

Bicycle and Pedestrian Advisory Committee
Meeting Minutes
Nov. 7th, 2019 5:30pm – 7pm
NDS Conference Room

Meeting Attendees:

Carl Schwarz
Mike Smith
Lena Seville
Frank Deviney
Dave Stackhouse
Stephen Bach
Navarre Bartz
Sean Mullane
Abigail Cox
Cort Hammond

Hawkus Dale
Susan Sorenson
Peter Ohlms
Peter Krebs
Nelson
Brian Cameron
Rich Keffert
Kyle Rodland
Amanda Poncy
Will Lee

myCville Update – Steve Hawkes

Steve Hawks from the city's Information Technology department gave an update about how the myCville app is being used and what data was gathered from it. There have been 39 total complaints in the Scooter Issues category and 233 Sidewalk Safety Complaints (second after "Vegetation"). This is in comparison to the 200,000+ rides that have been taken according to the scooter companies' data. BPAC had several questions regarding the app's use as well.

- 39 total reported scooter issues in 10 months from myCville
 - Not significant in regards to 200,000+ rides in the city
 - Most in one month was 9 (Sept.)
 - Usually about 2 days to resolve scooter issues
 - It seems to be the same people complaining about scooters repeatedly
 - General theme is overall dislike of scooters and blocked sidewalks/improper parking
- 233 sidewalk safety complaints
- Bike Lane Safety has had fewer reported issues than scooters
- There was a large advertising campaign at app's launch
 - Much less now
- The app only has 100+ downloads
 - This is not an unusual amount for communities of Charlottesville's size
- Is it possible to tailor response message to receiving a complaint to request type?
 - Maybe? Will need to find out more information from the apps vendor.

UVA Systems Engineering Presentation – Tina Tang (TA), Nora Dale, Jesilyn Gopurathingal, Matthew Caruso (Students)

A group of second year students in systems engineering presented their analysis on how Charlottesville could most cost-effectively improve green transportation. Both presentations

Bicycle and Pedestrian Advisory Committee
Meeting Minutes
Nov. 7th, 2019 5:30pm – 7pm
NDS Conference Room

highlighted the impact of optimizing the CAT system and improving the app as cost-effective, high impact solutions for decreasing single occupancy vehicle trips and emissions. Both studies also suggested some form of advertising.

- Context for both projects
 - Charlottesville is working towards more green transportation
 - New opportunities provided by Smart Cville's Internet of Things Gateway
- First presentation
 - Solutions considered
 - Creating and promoting a Ridesharing platform
 - e.g. a Facebook group.
 - This would involve educating the public about the platform's existence and use in planning trips.
 - Optimize CAT
 - Add more direct transportation
 - Based on hotspot data
 - Improve/ build a Pedestrian Network
 - Connect major areas with trails and paths
 - Build Bicycle Infrastructure,
 - Specifically protected bike lanes
 - And in high density areas
 - Important measures
 - Local trip duration
 - Cost to implement
 - Emission saving
 - Vehicle miles traveled
 - Bike/ped injuries reported
 - They normalized and weighted their data
 - Optimizing CAT and Ridesharing had large impact
 - Protected bikes lanes were rated lower than expected due to the model's sensitivity to cost
 - Final recommendations
 - A Ridesharing platform and Optimizing CAT were the top two in that order
 - A hybrid solution would likely be more effective than either alone
- Second presentation
 - Only 6% of the Charlottesville population bikes to work
 - Less than work from home, carpool, and use public transit
 - Most people drive
 - Goal is to increase safety for bike riders, efficiently implement in community, increase community engagements
 - Increase bike ownership and use
 - Alt. sol. 1: CAT App update

Bicycle and Pedestrian Advisory Committee
Meeting Minutes
Nov. 7th, 2019 5:30pm – 7pm
NDS Conference Room

- Include bike friendly routes
 - Difficulty ratings
- Fix “Ghost Trolley”
- Alt sol 2: Advertise Benefits/options of commuting by bike
 - Maps, health, environment, cost
- Alt sol. 3: Congestion pricing
 - Unpopular and ineffective in small community
- Alt sol: 4: building bike infrastructure
 - Protected bike lanes
- Alt sol 1 seems like the most cost effective solution
 - Could use a summer intern to get started
 - Maintenance would increase costs though
 - Developer would be needed to perform maintenance and updates and more specific improvements
- Other notes from the second presentation:
 - Add bike lanes
 - Best for increasing ridership
 - Not as cost effective
 - Advertisement
 - Least cost
 - Could be done in conjunction with other solutions

Dockless Mobility – Amanda Poncy

Amanda Poncy presented changes to state ordinance regarding where e-Scooters, e-bicycles, and bicycles are allowed to ride. The new ordinance allows scooters to ride on sidewalks unless prohibited by local regulation. There was much debate about the appropriate location for electric wheeled users. BPAC was largely not in favor of a complete ban of scooters and bicycles on the sidewalks, however there were some thoughts towards a middle ground such as a partial ban so bikes and scooters could continue to use the sidewalks where there are no bike facilities, or implementing a speed limit on the sidewalk to reduce the speed differential with pedestrians. BPAC was concerned that the language might need to be broadened to include all electric vehicles such as hoverboards and electric uni-cycles. The ordinance will go to council on Nov. 18th and will likely be implemented in two readings so as to have it in place by Jan 1st consistent with state regulations.

- Ordinance changes
 - New law allows scooters to ride on sidewalks unless prohibited by local ordinance
 - City leaning towards a prohibition on riding on sidewalks
 - Scooters lumped in with bikes
 - BPAC thought separating bicycles from scooters and other electronic vehicles would be a helpful distinction if possible.
 - BPAC wants to encourage riding in bike lanes

Bicycle and Pedestrian Advisory Committee

Meeting Minutes

Nov. 7th, 2019 5:30pm – 7pm

NDS Conference Room

- But having the option of riding on the sidewalk is a useful tool for bike and scooter safety and comfort, particularly on high speed roadways
- BPAC generally disliked the idea of a ban on sidewalks, but some were in favor of protecting pedestrian space
- BPAC had several ideas to reach a middle ground:
 - Is it possible to mark certain sidewalks as okay to ride on while keeping the prohibition?
 - Or have a sidewalk speed limit?
 - Or some kind a yield?
- The prohibition would need to be signed to be enforced
 - Currently only signed on downtown mall
- Scooter riders prohibited from riding in parks
- The ordinance will go to council on Nov. 18th and likely be implemented in 2 readings to be in place by Jan 1st.
 - Otherwise scooter companies can do whatever they want
- The ordinance adds that an electric bike may not go faster than 20 mph
 - Scooters not to go more than 15
 - There was some dislike of the E-bike speed limit
 - Being able to travel at the speed limit in a 25mph area is safer than having cars trying to pass
- Possibly expand language to include all electric

Barracks Improvement Options Update and Discussion – Navarre Bartz

Navarre Bartz presented two options that are being considered for the multi-use trail along Barracks Road as part of the Barracks/Emmet Intersection Streetscape Project. Both options include bicycle and pedestrian facilities along Barracks Road. One option featured a 4-6' wide grassy buffer between the travel lanes and a multi-use path. This option requires a large retaining wall The other option featured a 10ft path adjacent to the travel lanes with no grassy buffer. This has less impact to te tree canopy and terrain, but still requires a short retaining wall BPAC generally preferred having the buffer for bicycle and pedestrian safety and comfort but was concerned about tree removal and the retaining wall height in that option. There was interest in whether a compromise on the retaining wall height could be reached.

- The Steering Committee is leaning towards the option with separation between the path and travel lanes
- Option 3 has a max 9ft retaining wall and multi-use path
 - Concerns about tree removal
- Option 4 has a shorter retaining wall, max 6ft
 - It also features a 10ft “sidewalk”
 - There were concerns about lampposts in the Right of Way
- Option 3 best accommodates pedestrian safety, most consistent with city’s streets, has lighting, space constraints, signage easier
- Option 4 has least cost and least impact on environment

Bicycle and Pedestrian Advisory Committee
Meeting Minutes
Nov. 7th, 2019 5:30pm – 7pm
NDS Conference Room

- Possibly add street trees in buffer strip in option 3
- There was also concern about the speed differential of two-way bicycle traffic on the path.
- **Action Item:**
 - **Navarre will draft a memo to send to council stating BPAC's recommendations**

Upcoming events

- 11/11: "Bicycle Urbanism," UVA School of Architecture, Campbell Hall, 5PM
- 11/13: Rugby Ave Trail Design, Burley School Auditorium, 6PM
- 11/13: City Council Budget Worksession, Carver Recreation Center, 6-8PM
- 11/18: City Council Meeting, Dockless Mobility Public Hearing
- 11/20: Barracks/Emmet Project Open House, Walker Elementary
- 12/3: Emmet Street Design Public Hearing, Walker Elementary, 5:00-8:30PM
(Open House 5-7PM, Hearing 7-8:30PM)
- 12/6: Next BPAC Meeting