



PUBLIC SAFETY COMMITTEE
April 25, 2016 3:30 P.M.
4th Floor Training Room, Municipal Building

CURRENT COMMITTEE MEMBERS:

Cecil Bothwell, Chair

Brian Haynes

Julie Mayfield

AGENDA

CALL TO ORDER

1. APPROVAL OF FEBRUARY MINUTES

2. REPORTS

- a. Bike Lane Safety - Enforcement and Education**
Deputy Chief James Baumstark and Ken Putnam

3. NEW BUSINESS

- a. Naming of Fire Station 6**
Chief Burnette
- b. Low Speed Vehicle Franchise Agreement for The Hilton Garden Inn**
Ken Putnam

4. PUBLIC COMMENT (5 CITIZENS, 3 MINUTES EACH)

NEXT MEETING: May 23, 2016, 3:30 P.M., 4th Floor Training Room, Municipal Building

ADJOURNMENT

For more information on the Public Safety Committee, please contact Alex Carmichael at 828-259-5602.

STAFF REPORT

To: Public Safety Committee Date: April 25, 2016
Via: Gary Jackson, City Manager
From: Ken Putnam, PE, Transportation Department Director
Subject: Designated Bicycle Lane Issues

Summary Statement: Concerns have been raised from the bicycle community regarding drivers that ignore designated bicycle lanes primarily by parking and loading/unloading activities.

Review: Asheville Police Department and Transportation Department staff was asked to review the subject concerns and share the results with the Public Safety Committee.

Background: Using grant funds from the American Recovery and Reinvestment Act of 2009 (ARRA), City staff designed and constructed a bicycle network consisting of designated bicycle lanes and climbing lanes primarily in the downtown central business district and extending to the River Arts District and North Asheville.

At this time, the network totals about 10 miles including seven miles of designated bicycle lanes and three miles of designated climbing lanes (see attachment 1). By definition, the term bicycle lane typically means one designated lane for each direction of travel along a two-way street and the term climbing lane typically means one designated lane along the uphill approach of a street.

Even when designated bicycle lanes or climbing lanes are provided, there is no requirement that a bicyclist must use them. A more experienced rider might still want to use the vehicular travel lane and the less experienced rider might want to use the designated lane or even the sidewalk, which is allowed in the City of Asheville. The key point is that all riders and motorists are expected to follow the "rules of the road"!

While city staff continually strives to implement complete streets principles with ongoing projects, there are challenges when retro-fitting existing street infra-structure and one of those challenges is balancing the needs for on-street parking versus designated travel lanes including bicycle lanes and/or climbing lanes. Most of the time, the existing infra-structure cannot support both needs. The photos shown on attachment 2 illustrate the actions that occur on a daily basis and the loading/unloading activities are difficult to enforce because a two-step process is needed. First, a parking enforcement officer or police officer would need to "chalk the tires" and then return in 30 minutes. If the vehicle is still "parked" in the designated lane, a citation can then be issued. The activity taking place in the photo for Riverside Drive clearly illustrates parking in a designated lane and citations can be issued immediately. Construction activities can also adversely impact designated lanes as illustrated in the photos for College Street. At this time, the City's parking enforcement officers regulate parking activities in the downtown central business district only which means that police officers would need to take care of the rest of the City.

A good example of the challenge to balance parking needs and bicycling needs is shown in the photo for Hilliard Avenue. When the designated bicycle lanes were installed, this area was not activated and the need for on-street parking or loading/unloading activities did not exist. However; the area is now activated and there is not sufficient room for loading/unloading zones (A somewhat similar discussion occurred at the Public Safety Committee on September 23, 2013 when staff shared information about truck deliveries in the Central Business District; see attachment 3).

During the process of preparing the subject staff report, the Police Department and the Transportation Department met and agreed that minimal enforcement is occurring on a regular basis because of the challenges and that the City's presence on the South Slope is not as much as it is in other areas of the Central Business District.

Unless otherwise directed, staff will begin a public outreach process during FY 2016-17 with the appropriate stakeholders (the bicycle community, business owners, and City staff) to meet and "brainstorm" ideas including ideas to better educate the at-large community.

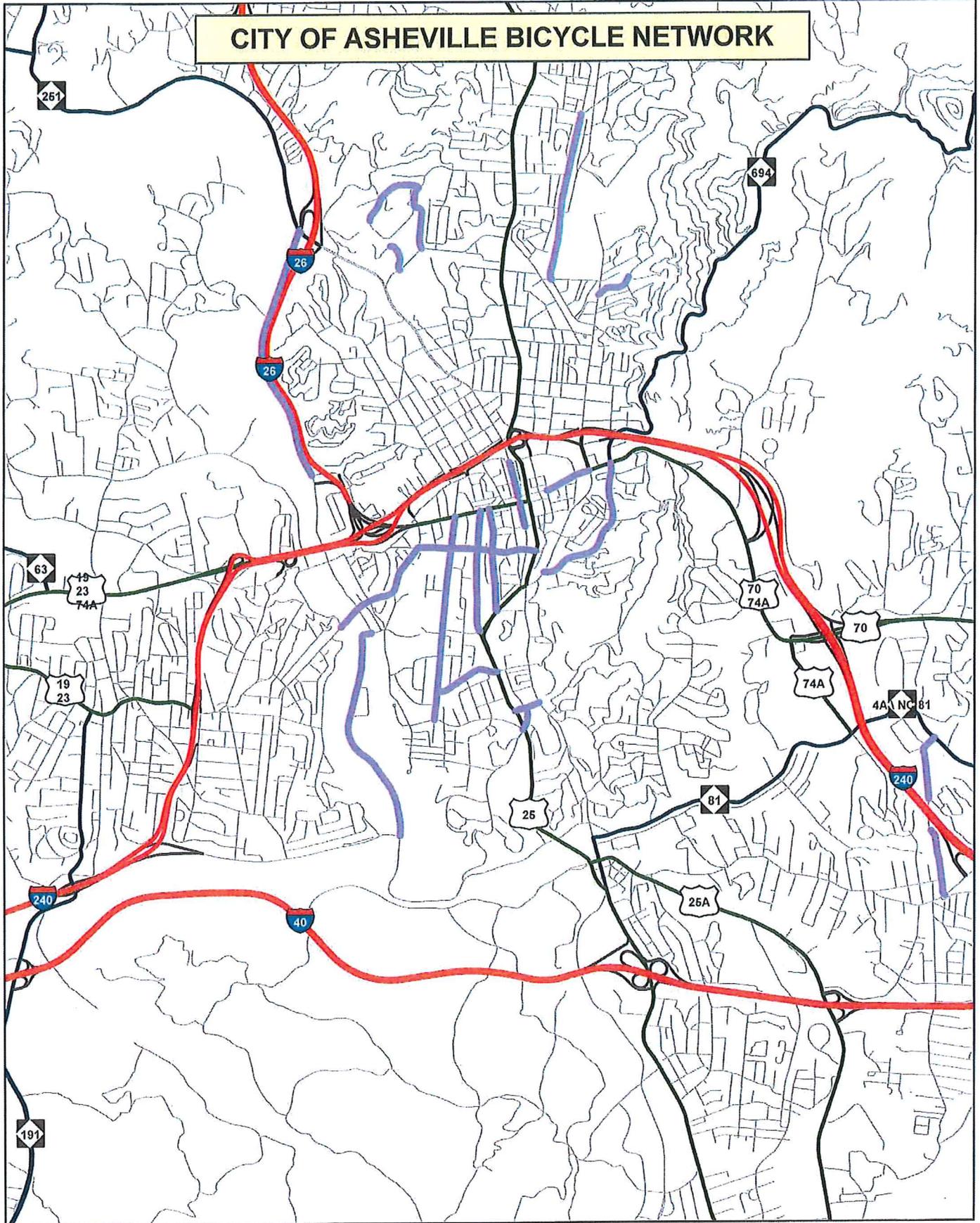
Action Step: No action is requested.

Please let me know if additional information is needed.

KP/

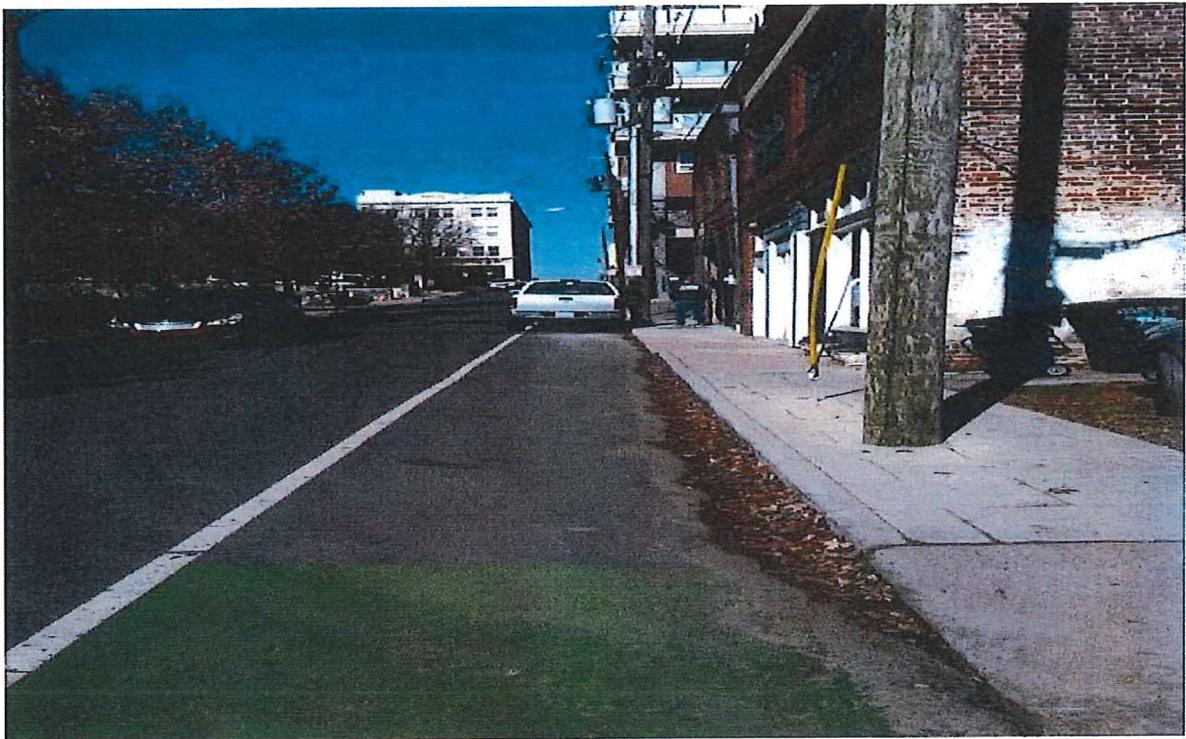
Attachments

CITY OF ASHEVILLE BICYCLE NETWORK





South Lexington Avenue



South Lexington Avenue



Hilliard Avenue



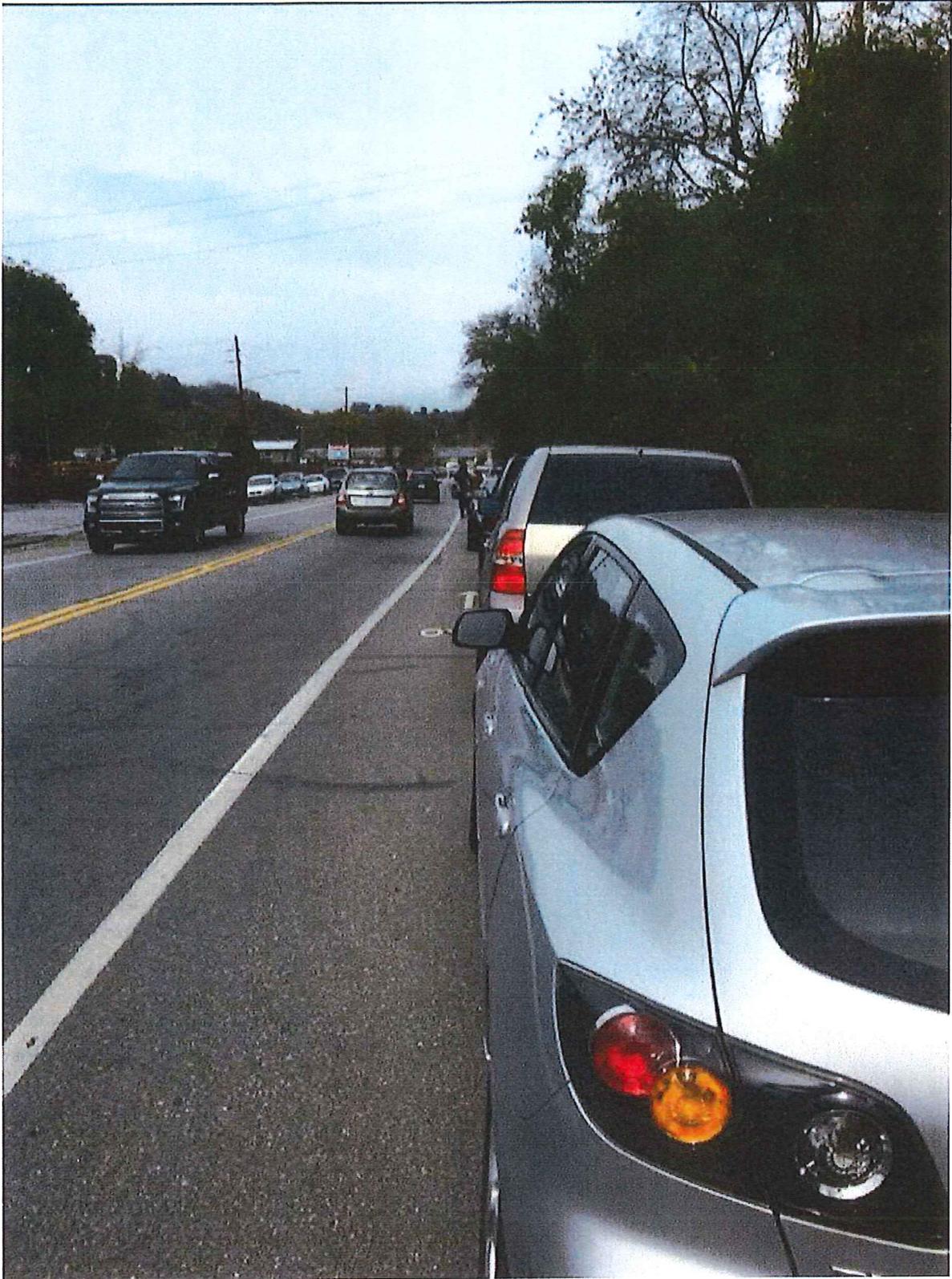
Coxie Avenue



Construction Activity College Street



Construction Activity College Street



Riverside Drive

STAFF REPORT

To: Public Safety Committee Date: September 23, 2013
From: Ken Putnam, PE, Transportation Department Director
Via: Mr. Gary Jackson, City Manager
Subject: Regulating Truck Delivery Times in the CBD

Summary Statement: The consideration of an ordinance regulating truck delivery times in the downtown central business district (CBD) area.

Review: Staff was asked to review the history of the subject issue and then share the results with the Public Safety Committee so that additional guidance and direction could be provided if needed.

Background: The City of Asheville contracted with Carl Walker, Inc. and Day Wilburn Associates, Inc. during August 1997 to prepare a comprehensive parking study for the downtown, Biltmore Village, and West Asheville areas. The study was adopted by City Council on December 15, 1998 via resolution # 98-201. The parking inventory in the downtown central business district (CBD) includes about 12,200 on-street and off-street parking spaces. About 10% of the parking supply is on-street parking (1,220 parking spaces) and 60% of the on-street parking spaces are metered. Included in the on-street parking supply are 75 marked loading/unloading zones that were occupied about 50% of the time.

The study identified areas in the downtown central business district (CBD) where traffic congestion was caused by trucks loading and unloading in the travel lanes. When this specific activity occurs, traffic is forced to stop and then pass the stopped vehicle; oftentimes in the opposing travel lane. A direct quote from the study follows. "One option for alleviating the problems associated with loading/unloading vehicles is to restrict deliveries by time of day. For example, loading/unloading could be prohibited during the AM and PM peak time periods (7 to 9 AM and 4 to 6 PM). Placing time restrictions on deliveries will reduce the delivery options of the businesses along the affected streets. Many of these businesses are small stores and shops which may have less flexibility in receiving shipments than larger businesses. Although these time restrictions would reduce congestion during the peak commuter periods, they will increase loading/unloading activities during the remainder of the day. Since traffic volumes are heavy through the noon and afternoon hours as well as the AM and PM peak periods, restricting deliveries by time of day is not recommended."

The City of Asheville contracted with Kimley-Horn and Associates during July 2007 (Resolution # 07-142) to update the previous comprehensive parking study. The study was adopted by City Council on March 25, 2008 via resolution # 08-64. Public involvement was a key component and loading/unloading zones were identified as a "big" problem needing better enforcement. This study confirmed that the parking inventory in the downtown central business district (CBD) includes about 11,900 on-street and off-street parking spaces. About 10% of the parking supply is on-street parking (1,200 parking spaces) and 60% of the on-street parking spaces are metered. Included in the on-street parking supply are 74 marked loading/unloading zones. Loading/unloading activities continue to be a challenge as indicated on the attached photos. Many of the issues identified in the first parking study still exist today (trucks loading and unloading in the travel lanes, trucks loading and unloading in marked bicycle lanes, trucks

ATTACHMENT 3

loading and unloading in metered parking spaces, and cars parked in loading zones). During the six-month period between January 1, 2013 and June 30, 2013, 511 loading/unloading zone violations were written representing about 5% of all parking violations. Many of our appeals involve loading/unloading zones.

Staff reached out to the Asheville Downtown Association and Asheville Independent Restaurants and their preliminary input favored no time restrictions on deliveries.

Action Step: City staff is ready to move forward with any desired action once appropriate guidance and direction from the Public Safety Committee is given.



North Pack Square – 9:15 am



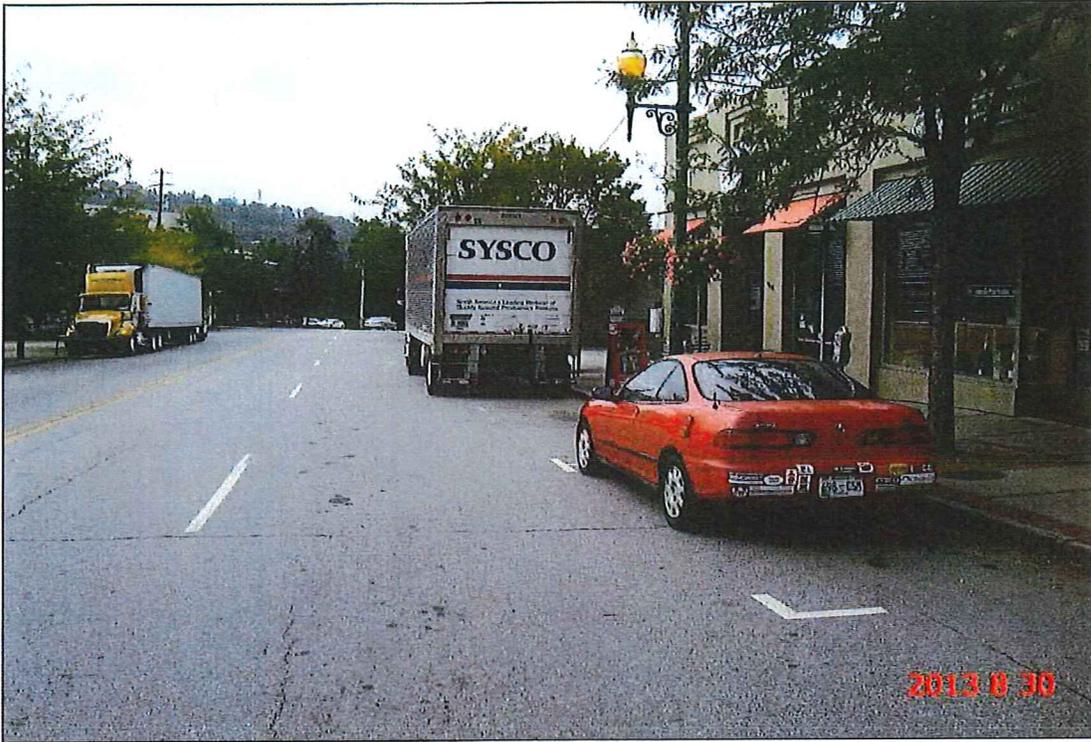
Patton Avenue Eastbound – 9:15 am



South Lexington Avenue Northbound – 9:15 am



Aston Street Eastbound – 9:15 am



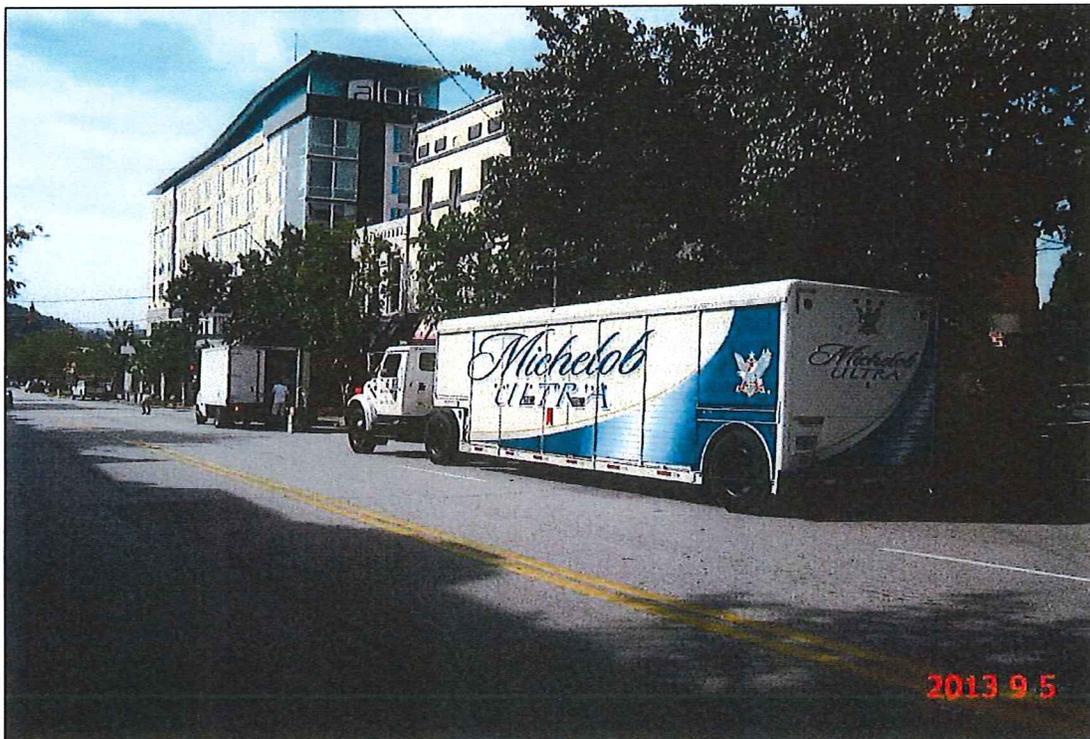
US 25 (Biltmore Avenue) Southbound – 9:15 am



US 25 (Biltmore Avenue) Northbound – 9:15 am



Battery Park Avenue Westbound – 10:30 am



US 25 (Biltmore Avenue) Southbound – 10:30 am



Rankin Street Northbound – 10:30 am



College Street Westbound – 11:30 am

STAFF REPORT

To: Asheville City Council
Public Safety Committee

Date: April 25, 2016

Via: Gary Jackson, City Manager

From: Scott Burnette, Fire Chief

Subject: Naming of Fire Station 6

Summary Statement: The consideration of naming Fire Station 6 after City of Asheville Firefighter Raymond J. Flowers.

Review: City of Asheville Firefighter Raymond Flowers tragically lost his life on May 26th, 1982, while fighting a fire at 926 Haywood Rd. The Asheville Fire Department requests that Firefighter Flowers be honored by naming City of Asheville Fire Station 6 after Raymond J. Flowers. This action aligns with the City Council 2036 Vision of having a well-planned and livable community.

Pros:

- Having a City of Asheville owned facility that has been named to honor a public servant who has died in the line of duty is an ultimate recognition of their public service and sacrifice.

Cons:

- None have been identified or known at this time.

Fiscal Impact: The purchase of a plaque commemorating the naming would be the associated expense to this consideration.

Recommendation: Staff recommends that the Asheville City Council name Fire Station 6 after Raymond Flowers.

RESOLUTION NO. _____

RESOLUTION NAMING CITY OF ASHEVILLE FIRE STATION NUMBER SIX IN HONOR OF FIREFIGHTER RAYMOND J. FLOWERS

WHEREAS, the City of Asheville has a policy for naming City of Asheville Facilities, and

WHEREAS, City of Asheville Firefighter Raymond Flowers was tragically killed in the line of duty on May 26th, 1982, while fighting a fire at 926 Haywood Road, and

WHEREAS, Asheville City Council would like to honor Firefighter Raymond J. Flowers' honorable service and sacrifice by naming City of Asheville Fire Station Six after him, and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ASHEVILLE THAT:

City of Asheville Fire Station Six is named after City of Asheville Firefighter Raymond J. Flowers.

Read, approved and adopted this ____ day of _____, 2016.

City Clerk

Mayor

Approved as to form:

City Attorney

STAFF REPORT

To: Public Safety Committee Date: April 25, 2016
Via: Gary Jackson, City Manager
From: Ken Putnam, PE, Transportation Department Director
Subject: Low Speed Vehicle Shuttle Service Franchise Agreement

Summary Statement: The consideration of an ordinance granting a franchise agreement for the operation of a low speed vehicle shuttle service within the City of Asheville (City).

Review: City staff has been working with a representative of the Hilton Garden Inn which is interested in providing a low speed vehicle shuttle service as an amenity for its guests within the City under the business name of Hilton Garden Inn Asheville Downtown. The service would operate in the downtown Central Business District (CBD) on city-maintained and state-maintained streets that have a posted speed limit less than 35 mph.

By definition (NCGS # 20-4.01(27)h), a low speed vehicle is a four-wheeled electric vehicle whose top speed is greater than 20 mph but less than 25 mph. It is **not** a golf cart. The vehicle(s) must be equipped with headlamps, stop lamps, turn signal lamps, tail lamps, reflex reflectors, parking brakes, rearview mirrors, windshields, windshield wipers, speedometer, seat belts, and a vehicle identification number. In addition, the vehicle(s) must be insured, registered and licensed in North Carolina.

If approved, the shuttle service would operate between the hours of 9:00 am and 12:00 am seven days per week with as many as two vehicles. The City reserves the right to change the hours of operation at its sole discretion with a 30-day notice. The shuttle service will provide an alternative transportation service to the hotel guests to various points of interest in the downtown central business district in an effort to minimize traffic congestion and the need for them to use their vehicles once they are parked at the hotel site.

This request has been reviewed by the Transportation Department, the Legal Department, and the Police Department and at this time, all concerns have been addressed. A previous franchise agreement has been approved for a different company but it has not started operating yet.

This action aligns with the 2036 Council Vision in the Transportation and Accessibility area by trying to minimize traffic congestion and ease parking demand in the downtown central business district.

Fiscal Impact: There is no known fiscal impact for the subject franchise agreement.

Recommendation: Staff recommends that the Public Safety Committee endorse and move forward to City Council for consideration an ordinance granting a franchise agreement to Hilton Garden Inn Asheville Downtown for the operation of a low speed vehicle shuttle service as an amenity to its hotel guests within the downtown central business district in the City of Asheville.

Please let me know if additional information is needed.

KP/

Attachment

