if at intersection that's at capacity, then it really makes a difference. Places where there are bike boxes, we should have leading intersection to help them get in front of traffic and make turns. One reason why intersections are at capacity is because people aren't willing to bike or walk. Agree to a certain degree, but there are a lot of people who live too far.

VDOT is implementing a new signal system ATSPM that we will be adopting. Uses high resolution data loggers and it allows us to look at pedestrian delay and level of service. We will have more data that will help us make decisions. Can

that be used for detection so people don't need to use a push button? Will look into it, but there are some issues. What if the person comes in to the camera's view, but not wanting to cross. This would be on 29 right now, but as we upgrade signals they can tie in. New public works director is interested in upgrading signal technology.

Light at Wegmans. There is no crosswalk at the 5th St/Wegman's intersection. How would someone make a request?

Concern that a lot of . Look at demand near school and make better pedestrian accommodations. Data is backward looking it doesn't tell us what we want it to be. Concern that speeding near schools is parents trying to get their kids to school on time.

- Work zone safety – sidewalk/bike lane closures and how to minimize impact
 - o Process for closures
 - o Same as it's been for years. Same form for parking space, travel lane, sidewalk. \$10 for sidewalk, \$20 for parking, \$50 for travel lane per day. If we wanted it to change, it would need to go to council.
 - o Encourage higher fees for rapid re-opening
 - o There has to be a justification for the fee. Fee should reflect the cost to those who are inconvenienced. We could come up with the research that we have done in the past. In lieu of closure, we could do a protected walkway. Maybe that should be the basis for the fee? It costs less to pay \$10 than to provide a protected walkway. For example, the Sycamore, not required to do a covered walkway until they reach 6 stories. They are paying for sidewalk closure and
 - o They should be encouraged to provide alternate paths. There are other instances where we might not want a higher fee (for example, Bike Walk Play or Tom Tom).
 - o Is there a requirement to make a new path? Case by case. If there is room to do it. In narrow conditions, we will route them to another crossing.
 - o How to enforce cleanup of debris on sidewalks/bike lanes (i.e. West Main St.)
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- What are thoughts on bike signals and bike boxes? Could we pair a bike signal with bike boxes?
- No issue. I'm for bike boxes in urban environment. West Main/Downtown. Help me understand why an LBI would be needed in a bike box? You are already ahead of the car and the car would have to run you over. If you have a leading light, the car wouldn't be able to run you over. Where I feel least safe is at stationary at an intersection. Is there data about the effectiveness?
- Where I see them being useful is at multi-use path.
- West on West Main – bike light would be beneficial.
- We also have limitations as far as our signal technology – many of our signals won't accept new channels that would accept bike signals.
- Eberhard suggested making a list of places that would be useful.
- 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.

- LPI good when we have the time to utilize. Also need the channels in the infrastructure.
- Could we use pedestrian only signals? Yes, but difficult to justify enhanced pedestrian safety features with 25 mph speed limits. Some downtown locations primed for counterflow – mall cross streets, 8th, etc.
- What would the traffic study need to include to reduce speed limit? Not really sure. Will look into it.
- How can we (BPAC and traffic engineering) work together? How can BPAC be a resource for Traffic Engineering?
 - o SADM – if there are appropriate national standards, we want that feedback to include. Will SADM be a public process? Yes, but not as public as zoning. We could bring back some bike/ped standards to committee.
- If you want to look at additional guidance that addresses 25mph roads with SADM.
- If crossings don't have the usage that we would expect, city should use the state law in roadway sign. For example, Locust Ave that divides a neighborhood.
- A lot of it is also enforcement.
- Are there criteria for raised crosswalks?
- Crossings on Ridge/McIntire are concerning.
- City/County connections?
 - o Avon, Free Bridge, Monticello Ave under I-64, Barracks
 - o MPO is really the organization to coordinate City/County
 - o No good way to turn into Wegman's from 5th St. SW

6:15 Subcommittee Breakout – Wayfinding AND Connectivity (focus on UVA/City connections)

Upcoming Events

April 10, 5-7PM:	Tom Tom Festival Community Picnic, Ix Art Park
April 10, 7-8:30:	Old Lynchburg Road Traffic Concerns
April 16, 3-5PM:	Tom Tom Public Art Bike Ride, meet at Lee Park
April 17-19:	Belmont Bridge Design Charette (see website for more details)
April 23:	Eco-Fair, Pavilion
May 4, 5-7PM:	BPAC Meeting, City Hall

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