



**CHARLOTTE**

**BICYCLE ADVISORY COMMITTEE  
MINUTES  
June 26, 2018  
6:00 PM**

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

Members Present:	Debra L Franklin	Haley Beaupre	Adam Raskoskie
	Nadine Ford	Milton Irizarry Jr.	Robby Boyer
	Buzz Morley	Bryan Hall	Elizabeth Swanzy-Parker

Members Absent: Bob Carter

Staff Present:	Keith Bryant	Keith Sorensen	Will Washam
	Matt Magnasco	Paul Benton	Alfred Oyoyo

Agenda Item #1 Call to order

Adam Raskoskie called the meeting to order at 6:04PM.

Agenda Item #2 Introductions of members and guests

Also present was Dick Winters with Safe Routes to School, Kate Cavazza of Sustain Charlotte, Christine Weber, Phillip Gussman of PMNA, Stevan Talevski of Stroll & Roll Plaza Midwood, Kyle Emme, and Luke Tobin.

Agenda Item #3 Call to the public

Christine Weber pointed out that the bike share info graphic needs to be fixed; the data values do not make sense. Mr. Sorensen said he will look into it.

Agenda Item #4 Review of the minutes

Mr. Boyer made a motion to approve the minutes from the May meeting, which received a second from Ms. Ford. The minutes were approved unanimously.

Agenda Item #5 New business: Project review

*Parkwood Ave. Streetscape/Road Diet*

Mr. Raskoskie and Mr. Washam briefly described the new projects to be heard about from the project managers on the design team, stating they are in preliminary design so it's a good time to hear BAC feedback. Matt Magnasco presented on the Parkwood Ave. Streetscape and Road Diet projects. The 2 projects share a common boundary line, Davidson Street. The Streetscape project extends from the railroad bridge on Caldwell Street through Optimist Park to Davidson Street, and the Road Diet project continues from Davidson Street through Belmont and Villa Heights to The Plaza. He said the plan is to remove one travel lane from either side of the street for a buffered bike lane. He mentioned the project was identified through the NECI process and has a budget of \$8.9 million. Mr. Magnasco went on to describe how CDOT staff reached out to the neighborhood residents to look at the project as part of the overall corridor. He said the plans are currently at 90% design for the Streetscape project and 50% design for the Road Diet project, with a lot of ROW and utility relocation work to be done yet. He went over the three different sections of the Road Diet plan: road diet, partial road diet, and a transition to the existing four-lane section. Mr. Magnasco showed where new traffic signals will be installed and showed illustrations of the different cross sections to be used. The project will tie in with CATS upgrades and improved bike/ped access to the Lynx Blue Line station nearby, all while working within the existing curb line. The BAC were shown alternative scenarios and asked which they prefer. Mr. Boyer offered that it may not be clear how to cross Parkwood using the zig-zagging multi-use path; he said it's complicated and potentially dangerous due to all the directional shifts. He suggested simply using neighborhood streets instead, such as Hawthorne, Thomas, and Belvedere, along with wayfinding. Mr. Raskoskie stated that the design is not very intuitive. Ms. Beaupre furthered that it may not be intuitive to drivers either. She asked why not keep the crossing at Parkwood on the right and put in a bike box. Mr. Boyer suggested rather than encourage riding on Parkwood and The Plaza, use neighborhood streets instead because novice riders may get a false sense of safety while using the proposed facilities. Mr. Irizarry said he thinks it seems like too much design work for what may very well amount to few users. In reference to a question, Mr. Magnasco confirmed that the median on The Plaza at Mecklenburg Ave. will be closed off to automobile traffic because there have been so many crashes from cars turning left onto The Plaza from Mecklenburg and vice versa. Mr. Irizarry pointed out this may create a new danger from drivers attempting a U-turn at the end of the median. Mr. Raskoskie asked what is the possibility of getting an in-bound bike lane on Parkwood? Mr. Magnasco replied there is not enough room to put in a 5' bike lane on both sides of the street. Mr. Raskoskie said it feels weird to have a bike lane only on one side. Mr. Boyer said he would suggest cyclists use the bike lanes only to get to the neighborhood streets. Ms. Swanzy-Parker asked wouldn't this also mitigate the liability for the City getting sued for a faulty design. Mr. Raskoskie added that if we are going to take the route of directing people onto Belvedere it needs to be obvious. He suggested spending the money on making Hawthorne safer instead.

### *The Plaza Street Conversion*

Keith Bryant and Paul Benton discussed The Plaza street conversion project from a high level. They showed the project extent: from McClintock to Parkwood. They talked about the demonstration project that had taken place, its general popularity with neighborhood residents, and how staff noted that this street segment is on the near-term resurfacing list, making this a

timely, quick-win for not a lot of money. The conversion would replace both outside lanes with a 6' bike lane and a 4' buffer; a cross section was shown. The project would also include some enhanced ped crossings. Mr. Bryant asked the BAC which scenario they prefer. Ms. Franklin asked if there might be a better marking for the buffer than crosshatching so it's clear who belongs/does not belong there. Mr. Bryant replied there will also be vertical elements at side street intersections to keep cars out of the bike lane. Ms. Franklin wanted to know how you let the general public know not to drive in the buffer. Mr. Bryant replied there will be signage as well. It was mentioned that public education would be helpful as well. Mr. Irizarry suggested sending out a mailer to neighborhood residents. Mr. Boyer asked why not put the bike lane next to the median instead? Mr. Bryant replied they looked at that but the transitions at Central and Belvedere would be ugly. The roadway segment with the median would need to be longer and there would need to be signals at side street locations and/or less median breaks to make this type of arrangement feasible. Ms. Swanzy-Parker said Charlotte neighborhoods are becoming denser and will continue to grow for the foreseeable future, and wanted to know how this project will impact this area. Mr. Bryant replied he feels that the current volumes on this section of The Plaza are acceptable to handle current AADT volumes. Ms. Swanzy-Parker also asked about utility upgrades in the future and wanted to know if the existing median will be maintained. She also inquired about tree maintenance. Mr. Bryant replied they are not touching the existing trees, nor are they planting new ones. And they are not touching the existing median either, which is an element of this historic part of the neighborhood. Mr. Winters asked if the speed limit will be reduced as a part of this project. The reply was that the current speed limit of 35mph will be maintained.

Mr. Bryant showed three different concepts for The Plaza at Central intersection. Mr. Irizarry liked concept number 2 the best, with the bike box. Mr. Boyer asked for some clarification. Ms. Swanzy-Parker asked why not have a parking-protected bike lane in front of the Harris Teeter. Mr. Benton replied that it is too short a distance to be able to taper the travel lane and have cyclists weave in and out around the parked cars. Mr. Raskoskie asked if the right turn movements could be tightened up regardless of which alternative is chosen. Ms. Beaupre said she prefers the bike box option but is concerned about the merge with cars. Mr. Bryant pointed out there will be no right turn on red allowed from The Plaza onto Central. It was suggested to add the bump-out to concept 2. Mr. Washam suggested to maybe use some pavement markings to show the merge where the bike lane ends on the receiving end on the west side of The Plaza. Someone asked about driver compliance in terms of not encroaching into the bike box. Mr. Morley said it is getting better in Charlotte in his opinion since the painting of the rail-trail crossings around the city; drivers are getting used to seeing the green paint. Mr. Boyer stated he also likes concept 3 because the neighborhood residents were involved in the development of it. Mr. Irizarry does not like the sidewalk share portion of this scenario. Mr. Morley does not like concept 3 because he would not want to be on the right-hand side of a right turn lane. One of the gentlemen from the neighborhood spoke up and said he likes concept 3 because it is more comfortable for novice riders. He stated that the consideration is not just about bikes but to calm the intersection because it protects not only cyclists but pedestrians too. He declared he was nearly run over while walking with his daughter at this intersection. He stated this is a good opportunity to make this neighborhood safer for everyone. Mr. Raskoskie asked if anyone would

like to move to vote to endorse one of the three concepts. Mr. Boyer said he wants to combine scenarios 2 and 3 to reduce conflicts with pedestrians. Ms. Beaupre wanted to know if the neighborhood residents would be comfortable with a fourth option that would be a hybrid of options 2 and 3. Mr. Boyer said he believes the more motorists and other cyclists see this facility being used they will know how to ride and react. Mr. Washam stated he feels there has been a lot of good ideas put together and with a little more time staff can work with this feedback to incorporate the desired changes. Ms. Swanzy-Parker made a motion to table the vote to the July meeting. Ms. Beaupre seconded the motion and the vote passed with six members in favor. Mr. Raskoskie subsequently asked Mr. Magnasco to provide an update of the Parkwood Road Diet at the July BAC meeting as well.

### *BAC Work Plan remainder of 2018*

Will Washam said he and Adam Raskoskie got together after last month's meeting to talk about the Bike Program budget. He said some of the things in the bike plan will be quicker to formulate plans around, and some will take longer to come together. Mr. Washam went over a possible schedule of what to look at month to month. He added that another item he would like input on is the redevelopment of the Charlotte Cycling Guide update. Mr. Washam said it would be very timely to have it ready to be released in time for Bike! Charlotte next year. He asked the group for help on how to distribute and promote it. Haley Beaupre shared that the City of Portland, Oregon sends out a welcome packet to all new residents when they move there, which includes a map of the city's bicycle network and other informational items to encourage cycling. She said she would like to do something similar here in Charlotte. Ms. Beaupre said she would also like to establish an ongoing connection with the City Manager's office and Council on enforcement. Robby Boyer said he likes the idea of a welcome packet and would like to supplement that with organized rides/events, and use that to help develop the bike network map to gauge what routes people would use to get there. Milton Irizarry added that he would also like to have an online option for individuals to post suggestions. Haley Beaupre suggested doing both, and to choose different neighborhoods to hold the events to show different routes. Adam Raskoskie suggested forming the following subcommittees: Enforcement, Engineering, Education and Encouragement. Will Washam described the process of how staff will do the bulk of the work in terms of deciding which projects in the hopper will get funded first. \$3.3 million will be encumbered toward the bulk of these projects. Elizabeth Swanzy-Parker asked if the Es are being considered as part of the prioritization by city staff. Mr. Washam talked about how the larger projects come from the corridor studies, but there are many smaller retrofit projects too, such as striping, connectivity, bicycle signal detection, etc. These will be good places for BAC input. Mr. Raskoskie said having the subcommittees do work in between meetings will help the monthly meetings be more efficient. Ms. Beaupre iterated that is fine as long as the ideas get brought back to the full group. Mr. Boyer wanted to know if the priorities that were set in the beginning of the year are out the window now that we've got the funding passed. Ms. Swanzy-Parker said it should be part of a score-card to make sure they are staying on target. Mr. Washam talked about how the BAC can inform staff on how well the City is meeting its goals. Adam Raskoskie encouraged everyone to think about what subcommittees they want to be on.

Agenda Item #6 Old business

There was no old business to discuss.

Agenda Item #7 Other business

No other business was brought up for discussion.

Agenda Item #8 Confirm next meeting date and adjourn

The meeting was adjourned at 8:13PM. The next meeting is scheduled for July 24, 2018.