

**Multi-Modal Transportation Commission
Agenda
January 28, 2015
3:00-5:00 PM
1st Floor Conference Room
City Hall**

3:00 pm – **Meeting Opening**

- Welcoming of members, staff and public
- Introductions
- January 28, 2015– Agenda – review and approval
- December 3, 2014 Minutes – review and approval

3:10 pm - **Public Comment - I**

3:15 pm – **New Business**

- Asheville In Motion update by Kimley-Horn
- Transit priorities – (attached) – Mariate and Julie
- Complete Streets – City of Asheville Ordinances Revisions – (attached) Ken
- Proposed closure of an unopened R/W on Bradley Street – (attached) – Chad Bandy
- Update on Thread Trail Forum – Mary
- Retreat for MMTC
- Draft of Annual Report – (attached) – Jim
- Bike Friendly Application – Don and Mike Sule

4:15 pm – **Old Business**

- Sidewalk Planning Committee update –Mariate
- Pedestrian Safety – Jim

4:30 pm – **General Committee Updates**

- Transit Committee
- Greenway Committee
- Bike/Ped Task Force
- Ex-Officio members' updates: on P & Z Commission; Sustainable Advisory Committee; Neighborhood Advisory Commission

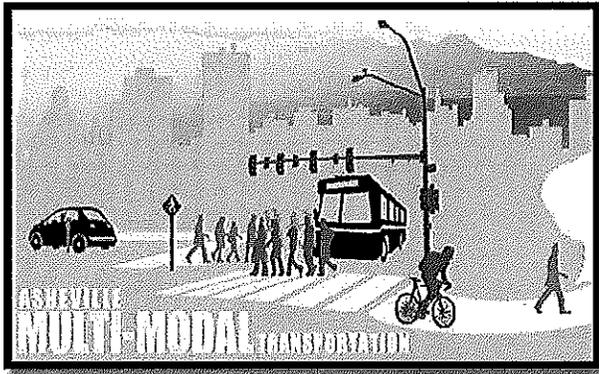
4:45 pm – **Staff Updates**

- Project Updates – attached (Mariate)
- ADA Public Meeting Announcement – attached (Gregg)

4:50 pm – **Public Comment - II**

4:55 pm - **Next Meeting Agenda Items**

5:00 pm - Meeting Adjournment



**Multi-Modal Transportation Commission
Meeting Minutes
December 3, 2014
3:00-5:00 PM
HR Training Room 623 -
City Hall**

Commission Members Attending: Jim Grode, Bruce Emory, Julie Mayfield, Till Dohse, Terri March, Josh O'Connor, John Ridout, Mary Weber, Bob Roepnack.

Commission Members Absent: Don Kostelec, Kristy Carter, Steven Obremski.

Council Liaison: Gwen Wisler

COA Staff Members: Mariate Echeverry, Jeff Moore, Janet GeorgeMurr, Gregg Godwin, Martha McGlohon.

Community Members: Adam Charnack.

▪ **December 3, 2014 Agenda:** Till moved to approve; Bruce seconded; carried unanimously.

▪ **October 22, 2014 Minutes:** Terri moved to approve; Mary seconded; carried unanimously.

● **Public Comment:** None

● **New Business:**

◆ **ADA —related work- presentation by Gregg Godwin on the study of paratransit service area changes:** The City currently exceeds ADA requirements for paratransit services in the following ways: In the addition to the ¾ of mile routes operating paratransit provides City wide service and in addition along Route 170. The total savings for the City is approximately \$93,936.50.

After a group discussion, Julie moved to endorse in favor of Route 170 (savings of ~\$18,665.01); and for Sundays and holidays (savings of ~\$5,271.49); Bruce seconded; carried unanimously. The third proposal to reduce the paratransit service area Monday through Saturday MMTCC recommended staff to look for funding to exceed the ¾ mile service due to concerns about the Industry for the Blind and other areas which are outside of the ¾ mile paratransit service.

◆ **Retiming Downtown Ped Signals:** Jeff stated in order to move people safely:

- Add more time to the each of the walk pedestrian signals.
- “No turn on red” at Asheland and Patton and adding throughout downtown.
- Bigger picture to consider having all of the signals that the buses have a corridor cleared for it; same things for the Fire Department when the call comes in, the computer clears a corridor.
- When there is a green turn arrow is it possible to give the pedestrian a few extra seconds head start. A delayed pedestrian signal of a 3 second LPI (leading pedestrian interval).
- To add audio pedestrian heads to all of the signals. By pushing a button the impaired pedestrians will be able to hear what is going. Even though it is pre-timed the audio will be to able inform the pedestrian as to what is going on.
- The Hendersonville Road sidewalk project is getting audio pedestrian cross walks installing by DOT.
- Pursuing in Montford Avenue and Haywood Street “adaptive signal control.” This will allow the signal to adapt to real time traffic conditions. NCDOT has not approved this type of controller and will be watching this location closely. If it works as it should, this might help NCDOT to allow this type of City control on their intersections.

Answers to questions:

1. Will pedestrian signals be on DOT streets? DOT’s mindset is becoming more multimodal. Engineers like David Galloway; Regional Traffic Engineer is on board and is bringing the other NCDOT folks with him. Time frame for City’s ped signals is early next year; the preventive maintenance is already complete.
2. Broadway and Woodfin signals with the long turn signals. “Yield to Pedestrian” crosswalk signs are an effective tool. Currently the signs are only authorized in island median. Ken is working with the NC FHWA to get permission to use these next to the roads (not in medians).
3. Three prong approach: education; engineering; and enforcement. The education is letting people know that the pedestrian in the crosswalk has the right of way.
4. Jeff has been working with APD Officers, such as Todd Brigman enforcement and education.

5. In neighborhoods where there are stop signs located behind the intersection due to a crosswalk. The idea is to stop behind the stop sign, check the crosswalk and then cautiously move forward to see conflicting traffic.
6. Ideas and plans for education: a) Neighborhood speed reduction campaign. Grove Park and Sunset Mountain neighborhoods are running with the campaign and have helped the City; b) Education through the media with John Boyle "Answer Man"; c) public relations; d) yard signs with different designs; e) "Neighborhood Share Way" Plan in the planning stage; f) There are roads that do not have sidewalks and to get the drivers the mindset that drivers are sharing the road with bicyclists and pedestrian; g) PACE car program –A pledge from neighborhoods that they will drive the speed limit. Every year you would get a new sticker in order to get the driver mind set and behavior.
8. Neighborhoods that have massive hedges and is difficult to see. Jeff will forward the request to Streets Division who will send a letter that the hedges block visibility.
9. Trees should be 3ft to 8ft that is clear and choosing the correct tree species that can be limbed.
10. Some crosswalks have signs; or stripes or without stripes; or without signs and it is confusing to a motorist who is traveling 45MPH. Jeff is speaking with DOT of concern of roads coming into town at 45MPH speed limits. DOT has plans to do a corridor study of Patton Avenue.
11. There are tools such the "Hawk" – push a button and you have a red light; or RRFB (Rectangular Rapid Flashing Beacon) which is a flashing yellow light that can be installed on busy roads such as Fairview Rd at \$8,000 each. David Galloway of DOT is trying to get the word out to the NCDOT Division that this would be a useful tool in some locations. It would be good to reopen the conversation for Amboy Rd. with DOT
12. To use the Asheville App of Public Stuff website to enter any repairs throughout the City's infrastructure is the best way to communicate and it gets to the correct person immediately.
13. Transportation intern Greg Godwin has prepared a pedestrian signal spreadsheet of priorities for DOT when funding becomes available.

♦ **Endorsement of Transit High Frequency Route Pilot Project** – Julie stated that at the Transit Committee retreat three new goals were established. One of the goals is to have a super service pilot project which was endorsed by Transit Committee. Adam Charnack; Vice Chair of Transit Committee will be charge of this project. Julie introduced Adam Charnack to explain that there are three goals that this pilot program touches:

1. Expand service;
 2. Increase funding
 3. Marketing and Education
- Want to create and find funding for a "Super Service" pilot project
 - High frequency service along dense, high capacity corridor
 - Adam lived in towns - both large and small - where high-frequency service has been successful
 - Chicago - +/-8M people
 - Crested Butte, CO - 1,500 people
 - I've seen it work
 - ART does a decent job of providing service for those that NEED it
 - We're not running our buses, though, enough on ANY corridor for those that WANT to ride
 - Reasons to do so
 - Quality of life and safe street for all users
 - Respecting the environment
 - Includes getting people out of cars for certain trips
 - Reduce the need for parking garages
 - Reduce the need for larger streets, which are generally less safe than smaller streets
 - Also, land use
 - Enable property that holds cars - ie. surface parking lots - to be used for more productive purposes, for example, buildings that people can live one, work in, etc
 - Economic development reasons, which are also environmental reasons
 - Land that's used for buildings rather than storing cars are more productive uses of land
 - When the value of land is respected and treated in this way, people don't have to travel as far for goods and services, as those buildings provide such goods and services
 - Encourages us to use less land for the same purposes
 - West Asheville's Haywood Road is a great example
 - In short, the Transit Master Plan is great

- Provides for incremental progress
- There is NO shift in perception, though, of the bus from the general public with this approach
- I think we need to SHOW Asheville what is possible with transit
- And that people can CHOOSE to ride the bus
- Request that MMTC endorse this concept and formally allow Adam to engage City staff to explore it.

○Jim asked if staff is engaged at all and what they thought about it. Adam stated that he has spoken with Yuri Koslen who has given Adam ideas and basically part of that is getting endorsement from Transit Committee and MMTC.

○Mariate stated that this idea was one of the Transit Master Plan (TMP) proposal to have pilot programs for more frequent service; neighborhoods. We are behind in what the TMP is proposing and thinking of having a pilot program that we can find funding.

○Adam stated that he had this idea from Chicago with express routes every ¼ mile and skips every third stops.

○Julie moved to endorse the continued study of the super service pilot project in terms of routes; money and days and times of services. Mary seconded; carried unanimously.

◆ **Bike/Ped Count Update:** Terri stated that the report is not yet finalized but has a draft if any MMTC member would like to review. A rough tally shows that the numbers are comparable but without the additional sites it is incomplete. The Reed Creek Greenway automated counts: On 9/22/14 = 2,775 users; 14.38 users per hour; peak 24 hour use was 372; peak 2 hour = 180 users from 5-7pm starting on Monday 9/15 at 5:10pm through Tuesday 9/23/14 from Tristan Winkler of Land of Sky. Terri will ask Tristan to send to the other members of MMTC.

◆ **Discussion of reconciling project standards so similar projects have similar sidewalk requirements:** Since Don is not here today, this item will be tabled for January agenda.

◆ **2015 MMTC Officer Election** – Julie stated that Jim and Bruce have indicated a willingness to continue to serve; or if anyone is interested in serving in either one of these rolls. Till moved for Jim Grode to serve another year as Chair and Bruce Emory as Vice Chair; Mary seconded; and carried unanimously, Jim stated that this will be his last year to serve in 2015.

OLD BUSINESS:

◆ **Multimodal Plan and 10/25 Symposium Update:** Mariate stated that the 10/25 Symposium was most successful where over 100 people attended; a dynamic and vibrate panel was fantastic and received a lot input. During the Symposium a survey was launched. Two to three weeks prior to the symposium ~800 surveys were completed and the goal was 800 in 4 months.

○The Asheville In Motion Project Oversight Committee (AIM-POC) will meet on 1/28/14 and suggested that Kimley-Horn to have a presentation to MMTC about the State of the City; and the results of the Symposium and the next steps.

○The results of the Symposium will be on the website and the results of Asheville In Motion.

Main topic of people concerns are:

1. Pedestrian
2. Safety
3. POC – the first point of the committee was safety related to pedestrian.

○Mariate encourages MMTC to check out the City's website.

○Julie suggested having a link on the Transportation page. Mariate stated this could be arranged.

○State of the City report – staff just finished reviewing it and needs some work. The report is a factual look at Asheville as it is now. It is not an analysis, but if MMTC request to have a particular topic to discuss to inform Mariate and she will pass that along to the Kimley-Horn consultants.

○Till was impressed with the diversity of people attending the Symposium.

○Mariate was working with Marsha Stickford, Neighborhood Coordinator, who did a great job in reaching out to the different groups i.e. disabilities and all areas were represented.

○Still working with Marsha to go to the Housing Authority that have meetings concentrating on developments and Mariate and staff are attending the meetings bringing them information and encouraging them to complete the survey and telling us what they feel is important.

○ Gregg reached out to the population in Emma; Mariate attended the Latino Steering Committee. We continue to do outreach and will continue to the end of January to the groups that were not represented.

○Jim encourages the members to take the survey on ashevilleinmotion.metroquest.com.

◆ **Sidewalk Planning Committee Update:** Jim stated that the last meeting was 2 weeks before Thanksgiving. We looked at the some of the factors that we had talked about using to identify and prioritize corridors for new neighborhood

sidewalk construction. Barb had taken the factors and created map layers showing each of those things, but was unhelpful in terms of prioritizing the corridors.

○The criteria were refined and another meeting next week to further refine in terms of how the changes will effect and what the Committee decides to do and then begin prioritizing.

○Coming up with a better project selection matrix. The goal is early next year to have a list of projects identified that will fit within these criteria and then start looking at constructible and other factors after identifying what the project should be.

○Mariate stated that GIS technicians are working on other projects and the Sidewalk Planning Committee will need to be rescheduled; and Barb will be out of town and will reschedule the meeting.

◆ **Pedestrian Safety** – Jim stated that this is an ad hoc group that is looking at those issues and no progress since the last meeting due to other pressing needs; but reaching out to the other interested people possibly early next year.

◆ **Rescheduling November/December 2015 meetings** – Jim stated that since the MMTC regularly scheduled meetings are close to the holidays of Thanksgiving and Christmas, it was suggested to follow the model this year and future years to have it the first Wednesday in December. For this year 2015, the meeting will be scheduled on December 2, 2015.

● **General Committee Updates:**

◆ **Transit Committee (TC)**: Julie reported on the retreat already; and two other priorities are finding funding; education and marketing for the transit system.

○There was a “white paper” completed about a year ago and the pieces of the work that Julie is working on is to update and get it ready for the future endeavors.

○ Another effort to increase funding: The idea of exploring what is “Friends of Transit” group. Many cities have this as an advocacy groups for the transit system. They can serve as a funding pathway and serve in many roles. Gwynn Simpson TC member was to begin researching that looking at different models in different places. Gwynn left Warrant Wilson to go back to Arizona so she is no longer on the committee and not leading that particular piece of work. It may be reassigned.

○Since Gwynn is no longer on TC that puts TC to nine members. Julie’s task is to look at the last time TC voted and if there was a third applicant behind Gwynn Simpson and Charlton Wilson that TC approved; or decide not to fill the seat. A decision has not been made at this time.

○Bruce stated that on the marketing end he is exploring new avenues for marketing. Perhaps public service TV; distribute timetables and maps more widely in varies locations downtown; working on a Facebook page; Wikipedia page.

○Julie stated that on 1/4/15 rolling out a whole series of changes: Sunday Service; C route will be deleted and replaced with West Asheville that goes to Emma and South and East route that goes through Biltmore Village and Oakley and tweaking other routes.

○Julie is asking for volunteers to staff a table at the ART Station during the week of 12/15/14 Monday, Wednesday and Friday 7a-9a and 4-6pm; and to inform Yuri if a MMTC member volunteers.

◆ **Greenway Committee (GC)**: Mary reported that the Greenway Committee retreat was very helpful. Spoke of the accomplishments of GC from 2012-2014 to include getting the section of Reed Creek Greenway completed; planning the next link; the planning and design of the Clingman Forest Town Branch greenways; Beaucatcher Greenway is under conceptual design; working with the New Belgium Brewery greenway; making progress on the Waller Tract; several outreach presentations to the community; and the River to Ridge initiative.

○Talked about GC’s role as far as advocacy and coordinating with the City and set forth specific goals to improve communication with the City; and gather update information from the different departments that are working with greenways and to integrate it better.

○Possibly attend project milestone meetings; if a particular greenway that someone is interested in;

○Another goal was to serve as community liaisons building community awareness of greenway planning efforts and gather input from the community. One thing that keeps coming up is having better graphs; better update greenway maps.

○Mariate thought that the City could probably find some money to hire a designer.

○Discussed coordinating with other greenway groups, i.e. Friends to Connect Buncombe to work together;

○To setup a joint calendar instead of all of the groups “reinventing the wheel.”

○Another goal was to assist in greenway prioritization. Provide input for the next 5 year plan and beyond the CIP. GC will be identifying three top priorities.

○Developing partnerships and projects, for example to have a greenway catalog so that Transportation can get the greenway on the ground; but identifying areas where the City can partnership with the community, i.e. a company wants to build a picnic shelters.

- GC elected a new Chairperson – which was Mary Weber;
- Mary will attend her 3rd year Carolina Thread Trail Form in Mooresville along with four members of GC. Mary will report at the next MMTC meeting.
- Terri recommended Glenn Locascio for map design.

◆Mariate suggested to MMTC to have a retreat in the future to discuss at one of the MMTC meetings.

◆**Bike/Ped Task Force:** Till reported that a good bit of the discussion was about the AIM Symposium. One of the things that is loosely connected to Bike/Ped Task Force is Asheville on Bikes. Two big projects: Bike Friendly application; and the Pedestrian Friendly application.

◆**Ex-Officio members –**

◆**P&Z:** Nothing to report:

◆**SACEE:** Josh reported that SACEE held its goal setting meeting and the biggest thing that came out of that with respect to MMTC is trying a better way to interact with all of the other committees within the Boards and Commissions system and make sure that they are not working on the same things independent from one another; but at the same time figuring out how to have input into one another's processes without having to go as far as sending a liaison to each meeting which is getting complex. Going to take that to all of the Boards and Commissions and see if we can regenerate the energy. This started last year and dwindled down as we got sidetracked with other projects. This will be the biggest push that pertains to MMTC.

Jim stated that the reason it dwindled down was a couple of years ago MMTC was formed and the structure changed so much, folks thought it did not make sense to keep going very hard on this communication piece when we did not know what is going on exactly with MMTC. We can revisit that question.

○Gwen stated that on 1/13/15, the Council will be hosting a Boards and Commissions lunch to thank members for their work and contribution. MMTC may want to write to the Mayor that this topic be talked about when you are with the other boards and commissions. Just hash out ideas on how the commissions could be more informed without attending everyone's meetings.

◆**NAC –** Nothing to report.

◆**STAFF UPDATES:**

◆**Project updates:** Mariate stated that the MMTC will need to prepare the annual report due 1/13/15 to Maggie Burleson.

○RADTIP continues to move forward and continue to look at the protected bike lane concept as it fits into the Tiger VI schedule which is tight.

○Mariate will be combining all of the projects from the Tiger grants in one spreadsheet.

○Working on an amendment for a grant to JARC that is funding some intersections. This is a very old project and we have the design for three intersections: Clingman/Hilliard; b/c we need additional funding for two intersections and what is left will be proposed as a capital project.

○French Broad River greenway kickoff meeting on 11/15/14 and the project is ongoing; and on hold due to waiting on the right of entry from Duke Energy and the documentation that allows the consultant to do all of the work. Still not at full speed due to not having everything yet.

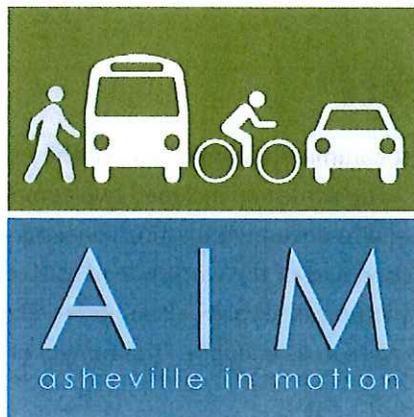
○ISO14000 is on hold b/c we need to finish Sunday changes before Yuri can dedicate time.

◆**Planning Department** - none

◆**Public Comment:** none.

◆**Agenda Items:** already mentioned in above minutes: Kimley-Horn Presentation; Mary to report on Thread Trail Forum; Retreat for MMTC; Draft of Annual Report

3:53pm – Jim adjourned the meeting



Symposium #1 Summary

October 25, 2014

**Kimley-Horn and Associates
Toole Design Group
Nelson\Nygaard Consulting Associates, Inc.
Kostelec Planning, LLC
Accessible Design for the Blind**





PREFACE

The first community symposium for the Asheville in Motion plan occurred on October 25th at the US Cellular Center. The workshop included two components: a Mobility Fair and Panel Discussion. The Mobility Fair was structured to document existing concerns as well as to capture the community's desired vision for the future. The second part of the workshop consisted of a Panel Discussion, where mobility experts from around the country were asked to speak and offer advice regarding a variety of community related topics. More than 100 people were in attendance. A summary of the event is provided on the following pages.





Summary – Mobility Fair

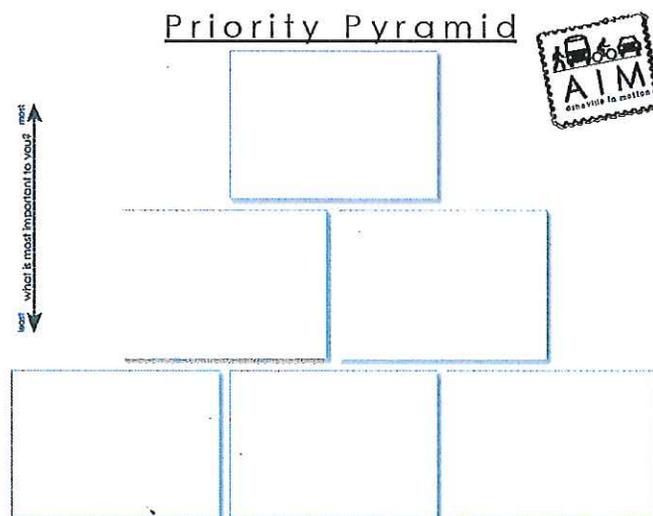
Priority Pyramid

The intent of the Priority Pyramid exercise was to ask participants to prioritize a preliminary list of eight planning themes. The planning themes will ultimately inform the creation of performance measures upon which alternative mobility scenarios will be quantitatively and qualitatively evaluated. The eight planning themes presented at the community workshop were:

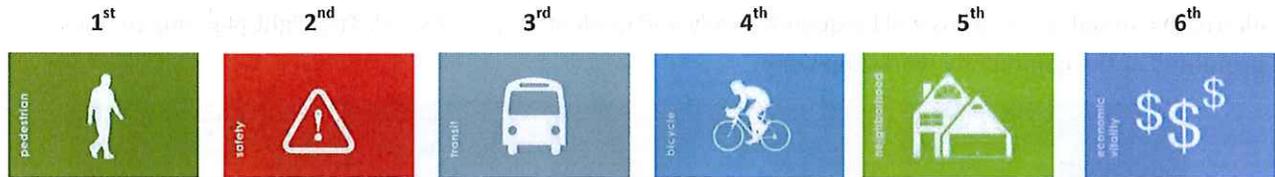


Each participant received a game board displaying a pyramid and eight placards representing each theme. Participants were challenged to select the theme that they deemed most important, followed by two secondary themes, and three tertiary themes. The project team then collected the game boards and grouped them by each pyramid's top priority.

Priority Pyramid Game Board



After facilitating the Priority Pyramid exercise with over 80 participants, the project team tallied the results of the Priority Pyramid exercise. Based on a weighted average by primary, secondary, and tertiary tier priorities, the results showed **Pedestrian** to be the most important planning theme with 23 participants designating it their top priority. **Safety** followed closely behind with 22 participants naming it their highest priority. **Transit, Bicycle,** and **Neighborhood** were the next three most important planning themes.



While **Congestion** and **Parking** were not prioritized as highly as the other planning themes based on the weighted average, they will still play a critical role in guiding the plan’s development.



The results of this exercise were posted on the wall for all to view. The results of this exercise became the foundation of a community dialog that will continue throughout the planning process.

Thought Wall

Participants at the Thought Wall station were asked to identify their top four specific topics, issues, challenges, or concerns. These thoughts were written on four separate notecards (one colored and three white). One of these comments were asked to be prioritized as the participants' most important comment and written on the colored piece of paper. Participants were then asked to place each of their comments under one of the eight guiding principles posted on the designated "Thought Wall". The results of the Thought Wall exercise were stacked under each planning theme—allowing for analysis by the project team on frequency of comment by planning theme as well as individual expression of most important, priority topics.

Four out of the eight planning themes stood out among the rest when considering sheer number of comments: **Pedestrian, Transit, Bicycle, and Safety**. Similar to the Priority Pyramid, **Pedestrian** was the most important issue for the participants with 52 out of 71 overall comments, 16 of which were priority comments. **Transit** was the planning theme that was next highest priority issue, with 49 overall comments, 13 of which were marked most important. **Bicycle** and **Safety** both received approximately 40 total comments.

Please see the appendix for a compilation of all comments grouped by planning theme.



Map Exercise

During the map exercise, each participant was given the opportunity to identify a series of existing attributes in the study area. The station was a two-fold activity that included a large scale map and a barrier worksheet.

Part I

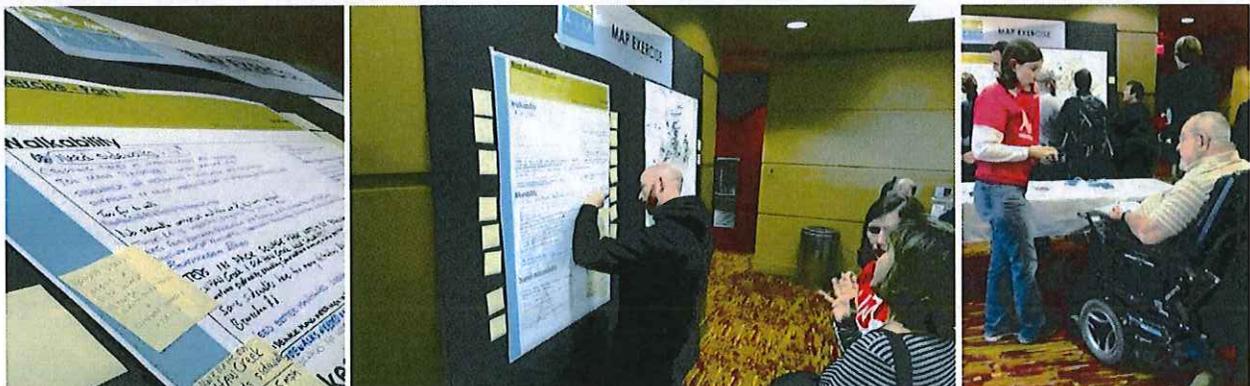
A large scale map was used to capture home, work, and recreation locations as well as conflicts and gaps in three networks: Pedestrian; Bicycle; and Transit. The participants were asked to pinpoint their home, work, and recreation locations with three different colored pushpins. Then, the participants were asked if the areas surrounding the pushpin locations were walkable, bikeable, or transit accessible. If the answer to each question was yes, the participant was asked to mark it with a colored sticker that represented each quality (walk, bike, transit).

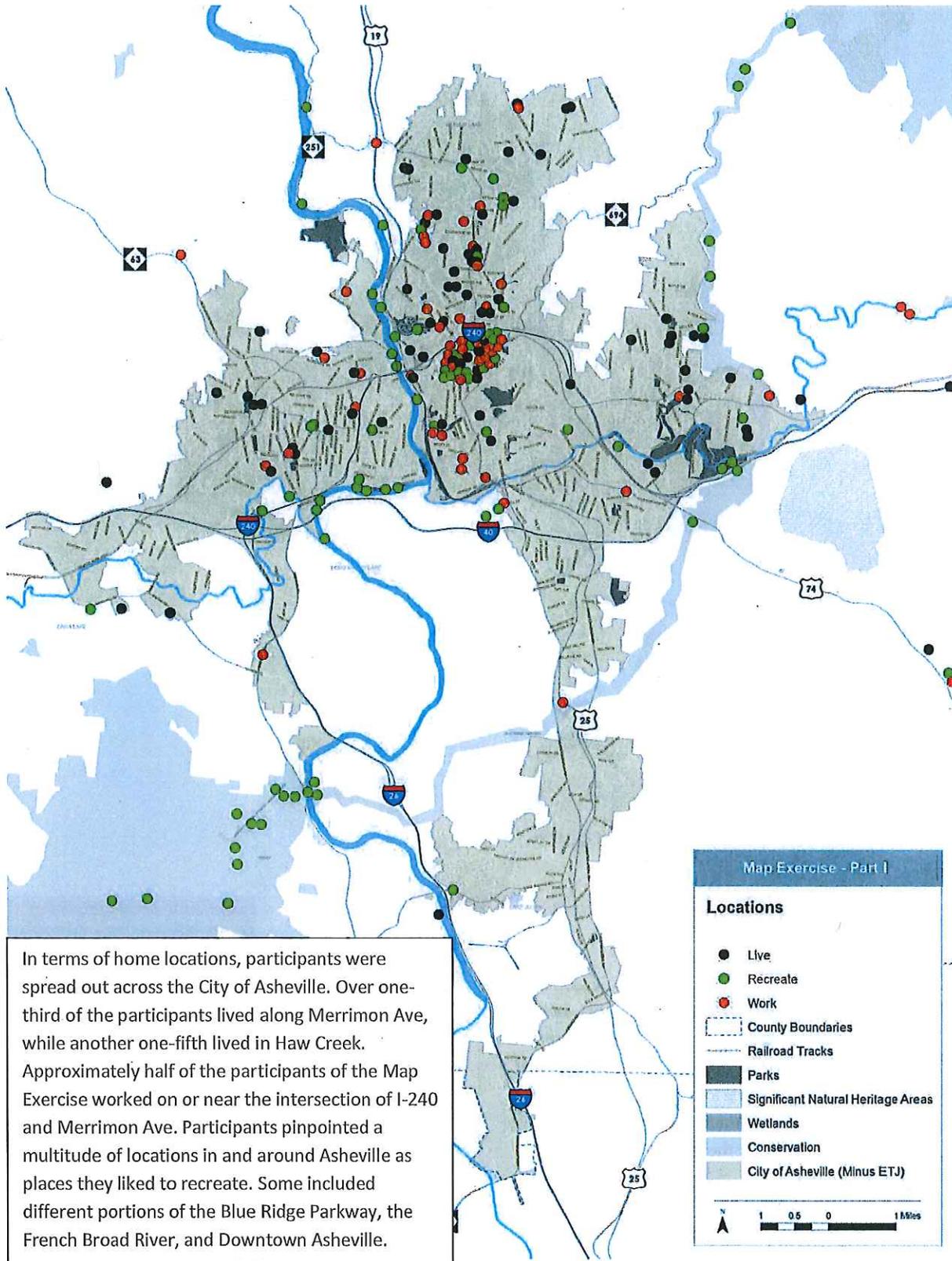


Part II

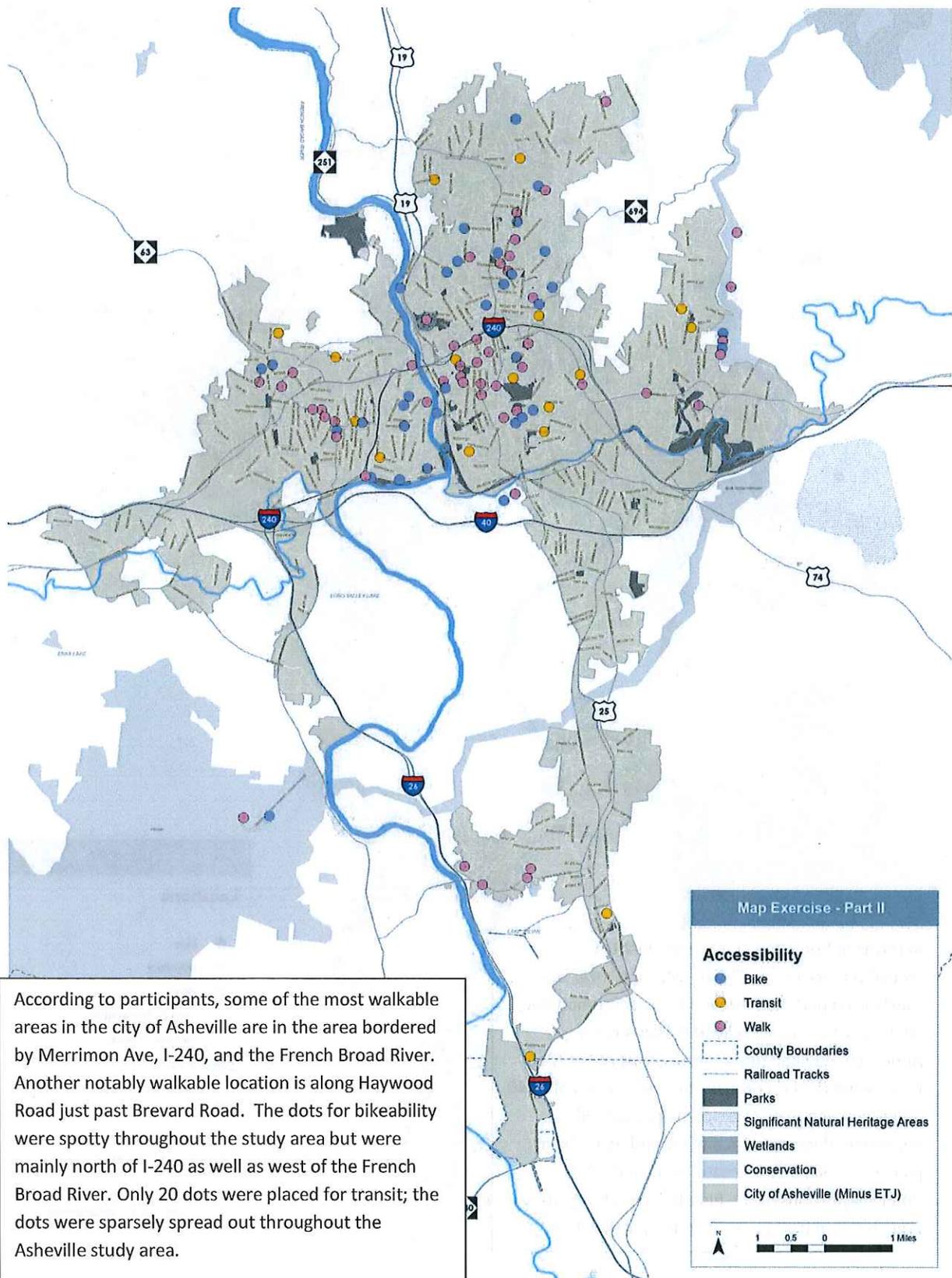
For the second part of the Map Exercise, a large barriers worksheet was provided for the participants. The worksheet allowed participants to identify and further explain some of the barriers to walkability, bikeability, and transit accessibility in their community.

Please see the appendix for a compilation of all comments grouped by category: walkability, bikeability, transit accessibility.





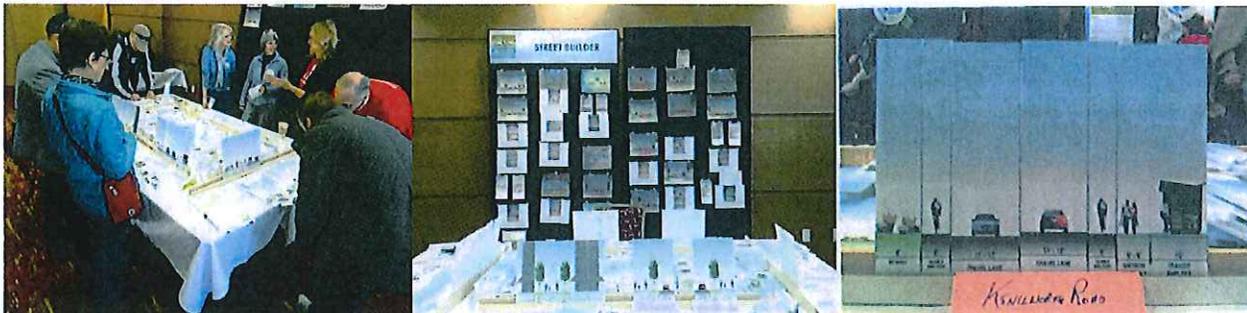
In terms of home locations, participants were spread out across the City of Asheville. Over one-third of the participants lived along Merrimon Ave, while another one-fifth lived in Haw Creek. Approximately half of the participants of the Map Exercise worked on or near the intersection of I-240 and Merrimon Ave. Participants pinpointed a multitude of locations in and around Asheville as places they liked to recreate. Some included different portions of the Blue Ridge Parkway, the French Broad River, and Downtown Asheville.



According to participants, some of the most walkable areas in the city of Asheville are in the area bordered by Merrimon Ave, I-240, and the French Broad River. Another notably walkable location is along Haywood Road just past Brevard Road. The dots for bikeability were spotty throughout the study area but were mainly north of I-240 as well as west of the French Broad River. Only 20 dots were placed for transit; the dots were sparsely spread out throughout the Asheville study area.

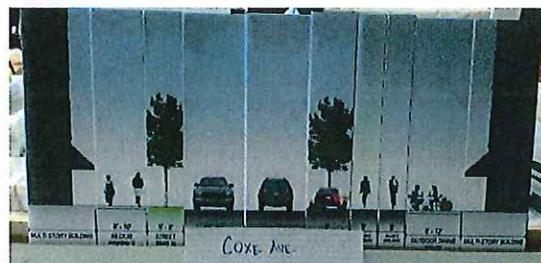
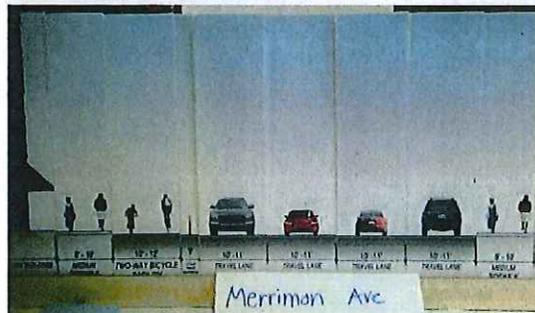
Street Builder

The Street Builder activity offered participants an understanding of the tradeoffs of right-of-way versus desired roadway features as well as a means to identify cross-section visions for critical corridors in the community. Each participant was provided a set of several cross-section elements with a stand to receive selected elements. Cross-sections included elements such as sidewalks, turning lanes, bike lanes, etc. Participants created their ideal typical roadway section for a specific corridor that included features they believed were most desirable. The individual creations were photographed and posted for general viewing purposes.



Out of 37 total cross-sections, 7 of them highlighted visions for what Merrimon Avenue could or should be. The corridors with the next highest numbers of cross-sections were Beaverdam Road and Charlotte Street.

Street	Number of Comments
Merrimon Avenue	7
Beaverdam Road	5
Charlotte Street	4
Coxe Avenue	3
Patton Avenue	3
Haywood Road	2
Battle Square	1
Biltmore Avenue	1
Broadway	1
Hendersonville Road	1
I-26 (W. Asheville)	1
Johnston Boulevard	1
Kenilworth Road	1
Kimberly Avenue	1
New Haw Creek Road	1
New Stock Road	1
Swannanoa River Road	1
Tunnel Road	1
Victoria Road	1



Vision Photo Booth

The Vision Photo Booth activity gave participants the opportunity to express their mobility dreams and desires. The question asked to each participant was "If I were king or queen of Asheville for a day, what would I change"? A series of photographs capturing individual personalities, priorities, and visions for community mobility were taken and put out for display. A sample of some of the images is offered below.



Summary – Panel Discussion

The last hour and a half of the City of Asheville symposium was composed of a panel discussion with four mobility experts that spoke to trends, issues, best practices, and case studies from across the country. Bringing their public and private sector views, the panel experts were able to share their expertise and experiences from working with transit systems in various cities in the United States such as Madison, Wisconsin and Dallas, Texas. Topics that were up for discussion included potential methodologies for prioritizing mobility-promoting elements in the changing economy, tools available to help with efficient allocation of resources, as well as special considerations Asheville will have to make in shaping their own transportation strategies.



The panel experts included:

Stephen Stansbery (Kimley-Horn and Associates) – Stephen is a Vice President at Kimley-Horn with more than 20 years of community planning and mobility planning expertise. He served as moderator, linking quality of life, economic vitality, urban design, and mobility into a cohesive conversation with the panel.

Don Kostelec (Kostelec Planning) – Don is the founding Principal of Kostelec Planning, LLC, based in Asheville, North Carolina. Don's work is largely based on the principle that communities and economics thrive when they are linked to health and built environment decisions. His specialty areas include transportation planning, pedestrian/bicyclist planning, and complete streets.

Jamie Greene (planningNEXT) – Jamie is a founding Principal of planningNEXT, a community planning practice based out of Columbus, Ohio. His work is focused on developing planning processes that enable communities to think creatively about quality of place choices all while considering emotional attachment, physical environment, and economic prosperity.

Steve Cover (City of Madison)—Steve is the Director of the City of Madison's Department of Planning and Community and Economic Development. He has over 30 years of experience working in both private and public sectors. He is responsible for the initiation of major planning initiatives such as the City of Wisconsin's first transportation master plan as well as its economic development strategy.

Kurt Schulte (Kimley-Horn and Associates) – Kurt is a Senior Associate at Kimley-Horn and Associates. With over 20 years of experience in planning and engineering in the United States, Kurt is known for creating innovative visioning for communities that result in workable solutions for complex problems. Kurt focuses largely on bridging the gap between land use and transportation planning with an emphasis on creating livable streets and spaces.

Appendix

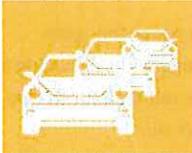
Thought Wall Comments

	Priority Comments	General Comments
<p>Safety</p> 	<ul style="list-style-type: none"> • Pedestrian crossing signals out of sync with traffic lights at many intersections in downtown AVL since at least 2009 • Safe crosswalks needed on E. Tunnel Drive from Haw Creek to Exit 55. • Sidewalks—Crumbling concrete, no continuity. Driveways are too busy. Signs and telephone poles need consistency when it comes to placement and height • Increased safety for all- protected pedestrian routes, protected bike routes, increased frequency of transit, increased comfort of transit stops, reduced speed limits • Pedestrian priority signalization at downtown intersections including diagonal crossing lights; more trees needed along sidewalks and roads • Sidewalk access to more transit stops • Pedestrians, traffic flow, street crime, sense of safety, good street lights all need consideration • Safe crosswalks and crosswalk enforcement needed • People are being killed trying to cross Tunnel Road • Make the steps at Park Square Park ADA accessible. 	<ul style="list-style-type: none"> • Biltmore Ave is a critical connector but very dangerous • Crosswalk at Weaver and Merrimon Ave. is dangerous-- cars have green arrow to turn when walk signal is on • East Asheville at Tunnel Rd East of V.A. Hospital to exit 55 needs safer pedestrian crossing • Bike lanes separated from road • Help is needed at the gas pump for handicapped people • Greenways and sidewalks along Beaver Dam Rd • Hay Creek needs sidewalks, smaller transit buses, better repair of shoulder erosion • Greenways should lie away from streets and interstates • Demand ADA excellence from NCDOT and other agencies • More media attention needed to highlight safety issues, particularly focusing on pedestrians and bicyclists • People are always in a hurry! We should always be mindful of children in the area! • Lack of sidewalks in heavily traveled areas • Speed limit of 35 is too fast for New Haw Creek Rd. There are too many blind curves and blind drives. Reduce to 25 please. • More traffic circles, lack of sidewalks, bike infrastructure, or even road shoulders force cyclists and pedestrians into sharing busy roads with motorists • Safe neighborhood transportation greenways, traffic calming, sidewalks, parks • Kenilworth needs sidewalks! • Traffic calming neighborhoods • More on-street parking on commercial corridors (ie. Merrimon, Broadway, Charlotte) to provide safer streets, better land use, less off street parking • Haw Creek needs sidewalks for children and old people. There are two schools in the area • Need more left arrow turn signals on many roads/streets • It would be helpful to put center turn lanes on roads such as Merrimon Ave-- Roads have become obsolete • Turn Lane on Merrimon Ave • More trees in commercial districts • Safe routes for bicyclists, pedestrians and transit access in East Asheville. • Enforce laws: crosswalks, killing pedestrians, killing



	Priority Comments	General Comments
		cyclists, DUI/DWI <ul style="list-style-type: none"> • Church below Hillard- no parking if no curbing • Sidewalks, bike lanes on Hazel Mill Rd • Monitor speed limits especially in congested areas. Education regarding pedestrian/motorist rights and responsibilities needed.
Neighborhood 	<ul style="list-style-type: none"> • Maintain streets and sidewalks to present Asheville as safe, clean, and green. More public education needed about litter. • It is unsafe to live in Kenilworth if you don't have a car. 1. Road is narrow and unsafe even for cars. 2. No sidewalks out of Kenilworth. 3. Unsafe for people to ride bikes because street is too narrow, winding and there are no sidewalks 	<ul style="list-style-type: none"> • I-240 isn't great. • Think neighborhood and not interstate • Need to build a sense of community • Walkable neighborhoods= safe neighborhoods! Connect neighbors thru safer sidewalk connections • Keeping neighborhood roads in good repair/condition • East Asheville east corridor needs narrowing • Reintroduce John Nolan's Emerald Necklace Greenway Plan to connect neighborhoods in ways other than roads • Good sidewalk system on neighborhood streets
Transit 	<ul style="list-style-type: none"> • Mobile app that allows easy ride sharing between travelers who already have a set destination • Bus schedules do not allow for transfers within a reasonable time and medical facilities seem to have staggered schedules making it harder to use buses with tight work schedules and increasing use of Medicaid transportation. Timing gaps are due to both scheduling and frequent delays • Public transport in rural areas • Rural transport • Access to WCU at Asheville transit access to all higher education • The W1 and W2 buses are always late so I never make my N2 connection • Smaller buses in neighborhoods with narrow, curvy streets where pedestrians are at risk! • Expanded service to the surrounding urbanized areas in Asheville • Buses need to run more frequently (<15 min.) on dense, urban corridors. • Bus service down and back on Long Shoals Rd. Tons of new houses and apartments need city services. • Greenways needed • Would like transit closer to my home on Griffing Blvd. 	<ul style="list-style-type: none"> • Another bus to Warren Wilson College later in the morning (currently the latest bus leaves at 7 am) • More benches or shelters needed at the bus stops. I am seeing people sitting on the ground and standing in the rain without umbrellas • More frequent bus services • More frequent bus services and better advertising could ease congestion • Going to Westgate is too long of a wait for buses • The Haw Creek need safe multimodal access to downtown and within East Asheville • Evening and weekend expanded transit services to population and work corridors and evening education centers (e.g. community college- Asheville and Enka.) • Bus service to rural areas. • Dedicated bus lanes • Frequent routes (West, mostly) • Need crosswalks near bus tops • More frequent bus pickups and a route that goes from East Tunnel to Biltmore Village without having a transfer downtown. It would take me an hour to ride the bus to work. By car it takes 10 min • Make transit mobile and accessible by using smaller vehicles • Transit schedules every 15 or 20 minutes • There needs to be an 11 or 12 o' clock Black Mtn bus! The schedule makes it almost impossible to ride the bus and work day shift hard or impossible to get.



	Priority Comments	General Comments
	<ul style="list-style-type: none"> I want to feel "safer" taking transit. The environment at the bus terminal must be addressed. I have witnessed drug deals and intoxicated individuals hanging out there. 	<ul style="list-style-type: none"> Passenger Rail/Trolleys going at least in 4 major directions from downtown Increased support for transit. Incremental improvements in frequency have exponential impact on mode share. Expand transit services More buses to (15-20 min) to the main destinations Ab Tech/ Asheville Mail/ Downtown/ Hospital I like the bus and use the bus but buses go too fast around blind curves and on narrow roads. Slow Down Please Bus service later in the evening More bus services Bus cross routes needed More frequency and scope for paratransit and fixed routes Transit to Wal Mart needed. There are also unsafe conditions at sidewalks at bus stops Improve the environment by increasing funding for transit. Less cars, Less pollution, better land use Rural bus service More extensions of service through programs like mountain mobility City to city train service connect Asheville by train to Charlotte/Greensboro/Raleigh Smaller/more efficient vehicles to work smaller street widths and smaller ridership numbers Regionalize the system Grove Arcade cleaned daily on sidewalk but no such attention to transit station Make 5 year plan a real time ongoing process instead of revising it once every 5 years More transit lines on Tunnel Rd Current large city buses are too large for all roads in Haw Creek.
<p>Congestion</p> 	<ul style="list-style-type: none"> TDM (Transportation Demand Management) Program 	<ul style="list-style-type: none"> Congestion can be minimized by access to bikers and pedestrians. Require developers to include all dev. sidewalks and bike paths There's too much mixing of traffic and people downtown. Way too congested! Improve pedestrian/ bike and walkability of "nasty congested" roads like Tunnel Rd and Haywood Rd More one way roads on downtown City wide complete streets implementation More one way streets



	Priority Comments	General Comments
<p>Bicycle</p> 	<ul style="list-style-type: none"> • Pedestrian/Bike safety Car/Drivers are out of control! • Greenways- Cycle Tracks- Bike Lanes more, safe and functional bicycle infrastructure, focusing especially on connecting the various parts and neighborhoods of Asheville e.g. downtown to East Asheville • We need bike paths that go further distances (More than 3 mi.) • Sidewalks and bike paths in Beaver Dam Valley • Connected bike lanes on main DOT roadways so people can easily travel by bike or off road or on protected bike lanes. • Dedicated bike facilities throughout town • Bike /Pedestrian connections to county schools (high school) in city limits! • Need sidewalks on New Haw Creek Rd and Old Haw Creek Rd • Safe bike lanes along the entire length of Swannanoa River Rd so I can bike to work • Bike lanes accessible to county schools in Asheville • More greenways • Finish the greenway system • Greenways along Beaver Dam Rd • More greenways in Asheville! • Safe bicycle lanes going both ways • Greenways construction • Hold a Cyclovia (i.e. car free day) in downtown! • More dedicated bike lanes • Focus on creative intersection crossing in the cut off areas (e.g. Fairview, South, East Asheville) 	<ul style="list-style-type: none"> • Better signage for cyclists! "Where they are welcome", "Where they are not". May cyclist ride on sidewalks? • Pedestrian/Bike facilities that connect main arterials to downtown. • Splash Park construction at Livingston Center • Stop crowding bike lanes and making it unsafe for everyone. • Need bike lanes on New Haw Creek Rd and Old Haw Creek Rd • More connected/extensive greenway systems • More separation of bike traffic from auto • Bike lanes throughout city—especially in Haw Creek • Bike lanes downtown; Downtown bike safety • Bike safety on roads additional parking for bikes • Need protected bike lines on main roads • Expanded greenways connecting downtown to near residential areas • Line bike lanes farther back from intersection- turning cars can hit cyclist • Create bicycle lane out of one of the Kenilworth exit roads. There are no safe places to exit Kenilworth. • Bike lanes on Tunnel Rd • Wide bike lanes or buffer from parked cars • Make new roads always have bike lanes • More bike lanes ; Alternative Transportation methods • Long term goals: Connect fragmental cycling system into comprehensive network Ex: Riverside Dr., Meadow Rd. cycling throughway. • More bike lanes and green ways for safety • I'd like to see more bike lanes
<p>Pedestrian</p> 	<ul style="list-style-type: none"> • We (Asheville) need to find a way that is safe for visitors (home and traveling) to do the Studio Walk. I drive, but sometimes I (walk) go down Depot St and have noticed there are no walk/don't walk crossing signs. I have seen several near misses with cars and walkers. Also, at Greens on Depot there are children and grownups crossing Depot from Livingston Apts. • We need sidewalks along streets in Haw Creek area. We live off of Old Haw Creek Rd and walking is risky (we go out to Biltmore Estate to walk.) • Complete sidewalks in neighborhoods on main streets. 	<ul style="list-style-type: none"> • Downtown: Make utilities go underground to eliminate obstructions for the pedestrian access on narrow sidewalks. • More pedestrian-only walkways in town. • Sidewalks in N Asheville Lakeshore/Beaver Lake Area • Better pedestrian/bike crossing at intersections (give pedestrians a few seconds head start.) • Improve sidewalk infrastructure • Sidewalks on both sides of Tunnel Rd • Improve crosswalks near county schools • Need greenways (as transportation) in E Asheville • More accessible crosswalks, including for the visually impaired • All users need to be educated in cyclist and



Priority Comments	General Comments
<ul style="list-style-type: none"> • Sidewalk improvement in 5 Points, one of the most dense and central neighborhoods in the city. • More Sidewalks! Better pedestrian options. Friendly to visually-impaired. • Sidewalks and crosswalks • Crosswalks on main streets • Walking/Safety on New Haw Creek Rd in East Asheville should be a priority. We want to enjoy our area and not put our lives in danger! • More Greenways • Bicycle lanes along none sidewalks that have accessibility for wheelchairs. • Multi-modal transport options for Hazel Green Neighborhood (not Patton between Regents Park and Louisiana to Emma) and sidewalks. • Sidewalks in Haw Creek! Our Community is left out! • I would like sidewalks on Johnson Blvd. Please connect parks, schools and transit! • Complete sidewalks on Kenilworth Rd from Aurora to Tunnel! • Sidewalks in Haw Creek! • Sidewalks along New and Old Haw Creek Rd and move the telephone poles (don't leave them in the middle of the sidewalks!) 	<p>pedestrians rights and responsibilities</p> <ul style="list-style-type: none"> • User friendly sidewalks for the handicap • More sidewalks • Sidewalks needed on connector roads: Bear Creek Rd, Johnston Blvd, New Haw Creek, Beaver Dam Rd, Hazel Mill Rd, Swannanoa River Rd • Better training for city workers/construction workers for working with disabled pedestrians (to get around obstructions) • More audible pedestrians signals! With specific message about crossing ie. "Safe to cross Patton Ave" vs "Safe to cross Main St" • Address issue of high number of pedestrian fatalities • Safer sidewalks, especially for visually impaired; maintain existing sidewalks • More sidewalks • Cars need to stop for pedestrians in crosswalks or waiting to cross • No trees in the middle of the sidewalks • Slow down cars. Speed limit on Merrimon to 30 MPH • Pedestrians Charlotte St is a death trap for pedestrians. • Need a good storm sewer/drainage system in Haw Creek neighborhood. We live off of Old Haw Creek Rd on South Leslie Lane where drainage and runoff is poor. • Repair failing infrastructure. Prioritize key connections. • Complete sidewalks for entire length of New Haw Creek Rd; Add sidewalk on Old Haw Creek ; Need crosswalk at Haw Creek entrance to cross 70!; Maintain sidewalks everywhere. • Greenways and sidewalks along Beaver Rd • More pedestrian activated signals to cross 5 lane main roads coming into Asheville. • Need more prompt city assistance regarding pedestrian issues; Unified trashcan placement (public education); Mailbox obstruction at shoulder height! • Sidewalks going both ways for pedestrians • More sidewalks outside of the city, connection the neighborhoods. • More sidewalks in neighborhoods and arterial streets • Clearly marked crosswalks and more of them good for tourist not familiar with area. Good for older people and vision impaired. Prevents accident and injury. Encourages more walkability and walking. Good for businesses too.



	Priority Comments	General Comments
		<ul style="list-style-type: none"> • Focus on walkability to schools within X blocks/miles of est. schools especially elementary schools. • Sidewalks need to be repaired and kept free of debris. Perhaps street sweepers? Property owners need to be responsible for cleaning sidewalks. Perhaps adopt a sidewalk program? • Ensbrook Shopping Center- Poor sidewalks and dangerous conditions • Crosswalks with crossing signals at Patton and Florida Ave at Patton and Louisiana
Economic Vitality 	<ul style="list-style-type: none"> • Promote economic growth and vitality by improving public transportation. • Better mobility for lower income residents 	<ul style="list-style-type: none"> • Affordable housing in transportation corridors • Repair existing sidewalks • Parking garage, etc. in CBD's south slope area • Transportation decisions need to be made in conjunction with land use decisions • Adding bicycle and pedestrian infrastructure have repeatedly been shown to increase business for businesses in the improved areas.
Parking 	<ul style="list-style-type: none"> • Need parking garage in CBD's South Slope and some street parking for residents and downtown workers • Parking! • More handicap parking spaces per capita • Parking, Parking, Parking- Downtown provides the most entry level jobs in the region and it is being stranded by customers • Parking in downtown is important to bring consumers into town and then they become pedestrians. Inadequate parking hurts businesses. • Remove parking on Montford Ave 	<ul style="list-style-type: none"> • Bicycle parking • More functional bicycle parking. City bike racks are widely available but poorly designed • Parking on Haywood Rd is quickly becoming a problem • Parking downtown continues to be a problem • Less on street parking (dangerous for cyclists) • Raise the price of parking for downtown



Map Exercise Part II Comments

Walkability	Bikeability	Transit Accessibility
Need to fix existing sidewalks and add more to the network	Merrimon and Charlotte are too narrow but can bike to downtown via Central Ave.	Hard to cross Merrimon Ave to get to the transit stop. It is very dangerous.
Crossing times at intersections are inadequate.	Tunnel Rd- Putting your life in other people's hands. I would never ride my bike there!	It is hard to get from downtown to Hamrick's. There is no direct route.
Too many "jaydrivers" ignore crosswalk laws!	Beaver Dam Valley needs help.	New Haw Creek Rd near the baseball field is too dangerous.
Sidewalks on Merrimon and Charlotte are too narrow	Dangerous in Haw Creek	Service to Weaverville has been discontinued. It needs to be reinstated.
Difficult to cross Merrimon, even at intersections (turning cars)	Narrow Mountain roads, Beaver Dam Valley	Bringing back the Emma bus route is a blessing.
It feels far to walk to places that have no sidewalks	Beaver Dam Rd has lots of bikers-- we need more greenways.	Walking to bus stop is dangerous.
New Haw Creek Rd at baseball field too dangerous to walk.	Need bike lanes	Transit frequency needs to be addressed.
No sidewalk connections available out of Kenilworth-dangerous!	We need a river walk or even a sidewalk along the length of Swannanoa River Rd. That means I could bike safely to work!	Transit buses and Mountain Mobility need to run later and on weekends.
Tunnel Rd is impossible/dangerous to cross by foot!	Having bike lanes also lets wheelchair-bound people travel.	Access to WCU at Asheville needs to be addressed.
Exits from Kenilworth Neighborhood lack sidewalks in spite of narrow roads and blind curves.	Swannanoa River Rd-(Meadow Rd-Lyman St-Riverside) is the only reasonable bicycle route between downtown and W. Asheville. However, it is also very narrow, with heavy vehicle traffic and no shoulder (let alone bicycle infrastructure.) I ride this route to-from work every day and it can be a bit narrowing. Motorists get frustrated waiting for an opening to pass and often do so dangerously-- even though I ride as far to the right as is safe, and pull off periodically to allow them to pass. Cyclists and motorists alike would benefit from adding bicycle infrastructure to this crucial, yet dangerous connector.	Smaller buses for neighborhoods like Haw Creek as current ones are too large for our small, narrow roads.
Bicycling out of Kenilworth is dangerous-narrow roads, blind curves, no bicycle lanes, no room.		Streets in Haw Creek are too narrow. Some buses exceed the speed limits.
Steps in Pack Square need to be brought up to ADA code		Transit in outlying areas (i.e. Black Mountain, Swannanoa) need to be improved; Need more route frequency.
New Haw Creek and Old Haw Creek need sidewalks.		Expand fixed route service to urbanized areas surrounding Asheville.
Downtown sidewalks crumbling (most walkable communities in study area are neglected)		The bus takes up the whole lane on New and Old Haw Creek Rd. Walking to the bus stop is very dangerous and can be terrifying if the bus passes you. Very dangerous!
Some sidewalks have too many obstructions like poles and are too narrow. Beaverdam Road!		More robust evening service needed.
Need better maintained sidewalks, especially in downtown. Many are hazardous.	Swannanoa River Rd has potential to be great! It can serve as an east to West route, but it needs bike lanes.	Enhanced service to AB Tech or advertise service that already exists. The campus route often runs late.
Sidewalk along Merrimon in front of 'Jus' Running' is missing.	Kimberly Ave- Bike lanes run into car parking. It needs a dedicated greenway along Grove park down the side of the street. This would be great for GPI students.	Transit is not reliable and has lots of transfers.
Repair existing sidewalks, increase developer involvement/requirements/standards, better ADA compliance.		Merrimon and 226- If the bus is early, it pauses for a second and goes past the stop. There is a need for a mobile app that tells you when the bus is arriving.



Pedestrian crossings inadequate on Broadway (N of 240) and Merrimon (and others)	Greenways through Beaucatcher needed to connect downtown to Haw Creek/E Asheville.	Tunnel Rd by Ingalls transit stop is very poorly maintained.
Reduce traffic on Charlotte St. It should not be a through street.	Bike racks at county schools in the city.	More investment needed in public transit.
More sidewalks along Griffing Blvd.	Bike lanes should not end up on sidewalks. (Like they do at several traffic circles near downtown.)	
Sidewalks installations, improvements in 5 Points	There is only limited bicycle accessibility to AB Tech campus- Victoria Rd.	
We need better, more, and unobstructed sidewalks.	There isn't enough bike parking downtown.	
Try crossing Charlotte and Biltmore- Have fun! ...	City bike racks are designed for visual appeal as opposed to functionality. It's too bad that the city has already invested heavily in such poorly designed bicycle parking in infrastructure.	
Sidewalks near schools.		
Leave more time for pedestrians to cross by fixing pedestrian crossing signals.		
Need sidewalks!		
Need sidewalks along Old Haw Creek Rd and other streets in Haw Creek.	Bike lanes at Haw Creek!	
Sidewalks, trails, and pedestrian crossings needed at and near county schools in city.		
Sidewalks & bike lanes in Haw Creek		
Sidewalks needed on Johnston Blvd.		
Sidewalks are needed in Haw Creek. We need safe routes to our elementary schools.		
Haw Creek needs sidewalks and 25 MPH speed limit! Buses go too fast. Very dangerous for bikes, pedestrians		
Pedestrian crosswalk with light at Florida and Patton.		
Beaverdam Road needs help.		

Transit Priority FY16

Transit Master Plan Implementation Alternatives			
Ranked by Transit Committee	Operational Improvements		Marketing and Fare changes
	Improvements	Cost/yr. based on \$84/hr.	Improvements
1st	S3 -add another vehicle to improve frequency and/or extend service area (possibly to Biltmore Park, and/or serve park-n-ride at Fair grounds)	\$384,300	
2nd	S4 -dedicate one vehicle for a complete hour (possibly conditioned on AB Tech participation and extension to Biltmore Village)	\$179,340	
3rd	Demand extension hours (8hr/day)	\$204,960	
Supported by Transit Committee			City transportation planner position TBD
			TMP updates \$120,000*
* Seeking funding via SPT-DA funds			

Memorandum

Date: January 28, 2015
To: Multi-Modal Transportation Commission
From: Ken Putnam, PE, Transportation Department Director
Re: Complete Streets – City of Asheville Ordinance Revisions

The purpose of this memorandum is to ask the Multi-Modal Transportation Commission to consider certain revisions to existing city ordinances in order to accommodate complete streets principles and/or guidelines.

City Council approved a complete streets policy on June 26, 2012 via resolution # 12-154. A major purpose of a complete streets policy is to enable staff to consider all modes of transportation when designing and/or reviewing transportation-related projects. Staff would like to revise certain existing city ordinances to allow reverse angle parking and to prohibit parking in designated bicycle lanes.

Reverse angle parking (or back-in parking) is a new parking style that enables drivers to back into a parking space so that the front of the vehicle is facing the street. Benefits of reverse angle parking include improved driver visibility, easier loading and unloading, improved accessibility, and traffic calming. Ordinances # 19-144 and 19-164 need to be revised to accommodate reverse angle parking (see attachment 1). Assuming the revisions are made, staff would review future requests on a case-by-case basis to be sure that the most effective treatment is used.

During the past several years, the city has been successful in installing designated bicycle lanes along several streets. An unintended consequence has occurred in certain areas where vehicles continuously park in the bicycle lane. Ordinance # 19-137 needs to be revised to prohibit parking in a designated bicycle lane (see attachment 2). The Legal Department is currently researching state law to be sure that the city is able to move forward.

Staff recommends that the Multi-Modal Transportation Commission endorse certain revisions to existing city ordinances in order to accommodate complete streets principles and/or guidelines and moving them forward to the Public Safety Committee for review and consideration.

Please let me know if additional information is needed.

KJP/

Attachments

- **Sec. 19-144. - Method of parking.**

Except when necessary in obedience to traffic regulation or traffic signal or the direction of a traffic officer, it shall be unlawful for the driver of a vehicle to park such vehicle in a highway, street or roadway other than parallel with the edge of the roadway, street or highway, headed in the direction of traffic, and with the curbside wheels of the vehicle within 12 inches of the edge of the road or curb, except that:

- (1) Upon such streets, highways or roadways as may have been marked or signed for angle parking **including reverse angle parking**; vehicles shall be parked at the angle of the curb indicated by such marks or signs.
- (2) In places where and at hours when stopping for loading or unloading of merchandise or material is permitted, vehicles used for the transportation of merchandise or material may back to the curb for the purpose of discharging or taking on loads to remain for a period of not more than 30 minutes, except as provided in [section 19-145](#)

(Code 1965, § 28-102)

- **Sec. 19-164. - Marking of metered spaces; method of parking in spaces.**

- (a) The traffic engineer or such officers or persons as he may select shall place lines or marks on the curb and on the street about, alongside or in front of each parking meter to designate the parking space for which the meter is to be used. No vehicle shall be parked across any such line or mark or in any such way that the vehicle shall not be within the area so designated by such lines or markings.
- (b) Any vehicle parking in any parking space laid out at an angle to the curb shall be parked with the front of the vehicle facing the curb **except for reverse angle parking where the back of the vehicle would face the curb**. Any vehicle parking in any space laid out parallel with the curb shall be parked facing the same direction of travel as the adjacent travel lane. Such vehicle shall also be parked within the lines marked on the street for such parking spaces, whether at an angle or parallel with the curb.

(Code 1965, § 28-116; Ord. No. 3030, § 1(a), 6-10-03)

• **Sec. 19-137. - Parking in front of private driveway, fire hydrant, fire station, intersection of curblines or fire lane.**

(a) It shall be unlawful for the driver of a vehicle to stop, stand or park such vehicle in any of the following places, except when necessary to avoid conflict with other traffic or with the direction of a police officer or traffic signal:

- (1) Within an intersection;
- (2) On a crosswalk;
- (3) Between a safety zone and the adjacent curb, or within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless otherwise indicated by signs or marks;
- (4) Within 25 feet of the driveway or entrance to any fire station;
- (5) Within 15 feet of any fire hydrant;
- (6) In front of any private driveway;
- (7) On any sidewalk;
- (X) Within a designated bicycle lane;**
- (8) On any curb;
- (9) On any median strip;
- (10) On any landscaped or planted area within the right-of-way of any street, highway or roadway;
- (11) Alongside of or opposite any street excavation or obstruction, when such stopping or parking shall obstruct traffic;
- (12) On the roadway side of any vehicle stopped or parked at the edge of a street, highway or roadway, except in such instances as double parking may be allowed by the regulations of this chapter;
- (13) At any place where official traffic signs have been erected prohibiting standing or parking.

(b) No person shall park a vehicle or permit it to stand, whether attended or unattended, upon any public vehicular area, street, highway or roadway in any area designated as a fire lane. This subsection includes designated fire lanes in shopping center or mall parking lots and all other public vehicular areas. However, persons loading or unloading supplies or merchandise may park temporarily in a fire lane located in a shopping center or mall parking lot as long as the vehicle is not left unattended. The prima facie rule of evidence created by G.S. 20-162.1 is applicable to prosecutions for violation of this section. The owner of a vehicle parked in violation of this subsection shall be deemed to have appointed any state, county or municipal law enforcement officer as his agent for the purpose of arranging for the transportation and safe storage of such vehicle. No law enforcement officer removing such a vehicle shall be held criminally or civilly liable in any way for any acts or omissions arising out of or caused by carrying out or enforcing any provisions of this subsection, unless the conduct of the officer amounts to wanton misconduct or intentional wrongdoing.

(Code 1965, §§ 28-95, 28-105; Ord. No. 2024, § 1(a), 4-27-93)

State law reference— Similar provisions, G.S. 20-162.

Reverse Angle Parking

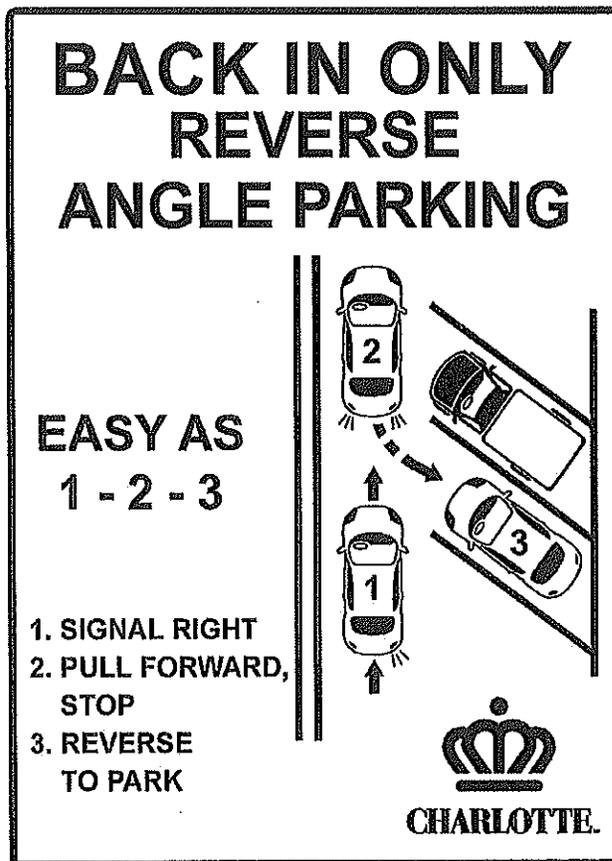


Easy as 1-2-3!



There is a new way to park in Charlotte. With the new parking style called reverse angle parking or back-in parking, you will back into a space so that the front of your car is facing the street. This method has been used across the country. Reverse angle parking will be coming to Commonwealth Avenue between Pecan Street and The Plaza.

How to Reverse Angle Park:



Reverse angle parking is easy as 1-2-3!

1. SIGNAL right to park.
2. Pull forward and STOP.
3. REVERSE and back-in to the space.

Benefits of Reverse Angle Parking:

Improved Driver Visibility:

- When leaving a parking space, drivers are facing forward allowing a better view of traffic and cyclists.
- Drivers do not have to back-in to traffic blindly when leaving. This makes departures safer, quicker and easier.

Easier Loading/Unloading

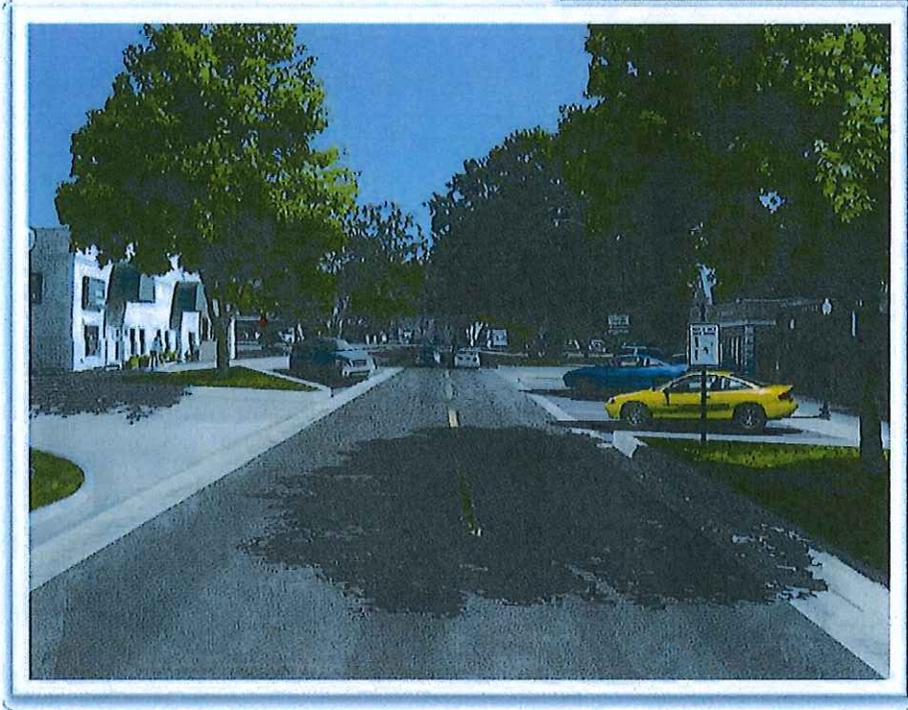
- When vehicle doors are open, they block pedestrian access to the travel lane and guide them back to the sidewalk.
- The vehicle's trunk is accessed from the sidewalk, making it safer and more convenient to load/unload items.

Accessible Parking and Curb Ramps

- Accessible parking spaces are provided with direct access to the sidewalk.
- Wheel chair users can load/unload from the vehicle's side or rear, away from the traffic lane.

Traffic Calming

- On-street parking visually narrows the roadway lane width, contributing to slower speeds and enhancing driver alertness.



Proposed road with reverse angle parking.

**For more information, please
contact the Charlotte Department of
Transportation at 704-336-4119 or visit
<http://cdot.charmeck.org>**

**Transportation Planning Division
Project update
January 28, 2015**

On-going

• **RADTIP**

RADTIP - The final design process is underway. The aerial survey and ground survey are both complete. The consultant is updating the traffic analysis, and later in the summer will present options for additional improvements to the intersection of Craven St. and Riverside Drive. 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. We applied for funding for Right of Way through the STP-DA TAP call for projects at the French Broad River MPO.

- Design contract is underway.
- Consultants are expected to deliver 25% complete design plans within 3 months;
- Final design expected in January 2016.
- Current project for ROW purchase to begin in 2015 through 2016.
- If all goes according to plan construction could begin as early as 2017.
- The design process for RADTIP is ongoing. Consultants delivered a preliminary design of the greenway portions of RADTIP. Those designs are under review. Staff and consultants are also reviewing the possibility of modifying the preliminary design to include protected bike lanes. No decision has been made. The target date to begin right of way acquisition is July of 2015. The start of construction is targeted for 2017.

• **East of the Riverway Transportation Network Plan**

- Final draft is pending staff review and minor corrections.

• **JARC Signals Design contract**

- Locations:
 - Louisiana & Haywood Rd
 - McDowell & Choctaw
 - South Charlotte & Biltmore
- Consultant has finalized the cost estimates for the remainder of the intersections.
- Ped signals – awaiting additional funding approval to advertise Haywood Rd/Louisiana Avenue and Choctaw/McDowell signals, preparing Biltmore/Southside-S. Charlotte as a capital project.

• **Asheville in Motion Plan.**

- POC meeting on October 24, 2014.
- Symposium #1 - October 25. 102 attendees
- Metroquest survey 774 responses to date.
- Presentation to the MMTC on January 28.

- **French Broad River Greenway** (Duke Energy property) and connection between FBR Park and Carrier Park
 - Contract awarded to Stewart. Inc.
 - Kick off meeting November 5, 2014
 - Right of Entry

- **ISO 14001 - ART**
 - Contract signed and project on-going
 - Disk review scheduled

- **Charlotte Street**
 - This project has been delayed until FY16

- **ADA restructuring**
 - Redefine service area
 - Streamline eligibility process: forms are ready and intern is working with contractor to get the final edits.
 - Public meetings to announce the changes and need to recertify
 - Public Meeting on Monday 2/2/15 in 4th Floor Police/Fire Training Room-Municipal Building.

New

- **Transit Station repairs**
 - Working with CIP group in scope of work

Other efforts

- **TIGER VI grant application**
 - Awarded and going through the steps to sign the grant agreement.

- **Clingman Forest and Town Branch Greenways and Depot Street Roundabout**
 - Cost estimates are ready.

- **Beaucatcher Greenway**: drawings are progressing in terms of certain portions of the construction documents being completed but staff is still working out some right-of-way questions before consultant can progress further.
 - Nothing to report at this time.
 - The drawings are progressing in terms of the trailhead designs and greenway trail after preliminary inventory and assessment work. This work is also in response to staff's technical input and these follow-up drawings will be shared with City staff shortly. Staff has been coordinating meetings with the community at the intersection of South Beaumont Street and Ardmion Park to discuss the research and the proposed greenway trail design alternative in their vicinity. A larger public meeting will be planned for entire greenway length.

- **Haywood Rd.** Multimodal Improvements (led by Robert Kun in PW). Preliminary striping for lane shift and bike lane complete. Produced AutoCAD drawing for artwork and sent to involved party. Go-ahead from Legal that the condemnation process is to the point that they can proceed with the project. Met with sidewalk art group to discuss design, materials and locations of artwork. They have received the encroachment agreement from NCDOT. Staff received the encroachment agreement from NCDOT. The project has been put on hold in order to allow cyclists' access to Waynesville Ave while the Craven Street project is finished.
 - Preliminary striping for lane shift and climbing lane and sharrows.

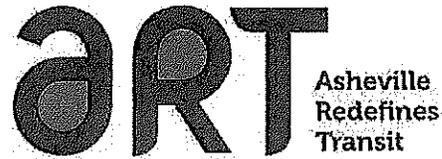
- **Haywood Connector (from Craven St to Beechum Curve-New Signal)**
 - Craven Street project is holding up any progress on Haywood Road. Meetings scheduled to discuss sidewalk art. Work will likely not begin until spring. Preliminary striping for lane shift and bike lane is complete.
 - On-street parking has been proposed from Riverview Drive to Avon Avenue on the East side of the road. A total of 20 spaces by a property owner and preliminary designs are being made by his engineer.

- **Hendersonville Rd.** sidewalk (led by John Gavin in PW).
 - Finalizing plans and details for the sidewalk construction. A 90% completion submission of the sidewalk plans will go out to NCDOT for review this week.
 - Pedestrian signal design is being performed by NCDOT and plans are anticipated to be complete in October of this year.
 - Contract conditions and special provisions are being drafted.
 - Right of Way acquisition status approximately 30%.
 - Plans are 99% - will make any changes due to ROW negotiations once they are complete
 - Bid and construction documents are 95% complete; will make changes due to ROW negotiations once they are complete.
 - Estimates from engineers by week of 11/17/14.
 - Performing easement acquisitions. Still have 6 easements remaining. Fred Adams on NCDOT performed a courtesy review of the contract last month and emailed suggested corrections.

- **Craven St.** (led by McCray Coates in PW).
 - The Craven Street Project kicked off on July 21. Tennoca is the contractor for the project.
 - Construction is continuing on the Craven Street project. The intersection Hazel Mill, Craven and Emma has been raised. The roadway will be closed between Hazel Mill and Waynesville beginning this week (11/11/14.)
 - The culvert at Waynesville has been installed. Sections of the water line have been installed.
 - The construction of the Low Impact Parking area is underway. The construction has begun on the greenway with the sewer line construction complete and grading continuing.

- **Shiloh Road Sidewalk Project:** Sidewalk under construction. Project approximately 60% complete. Construction expected to be complete by the end of the month. (Armen Construction is the contractor.)

- **Lakeshore Drive Sidewalk Project:** Sidewalk under construction. Project approximately 75% completed. Currently installing new stormwater system. Expected completion by end of January 2015 (Patton Construction is the contractor.)



ADA Transportation Public Meeting

Date: Monday, February 2 from 4pm-6:30pm

Location: Fire Dept. Training Room 4th floor, Municipal Building, 100 Court Plaza

The public is invited to drop-in anytime to receive information and give comments on:

- **New Disability Discount Forms**
- **New ADA Eligibility Forms**
- **Proposed ADA Paratransit Service Area Changes**

Interpreter assistance needed? Contact:

Necesita un interprete en español? Contacte:

Нуждаются в услугах переводчика? Обращайтесь в Горсовет Эшвилла.

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