
Draft a volunteer to facilitate meeting – Claudia Nix

Claudia thanked everyone for coming to the meeting and reviewed the agenda.

APD report
Chris Byers of the APD asked that they be allowed to go first because they need to leave early, as they were the only officers on duty this evening. He reported that a bike patrol training was completed for all the police officers who were in need of this training, so they now have a full force of bike patrol officers. He also reported that they were still giving out lights although the number of individuals who were coming in asking for them has slowed down. Chris said he was planning on putting some into his car so he could give them to individuals that he runs across without lights.

Ken Putnam, City Transportation Director – Traffic Calming Policy
Ken provided some background on the traffic calming policies of Asheville. Progress on installing traffic calming was stopped due to a lack of funds available. The last project in the Grove Park Inn area was only done because other improvements being made at the Grove Park had caused neighbor concern and the city council had required them to make the traffic calming improvements as a stipulation for making the improvements.

The Transportation Department is now working on revisions to the traffic calming policies and he shared the proposed changes. See attached draft changes (Staff Report to Public Safety Committee, separate pdf file named 'Staff report traffic calming')

Discussion at the meeting about funding and how it will be handled; and the issues for low-wealth communities that may not be well-organized, but may need the traffic calming more and have more individuals who may be walking or using transit and may need traffic calming more. A number of attendee asked questions such as: What are speed cushions? type of speed hump that allow larger vehicles, especially fire trucks, to straddle them without slowing down What does fire department cover area mean? Fire
department cover area relates to how long it takes to get to a particular location?

Concerns were expressed about the change to 1000 vehicle a day and 5 mph over speed limit, and whether 1000 vehicles a day was too many.

Ken would like comments within the next couple of weeks. The proposed changes will be going back to public safety committee in about 90 days.

Positive comments about new signs and flashers at Vance Elementary. Discussion of using small in-crosswalk signs in some locations (state law: stop for pedestrians in crosswalk). Ken stated that the transportation department is working on making the school speed zones in the city consistent.

Ken noted that the Transportation department has been working on issues in West Asheville near Malvern Hills Park, and are still working with residents in that area on traffic plans and changes.

Question: any discussion of doubling fee for speeding in residential areas? No major concerns about that. Task Force members asked that it be considered more and investigate ways to have extra money come to the city.

Ken clarified that money from traffic tickets doesn’t come to the transportation department; it goes to the court system. Parking tickets do go to city transportation department.

Question: Does city have radar guns that citizens can check out to check speeds? No, not at this time.

**Greg Shuler, City Streets Manager – Haywood Rd improvements (from the bridge to Beecham’s Curve)** Robert (Butch) Kun is project manager; also here tonight to answer questions.

Greg shared plans for Haywood Road from the bridge to Beecham’s Curve. Will be adding climbing lane on westbound traffic lane (uphill); adding sidewalk from bridge to C&C; There is no NCDOT ROW on the road, so the city will be needing to get easements from property owners. The final design is for 12 foot traffic lanes, a 6 foot bicycle lane, and new 6 foot sidewalk on the west side; no improvements are planned for current sidewalk. Graphic inserted at end of this file. NCDOT has tentatively approved green lanes on the road from Craven to Beecham’s curve. Total
Budget is $220,000; New Belgium is paying $50,000. Expect to start sometime in the spring and finish late summer.

Emily brought up concerns about the sidewalk changes in that area and the work that is beginning on form-based code in West Asheville and the need to coordinate. Mike asked about where to send a thank-you note for DOT’s flexibility and willingness to consider changes. Greg said to Jay Swain.

**Updates from Barb:**
Traffic study report on Charlotte Street will be presented to Council on Tuesday night; will not be discussion or vote on it at this time. May be a powerpoint presentation attached to the agenda on Friday? Email to councilgroup@ashevillenc.gov will get comments to the Council.

Accessible Pedestrian Signal at Clingman and Hilliard is in, but there are some issues with one neighbor and with sound bouncing. City and DOT are working on it.

Sharrows are in on the roads north of town, Central, Murdock, Gracelyn, Haywood Street, Montford, Flint, Edwin. Comment about the sharrows and need to get the info out to people about them. Nice article in the paper a couple of days ago.

NCDOT is looking at installing more pedestrian signals and working with the city on issues with signals. Encourage committee members to send thank-you notes when new ped signals and bike lanes are installed.

Barb’s looking for some help on providing information about an Eagle Scout proposal.

**Other comments**
Needs to be a push to get info into drivers’ ed manuals about bike lanes, markings, etc. Mike says Oregon and Washington drivers are much more courteous. Claudia said she and Gwen taught a class as part of the driver’s ed classes at the high school and would like to get the program reinstituted but will need volunteers to help teach.

**Help with meetings**
Kris is looking for someone to take over and do the agenda and facilitate the meetings. Liz McLamb (works with Asheville Parks and Greenways Foundation) volunteered. lizmclamb@gmail.com
Announcements/Reminders

Haywood Road form-based code Charrette will be September 14th, from 8:30 – 12:30, at 278 Haywood Road - "The Hub"

Bike rodeo is scheduled on Sept 21 from 11-3 at Dancing Bear Toys. Kenilworth Residents Association may have info on their web site. Can also get info from Dancing Bear.

Blue Ridge Bike plan is out for comments. Review it and make comments.

SORBA event at Jack of the Woods - August 27. AOB will provide a bike corral.

UNCA Bulldog Bicycle Bonanza - August 29, noon – 4. Lots of activities planned.

Call-in with DOT Bike-Ped regarding funding - August 29; need to register by August 23; info was sent with the meeting announcement.

Clips Beer and Film Festival September 6th at Pack Square, sponsored by New Belgium. Proceeds go to Asheville on Bikes.

NC Bike Summit will be Oct 18 – 20 in Carrboro. Go to NCATA.org for information about it.

National Walking Summit is Oct 1 – 3 in Washington DC. More info at americawalks.org
STAFF REPORT

To: Public Safety Committee
From: Ken Futnam, PE, Transportation Department Director
Via: Mr. Gary Jackson, City Manager
Subject: Traffic Calming Policy Revisions

Summary Statement: The consideration of a resolution making certain revisions to the Traffic Calming Policy.

Review: Staff from various internal departments has been meeting on a regular basis to discuss and suggest changes to the Traffic Calming Policy in anticipation that public funding will be restored in the future.

Background: The Traffic Calming Policy was approved by City Council on February 22, 2000 (Resolution # 00-39). It is important to note that the policy only addresses residential local and collector-type streets. Throughout the early years, projects were completed that resulted in the installation of traffic calming devices on several city-maintained streets. In addition, several projects have been completed involving private funding sources including conditions placed on developer led projects. Public funding has not been available since about FY 2006-07.

The suggested changes include the following items:

- The only traffic calming devices that will be considered include speed humps and/or speed cushions (asphalt and/or “bolt-down”). During March 2008, City Council discussed traffic calming (a major traffic calming project was underway at the time) and suggested that due to limited financial resources and the overall controversial nature of traffic calming, it might be better to concentrate on lower cost treatments. That way more money could be used for the actual construction phase instead of the design phase. All projects will still be designed following established engineering guidelines and policies such as the Institute of Transportation Engineers (ITE) recommended practice for the Design and Application of Speed Humps and Speed Tables and the city’s engineering standards and drawings.

- Change the minimum threshold to include a speed condition and a traffic volume condition. Currently, for streets to be considered the measured 85th percentile speed must be more than 5 mph higher than the posted speed limit or the total traffic volume on the street must be greater than 1,000 vehicles per day. The change would primarily affect dead-end streets, short sections of streets, and streets with few homes.

- Eliminate the 40% petition and substitute a structured neighborhood awareness campaign and education process that would last for a minimum period of six months. Much effort is required by staff and the affected stakeholders to fully implement a traffic-calming project. The subject change would provide a more positive approach towards that effort by encouraging an actual shift in driving habits and patterns. Simply signing a petition typically does not affect driving habits and patterns. In addition, the awareness campaign and
educational process should solidify a community because they will be working
together towards a common goal.

- **Allow projects to be constructed with partial private funding that would be matched with public funding.** Currently, projects are either funded with 100% public or private funds. The change would enable communities to provide partial funding as an additional option.

- **Traffic calming devices will not be installed on city-maintained streets that are in areas of the city that the Asheville Fire Department Standard of Cover Performance is less than 90%.** It is critical for the city to maintain an adequate standard of cover performance for fire and medical emergency response and in areas where that performance would be negatively affected, traffic calming devices should not be installed.

- **Allocate a maximum of 2% of the annual construction funds on neighborhood awareness campaigns and education processes.** The city will provide the materials for a community to participate in the neighborhood awareness campaign and education process in order to maintain structure and consistency. The subject amount would be used for pamphlets, pledge cards, window stickers, etc. and the appropriate signs would come out of the Transportation Department’s operating budget.

This action complies with the City Council Strategic Operating Plan in the Safety focus area by improving the “street experience” for all users including pedestrians, bicycles, and motorists in residential corridors.

**Next Steps:** Staff will continue to meet internally to finalize and tweak the potential changes and they will meet with the following stakeholders:

- Asheville Police Department – Community Resource Officers
- Neighborhood Advisory Committee
- Bicycle & Pedestrian Task Force Sub-committee

**Fiscal Impact:** The fiscal impact for the neighborhood awareness campaign and education process is estimated to be about $3,000 +/- per year with $2,000 coming from the annual construction funds (based on an annual total of $100,000) and $1,000 coming from the Transportation Department’s operating budget.

**Action Step:** City staff recommends that the Public Safety Committee accept the subject staff report and instruct staff to continue to meet with affected stakeholders and come back to the Public Safety Committee in 90 days.
Getting in Gear - Who to Contact

For more information about the Pace Car Program, contact the Crime Prevention Unit's program contact at (919) 560-4582 ext. 238.

Mail your completed Pace Car Pledge form to:

Durham Police Department
Crime Prevention Unit
505 W. Chapel Hill Street
Durham, NC 27701

When possible, submit form to your district’s designated crime prevention officer. Please note that the physical address of Crime Prevention’s administrative office is 505 S. Duke Street (BB & T building across from Police Headquarters).

How To Merge - Enlisting Neighbors

Durham neighborhoods, particularly communities challenged by speed violations and traffic congestion, are encouraged to participate in the Pace Car Program. Reducing speeding traffic in a targeted area is most successful when there is a collective effort among the community’s residents.

If 50% of the residents in a community watch program or neighborhood association commit to participate in the Pace Car program for a one year period, the City of Durham’s Police Department and Public Work’s Transportation Division will recognize the community’s effort. A “Pace Car Friendly Community” sign will be installed to recognize the community’s commitment to speed reduction and traffic safety.

The City will conduct a traffic study once a year to determine if the community is in compliance with the pledge and if additional enforcement is needed.

Notice Under the Americans with Disabilities Act

The City of Durham will not discriminate against qualified individuals with disabilities on the basis of disability. Anyone who requires an auxiliary aid or service for effective communications, or assistance to participate in a City program, service, or activity, should contact Stacey Poston, ADA Coordinator, City of Durham General Services. Phone: 919-560-4197 ext. 254, TTY: 919-560-4809.
The City of Durham Pace Car Program

The City of Durham Pace Car Program is a citizen-based traffic calming initiative jointly coordinated by the Crime Prevention Unit of the Durham Police Department and the Transportation division of Public Works. Modeled after similar programs in other U.S. cities, the goal of the Pace Car program is to effect safer Durham streets by encouraging citizens to proactively promote motorist responsibility and roadway safety through a unique educational and awareness campaign.

Citizens and neighborhood groups participate in the Pace Car program on a yearly basis by pledging and following through to:

- Drive within the speed limit of City streets—especially in residential areas.
- Stop at all Stop Signs.
- Stop at all Red Lights.
- Stop to let pedestrians cross the street.
- Be courteous to bicyclists and other motorists.
- Reduce car usage and explore alternative methods of transportation (that will help improve air quality, the environment and lessen traffic congestion).
- Display the Durham Pace Car Program stickers.

Citizens Setting the Pace

Not only do Pace Car participants set the example by adhering to the speed limit, they literally set the pace for other vehicles driving behind them.

Citizens who commit to the Pace Car Pledge agree to display a Durham Pace Car program magnet on the rear of their vehicle. This yellow and black magnet, featuring a bull slowing his speed, is designed to alert other motorists to be mindful of the designated speed limit.

In addition, a static window sticker featuring a triangular version of the program logo is to be placed inside the Pace Car vehicle as a reminder to the driver of the Pace Car Pledge.

In The Driver’s Seat - How To Join

By joining the Durham Pace Car Program campaign in one year intervals, you will play a significant role in creating safer streets for residents and visitors and enhancing the City’s overall quality of life.

Simply fill out the information below:

Full Name:_______________________
Address:________________________
City/State/Zip:___________________
Phone: (____)__________
Email:__________________________

Sign to acknowledge Pace Car Pledge:

“I pledge to drive within City speed limits; stop at all stop signs, red lights and cross walks; be courteous to bicyclists and other motorists; seek out ways to reduce car usage and to prominently display pace car program stickers on my primary vehicle.”

Signature:_______________________ Date________

Return completed form to address on reverse side.

Neighborhood groups should make copies of this form and collectively send batch of completed forms as directed on the reverse side of this form.

Upon receipt of pledge form(s), the City of Durham will send your Pace Car display stickers.

For information about the Pace Car Program, call the Durham Police Department at 560-4582 ext 238.