



**CHARLOTTE
BICYCLE ADVISORY COMMITTEE
MINUTES
January 26, 2021
6:00 PM**

This meeting was conducted in remote session as a virtual meeting online due to COVID-19.

Members Present: Liza Pratt Veda Evans Elizabeth Swanzy-Parker
Caitlin Tobin Milton Irizarry Adam Raskoskie
Angela Stoyanovich Michael Trivette Robert Schweitzer
Eoin Sheil

Members Absent: Jamie Emmanuelli

Staff Present: Will Washam Keith Sorensen Scott Curry Vivian Coleman
Lavernia Joye Brandon Brazeale Jason Lawrence

Agenda Item #1 Call to order

The meeting was called to order by Chairman Raskoskie at 6:06PM.

Agenda Item #2 Introduction of members and guests

Also present were John Cock and Emily Condon of Alta Planning & Design, Jason Lawrence and Lavernia Joye of CATS, Jeff Viscount of Weekly Rides, Dick Winters, Eric Zaverl of Sustain Charlotte, Christine Weber of Charlotte Bike Commuters.

Agenda Item #3 Call to the public

There was no comment from the public.

Agenda Item #4 Election of Chair and Vice Chair

Mr. Raskoskie and Ms. Swanzy-Parker announced they are both stepping down as Chair and Vice Chair. They shared their words of encouragement to the BAC to go forth and do good. Adam Raskoskie nominated Caitlin Tobin to be the next Chair. Eoin Sheil seconded the nomination. Ms. Tobin respectfully accepted the nomination and said she looks forward to being more involved. All members voted in her favor to become the committee's new Chairperson, with none opposed. Ms. Tobin immediately took over the meeting and asked for Vice Chair nominations. Ms. Swanzy-Parker nominated Veda Evans for Vice Chair. Liza Pratt seconded the motion. Ms. Evans accepted the nomination and thanked the group while expressing her enthusiasm. All members voted in favor with none opposed.

Agenda Item #5 Review of the minutes

Adam Raskoskie moved to approve the December minutes, Veda Evans seconded the motion and the December minutes were approved unanimously.

Agenda Item #6 Monthly reports

Chair's report: None.

Staff report: Will Washam congratulated the new Chair and Vice Chair and stated he is looking forward working with them. The March meeting will be a joint meeting with the Mecklenburg County Greenways Advisory Council. CDOT is currently working on developing the Draft Bicycle Priority Network which will be completed by the February meeting. There will be a kick-off for the update of the cycling guide when the new bond money comes available.

City Council report: Ms. Tobin said they will be tracking Council's agenda/actions as a committee moving forward.

County Commission report: There were no relevant agenda items to report on.

Legislative report: None.

Veda Evans asked how often the BAC gets a report from Council and the County? Adam Raskoskie clarified these agenda items were added just to make sure they are paying attention to Council's actions.

Agenda Item #7 Standing subcommittee reports

Education & Encouragement: Liza Pratt said they need to prioritize development of the bike network map, advise Council to adopt it, monitor the SMP, prepare letters of support, track the bond referendum, have robust public engagement, and research funding for the next bond cycle. The following outline was provided for the subcommittee's 2021 priorities:

1. Prioritize the expansion of Protected Bike Lanes & Improve Connectivity in the bike network

- a. Task: "Support development of Bike Priority Network Map and advise council to adopt"
- b. Task: Comprehensive Plan/Strategic Mobility Plan - monitor and prepare letter of support for adoption come spring. We should also think about advising council throughout the year on supporting the bond referendum this coming Fall.
- c. Task: Push for robust public engagement and comment on the development of the Bicycle Priority network plan map
- d. Task: Begin researching and advising on funding request for bike program (how much is the ask?) for next bond cycle 2022 – ongoing campaign

2. Support VisionZero Projects/Efforts

- a. Tasks TBD

3. Continue to support building greenway/bike infrastructure projects that have committed funding, expedite where possible

- a. Task: Monitor projects- advise on project approvals to Council pro-actively

Education & Encouragement: Veda Evans shared some information on the Silver Line. She reviewed objectives from last year and noted they have not yet set any for 2021. She talked about subcommittees verses BAC setting tasks. Caitlin Tobin said there is no need to do that tonight, they can work on it before the next meeting. She explained that is how it was done last year. Adam Raskoskie agreed to come back to it in February for the benefit of the new members. He encouraged new members to reach out if interested in serving on a subcommittee.

Agenda Item # 8 New business

Silver Line Rail Trail Study

Jason Lawrence gave a presentation on the Silver Line rail trail. He stated there is a lack of east-west rail and trail facilities both, and went over the history of how, why and where for this corridor. Lavernia Joye talked about the goals and objectives that came out of the study. Having a bike facility was a goal. There was a lot of proactive public involvement and land development strategy. They heard that people want to make it a premier facility with good wayfinding and branding and attract new residents along the corridor. She emphasized that good land use along the corridor to complement the trail will be important. Jason Lawrence explained how they have broken out public outreach into six focus areas. In February/March the public will be presented with preliminary staff recommendations. Mr. Lawrence then went over the alignment, section by section and showed some images of possible independent pedestrian structures that could be part of this project. Ms. Joye shared dates for the upcoming public meetings and offered to send out links.

Ms. Swanzy-Parker asked about affordable housing. Mr. Lawrence replied that it's important for these conversations to start at the beginning of the project and that's why they are working with Housing & Neighborhood Services and doing public outreach. An affordable housing strategy will be developed through the station area planning process. There followed some questions about right-of-way, road crossings, etc.

John Cock talked about some of the details of the project. Angie Stoyanovich made the point that they want to make things safer for bikes. Mr. Cock asked the group to think about how they might want to use the rail trail and shared cross sections for different segments. He showed some examples of what it could look like, while explaining how Monroe Rd has constrained conditions, but possibly a multi-use path on one side of the roadway could be built. Mr. Cock asked the group what they would prefer? He showed different options for separation from cars and pedestrians. Eoin Sheil asked for an example of how to safely buffer from high-speed traffic. The multi-use path like what's along University City Blvd was offered as an example. Mr. Lawrence talked about trade-offs. Ms. Swanzy-Parker asked has the city incorporated any

lessons learned from the Blue Line South Blvd corridor, how it's confusing about where you are supposed to stop. Mr. Lawrence agreed, lesson learned. He also noted that another lesson learned was what they did to N Tryon was a big shift at the time but more buffer is needed/desirable now. John Cock pointed out they would not design like that today; this facility will have some sort of vertical separation. He asked is it better to have the trail next to the rail line or have it on the development side closer to the frontage road. Someone responded there would be more ped and driveway conflicts but you may be closer to your destination.

Emily Condon went over the branding ideas that have been generated thus far and talked about placemaking and showed some examples. Veda Evans thanked the Alta team for asking for the BAC's feedback. Jason Lawrence thanked the BAC for their time and attention, and their thoughtful commentary.

A full log of the Webex Chat from the presentation is attached as an exhibit to these minutes.

Agenda Item #9 Member topics and updates

None.

Agenda Item #10 Confirm next meeting and adjourn

The meeting was adjourned at 8:00PM. The next meeting is scheduled for February 23.

Webex Chat log from Silver Line Rail Trail presentation

from Caitlin Tobin to everyone: 7:23 PM

Definitely more functional, would use it to access destinations east and west of uptown

from liza to everyone: 7:24 PM

Mostly functional, to/from uptown; also for opportunity to go for long safe recreational ride with friends and family not comfortable biking on streets

from Angie Stoyanovitch to everyone: 7:24 PM

Use it to connect to neighborhoods and grocery

from Adam Raskoskie to everyone: 7:24 PM

Functional and recreational

from Veda E. to everyone: 7:25 PM

I live in Steele Creek but it would be nice to jump off the airport loop (which many cyclist in the area use) and jump on the railtrail when I'm out riding.

from Mike to everyone: 7:26 PM

I think the Silver Line Rail Trail will be a big driver in helping promote cycling within the city and increasing the amount of people who decide to commute for work, rides bikes for fun, exercise, etc.

from Elizabeth to everyone: 7:29 PM

Please don't replicate the South Boulevard light rail in the middle of the street engineering. It's a mess driving in this part of the South End where this engineering exists.

from Mike to everyone: 7:30 PM

Separate walking and cyclists, smaller buffer between traffic.

from Adam Raskoskie to everyone: 7:30 PM

Greater separation from motor traffic even if shared facility for pedestrians and bicyclists

from Veda E. to everyone: 7:30 PM

Separate the cyclist and other pedestrians

from Mike to everyone: 7:31 PM

ped/bike separated with small buffer on Monroe.

from liza to everyone: 7:31 PM

Prefer separation, but greatest priority is safe separation from vehicle traffic

from Veda E. to everyone: 7:33 PM

The Southend mixed used trail is very congested and I navigate around in other ways.

from Eoin Sheil to everyone: 7:33 PM

I usually would say that we should separate peds and bikes, but in this case I would have to say a buffer is needed. Autos reach unsafe speeds on that road. With minimal buffer you're guaranteed serious harm to bikers if there is even nominal use of the bike paths.

from Elizabeth to everyone: 7:34 PM

What lessons learned has the CDOT taken from the South End light rail in the middle of the street design?

from Caitlin Tobin to everyone: 7:34 PM

for a street like Monroe, greater separation from traffic is more important

from Veda E. to everyone: 7:34 PM

I think we can sacrifice the planters/

from Rob Schweitzer to everyone: 7:35 PM

In my experience in other cities, trying to mark separate areas for bicyclists and pedestrians don't work. There is generally a much larger amount of pedestrians than bicyclists, and when the pedestrian section gets crowded they just overflow into the bicycling section

from Rob Schweitzer to everyone: 7:36 PM

Also, referencing the example of the "shared path" sidewalk near UNCC....that is far too narrow for a shared path. throw two pedestrians on there and it's impossible for a bicyclist to pass. That's simply a sidewalk, not a shared path. That should not be considered part of a rail trail

from Eric Zaverl to everyone: 7:38 PM

In tight areas, concrete barriers (mobile type) or similar materials can be the buffer. New York City and others have used those to create safe conditions.

from Eoin Sheil to everyone: 7:39 PM

Good point Eric

from Mike to everyone: 7:41 PM

I think it's fine being on the rail side, away from business and pedestrians. Less likely to have pedestrian/cycling accidents.

from Rob Schweitzer to everyone: 7:41 PM

definitely as separated as possible from motor vehicle traffic and pedestrian/development traffic

from Caitlin Tobin to everyone: 7:42 PM

probably next to the rail, also avoids other conflicts like loading/driveways/on street parking etc.

from Rob Schweitzer to everyone: 7:42 PM

sections of the trail through SouthEnd and Uptown that are close to shopping or other busy destinations are a nightmare to navigate

from Eoin Sheil to everyone: 7:43 PM

Benefits to both honestly, I

from Angie Stoyanovitch to everyone: 7:43 PM

I agree with the separation

from Eric Zaverl to everyone: 7:43 PM

just need safe crossings at intersections or mid block to get across the streets to the destinations

from Eoin Sheil to everyone: 7:43 PM

I'm 50/50

from liza to everyone: 7:43 PM

Next to light rail for the trail, but would still want to consider safety for people biking and walking included in any land development

from Rob Schweitzer to everyone: 7:43 PM

yes, definitely need safe crossings to get to your destinations.

from Elizabeth to everyone: 7:44 PM

Separated pathways also need to have convenient connectors to on/off ramps into residential and retail points

from Eoin Sheil to everyone: 7:45 PM

100% agree with Elizabeth on that point. Can't have separate path for long stretches without access

from Elizabeth to everyone: 7:45 PM

Where will the budget for maintaining the medians come from in the long run?

from Caitlin Tobin to everyone: 7:46 PM

The median trail is interesting and could probably work in a context like 9th/10th.

from Eoin Sheil to everyone: 7:46 PM

Completely comfortable with shared lanes, but agreed with Rob. Transitioning from "greenway" to street could be jarring for some bicyclists

from Adam Raskoskie to everyone: 7:46 PM

Agreed that a flagship facility like this shouldn't rely on sharrows

from liza to everyone: 7:46 PM

Ditto

from Mike to everyone: 7:47 PM

I think Rob has a good point. I like the median trail in that area. If the speed limit is low on streets, you could get away with sharrows and wide pedestrian path.

from Eoin Sheil to everyone: 7:47 PM

You would want extra clear signage and traffic calming in this situation

from Veda E. to everyone: 7:47 PM

Safety signage and painted lanes with separators

from Eric Zaverl to everyone: 7:50 PM

is the color silver worth incorporating in the logo?

from John Cock to everyone: 7:53 PM

Eric, We considered Silver, but it is an be hard to read and/or very expensive color to get right in a brand. . .it either reads as grey or you have to spend a lot of money to get the true "silver" -- and very hard to maintain. So, we -- like CATS itself -- is having to find other options to represent "silver".

from Angie Stoyanovitch to everyone: 7:53 PM

Thank you guys!

from Eric Zaverl to everyone: 7:53 PM

thank you John!

from Mike to everyone: 7:54 PM

Thanks, guys! Awesome information and presentation. Really appreciate you sharing and enjoyed the conversation.

from Angie Stoyanovitch to everyone: 7:54 PM

Jason, good to see you again! Last time was at last in person SC meeting before COVID !!!

from Veda E. to everyone: 7:54 PM

Functional and safe are primary for me :-). Thank you for all the good information.

from Angie Stoyanovitch to everyone: 7:54 PM

This was really good info! And we spent time in our subcommittee reviewing it

from Adam Raskoskie to everyone: 7:54 PM

Agreed, Veda!

from Adam Raskoskie to everyone: 7:54 PM

Thanks for the valuable information

from John Cock to everyone: 7:55 PM

Will can also share the presentation for additional details. We are happy to respond to other questions after the meeting.

from CDOT Planning Section to everyone: 7:56 PM

The chat will be saved and shared with the CATS team!

from Eoin Sheil to everyone: 7:57 PM

Congrats to Caitlin and Veda!

from Veda E. to everyone: 7:57 PM

Thanks!