

MEMORANDUM

To: Technical Meeting Attendees

From: Brian McPeters, Kimley-Horn

Date/Time: September 27, 2018 | 5:00pm to 6:30pm

Subject: E. High Streetscape Project
VDOT Project #U000-104-298/ UPC #109480
Joint Meeting of Bike and Pedestrian Advisory Committee (BPAC) and Tree Commission Summary

PURPOSE

At the BPAC and Tree Commission meeting members discussed final tweaks to the preferred concept for the project including finalizing bike, pedestrian and landscaping street typical elements.

Summary

This was a joint meeting between representatives from Kimley-Horn, the City of Charlottesville, the BPAC, and Tree Commission representatives for the East High Streetscape Project. Below is a brief description of the items discussed.

Project Review

Project Overview

- This project is a SmartScale project with a \$5.6 million budget. The budget does not include the cost associated with possible conversion of overhead utilities (power and telecommunication) to underground. It was noted that the differential cost between overhead to overhead relocation and overhead to underground would be considered a betterment and be paid for by the City solely if chosen by the City to do so. The project was funded through the SmartScale process, which is a state mandated scoring process that assists VDOT in identification and prioritization of projects for funding and delivery. The Smart Scale process places strict controls on the project budget and schedule, which should be considered as fixed.
- This project is a continuation of the Belmont Bridge Replacement project and directly connects to the Belmont Bridge Replacement project at the intersection of 9th Street and E. Market Street.
- The website for this project is available at <https://www.easthighstreetscape.org>
- The project is in the Boards and Commissions Presentations stage of the project schedule.

Summary of Joint Commission Discussion

Address Tree Commission Comments

- Kimley-Horn representatives addressed a comment questioning use of striped median from the beginning of East High Street to Locust Avenue. It was discussed that the VA Fire Prevention Code requires 20' of unobstructed width for Fire Access Routes (such as 9th Street/E. High Street). So, it is not possible to introduce a planted median anywhere along the project corridor.
- A previous comment requested widening the planting strip to 5' and narrowing the buffer strip to 1' for to facilitate larger trees and allowing trees to reach their full maturity between Market Street and E. High Street. Kimley-Horn representatives discussed the requirements that state a bike lane buffer strip must be 1.5' (18") wide per guidance published by the National Association of City Transportation Officials (NACTO).
- Kimley-Horn presented an alternative concept from the beginning of E. High Street to Locust Ave. in which the alignment is shifted to the south, the striped median is narrowed, and 6' of green space (with street trees) is added to the north side of E. High Street. Both the BPAC and Tree Commission were in favor of this concept. A participant questioned the need for the 2' median still present. Kimley-Horn will explore the possibility of eliminating the striped median.

BPAC and Tree Commission Discussion

- Tree Commission representatives requested as much planting space as possible by eliminating the bike lane buffer or narrowing the buffer to 18". A BPAC representative addressed the need for a buffer based on acceptable modern-day bike lane design.
- Participants discussed an asymmetric road design with larger planting space on the west side of the road and a smaller area on the east side. It was decided by both groups that maintaining symmetry was important for this project.
- Other alternatives were discussed including tree boxes, cycle tracks, rumble strips, permeable pavement and other ways to widen planting space. Kimley-Horn responded that outside of a few areas being tweaked and changed in final design the tree planting space cannot significantly increase. Kimley-Horn will explore green stormwater management ideas in conceptual design, but cautioned that the construction budget and numerous utilities may limit options. Lastly, Kimley-Horn agreed to explore the introduction of rumble strips to the 18" bike lane buffer.
- Participants suggested 10' travel lanes to add 1' of planting space. Kimley-Horn representatives discussed the guidance contained within Streets that Work for 11' lanes as well as the due to the presence of a bus route. Kimley-Horn will evaluate the opportunity to explore slightly narrower lanes than 11' with the adjacent buffered bike lane and report back on findings and a recommendation with the meeting summary. BPAC members though cautioned that narrowing the travel lane might force drivers and buses into the bike lane.
- It was agreed upon by the BPAC and Tree Commission that 6" could be removed from the bike lane buffer and added to green space, resulting in 4.5' of green space and an 18" buffer between the bike and travel lane.

Next Steps

- Planning Commission Work Session on October 2, 2018

Action Items

- Kimley-Horn to evaluate introduction of rumble strips to the buffer between the bike and vehicular lanes and report back to BPAC.
- Kimley-Horn to evaluate and report back a recommendation on lane widths on 9th Street/E. High Street.
- Kimley-Horn to revise the preferred concept to show the new tree planting space in front of CFA and the reduction of the bike lane buffer to 18" and tree planting space to 4.5' for the typical between Market Street and E. High Street.