

College & Patton Bike Lanes Project

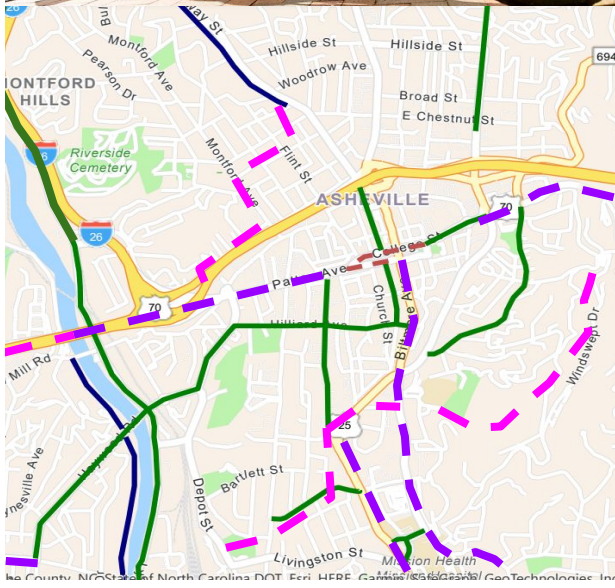
City Council Presentation
October 10, 2023
Jessica Morriss, AICP
Assistant Director of Transportation

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Key Takeaways

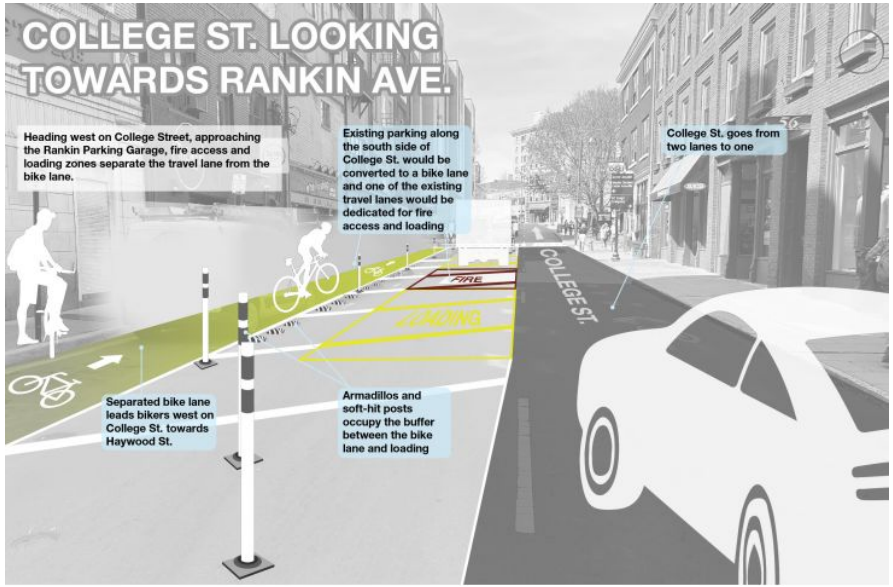
- Existing City plans and policies directly call for more bike facilities in the CBD and across the City. This project also aligns with several components of *Council's 2036 Vision*.
- The College/Patton project promotes increased safety for all users and will connect existing bike lanes and future facilities, including greenways.
- Community engagement began in February 2022 and continued through summer 2023.
- Community feedback was used to inform the final project design. Top concerns expressed were related to loading zones, parking availability, and traffic congestion.
- The project was programmed in the City's approved Capital Improvement Plan through the adoption of the FY22 Budget.
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Project Elements

- The project would result in:
  - A “quick” build, low-cost, high-value bicycle facility (6’ buffered bike lane)
  - Restriping crosswalks to be high-visibility
- **$100,000** programmed for lane markings, signage, and vertical delineators across approximately **.5 miles** of roadway
- By comparison:
  - **$300,000** for Patton Ave. sidewalk improvements (**~500 linear feet** of new sidewalk repairs and approximately **8** ADA-compliant curb ramps)
  - **~$3,000,000 per mile** to design, acquire right-of-way for, and construct new greenway



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Project Safety Benefits

Pedestrians	Bicyclists / Micro-mobility Users	Motor Vehicles / Transit	Delivery Vehicles
Adds high-visibility crosswalks to enhance pedestrian safety Reduces the distance pedestrians have to navigate through traffic by ~11 feet Creates a buffer between motor vehicles and the sidewalk Reduces the likelihood of multiple-threat crashes Potentially calms traffic	Creates a dedicated area of travel for bicyclists Provides greater separation between motor vehicles and bicyclists Reduces the likelihood of crashes due to drivers overtaking bicyclists on the roadway Reduces number of potential conflicts by configuring bike lane to the left-side of the road instead of the right-side	Creates a dedicated area of travel for motorists Promotes more predictable driver behavior (less swerving, less changing lanes, more clear on where to go, less crashes) Improved visibility and awareness for transit stops and riders	Reduces the need for delivery trucks to double-park in the street due to additional dedicated space, improving safety for all and mitigating congestion

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Outreach and Engagement Summary

- 4 virtual stakeholder meetings
- 2 walking tours
- 1 stakeholder / public workshop
- 1 public survey
- 1 radio interview

- 3 presentations to DTC (voted in favor of project 6-3)
- 2 presentations to MMTC (voted in favor of project 6-1)
- 3 presentations to City Council





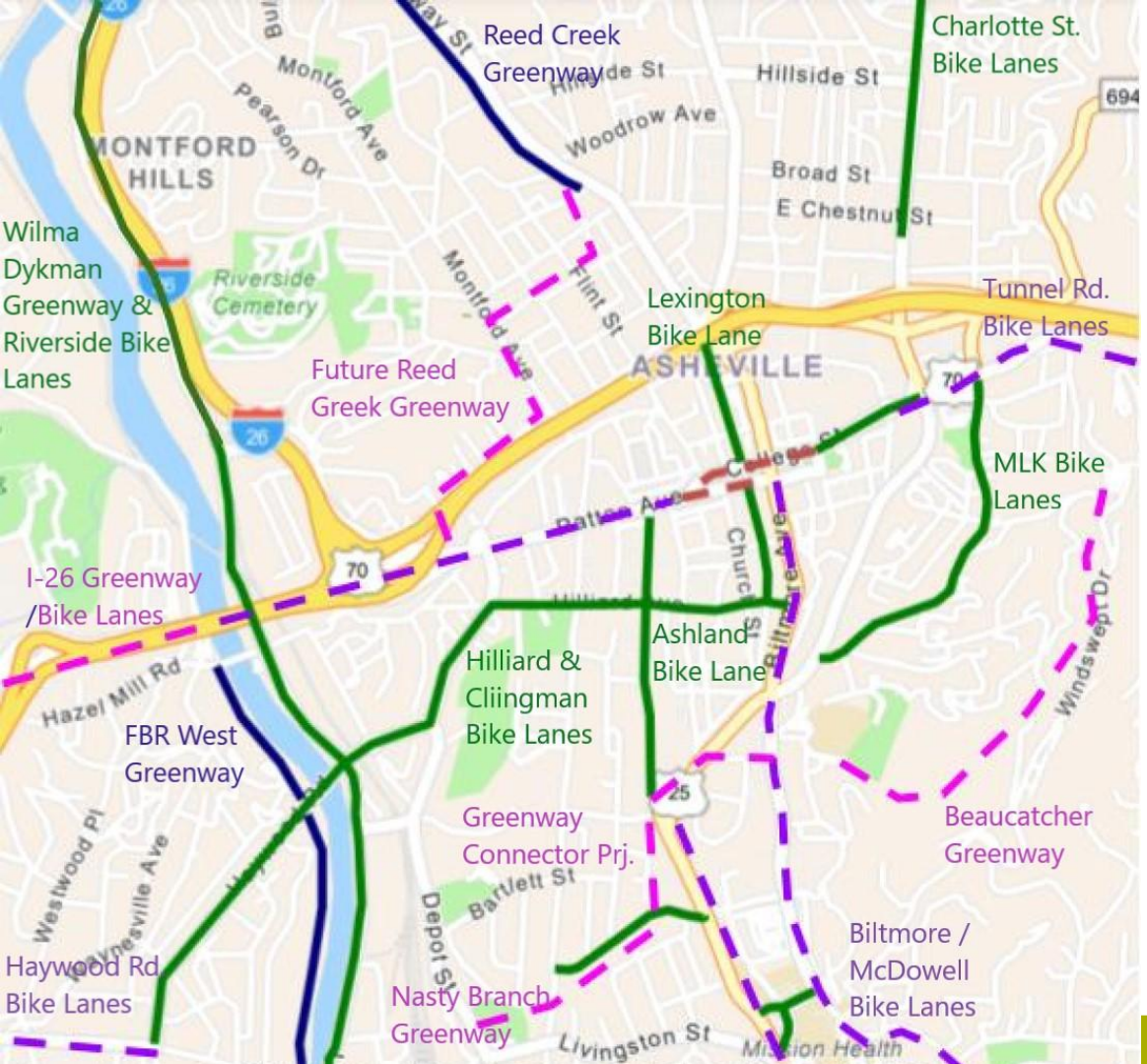
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	Vehicle Driver Demographics				Pedestrian Demographics				Pedalcyclist Demographics				
Crash Date	**Race**	**Gender**	**Age**	**Suspected Impairment**	**Race**	**Gender**	**Age**	**Suspected Impairment**	**Race**	**Gender**	**Age**	**Suspected Impairment**	**Contributing Circumstances**
05-04-2018	W	M	26	N	W	F	22	N	-	-	-	-	Turning driver failure to yield to ped in crosswalk
08-21-2018	W	M	62	N	W	M	39	Y	-	-	-	-	Pedestrian in road crossing on red
12-29-2018	W	M	55	N	W	F	37	N	-	-	-	-	Driver disregarded traffic signal and
12-29-2018					W	F	19	N	-	-	-	-	reckless driving onto sidewalk
04-25-2019	W	M	58	N	-	-		-	W	M	28	N	Turning driver failure to yield to bicyclist
10-11-2019	W	M	40	N	B	M	38	N	-	-	-	-	Skateboarder failure to obey traffic signal
10-16-2019	W	F	62	N	W	M	68	N	-	-	-	-	Turning driver failure to yield to ped in crosswalk
08-01-2021	W	M	25	N	W	M	73	N	-	-	-	-	Turning driver failure to yield to ped in crosswalk
11-29-2021	W	F	34	N	W	M	56	N	-	-	-	-	Turning driver failure to yield to ped in crosswalk
07-04-2022	W	F	62	N	W	F	81	N	-	-	-	-	Turning driver failure to yield to ped in crosswalk
07-20-2022	B	M	31	N	A	F	40	N	-	-	-	-	Turning driver failure to yield to ped in crosswalk
08-04-2020	W	M	23	Y	W	M	49	N					Driver exceeded safe speed; pedestrian standing in roadway
05-18-2020	W	M	47	N	W	M	30's	U	-	-	-	-	Driver failure to yield to ped in crosswalk; pedestrian darted into crosswalk
07-07-2020	W	F	31	N	W	M	23	N	-	-	-	-	Skateboarder failure to obey traffic signal
08-14-2021	W	M	20	N	W	M	40	Y	-	-	-	-	Pedestrian darted in front of vehicle
06-26-2022	W	M	63	N	W	M	68	N					Turning driver failure to yield to ped in crosswalk
11-01-2022	W	F	31	N	-	-	-	-	W	M	54	N	Bicyclist disregarded traffic signal and failure to yield right-of-way

There were 16 reported pedestrian and bicycle (including one skateboard) crashes in the project area from 2018 through 2022. These crashes involved a total of 17 pedestrians and bicyclists.

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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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Parking

Summary of changes in the project area

- 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. One would be relocated from Patton Ave. to across the street along N. Pack Square.
- Net loss of two (2) metered parking spaces in Pritchard Park area

Parking - The Bigger Picture

- Rankin and Coxe Ave. parking garages are within 0.1 miles from College and Patton corridors.

- There are approximately 1,200 on-street public parking spaces in the CBD including metered parking, permitted parking, loading zones, ADA designated parking, unmetered hourly parking, and government reserved parking.

- The City's parking garages provide an additional 1,437 spaces:
  - Biltmore Avenue parking garage - 404 spaces
  - Harrah's Cherokee Center Asheville parking garage - 550 spaces
  - Rankin Avenue parking garage - 262 spaces
  - Wall Street parking garage - 221 spaces

  *The County also has approximately 1,700 public parking spaces available throughout downtown.

- City's parklet / streetery program
  - 13 businesses are utilizing 25 parking spaces downtown, plus 2 parking spaces on S. Market that are utilized by the public
  - During the temporary program, as many as 21 businesses had temporary parklets, utilizing 15 *additional* parking spaces.

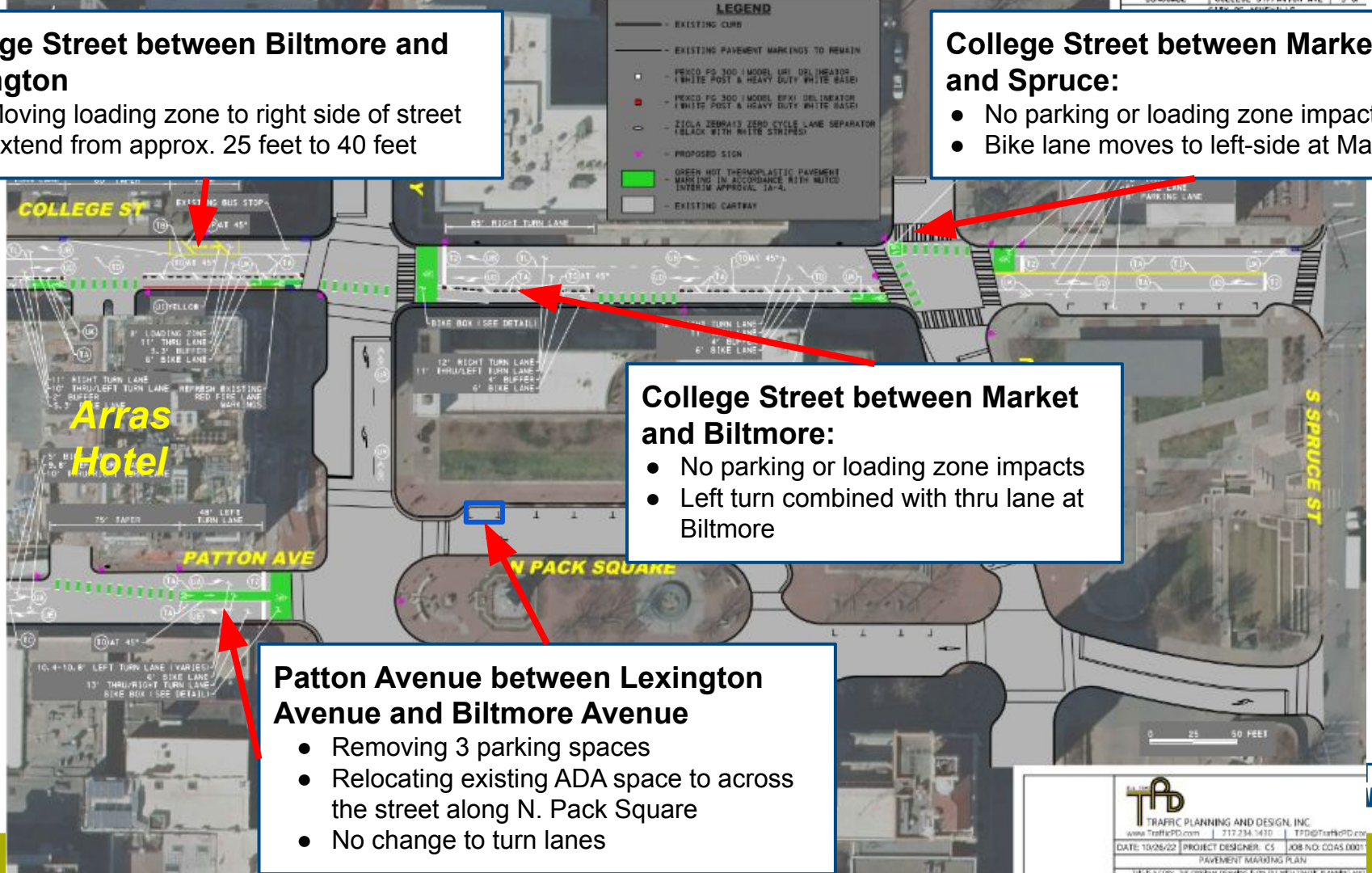
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College Street between Biltmore and Lexington

- Moving loading zone to right side of street
- Extend from approx. 25 feet to 40 feet

College Street between Market and Spruce:

- No parking or loading zone impacts
- Bike lane moves to left-side at Market

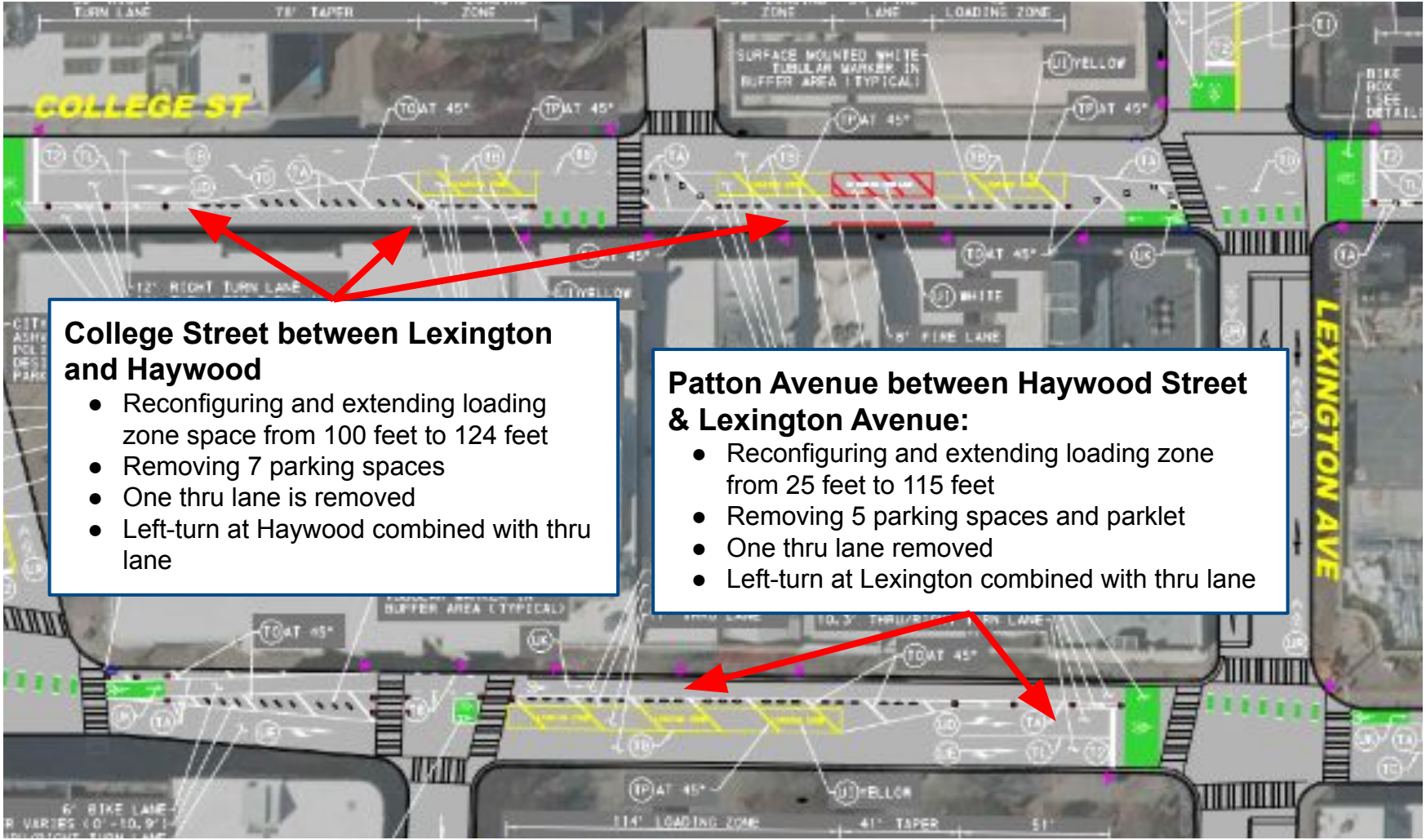


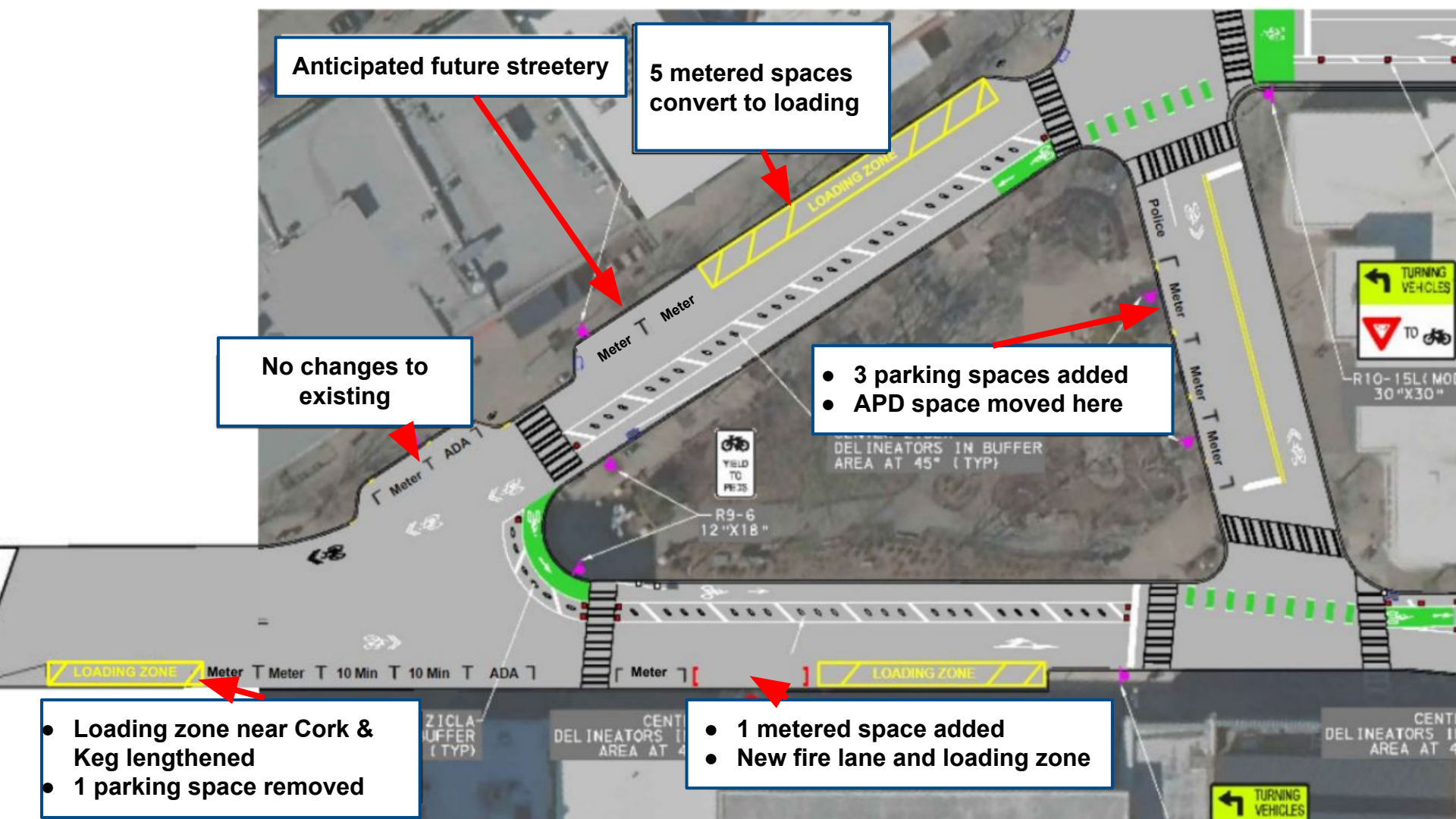
College Street between Market and Biltmore:

- No parking or loading zone impacts
- Left turn combined with thru lane at Biltmore

Patton Avenue between Lexington Avenue and Biltmore Avenue

- Removing 3 parking spaces
- Relocating existing ADA space to across the street along N. Pack Square
- No change to turn lanes


COLLEGE ST
LEXINGTON AVE
College Street between Lexington and Haywood
Reconfiguring and extending loading zone space from 100 feet to 124 feet
Removing 7 parking spaces
One thru lane is removed
Left-turn at Haywood combined with thru lane
Patton Avenue between Haywood Street & Lexington Avenue:
Reconfiguring and extending loading zone from 25 feet to 115 feet
Removing 5 parking spaces and parklet
One thru lane removed
Left-turn at Lexington combined with thru lane


Anticipated future streetery
5 metered spaces convert to loading
No changes to existing
• 3 parking spaces added
• APD space moved here
• Loading zone near Cork & Keg lengthened
• 1 parking space removed
• 1 metered space added
• New fire lane and loading zone
LOADING ZONE
Meter
ADA
10 Min
Police
TURNING VEHICLES
YIELD TO PEDS
R9-6
12"X18"
DELINEATORS IN BUFFER AREA AT 45° (TYP)

Post-Implementation

- Data collection and reporting
  - Vehicle speeds
  - Crash data
- Increased enforcement in project area
- Communication and outreach strategy for educating public, businesses, and delivery drivers on how space should function

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Timeline



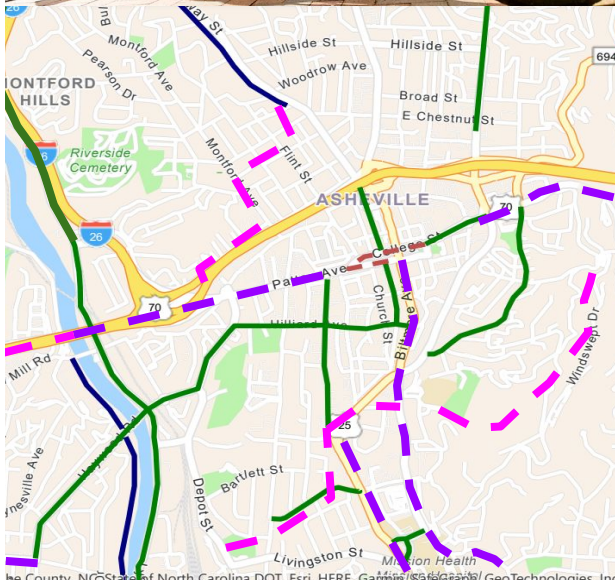
**Construction is estimated to take 60-90 days after vendor selection*

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Recommended Motion

Motion to adopt a resolution to authorize the City Manager to direct staff to move forward with the College Patton Complete Streets Project, and to prepare ordinance amendments to permit use of all modes of personal transportation within bike lanes.

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