

Charlottesville Bike-Ped Steering Committee Meeting Notes

2/26/2015

Master Plan Update

Streets that Work meeting in December

- Progress since September SC meeting
 - Policy
 - Ped highlights
 - Bike planning
 - Prioritization
 - Public meeting
- Plan timeline
 - Policy document updates
 - Pedestrian prioritization and policies
 - Updated bicycle network, bicycle vision network
 - Upcoming
 - Draft plan (mid-April)
 - Public meeting (May 6, 2015)
 - Plan approval

POLICY ASSESSMENT

- Several existing policy strengths identified
- Additional funding opportunities exist for bike-ped improvement projects
 - The City already spends above average on bike-ped projects
 - Look to San Luis Obispo for inspiration
- Room for improvement of bike parking standards
- City can improve on the current sidewalks policy—needs better standards for the construction of new sidewalks
- What are Charlottesville's Program Strengths?
 - Bike-ped Coordinator and Trails Planner added to City staff
 - Complete Streets initiative
 - Above average bike-walking percentage
 - Silver bike/gold walk friendly status
 - Multiple open street events
 - SRTS participation
- Still room for growth and several program opportunities exist for improvement
- Can review the full policy assessment online and give opinion on which are most needed; Which will resonate most with the public?

Meeting Discussion:

- 1/4 mile radius is too small for Charlottesville
- Bicycle Vision map
 - Distinguish Transportation trails from recreational trails

- Recommend lighting on transportation trails
- Clearing sidewalks and bike lanes after the snow
 - Commercial areas, businesses could be responsible for bike lane in front of their business
 - Marketing neighbor to neighbor snow removal “Be Neighborly”
 - Guides for snow clearing to ensure that piled up snow does not block curb ramps at intersections and push buttons
 - Access to Neighborhood Development Services snow plow volunteers list
 - Adopt a bike lane
 - Policy that requires snow removal/street cleaning from separated bicycle lanes
 - Policy that requires bike lanes be cleared/cleaned when streets are cleared/cleaned
 - Get allowable and acceptable bike lane design in the BAR guide
- Street crossings
 - It would be helpful for the city to provide a list of criteria that explains the level of pedestrian facilities for an intersection i.e. when does an intersection receive a push button, crosswalk, etc.
 - Some automatic pedestrian signals actually slow down the flow of traffic because they go off even when pedestrians are not there and cause cars to idle
- Woonerfs/Shared Space streets
 - Is there a VA law restricting woonerf style streets?
 - A quick review shows that there is no statewide ban on woonerf
 - Woonerfs are not a single traffic calming intervention, but a combination of several interventions in a single area (e.g. alternate on street parking, inconsistent curbs, curb extensions, etc.). They are ideally set up in urban areas when motor vehicles should not be traveling faster than walking speeds.

PEDESTRIAN HIGHLIGHTS

- The ADA transition plan is a great document to build upon
- Engineers should investigate driveway curb cut standards
- Assess sidewalk disruption during construction (**sidewalk closure policy**)
- Proposed Sidewalk Project Ranking Criteria
 - Point value assigned based on:
 - Context/connectivity
 - Proximity to facilities/attractors
 - Street traffic
 - Land use (GLUP) designation
 - Related projects
 - Field analysis by staff
- Proposed sidewalk criteria has 25 factors, yet to be tested
 - How to incorporate deficient sidewalks in this criteria
 - Current sidewalk priority list is full of requests, build out in 5 years
- Maybe adopt a similar system for crosswalks (VDOT guidelines)?
- Pedestrian Network Analysis
 - Good connectivity in the downtown/central Charlottesville area

- Not so good on residential streets around the periphery
- Prioritized streets--Emmet, Avon, Roosevelt Brown, W. Main (this may not be all streets mentioned...)
- There were several pedestrian hotspots identified on map

BIKE PLANNING

- Bike Facilities Map
- How do we get people excited about the content and implementation of this map?

Meeting Attendee Discussion:

- Maps and wayfinding facilities would need to be available to guide people when on their bikes
- Topography was not included in level of stress assessment— however it was considered by recommendations we established
 - Individual changes
 - Grove/Hazel are flatter than Gillespie/Poplar
- The meeting opinion is that some of the routes on the map do not reflect which routes community members actually use
 - Changes for vision map
 - Old Lynchburg Road is hole in south city transportation network
 - Old Lynchburg road was removed from previous recommendations maps because of safety concerns
 - Monte Vista is narrow, hilly and will not be used by bicyclists
- Overall opinion is that the map design is good! (head nods from all)— Would be useful to explain the bicycle network to others
- Map shows bike network on the rail beds—is this OK?
 - It probably won't happen, but having it on the plan is important (some are more feasible— might be good to designate this on the map—realistic vs. unrealistic)
- Maybe add dashed lines that show bike routes that are probable and those that aren't—might make it easier to sell this plan to people
- Or—two diff maps—one pie-in-the-sky (**general**), one more realistic (**implementation focused**)

BIKE NETWORK PRIORITIZATION

- Active Transportation Priority Tool
 - Four prioritization factors they identified (with Toole's weighting)
 - Connectivity 40%
 - Demonstrated need 30%
 - Public support 15%
 - Implementation effort 15%
- Weighting prioritization efforts
 - Include more variables –
 - Proximity to schools as a variable for public support
 - Projects on SRTS streets will be needed to help sell the program
 - Take a poll of residents to determine public support
 - Additional variables will be difficult to add without additional data
 - Add potential SRTS streets to help determine

BREAK OUT SESSION

- Need to do a test run with two different sets of numbers to better understand how the tool works—Tooles numbers and 35-35-20-10
- Recommended factor weighting
 - Connectivity 35, Demonstrated need 35, Public support 20, implementation 10
 - Also run prioritization all factors equal and for TDG recommended weighting
- Are weights negative?
 - Weighting isn't "negative" however variables can be scaled so that certain projects will be prioritized at a lower level, e.g. an overly expensive project will receive less priority than a moderately priced project
- Demand map
 - Rename "high demand" areas for what they are – proximity to commercial, schools, parks, etc.

NEXT STEPS AND TIMELINE

- Project prioritization feb-mar
- Implementation/funding feb-mar
- Plan writing and revisions feb-april
- Public Meeting preparations and outreach
 - Public meeting expected May 6, 2015
 - Need to present bike/ped plan to NB associations (city and SC members)
 - The city and steering committee should approach neighborhood committees in advance of the plan release to gain support
 - Discussion of the plan should take place at multiple events
 - Advocacy for the plan – similar to how plan decorators organize – develop alliances for the plan
- Public meeting (final draft roll out) May 6th City Space 5-7:30PM
- Final report/plan approval may

FINAL THOUGHTS

- Should we present this plan to the neighborhood associations before the official public meeting to get supporters for this plan?
- Any guidance from Toole on how to combat the negative/car centric viewpoint of many community members?
- Additional information to include in the prioritization or discussion of bike facilities
 - Heat map from UBike (Jake)?
 - Strava? map data?
 - Strava data is a very limited data set because of the general characteristics of strava users (competitive cyclists)
- Failure to make allies with neighborhoods and merchants—NEED TO WORK ON THIS—advice from Toole on this?

- Set aside money in project budget for education and encouragement
- There is a meeting to discuss West Main Street and its resistance on March 17
 - AP has since noted that the meeting is March 23
 - A first prioritization will need to be run by then