City Manager's Update

August 22, 2023

CIP Update

Jade Dundas
Capital Projects Director



Key Takeaways

- Significant infrastructure investments have been made over the last 7 years, this includes a combination of projects funded from the 2016 Bond and other sources.

- The majority of the November 2016 Bond projects are complete or under construction.

- Limited contractor capacity and availability is resulting in fewer bidders, impacting project schedules and budgets.

- The City will remain in compliance with the 2016 Bond issuance deadline as the remaining projects are bid and completed.

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Infrastructure Investment Summary

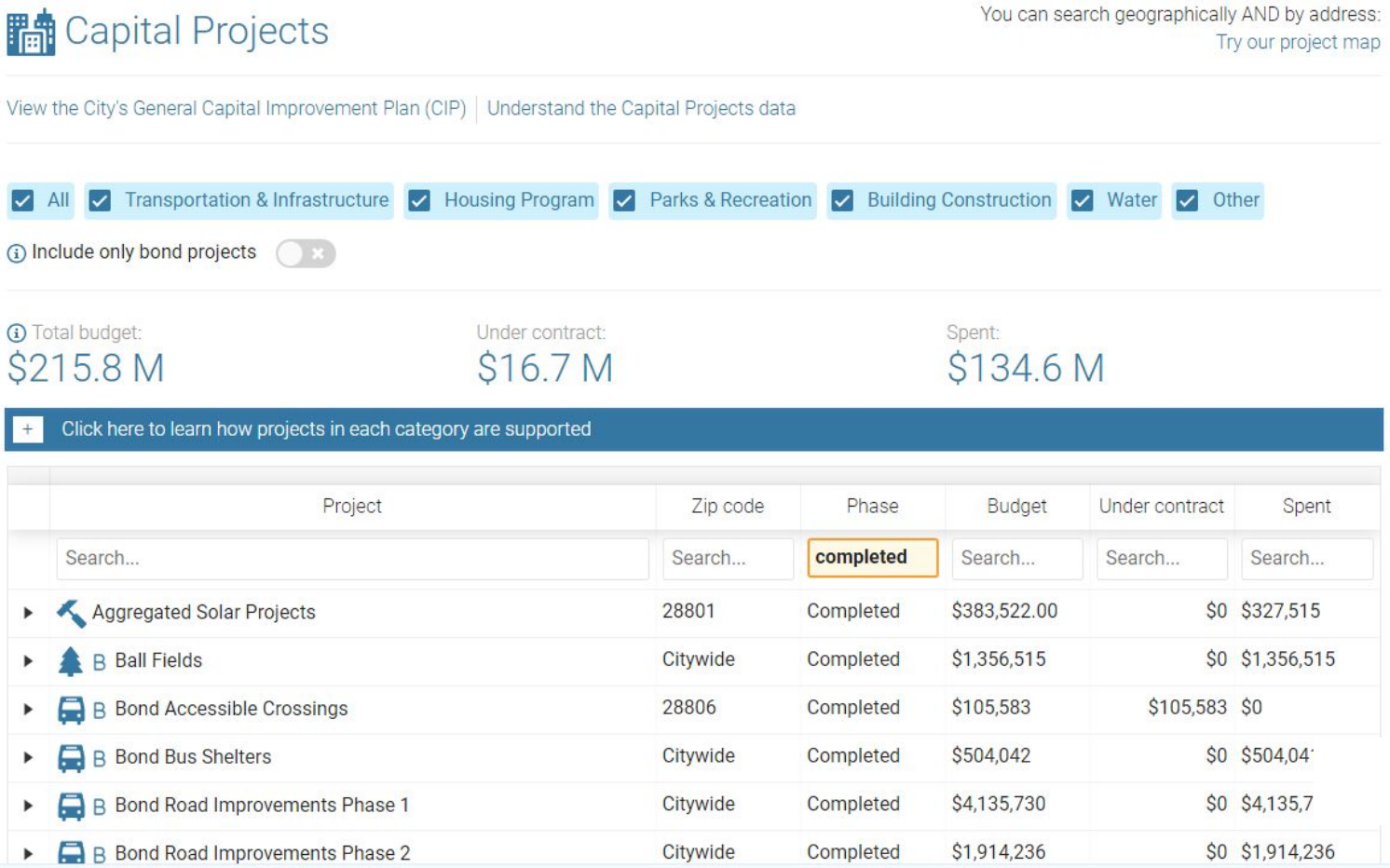
Project Progress Since 2016:

- All Projects:
  - Spent or under contract - $150.6 M ($21.5 M/year)
  - Complete or under const. - 56 projects

- 2016 Bond Projects: (These projects are a subset of “All Projects”)
  - Spent or under contract - $72.8 M ($10.4 M/year)
  - Completed or under const. - 30 projects

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Capital Projects Dashboard





Velodrome

- West Asheville
- Completed 2017
- $1,264,118




Martin Luther King Jr. Dr.
- East End Valley Neigh.
- Completed 2018
- $2,687,798

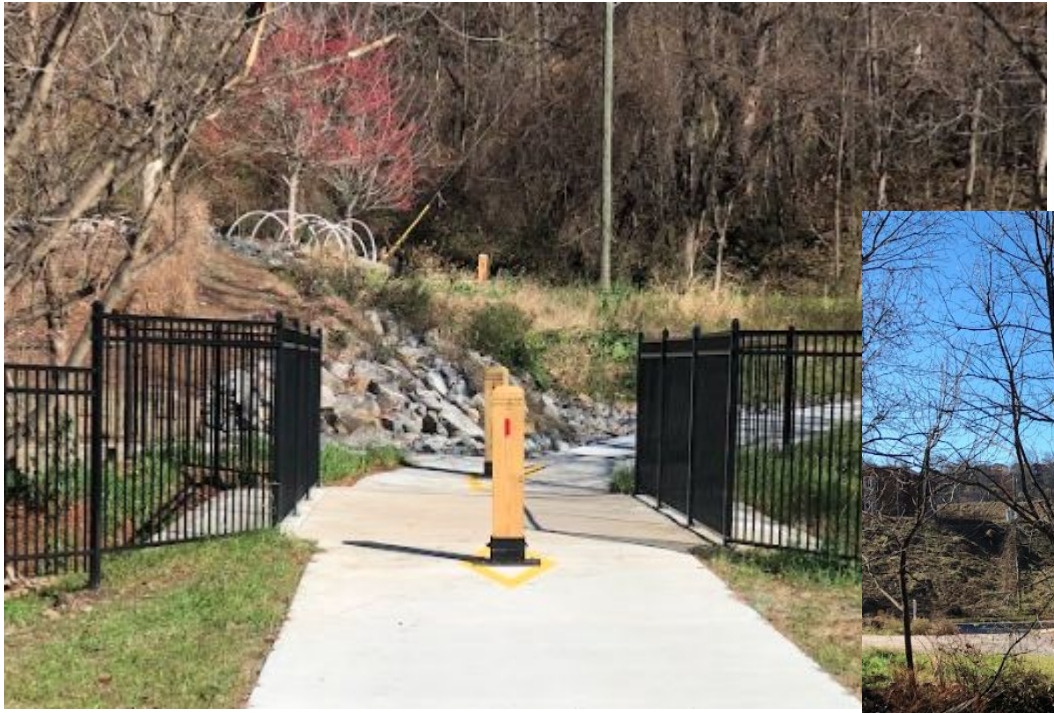






Tempie Avery Montford Center

- Montford Neighborhood
- Completed 2019
- $1,615,597





Elsie's Bridge

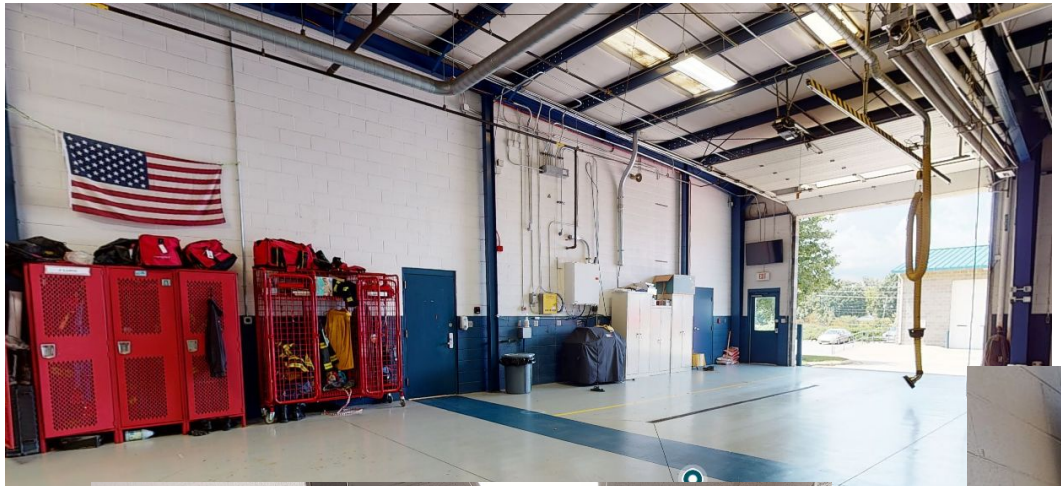
- Southside United Neighborhood
- Completed 2020
- $193,207

Haywood Streetscape

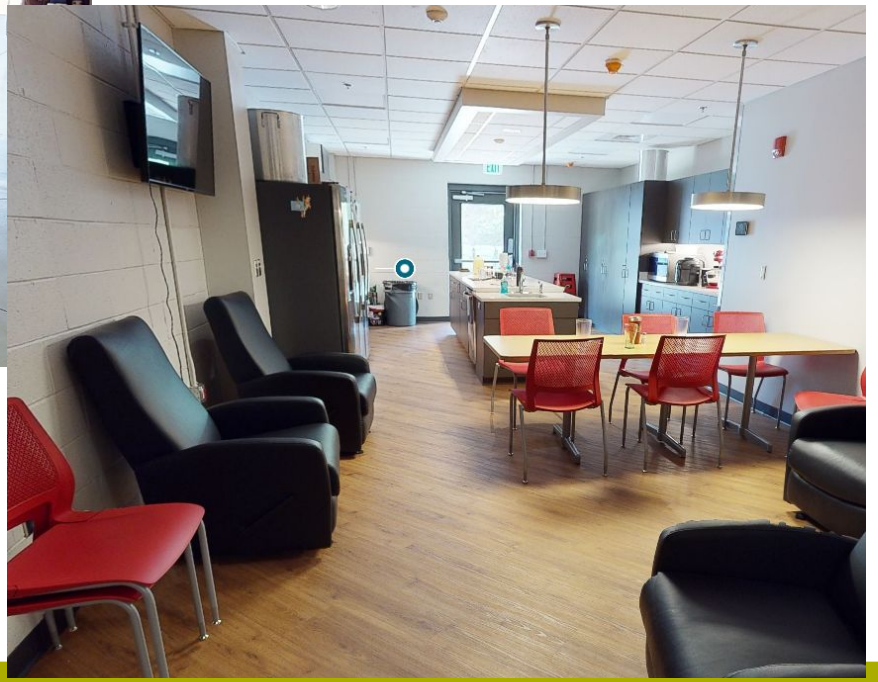
- Central Business District
- Completed 2021
- $4,403,165











Fire Station 4 Renovations

- South Asheville
- Completed 2022
- $882,312

Downtown Skatepark

- Montford Neighborhood
- Completed June 2023 - $225,387









Linwood Crump Shiloh Community Center & Park

- Shiloh Neighborhood
- Multiple projects since 2019
- Total spent - $2,038,130



Community Center Projects ($1.15M):

- Center Roof & Entrance Canopy, Solar Boiler and HVAC

Shiloh Park Projects ($888,130):

- 10 separate parks projects including new electric playground equipment, new playground, sport courts, trail improvements, new parking lot, sidewalk, etc.



Parks and Recreation Projects



Jake Rusher Park Improvements
Total Cost: $1,520,720
Completed: 2021



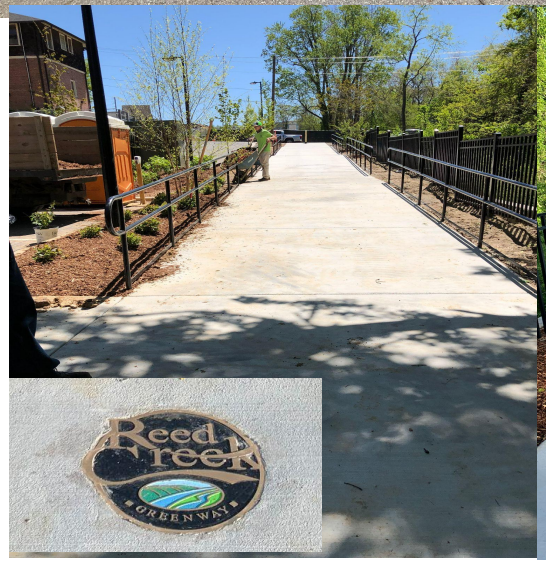
Grant Center Improvements
Total Cost: $8,288,538
Completed: 2023

Transportation Projects





Bond Traffic Calming
Total Cost: $405,173
Completed: 2023



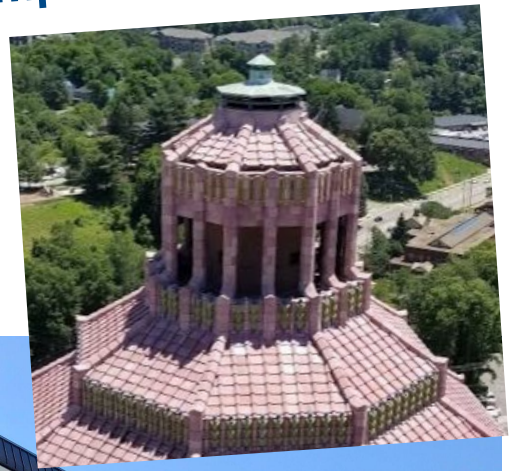




City Hall Elevator Automation
Total Cost: $2,564,857
Completed: 2023

Facility Projects

City Hall Belfry Restoration
Total Cost: $544,924
Completed: 2023





Harrah's Envelope Restoration
Total Cost: $1,266,782
Completed: 2022

Bond Project Updates -Sidewalks

- **Remaining Sidewalk Projects** (not yet advertised to select contractor)
  - **New Haw Creek** and **Johnston Blvd**
    - Current Challenges
      - DOT Review - Lengthy process
      - Right-of-Way Acquisition
    - Potential Challenges
      - Bidder turnout
      - Pricing
    - Anticipated bid timeframe - January/February
    - Construction - Spring 2024

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Bond Project Updates -Sidewalks

- **Postponed Projects** (bid but not awarded)
  - **Patton Ave Sidewalk**
    - Reason for postponement
      - No bidders on two separate bid postings
    - Anticipated rebid date - February/March 2024
  - **Airport Rd Sidewalk**
    - Reasons for postponement
      - Only one bidder
      - Pricing double the engineers estimate
    - Anticipated rebid date - February/March 2024

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Bond Project Updates -Greenways

- **Remaining Greenway Projects**
  - **Swannanoa River Greenway (and Sidewalk)**
    - Potential Challenges - Bidder turnout and pricing
    - Anticipated bid timeframe - September
  - **Greenway Connector Project**
    - Current Challenges - DOT Review and ROW
    - Potential Challenges - Bidder turnout and pricing
    - Anticipated bid timeframe - October/November

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Questions

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College & Patton Complete Street Project

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College & Patton Complete Streets Project

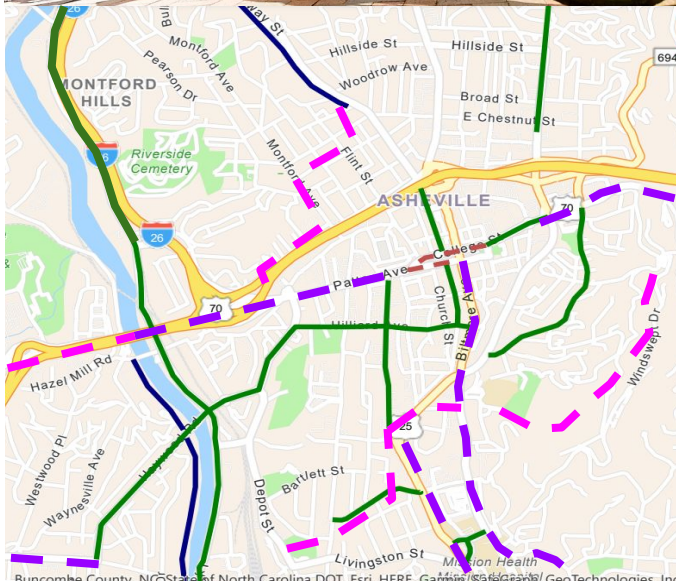
- Add separated bike lanes to College and Patton downtown



Key Takeaways

- Existing City plans directly call for more bike facilities in the Central Business District and across the City
- The College/Patton project will connect existing bike lanes and future facilities, including greenways
- Community and stakeholder engagement for the College/Patton project began in February 2022
- Following a September 2022 update to the City Council, staff was asked to enhance engagement activities, which occurred from October 2022 through summer 2023
- Revisions to the design have taken place throughout the process, based on stakeholder feedback
- The project is currently budgeted in the approved Capital Improvement Plan
- Staff is seeking input from Council prior to the next stage of the project: issuing a bid in October 2023





Supporting Plans and Policies

Provide Downtown with **continuous bicycle and pedestrian routes tied to regional bicycle and pedestrian systems**

2009 Downtown Master Plan

2012 Complete Streets Policy

- Complete streets are designed and operated to support safe mobility for **all users (modes, ages, abilities)**
- "Complete streets projects will be applied …**incrementally on existing streets**"

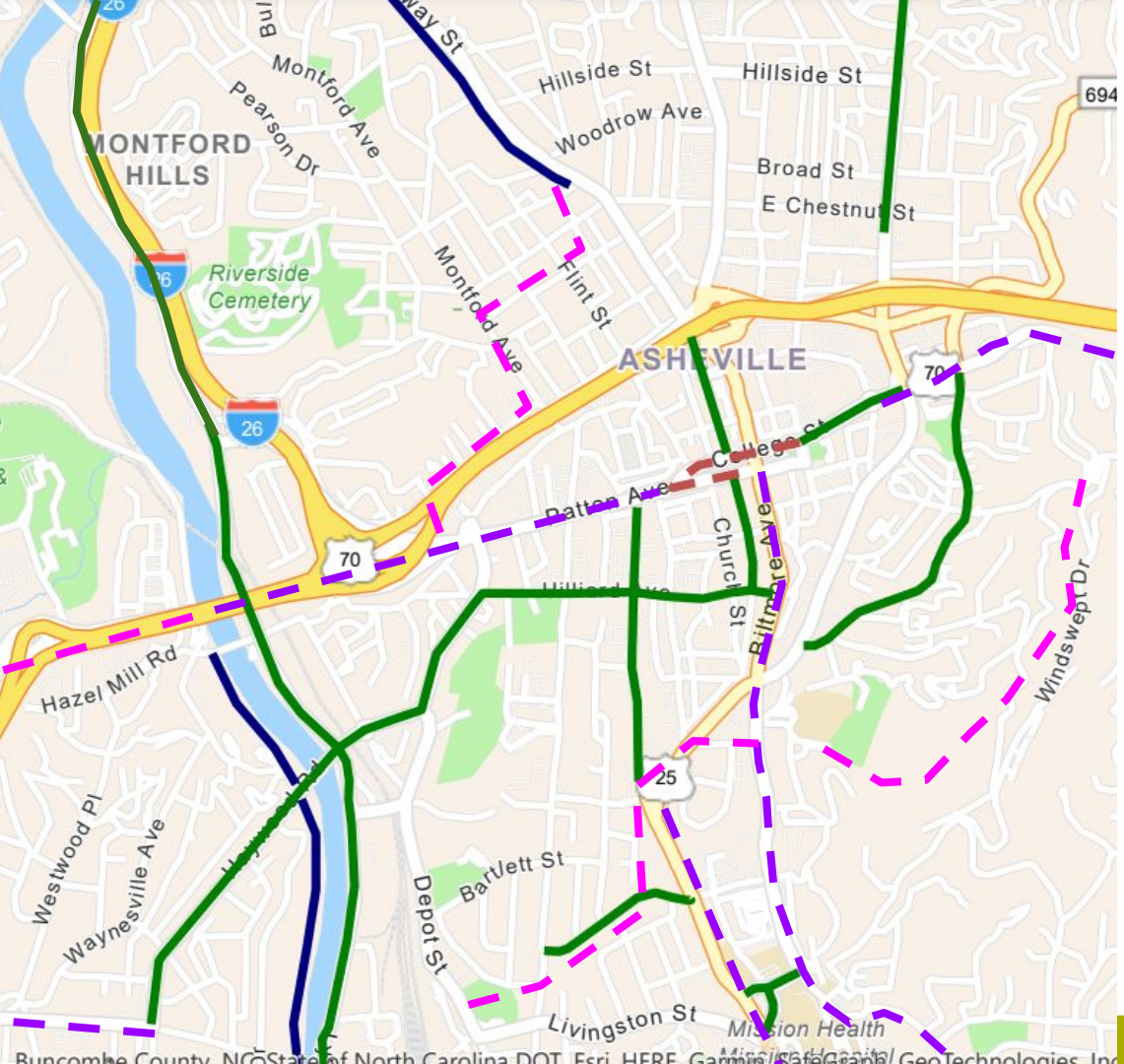
- **Recommends bike lanes on College/Patton Ave. in Downtown** (between Clingman and Biltmore)
- **Recommends bike lanes on Biltmore Ave.** (between Patton and Southside)

2016 Asheville In Motion Mobility Plan

2018 Living Asheville Comp Plan

- **Add more separated bicycle facilities**
- Increase the # of households within 0.5 miles of a bike facility

The broader vision - existing and planned bike facilities and greenways



Legend

- Proposed project
- Existing bike lanes
- Existing greenways
- Planned bike lanes
- Planned greenways

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College & Patton Complete Streets Project

- Left-side separated bike lanes
  - Recommended best-practice for one-way streets
- Removes one through lane, but keeps right turn lanes at signals





Why is **this** project being proposed?

- College and Patton are the **main and only east-west** streets through downtown and connect to east and west Asheville
- These bike lanes will connect to **existing bike lanes and future bike lanes** in downtown and beyond
- The project is a “quick” build, low-cost, high-value bicycle facility



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Public Engagement Completed in **2022**

- **February 16** – Letters sent to property owners in the corridor with engagement opportunities info and link to project website
- **February 24 & 25** – Flyers delivered to businesses
- **March 2** - Two Virtual stakeholder meetings - Morning and Evening
- **March 11** – Press Release by City of Asheville
- **March 11**– Email sent to stakeholders notifying them of public engagement opportunities
- **March 11** – Downtown Commission meeting, presentation and concept design
- **March 17** – Afternoon in-person walking tour with stakeholders
- **March 19** – Sat. in-person walking tour with stakeholders
- **March 23** – Multimodal Transportation Commission meeting, presentation and concept design review
- **March 24 -** Two Virtual stakeholder meetings - Morning and Evening
- **June 10** – Downtown Commission meeting, discuss public input
- **June 22** – Multimodal Transportation Commission meeting, discuss public input
- **September 13** – Manager's Report to City Council
- **October - November** - additional meetings with direct stakeholders
- **November 16** - Public Space Management Committee meeting
- **December 9** - Downtown Commission meeting

Public Engagement Completed in **2023**

- **January 24 -** Mayor and staff met with business owners, agreed to hold one more public meeting
- **April 19 -** Public Open House and meeting with direct stakeholders at the Collider
- **April 19 - June 5** - Public online survey - 642 participants
- **May 17** - "What's Up, AVL" radio interview at WRES (Youtube)
- **May 27/28** - Grindfest - table with surveys and flyers
- **June 9** - Emailed survey results to stakeholders and posted to project website





Survey Overview

- 642 participants - 12,650 responses and 1,029 comments
- Approx. 30% of participants use College/Patton daily/multiple times per day and 50% only use it weekly
- Primary modes of survey participants on these corridors are: 1. car (77%), 2. walk (37%), 3. bike (35%)
- Top 3 reasons given for using the corridors: 1. Visit shops/businesses (74%), 2. East-west connection to get around downtown (52%), 3. East-west connection to get outside of downtown
- Top 3 challenges: 1. No bike facilities(54%), 2. Too much traffic (38%), 3. Hard to cross the street as a pedestrian (34%)
- Top 3 most important: 1. Pedestrian accommodation (86%), 2. Bicycle facilities (82%), 3. Traffic calming to slow vehicle speed (78%)

What We Heard: Top Concerns

Concern	Response
Not enough loading areas, delivery trucks block lanes	• Approximately 130’ of new loading area is proposed to be added with the project • No loading zones are being removed
Parking loss, parking is unavailable	• 17 metered parking spaces are proposed to be removed ○ 9 of these to be converted to loading zone area • No ADA parking spaces are being removed • Rankin, Harrah’s, and Coxe Ave. parking garages are all within 0.1 miles

Traffic congestion will increase	• Existing volumes average 4,000 - 6,000 vehicles per day.
	• These daily volumes are well within thresholds for single lane streets.
	• Comparisons to volumes on other single-lane roadways:
	  ○ Haywood Rd. volumes are approx. 2 x greater
	  ○ Biltmore Ave. volumes are approx. 2 x greater
	  ○ Charlotte St. volumes are approx. 2-3 x greater

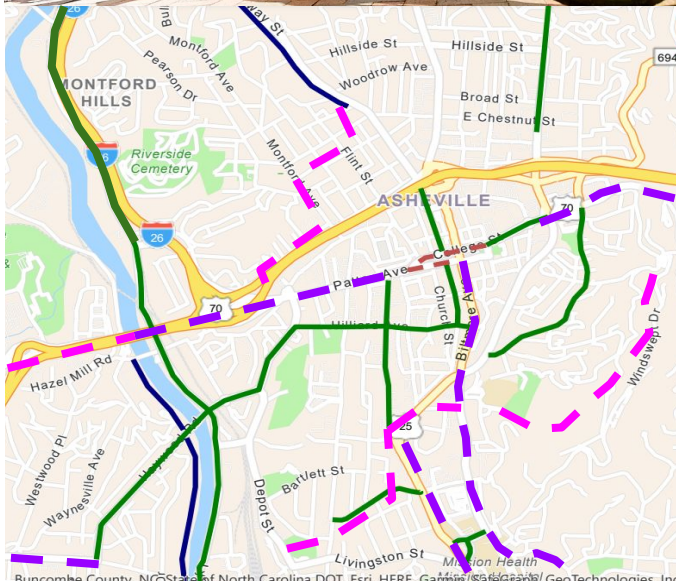
College/Patton Project Timeline



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