



**BICYCLE ADVISORY COMMITTEE
MINUTES
September 26, 2017
6:00 PM**

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

Members Present: Haley Beaupre Debra Franklin Buzz Morley
 Paul Benton Bryan Hall Adam Raskoskie
 Robert Boyer Katie Lloyd Elizabeth Swanzy-Parker

Members Absent: Chris Gladora

Staff Present: David Harrison Ben Miller

Agenda Item #1 Call to order

Haley Beaupre called the meeting to order.

Agenda Item #2 Introduction of members and guest

Also present were Felix Obregon and Alex Riemondy from the Charlotte Department of Transportation, Jeff Viscount from Weekly Rides, Christine Weber and Martin Zimmerman.

Agenda Item #3 Call to the public

No comments were made.

Agenda Item #4 Review of the minutes

Mr. Boyer requested future meeting minutes to be more detailed. Ms. Lloyd made a motion to approve the August minutes, seconded by Mr. Morley. The motion passed unanimously.

Agenda Item #5 CATS Report – Celia Gray

Mr. Miller provided the history of the standing agenda item from CATS. CATS staff were requested to attend the BAC regularly when there had been a string of issues related to transit and bicycling. Many of these issues have been resolved.

CATS staff requested that the CATS monthly report be removed from the agenda, in exchange for less-frequent reports or presentations. CATS could then address a specific topic more comprehensively as needed. Ms. Franklin requested a continued update on the connection between bicycling and transit. Mr. Raskoskie wants to maintain a continued relationship with CATS, and for the BAC to receive specific updates as needed. Mr. Boyer mentioned a standing update from other departments, such as CMPD, could be helpful with intra-city coordination. Mr. Benton suggested the possibility of a rotating spot for multiple departments to interact with

BAC members and hear issues regarding bicycling. Mr. Hall suggested updates on bus route and system changes. Ms. Beaupre mentioned that the adjusted schedule of CATS and other department updates will be determined in the near future.

Agenda Item #6 Greenway Report

There was no greenway report.

Agenda Item #7 New business

Independence Boulevard Bikeway Project – Felix Obregon

Mr. Obregon was present to discuss the status of planning and design underway for the Independence Boulevard Bikeway project. This project aims to provide parallel routes for pedestrians and bicyclists on either side of US-74, beginning near Uptown Charlotte. The project will focus on enhancing the existing network where possible, and stitching together gaps with new facilities where needed.

Mr. Miller showed the challenges of gaps in the network in this area via a Google Earth scan of the thoroughfares surrounding Independence Boulevard. Public meetings to gather input on the proposed route will be scheduled for later this year. Mr. Boyer suggested an Open Streets event that highlights the route and suggested a future event route being located in this area, as a way to tour the area and draw attention to the network and route options.

Ms. Franklin commented that children crossing the street to get to a nearby middle school is a safety issue; she also noticed the lack of bicyclists in the area, probably due to poor connectivity. Ms. Franklin recommended focusing on access to schools, and engaging parents with children at upcoming public meetings to gain their perspective. Mr. Obregon discussed the recent agreement for three pedestrian islands to be installed as part of an upcoming development to assist with pedestrians crossing. Mr. Obregon discussed a past engagement with East Meck High School children that helped identify priority areas to improve safety and accessibility; especially for crossing.

Ms. Swanzy-Parker suggested partnering with the food retailers that children are crossing to regarding potential marketing and education opportunities. Mr. Obregon said that it is sometimes challenging to communicate with corporate businesses – and coordination with property owners is sometimes difficult to partner with for infrastructure improvements.

Mr. Morley offered the observation that a flashing-yellow light recently installed in the Kings/Cherry area has been helpful. Mr. Obregon said that they will be evaluated different signal types, such as mid-block HAWK signals, etc.

Ms. Beaupre asked about neighborhood perceptions on traffic calming measures. Mr. Obregon stated that perceptions vary between neighborhoods – two traffic circles were implemented on this side of town – and Open Streets 704 will be testing two pilot project/demonstration locations beginning October 15th.

Mr. Raskoskie asked about the estimated timeframe on the planning study and implementation of recommendations. Mr. Obregon said that evaluations are underway to determine feasibility and phasing of specific recommendations – but at least 3 years for new construction.

Sandy Porter Road Bikeway Design – Felix Obregon

Mr. Obregon discussed the Sandy Porter and Brown-Grier Farm-to-Market projects in the southwest part of Charlotte. Several City projects are in this area and are coordinating with several NCDOT projects. Brown-Grier is a 2-lane road proposed to be widened to 4 lanes. Steele Creek from 485 to South Carolina line is being widened by NCDOT; City requested the installation of multi-use paths on both sides of the road. City is working on Westinghouse Boulevard multi-use project on north side. Steele Creek Greenway would connect Brown-Grier to Westinghouse. Sandy Porter from NC-49 to I-485 is another project.

Ms. Beaupre asked about connectivity or future projects going north across I-485.

Mr. Obregon showed a proposed typical section of Brown-Grier Road with both separated bike lanes and multi-use paths. A wide section is proposed because of the available land.

Ms. Swanzy-Parker asked about watershed, floodplain, and stormwater considerations. Mr. Obregon stated that all federal standards are followed and that all existing undersized pipes will be expanded to assist with stormwater conveyance.

Mr. Obregon then showed a 3-lane section of Sandy Porter that includes buffered bike lanes, planting strips, and sidewalk on one side but multi-use path on another side. An alternative with planted medians was also displayed – the wider median provides more opportunities for pedestrian refuge islands, but also limits access to properties.

Mr. Miller revisited the bicycle facility implementation guide based on speeds and traffic in light of the two cross-sections that were shown for Brown-Grier and Sandy Porter. The question is raised about driveway numbers and intersection spacing, and project cost, when selecting the appropriate bicycle facility.

Sandy Porter budget is \$16 million and estimated project cost is \$18.5 million – which raises questions about tradeoffs.

Ms. Swanzy-Parker asked about factoring in maintenance of planted/grass medians – long-term costs should be considered.

Mr. Boyer contemplated imagining who would be biking in this area when considering tradeoffs. Different cyclist types will prefer different facilities. He suggested a wide multi-use path might serve a wider group of rider types. It's unclear of what to recommend without envisioning overall objective – accommodating cyclists or attracting new ones?

Mr. Miller highlighted the importance of driveway and crossing improvements to increase safety of multi-use paths; the toolbox of treatments has grown with recent guidance and best practices being published nationwide.

Ms. Swanzy-Parker asked about the future land use changes that might occur in a transitioning area, suggesting to consider how the future character of the area might impact which cross-section alternative to choose. She also asked about potential connectivity with upcoming development to eventually provide bicycle and pedestrian accessibility to the retail outlet areas.

Ms. Franklin asked about the impacts to existing truck traffic. Mr. Obregon stated that Brown-Grier has higher volumes of trucks and commuters, so it's proposed for the widest section.

Mr. Raskoskie mentioned to look at destinations in the area such as Whitehall to determine who would use these facilities.

The committee agreed that a multi-use path would be a good option for both Sandy Porter and Brown-Grier given the lack of driveways currently (in addition to vehicle volumes and speeds), future development will be able to have the appropriate intersection spacing within land development regulations and driveway access standards.

Uptown Cycletracks Demo

Mr. Miller discussed the upcoming demonstration project coinciding with Sustain Charlotte's Biketoberest event – this will test the proposed cycle-track along 5th and 6th Streets connecting Little Sugar Creek Greenway to Irwin Creek Greenway. October 22nd through 29th will test the full lane closure from McDowell Street to Irwin Avenue. Lane closure with cones and other traffic devices will be supplemented with placemaking initiatives. This event ties into the recently adopted Placemaking Hub that provides a process for tactical urbanism and creative neighborhood led projects.

Mr. Benton asked about signalization strategies, Mr. Miller said that the existing pedestrian signals would be the method that cyclists traveling contraflow would be encouraged to use.

Mr. Boyer suggested creating a BAC-led group ride to utilize the demonstration project and encourage council members to see how the project works. Mr. Raskoskie suggested preparing an invitation to give to council members for the upcoming dinner briefing. Mr. Boyer and Mr. Raskoskie and Ms. Franklin will form a subcommittee to coordinate an invitation and ride. A motion to make this an officially BAC sanctioned ride was made by Mr. Boyer and seconded by Mr. Raskoskie. The motion unanimously passed.

NCDOT Proposed Rule Change

Mr. Miller referred BAC members to the agenda packet, referencing a proposed NCDOT administrative rule change. The rule relates to bicycle and pedestrian requirements for State construction projects. The true and full impact of the rule language is still being evaluated and the Public Comment period is currently open and ends November 14th. A public meeting is October 16th. Ms. Beaupre suggested staying up to date and coordinating with NC Bike Walk, Ms. Franklin offered to provide more information as she will research.

Agenda Item #8 Old Business

Bike Share Update

Ms. Riemondy was present to provide an update regarding the Bike Share Pilot Program. This will be a one year pilot program that allows permit holders to maintain a fleet of up to 500(?)

bicycles within Charlotte's city limits. Standards will be set based on a set of criteria regarding: Safety, Maintenance & Operations, and Parking. Parking requirements and restrictions will be the most important and challenging aspect. Data Sharing and availability will be beneficial so that the City can learn about bicycle use in the City – a customer survey will be provided at the end of the pilot project. Comments by vendors are due by 9/27 and permits should be available mid-October if all things go as planned.

Mr. Morley presented information on an economic analysis of the business model and operations of stationed bike share versus dockless bike share systems. He suggested that dockless bike share may provide an opportunity to provide a more equitable distribution of bike share bikes.

Mr. Morley proposed forming a Bike Share Expansion Subcommittee to serve as liaisons or support to incoming bike share operators, providing monthly BAC updates, and communicate with other City Departments. Ms. Beaupre suggested discussing further at the next BAC meeting.

BAC Purpose and Intent – Next Steps

Ms. Beaupre stated that the October 2017 meeting will be centered on a discussion with a City facilitator who will help refine the group's focus, purpose, and intent. Written comments or questions from Committee members will be accepted beforehand to be considered during the October meeting. One idea proposed is that every year the BAC will vote on priorities and include in the Annual Report for accountability purposes.

XCLT Tiger Grant

Mr. Miller discussed the City's upcoming recent re-application for a TIGER grant for a proposed bicycle/pedestrian bridge across US 74 that is a current gap in the Little Sugar Creek Greenway/Cross Charlotte Trail. Mr. Miller requested a formal letter of support from the BAC to be included in the application for this Federal grant. Ms. Lloyd suggested emphasizing the t. Mr. Morley motioned and Ms. Lloyd seconded to sign and send the official letter of support for the City's TIGER grant.

Agenda Item #9 Updates

No updates were given.

Agenda Item #10 Other business

Mr. Boyer announced his research on bicycling data would be included in an upcoming International Journal for Sustainable Transportation. Ms. Franklin brought an issue of AARP magazine that highlighted Open Streets 704 and a Yard Art day.

Agenda Item #11 Confirm next meeting date and adjourn

The next BAC meeting is scheduled for October 24th at 6 p.m. The meeting adjourned at 8:28 pm.