

## ATTACHMENT B

### Charlottesville Bicycle and Pedestrian Plan Update — Stakeholder Meetings

#### Economic Focus Group

June 18, 2014 from 12:00 PM – 1:30 PM City Space (100 5<sup>th</sup> Street, NE)

Participants:

Kristin Morgan-UVA Office for Diversity & Equity  
Genevieve Cox-Chamber of Commerce  
Carolyn Dillard-UVA Community Relations  
Jim Duncan-Nest Realty  
Julia Monteith-UVA Office of the Architect, Steering Committee

Notes:

Realtors – increasingly understand the value and economic potential of bicycling

UVA representative:

- Integrate our planning efforts with West Main Street;
- List of county planning projects – make sure we are aware of coming projects;
- CAT – stay updated on route changes
- UVA Bike Share: 240 bikes and 120 racks – bike share can be used by anyone in the community;

Ideas for how Charlottesville received an international award:

- Transportation Demand management focus – look at the entire organism or ecosystem – the community needs to have a behavior shift now in order to create a community where you don't need to have a car
- Health Impact component – life expectancy, disease rates all improved – what happened to help this occur: economic incentives, access to the network; important for the poor to access the system
- Connection from county to city – perhaps have BRT connecting into the city
- Safe integration of bicycle facilities into the road network
- Education programs for both cars and bikes and pedestrians
- Bicycle training programs and having available bikes for people who have lost their driver's license are made available to those who need this service
- Bicycle transportation is seen not as just long distance weekend riding but for the short more frequent trips;
- Pedestrian issue – currently not safe at cross-walks – not much trust of drivers to pay attention to basic safety issues
- Culture of the community is to be aware of pedestrians/bicyclists and behavior is modeled for visitors
- Safety and education is key
- Job creation has occurred in these areas – bicycle repair shops, sub-contracting to build facilities, supports buy local programs, increased tourism resulted in economic boost for local businesses

- Attracting companies to come to Charlottesville – young entrepreneurs, tech companies that are pro-green; health orientation of businesses would be especially important; companies that seek to improve the communities they exist in not just their bottom line
- Housing development / developers: attracting developers that understand the value of developing a friendly community for walking and biking; zoning requirements to include bike facilities and trails in their development and connecting to other facilities and communities throughout the region
- Developers have created a “bay game” like education program for Charlottesville generated by developers; use kiosks and trail heads as educational tools and marketing
- UVA – relationship with surrounding neighborhoods have vastly improved – Charlottesville has created a commercial relationship between the city and UVA; the relationship has been cultivated in a healthy way
- Partnership development (UVA – city) needs to use this planning process to cultivate that partnership
- West Main can act as a physical link between UVA – city and lead to more cohesiveness;
- People are threatened by cars when crossing streets even with blinking lights
- Many of the disrespectful drivers are maybe not from here
- There are a lot of tourists, how to set the expectation that they should drive slow
- Traffic cops, education, re-integration programs
- Creating bike lanes; jobs for people to create them as people come to the city, more buy local
- How far are people driving to get into the city?
- Understand data better to target campaigns/outreach
- Upstarts/entrepreneurs would want to be in 2030 Charlottesville (tech, small business)
- Businesses could do more to encourage commuters by providing showers, bike racks
- Health oriented businesses
- Hoo’s Well UVA Wellness program, more incentives needed
- \*Better World Betty Business challenge
- Zoning: bike lanes not being built with new development, yet streets are really wide
- Burnet Commons: bike garage in townhome section (Frank?)
- Locality should offer incentives to encourage similar amenities
- People want proximity to greenways: many clients want bikeable/walkable; shift in distance people are willing to walk
- meet with Dan Mahon and David Benish
- Neighbors get involved when there is an issue, make people feel like they are partners

### **Safety Focus Group**

June 18, 2014 from 2:00 PM – 3:30 PM City Space (100 5<sup>th</sup> Street, NE)

Participants:

Sgt. Steve Knick-Charlottesville Police Department  
 Officer Russell Handy- Charlottesville Police Department  
 Officer Rob Weal- Charlottesville Police Department  
 Cpl. Flip Dudley- Charlottesville Police Department  
 Sgt. Latroy (Tito) Durette- Charlottesville Police Department

## Notes:

- Concerns that bicyclists around the city of Charlottesville did not know and understand the laws and rules of the road
- Bicycle are allowed on sidewalks in the City and this causes problems at crosswalks in particular
- More than 20 certified officers on bikes program; city is looking to grow the program in the next few years, possibly double the bike numbers – have a core group of 12 officers policing at any given time - focusing on the mall, West Main Street; new geographic approach to policing which lend itself to employing a more robust officer patrol program
- Not enough designated bicycle facilitates on key corridors – routes near the mall are difficult to navigate – not enough space for bicyclists
- Motorists also need to understand how to share the road with bicyclists
- **Key point: Streets need to be designed better (more multimodal) and the culture needs to reflect a shared use of the roads**
- Narrow roads and too many cars results in frequent conflict
- Bicycle box – may be a difficult design to enforce in the city – vehicles may abuse the box;
- Process for educating drivers and cyclists – hand out pamphlets explaining the rules of the road - not much else that the department is currently doing
- Idea: drivers education – make sure students are also receiving bicycle and pedestrian education during their driver's education class
- Need a helmet program for schools – the city recently ran a PSA associated with helmet safety
- Policy department may be open to innovative education programs or best practices around the country;
- **Follow up:** send Amanda best practices of innovative education/enforcement activities related to bicycle and pedestrian activities. Look for leveraged opportunities that may use partnerships instead increasing staff time;
- Include recommendation in plan: crime prevention through environmental design;
- SRTS – Charlottesville went from 14 crossing guards to 7 in the last few years; kids don't want to walk to school and it's not as safe;
- SRTS – kids that live close to school have no bus service so parents end up driving their kids to school;
- Issue: no sidewalks in sub-divisions, and not enough sidewalks around the city in general
- Enforcement consistency – riding on the sidewalks throughout the city is not uniformly enforced
- Partnership between UVA and city police department is established but could be enhanced over time;
- Recommendations
  - complete the sidewalk network citywide
  - drivers education including bike/ped education
  - When possible, use portions of available ROW for a bicycle specific trail
- Bicyclists have 50% knowledge/compliance rate with rules of road
- Are there existing programs? Yes/No
- Many repeat offenders, usually Jimmy John's, other food delivery companies
- PD generally tries to distribute pamphlets in lieu of tickets for first offenders - no guarantee the pamphlets are read by citizens
- Most infractions are not malicious; cyclists don't want to lose momentum and stop at red lights/stop signs

- Other common issues include riding on sidewalks (enforceable? Only in downtown? Confusion) and not yielding to pedestrians
- Lack of space for bikes on routes parallel to mall leads to people riding on the Mall
- Water St and Market St are both challenging for cyclists
- Fatal and severe bicycle/motor vehicle collisions - 4<sup>th</sup> St/W. Main St Alderman Rd/Ivy Rd (left turn, head on)
- Motorist education component included in school driver's education programs? Younger students?
- Bike rodeos, helmet giveaways, special events i.e. Bike, Walk, Play
- The Corner: dooring, bicyclists not yielding to pedestrians
- Bike boxes will take getting used to, particularly for aggressive drivers
- Looking into and applying for pedestrian safety grants which could improve sidewalks, signals and enforcement efforts
- Distracted walking is an issue, as well as emphasis on general shared responsibilities
- Walking and schools
  - Walking Wednesday events; many children ride with parents; some crossing guards only see 1-4 kids crossing at their posts
  - City has reduced crossing guard posts from 14 to 7
  - Rose Hill Drive/Burley Middle school
  - Cars parking in bike lane for drop off
  - Usually have targeted enforcement during back-to-school season
  - Sponsored helmet PSA last fall
- Can be challenging to enforce laws with the wide variety of cycling styles
- Potential to get more involved with bicycle and pedestrian advisory committee
- Street design & culture
  - Issues near corner where cyclists try to squeeze between cars and parked cars

### **Active Living Focus Group**

June 19, 2014 from 12:00 PM –1:30 PM at City Space (100 5<sup>th</sup> Street, NE)

Participants:

Ellen Houle-Charlottesville Track Club, Westminster Preschool  
 Elizabeth Beasley-Health Department  
 Caroline Laco-Community Bikes  
 Jessie Dodson-Community Attention  
 Juan Wade-School Board  
 Melanie Brady-UVA Health & Promotion  
 Jamie Leonard-UVA Health & Promotion

Notes:

Move 2 Health

- Focus on positive messaging
  - Minutes not miles to include a variety of activities
  - Most participants in 30-55 age group; probably reaching people who are already active
  - Location specific: Rio Road and US 29 intersection need grade separated interchange
- Community Bikes
- Focus on biking for transportation
  - Free/cheap bikes for refugee/homeless populations
  - Voucher system through the Haven

- Women & bikes-interest in family biking
- Kid's bike rodeos
- Issue/challenge: city – county connection -- US 29 needs to be fixed
- Driver education – bicycle education – does this happen
- Storm water management -- better management could prevent gravel and debris on bike lanes
- Education Information at UVA –not much bicycle education formalized at UVA, some bike shops augment bicycle education for newly entering freshman

What happened after 20 years in Charlottesville to make it the most bike friendly place in the world?

- Bike/Ped education starting at an early age and providing free access to bikes and helmets – established an early intervention comprehensive education program ensures that every child in Charlottesville has been exposed to a bike/ped related education
- Requirements for developers to include bike/ped facilities when they develop property
- Developed a managed infrastructure for county residents to park cars at the city line and provide access to bike/ped facilities at the designated parking lots - park and ride
- Dedicated funding mechanism for bike/ped has been put in place; from \$200K to \$2 mil per year;
- The award winning network in Charlottesville has a diversity of users from every demographic and socio-economic level
- Outreach to minorities / disenfranchised users have been meaningfully brought into the planning and implementation process;
- Commercial support for bicycling and walking network – hotels, local businesses, etc. all support and market bicycling infrastructure;
- The transportation system has become more balanced between all the modes of transportation;
- Law enforcement – rules are enforced consistently by law enforcement agencies, rules of the road are being
- Amtrak – bicycles on trains improve regional transportation;
- Bicycle tourism has increased significantly
- Schools have created bicycle storage facilities and changing areas as well as paths to schools from neighborhoods
- Innovative bicycle facilities have been integrated into traffic engineering, especially at cross-walks and intersections for pedestrians
- Bicycle support facilities like fixing stations are prevalent across the city
- Facilities for older Americans to get around Charlottesville – seamless and well maintained sidewalk system, trailheads, rest stops and greening (green infrastructure) the city has created a pleasant environment for folks traversing the city;
- Maintenance of the bike/ped – a well-funded, and staff maintenance system has been put in place;
- Major bicycling events regularly occurring in Charlottesville attracting tourists from all over the region and world;
- In 20 years the city has drastically increased density in the city core which has resulted a market driven revitalization for biking and walking

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- Older youth in foster care system; many rely on the bus system for transportation; interested in promoting other transportation alternatives -transportation solutions are key part of overcoming poverty
  - Want to see more minorities/diversity in the bicycling community
  - Need to improve facilities for students biking to high school

- Want to see more covered parking and separated, light routes for students to bike to all city schools
- Add bicycle education to school curriculum
- Some grassroots efforts like walking school buses, but takes a lot of parent effort City/County connections are really scary Georgetown Rd/Avon-disappearing shoulder, too much overgrowth
- Increase in biking around UVA, want to see increase in helmet use, lights - the most severe UVA student ER cases are bicycle related
- Grady Ave, crossing at Preston is very difficult
- Washington Park/pool virtually inaccessible for children in Venable neighborhood
- IM Rec Sports/Hoo's Well/Parking & Transportation have talked about forming a bicycle subcommittee
- Student information packet - no bicycle information in packet distributed to incoming first year students
- Safe riding skills clinic offered in August with bike sale
- Westminster Bike Days, helmets/bike access are a barrier, what are the rules of the road Partnerships with pre-schools, bike stores, health groups
- New developments with no bike lanes, make requirement for developers
- Addressing County growth and those who can't bike commute the whole way with better storage etc. at park and ride facilities
- Eliminate "funding" loophole as reason for bike lane removal from projects – the County rarely uses tax payer monies to fund bike lanes (rely on VDOT/state funding)
- Tourism - Pedi cabs, bike tours around town/historic sites, hotels with own rental bike inventories
- Reducing the number of cars on the road so other users feel safe, signals and information at intersections
- Ridge/Main/Water is particularly challenging
- Addressing the various needs of the people we serve; access to bikes, helmets, routes etc.
- Recreation vs. daily needs
- Going to community meetings to address issues
- Using technology to improve transportation; what can be done with the "hardware" people already have (i.e. bicycles, smart phones, traffic signals)
- Need map of bike fix-it stations
- Maintaining existing infrastructure
- New JPA bridge is an example of a good project
- Bike, Walk, Play event was watershed type event; shows what is possible via human power transportation
- Similar events elsewhere attract regional participants i.e. Cap to Cap race in Richmond
- Maintaining bike/ped access during construction got more people walking and biking
- Opportunities for more neighborhood commercial connections Rio/Greenbrier intersection inaccessible to bikes/pedestrians
- No crossings/bus stops to get to Stonefield
- Incentives to encourage density, letting the market do the work