AGENDA & MEETING MINUTES
Bicycle and Pedestrian Advisory Committee
City of Charlottesville
Thursday, September 3, 2026; 5:00 PM – 6:30 PM
City Hall Basement Conference Room, 610 E Market St
Option to join remotely via Zoom

Watch the meeting recording here >>

Introductions / Attendees

Meredith McCreight, Guinevere Higgins, Kevin Sarp, Natalie Oschrin, Tommy Safranek, Vanessa Dennis, Al L, Zoe Macomber, Kyle Rodland, Ben Chambers, Josh Carp, Sarah Medley, Sarah Farrell, Maurice Farrell, Sahara Kula, Peter Krebs, YY Ahn, Matt Mistro, Adrienne Hawthorne, Bill Emory, James VanVranken

Agenda and Meeting Notes Approval

Amendment to the agenda: Lt. Wade was unable to attend, so Kyle led the speed camera discussion in his place. Meeting notes approved.

Public Comment

Josh said he's pleased with how quickly Public Works (PW) has been addressing bike safety at Tall Oaks and thanked them for it.

Guinevere said she's seeing similar improvements at Summit Elementary, including her new favorite traffic-calming device — the in-road flasher.

Sarah F. raised a proposal to daylight a crosswalk near Tall Oaks. She wished there was more detail available; it looks like it would only remove one parking space. She fully supports it, and she's emailed Caleb to let him know.

Questions for Staff

Staff updates went out late that day (around 4:30pm), so most attendees hadn't had a chance to review them yet.

Project timing/updates: Josh noted that monthly updates often don't change much, and it's sometimes unclear whether a "Spring" bid date means this spring or next — the Meadowcreek Trail was his example.

- YMCA connector, first section: targeted for Spring 2027. Chris Gensic has gone back to the drawing board to meet ADA standards and now needs to find additional funding.
- The far-end section near Meadowbrook Heights: a long time coming — the property has been secured, the parcel changed, and the deed is now in hand (after 18 years). It's about 30% designed but also needs to accommodate ADA standards.
- A site plan is under review on E. McIntire that would connect the skate park (via the Botanical Garden) through Melbourne and John Warner Parkway.
- Much of this work traces back to the Bike Ped Master Plan (2015).

MyCville reporting system: Kevin said the Veo scooter issue response time is great (same day), but response and feedback on other reports is poor — a large slab missing from a Park Street sidewalk got no response despite repeated follow-up, and a crosswalk report near a school from almost a year ago never got a reply. He's also noticed work orders being closed with no comment or work done, quoting a city employee's explanation: *"Once work is added to our log system, we have to close it in this system. This doesn't mean it's been completed, it's just been moved to work log system."*

- Ben: This comes up a lot, internally and externally. The City Manager's office has tasked the strategic team with restructuring MyCville into a functional, transparent tool. Part of the issue is clearing a backlog of old reports while mid-restructure.
- Tommy: Reports about traffic signals not detecting bicycles land in his dashboard, but he has no control over fixing them — that work is under review.
- Kevin asked if this means the city is moving to a better communication system.
- Ben: Yes, but it's still under construction, and they're figuring out what to do in the interim.
- Tommy: The systems that track the work don't integrate with MyCville — fixing that integration is part of the planned restructure.
- Josh suggested inviting Jen Hendrix to talk to BPAC about the update; Ben said she'd likely be happy to, once she has answers.
- Natalie: The core problem is that items get marked "completed" in MyCville when they've really just moved to a different system — it should be a status update, not a completion flag.
- Tommy agreed, noting they're working within MyCville's limited options to fix the language; Jen Hendrix is doing good work figuring out who needs to be brought in to fix these issues.
- Peter noted this sounds like a communication tool rather than a real window into the city's project management — and that the latter would also be a valuable thing to build.
- Kevin asked if there's a timeline for the new system. Ben said no firm timeline yet, but it's actively being worked on.

E. High demo project: Josh said he's heard conflicting things about whether it has to be temporary or can be longer-lived.

- Ben: Authorized for up to 60 days; if it proves successful, it can be authorized further.
- Josh asked what the success criteria would be.

- Ben: PW is developing that. The most critical criterion for 5th Street is emergency response time — making sure the project doesn't delay it. (The nearest fire/EMS station is at the other end of 5th Street; an early read suggests the extra lane may actually help response time.)
- Josh stressed wanting to discuss criteria before anything goes on the ground — better queuing and shorter emergency response time could pull in different directions, and it'd be better not to have to pick the "best" criteria after installation.
- Ben: PW will put criteria together as part of their rollout plan.
- Guinevere asked when PW will have criteria ready. Ben said East High is likely first — PW is finishing Fifeville first, then rolling out East High.
- Sarah F. suggested average speed between two points as a good measure. Ben said speed, volume, and other factors will all be factored in; Tommy added they're gathering baseline data before installing anything.

Technology and Data Collection to Effect Traffic Calming — Speed Camera Presentation (Kyle Rodland)

Guinevere flagged related technologies of interest: automatic enforcement of school bus stop-arm violations, camera/AI detection of vehicles parked in daylit crosswalks, and detection of cyclists at signalized intersections.

Kyle noted he wouldn't have the same level of detail Lt. Wade would (e.g., citation demographics) and couldn't speak to the internal PD process, but walked through the program. Three school zones are currently monitored — Tall Oaks Elementary, Summit Elementary, and Charlottesville Middle School — each with cameras covering both directions of traffic.

Enforcement rules have changed: cameras were originally only legal in school zones; the law now also allows them in work zones and "red zones" (which currently seem to exist only in Northern Virginia — Kyle wasn't sure what qualifies a "red zone"). He's noticed cameras in the I-64/I-81 interchange work zone. The city's cameras only run when the school zone's flashing lights are active, and they don't record in summer even if the lights flash, so no one gets cited then. A third-party vendor owns the cameras; the Charlottesville Police Department (CPD) reviews and confirms every citation before a ticket is issued.

Citywide, that's roughly 250 tickets/month at $100 each.

- Guinevere: Per the enabling state legislation, a citation requires the driver to be going 11+ mph over the posted limit.
- Kyle: An officer in a patrol car, by contrast, can enforce anything over the (15 mph) school zone limit. State law on citation revenue also changed this spring — any profit after vendor costs must now go toward bike, pedestrian, or alternative transportation/planning purposes. The program is still operating at a loss and isn't meant to be a revenue generator. The city is working out the break-even point ahead of an expected future ask to expand the

program. No one's angling to treat this as a revenue stream, but the administrative burden is real — one CPD staffer's whole job is reviewing citations, and more cameras means more of that workload.

- Sahara asked what share of citations are actually valid. Kyle: the rejection rate topped 50% last year, largely because school-zone flashers and cameras weren't running on the same schedule. The old flasher controllers were analog (dial, ladder, and key); this year all flashers were upgraded to phone-programmable schedules. Branches blocking cameras or license plates are another issue. Last year's data isn't very clean as a result.
- Adrienne asked what share of people actually pay the fine. Josh: roughly 4 out of 5; there are vendor contract terms tied to the portion of tickets collected.
- Guinevere noted that since drivers can go 11 mph over without being cited, people can still speed — contrasted with Albemarle County, which brings in much more revenue because its posted speed drops more sharply relative to the road's design speed (35 to 25).
- Kyle: The recidivism rate is in the 90s — about 90% of people who get a ticket only get one, suggesting it's working.
- Sarah F. asked whether there's a seasonal pattern tied to new students arriving each year, e.g., the first month of school. Kyle didn't know that metric, but noted more than half of citations went to city residents.
- Josh cautioned the data isn't very reliable since the system keeps changing month to month — e.g., the eastbound Monticello camera at Summit dropped from ~50 citations/month to ~5 over winter (while other cameras rose), then rebounded to the 50s, which Kyle attributed to that camera being blocked by the flasher. Josh suggested formally requesting a CPD report (he can request this via his Planning Commission role) and floated getting policy recommendations into next year's Council planning packet, given how incomplete the data currently is.
- Kyle mentioned emerging camera-enforcement technology for other violations (stop signs, parking, etc.) — federal legislation is starting to appear in school zones and urban areas elsewhere, but nothing is on Virginia's horizon yet, and he doesn't know how AI factors in or how fast adoption might move; these conversations are just starting in transportation/planning circles.
- Ben, on separate camera-based cyclist-detection technology for traffic signals: the city is looking at AI-based tools for this, and IT is reviewing whether it's an ethical, useful, and affordable use of AI. Hardware alone runs about $27,000 per camera.
- Josh noted the Albemarle County Police Department (ACPD) is piloting bus stop-arm cameras (James Douglas leading); something is apparently already in place, though it's unclear how many citations it's generating — seems legal since the county is doing it. He asked Kyle whether there's talk of adding cameras at new locations or moving underperforming ones.
- Kyle: No official discussion yet of specific expansion locations — Grove comes up anecdotally as the spot with the most police-issued speeding tickets — and no discussion of relocating existing cameras, only adding new ones.

- Josh asked whether the East High camera is within the school zone. Kyle: it's within the broader "school area" — defined in city code as the property boundary plus 750 feet — so a school zone can effectively be established anywhere in that radius.
- Kyle added that the city is working to formally define that 750-foot radius as its own "school area" designation, which would unlock different standards there (daylighting, HAWK signals, etc.), leveraging the new legislation to get things done.
- Ben noted the city also has private schools within city and county boundaries to account for as this definition broadens — for example, a private school on the Bypass could potentially qualify for a camera if designated a school zone.

Staff Updates

[Staff updates document]

Ben wanted to shift from the usual infrastructure focus to talk about programming.

Bike programming fund: At next week's Council meeting, staff will ask Council to set up a dedicated bike programming fund using Veo (dockless mobility) revenue that's been sitting in a general bucket for the past year. About $450,000 is in that bucket; roughly $150,000 borrowed from the bike infrastructure budget will be paid back first, and the rest will seed the new fund. Ongoing Veo revenue is about $40,000/year. This frees up the infrastructure budget for actual infrastructure. Ben also cited a Sydney, Australia e-bike program finding: ridership was significantly higher among people who got hands-on skills training versus those who just received a bike.

City-supported programs:

- *Neighborhood Walks* — monthly (second Sunday, 10am), running 3 years, typically 5–20 participants. Currently mostly staff and BPAC members; the goal is to bring in more city staff, especially near relevant active projects. The Rose Hill walk was a good example: an abandoned-cars issue raised on the walk led to code/enforcement changes, and a follow-up visit showed real improvement. Tommy has started leading internal staff scouting walks about a week ahead of the public ones, taking the bus — which has also helped him get more familiar with the transit system, though turnout hasn't been strong yet.
- *Bike Cville* — promotes biking regionally; partners with the county, region, schools, and nonprofits; maintains a calendar of events. Upcoming: the DC Bike Ride (a Bike Cville team is open to join), the City Market Ride, and a Friday crosstown bike bus pilot.
- *Bike Month* — dozens of events with partners; a City signature event. Charlottesville won the statewide Bike Business Challenge, beating Richmond, Roanoke, and Virginia Beach. About 150 helmets given away over the past two years.
- *Loop de Ville* — 6th annual trail festival (September 27th), also now a City signature event; walk/bike/run with multiple distances and cheer zones along the route. More volunteers needed — register at loopdeville.org.

- *School Programs* — the city owns a fleet of kids' bikes and supports bike education in elementary/middle school PE. Prior to this year, 53 free helmets were given away at the Back to School Bash, and the city keeps working with schools to make sure kids have helmets. There's interest in expanding the fleet to support an intramural biking club, after-school programming, sports/education/maintenance programming, and adaptive bikes for kids with special needs.
- *Other supported events/programs* — Back-to-School Bash, the CAYIP Youth Trail Crew ("Trailblazers"), Party for the Planet, Healthy Streets, Healthy People (HSHP), Rivanna Trail walks, and encampment crisis response.

Zoe noted Week Without Driving starts the first week of October; the city is supporting it again, led by Peter and Steven — info at livablecville.org. Participating means starting to plan trips in September.

Tommy said Chris Gensic wants to get the dirt trail at 0 E. High paved, to connect to the Rivanna Trail and Meade Avenue (plans reportedly dating back to 1989).

Sarah F. floated a future programming idea — bike repair clinics for teenagers. Tommy said he's already in talks with local bike shops about this.

Announcements

Ben announced that Neighborhood Development Services (NDS) has a new interim director, Mike Goddard (previously deputy director of PW), starting September 14th. He reportedly cares a lot about BPAC and is excited to attend meetings.

Peter announced the Mobility Alliance is presenting on the economic impact of walkability and bikeability on September 15th at 4pm at CitySpace — open to the public, with public comment taken at the start.

Peter and Tommy have been talking with HSHP about holding the W. Main open-street festival during Bike Month this year. Closing W. Main has a lot of logistical implications, so they'll need help pulling it off.

Meeting Adjournment

Adjourned at 6:31pm.