

Charlottesville Bicycle and Pedestrian Advisory Committee

(Virtual Meeting)

April 1, 2021

5:00 PM - 6:00 PM

Meeting Participants:

Erin Ryan
Carl Schwarz
Peter Ohlms
Frank Deviney
Patrick Clark

Stephen Bach
Lena Seville
Peter Krebs
Max Gruenig
Amanda Poncy

Action Items:

- All – send comments snow removal to Carl within a week.
- Carl to compile the list of comments and send out via Google Docs for further discussion prior to meeting with Marty.
- Carl to draft a short memo to Council about the CIP

Introductions

The group welcomed Patrick Clark from UVA Parking and Transportation.

Capital Improvements Program (CIP) Budget Development Update

Amanda Poncy provided an update on the current proposed CIP with discussion to follow.

Highlights of the discussion include:

- West Main not mentioned.
- \$150k for bike infrastructure. Concern about out year funding for bikes
- \$0 for sidewalks for next two years. Explanation is that there is a queue of work to be done.
- Proposed Market St. Parking Garage underfunded - \$1million with instructions to be more creative.
- Neighborhood Transportation Improvements at 50K in out years is worrisome. Amanda explained that this was to provide money for design

Peter Krebs provided some additional context for the West Main discussion. Phase 1 is fully funded, but he questioned whether or not it will move forward. Phase two needs money, but that money is not in the budget.

The group is interested in being involved with any discussions of West Main reallocation and suggested that Amanda Poncy also be involved in those discussions.

There is concern about not advocating for small projects, such as sidewalks, as they might be harder to get back later.

A member noted that PC Commission feedback is not reflected in the proposed budget.

Amanda mentioned the possibility of advocating for photo enforcement in school zones as a way to improve safety and create a designated fund for bicycle and pedestrian infrastructure. A number of people did not like the idea of advocating for fines at this point.

The group agreed that a short letter to Council suggesting that bicycle and pedestrian improvements are necessary (especially on W. Main Street), and acknowledging the challenging decisions that need to be made. The letter will also remind Council about opportunities to take advantage of federal transportation funds that may come down the line.

If funding is not available for FY22, the group discussed potential policy items that could be advanced: snow removal, sidewalk closure policies, wayfinding outreach and diversity.

West Main Street– Council Meeting Follow-Up

Erin reminded the group that we still lack a federal budget. Information about upcoming federal grants was shared with city staff, but there were concerns about whether or not W. Main would qualify.

Mobility Summit Recap

Peter Krebs provided a summary of the February 26, 2021 Active Mobility Summit. Many different organizations were represented. Breakout sessions included: Tactical urbanism. Vision Zero. Bringing Equity into Leadership. Peter will send a google doc with the link to the session notes.

Other Updates:

The Move2Health Equity Community Mobility Needs Survey will go live in April. This is being delayed to coordinate with a transit equity survey being developed by the Charlottesville Climate Collaborative.

PLACE is meeting less often, but will discuss comp plan and zoning rewrite. Not sure if they are still interested in Preston/Grady.

Next Meeting Topic: Follow up on two budget work sessions. Discuss snow removal.

Need to start talking about 10th and Grady Smart Scale Project.

Chat History

From Me to Everyone: 05:07 PM

Carl Schwarz - current chair - welcome.

From Peter Krebs to Everyone: 05:07 PM

I'm Peter Krebs from the Piedmont Environmental Council

From Peter Ohlms to Everyone: 05:07 PM

Peter "#2 Peter" Ohlms, vice chair I think

From Frank Deviney to Everyone: 05:07 PM

Frank Deviney - county resident,

From Patrick Clark to Everyone: 05:07 PM

Hi everyone! Happy to be here!

From Max Gruenig to Everyone: 05:08 PM

Hi, Max Gruenig, with POCACITO and Cville 350 and Cville 100.

From Stephen Bach to Everyone: 05:08 PM

Stephen Bach, long-time BPAC participant.

From Erin Ryan to Everyone: 05:08 PM

Erin Ryan: current Belmont & past Fry's Spring resident

From Peter Krebs to Everyone: 05:08 PM

Cyclist/Runner negotiator.

From Lena's iPad to Everyone: 05:09 PM

Hi, I'm Lena, pedestrian, sometimes transit (not as much lately). I represent BPAC at PLACE

From Peter Ohlms to Everyone: 05:29 PM

Hawaii has a Safe Routes to School Special Fund, supported by school zone speeding fines. Washington (state)'s Traffic Safety Commission School Walk Route Improvement Project Grant Program is funded by school zone speeding fines. Seattle justified heavy use of the cameras by pledging to reinvest fines generated in school zones to make those zones safer

From Peter Krebs to Everyone: 05:29 PM

Legal in virginia to use fines that way?

From Lena's iPad to Everyone: 05:32 PM

I am a bit hesitant to talk about fines in school zones right now. With a lot of people facing economic hardships, it could alienate people. In general, I prefer other ways to slow people down that are less punitive.

From Peter Ohlms to Everyone: 05:32 PM

"Citations issued by local police will stay with the locality." <https://landline.media/virginia-law-allows-speed-cameras-in-work-zones/>

From City Zoom8 to Everyone: 05:33 PM

<https://lis.virginia.gov/cgi-bin/legp604.exe?ses=201&typ=bil&val=HB1442>

I thought the code allowed funds to be collected by the locality, but i'm not seeing it in the actual bill

From Max Gruenig to Everyone: 05:40 PM

I agree with Lena.

I support the focus on policy / code.

From Peter Ohlms to Everyone: 05:42 PM

On fines: Consider that they need not be gigantic. In Hawaii's case, an advocate learned of another state that was doubling speeding fines in school zones to fund SRTS. Because Hawaii's school zone fine was already \$300, doubling it would have posed a hardship for residents, but a smaller surcharge was politically feasible and not a hardship in exchange for saving the lives of children.

(Hawaii's school zone surcharge was \$25 on top of the \$300)

From Lena's iPad to Everyone: 05:45 PM

A very small fine, on it's own, would/could be simply annoying enough to make a difference. I think it could be worth more discussion. Though I'm still not convinced that BPAC is the way to move it forward.

also, a very small fine is unlikely to put much money into bike/ped improvements.

From Peter Ohlms to Everyone: 05:51 PM

very small fine + automated enforcement + widespread speeding = many very small fines coming in

Too many initiatives!

From Peter Krebs to Everyone: 05:56 PM

Transit Equity Survey: https://docs.google.com/forms/d/e/1FAIpQLSecu8AEvx-92_UY5XqkwzRXJa-KnFFj7bPz7_GmdUWEgchkMg/viewform

From City Zoom8 to Everyone: 06:00 PM

Sorry. Had a battery issue

From Peter Krebs to Everyone: 06:04 PM

https://factorydirectcraft.com/catalog/products/1302_790_776-10913-miniature_metal_snow_shovel.html

Or this one: <https://flatbike.com/wp-content/uploads/2019/12/bike-plow-cover.jpg>