

## **AGENDA**

### **Regional Bicycle & Pedestrian Advisory Committee**

**January 4, 2019**

**2:00 pm – 4:00 pm**

**Upstairs conference room, 313 Luck Ave SW, Roanoke VA**

1. Approval of October 30 minutes (p 2-5)
2. Announcements
3. Locality Chat with Salem
4. Bike/ped count research (Steve Hankey, Virginia Tech Assistant Professor of Urban Affairs and Planning)
5. Committee members report on Dec 3, ~~Dec 10~~, and Dec 19 Bike/Walk/Disability Audits (p 6-9)
6. Wrap-up

Committee information, dates, links, and attachments are on the [committee web page](#).

Next meeting is Friday, March 29, 2019, 4:00 – 6:00 pm.

**TPO POLICY BOARD:** Cities of Roanoke and Salem; Counties of Bedford, Botetourt, Montgomery and Roanoke; Town of Vinton; Greater Roanoke Transit Company (*Valley Metro*); Roanoke-Blacksburg Regional Airport; Virginia Department of Rail & Public Transportation; Virginia Department of Transportation

## MINUTES

### Regional Bicycle & Pedestrian Advisory Committee

4:00 pm October 30, 2018

313 Luck Ave SW, upstairs conference room

#### Members present

Jim Lee, bicyclist  
Garrett Brumfield, Overcome Yours  
Erik Olsen, Montgomery County  
Carol Linkenhoker, VDOT  
Lisa Cooper, Franklin County  
Anita McMillan, Vinton  
Cecile Newcomb, Roanoke County  
Wayne Wilcox, Roanoke County  
Robert Robillard, North Cross Elementary  
Colie Touzel, Virginia Tech  
Kristine McCormick, Roanoke IMBA  
Greg Walter, Greenway Commission  
Jeremy Holmes, RIDE Solutions

Andrea Garland, Roanoke City  
Renee Powers, Roanoke City  
Vickie Browning, AARP

#### Members absent

Jessica Preston, Salem  
Lisa Wever, Fallon Park Elementary  
Michelle Via, RAVE  
David Radcliffe, Botetourt County

#### Staff present

Rachel Ruhlen, RVARC  
Amanda McGee, RVARC

1. Approval of June 21, 2018 and August 30, 2018 minutes

Cecile Newcomb requested that the 2<sup>nd</sup> line on page 2 of the August 30 be corrected: "David replied he ~~has~~ but is **not** aware of congestion issues at the intersection."

Motion by Greg Walter that the minutes be approved as amended, seconded by Cecile.  
Motion passed.

2. Announcements

- The Statewide Bike/Ped Committee met in Roanoke on Oct 24. Several members had attended. Topics discussed included dockless scooters, electric bikes, a researcher who developed an app for pedestrians to alert vehicles equipped with the app to the pedestrian's intention to cross. Colie Touzel mentioned the importance of planning for the future which will include those kinds of technologies and others she's learned about in her Autonomous Vehicles group in her Master's program at Virginia Tech.
- Greenway Ambassadors training is on Nov 6, 6 – 8 pm at the Rock Climbing Gym at 806 Wasena Ave. For more information, contact Renee Powers ([renee.powers@roanokeva.gov](mailto:renee.powers@roanokeva.gov)).
- VDOT request help calibrating the bicycle counters on Memorial Ave bridge. If you are interested in volunteering, contact Rachel Ruhlen ([ruhlen@rvarc.org](mailto:ruhlen@rvarc.org)).

3. Locality Chat with City of Roanoke

Renee Powers presented information about Roanoke City greenway and trail construction activity, which is available on the Parks & Rec website:

<https://www.playroanoke.com/planning-and-development/>.

Robert Robillard commented that North Cross high school students are looking for service projects that might be a good fit with trail development. Andrea Garland asked about the community involvement in the Southeast on the Morningside trail project. Renee replied that the Southeast Action Forum had been involved in that. Amanda McGee asked if there were any plans for Walnut Ave bridge related to new signage and treatment for the Mill Mountain Greenway portion that is on-road. Renee replied that she is not aware of any plans for the Walnut Ave bridge.

Andrea Garland presented about Roanoke City bike/ped projects. The interactive map of Public Works Capital Improvements Projects is at this link:  
<http://roanokeva.maps.arcgis.com/apps/webappviewer/index.html?id=b11580329c6841bf940fc843cb2b4851>

Kristine McCormick asked if the Main St bike lanes would include traffic calming. Andrea replied that bike lanes can be added during repaving when striping occurs anyway, but traffic calming is beyond maintenance and requires additional funding. The bike lanes themselves may have a traffic calming effect. Erik asked how bus stops are handled with bike lanes to avoid conflict between bicyclists and bus passengers. Andrea replied the bike lane is striped within 50 feet of a bus stop, which is NACTO standard. Buses pull over into the bike lanes and bikes use the travel lane to pass stopped buses. Colie Touzel asked if there were videos and outreach to educate people on rapid rectangular flashing beacons. Andrea replied the only outreach was the brochures which she passed out to committee members.

#### 4. Committee members report on Oct 8 Bike/Walk/Disability Audit

Rachel Ruhlen reported that six volunteers, including several with mobility or vision disabilities, participated in the Oct 8 audit of Andrews Rd and Norris Dr, from the Roanoke Academy of Math & Sciences to the Lick Run Greenway.

Volunteers commented on how signs could improve the route. Jim Lee recommended a signed bike route similar to those found in the Southwest and Southeast, which contribute to neighborhood identity with neighborhood logos. Andrea Garland commented that she had approached the Melrose-Orange Target Area group with a proposed Neighborhood Bikeway, which is different from a signed bike route, and met with poor reception, but that recently some people who were opposed have expressed interest in hearing more about the concept. Cecile Newcomb commented that people prefer to be involved from the beginning and view even a conceptual route as a plan made without their input. Kristine added that there are no signs from the Greenway explaining where the exit leads to Norris Dr.

Jim also remarked on the significance of the location, and that the Lick Run Greenway brings Valley View Mall surprisingly close to Downtown, just one difficult intersection (Gainsboro & Orange) away. Andrea mentioned that the upgraded pedestrian signals at that location will automatically detect pedestrians and bicyclists, and the funding is approved for 2020. Jim added that other factors that increase the importance of the location are the bikeshare station and the route for the planned Lick Run Greenway extension. Renee said that the land has been available for development for five years and any development will be required to complete the extension, per the Evans Spring Feasibility Study of 2013, but there are no offers yet.

Garrett Brumfield recently participated in road audits in New Orleans and Denver and will be interested in auditing Roanoke area locations.

#### 5. Recommendation on bike/ped count program

Amanda McGee reported that staff had continued to gather information after presenting information on the bike/ped count program to this committee in June. Partnering with the VDOT Virginia Transportation Research Council in their pilot project which will place 2 permanent bike/ped counters in the City of Roanoke would give RVTPO a chance to try out the counters at no additional cost. VDOT may also loan RVTPO a mobile counter. In addition, Steve Hankey with Virginia Tech who researchers bike/ped traffic has counters that may be available to the RVTPO to borrow and may be interested in research with RVTPO. However, the limiting factor on how many locations could be counted with mobile counters is staff time to select a location, set up the counter, and validate the counter at that site with manual counts. Several committee members expressed interest in volunteering to help with validation which could permit more locations to be counted.

Anita McMillan asked if locations had been selected for bike/ped counts. Rachel Ruhlen replied that VDOT is considering three locations that are known to have higher bike/ped volumes for the permanent counters, which would serve as reference sites for mobile counters: Memorial Ave bridge, Downtown Roanoke, and 10<sup>th</sup> St near the Lick Run Greenway. Locations have not been discussed for the possible mobile counter. Anita expressed a desire to have a counter on Wise Ave near Tinker Creek, Fallon Park, Fallon Park Elementary School, and Indian Rock Village housing.

Kristine McCormick asked if Strava or MapMyRide was an option. Amanda responded that Strava is prohibitively expensive. Erik Olsen mentioned that Steve Hankey had been pursuing access to Strava data for research.

Rachel stated that partnering with VDOT on their bike/ped count pilot program would be in lieu of the National Bicycle & Pedestrian Documentation project that has been done in the past, and that there was currently not any discussion of increasing staff time for bike/ped counts.

Motion by Cecile Newcomb, seconded by Andrea Garland.

Recognizing the importance of long-term, on-road bicycle and pedestrian counts, the Regional Bicycle & Pedestrian Advisory Committee recommends to the TTC that RVTPO and staff:

1. Partner with VDOT to maintain permanent counters,
2. Partner with VDOT to operate and maintain a mobile counter,
3. Continue to pursue an ongoing bicycle & pedestrian count program.

Motion passed.

#### 6. Updates

Individual committee members updated the committee on items of interest.

Erik Olsen – Blacksburg bikeshare program launched July 21 and 1200 people have signed up with 3600 trips so far. The system has 75 bikes and 12 stations. A grant started the system and now sponsors are being sought to take on the stations.

Kristine McCormick – She and Liz Belcher (Greenway Commission) will be attending the State Trails Advisory Committee Retreat through the Dept. of Conservation and Recreation. Anita McMillan would like her to ask about funding for trail maintenance.

Amanda McGee – The New River Valley Planning District Commission is hosting the Valley to Valley Trail Summit November 29, 9:00 – 1:00 pm at the Montgomery County Government Center.

Cecile Newcomb – The ribbon cutting for the shared use path on Plantation Rd is Oct 31, 2:30 pm. Roanoke County is starting work on its first Bike/Ped Plan.

Lisa Cooper – Franklin County has released the RFP for a trail from West Lake Town Center to Booker T. Washington Monument Trail. Negotiations are concluding for the pedestrian bridge in Ferrum over the Norfolk Southern tracks and construction will begin Spring 2019. Public input on the Ferrum Village Plan indicated an interest in bike/ped pathways and a more walkable community.

The meeting adjourned at 5:45 pm.

The next meeting will be January 4, 2019, 2:00 – 4:00 pm.

## BIKE/WALK/DISABILITY AUDIT

Date: 03 December 2018

Time: 3:40 pm – 4:20 pm

Lighting: Sunny

Weather: Sunny, cool

Auditor	Mode
Garrett Brumfield	Mobility scooter
Vickie Browning	Walk
Robert Robillard	Walk
Andrea Garland	Walk
Renee Powers	Bike
Greg Walters	Bike
Rachel Ruhlen	Bike

Route: Ferncliff from Routt Rd to Hershberger. 0.6 miles each way.

Walkers/wheelchair traveled south on the sidewalk on the west side of Ferncliff, crossed at the bus stop near Sportsman’s Warehouse, and traveled north on the sidewalk on the east side of Ferncliff.

This section of Ferncliff closes the gap between the north Lick Run Greenway and the north end of the proposed south Lick Run Greenway. Until the proposed extension of the Lick Run Greenway is built, which will happen in the unknown future if a developer purchases the property, an on-road route of 2.4 miles will close the gap, including the 0.6 mile segment of Ferncliff Ave. When the Lick Run Greenway is extended, the 0.6 mile segment of Ferncliff Ave plus one block of Hershberger (which has bike lanes) will connect the north and south legs of the Lick Run Greenway.

Trip generators: Lick Run Greenway, William Fleming High School, bus stops on Ferncliff, stores, apartments, trails in Countryside Park off the Lick Run Greenway, residential neighborhoods

Pavement condition: Sidewalk pavement is in good condition. Uneven pavement >1 inch at storm drains, curb ramps. Rough pavement on drives where sidewalks cross could result in wheelchair bottoming out. Thick layer of debris on sidewalk on the west side of Ferncliff near Routt Rd.

Obstacles: There are no obstacles obstructing sidewalks. Difficult to find a place that a wheelchair could cross the street. We crossed at the bus stop near Sportsman’s Warehouse and walked/wheeled IN the street up to the parking lot entrance at Burlington’s. Vehicles changed lanes or otherwise yielded to us.

Traffic: Ferncliff was fairly busy at that time, shortly after school let out.

Crosswalks: High visibility crosswalk on Hershberger, west leg of intersection. Marked crosswalks on north and south legs. No marked crosswalk on east leg. Marked crosswalk on northwest side of Ferncliff across drive entrance to William Ruffner building.

Curb ramps: Some curb ramps have raised bump tactile surfaces. Some curb ramps had >1 inch lip. Curb ramp missing on northwest corner of Ferncliff & Ferndale and the next 3 sidewalk on/off locations north of that.

Vision impairment: Crosswalks may not be visible to someone with low vision.

Signs: Street signs clear and easy to read. There are no signs directing people to the Greenway.

Parking: While parking is permitted on Ferncliff south of William Fleming High School, it does not appear to be used.

Recommendations

General: Wayfinding signage to Lick Run Greenway (north) and Lick Run Greenway (south).

Biking: Ferncliff Ave seems wide enough to accommodate bike lanes which could make bicycling more comfortable and help with wayfinding.

Walk: The route is comfortable for able-bodied people to walk.

Disability: Some routine maintenance will improve conditions for people with disabilities, such as: Smooth lips at curb ramps & storm drains that are > 1 inch. Consider provisions for unofficial midblock crossing, such as curb ramp opposite drive in the long stretch between crosswalks. Clean up debris and repair uneven pavement on drives.



Overcome Yours!  
Garrett Brumfield navigates his mobility scooter over the storm drain which is elevated >1 inch above the pavement



Vicke Browning and Robert Robillard compare notes



High visibility crosswalk on one leg of Hersherberger and a regular crosswalk on the other



Curb ramp is offset > 1 inch, difficult for wheels



Greg Walter and Renee Powers bike the route



Vickie Browning, Garrett Brumfield, Robert Robillard, and Andrea Garland walk the route

## BIKE/WALK/DISABILITY AUDIT

Date: 19 December 2018

Time: 2:00 pm – 2:45 pm

Lighting: Sunny

Weather: Sunny, cool

<b>Auditor</b>	<b>Mode</b>
Tiffany Lee	Wheelchair
Greg Walters	Walk
Aishwarya Borate	Walk
Kristine McCormick	Bike
Rachel Ruhlen	Bike

Route: Bicycle – Washington Ave from Glade Creek to Bypass Rd. Bicyclists traveled east on Gus Nicks / Washington Ave from Glade Creek in the right travel lane, turned left on Preston Rd, and traveled west in the right travel lane back to Glade Creek.

Walk – Washington Ave from Pollard St to Blair St. Walkers/wheelchair traveled east on the sidewalk on the north side of Washington Ave, crossed at Blair St (wait time: 90 seconds), and traveled west on the sidewalk on the south side of Washington Ave.

This section of Washington Ave is a connection between Wolf Creek Greenway and Tinker Creek Greenway. Bicyclists riding the Blue Ridge Parkway and mountain bike trails use Washington Ave westbound or use parallel routes and cross Washington Ave.

Trip generators: Churches on Washington Ave. Downtown Vinton: Library, Farmer’s Market. The old high school off of Gus Nicks Blvd is being converted into apartments. New development such as Macado’s on Washington Ave, a brewery and a restaurant downtown. Mountain bicyclists and bicyclists using the Blue Ridge Parkway, Tinker Creek Greenway, and/or Wolf Creek Greenway.

Pavement condition: Good. Some cracks in the sidewalk to grind down.

Obstacles: Parked car in lot extended over the sidewalk at Maple & Washington. Glass at Pollard. Steep cross slope at driveways between Washington and Blair. Some signs may impede. High lips at storm drains. Snow.

Traffic: 4 lanes of fast-moving traffic are uncomfortable for many bicyclists.

Crosswalks: 30 steps to cross Washington Ave at Blair St.

Curb ramps: High lips. Curb ramps don’t have landings at the top.

Vision impairment: Crosswalks are not high visibility.

Signs: Signage to direct people to Tinker Creek (west) and Wolf Creek (east) or Blue Ridge Parkway (east, at Mountain View).

Recommendations



**Biking:** Bike lane, at least on the uphill (eastbound) side. Sharrows or “Bikes May Use Full Lane” signs. Signage directing cyclists through parallel routes north and south of Washington Ave. Improve crossings at Maple and/or provide access to Pollard north of Washington Ave from the east so that bicyclists can use the signalized intersection to cross Washington.

**Walk:** After pedestrian improvements to Pollard and Washington, consider improving other crosswalks with curb ramps, flashing lights, and enforcement.

**Disability:** Some small actions would improve the 3-block section from Pollard to Blair for people with disabilities: grind down lips at storm drains and crosswalks, clean up debris. When pedestrian improvements are made at Pollard and Washington, consider high visibility crosswalks.



Uneven pavement at storm drain



Steep cross slope at drive



Uneven transition from asphalt