THE BLACK MOUNTAIN BOARD OF ALDERMEN, held a special called meeting on Thursday January 9, 2020 at 5:30 p.m. in the board room of Town Hall, 160 Midland Avenue, Black Mountain NC. The purpose of this meeting was for the Board of Aldermen to review information regarding the Town’s Parking and Circulation Study.

1. CALL TO ORDER

Mayor Don Collins called the special meeting to order at 5:30 p.m. with the following members present:

Mayor Don Collins  
Vice Mayor Maggie Tuttle  
Alderman Larry Harris  
Alderman Carlos Showers - absent  
Alderman Ryan Stone – arrived at 5:40 p.m.  
Alderman Tim Raines

The following staff members were present:

Josh Harrold, Town Manager  
Angela Reece, Assistant to Manager/Town Clerk  
Ron Sneed, Town Attorney  
Dean Luebbe, Assistant Town Manager  
Shawn Freeman, Police Chief  
Jamey Matthews, Public Works Director  
Jessica Trotman, Planning Director  
Joshua Henderson, Recreation Director

Colin Kinton, PE of Traffic Planning and Design, Inc. presented the Parking and Circulation Study results to the Board of Aldermen. Mr. Kinton stated overall the parking supply is sufficient in the downtown area. He stated the perceived lack of convenient parking is an issue due to the lack of visibility of parking, not being able to see parking from the destination point. He stated the walking distance may be short but due to hills and intersection crossings they feel further away. Mr. Kinton stated on-street parking has the greatest demand, especially along, State, Cherry and Broadway Streets and said this type of parking has a much greater demand than off-street parking due to people wishing to park in front of the destination. Mr. Kinton stated he and staff performed traffic counts and said an average of 34 percent of available on-street parking is utilized as long term (greater than 4 hours) indicating the spaces are being used regularly by employees of businesses and business owners. Mr. Kinton stated moving long-term parking to
off-street lots would open up parking for almost 80 additional visitors/shoppers who would park two hours or less.

Mr. Kinton discussed the value of satellite parking lots such as the lot adjacent to the Sun Trust Bank across the railroad tracks. He stated pedestrians are the most vulnerable user of the roads and ensuring they have safe access and feel comfortable is critical to maximizing the utilization of satellite parking.

Mr. Kinton discussed congestion peaks during the lunch and late afternoon hours stating peak vehicle periods are relatively short in duration in the middle of the day and late afternoon. He stated assigning strategies that have the greatest benefit/cost such as coordinating signal timing, and improving parking identification and access would greatly benefit the circulation greatly downtown.

Mr. Kinton suggested making parking a Town program to consist of on-going programming, monitoring, master planning, meeting needs, annual budget, and capital planning. Mr. Kinton stated there is no one simple solution and said in the past parking has not been a programming priority. Mr. Kinton stated the solution will require a combination of strategies to address parking supply & use, safety, convenience, and comfort.

To do this a list of 10 items were suggested as follows:

1. Designate long-term parking for employees and business owners.
2. Develop parking wayfinding, mapping, awareness and educational materials.
3. Implement Cherry St. Cut-through pedestrian/bicycle path and Broadway Street high-visibility mid-block crossing.
4. Provide bicycle parking.
5. Interconnect and coordinate traffic signals.
6. Upgrade and improve State at Cherry St. and Church Street crossing.
7. Upgrade and improve Black Mountain Ave. at Sutton Ave. crossing.
8. Upgrade and improve Broadway Ave. at Sutton Ave. crossing.
9. Upgrade and improve State Street at Cragmont Rd. crossing.
10. Implement time restrictions and enforcement of parking along Cherry Street and State Street.

Board members discussed funding mechanisms with Mr. Kinton who suggested seeking grant funding through the MPO (Metropolitan Planning Organization) as well as NC DOT. Planning Director Trotman confirmed the 2021 round of requests would be launched in the Fall of 2020 and said it would be a good time to request funding for smaller projects. Alderman Larry B. Harris inquired regarding approximate project costs in order to apply for funding matches and
Mr. Kinton stated he could work with Manager Harrold to formulate these numbers and report back to the Board at a later date.

*There being no further business, on a motion made by Vice Mayor Maggie Tuttle and with a vote of 4-0, Mayor Don Collins adjourned the meeting at 6:07 p.m.*

ATTEST:

[Signature]

Don Collins, Mayor

Angela L. Reed, Assistant to Manager/Town Clerk
Parking and Circulation Study

Town of Black Mountain Board of Aldermen

Presented By: Colin Kinton, PE

January 9, 2020
Parking & Circulation Study

What is this study?

- Evaluation of current parking and traffic patterns in Black Mountain
- Identification of opportunities and recommendations
What will the Town get out of this?

- An understanding of the issues
- List of recommendations (policies, programs and projects)
- A plan to get there
Why Talk About Parking?

- Downtown viability
- Popular destination
- Cherry street changes
- Pedestrian safety
- Traffic congestion
Black Mountain will continue to thrive as an attractive and inviting community with increased accessible and safe parking opportunities that honor its small-town feel; these parking options will be connected to destinations via safe, intentional and inviting routes for people of all ages and abilities.
Goals

This Plan will achieve the following:

- **Improve safety** by reducing the number of crashes involving people walking, biking and driving in Black Mountain

- **Improve parking opportunities** for short- and long-term visitors to Black Mountain by maximizing utilization of existing resources and increasing educational opportunities (through signage and/or collateral materials)

- Ensure **connected and safe movement by foot and bicycle** from parking facilities to downtown destinations at intersections and along streets
WHAT DID WE LEARN?
On-street Has Greatest Demand
Employees & Business Owners Use On-street Parking
High Pedestrian Demand on Cherry and State Streets
Congestion Peaks During Lunch & Late Afternoon
Intersection Operations Acceptable but not in System
WHAT WILL MAKE A DIFFERENCE?
Parking as a Town Program

ON-GOING PROGRAMMING

MONITORING

MASTER PLANNING

MEETING MANY NEEDS

ANNUAL BUDGET

CAPITAL PLANNING

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Black Mountain Recreation & Parks

www.blackmountainnc.gov
Parking as a Town Program

» Not one simple solution
» Has not been a priority
» Requires a combination of strategies
» Should address:
  - Parking supply & use
  - Safety
  - Convenience
  - Comfort
Action Plan Refinement

Initial List of Recommendations

Steering Committee

Public Meeting

45  12  5

10 Final Actions
Maximize Existing

ACTION: Designate long-term parking for employees and business owners

- Lighting
- Signing
- Lot Re-Striping
- Maximize Number of Space

RESULT: Increase on-street parking turnover and availability for downtown visitors
Maximize Existing

**ACTION:** Make finding off-street parking easy

- Vehicle and pedestrian wayfinding signing plan
- Mapping: online and paper
- Evaluate emerging tech & apps

**RESULT:** Reduce traffic circulation and reduce demand of on-street parking
IMPROVE ACCESS TO PARKING FOR PEDESTRIANS AND BICYCLISTS
Pedestrians & Bicyclists

ACTION: Create clear and comfortable paths from off-street lots to downtown destinations: Prioritize Cherry St and Broadway Ave (mid-block)

RESULT: Maximizes use of existing parking, reduces circulating traffic, improves walking environment for pedestrians
ACTION: Implement other strategies to encourage walking and biking as an alternative for reaching and circulating around the downtown

- Prioritize Bike Parking

RESULT: Reduce demand for car parking, reduce circulating traffic, encourage walking and bicycling environment
IMPROVE TRAFFIC CIRCULATION
ACTION: Interconnect and coordinate traffic signals

RESULT: Reduce vehicle congestion, stops & delays
IMPROVE THE FUNCTION AND COMFORT OF INTERSECTIONS

1. WIDE LANDSCAPE MEDIAN
2. WIDE CONCRETE SIDEWALK
3. CROSSWALKS ON ALL APPROACHES
4. LANDSCAPE IMPROVEMENTS
Intersection Improvements

ACTION: Upgrade & improve intersections for all roadway users (pedestrians, bicycles and automobiles)
- Turn lanes
- Crosswalks & Pedestrian Signals
- Sidewalks
- Landscaping

RESULT: Improved connections, safety, traffic flow and circulation for all roadway users.
Intersection Improvements

Prioritize:
- State at Cherry & Church
- Black Mountain at Sutton
- Broadway at Sutton
- State at Cragmont
Implement parking enforcement program
Parking Management & Enforcement

**ACTIONS:**
- PHASE I: Implement time restrictions and enforcement on Cherry St. and State St.
- Consider expansion to Broadway Ave.

**RESULT:** Maximize utilization of existing parking, reduce circulating traffic, ensure turnover and increased availability in high-demand areas.
Action Plan Recap

1. Designate long-term parking for employees and business owners
2. Develop parking wayfinding, mapping, awareness and educational materials
3. Implement Cherry St cut-through pedestrian/bicycle path and Broadway high-visibility mid-block crossing
4. Provide bicycle parking
5. Interconnect and coordinate traffic signals
6. Upgrade and improve State at Cherry St & Church St
7. Upgrade and improve Black Mountain at Sutton
8. Upgrade and improve Broadway at Cragmont Rd
9. Time restrictions and enforcement of Parking along Cherry St and State St