



**BICYCLE ADVISORY COMMITTEE
MINUTES
August 27, 2019
6:00 PM**

The meeting was called to order at 6:00PM with nine members present.

Members Present: Debra L Franklin Caitlin Tobin Adam Raskoskie
Liza Pratt Milton Irizarry Jr. Elizabeth Swanzy-Parker

Members Absent: Bob Carter Gerry Kingsley (via telephone)

Staff Present: Neil Burke Keith Sorensen Vivian Coleman Angela Berry

Agenda Item #1 Call to order

The meeting was called to order at 6:09pm.

Agenda Item #2 Introduction of members and guests

Also present were Dick Winters, Martin Zimmerman, and Kate Cavazza of Mecklenburg County Health Department.

Kate Cavazza recruited volunteers for OS704.

Eric from Sustain Charlotte announced they are working on draft comments on the Streets Map specific to the UDO.

Agenda Item #3 Call to the public

Martin Zimmerman said under the Strategic Energy Action Plan we have a representative for the city at the next meeting in December and offered to act as the contact to communicate on behalf of the BAC.

Agenda Item #4 Review of the minutes

Caitlin Tobin moved to approve the minutes from the June meeting, Milton Irizarry seconded and the minutes were approved unanimously.

Agenda Item #5 Monthly Reports

- Chair's Report: Bryan Hall is moving to Texas. Nadine Ford resigned due to job commitments so there is a vacancy now. Adam Raskoskie talked about a study that ranked Charlotte 43 out of 50 cities for bike-friendliness.
- Staff Report: Keith Sorensen delivered the staff report on behalf of Will Washam, which covered updates on Open Streets 704, the Uptown Cycle Track, and the 10th/12th Street McDowell Connector.

- City Council Report: There was no Council report given.
- Board of County Commissioners Report: There was no Commissioners report.
- Other Legislative Reports: Mr. Raskoskie reported that on the county tax referendum, voters may not get to determine funding allocation for specific projects because this is not a bond.

Agenda Item #6 Standing Committee Reports

- Engineering and Evaluation: Caitlin Tobin shared the report, passed around (see attached).
- Education and Encouragement: There was no E&E report this month.

Agenda Item #7 New Business

- CRTPO funding swap

Neil Burke went over the outline of his presentation. He explained that it is a revenue neutral funding exchange so there is no money lost or projects defunded, just a funding swap. Mr. Burke went over the geography of the MPO. They work regionally and at the state level. He gave a brief history and outlined the organizational structure, staff hierarchy and roles. A new position will be adding a ninth staff person hopefully by the end of the year. CRTPO works closely with CATS and CDOT for development of long-range plans through the travel demand model and day to day assistance because of talented staff. They administer over 100 federally funded projects for on-time delivery. Mr. Burke explained what an MPO is and how the 1962 Highway Act called for the formation of these. They must show how they will spend state and federal funds through the 3C process. They break up projects into 10-year horizon cycles. CRTPO is currently working on the 2020-29 planning process. There is no off-season, always working on ranking, approving and funding projects. They must comply with air quality standards and are required to adopt a work plan demonstrating how. They must have a public involvement plan to ensure environmental justice. The geography is composed of 24 jurisdictions across 3 counties. There are 27 voting members, all elected officials. Phipps is the rep for Charlotte. They meet on the 3rd Wednesday of each month. The Technical Coordinating Committee (TCC) has 30 staff level voting members, made up of department heads, NCDOT division reps, from all cities and towns in the area.

The TCC formed a work group to ensure bike/ped planning was getting the attention it deserves, realizing how important it is. The group meets the first Thursday of each month to determine how best to allocate federal funds to bike/ped projects. Mr. Burke went over the mission statement, workgroup staff composition, who are reps from each county. The bicycle suitability map defines classifications of all the roadways. Elizabeth Swanzy-Parker asked if they are interactive maps. Milton Irizarry asked how this is different from the Streets Map. Debra Franklin asked what counties the map covers. All three are different maps. Caitlin Tobin asked what is the authoritative function of the bike/ped workgroup. Neil Burke responded that it is both technical advisement but more importantly to make recommendations of what projects to build based off scoring by a ranking system developed by the group.

Neil Burke went on to talk about the NCDOT Peak Period Shoulder Lanes (PPSL). Born out of the controversy surrounding the managed lanes projects, by individuals upset about tolls or the term of the contract time length. So this group came up with this idea as a short term recommendation to add capacity and relieve congestion. NCDOT approached CRTPO who had to react. Reps from north of Charlotte are in favor of swapping state funds for federal funds. But there are no funds removed for bike/ped improvements elsewhere as a result of this funding swap. The board took action to advance this project. Construction is to begin in 2020 and be complete by 2022. They must run an air quality (AQ) conformity analysis to actually move forward. So the swap is approved in principal only at this point. Public comments open on November 18 to December 18 for the Transportation Improvement Program

(TIP), which includes the I-77 shoulder lanes. February 2020 is the schedule for final action to adopt and would become official then. The rest of the facility will open by fall this year (toll lanes). Mr. Burke went over next steps. The will administer funds and NCDOT works with the consultant to figure out details of implementation. The proposed funding source is \$47 million of STBG-DA and BA money in swap for CMAQ funds. They have obtained FHWA confirmation. Mr. Burke concluded and took questions.

Elizabeth Swanzy-Parker asked about the AQ standards, what are they, who sets them, how they are determined. Neil Burke explained how it is modeled and measured to make sure pollutants do not get worse as a result of new projects. Milton Irizarry asked if the AQ is getting better. Neil Burke replied that replacement of old cars and diesel engines a big part. Milton Irizarry asked about documentation, ozone and particulate matter warning days. Adam Raskoskie asked about the safety implication of removing shoulders for emergency use. Mr. Burke replied that incident management by the concessionaire is to come out and assist to clear vehicles off the shoulder in a timely fashion to maintain free-flow traffic. Elizabeth Swanzy-Parker asked if emergencies are factored into the model. Neil Burke explained that NCDOT is actually responsible for designing the project, he is not sure about those modeling assumptions. Adam Raskoskie asked if these CMAQ funds could have been otherwise used on bike/ped or other AQ projects. Neil Burke said we were at risk of losing this funding if not spent down. Bryan Hall asked what does this have to do with the BAC. Neil Burke explained how it is about the funding swap. Milton Irizarry summed up that there was extra money so let's build these shoulder lanes? Liza Pratt said the BAC is involved because it is a political decision. Martin Zimmerman asked about global warming and the governor's resolution on climate change impacting CRTPO. Neil said yes, it is rolled into performance-based planning and AQ conformity.

- Vision Zero Update

Adam Raskoskie explained how Vision Zero (VZ) ties into bike facilities. Angela Berry went over the outline of her presentation. The action plan is data driven with lots of public engagement. The task force worked on collaboration between different groups and being accountable. Mrs. Berry went over the timeline: kickoff started in June 2018, the group came up with guiding principles in July and the high-injury network map in August. In September they developed individual strategies over four categories, in October lots of public engagement. They looked at the goals from the perspective of users as well as designers and city leadership. Mrs. Berry shared the commitment statement; simple but sincere and pointed. She went over the guiding principles and stated they are not prioritized so much as equally important. The process was data-driven. The goal is to eliminate fatalities and serious injuries, not just property damage and fender benders. They mapped the high injury network (HIN) which comprises ten percent of all streets in Charlotte. This falls in line with other cities. Liza Pratt asked how this is defined. Angela Berry explained a serious injury is not going back to work the next day. They are only mapping the worst crashes, 2013-2017 (5 years of data). Forty-six percent of fatalities are attributed to speeding while only ten percent to running red lights. There was lots of public engagement; online engagement map with lots of comments. Mrs. Berry showed a pie chart of the results. \$2 million from the transportation bond is dedicated to VZ, but other programs are using VZ data to prioritize bike/ped projects. Mrs. Berry went over budget allocation: street lighting, education and encouragement, traffic calming, signals, signs. Adam Raskoskie asked if state maintained streets will also be reduced to 25mph in uptown. Mrs. Berry replied they are working toward taking over state streets to do so. And CDOT is investigating all ped and bike serious crashes now as well. She gave kudos to CMPD who have embraced this campaign wholeheartedly. CMPD reps came to all the public meetings. She stated staff are working more collaboratively across divisions now as a result of VZ. Mrs. Berry gave a VZ presentation to all

community resource officers, which was the first time ever they were all in the same room together. She said they are doing more education when pulling people over instead of just writing tickets. And CMPD is still coming to task force meetings. They want speed enforcement cameras back. Mrs. Berry went over next steps. Debra Franklin thanked the “A Team” for all the great work they have done. Caitlin Tobin asked (as rep for the Engineering and Evaluation subcommittee) how far will \$2 million really go? Mrs. Berry encouraged honest reflection of how far it will go. She intends to spend all the money in two years to show the need to allocate more money. Caitlin Tobin also asked about parking in bike lanes and enforcement, having fines. Is there a way to take a more wholistic approach to embed in VZ because it is a safety concern? Angela Berry thinks there is an opportunity there to craft a message that makes this point because bikers are inherently more vulnerable. Caitlin Tobin said the BAC would like to make a recommendation to fine parking in bike lanes and use VZ to help justify. Angela Berry would like to collaborate on what that statement looks like in order to support so we are not just using as a buzz word. Caitlin Tobin would like to know if there is data to show if there is contributing evidence. Milton Irizarry asked what about close calls and just the potential danger of it. Liza Pratt asked about crash data; is it ongoing now? Angela Berry said we maintain 20 years of crash data now, all geolocated, and it can be spatially analyzed and will update the HIN every year. Milton Irizarry asked about scooter crashes. Mrs. Berry said there have been 62 since 2018, which is not as many as bike crashes. She said this does not include ones not reported. Milton Irizarry asked what the scooters are considered? Angela Berry explained what the DMV 349 crash report is. Initially they were being reported as ped/bike crashes, but now they are included as “crash with other vehicle” and can be found by doing a search for the word “scooter” to find.

Agenda Item #8 Member topics and updates

Debra Franklin said she still sees a lot of people riding on sidewalks while driving her bus. They are traveling both ways, with and against traffic. Monroe Rd and Central Ave is mostly where she sees sidewalk riding. She is glad to hear we are reducing the speed limit because 45mph for streets where people are crossing and bikes are traveling is very dangerous. She is not sure what we can do for education and encouragement but feels it is important to reach out to find out what can we do to make them feel safer. Ms. Franklin believes a fact-sheet is needed or safe cycling instructions. Caitlin Tobin feels it's an infrastructure issue because people don't feel safe or comfortable riding in the street or in a bike lane. Elizabeth Swanzy-Parker asked Vivian Coleman if there is an evaluation for bike lanes. Mrs. Coleman said not on a regular basis but as a periodic inspection. She stated yes, we do look when out and note if there are problems. Bryan Hall said his goal in joining the BAC was to get a bike lane from Davidson to Charlotte and hopes that when he comes back it will be done. Mr. Hall said some parting words and expressed his appreciation for being a part of the BAC, but is looking forward to San Antonio to see how it is for bikes there. He thanked everyone for their support.

Agenda Item #9 Confirmation of next meeting and adjourn

The meeting was adjourned at 8pm. The next meeting is scheduled for September 24.