



TOWN OF BLACK MOUNTAIN

Town Hall, 160 Midland Avenue, Black Mountain, NC 28711

Date: August 12, 2019

Time: 6:00 p.m.

Regular Session Minutes

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 **Conserve resources; print only when necessary.**

The Town of Black Mountain is committed to providing accessible facilities, programs and services for all people in compliance with the American with Disabilities Act (ADA). Hearing assistive devices are available at the door.

*Should you need other assistance or accommodation for this meeting, please contact
Town Clerk Angela Reece at 419-9310, or by email at townclerk@townofblackmountain.org
(828) 419-9300 / TDD (800) 735-2962*

1. CALL TO ORDER

Mayor Don Collins called the meeting to order at 6:00 p.m. with the following members present:

Mayor Don Collins
Vice Mayor Maggie Tuttle
Alderman Larry B. Harris
Alderman Ryan Stone - absent
Alderman Carlos Showers
Alderman Tim Raines

The following staff members were present:

Josh Harrold, Town Manager
Dean Luebbe, Assistant Town Manager/Finance Director
Angela Reece, Assistant to Manager/Town Clerk
Ron Sneed, Town Attorney
Shawn Freeman, Police Chief
Scottie Harris, Fire Chief

Mayor Don Collins welcomed everyone and led the Pledge of Allegiance followed by a moment of silence.

Mayor Collins thanked everyone in attendance and expressed appreciation to all those who were attending for the first time and also the viewing audience. The re-broadcast of each regular meeting is shown throughout the month on Charter Cable's Buncombe County Channel 192 at 8:00 p.m. on Sundays. Meetings initially air the same week in which they occur and are shown weekly until the next regularly scheduled meeting. Citizens may also go to the Town website www.townofblackmountain.org at any time and view the most recent regular meeting of the Board.

In his announcements, Mayor Collins reminded everyone to silence their cell phones and asked them to be respectful of their neighbors by keeping conversations to a minimum or having none at all.

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2. PROCLAMATION AND AWARD RECOGNITION -NONE

3. CITIZEN COMMENTS

Individuals wishing to address the Board are asked to sign in at the entrance to the board room, indicating the topic(s) or agenda item(s) you wish to discuss, so that the chair may group speakers according to topic. The chair will recognize individuals requesting to address the Board. Comments by any one speaker shall be limited to three (3) minutes. If the topic you wish to discuss pertains to a public hearing scheduled for this meeting, please reserve your comment for the applicable public hearing.

***Lisa Milton** of Black Mountain addressed the Board of Aldermen regarding traffic count readings taken in the Cherry Street One-Way Study.*

4. COMMUNICATIONS FROM BOARDS, COMMISSIONS & AGENCIES

A. Building/Planning/Zoning & Planning Board Annual Report – Jessica Trotman, Planning Director

Planning Director Jessica Trotman presented the Annual Building/Planning/Zoning and Planning Board reports to the Board of Aldermen.

5. CONSENT AGENDA

All items on the consent agenda are considered routine, to be enacted by one motion without discussion. If a member of the governing body requests discussion of an item, the item will be removed from the consent agenda and considered separately.

Town Manager, Josh Harrold presented the consent agenda to the Board of Aldermen.

A. Adoption of Minutes

Motion: *To adopt the minutes of July 8, 2019 (Agenda Session), and July 8, 2019 (Regular Session).*

B. Call for Public Hearing for Text Amendments to Amend Duplex Definition #O-19-17

Motion: *To call for the public hearing for text amendments to definitions to be held on Monday, September 9, 2019 at 6:00 p.m., or as soon thereafter as possible, in the Board Room of Town Hall, 160 Midland Avenue.*

C. Call for Public Hearing for Text Amendments to Amend Timeframe for Nonconformities

#O-19-18

Motion: *To call for the public hearing for text amendments to the timeframe of nonconformities to be held on Monday, September 9, 2019 at 6:00 p.m., or as soon thereafter as possible, in the Board Room of Town Hall, 160 Midland Avenue.*

D. Call for Public Hearing for Text Amendments to Amend Historic District and Historic Conservation District Overlay #O-19-19

Motion: *To call for the public hearing for text amendments to the historic district*

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and historic conservation district overlay to be held on Monday, September 9, 2019 at 6:00 p.m., or as soon thereafter as possible, in the Board Room of Town Hall, 160 Midland Avenue.

E. Budget Amendment Transferring Funds to Golf Fund

#FY2019-21

Motion: *To approve Budget Amendment #FY2019-21 – as submitted, increasing expenditure accounts 1000 -5000-560 (Transfer to Golf) by \$125,000, and 5092-3905-900 (Fund Balance Appropriated) by \$125,000 and increasing the revenue accounts 1000-3905-900 (Fund Balance Appropriated) by \$125,000 and 5092-3808-800 (transfer from General Fund) by \$125,000.*

Alderman Larry B. Harris reminded the public the course is dependent on the weather and recalled heavy rains for much of 2018. Vice Mayor Tuttle stated July 2019 was one of the best months in recent years due to great weekend weather.

F. Budget Amendment for Governors Crime Commission Grant (Police Dept.) #FY2020-1

Motion: *To approve Budget Amendment #FY20-1 as submitted, increasing the expense accounts, 1010-5100-730 (Capital Outlay) by \$25,000 and the revenue account, 1010-3395-300 (Governors Crime Commission Grant) by \$25,000.*

Vice Mayor Maggie Tuttle moved to approve consent items A-F as presented.

The motion was approved by a vote of 4-0.

6. CITIZEN COMMENTS

The chair will recognize individuals requesting to address the Board regarding the specific New Business or Unfinished Business items below. Comments by any one speaker shall be limited to three (3) minutes.

If the topic you wish to discuss pertains to a public hearing scheduled for this meeting, please reserve your comment for the applicable public hearing.

Will Chapman of Black Mountain addressed the Board of Aldermen regarding traffic calming on 4th Street requesting reducing the speed limit for safety of the residents.

Richard “Buzz” Yeatman of Black Mountain addressed the Board of Aldermen regarding rezoning of 300 Flat Creek Road expressing his support in favor of taking action.

Lisa Milton of Black Mountain addressed the Board of Aldermen as a Planning Board Member stating she voted against the application to rezone 300 Flat Creek Road and said she was in favor of rezoning the entire are in lieu of one parcel.

7. UNFINISHED BUSINESS

- A. Offer received to purchase Town owned property located at 2992 U.S. Hwy 70, Black Mountain NC (Former Public Works Building)

Town Manager Harrold recalled two offers being presented to the Board of Aldermen (\$350,000 and \$400,000). Manager Harrold presented an appraisal conducted by Trusted Appraisers Group to the Board. Manager Harrold stated the “As-Is” Market Value in the Fee Simple Interest as of July 8, 2019 is \$585,000 according to the report. Manager Harrold stated he has not received any new communications from the prior offerors to increase their offers at this time. Alderman Harris inquired of Attorney Sneed the process to be followed once an acceptable offer is made on the property. Attorney Sneed stated if the Board receives an acceptable offer then notice must be published in the local paper and upset bids may be made within 10 days. Attorney Sneed stated NC G.S. 160A-265. Article 12, Sale and Disposition of Property guides the process. Alderman Larry B. Harris confirmed the Board would take no action until an acceptable offer is made.

- B. River Walk Greenway Update- *Josh Harrold, Town Manager*

Town Manager Harrold stated staff have conferred with the Engineer and the Greenways Commission regarding pro’s and con’s of the potential routes for Phase II of the River Walk Greenway. Manager Harrold presented information from Michael Baker International Engineering Firm to the Board which is included and made part of these minutes. Manager Harrold stated based on the information and associated costs staff recommends a pathway using Terry Estates Drive to the parking lot at Public Works building then continuing along the river. Manager Harrold stated the cost of this choice is approximately \$642,000. Alderman Larry B. Harris stated the initial cost of construction would be more expensive using this route but would pay dividends over time in reduced maintenance costs. Alderman Harris recalled the expense of replacing the section of the Flat Creek Greenway due to flooding recently.

Alderman Larry B. Harris moved to authorize greenway expansion using Terry Estate Drive behind the public works parking lot and along the Swannanoa River as presented. The motion was approved by a vote of 4-0.

- C. Appointment to fill vacancies on Town Boards and Commissions

Alderman Larry B. Harris moved to appoint Cindy Costen to fill an unexpired term ending June 30, 2020. The motion was approved by a vote of 4-0.

- D. Cherry Street One-Way Resolution

#R-19-16

Town Manager Harrold presented a conceptual map and discussed the proposed parking layout with the Board along Cherry Street. Manager Harrold stated the Traffic Planning and Design Group engineers recommended a one-way traffic flow north bound from Sutton Ave to State

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Street. A copy of the study is made part of and included in these minutes. Manager Harrold stated the layout would include parking on both sides of the street with two disabled parking spaces on each side of the street. Manager Harrold stated there would be curb extension on the left side to prohibit left turns and increase safety for pedestrians crossing over State Street. Manager Harrold stated this recommendation sacrifices two parking spaces. Alderman Harris recalled the initial study for Cherry Street having the same directional recommendation. Manager Harrold stated street striping can be implemented by Fall but said the curb extensions would take a little more time. Planning Director Trotman stated delivery vehicles will have enough room to park and traffic will be able to flow around them. Alderman Showers recommended additional disabled parking spaces in the future.

*Alderman Larry B. Harris moved to approve Resolution R-19-16 changing Cherry Street to One-Way travel.
The motion was approved by a vote of 4-0.*

8. NEW BUSINESS

A. NCDOT Utility Repair Reimbursement Agreement (Waterline Blue Ridge Road)

Manager Harrold stated NCDOT was performing repairs to an area on Blue Ridge Road and accidentally struck and damaged a Town water line. Manager Harrold stated the cost to repair the line was \$28,900 and said NCDOT has agreed to reimburse for the cost of the repairs.

*Alderman Vice Mayor Maggie Tuttle moved to approve the NCDOT Utility Repair Reimbursement Agreement as presented.
The motion was approved by a vote of 4-0.*

B. Resolution Prescribing Procedures for Disposal of Surplus Personal Property #R-19-15

Manager Harrold stated staff currently follows the statutory property disposal procedures but would like an official policy to allow groups of items not exceeding \$30,000 to be sold on GovDeals. Manager Harrold stated this does not apply to real property and confirmed any property disposal over the statutory amount of \$30,000 will require Board action.

*Alderman Tim Raines moved to approve Resolution #R-19-15 prescribing procedures for disposal of surplus personal property as presented.
The motion was approved by a vote of 4-0.*

C. Art in the Afternoon Lease

Manager Harrold stated the lease amount is \$1,000 per month for 2,500 square feet of space for an after school program beginning with the 2019-20 school year.

*Alderman Larry B. Harris moved to approve Art in the Afternoon Lease as presented.
The motion was approved by a vote of 4-0.*

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D. 4th Street Speed Limit Reduction

#O-19-16

Manager Harrold stated he has spoken with Michelle Chapman who advised residents along 4th Street have requested a reduction in speed from 20 MPH to 15 MPH.

Alderman Larry B. Harris moved to approve #O-19-16 as presented lowering the speed limit on 4th Street from 20 MPH to 15MPH.

The motion was approved by a vote of 4-0.

E. Fire Station #1 Foundation – Josh Harrold, Town Manager

Manager Harrold recalled a prior study conducted 7 years ago which outlined foundation and construction issues primarily along the north side of the building at the Fire Station at 106 Montreat Road. Manager Harrold stated his purpose in discussing this issue was due to the pending living quarter's renovations which have been budgeted in the CIP. Manager Harrold stated he recommends postponing renovations until the foundation issues are corrected to avoid unnecessary costs later down the road. Manager Harrold recommended perusing an updated assessment as he believes construction costs could have changed over the last several years. Manager Harrold stated the current study from Medlock Engineering cost approximately \$10,000 and Alderman Larry B. Harris stated there may be savings if staff approached Medlock to request an update to their original report instead of seeking out new proposals. Alderman Harris clarified that Manger Harrold was seeking direction to hold off on renovations as budgeted in the CIP until structural issues are dealt with. The Board conceded. Manager Harrold stated he will reach out to Medlock Engineering and report back to the Board.

F. Little Free Library Agreement

Attorney Sneed presented a draft agreement that allows the placement of a Little Free Library at the south end of the Flat Creek Greenway along Charlotte Street. Attorney Sneed stated the agreement addresses maintenance and contact information. Attorney Sneed stated if staff find it is being used for an illegal purpose or if it becomes a nuisance then it may be removed per the agreement.

Vice Mayor Maggie Tuttle moved to approve the Little Free Library Agreement as presented.

The motion was approved by a vote of 4-0.

9. PUBLIC HEARING

The chair will recognize individuals requesting to address the Board regarding the specific topic of the public hearing. Public hearing comments by any on speaker shall be limited to ten (10) minutes. The Mayor reserves the right to alter time limits and other rules of procedure at the beginning of each Public Hearing.

A. Public Hearing to Rezone 300 Flat Creek Road from SR-2 (suburban residential) to TR-4 (town residential)

REZONING

Vice Mayor Maggie Tuttle moved to open the public hearing to Rezone 300 Flat Creek Road from SR-2 (suburban residential) to TR-4 (town residential).

The motion was approved by a vote of 4-0.

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Planning Director Jessica Trotman stated the subject property is 0.85 of an acre and currently contains a single family dwelling. It is zoned SR-2 and the owners are requesting to be rezoned to TR-4. Director Trotman said in close proximity to the parcel, there are other zoning districts including TR-4 and UR-8 and said the character of the neighborhood is primarily single family residential with low and moderate densities.

Director Trotman stated the request for TR-4 zoning will allow for similar type and scale of development that is entirely characteristic of the area and said the most significant difference between the existing and proposed districts is lot size, which is reduced from one-half an acre to one-quarter of an acre. Director Trotman stated the density, the parcel could be subdivided to create one additional parcel. The area is served with all necessary utilities and road access necessary. The parcel is not encumbered by utility easements, steep slope, floor plain or floodway. There are no streams.

Director Trotman stated the difference in uses are as follows:

- In TR-4 a place of worship is a permitted use, but it is a conditional use in SR-2.
- In SR-2 a Bed and Breakfast home is allowed a conditional use, but not in TR-4.
- In SR-2 a Board House is allowed by conditional use, but not allowed in TR-4.
- In TR-4 a manufactured home park is allowed under special uses, but not in SR-2.

The Planning board heard this case in July, where there was a 3-3 vote. At the meeting two other Flat Creek property owners attended and voiced their support of the application and also expressed interest in seeing their own properties rezoned to TR-4. Director Trotman stated during the noticing process staff received no calls or comments against the application. Director Trotman stated neighboring land owners have expressed interesting in pursuing this type of zoning designation as well.

Alderman Larry B. Harris stated he feels this case is spot zoning and said he is not in favor of approving one application in lieu of the entire neighborhood. Attorney Ron Sneed stated the Board must consider the petition before them tonight and stated the parcel is not necessarily spot zoning or and said spot zoning is not illegal but requires additional scrutiny. Attorney Sneed stated findings must include a reasonableness determination and stated the applicants are entitled to a decision. (Can the property be treated similar to the neighboring properties)? Alderman Harris stated another consideration is if this use is part of the Town's Comprehensive Plan and said he would prefer to consider the entire area. Attorney Sneed stated as long as the analysis is articulated then he would be able to defend the case in court should it become necessary.

Alderman Carlos Showers clarified that by rezoning this parcel it would allow the property owner to subdivide it to create an additional lot. Director Trotman stated the Planning Board and property owners in the area are open to rezoning the area. Alderman Harris inquired of Attorney Sneed if he thought there was anything unreasonable with this request and Attorney Sneed could not determine definitively any unreasonable aspect of this application.

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Elaine Loutzenheiser of Avena Rd. Black Mountain addressed the Board of Aldermen stating she is supportive of considering a larger portion of the rezoning.

Richard Yateman of Flat Creek Rd. Black Mountain addressed the Board of Aldermen stating he would find the decision to turn down the request unreasonable and said he is supportive of the request. Mr. Yateman stated he was a member of the Planning Board when the area was originally zoned to SR2 and stated the area has become more urban over time and said there are many reasons to support rezoning the parcel as it increases the tax base and contributes to affordable housing.

Thomas Wright of Avena Rd. Black Mountain addressed the Board of Aldermen stating he is the contractor for the property in question and stated there are plans to build another home on the property if approved.

*Alderman Carlos Showers moved to close the public hearing.
The motion was approved by a vote of 4-0*

*Alderman Larry B. Harris moved to adopt the Statement of Consistency as presented.
The motion was approved by a vote of 4-0*

*Alderman Larry B. Harris moved to approve ReZoning 300 Flat Creek Road from SR-2 (suburban residential) to TR-4 (town residential).
The motion was approved by a vote of 4-0*

10. COMMUNICATION FROM STAFF

- A. Town Attorney – Attorney Sneed discussed new case law regarding appeal rights of the Board of Aldermen to appeal written staff decisions to the Zoning Board of Adjustment. Attorney Sneed stated it may be a good idea for the Board of Aldermen to require a list of written decisions to be included as part of the Manager's report at each meeting.
- B. Town Manager - Manager Harrold reminded the public that the Board of Aldermen will be in attendance at an appreciation luncheon on September 19, 2019 for Black Mountain Boards and Commissions at noon at the Lakeview Center. Manager Harrold also recalled previous inquiries regarding ecoli levels in Lake Tomahawk and stated testing has determined the lake water is safe. Manger Harrold stated in order to be determined unsafe you would have to have 235 fecal coliform colonies per 100 milliliters of water. Manager Harrold stated testing on August 2, 2019 shows Lake Tomahawk has 11 fecal coliform colonies per 100 milliliters of water.

11. COMMUNICATION FROM MAYOR AND BOARD OF ALDERMEN

Alderman Carlos Showers commended Sharon Tabor, Chamber of Commerce Director and her staff on the Sourwood Festival. Alderman Showers stated he appreciates redevelopment of Rosalyn Gardens area and knows the African American Community appreciates this.

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Mayor Don Collins encouraged citizens to contact the Town Manager if they see persons dumping garbage in the Town.

12. ADJOURNMENT

There being no further business, on a motion made by Alderman Carlos Showers and with a vote of 4-0, Mayor Don Collins adjourned the meeting at 7:39 p.m.

ATTEST:


Angela Reece, Assistant to Manger/Town Clerk

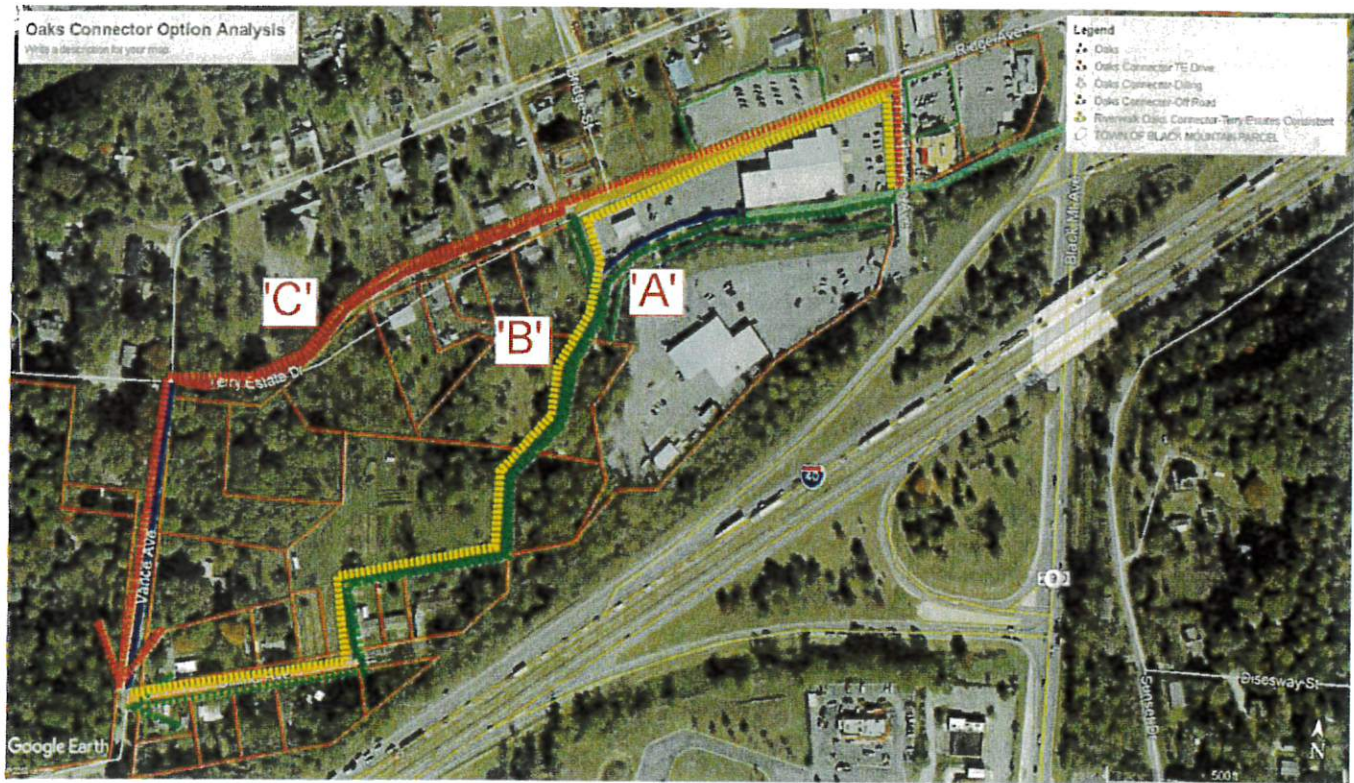

Don Collins, Mayor

MEMORANDUM

Date: July 24, 2019
To: Jessica Trotman (Planning and Development Director, Town of Black Mountain NC)
From: Fred Grogan
Subject: Riverwalk NCTIP # EB-5547 Oaks Connector
CC: Josh Harrold (Town Manager, Town of Black Mountain NC)

Jessica-

Per your request on Wednesday, July 17, 2019 please see the below 'pro-vs-con' list related to the Oaks Connector alignment options provided to the Town of Black Mountain on June 14, 2019.



For purposes of this memorandum, the alignment options for the Oaks Connector are being referred to as A, B, and C. Alignment 'A' is located South of the Town facility, and would utilize existing pavement through the facility yard. Alignment 'B' utilizes Black Mountain Ave, and Terry Estates to circumnavigate the Town property, then reconnect with 'A' to the West of the Town property. Alignment 'C' would be considered an "on-road" route utilizing Black Mountain Avenue, Terry Estates, and Vance Avenue.

Please note: due to an expansive area of undefined paved area to the north, and to minimize number of Terry Estates roadway crossings, it is assumed that alignments will be located to the South of Terry Estates Road.

The list below shall not be considered comprehensive due to the preliminary nature of the current planning effort.

Michael Baker

INTERNATIONAL

Alignment A:

Pros-

- Minimizes vehicular/pedestrian interface/conflicts
- Preliminarily least expensive of the options
- Maintains definition of "Riverwalk" and intent of user experience of greenway being off-road
- Paving for greenway is in-place

Cons-

- Potentially higher long-term maintenance costs which may be caused by flooding/active erosion of adjacent stream (solutions can be implemented to address concern including, but not limited to, stream restoration, and use of materials which can withstand inundation)
- Fence relocation may impact utility vehicle circulation & reduce usable stockyard area.
- Will require support/easements from property owners (3) Please note, alignment is intended to utilize existing sewer easement.

Alignment B:

Pros-

- Can work with Depot Spur Sidewalk effort (will require scalable solution to accommodate spatial requirements of a shared use path)
- Locates trail away from river (long term maintenance costs). Can also be considered con related to user experience.

Cons-

- Utility vehicle access conflicts (into Town property yard)
- May require fence relocation which may impact utility vehicle circulation & reduce usable stockyard area.
- Will require support/easements from property owners (3). Please note, alignment is intended to utilize existing sewer easement.

Alignment C:

Pros-

- Utilization of Town's 30' right of way (see cons below)
- Locates trail away from river (long term maintenance costs). Can also be considered con related to user experience.

Cons-

- Utility vehicle access conflicts (into Town property yard)
- May require fence relocation which may impact utility vehicle circulation & reduce usable stockyard area.
- Preliminarily most expensive of the options
- Likely utility conflicts
- Although Town holds 30' right of way, there is a high likelihood of property disputes



Fred Grogan, PLA/ASLA
fred.grogan@mbakerintl.com
MBI-Project Manager

Option using Terry Estates to Dilling	
Pro	Con
Uses existing ROW Potentially lower maintenance costs and/or risk of flood damage No riverbank stabilization or restoration in the future Doesn't require an extra bridge	On road, changes user experience Many property owners to consider Driveways → safety hazards
Option using Hotel Property	
Pro	Con
Private/Public partnership Guest have onsite access to greenway Stays on river/ user experience	Expensive compared to other options/additional bridge required Potential additional costs for riverbank stabilization and/or restoration work now or in the future
Greenways Commission SECOND CHOICE	
Option Using Terry Estates Behind Parking Lot and along River	
Pro	Con
Fewer property owners to consider Reduces some river bank restoration needs in the future Doesn't require an extra bridge Gets back to the river quickly	Changes the user experience some Safety with public works trucks coming/going through the gates More interaction with cars
Greenways Commission FIRST CHOICE	
Option Using Public Work Back Parking Lot	
Pro	Con
Uses town property Stays along the river Doesn't require the extra bridge Less interaction with carts, feels safer	Costs to relocate the salt bin and move fence Potentially impacts public works ability to use the back lot fully Potential additional costs for riverbank stabilization and/or restoration work now or in the future



TRAFFIC PLANNING AND DESIGN, INC.

WWW.TRAFFICPD.COM

Memo

To: Jessica Troutman, AICP, Planning Director, Town of Black Mountain

From: S. Colin Kinton, P.E., Senior Project Manager, TPD, Inc. *SK*

Date: 2019-08-02

Cherry Street One-Way Analysis

Downtown Parking and Circulation Study

Re: Town of Black Mountain, NC

TPD# TOBM .00001

Background

The Town has requested an evaluation of Cherry Street operations for one-way flow in consideration of the overall Parking & Circulation Study currently underway.

Existing Operations

Cherry Street currently allows for two-way flow with one 9 ft travel lane in each direction and parallel parking on both sides of the street. Since the roadway was resurfaced in 2018, it has not been re-stripped. The width of Cherry Street is 35 feet from curb to curb.

Turning movement counts were collected at area downtown intersections on a weekday in May, 2019 from 7:00 AM until 9:00 AM, Noon until 2:00 PM and 3:00 PM until 6:00 PM. During the AM Peak Hour, approximately 20 vehicles traveled north and 25 vehicles traveled south on Cherry Street. During the Midday Peak Hour, approximately 29 vehicles traveled north and 55 vehicles traveled south on Cherry Street. Finally, during the PM Peak Hour, approximately 19 vehicles traveled north and 42 vehicles traveled south on Cherry Street. **Figures 1-3**, attached, illustrate existing traffic flows.

Pedestrian activity along Cherry Street is high considering the downtown street-front shops located all along Cherry Street. Sidewalks on both sides remain busy throughout the day while shops and restaurants are open. Because of the narrow width of the roadway, low volume and speed of traffic and pedestrian scale of development along Cherry Street, pedestrians frequently cross mid-block going from one side of the street to the other. Very few pedestrian/vehicle conflicts have been observed during data collection along Cherry Street with most conflicts occurring where Cherry Street intersects State Street to the north and Sutton Avenue to the south. Pedestrians appear to have the most difficulty crossing Cherry Street in the marked crosswalk at the intersection of State Street. This is because of the angle of intersection that creates a long crossing distance and the potential conflicts with turning vehicles coming from multiple directions.

Utilizing the above referenced count data, capacity analyses were completed according to the

methodologies contained in the 6th Edition *Highway Capacity Manual* (HCM) using *Synchro 10* software, a Trafficware product. Existing vehicle delays are minimal entering and exiting Cherry Street. Cherry Street at Sutton Avenue presently operates at a level-of-service (LOS) A during AM, Midday and PM peak hours. Cherry Street at State Street operates at LOS A or B during the same three peak time periods. Left-turns from State Street onto Cherry Street do occasionally create queue backups on State Street. Northbound left-turns from Cherry Street onto State Street are prohibited; however, the existing signing is insufficient notification and motorists will make left-turns that create additional conflicts at the adjacent crosswalk and through traffic along State Street.

As Cherry Street is only one block long with only two driveway accesses to the east, most traffic is destined for on-street parking and local shopping. Cut-through traffic is minimal. With the majority of traffic either looking for parking spaces or in the process of parking, empirical data of vehicle speeds on Cherry Street indicate minimal concerns during the daytime when pedestrian traffic is highest.

On-street parking along Cherry Street is configured in a parallel alignment with the curb, with approximately 8 ft by 20 ft spaces (formerly marked). Along the east side, there are 22-23 spaces available (variance is due to the present lack of markings). Along the west side, there are 25 spaces available. In total, approximately 47 spaces are available over the entire length of Cherry Street. None of these spaces are currently restricted for loading or ADA parking. Parking maneuvers can impact the flow of traffic along a street; however, in the case of Cherry Street, the low vehicular volumes and speeds do not result in significant impacts.

Proposed Operations

The Town of Black Mountain is considering one-way flow along Cherry Street. J.M. Teague Engineering completed a brief analysis of Cherry Street in August 2018 that suggested northbound one-way on Cherry Street would provide for improved conditions. TPD completed a review of this prior analysis along with an expansion of the analysis to include other significant intersections in the downtown area as a part of this broader Study. TPD completed an operational analysis of Cherry Street one-way to understand impacts to flow. **Figures 4-6**, attached, illustrate existing traffic flows with redistribution of Cherry Street traffic do to revision to one-way flow.

With re-distribution of traffic resulting from one-way Cherry Street, overall traffic operations at downtown intersections will continue to function similarly to existing operations with only slight increases in delay and no significant change in level-of-service. **Table 1**, attached, provides LOS and delay details for the study intersections included.

One significant concern with conversion of Cherry Street to one-way is the increase in queuing of vehicles along State Street. **Table 2**, attached, provides details on how queues of vehicles at intersections vary between current operations and proposed one-way flow of Cherry Street. The eastbound queue for State Street at Broadway Avenue is shown to increase from 303 ft to 323 ft during the PM peak-hour. As the distance between the Broadway Avenue and Cherry Street intersections is only 230 feet, there may be instances where traffic will backup and block Cherry Street.

Increases in queuing on State Street will be balanced with the planned new interchange at I-40 and Blue Ridge Road. After reviewing projections provided by NCDOT Division 13, the proposed new interchange, which will be constructed in the next 3-5 years, should result in a 10-15 percent

reduction in traffic volumes along State Street. In addition to the reduction in number of vehicles on State Street, truck traffic, currently at 3-5 percent, should be reduced as well. Overall, traffic congestion may increase slightly in the short-term as is the case with most changes in travel patterns, but in the long-term there should be no significant impacts.

On-street parking alternatives were analyzed with the proposed change to one-way traffic flow. Alternatives include implementing angle parking on one side of the street or continuing the existing parallel parking of both sides.

Angle Parking Considerations:

- Easier entry into a parking space
- Easier exit from a parking space (if visibility not blocked by adjacent vehicles)
- Requires greater width for drive aisle, maneuvering space and parking depth (36-38 feet minimum pavement width is typical)
- Bumpers may overhang onto sidewalk space without curb stops; Curb stops create tripping hazard
- Cherry Street at 500 feet in length would provide approximately 47 spaces at a 60 degree angle
- Delivery trucks (UPS, FedEx, USPS, etc.) would potentially block several parked vehicles
- Potential danger for bicycles from vehicles backing up out of parking spaces.

Parallel Parking Considerations:

- More difficult parking maneuvers required
- Visibility not impacted by other parked vehicles
- Does not change existing patterns
- Would allow relatively easy conversation back to two-way operations if necessary
- Existing parallel parking layout provides 47 spaces
- No impact to sidewalks
- Preferred parking stall length is 22 feet
- Delivery trucks do not block traffic flow or impact safety when double parked
- Facilitates delivery trucks without blocking more than one or two parked vehicles
- Provides safety cushion/buffer between sidewalk areas and travel lane
- More easily permits pedestrians to pass between parked vehicles
- Does not block traffic flow when one vehicle is parking

Recommendations

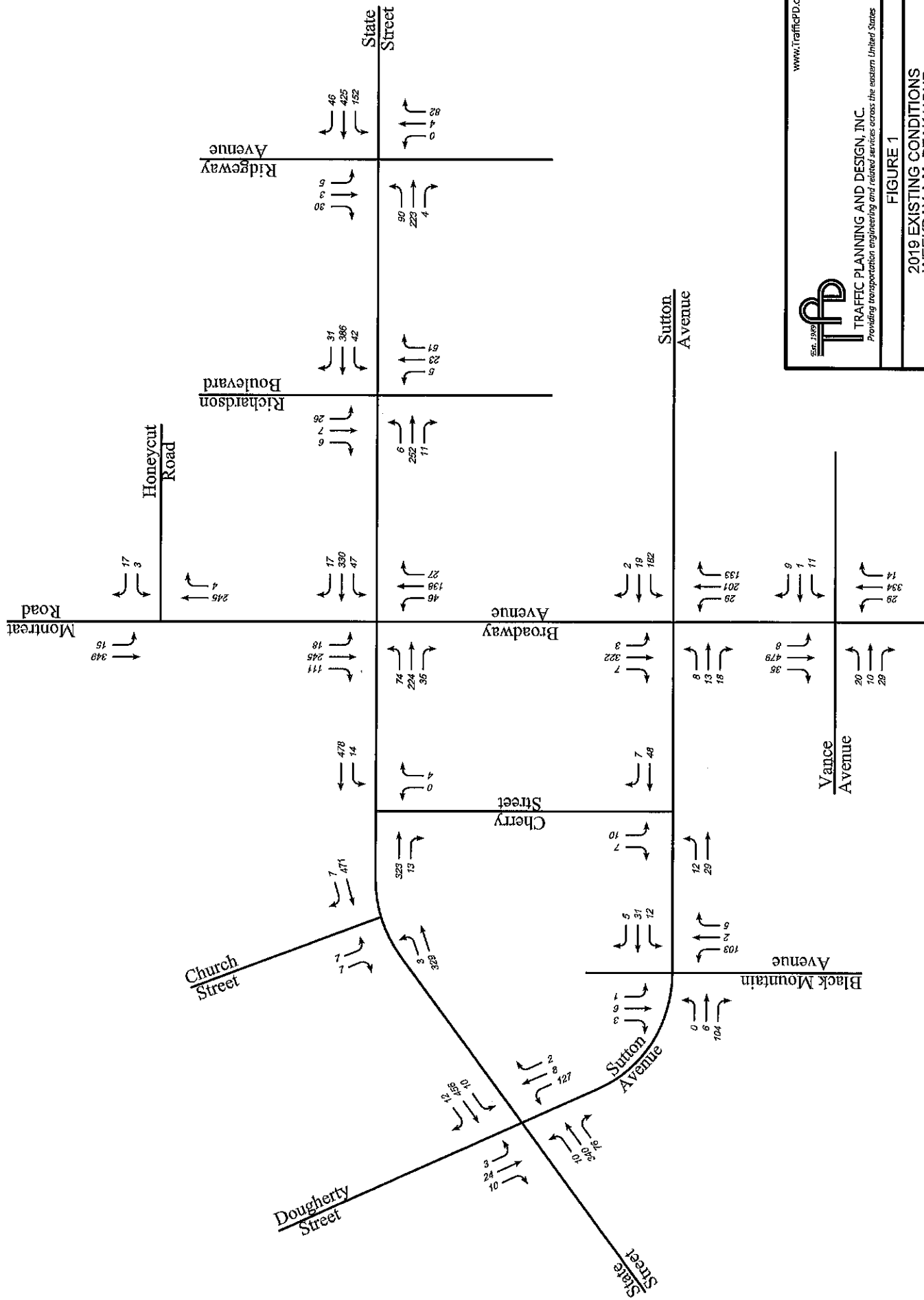
Based on these findings and feedback received at the project Steering Committee meeting on July 9, TPD recommends the following strategies for Cherry Street:

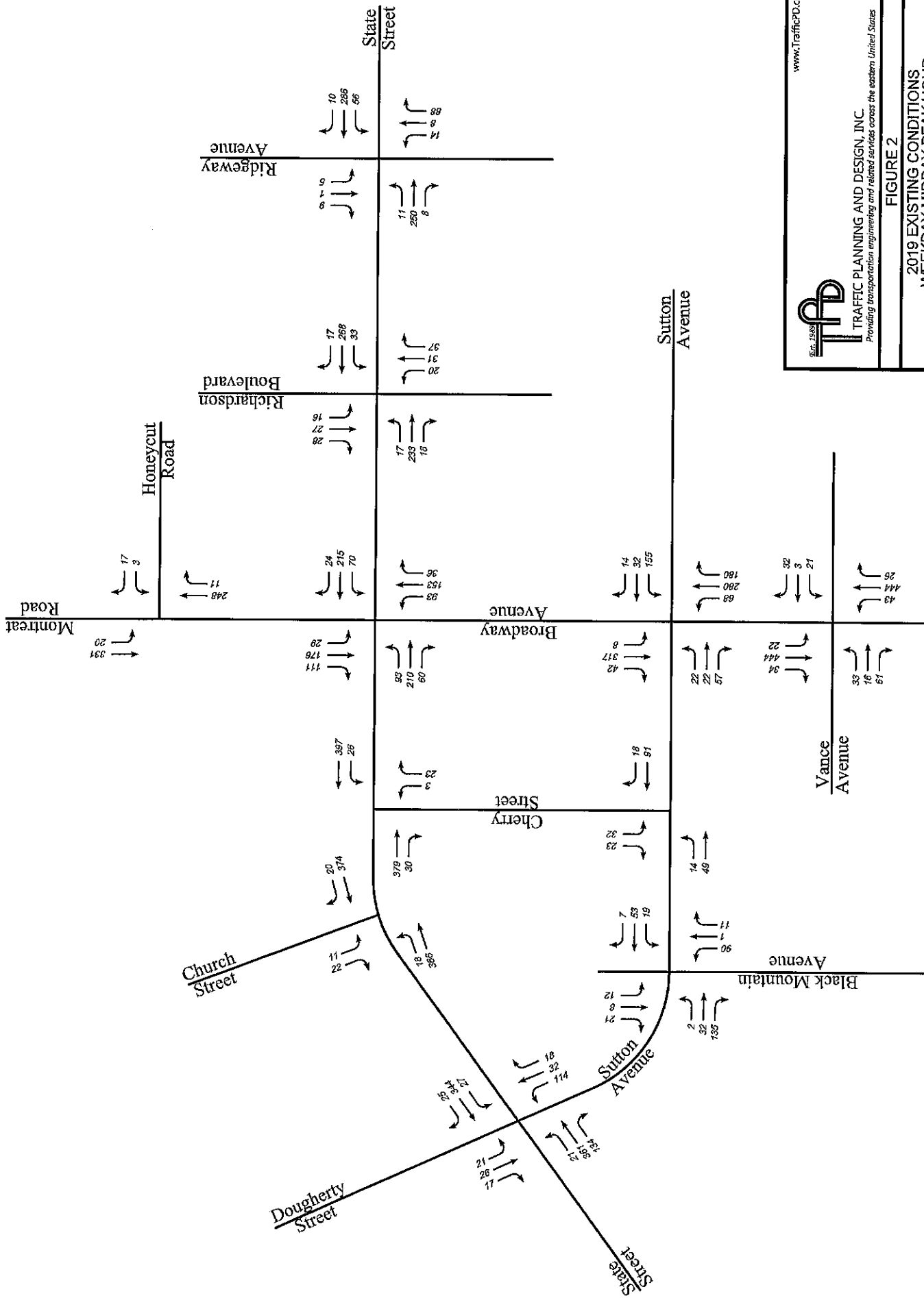
- Change flow of Cherry Street to one-way northbound from Sutton Avenue to State Street
- Continue to prohibit left-turns from Cherry Street onto State Street (install additional standardized signing per the Manual of Uniform Traffic Control Devices (MUTCD))
- Maintain existing parallel parking on both sides of the street
- Increase standard length of parallel parking spaces to 22 feet in length (would reduce total number of spaces to 23 on west side and 22 on east side)
- Spaces adjacent to driveways, hydrants and at either end of street can be reduced to 20 feet in design given that the adjacent clear zone provides ease of maneuverability.

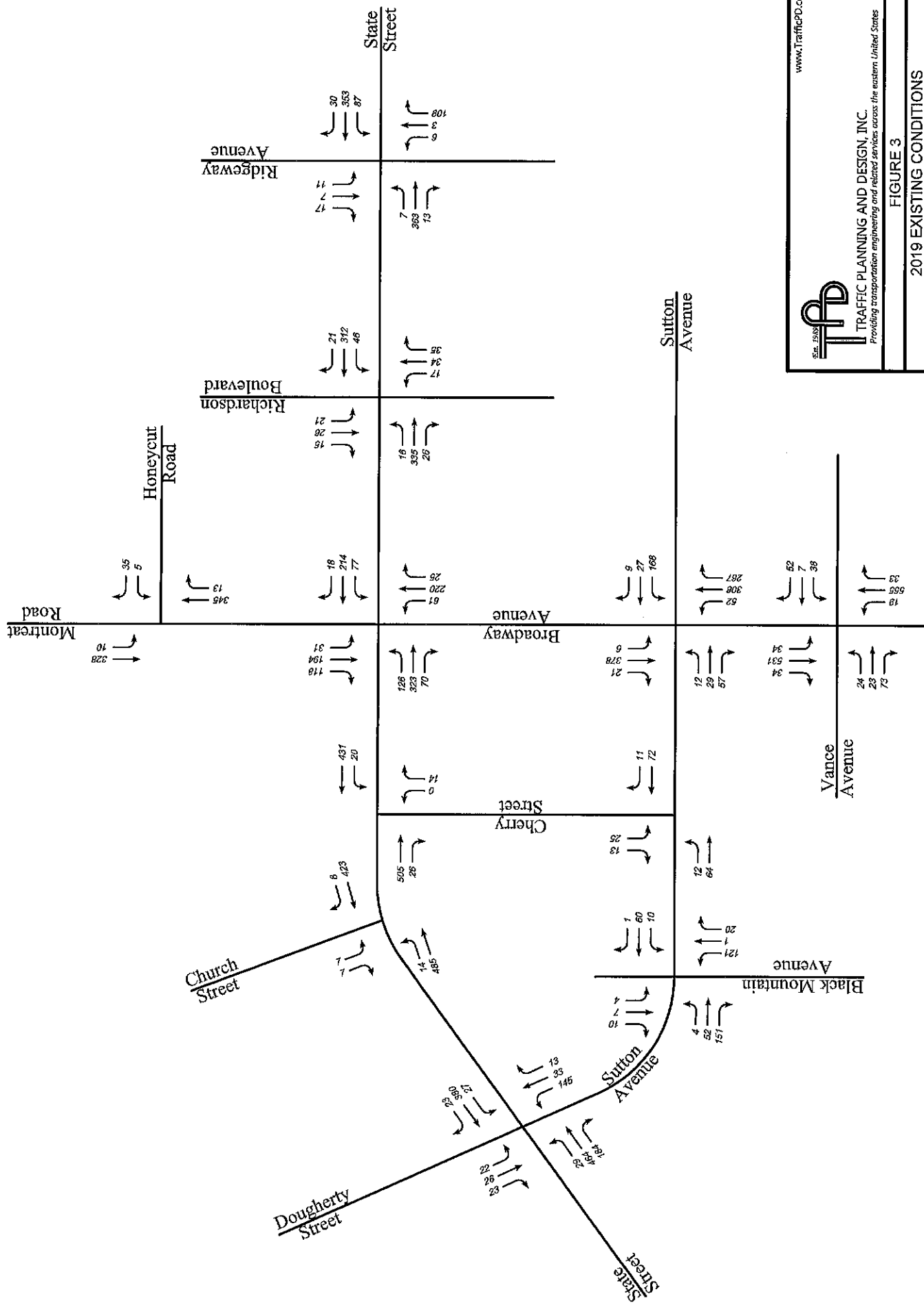
- Maintain 15 feet clear area next to hydrants
- Maintain 22 feet clear area next to driveways
- Provide a minimum of one (two preferred) accessible parking spaces on each side of the roadway (two minimum and four preferred total spaces)
- Spread accessible parking spaces over entire block and do not group together to minimize walking distances
- Provide curb extensions (bulb-outs) at Cherry Street and State Street intersection to reduce crosswalk distance for pedestrians crossing Cherry Street. This could be implemented as a temporary treatment in the interim (with pavement markings and flexible delineators) as the Town allocates additional budget to construct full bulb-outs in concrete in the near future.

If you have any questions or comments related to this analysis, please call anytime.

Attachments: Figures 1-6: Peak Hour Existing Conditions and One-Way Scenario Traffic
Table 1: Level of Service Delay Summary
Table 2: Maximum Queue Summary





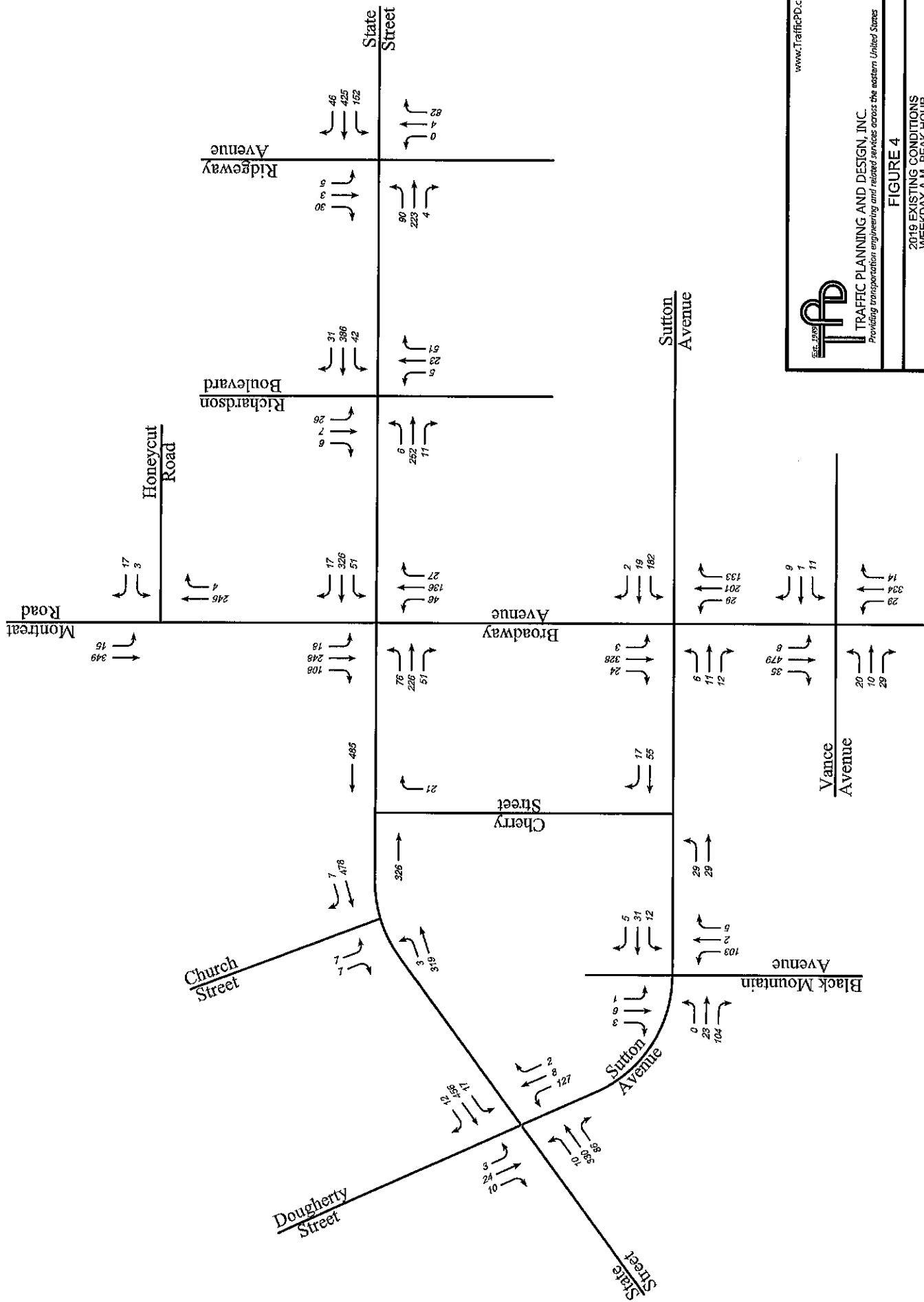


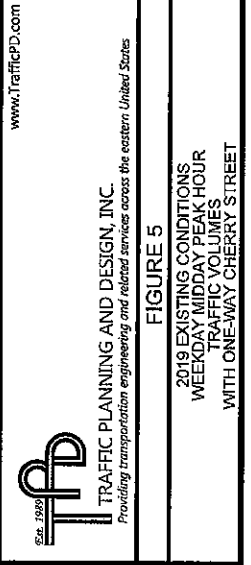
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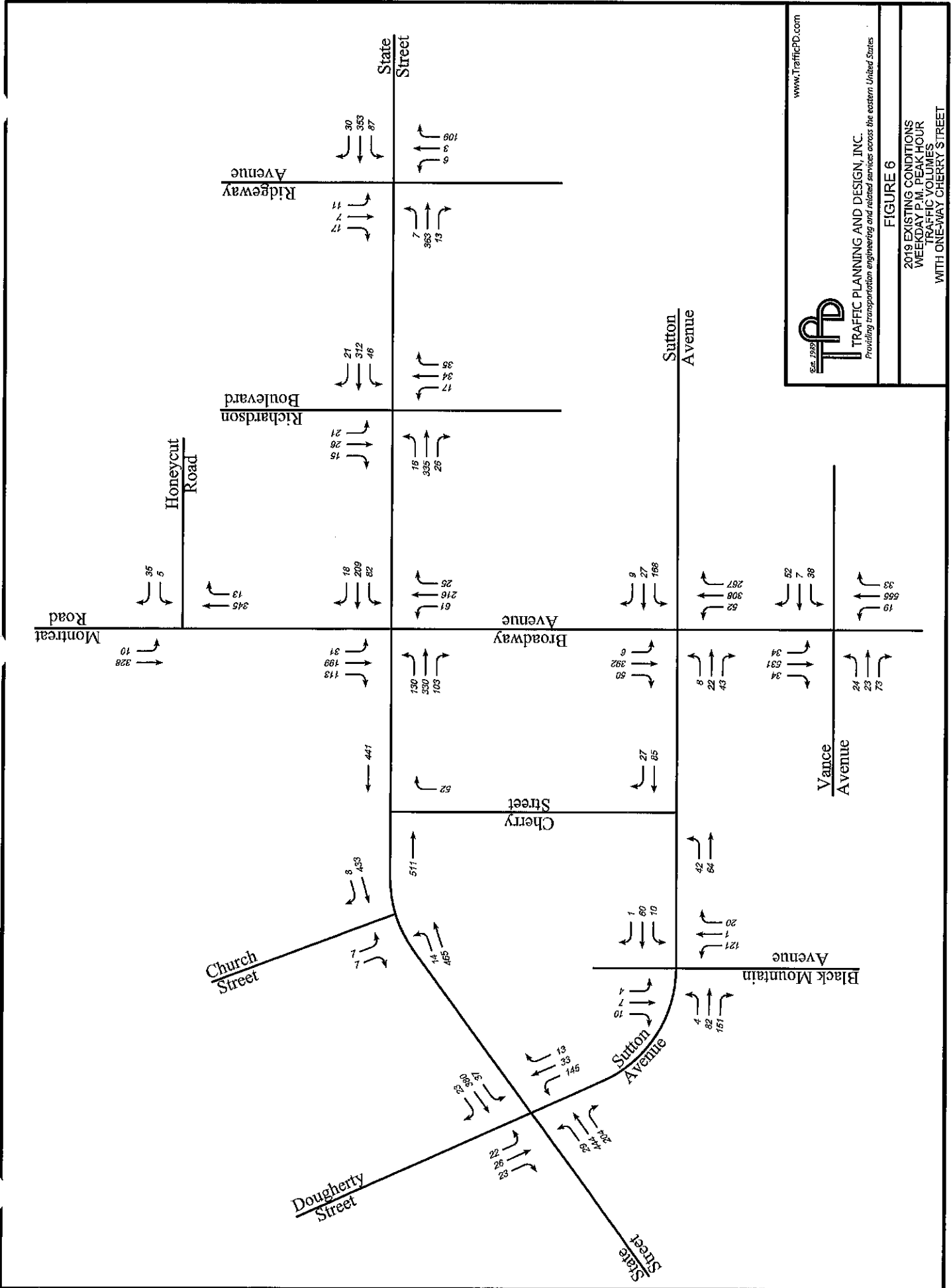
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FIGURE 3

**2019 EXISTING CONDITIONS
WEEKDAY P.M. PEAK HOUR
TRAFFIC VOLUMES**







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FIGURE 6

2019 EXISTING CONDITIONS
WEEKDAY P.M. PEAK HOUR
TRAFFIC VOLUMES
WITH ONE-WAY CHERRY STREET

TABLE 1
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Movement	Weekday A.M. Peak Hour		Weekday Midday Peak Hour		Weekday P.M. Peak Hour	
		Existing	One-Way Cherry St	Existing	One-Way Cherry St	Existing	One-Way Cherry St
State Street & Sutton Avenue/Dougherty Street	EB LT	A	A	A	A	A	A
	EB TR	A	A	A	A	A	A
	WB LT	A	A	A	A	A	A
	WB TR	A	A	A	A	A	A
	NB LTR	C	C	C	C	C	C
	SB LTR	B	B	B	B	B	B
	ILOS	B (10.7)	B (10.7)	B (10.3)	B (10.3)	B (10.8)	B (10.6)
State Street & Church Street	EB LT	A	A	A	A	A	A
	SB LR	B	B	B	B	B	B
State Street & Cherry Street	WB L	A	--	A	--	A	--
	NB R	A	A	B	B	B	B
State Street & Montreat Road/Broadway Avenue	EB L	B	B	B	B	B	B
	EB TR	C	C	C	C	C	C
	WB L	B	B	B	B	B	B
	WB TR	C	C	C	C	C	C
	NB LT	C	C	C	C	D	C
	NB R	C	C	B	B	B	B
	SB LT	C	C	C	C	C	C
	SB R	B	B	B	B	C	C
	ILOS	C (25.4)	C (25.5)	C (24.8)	C (25.8)	C (27.8)	C (25.7)
Broadway Avenue & Sutton Avenue	EB LTR	A	A	A	A	A	A
	WB LTR	A	A	A	A	A	A
	NB LT	A	A	A	A	A	A
	NB R	A	A	A	A	A	A
	SB LT	A	A	A	A	A	A
	SB TR	A	A	A	A	A	A
	ILOS	A (5.8)	A (5.7)	A (6.0)	A (6.0)	A (6.0)	A (5.8)
Cherry Street & Sutton Avenue	EB LT	A	A	A	A	A	A
	WB TR	A	A	A	A	A	A
	SB LR	A	--	A	--	A	--
Sutton Avenue & Black Mountain Avenue ¹	EB LT	A	A	A	A	A	A
	EB R	A	A	A	A	A	A
	WB L	A	A	A	A	A	A
	NB L	A	A	A	A	A	A
	SB LTR	A	A	A	A	A	A

¹Analyzed utilizing SimTraffic due to unconventional stop control

TABLE 2
MAXIMUM QUEUE (FEET) SUMMARY*

Intersection	Movement	Available Storage	Weekday A.M. Peak Hour		Weekday Midday Peak Hour		Weekday P.M. Peak Hour	
			Existing	One-Way Cherry St	Existing	One-Way Cherry St	Existing	One-Way Cherry St
State Street & Sutton Avenue/Dougherty Street	EB LT	500+	144	90	261	128	203	172
	EB TR	500+	180	135	254	187	266	248
	WB LT	400 ³	158	151	112	158	136	115
	WB TR	170	136	140	86	172	122	125
	NB LTR	360 ³	172	170	173	130	135 ²	130 ²
	SB LTR	400+	66	69	68	66	66	68
State Street & Church Street	EB LT	400 ³	31	54	55	55	96	94
	SB LR	300+	22	22	45	22	22	44
State Street & Cherry Street	WB L	100 ³	74	N/A	154	N/A	158	N/A
	NB R	200+	12	12	34	72	31	99
State Street & Montreat Road/Broadway Avenue	EB L	230 ³	92	73	148	114	135	95
	EB TR	230 ³	200 ²	215 ²	198 ²	248²	303²	323²
	WB L	195 ⁴	219	219	114	143	219	219
	WB TR	375 ³	289	398	239	259	285	264
	NB LT	500+	286	187	261	331	325	307
	NB R	135	117	125	125	125	125	125
	SB LT	240	225 ²	228 ²	219	219	220	199
	SB R	400+	245	272	229	231	235	228
Broadway Avenue & Sutton Avenue	EB LTR	200+	52	52	74	74	74	74
	WB LTR	350+	115	147	154	136	181	198
	NB LT	325 ³	157	117	163	202	176	196
	NB R	325 ³	74	99	171	124	140	120
	SB LT	500+	93	88	72	74	94	127
	SB TR	195	93	94	141	137	98	129
Cherry Street & Sutton Avenue	EB LT	130 ³	31	58	51	55	32	31
	WB TR	245 ³	67	77	55	56	56	55
	SB LR	200+	48	0	66	0	51	0
Sutton Avenue & Black Mountain Avenue ¹	EB LT	200+	35	66	51	53	30	53
	EB R	75	44	56	55	56	54	20
	WB L	130 ³	30	30	30	0	30	0
	NB L	100+	21	0	0	21	21	20
	SB LTR	50+	65	65	29	55	30	29

*Queue analysis developed using SimTraffic methodology except where noted to indicate greatest distance

¹Analyzed utilizing SimTraffic due to unconventional stop control

²95th percentile Synchro queue

³Distance to adjacent intersection

⁴Continues as a TWCLTL for approximately 95 feet additional