



**GroWNC Transportation Workgroup Agenda**  
**Large Conference Room, Land-of-Sky Regional Council**  
**October 8, 2012 1:30 PM-3:30 PM**

**Welcome and Introductions**

Lyubov Zuyeva opened the meeting with a round of introductions. She indicated that she would be facilitating the group meetings now that Natalie Murdock has left the agency.

**Request for Steering Committee Member Nominations**

Lyubov Zuyeva indicated that due to scheduling conflicts, Michael Sorrells is not able to serve on GroWNC Steering Committee and another transportation representative is needed. GroWNC staff are looking for several nominations to take to the Executive Committee. Lyubov Zuyeva added that nominations outside of Buncombe County would be preferred to keep the Steering Committee more balanced.

Julie Mayfield nominated Reuben Moore. Reuben Moore indicated he would have to check with Division 14 whether he is allowed to add another responsibility.

Julie Mayfield and Lael Gray indicated that the group can go back to the original list nominated back in March 2012, with some changes.

The following were nominated by the Transportation workgroup for the Steering Committee:

- Julie Mayfield
- ~~Reuben Moore not able at this time~~
- Mariate Echeverry-would be willing
- Don Kostelec

The work group was not comfortable with nominating people who have not been involved with the transportation work group.

Linda Giltz added that there are also several openings from local governments on the Steering Committee. For example, Haywood County and Madison County need a new representative. So there will be additional opportunities for local government staff to be involved.

**Update on Schedule and Community Meetings**

Lyubov Zuyeva gave an update on the Community Input Meetings and the schedule for the upcoming GroWNC meetings. The work of GroWNC Transportation work group will



continue through spring-early summer 2012. Lyubov Zuyeva indicated that the FBRMPO will be establishing a Citizens Advisory Committee, and there might be an opportunity for members of GroWNC Transportation work group to apply to serve on the MPO Citizens Advisory Committee, depending on the application process that FBRMPO TAC will put in place.

The next round of Community Input meetings is scheduled as follows:

- November 8            Buncombe County            location TBA
- November 13        Transylvania County        T-County Library
- November 15        Henderson County        Hendersonville High School
- November 29        Haywood County            USDA Center
- December 6         Madison County            Madison Co. Ext. Office

The next work group meeting will take place in January 2013.

#### **Public Input Update: Input from Small Meeting Groups**

Lyubov Zuyeva and Linda Giltz gave an update on the small meeting groups which have been going on around the region to gain additional public input. Over 85 small group meetings have already taken place or are planned to occur. The meetings have been reaching out to groups who might have been underrepresented through the Community Input meetings—for example, the Hispanic community, Russian-Ukrainian community, African American community, Health Department staff, farm markets’ vendors, senior adults, and others. Once all the surveys are returned from the small community meetings, a qualitative analysis report will be completed and presented to the Steering Community. Some of the themes that are coming up so far for what needs improvement include housing for low and medium-income people, jobs for young people, better access to transportation and internet.

In addition to small group input, a business survey is underway. The results will be presented to the Steering Committee and the work groups, and incorporated into alternatives development.

#### **Brief Overview of Alternative Scenarios –to be showcased during Community Meetings**

Lyubov Zuyeva next gave an overview of the Alternative Scenarios which will be further detailed for the Steering Committee meeting on the 22<sup>nd</sup> and for the Community Input meetings. At the July work session, the following themes emerged from the small table discussions to emphasize as part of alternative scenarios:

- Grow where infrastructure exists



- Co-locate jobs, housing and services
- Diversity uses and mix densities
- Protect natural assets

The following four alternative scenarios will be detailed, in addition to “Business-as-Usual”:

- Alternative 2: Focus on the Economy (attracting new employers, supporting existing businesses, diversifying the economy, advancing the workforce)
- Alternative 3: Focus on Existing Communities (grow where infrastructure exists; revitalize & reuse; promote housing options; promote transportation options)
- Alternative 4: Focus on Resources (preserve agriculture lands; enhance water & air quality; cultivate cultural resources)
- Alternative 5: Focus on Health (improve access to care, improve access to local foods, improve access to physical activity and outdoor recreation options; community connections)

Some discussion followed. Work group members expressed concern with the following indicators as they are currently reflected in the Alternative Scenarios brief synopsis:

- Under Alternative 3, Focus on Existing Communities. , VMT indicator—“Percent of VMT on roads that are near or above capacity/congested” is indicated as likely to go up under alternative 3 and under alternative 1; there might need to be additional commentary whether this is a good or a bad thing (or both); how would this be different from BAU scenario-maybe different roads would be congested, more alternatives to SOV driving. Explain the arrow.
- Under Alternative 5, Focus on a Healthy Population, “improve access to local foods” indicator is using a measure of “percent agriculture lands converted to residential development”, this is shown as going up under Alternative 5. Julie Mayfield -question why would health scenario show percent of agriculture lands converted to residential development going up? Does the arrow mean up for “improve access to local foods” or up for “percent agriculture lands converted to residential development. Might need to clarify for Community Input meetings.

### **Performance Measures: Which Ones Are Most Relevant to Transportation**

Lyuba Zuyeva next transitioned the discussion to performance measures. She has pointed to the draft list of Transportation group goals, highlighting that safety is not actually present on the list of goals except for under “Safe freight.”



Comments from the work group--safety would be addressed if facilities were built to standard.

Julie Mayfield—are we still planning to look at the filter for transportation projects?  
Lyuba Zuyeva-yes, there will be time for this after we have come up with the vision for regional growth, which is where the Alternative Scenarios come in. Once the vision is developed, then the next task will be looking at intermediary steps and tasks to help take the region towards the vision.

Daniel Johnston—since Land Use and Transportation need to go together, how will these performance measures help this along?  
Lyuba Zuyeva-for now just trying to develop the vision, intermediary steps and solutions for coordinating Land Use and Transportation will be developed later in the process.

Lyuba Zuyeva indicated that participants each have 5 green dots for performance measures they would like to emphasize, and a red dot each to put next to a performance measure they consider less important.

Some additional comments and questions prior to prioritizing performance measures exercise:

- Daniel Johnston—on VMT as a measure of success, how is this a measure of success? If we had a lot of people walking with population increase, the variables would not show
- Robert Eigus –“provide the number of connections”, should we be counting the number of transfer stations? Transportation multi-modal connections are important, and interstate interchange points could be future sites for multi-modal transfer stations. Lyuba-this could be another performance measure to add. Robert-if talking about improved connections of one mode-that’s reflected; what about multi-modal connections?
- Robert Eigus-what about ground transportation call-in center to find out what services are available? Julie Mayfield—can this be framed as “transportation information? Lyuba-there is a “Dollars devoted towards public info about transportation.” Could be reframed to include online information tools and a call-in center.
- Robert Eigus—what about interstate interchanges-putting in modal transfer stations. Lyuba-how would this be a measurable item? Robert Eigus—how do we measure the change of modes?



*The following performance measures were prioritized by the transportation work group based on the number of dots:*

- Instead of separate numbers of sidewalk miles, greenway miles and miles of on-street bike facilities, **create one combined indicator of miles of greenway/ped/bike facilities** (5 dots in support of combined indicator; 2 dots in support of sidewalk miles; 1 dot in support of on-street bike facilities)
- Dollars spent on transit service in the region (5 dots in favor)
- Percent of residents within 10-minute walk to transit (4 dots)
- Miles of roadways near/above capacity/congestion during PM Peak period (4 dots in favor; 1 dot against—not clear whether increase or decrease desired)
- Dollars spent on transportation awareness education—**suggestion to add dollars spent on other ground transportation information services under this performance measure, including regional call-in center and online website** (3 dots)
- Average daily VMT (2 dots)
- Air Quality (2 dots)
- Dollars spent on implementing passenger rail (2 dots in favor)
- Percent of residents withing a 10-minute walk to community services (2 dots)
- Transit propensity index—**question of what this is—is density included? If density included as part of calculation,** 2 dots in favor (1 dot against this measure)
- # of park-and-ride lot spaces in the region (1)
- Number of new homes within 10-minute walk of existing school (1 dot)
- Percent of residents within a 10-minute walk to parks/greenways/other recreation facilities (1 dot)
- Number of biofuel refueling stations in the region (1 dot)
- Number of households served by high speed internet (1 dot)
- Dollars spent on transportation improvement projects within delineated growth areas (1 dot)

*Performance measures the transportation work group thought would not work very well/might be misleading:*

- Percent of population paying >30% on housing and transportation (2 dots against this indicator/or would like to see a decrease)
- Dollars spent on new roadway improvements (2 dots against this indicator/or would like to see a decrease)
- Number of new homes within 10-0minute drive to a hospital (1 dot against this indicator)
- Number of electric car charging stations (1 dot against this indicator)



- Number of new homes in delineated growth area (1 dot against this indicator)

*Additional performance measures suggested:*

- Percent of roadways meeting complete streets standards (2 dots)
- Percent of transit stops that are accessible-connected to sidewalks, curb ramps, safe crossings (2 dots)
- Local biofuel production (from waste)—energy issue (2 dots)
- Dollars spent on park-and-ride lots (shared ride lots) (1 dot)
- Dollars spent on maintenance of existing roadways and bridges (1 dot)
- Number of trips provided by private transportation providers (1 dot)
- Average commute to work time (1 dot)
- Average commute to work distance (zero dots)
- Average vehicular occupancy (zero dots)
- Use cost per trip served as benefit/cost comparison between modes for project selection (zero dots)

### **LCI Program in Western North Carolina**

Lyuba Zuyeva indicated that based on previously expressed interest from the work group members and co-chairs, Land-of-Sky staff would like to initiate a brief discussion of setting up a Sustainable Communities/Livable Centers initiative.

Lyuba Zuyeva gave a quick overview of the Atlanta Regional Commission Livable Centers Initiative. The program has been in place since 1999 and has channelled \$13 million in studies and \$500 million allocated for transportation projects as of 2011. As of 2011, \$169 million of funding has been programmed for 96 transportation projects under the LCI umbrella, of which 82% were bicycle and/or pedestrian projects.

The LCI studies are provided for historic town centers, emerging town centers and redeveloping corridors. The studies combine land use and transportation consideration, and identify local land use policy steps that the local governments could undertake to make their community more livable, walkable and vibrant. Once the LCI study is adopted and several local follow-up measures (i.e. land use policy changes) take place, the community can then compete for LCI transportation construction dollars.

Julie Mayfield—from my experience, this program has helped revitalize suburban communities and created new town centers in places like Suwanee where there was little activity before.



Reuben—what is the connection between Atlanta LCI and GroWNC being called LCI?  
Lyuba—no real connection, livable and sustainable development have been terms used interchangeably.

Julie Mayfield—in our region Patton Avenue would be a good example of a corridor that could be re-energized through a similar program. Reuben Moore—wondering how important of a player DOT was with LCI implementation. Lyuba Zuyeva-probably DOT would be a more important player in our region; in ARC region counties and cities both maintain their roads.

Lyuba Zuyeva-any other thoughts with regards to LCI program and whether it might be appropriate for our region? Mariate Echeverry-would like to see what the vision for the region is, before providing recommendations for the LCI program or other similar toolbox of solutions.

Lyuba Zuyeva-encouragement to attend a Community Input Meeting-work group members don't need to volunteer; final dates and times to be sent out after October 22<sup>nd</sup>.

We will have the next meeting in January.  
Meeting adjourned.

#### **Attendance**

Mariate Echeverry, City of Asheville  
Robert Eidus, Transit Consultant  
Blake Esselstyn, City of Asheville  
Lael Gray, WNCA and City of Asheville resident  
Alisha Goodman, Blue Ridge Biofuels  
David Johnson, Asheville Design Center  
Julie Mayfield, WNCA  
Reuben Moore, NCDOT Division 14  
Jay Swain, NCDOT Division 13  
Matt Wallace, AMEC  
Kenneth Wilson, NCDOT

#### *GroWNC Staff*

Paul Black, FBRMPO  
John Connell, LOSRPO  
Linda Giltz, LOSRC  
Lyuba Zuyeva, LOSRPO