

Transportation and Parking Advisory Committee (TPAC)

Meeting Notes

April 3, 2019, 1:00PM- 2:00PM

Virginia Beach/Portsmouth Rooms- Webb Center

ATTENDANCE (15):

Scott Silsdorf	Megan Gribble	Chris Sevilla	Dan Campbell
Rich Le Moal	Bridget Weikel	Jared Hoernig	Karen Cook
Debra Howard	Dawn Hamilton	Sara Forbus	Dianne DeBeixedon
Beth Ann Dickie	Dave Robichaud	Terry Durkin	

Meeting Summary:

Scott Silsdorf welcomed everyone to the meeting. He thanked everyone for coming and mentioned the new dates and locations for fall TPAC meetings. He then began the meeting and presentation on departmental updates.

Department Updates:

- 1) New Stop Signs
 - a) Elkhorn Avenue at Elkhorn
 - b) Installed March 22, 2019
 - c) 2 signs and repainted crosswalk
- 2) E-Scooter Updates / Input
 - a) BIRD "Landed" last August
 - i) We believe they have paid for the impounded scooters
 - b) City of Norfolk issued RFP for one-year trial
 - i) Reviewing bids now
 - ii) Expect summer launch
 - c) Draft policy recommendations
 - i) Electric Scooter Definition
 - ii) Personal Transportation Device
 - iii) Parking only next to bike racks
 - iv) No charging on campus
 - v) No storage / operation in campus buildings
- 3) City of Norfolk Summer Work
 - a) Repaving Hampton Boulevard
 - i) 38th Street to Lafayette River Bridge
 - ii) Phasing by time of day-details on City website(link below)
 - iii) With high school graduations in mind
 - b) Pedestrian Signal and ADA ramp improvements

- i) 41st street to 49th street
 - ii) ADA ramps, signals, new curbs, restripe the crosswalks
 - c) Granby St Bridge
 - i) Summer 2019- Summer 2020
 - ii) Bike lane closed
 - iii) One-sidewalk open at all times
 - iv) 1 travel lane minimum in either direction at all times
 - v) TPS will be putting in announcements
 - vi) Project information on City website(link below)
- 4) Future Meeting Dates
 - a) August 7th or 14th? We'll let you know and send an invite soon.

Q & A from Committee

New Stop Signs Feedback / Q&A:

C: Its rather dark here.

A: Will get looked at to make sure adequate visibility, additional lighting if needed.

Q: For the East west travelers, would signage help benefit those crossing?

A: We have been trying to promote the Heads Up Monarchs campaign. We may be able to do sidewalk stickers. On a side note, the city is improving sidewalk signals etc. at major intersections on Hampton Blvd as well so we are moving towards safer crossings not just at this intersection but several parts of campus as well.

Q: Will there ever be flashing stop signs here?

A: Most likely no. This is due to design, budget, restrictions on which intersections.

Q: How much does the flashing beacons cost per intersection?

A: Approx. \$20k

C: Kids are just so conditioned to walk across and aren't paying attention.

A: We may be able to have an in road sign as well to remind drivers that pedestrians have the right of way.

C: Downtown they have look for train signs as well for the light rail.

A: Those are nice, it'd be nice to geofence the intersections to pop up on people's phones as they cross!

E-Scooters Feedback / Q&A:

C: Speed is biggest concern.

Q: What is the risk? Who covers insurance if someone is injured?

A: Not sure, but I know users do agree to some things in order to sign up. We'll try to get more details on this.

C: We have been saying no to those who want campus only scooters as we don't think students will pay the costs to cross campus. We would prefer to be a part of a bigger system so it is a mode students can use to get on and off campus. Some vendors have argued that they can provide revenue in exchange for campus only agreements (ex. \$3/day per scooter from Go X), but we don't think the money would be worth the headache it would create and we don't want to have conflicting operations with the city. Overall, it's easier to work with the city.

Q: Are they ridden on the road? Sidewalk?

A: Most cities that have them are saying no riding them on sidewalks and yes to riding them in streets within existing bike lane infrastructure and requiring helmets. The helmet portion isn't really enforced...but due to their speed they tend to operate on sidewalks in some cases. Companies state they aren't supposed to be operated on streets above 30 MPH. We have a policy in place currently which requires all modes to yield to pedestrians but we do not have any pedestrian only zones or dismount zones. If we did establish these types of zones, the first we have discussed would be in front of Webb center due to the very high pedestrian usage. On campuses you will most likely be on a path and even if the speed is restricted down to 15 MPH, that's still quite fast and could be dangerous. Some of the vendors claim their systems have geofencing capabilities to regulate speed and ratchet down speed safely. We don't know what speeds they can restrict down to yet, but the ability to do so was included as a requirement in the city's RFP. Typically cost is \$1 to rent and \$0.15-\$0.25/min to ride, so we think students will use them socially more than regularly to cross campus. Just like PACE Bike Share we expect more usage at launch due to the fact it's a new mode and students want to try it, but after they are used to them we don't see them using it to cross campus regularly due to the cost. The City has also included clauses allowing them to shut down or eliminate service all together any in cases of serious issues, injuries or death.

Q: Where are they charging if not on campus?

A: Companies hire "juicers" or average people to pick them up, take them home and charge them and then redistribute them in selected areas.

Q: How to enforce parking?

A: PACE charges \$2 fee now, not sure if scooters will do the same.

C: We could impound them if they park incorrectly, like other schools. But that would be a headache and I'm not sure we have a way to do it efficiently.

Q: Why not ban them for safety?

A: I think the tone is that students want them- so how do we accommodate them. A few schools have banned them but most are in more suburban locations whereas we overlap with the City of Norfolk much more. I think if we ban them they will still show up, so basically we've been operating with the idea of, "how do we live with this?". This is just now, but it'll continue in future years. Is it just a fad? Maybe, but it could evolve into new things, so many who are involved are approaching with the idea of accepting them but establishing and sharing best practices with each other.

C: I like the idea of the universal conversation about speed as this continues to evolve for all the modes. What is the expectation for a "safe speed" type conversation. Injuries, accidents etc.

C: Also, on the other side of Hampton Blvd you can't be on sidewalks so it's confusing and this could be more concerning, how do we communicate where, when, how fast, concerns, Etc.

C: Golf carts have the ability to drive in the street but legal council is conflicting that citing liability.

C: We don't have specific yet but look forward to sharing those when we do

C: Why did the city have the right to impound them?

A: They were in the public right of way and also actively refusing to provide a copy of insurance policy with City of Norfolk included.

BIRD E-SCOOTERS SAFETY REPORT: <https://www.bird.co/wp-content/uploads/2019/04/Bird-Safety-Report-April-2019-3.pdf>

City of Norfolk Summer Work Feedback / Q&A: NONE

LINK TO GRANBY BRIDGE PROJECT DETAILS <https://www.norfolk.gov/index.aspx?NID=4246>

Other Feedback / Q&A: NONE