

Charlottesville Bicycle and Pedestrian Advisory Committee Virtual Meeting

September 2, 2021
5:00 PM - 6:00 PM

Meeting Participants

Carl Schwarz	Joe Hughes
Amanda Poncy	David Funk
Chris Gensic	Boo Lee Barnett
Kyle Rodland	Diane Cluck
Peter Krebs	Mar Gore
Frank Deviney	Michael Geisert
Peter Ohlms	Molly Conger

Meeting Agenda

Transportation Alternatives Grant Public Hearing

City staff presented details of the two grant applications that will be submitted to VDOT for Transportation Alternatives funding this year with an opportunity for public comment. A pre-application was submitted on July 1 with the final grant application deadline on October 1, 2021. Grant funding will be approved in June 2022 with funds available in the fall of 2022. The two proposed grants are: Safe Routes to School Coordinator and Program and Meadowcreek Valley Trail and Bridge.

Safe Routes to School Coordinator and Program

The Safe Routes to School Grant will request up to \$200,000 for a full-time position and program implementation funds for 2 years. This position/program has been funded for the last 5 years through the Virginia Department of Transportation Non-Infrastructure Grant. VDOT changed the funding format and the program will be competing with infrastructure projects. a different VDOT fungrant request. Full-time salary for SRTS Coordinator. Have been receiving for the last 5 years through non-infrastructure grant. Format this year is changed - will be competing with infrastructure projects. Grant would include program implementation. Would be for 2 years (2022 -2024 school years).

Meadowcreek Valley Trail and Bridge

The Meadowcreek Valley Shared Use Path and Bridge is a continuation of a project that was previously funded (\$375,000 for design and construction of a bridge). The cost estimate for the bridge and approach trails is approximately \$1M. The grant will fund the bridge and an 8' wide stone-dust path (per stream restoration agreements) that will meet ADA shared use path requirements. Albemarle County is potential co-applicant.

Public comments were limited but supportive of both projects.

Washington Park Bike Ramp

Chris Gensic provided an update on the Washington Park Bike Ramp project, which will replace/supplement the existing stairs that Madison Ave down to Washington Park. The route was designed to minimize impact to trees as much as possible. The trees that are impacted are ash trees that need to be removed. The path will be 8' wide to minimize grading and will end at the parking lot. Chris mentioned that there is a need to redesign the parking lot for Washington Park and how the path continues to the street will be included in a future master plan. The path will provide a shortcut for cyclists that avoids having to go up the hill to Rose Hill Drive.

The project is funded and close to bid. Staff hopes for the project to be under construction by Thanksgiving. The Food Justice Network proposes having a mini farm in Washington Park. This would allow better participation from Madison Ave residents.

Joe Hughes asked about the scheduling for a future Washington Park Master Plan. Chris related that staff recommends that Washington Park be the next for discussion. He believes that could be as early as 2022, but notes that it still needs to be approved by the Parks and Rec Advisory Board and then approved by Council to move forward with planning. He is aware that any effort would require a lot of community engagement.

Preston-Barracks Bike Lane

Amanda Poncy reviewed the proposal to restripe Preston Ave with a climbing bike lane (a recommendation from past planning efforts) in coordination with scheduled maintenance activities. The project limits are from Buckingham Road to 10th Street. The timeline has shifted from Fall 2021 to April/May 2022 timeframe.

She described the public outreach to date. The last meeting took place in May 2021, which resulted in consensus that parking would remain near the church with a striped buffer. That parking lane could be used as a bike lane when vehicles are not parked. Amanda reviewed changes to the plan based on feedback received at the last meeting. These include:

- Shared lane markings (sharrows) added to Preston Avenue near the church
- A small bike lane between Madison and the Zion Union Church driveway entrance (to be reviewed with the church)
- Limited parking removal near the intersection of Rugby Ave to facilitate safe bicycle access through the intersection

Meeting participants raised the following questions/concerns:

David Funk: Traffic backs up at Preston/Rugby. Are there any concerns about additional bike traffic there at the same time?

This will be safer than having bikes climb the hill with traffic at the same time.

Between Cabell and Rugby there is currently a bike lane on the downhill. Why is a bike lane proposed for the other side of the street?

Amanda explained the safety rationale for the climbing lane and clarified that what is currently in place is simply an edge line and not a bike lane.

Diane Cluck: The proposed changes won't increase bike traffic - just make it safer.

Downhill will be sharing traffic lane.

Hemlock is a dead end with lots of delivery and turn around traffic. Houses on Hemlock don't have parking. Removing parking on Preston Ave across from Hemlock along with the proposed apartment will result in not enough parking. Who to speak to about that?

Brennen Duncan, City Traffic Engineer, can address on-street parking and delivery trucks on Hemlock. Amanda clarified that there will be more internal parking provided as part of proposed apartment site plan.

Boo Barnett: Removing parking on Cabell due to apartment building. Lots of parking going away and lots needed. Why not take land from wealthy homeowners rather than parking? Dealing with a very constrained corridor. This is a repaving project - expanding the ROW isn't part of it.

Mar Gore: Clarification on where the shared lanes are. Until the shared use path is constructed, travel lanes on Barracks between Emmet St. and Rugby Rd will be shared lanes.

Diane Cluck: 9 parking spaces are being removed near Hemlock. Why that particular stretch? Cars are rarely going the speed limit. In favor of better signage and street markings. Still really concerned about parking in her cul-de-sac.

David Funk: How is this approved? When will the decision be made? Typically done at staff level because they are already part of approved plans. This amount of push-back is uncommon. A decision will be made between now and April/May of 2022.

Doug: Was the Hemlock side of the street considered for a bike lane instead of the parking side of the street. Why not take ROW? The bike lane needs to be on the uphill side to provide separation between vehicles traveling 30 mph and bikes traveling 5mph. City doesn't have the budget at this time to increase the ROW. Increasing right of way would be considered in the future.

Boo Barnett: Have seen road striping and marking projects when a street is not newly paved. Can it be paved the same and have this be addressed later? The reason we do it now is because there is a maintenance component - they last longer on fresh pavement.

Mar Gore: What addresses will lose parking on Upper Rugby? Appears to be in front of four houses.

Amanda will follow up next week with Mr. Funk and Ms. Barnett to discuss the parking issue.

Updates and future meeting topics:

Hope to get Heat Map update next month.

Comp Plan - Chapters will be finalized in the packet for the September 14 PC meeting. Votes held October 12 and November 15.

Mobility Mini Summit. Last Friday. 5 different work groups. Had an in person social at Champion afterwards. Will try to do that monthly. Rivanna River Fest, Sept 25. Group walks, runs, rides, etc. Mobility Alliance will meet again in October and Feb 2022.

Budget Season. Public meetings in November. Similar to last year with not much opportunity to add new unless a health/safety initiative.

Is BPAC willing to sign onto budget advocacy? Yes - if in line with Bike/Ped Plan.

2021 BPAC Meetings

October 7

November 4

December 2

Individuals with disabilities who require assistance or special arrangements to participate in the public meeting may call the ADA Coordinator at (434) 970-3182 or submit a request via email to ada@charlottesville.gov. The City of Charlottesville requests that you provide a 48 hour notice so that proper arrangements may be made.

17:04:30 From Peter Krebs (Piedmont Environmental Council) : Woodland Safety 101: https://docs.google.com/drawings/d/17tU01Lr3pivob43hWkECN_Xyb4akDKreU-1zKO3UZFE/edit?usp=sharing

17:17:19 From geisert : Which route near Hearthwood is rustic?

17:41:25 From Peter Krebs (Piedmont Environmental Council) : That bulbout at Cabell would harden and make permanent the temporary flexposts there now, right?

17:43:31 From Diane Cluck : Will there be road signs as well as road markings to notify cars re. the Preston bike path?

17:43:35 From Peter Ohlms : The eastbound bike lane doesn't quite connect to the shared use path - is the roadway width too narrow at Buckingham?

17:47:12 From Peter Ohlms to Amanda Poncy(Direct Message) : The Bike/Ped Plan did some sort of overall assessment, right?

17:48:15 From Mar Gore : Where does the shared lane begin uphill on Preston? I cannot tell on the map.

17:51:00 From Chris Gensic : I am off to mow the yard in the nice weather. Rugby Avenue Shared Use path into McIntire Park should go to bid phase soon for construction over the winter. Any other trail questions feel free to email me at gensic@charlottesville.gov.

17:55:05 From Peter Ohlms : The repaving project is not putting in a 10-plex

17:55:58 From Carl Schwarz : Mar Gore - I'm not forgetting to get Amanda to address your question once Boo is done talking.

18:01:30 From Diane Cluck to Amanda Poncy(Direct Message) : I had trouble hearing who'd be the best person to contact re. marking Dead End & the parking issue on Hemlock Lane? Someone at City Traffic? Thank you.

18:05:28 From Mar Gore : A comment: I think it will be confusing. My vote would be shared lanes the whole way. Parking should be preserved.

18:05:52 From Diane Cluck : I would agree with that, Mar.

18:07:37 From Diane Cluck : I had trouble hearing who'd be the best person to contact re. marking Dead End & the parking issue on Preston & Hemlock Lane? A particular individual at City Traffic? Thank you.

18:08:01 From Carl Schwarz : Brennen Duncan is the City Traffic Engineer.

18:08:13 From Peter Krebs (Piedmont Environmental Council) : There couldn't be a City Council resolution for every speed limit change, every parking space change.

18:08:22 From Doug : Was the Hemlock side of the street considered for the bike lane for that stretch?

18:08:59 From Carl Schwarz : duncanb@charlottesville.gov

18:09:11 From Diane Cluck : Thank you.

18:11:05 From Mar Gore : Question: what is the address on upper Preston where the bike lane would begin?

18:15:26 From Boo Barnett : thank you!

18:18:03 From Peter Krebs (Piedmont Environmental Council) : There was a story about the heat story in Cville Tomorrow: <https://www.cvilletomorrow.org/articles/what-are-the-hottest-charlottesville-neighborhoods-the-city-is-creating-a-heat-map-that-could-inform-climate-policies-for-years/>

18:26:27 From Peter Krebs (Piedmont Environmental Council) : Mobility Summit recap here: <https://www.pecva.org/region/albemarle-charlottesville-region/mini-summit-continues-forward-movement-mobility-social-recognizes-one-who-started-it/>

18:26:48 From Frank Deviney : it's getting cold out here!

18:29:04 From Peter Ohlms : I'd think BPAC might support budget advocacy that's in line with the adopted Bike/Ped Plan.

18:29:27 From Peter Krebs (Piedmont Environmental Council) : That sounds right. BPAC does that sort of thing all the time.