



**BICYCLE ADVISORY COMMITTEE (BAC)**  
**Ad-hoc Joint Meeting with the Transit Services Advisory Committee**  
Meeting Minutes, December 8, 2022

BAC Members Present: Angela Stoyanovitch, Chair  
Dustin Branham, Vice-Chair  
Frank Devine  
John Holmes  
James Lee  
Kristen McSorley  
John Pinnix

BAC Members Absent: Jay Banks  
Christian Behrens  
Paula Kranz

City Staff Present: Hannah Bromberger, Charlotte Department of Transportation  
David Harrison, Charlotte Department of Transportation  
Bruce Jones, Charlotte Area Transit System  
Jason Lawrence, Charlotte Area Transit System  
Pamela White, Charlotte Area Transit System

Agenda Item #1 Call to Order

Angela Stoyanovitch called the meeting to order at 5:01PM.

Agenda Item #2 Introduction of Members and Guests

No members present from the public.

Transit Services Advisory Committee Members Present:

- Krissy Oechslin, Chair
- Jarret Hurms, Vice-Chair

Agenda Item #3 Call to the Public

No members present from the public.

Agenda Item #4 Review of the Minutes

John Pinnix motioned to approve the minutes from November 15, 2022. John Holmes seconded. November 15 minutes approved and will be posted online on the [BAC's website](#).

Agenda Item #5 Joint Discussion with Transit Services Advisory Committee (TSAC)

Jason Lawrence gave an overview of the Envision My Ride (EMR) Bus Priority Study and Bruce Jones discussed the adoption timeline and project goals of enhancing bus service and improving bus stop amenities. The topic of mobility hubs (the three different levels and corresponding amenities) was also discussed as it relates to enhanced bike connectivity and bike amenities at bus stops. Jason Lawrence also highlighted the EMR study's connection to the Strategic Mobility Plan (SMP) and its effort to coordinate mobility networks across bike, pedestrian, and street frameworks.

Hannah Bromberger provided an overview of the SMP, which was adopted by City Council on June 27, 2022. The SMP focuses on the goal of Safe and Equitable Mobility, which is drawn from the Charlotte Future 2040 Comprehensive Plan. The goals of Safe and Equitable Mobility are attached to Vision Zero and 50/50 Mode Share aspirations in the SMP. To achieve this mode share goal the bus and bike networks need to be connected.

Krissy Oechslin: Who is in charge of tracking metrics on mode share? Need to measure progress.

Jason Lawrence: Gave an overview of the recently adopted Transportation Demand Management (TDM) program and corresponding strategies that will help advance the City's mode share goal and support data tracking. Jason also mentioned ongoing work with the Centralina Regional Council, which will help track mode share regionally.

Hannah Bromberger: Discussed that TDM and changing mode share can happen in many different ways and mentioned the Comprehensive Transportation Review (CTR) as a tool for multimodal mitigation of land development. The CTR is a tool that is less vehicle-centric than previous traffic impact studies and includes mitigation options such as bicycle and transit amenities.

Frank Devine: Secure bike parking is needed, especially for e-bikes. Covered bike parking should be the minimum requirement. Frank also mentioned that the Charlotte Area Transit System (CATS) should bring bus bike racks to public events to help train people on how to use them. CATS staff noted they do have a portable bus bike rack that is used for training, and they will look into bringing it to more events.

Krissy Oechslin: Useful bike storage, such as secure lockers, is needed at certain bus stops or mobility hubs.

James Lee: The conversation should be focused on safety instead of bike amenities such as showers and storage. Would rather have clean bike lanes and a focus on education for drivers.

John Holmes: Light rail and streetcar track safety is a concern (consider gap fillers for tracks at strategic locations) as well as cyclists competing for roadway space with buses, especially at stops.

Dustin Branham: Elizabeth Avenue and South Boulevard (near Clanton) are two areas with particular track safety concerns due to the angle of approach at crossings. Blue Line cars have different height bike racks making it difficult to fit bikes at times. Bus bike racks can scratch bikes as their rubber coating wears off. Looking at peer city mode share goals – how do we get there? Bikes are often needed for the whole trip (first AND last mile). Need to re-look at the Bike Priority Network based on origin data. It is hard to serve a “rural” population area with infrastructure.

Jason Lawrence: South Boulevard would likely be designed differently today. CATS will explore crossing safety options. CATS has some origin and destination data; a 2013 study was done before Blue Line Extension and are currently waiting for a survey to wrap up with more data to come.

Hannah Bromberger: The Bike Priority Network from the SMP is fluid and can be adjusted in 2023; especially as the new version of project prioritization is underway and a closer look is given to certain corridors. The Streets Map, with multimodal cross-sections, was also adopted at the same time as the Unified Development Ordinance (UDO). These cross-sections include bike facilities along all arterial streets. There is an ongoing conversation with City Council on the magnitude of mobility needs vs funding availability.

Angie Stoyanovitch: Are private developers required to install bike amenities? How can we do things differently?

Krissy Oechslin: Are there opportunities to partner with Charlotte Center City Partners for better amenities Uptown?

Hannah Bromberger: The UDO and CTR will become effective in June 2023 and will provide options for bike amenities/infrastructure in private development and will also require the reservation of space for bike facilities. Since these new policies and regulations are not effective yet, the City and development community still have learning to do in how it gets implemented.

James Lee: Who will use showers?

Krissy Oechslin: Discussed the location and quality needed for reliable, safe, and accessible bike parking for the public.

John Holmes: Facilities are the most important thing (bike lanes) – showers only serve some types of cyclists. The #9 bus route bike racks are in disrepair and not holding bikes. How is this reported and repaired?

Jason Lawrence: Reporting the bus number (not the route number, the actual bus number) and time of day to CATS is the best way to report an issue with bike racks on buses.

Krissy Oechslin: The redevelopment of the Charlotte Transit Center uptown will be especially important to include bike access.

Agenda Item #6 Confirm Next Meeting and Adjourn

Angela Stoyanovitch: A future joint meeting with TSAC will be scheduled. The BAC will resume their regular meeting schedule (the fourth Tuesday of every month) in 2023.

The next meeting is scheduled for January 24, 2023.

The meeting was adjourned at 6:01PM.