

**Multi-Modal Transportation Commission
Meeting Minutes
May 28, 2014
3:00-4:30 PM
1st Floor North Conference Room
City Hall**

Commission Members Attending: Jim Grode, Bob Roepnack, Bruce Emory, Don Kostelec, Kristy Carter, Mary Weber, Marcia Bromberg, Till Dohse, Julie Mayfield, Terri March and Lael Gray.

Commission Members Absence Itiyopiya Ewart.,

Council Liaison: None COA Staff Members: Ken Putnam, Mariate Echeverry, Martha McGlohon, Greg Shuler, Yuri Koslen, Marsha Stickford, Blake Esselstyn and Janet GeorgeMurr,

Community Members: Councilman Chris Pelly, Alan Escovitz of Grove Park Inn

- Jim Grode opened the meeting and welcomed everyone to MMTC Meeting.
- May 28, 2014 Agenda: Approved carried by all members of MMTC.
- April 23, 2014 Minutes: Delete Till from attendance list. ;Till moved to approve the minutes; Don second; carried unanimously.

Public Comment: Jim stated that it would make more sense since the only person from the public is the second agenda item on multimodal transportation funding and sidewalk priorities.

New Business:

•**Repaving Priorities** – Greg Shuler, Public Works Director stated:

1. Each year COA budgets for resurfacing; and FY14 was the largest budget in 6 years of \$1.6 million dollars.
2. The contract went to Council 15 days ago to same group of last year of Rogers Group from Nashville TN.
3. The proposed budget for repaving for FY15 is \$2 million dollars.
4. The question that MMTC is interested in is how paving is prioritize and selecting the roads to pave each year.
5. The criteria is the same that Greg used when he was with NCDOT which is the PCI the Pavement Condition Index or PCR Pavement Condition Rating which is very comprehensive.
6. NCDOT does this process every four years and City did the PCI in 2009
7. An RFQ has been issued on 5/15/14 and bids are due on 6/5/14 and an engineering firm will be selected.
8. It will be take approximately 2 months to complete the PCI by riding the roads. In the meantime, the process continues, using the data that is available and prorate the degrading roads 6% per year just for wear and tear.
9. Another method is; using the ADT which is the Average Daily Traffic; maintenance records; maintenance costs; is it a thoroughfare; number of complaints which equals number of work orders that are on back-logged on a certain stretch of road. It is has been proven that you cannot use PCR alone.
10. The PCR is like a school grade 0-100; 100 being a brand new road; our average grade is in the 50s'.

Questions:

1. Bruce – is there an absolute cut-off where there is a road that has very little traffic but has a low score on the PCR? Greg stated that what PW tries to repair if the score is in the single digits; and the geography to spread the resurfacing around town. The funding would be where most of the traffic is; and if you have a neighborhood road that is constantly getting complaints for potholes.
2. Don asked that the 5 miles for \$1.6M is that lane miles. Greg stated the 5 miles is not the lane lines. Greg will send the calculations to Don.
3. Greg will share with MMTC the priority list for repaving.

4. Jim asked is there a possibility to share the list publicly. Greg stated that this subject has been discussed a lot in our staff meetings. Greg sees no reason that after bid is awarded to publicly list the paved roads. With the bid pricing that was received there may be able to add more roads than what the list indicates.
5. Greg understands that there is a just a volatility in the petroleum market and there was only one company who were capable of completing a program this large and now there are two companies. That changed everything.
6. Greg feels comfortable in the bids that have been accepted because we can make an estimate of the costs, i.e. \$100,000 per lane mile and it could be \$160,000 or \$80,000.
7. Ken stated that ~~one of things~~ that staff is looking for are opportunities to get this information out and as an example we are using our own video with staff and filming certain projects and encourage people to go to the website and we are trying to make a better effort to do so I think starting this year we will see more opportunities like that.
10. Mary – when you are looking at the priorities and you mentioned traffic are you just counting cars or are you looking cyclists and pedestrians on a street that does not have sidewalks. Greg said automobiles only.
11. Jim stated that Gwen Wisler was contacted by some constituents. The concern is that there are a hand full of roads that are multimodal paths. It is not clear that there is a consideration of the value that they bring as multimodal paths. Greg stated that he has probably talked with a lot of the folks that Jim has spoken with and he has attended a few of the community groups
12. Greg asked from Ken's guidance in quantifying a bike and pedestrian. It is difficult to obtain data for bike and pedestrian information. Julie stated that she and other cyclists could identify key pedestrian and bicycle corridors that need repair.
13. Terri – as we are moving into the process of the multimodal plan it is valuable to have decent bike and ped counts and we do the all-volunteer staff on an annual basis.
14. Mary – when the MMT Plan identifies these road corridors that are not bike lanes should coordinate with PW on the re-paving priorities.
15. Greg is excited to receive the results from the MMT Plan; there will be a mixture of areas that will be on prioritization list.
16. Don brought up the need to define a design concept or a pavement marking for shared streets in residential areas that fit these designs. A list of the repaving priorities for FY14 and FY15 will be forwarded to MMTC.

• **Multimodal transportation funding and sidewalk priorities:** After a lengthy group discussion and explanation from Ken, Julie moved to approve the concept of breaking out the neighborhood Sidewalk Program and the CIP as presented here understanding that it is likely to change in the coming years and that MMTC be involved in the discussions around the development of the multimodal budget in the future. Marcia second and carried unanimously.

• **Selection of member for the Charlotte Street RFQ**— Mariate requested to have a MMTC member on the RFQ of the Multimodal Transportation Commission. Bob R. volunteered to be on this committee.

• **MMTC approval of Title VI** – Mariate stated that the FTA as a condition for giving COA funding requires the City of Asheville to prepare and have a Title VI Program. The Title VI program ensures that there is no discrimination against any of the citizens that use transit. There are several elements that are part of the Title VI programs that are very important that are the public participation process and to make sure that transit is offering and how changes are being made; and part of the program that the City has the mechanisms to provide service that have limited English proficiency. The program needs to be approved by MMTC which is for 3 years. Terri March suggested changes to the complaint form due to the way that it is written. In order to remain in compliance Title VI needs to be approved. Julie had a few questions:

- a. Section 4 C. suggest to have the complaint form at the ART Station as well;
- b. Section D – the document does not indicate if the COA chooses not to investigate the complaint.
- c. e readability is at a college level.

- d. Julie asked if someone from the Transit Committee or MMTC to be on the Community Transportation Advisory Board (CTAB) for Mountain Mobility. Mariate agreed with Julie.
- e. Outreach for people with disability – page 21 under Outreach to People with Disabilities: first paragraph last sentence. Martha explained that there are no disparities in levels or quality of service. The quality of service that COA provides that there are no lesser service with Mountain Mobility. f. Don suggested mentioning this in the Title VI that COA has this service. Mariate agreed and will add to Title VI. Julie moved to accept the Title VI, Bruce second and carried unanimously./ Jim and Bruce will sign the resolution.

•Transit Committee Rules of Procedure and thoughts on council appointment to MMTC

Jim stated MMTC is going well but how to sustain the MMTC; how to keep it going and Council expressed some interest in having more say over the composition of the MMTC. Martha stated that legally speaking there is nothing in the Ordinance that would prohibit Council from going outside and doing precisely what MMTC is recommending. The Ordinance allows this already. The MMTC Rules of Procedure specifies that but MMTC Rule of Procedures can take superiority over Council’s Ordinance. Council has deferred to MMTC and allowed that to come up through the process. After a group discussion Julie will prepare a draft for Martha and Cathy’s review.

OLD BUSINESS:

• I-26 Update

1. Ken will send the link of the new I-26 plans.
2. Don and Jim will prepare a comment letter from MMTC.

• Council Presentation on 6/10/14 . Jim will present to Council a presentation on MMTC on 6/10/14.

• Overview of report “Potential Funding Methods for Multi-Modal Transportation in Asheville: Is deferred.

General Committee Updates:

- **Transit Committee:** No Smoking at ART Station; City budget and awarded JARC funding for Sunday Service to begin in January; the Nextbus AVL is up and running.
- **Greenway Committee:** Friends of Connect Buncombe will not apply for a feasible study; site visit of greenways at the last GC meeting on May 8; presentation update from Steven Lee Johnson on Clingman Forest and Town Branch Greenway.
- **Bike/Ped Task Force:** Neighborhood Sidewalk Program: Economic Development Capital Improvement Program (EDCIP); the \$0.02 tax rate increase; Tiger VI grant; Community Health Improvement Plan (CHIP) that task force taking it on; data becomes part of the County sustainability plan; SNTD; Buncombe Bike Ed – no May Class; Sunday transit service.
- **Ex-Officio members’ updates:**

Neighborhood Advisory Commission are interested in additional sidewalks and road repairs from the comments that were gathered from the neighborhood.

Planning and Zoning Commission: three seats will be open this summer, Kristy Carter, Jane Matthews and Jeremy Goldstein.

STAFF UPDATES:

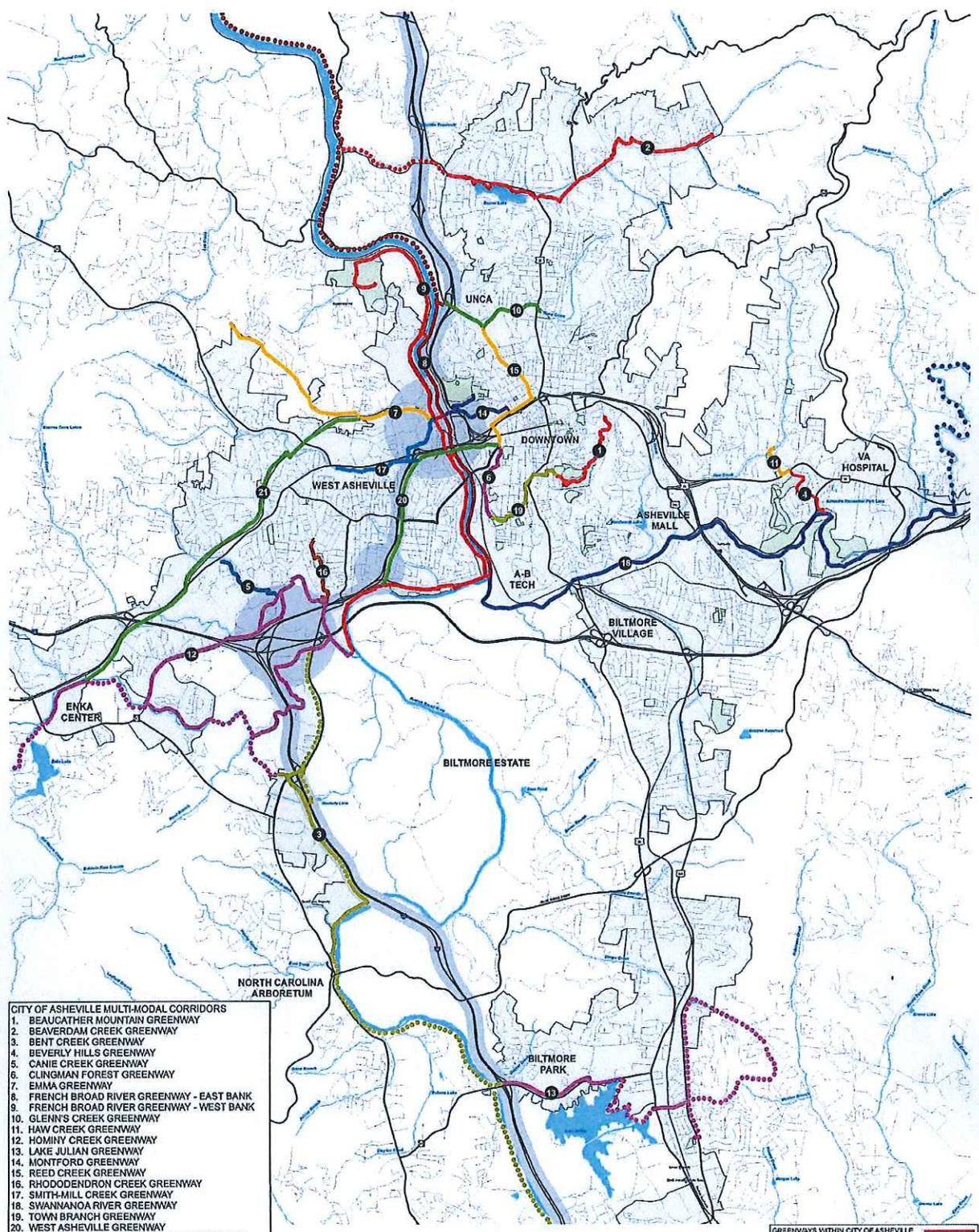
- **Project updates** –Mariate presented the List of Projects for MMTC review.

PUBLIC COMMENT - None

● **Next Meeting Agenda Items:**

1. Harry Brown on parking services
2. STP-DA projects 7/31 deadline – to send out prior to MMTC meeting on 6/25.

5:04pm-Jim adjourned the meeting.



- CITY OF ASHEVILLE MULTI-MODAL CORRIDORS**
1. BEAUCATHER MOUNTAIN GREENWAY
 2. BEAVERDAM CREEK GREENWAY
 3. BENT CREEK GREENWAY
 4. BEVERLY HILLS GREENWAY
 5. CANIE CREEK GREENWAY
 6. CLINGMAN FOREST GREENWAY
 7. EMMA GREENWAY
 8. FRENCH BROAD RIVER GREENWAY - EAST BANK
 9. FRENCH BROAD RIVER GREENWAY - WEST BANK
 10. GLENN'S CREEK GREENWAY
 11. HAW CREEK GREENWAY
 12. HOMINY CREEK GREENWAY
 13. LAKE JULIAN GREENWAY
 14. MONTFORD GREENWAY
 15. REED CREEK GREENWAY
 16. RHODODENDRON CREEK GREENWAY
 17. SMITH-MILL CREEK GREENWAY
 18. SWANNANOVA RIVER GREENWAY
 19. TOWN BRANCH GREENWAY
 20. WEST ASHEVILLE GREENWAY
 21. WEST ASHEVILLE RAILS-TO-TRAILS GREENWAY

GREENWAYS WITHIN CITY OF ASHEVILLE
 GREENWAYS OUTSIDE CITY OF ASHEVILLE
 ASHEVILLE CITY LIMITS
 I-26 CONCEPTUAL PROJECT IMPACT AREA

CITY OF ASHEVILLE GREENWAY MASTER PLAN



Asheville Multimodal Transportation Commission Annual Presentation to City Council



Jim Grode, Chair
Multimodal Transportation Commission
June 10, 2014

Background

- Authorized May 2013
- First Meeting August 28, 2013



Background

Purpose and Role:

To assist the City in furthering, advancing and promoting a broad comprehensive and integrative transportation system that incorporates multimodal concepts, including but not limited to transit, bicycle and pedestrian facilities, greenways, complete streets, and highways.

Background

Multi-Modal Transportation Commission



Background

- Highly diverse group, including planners, landscape architects, lawyers, transit riders, cyclists and pedestrians, business interests, public health professionals, and others
- Challenge: how to perpetuate and sustain the Commission and its diversity



Activities

- Organizational Management
- Updated Greenway Master Plan
- Participated in NCDOT I-26 Bicycle-Pedestrian Workshop
- Comments on Numerous Transportation Projects
- Haywood Road Form-Based Code Charrette process
- Multimodal Transportation Plan Proposals
- Walk Friendly and Bicycle Friendly Community Projects
- Bike Light Giveaways
- Neighborhood Sidewalk Prioritization
- Administration of ART Implementation Rider Survey
- Outreach and Education on Multimodal Transportation



Accomplishments

- Silver-level "Walk-Friendly Community"



Accomplishments

- Silver-level "Walk-Friendly Community"
- Bronze-level "Bike-Friendly Community"



Accomplishments

- Silver-level “Walk-Friendly Community”
- Bronze-level “Bike-Friendly Community”
- Improved transit service and facilities



Accomplishments

- Silver-level “Walk-Friendly Community”
- Bronze-level “Bike-Friendly Community”
- Improved transit service and facilities
- Complete Streets Policy



Accomplishments

- Silver-level “Walk-Friendly Community”
- Bronze-level “Bike-Friendly Community”
- Improved transit service and facilities
- Complete Streets Policy
- Greenway System Expansion



Accomplishments

- Silver-level “Walk-Friendly Community”
- Bronze-level “Bike-Friendly Community”
- Improved transit service and facilities
- Complete Streets Policy
- Greenway System Expansion
- CIP Budget Increases



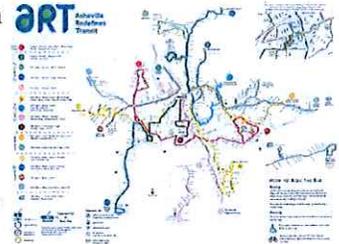
We're Not There Yet

- Much of the city has little or no bike/ped infrastructure



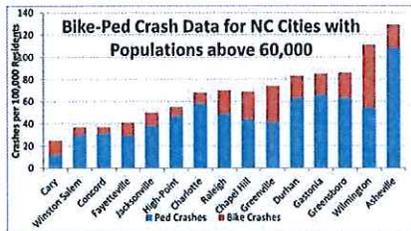
We're Not There Yet

- Transit system still
 - has inefficiencies
 - and is underused by elective riders



We're Not There Yet

- Serious Safety Issues Remain



We're Not There Yet

- Multimodal infrastructure regularly appears at the top of neighborhood wish lists



How Do We Get There?

- Continue Existing Efforts
- Multimodal Transportation Plan
- Coordinated Regional Planning



How Do We Get There?

- Current levels of funding are inadequate
- Estimated cost of plans is \$200 MM
- At proposed funding levels over 5 years that means a 20+ year build-out



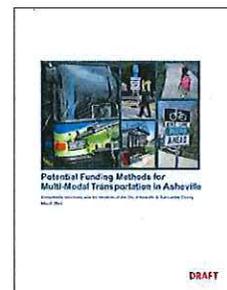
Dedicated Funding

- We've done the planning, so the responsible thing to do is look for funding
- Making strategic decisions requires dedicated funding

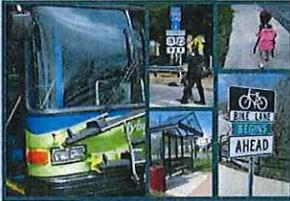


Dedicated Funding

- We ask the city to explore options
- We are prepared to help however we can



Questions?



Multimodal Transportation
Commission Meetings

Fourth Wednesday of each
month, 3:00 pm

1st Floor Conference Room
City Hall



Transportation Planning Division
Project update
May 28, 2014

On-going

- RADTIP
 - Final design process is underway. The consultants are gathering data to begin the design. Surveyors are working in the corridor right now. An aerial survey was completed last month. The consultants will present a preliminary design in November of 2014 and are expected to complete the final design by December of 2015. Right of way acquisition is planned for 2016.

- East of the Riverway Transportation Network Plan
 - Staff is providing comments to final draft.

- JARC Signals Design contract
 - Locations:
 - Louisiana & Haywood Rd
 - McDowell & Choctaw
 - South Charlotte & Biltmore
 - Design has been sent to NCDOT for approval

- Multi-modal Transportation Plan.
 - In the process of signing the contract.

- French Broad River Greenway (Duke Energy property) and connection between FBR Park and Carrier Park
 - RFQ evaluation process on-going.

- Nextbus project
 - 80% implemented. Equipment installed and operational
 - Nextbus at bus stop graphics is in design process
 - Signs installation underway
 - Communications campaign

- ISO 14000 - ART
 - Quotes received.
 - Evaluation process is on-going.

- Charlotte Street
 - RFQ is in process.

New

- ADA restructuring
 - Redefine service area
 - Streamline eligibility process
- Transit Station repairs
 - Working with PW to determine scope of work – on hold due to City's reorganization.
- Sharrow Network North
 - On hold

Other efforts

- TIGER VI grant application
 - Submitted April 28.
- The Riverside Drive development plan (led by Stephanie Monson-Dahl in Economic Development), developing another section of this plan, in the procurement process.
- Clingman Forest and Town Branch Greenways and Depot Street Roundabout (led by Al Kopf in Parks and Recreation Department).
 - Roundabout construction drawings are complete.
 - Greenways: the plans are 80% complete with mostly detailed engineering work that is still underway (such as the boardwalk and stormwater features)
- Haywood Rd. Multimodal Improvements (led by Robert Kun in PW).
 - Contract documents are ready and plans have been modified according to property owner and concerned citizen requests. Submitted for NCDOT encroachment May 1st. Property is going through condemnation.
- Hendersonville Rd. sidewalk (led by Brian Estes in PW).
 - Design – Initial plan design continues.

Major changes:

We are in the final stage of comments from the Parkway. We will submit final plans to the Parkway for that section next week.

The analysis of the proposed design of the sidewalk at the Dingle Creek Shopping Center has indicated that it would create a rise in the floodway. I am looking into alternative designs to address this issue.