

MINUTES

City Council Parks, Trails, & Recreation Committee

Wednesday, December 19, 2018, 3:30 PM
Administrative Conference Room at City Hall

Members Present: Gary Daniel, Chair, Council Member
Maureen Copelof, Vice-Chair, Council Member
Daniel Cobb, Planning Director
David Lutz, Public Works Director
Keenan Smith, Citizen Member
Ryan Olson, Citizen Member
Gregory Copeland, At-Large Member

Absent: Jim Fatland, City Manager
Colin Izzard, Citizen Member
Cody Owen, Citizen Member
Jared Mull, County Representative, Ex Officio

Staff Present: Aaron Bland, Planning Department
Phil Harris, Police Chief
Jill Murray, City Clerk

Guests: Nicola Karesh, Citizen
Travis Book, Citizen
Tricia Davis, Citizen

Media: None

A. Welcome & Call to Order

Committee Chairman Gary Daniel welcomed all in attendance and called the meeting to order at 3:31 PM.

B. Certification of Quorum

Quorum was certified by Jill Murray, City Clerk.

C. Approval of Agenda

Motion by Mr. Copeland, seconded by Ms. Copelof to approve the agenda. Motion carried unanimously.

D. Approval of Minutes from November 14, 2018 Special Meeting

Motion by Mr. Copeland, seconded by Ms. Copelof to approve the minutes of the November 14, 2018 special meeting. Motion carried unanimously.

E. Proposed Historic/Art Mural Project

Nicola Karesh informed the committee that she has been working with the Rosenwald Community for several years and talked to Jim Fatland about a mural project about the African American community and Jim said to come here to get your blessing to move forward. I'm involved with Conserving Carolina and I have spoken to the skate park people about doing art on the ramps and I've spoken to the Community Center Board about doing a project there as well. As the bike path comes into Rosenwald around Mills Avenue is the area I'm looking at to capture this history whether it's through a mural or a kiosk that you go inside of or if you go inside the Community Center where there's a display that tells a storyline. I have artists already starting to do a sketch of what a possible mural could look like and we've been tapping into the community to see what they would like represented. My feeling is that there really isn't anything that represents that segment of our history and it would be neat if it were in that community. I would like to do fundraising and have an official website.

Ms. Copelof said she thinks it's a great idea and that it will enhance the trail system and think it's a wonderful initiative.

Mr. Lutz asked who will maintain it if it gets vandalized somewhere along the trail. Mr. Daniel felt it was premature to ask that question but it's a question to be asked.

Mr. Olson asked who carries the liability coverage for the path and Mr. Cobb stated that the City does.

Ms. Karesh added that a few years back they did a project at the Silversteen playground and some things got destroyed but perhaps if people feel a part of the project, they'll be less likely to do something to it.

Mr. Daniel thinks it's a great idea and just asks that the concepts come back to the committee for review. He added that it appears there is consensus that it's a great idea and we would like to see a more concrete plan and we're looking forward to it. Everyone agreed.

F. Update re Bike Path Safety along Route 280

Mr. Daniel explained that the Committee asked Phil Harris and David Lutz to come to this meeting. Also, Keenan has done a lot of legwork that is worth talking about.

Mr. Smith showed some examples that would help with visibility along the trail. Signs with flashing lights and crosswalks with paint on them were two ideas along with

creating a path behind the businesses along Asheville Highway instead of going in front of them. (Exhibit A)

Mr. Daniel said that our bike path is known as “Death Road” by bikers. To me, taking the path behind the businesses, is the only way. On a side note, Mr. Daniel mentioned that the hopscotch and stuff that is on the path is not in a good place. Mr. Lutz asked if he should remove it. Mr. Daniel replied that the intent is not to do something stationary. No action was taken.

Mr. Harris said that the flashing lights is ideal. Also the idea of working behind the businesses solves so many issues. It’s going to make my job easier and we can work around it being dark and scary by adding lights.

Mr. Daniel said he thinks the number one priority is to move the path behind the businesses and we have identified two crossings that could be dangerous (the Brevard College crossing and Ecusta Road crossing). He suggested we address those two sites to try the flashing signs. He suggested that he contact the high school and talk to Dr. Abernathy about educating the students about the crosswalks when walking to school.

Ms. Copelof motioned, seconded by Mr. Daniel that we pursue action to move the bike path to the back of the businesses as shown on the diagram and that staff begins actions to get that going. Motion carried unanimously.

G. Complete Streets Policy

Mr. Bland handed out a policy and said it is a high priority action item. (Exhibit B) A policy guide that when transportation projects come up, we look to this policy. The structure for it was taken from Smart Growth of America. That’s how it is laid out. This is being presented to you for your review and then to get back to us at the next meeting and hopefully recommend taking it to full Council.

H. Bike Rack – City Wide

Mr. Bland explained that they intend to install additional bike racks throughout town and they are coming before the Committee today to ask if you have any specific places that you would like the bike racks placed.

Ms. Copelof asked if there is a current list of bike racks that the Committee can look at and Mr. Bland stated he did not have such a list. Ms. Copelof felt that would be good to have but that her priorities would be shopping centers for people who live in town and want to ride their bike to shopping.

Mr. Bland confirmed that the Committee would like to see a big map showing where bike racks are currently and where we can put more. The Committee agreed this will be discussed at the next meeting once they have the map.

I. Skate Park Design

Mr. Cobb showed a map of the design that was originally presented. They have since redesigned the ramps and made one ramp instead of two and it's lower than before. (Exhibit C). Mr. Cobb wanted the Committee to see the new map to confirm what it's going to look like. The Committee agreed.

J. Adjourn

There being no further business, Mr. Copeland moved, and Ms. Copelof seconded to adjourn the meeting at 5:05 pm. Motion carried unanimously.

Next Meeting

The next regularly scheduled City Council Parks, Trails, and Recreation Committee meeting will be on Wednesday, January 16, 2019 at 3:30 PM.

X



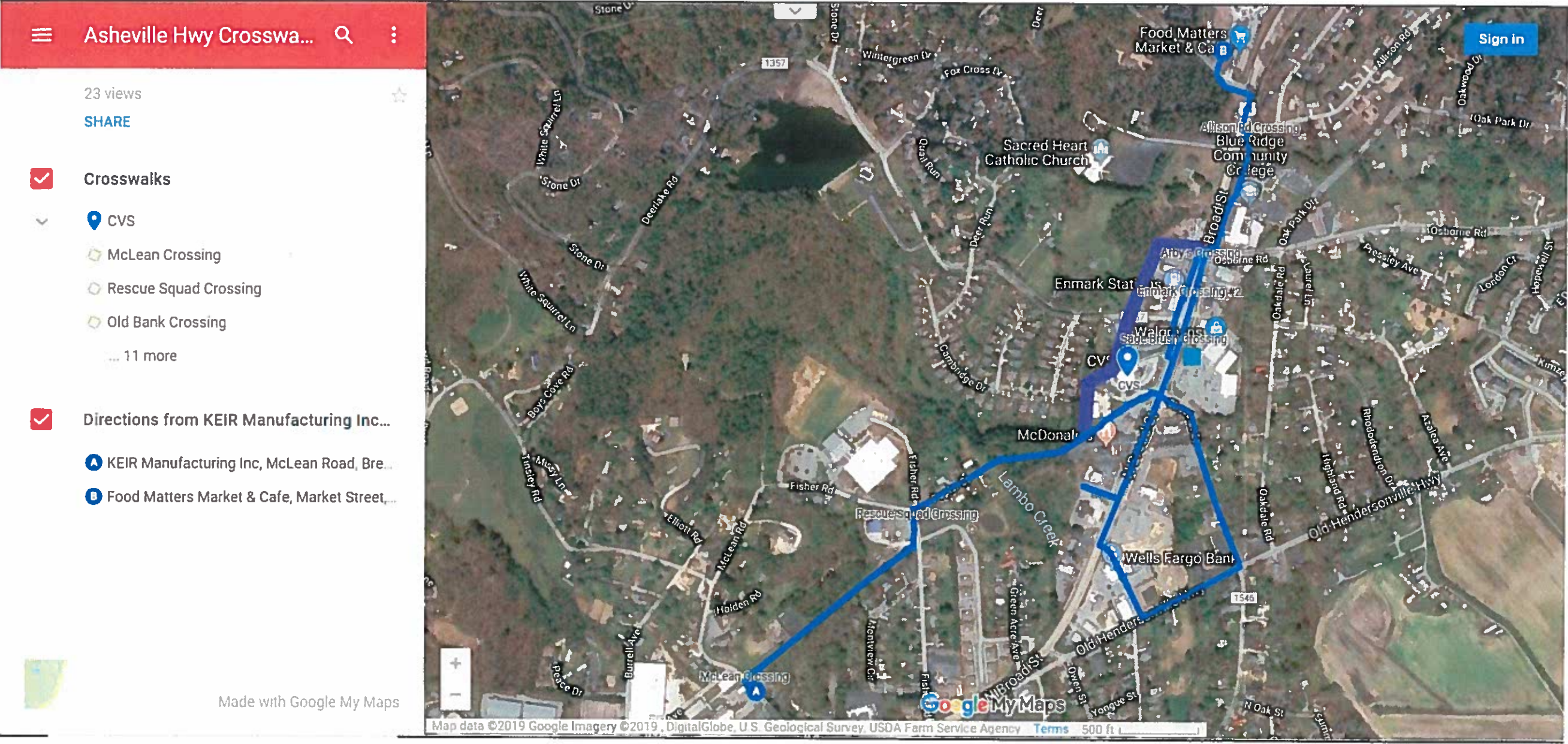
Gary Daniel,
Chair, Council Member

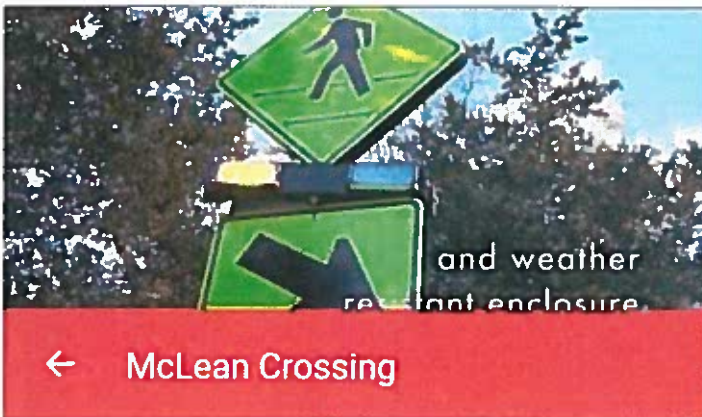
Minutes Approved: January 16, 2019

X



Jill Murray
City Clerk





← McLean Crossing

name

McLean Crossing

description

<https://www.youtube.com/watch?v=Rigyaoazzz9o>



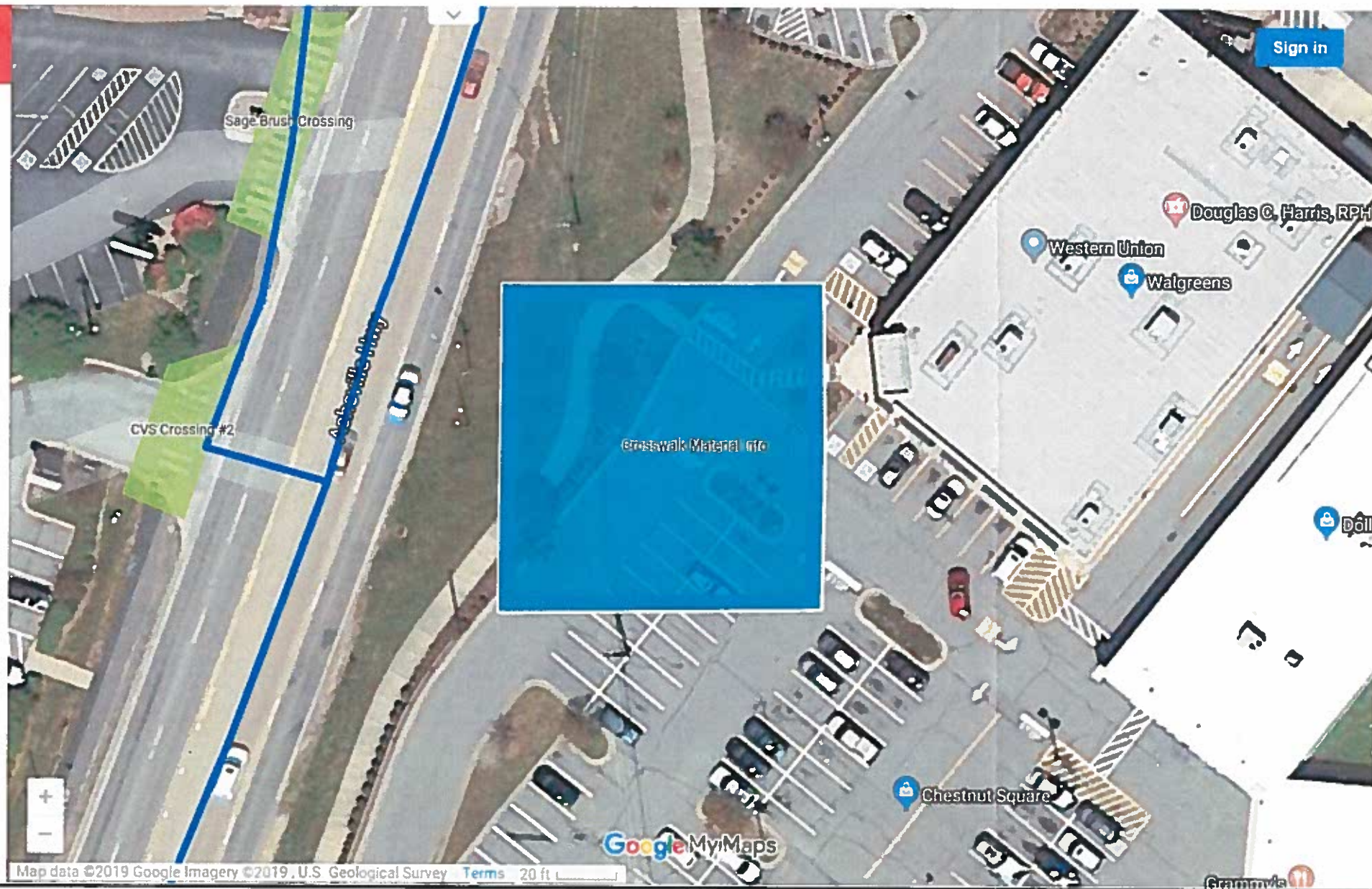
← Crosswalk Material Info

name

Crosswalk Material Info

description

<https://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/colored-pavement-material-guidance/>





CITY OF BREVARD

COMPLETE STREETS POLICY

ADOPTED _____, 2019

BREVARD CITY COUNCIL

PARKS, TRAILS, AND RECREATION COMMITTEE/BICYCLE ADVISORY COMMITTEE

BREVARD PLANNING DEPARTMENT

Scope

Complete Streets is an approach to transportation planning and design using principles to ensure safe, comfortable, and accessible travel for people of all ages, abilities, and income levels, regardless of the mode of transportation they use.

Benefits

The Complete Streets approach to transportation planning has multiple benefits, including:

- Reducing congestion by providing safe travel choices that encourage non-motorized transportation options, increasing the overall capacity of the transportation network.
- Decreasing consumer transportation costs and overall carbon footprint.
- Supporting economic growth and enhancing the City's livability by providing a balanced transportation system of accessible and efficient connections between home, school, work, recreation, and retail destinations.
- Encouraging an active lifestyle by creating and enhancing safe walking and bicycling options for school-age children, in alignment with the national Safe Routes to School program objectives.
- Improved public health by reducing the risk of injuries and fatalities from traffic crashes, injuries, and their related costs for users of all modes of transportation.

Vision and Purpose

The purpose of the City of Brevard Complete Streets Policy is to provide safe, convenient, and comfortable transportation routes for all users of our roadways, greenways, and sidewalks, for the benefit of people of all ages and of all abilities. This will include pedestrians, bicyclists, motorists, commercial vehicles, transit vehicles, emergency services vehicles, farm equipment, children, the elderly, and people with disabilities.

Furthermore, The Complete Streets Policy aims to accommodate all road users by creating a road network that meets the needs of individuals utilizing a variety of transportation modes. This policy directs decision makers to consistently plan for, design, construct, operate, and maintain appropriate transportation infrastructure and facilities to accommodate all anticipated users.

Policy Statement

The City of Brevard is committed to a Complete Streets approach to transportation planning that promotes and creates a comprehensive and integrated transportation network that provides safe, equitable, comfortable, and convenient travel for all users of all ages and abilities.

Core Commitment

Complete Streets principles will be applied on all new City projects, privately funded development, and incrementally on existing streets through various small improvements and activities over time. In addition, to the extent practical, the City will advocate that state-owned roadways within the City boundaries comply with the Complete Streets Policy, including the design, construction and maintenance of such roadways. All sources of

transportation funding, public and private, should be drawn upon to implement Complete Streets in Brevard.

The City of Brevard will incorporate Complete Streets principles into the City's Comprehensive Plan, Land Use Plan, small area plans, transportation plans, zoning/development ordinances, standards and specifications documents, and other policy documents as appropriate.

Exceptions

Complete Streets principles will be applied in all street construction, retrofit, and reconstruction projects, except in unusual or extraordinary circumstances as outlined below. Transportation projects may be excluded from compliance within this policy where documentation and data indicate that any of the following apply:

1. Projects on roadways where specific users are prohibited by law, such as interstate freeways or pedestrian malls.
2. Existing right-of-way does not allow for the accommodation of all users.
3. Cost or impacts of accommodation are extremely disproportionate to the need or probable future use, particularly if alternative facilities is available or planned within a reasonable walking and/or bicycling distance.
4. A documented absence of current or future need of non-vehicular travel.
5. Where application of Complete Streets principles is inappropriate because it would be contrary to public safety.
6. Construction would result in unreasonable adverse impacts on the environment or on neighboring land uses, including impact from right-of-way acquisition.
7. Ordinary maintenance activities by NCDOT or City of Brevard Public Works, including but not limited to: installation/removal/repairs of water, sewer, and/or stormwater systems; installation of fire hydrants; installation of private utility fixtures.

Performance Measures

City Staff shall evaluate the Complete Streets Policy as needed or requested by City Council. The following measures shall be considered in evaluating progress on this policy, but other measures as applicable may be considered as well:

1. Linear feet of new or reconstructed sidewalk
2. Miles of sharrows, bike lanes, or other bicycle facilities
3. Number of new or improved ADA accommodations
4. Number and type of crosswalk and intersection improvements
5. Decrease in rate of crashes, injuries, and fatalities by travel mode
6. Satisfaction levels as expressed in applicable user surveys

Implementation:

The City shall consider Complete Streets principles and practices a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets principles.

This Complete Streets Policy will be carried out cooperatively by a multidisciplinary team of relevant departments, boards, and committees in the City of Brevard, including but not limited to: Planning Department, Public Works Department, Police Department, City Manager, Planning Board, Parks, Trails, and Recreation Committee (which acts as the City's Bicycle Advisory Committee), Public Safety Committee, and City Council.

The Parks, Trails, and Recreation Committee, along with Planning Department Staff, will work together as the primary force to initiate and implement the City's various Complete Streets initiatives.

Key implementation responsibilities include:

1. Maintaining a pedestrian and bicycle facility inventory in GIS that will prioritize projects and eliminate gaps in the sidewalk, pathway, and bicycle network.
2. Developing proposed revisions to zoning and subdivision codes and regulations and development review procedures to integrate Complete Streets in all projects.
3. Regularly soliciting feedback on potential projects from the public to ensure that the community's perspective is considered and incorporated.
4. Working to integrate Complete Streets principles in all new planning studies, small area plans, and other policy documents.
5. Finding opportunities for Complete Streets training for pertinent City staff and decision makers on both the technical content of Complete Streets principles and best practices, as well as community engagement workshops and other appropriate means.
6. Evaluating projects, as appropriate, within applicable studies and plans, to encourage implementation of this policy.
7. Seeking out appropriate sources of funding and grants for the implementation of Complete Streets policies.

Severability

If any provision of this policy or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect the other provisions of this policy which may be given effect without the invalid provision or application and, to this end, the provisions of this policy are declared severable.

Effective Date

This Complete Streets Policy shall be in full force and effect on the date of passage by the Brevard City Council.

RESOLUTION NO. _____

A RESOLUTION ADOPTING A COMPLETE STREETS POLICY TO CREATE A SAFE AND COMFORTABLE TRANSPORTATION SYSTEM FOR ALL USERS OF ALL AGES AND ABILITIES, INCLUDING PEDESTRIANS, BICYCLISTS, PEOPLE WITH DISABILITIES, TRANSIT RIDERS, AND MOTOR VEHICLE DRIVERS WITHIN THE CITY OF BREVARD

WHEREAS, Brevard is a safe, friendly, family-oriented city with small town charm, outdoor recreation, arts, & culture that bring investment opportunities, environmental consciousness, and economic diversity; and,

WHEREAS, safe, convenient, and accessible transportation for all users is a priority of Brevard; and,

WHEREAS, the City of Brevard City Council adopted Resolution 2018-06 endorsing a Complete Streets approach to transportation planning on February 19, 2018; and,

WHEREAS, this resolution directed City Staff to work with the Parks, Trails and Recreation Committee to draft a Complete Streets policy or ordinance for the City of Brevard; and,

WHEREAS, streets, sidewalks, and greenways are a critical component of public space and play a major role in establishing the image and character of a city; and

WHEREAS, The City of Brevard wants all users of our transportation system to be able to travel safely, comfortably, and conveniently along and across all streets and roadways within the public rights-of-way; and

WHEREAS, a Complete Streets policy contributes to a comprehensive, integrated, and connected transportation system for all users to appropriately accommodate the usual users of the City's roads, streets, and bridges, including pedestrians, bicyclists, and transit passengers, of all ages and abilities, as well as drivers and passengers of automobiles, motorcycles, trucks, and farm equipment; and

WHEREAS, Complete Streets improve access and safety for those who cannot or choose not to drive motor vehicles and are essential in providing safe routes to school for children; and

WHEREAS, increasing active transportation opportunities offers the potential for improved public health, enhanced economic vitality, a cleaner environment, reduced transportation costs, enhanced community connections, social equity, and a more livable community; and

WHEREAS, the Complete Streets approach recognizes the need for flexibility: that all streets are different, user needs should be balanced, and that roadway design must fit in with community context; and

WHEREAS, a Complete Streets policy has been adopted by the North Carolina Board of Transportation, and is expected to be adopted and integrated into regional plans by the Land of Sky Regional Planning Organization; and

WHEREAS, the City of Brevard has adopted plans that seek to integrate a range of transportation options, including, but not limited to, the 2015 Comprehensive Plan, Downtown Master Plan, and the Comprehensive Pedestrian Master Plan; and,

WHEREAS, it is the desire of the City of Brevard to formalize its commitment to the principles of Complete Streets for all of our transportation users.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BREVARD, NORTH CAROLINA THAT:

SECTION 1. The City of Brevard adopts the attached Complete Streets Policy.

SECTION 2. Effective implementation of this Complete Streets Policy will require the City to review its procedures and ordinances and amend them as necessary to consider the needs of all transportation users.

SECTION 3. Periodic education and training of City Staff is recommended to ensure application of best practices and the most current techniques in balancing the needs of all roadway users is being applied within the City of Brevard.

SECTION 4. The City of Brevard will work with other regional jurisdictions and agencies as appropriate to incorporate a Complete Streets philosophy into transportation planning, design, and operation.

Approved and adopted upon first reading this the ____ day of _____, 20__.



