

Working for a Bicycle Friendly America

Your progress has been saved. Return to the form at any time to complete and submit. **The next deadline is February 11, 2016 at 11:59pm Hawaiian time**

PLEASE NOTE: We will change application systems this spring. If you are not be able to complete the application, you can download a PDF copy of your entered data on or before February 11. The Fall 2016 application cycle will open in April with an August 9 deadline. Please invite cyclists in your community to become local reviewers for your application. Interested cyclists can sign up at bikeleague.org/content/become-local-reviewer. The deadline to sign up is February 16, 2016 11:59pm Hawaiian time.

Application Tips

- The application is designed for communities of all sizes. Please note that some questions will not apply to a small rural community or Census Designated Place, for example, but will apply to a large city. The judges will take the size and type of the community into account when making the award decision.
- You can export and print a copy of the draft or final application by logging into your account and clicking on the PDF button next to the application.
- The word limits for open ended questions are just guidelines as the system is actually using a character limit. Ensure that your entered text does not get cut off, even if you stay within the word limit.
- Ensure to log out using the Log Out button. Closing the browser will not log you out completely and will trigger a warning that another user is logged in next time you sign in. If this occurs, and you are certain that no other user is logged in at the same time, you can just disregard the warning and it will disappear within 24 hours.
- If you would like to share any documents such as a bike plan or a bike map with the reviewers, please include a link to the file either under the relevant question or in the last question of each section if there is not enough space. We recommend using a service such as TinyURL (tinyurl.com/) to shorten any long links.
- Please invite cyclists in your community to become local reviewers for your application. Interested cyclists can sign up at bikeleague.org/content/become-local-reviewer. The deadline to sign up is August 16, 2015 midnight Eastern.

Name of Community

Name of Community	<input type="text" value="Asheville"/>
County/Borough/Parish	<input type="text" value="Buncombe"/>
State	<input type="text" value="North Carolina"/>

Has the community applied to the Bicycle Friendly Community program before?

- Yes
 No

If yes, what was the result of the community's last application?

- No designation
 Honorable Mention
 Bronze
 Silver
 Gold
 Platinum

If designated, what year was your community first awarded a Bronze or higher award?

Mayor or top elected official (include title)

Phone	<input type="text" value="(828) 2595600"/>
Email	<input type="text" value="esthermanheimer@avlcouncil.com"/>
Address	<input type="text" value="PO Box 7148, Asheville, NC 28802"/>
Community Website	<input type="text" value="http://www.ashevillenc.gov/"/>
Link to community map (Google)	<input type="text" value="https://www.google.com/maps/place/Asheville,+NC/data=!4m2!3m1!1s0x88598ca93c0f6f09:0x94ef:"/>

BFC Contact Profile

Note: This person will receive any future BFC related communication from the League.

Name of BFC contact	<input type="text" value="Barb Mee"/>
Title	<input type="text" value="Transportation Planner"/>
Department	<input type="text" value="Transportation"/>
Employer	<input type="text" value="City of Asheville"/>
Address (No PO Box, please)	<input type="text" value="PO Box 7148"/>
City	<input type="text" value="Asheville"/>
State	<input type="text" value="North Carolina"/>
Zip	<input type="text" value="28802"/>
Phone	<input type="text" value="(828) 259-4540"/>
Email	<input type="text" value="bmee@ashevillenc.gov"/>

Is the BFC contact also the Bicycle Program Manager?

- Yes
 No

If no, does your community have a Bicycle Program Manager?

- Yes
 No

If different from above, what is the Bicycle Program Manager's contact information? Please include name, email and phone number.

Does your community have a Safe Routes to Schools Coordinator?

- Yes
 No

If different from above, what is the Safe Routes to Schools Coordinator's contact information? Please include name, email and phone number.

If different from above, what is the contact information of the Director of your community's Department of Transportation (or equivalent). Please include name, email and phone number.

If different from above, what is the applicant name and email?

Community Profile

1. Type of Jurisdiction. NOTE: The application will be referring to your type of jurisdiction as "community" throughout the application, which does not include bicycle amenities, services and other resources outside your boundaries.

- Town/City/Municipality
- County/Borough/Parsih
- Metropolitan Planning Organization/Council of Governments
- Regional Planning Organization
- Rural Planning Organization
- Census Designated Place 
- Indian Country
- Military Base
- Other

If other, describe (50 word limit)

2. For purposes of comparison, would you describe your community as largely

- urban
- suburban
- rural

3. Climate

Average daytime temperature (in °F)

January	46
April	67
July	84
October	68

Average precipitation (in inches)

January	3.07
April	3.16
July	2.97
October	2.4

4. Size of community (in sq. mi.)

Total area	45.5
Water area	0.44
Land area	45.08

5. Total Population 83393

6. College/University student population (during semester) 10% or less ▼

7. Population Density (Person per sq. mi. of land area) 1855.9

8. Median Household Income 42333

9. Age distribution (in percent)

Under 5	5.7
Age 5-19	18.5
Age 20-64	59.5
Age 65+	16.3
Totals (should equal 100)	100

9. Race (in percent)

White	79.3
Black or African American	13.4
American Indian and Alaska Native	0.3
Asian	1.4
Native Hawaiian and Other Pacific Islander	0.2
Some other race	2.8
Two or more races	2.6
Totals (should equal 100)	100
Hispanic or Latino (of any race)	6.5

11. How many government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community? NOTE: A person that spends 1/10 of their time on bicycle issues would be counted as 0.1 FTE.

5

11a. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues? 51-75%

11b. What percentage of the community's Safe Routes to Schools Coordinator's time is spent on bicycling issues?

- 10% or less
- 11-25%
- 26-50%
- 51-75%
- 76-100%
- No Safe Routes To School Coordinator

12. Do you have an officially recognized Bicycle Advisory Committee?

- Yes
- No

12a. How often does it meet? Monthly or more frequently

12b. How many members serve on the committee? 10

12c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee? Check all that apply.

- Residents

- Law Enforcement
- Chamber of Commerce
- Public Health
- Planning Department
- Transportation Department
- School Board or School System
- Parks Department
- Recreation Department
- Transit Agency
- Other

If other, describe (50 word limit)

University

12d. Name and email of Bicycle Advisory Committee Chair Janet Barlow (jbarlow@accessforblind.org) and Till Dohse (till.dohse@gmail.com), co-facilitators

13. Does your local government have an internal equity, diversity or inclusion initiative, committee or position?

- Yes
- No
- Other

If yes or other, please describe the initiative/committee/position, and provide the name and email address of the primary contact.

Equitable development initiative. Contact is Sasha Vrtunski (SVrtunski@ashevillenc.gov).

14. List all bicycle advocacy groups in your community

Blue Ridge Bicycle Club, Asheville on Bikes, Friends of Connect Buncombe, Trips for Kids, RideOnKids, SORBA, Friends of Hominy Creek Greenway, Asheville Bicycle Racing Club, BikeWalkNC

14a. List all transportation equity advocacy groups in your community.

Just Economics

14b. List the name and email of the primary contact for each bicycle and transportation equity advocacy group. If a primary contact is the applicant or BFC contact, list an alternative contact.


Blue Ridge Bicycle Club: Joe Sanders, joesanders0522@gmail.com;
Asheville on Bikes: Mike Sule, mike@ashevilleonbikes.com;
Friends of Connect Buncombe: Ann Babcock, annbabcock@gmail.com;
Trips for Kids: Stephen Janes stephen@tripsforkidswnc.com;
RideOnKids: Lauren Tamayo laurentamayo@gmail.com;
SORBA: Rick Schrader, rschrader56@hotmail.com;
Friends of Hominy Creek Greenway: Jack Igelman jack@igelman.com;
Asheville Bicycle Racing Club: Mike Squires, geostats1952@gmail.com;
BikeWalkNC: Don Kostelec don.kostelec@gmail.com.

14c. List all advocacy groups that are working with you on this application.

Blue Ridge Bicycle Club, Asheville on Bikes

15. What are the primary reasons your community has invested in bicycling? Check all that apply.

- Improved quality of life
- Improving public health
- Community connectivity
- Community connectivity
- Provide affordable transportation options
- Reduce car-parking demands
- Climate change/environmental stewardship concerns

- Decrease traffic congestion
- Increase tourism
- Increase property values
- Cooperation with adjacent communities
- Public demand
- Economic development
- Support Smart Growth  or other growth management goals
- Traffic and bicycle/pedestrian safety
- Meet local or state requirements
- Other

If other, describe (50 word limit)

Asheville culture values outdoor recreation and active transportation for a variety of health, environn

16. What was your community's most significant achievement for bicycling in the past 12 months? (500 word limit)

Asheville on Bikes has recently created a full-time staff position for its Director (currently filled by Mike Sule). This results in a significant increase in person-hours dedicated to bicycle planning and advocacy in our community, including advocacy for on-street bicycle facilities and on-street bicycle parking. Asheville on Bikes is a very effective agent of change in local bicycle education and outreach. Asheville on Bikes hosts family and beginner-friendly rides throughout the year, where specific bicycle infrastructure improvements and planning initiatives are often highlighted. Asheville on Bikes also organizes a bicycle education program for Asheville Middle School students, and provides volunteer-staffed bicycle parking corrals at major outdoor events throughout the year. Starting in 2015, Asheville on Bikes is taking the lead in marketing for BuncombeBikeEd series of adult bicycle education classes. Additionally, Asheville on Bikes volunteers and staff have been building relationships with the business community and fostering support for active transportation as a component of economic development. For example, in the summer of 2014 Asheville on Bikes and the Chamber of Commerce co-sponsored "chamber rides" once a month on Thursday afternoons taking place on city streets, open to riders of various skill levels.

17. If you have applied to the BFC program before, describe any improvements that have occurred for cycling in your community since your last application. (500 word limit)

Since the last application (Spring 2012), the City of Asheville has increased the network of bicycle facilities through installing sharrows in a variety of locations (Montford, Haywood Street), a link of Reed Creek Greenway which now connects to UNCA and to Montford neighborhood, and also a green lane/ climbing bicycle lane on Haywood Road, on a critical link between downtown, River Arts District and West Asheville. Haywood Road is an NCDOT-controlled roadway, and this creates a great example for the possibility of retrofitting some other NC roads in the City of Asheville. In addition, a bicycle lane has been added on Craven Street outside of New Belgium location, which provides another important link between West Asheville and the River Arts District.

Bicycle wayfinding signage has been installed along major bicycle corridors, such as from West Asheville to UNCA, UNCA to downtown and downtown to the River Arts District and to West Asheville. A grant of \$1000 from the Blue Ridge Bicycle Club has helped with installation of the wayfinding signage.

Several initial green bike lane demonstration projects have been implemented since 2012, including on South Lexington Avenue.

Hilliard Avenue, another important downtown bicycle link, has been resurfaced and bicycle lane markings have been updated with input from the bicycle advocacy community, to minimize conflicts at key intersections between turning vehicles and bicycle movement.

In addition, a couple more exciting developments are in progress. The City of Asheville has received a TIGER VI grant to implement Phase I of the Wilma Dykeman Riverway (also known as RADTIP project), which includes road improvements, on-road bicycle facilities and greenway on approximately a 2.2 mile section of roadway along the river. Additionally, TIGER VI projects will include construction of four new greenways segments- Greenway Connector parallel to New Belgium site on the west side of the river, greenway segment along Duke Power easement from Haywood Rd (RiverLink Bridge) to French Broad River Park also on the west side of the river, and on the east side of the river Clingman Forest and Town Branch greenways, which will connect the River Arts District and WECAN to downtown. Another TIGER VI project will complete Livingston Street, which runs through a low-wealth and traditionally African-American community. It will complete sidewalk and provide a climbing lane/sharrow treatment to make an on-road connection between the neighborhood and jobs at the city's major employer and in the River Arts District (RAD), education at AB Tech, and recreation in the RAD and along the river. The Town Branch Greenway also serves this area.

The City of Asheville has also created a Multi-Modal Transportation Commission and initiated a Multimodal Transportation Study to initiate a more comprehensive look at bicycle, pedestrian, greenway and transit issues together instead of as separate planning initiatives as well as provide additional guidance on how the City's Complete Streets policy should be implemented.

18. What was your community's biggest challenge to bicycling in the recent past? How was this issue addressed? (500 word limit)

In 2015, the City of Asheville was able to implement a climbing bicycle lane with green lane markings on Haywood Road from the French Broad River Bridge to Beecham's Curve. Because Haywood Road is a DOT-maintained facility, this required a lot of coordination with NCDOT and an encroachment agreement. This was one of the first examples of implementing a bicycle lane on a DOT-controlled facility in the City of Asheville, and the first example of implementing green bicycle lane markings on a DOT-controlled facility.

19. What specific improvements do you have planned for bicycling in the next 12 months? (250 word limit)



On the west side of the river, significant work is underway to extend the present greenway to the New Belgium Brewery site on Craven Street. Duke Energy-Progress has donated an easement for an extension to connect existing greenway from the French Broad River Park to the new greenway segment in front of New Belgium. In combination, Craven Street and RADTIP/TIGER VI improvements on the east side of the river will add significant bicycle connectivity in the area, connecting the River Arts District to West Asheville through new greenway and on-street improvements.

The River to Ridge initiative includes three greenways that are in final stages of development on the east side of the river. The Clingman Forest Greenway will connect the River Arts District to bike lanes in downtown Asheville. It will connect to the Town Branch greenway through on street improvements and connect two low income neighborhoods to the existing greenway system. It will also connect to the Beaucatcher greenway which runs along the ridge of Beaucatcher Mountain to Memoria Stadium. Beaucatcher Greenway will connect several in-town neighborhoods to the present greenway system on the west side and bike lanes on the east side of downtown. When finished we will have connections using sharrows, bike lanes and greenways from north Asheville through downtown to the River District, West Asheville the South Slope and east downtown.

A bike share feasibility study later this year should provide recommendations about a bike share ownership and operational model, identify locations, and provide implementation guidelines.

Engineering

20. Does your community currently have any of the following policies in place? Check all that apply.

- Local Complete Streets policy 
- Local bicycle routine accommodation policy 
- Neither

20a. When was it adopted?

June 2012

20b. Provide a link to this legislation or policy

<http://www.ashevillenc.gov/Portals/0/city-documents/economicdevelopment/ped/PED%20Report-Cc>

20c. Since the adoption of the legislation or policy, what percentage of the implemented road projects (where bicycle facilities were considered) includes bicycle facilities?

100% of City-controlled projects. Hilliard Road resurfacing and restriping included bike lane modifications to improve bicyclist safety; Craven Street improvements project added bike lanes; RADTIP project will include bicycle lanes and greenways along the 2.2 mile stretch of Lyman St/Riverside Drive.

20d. What tools are in place to ensure policy compliance? Check all that apply.

- Requirement to go through an administrative process if no bicycle/pedestrian facilities are proposed
- Implementation guidance
- Design manual
- Training
- Oversight by Bicycle Coordinator
- Implementation checklist
- None of the above




21. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based of levels of motor vehicle speed and volume?

- Yes
- No

If yes, describe (100 word limit)

Asheville's current bike plan allows for increased bike lane width with increased speed and volumes. Soon to be published Asheville in Motion plan offers a design matrix that recommends bike facilities for different roadway situations.

22. Does your community currently have any of the following additional policies in place? Check all that apply.

- Design manual that meets current [AASHTO](#) standards
- Design manual that meets current [NACTO](#) standards
- Streetscape design guidelines 
- Mixed-use zoning
- Form-based/design-based codes 
- Connectivity policy or standards 

- Policy to preserve abandoned rail corridors for multi-use trails
- Other
- None of the above

23. How do you ensure your engineers and planners accommodate bicyclists according to [AASHTO](#) and [NACTO](#) standards? (Check all that apply.)

- Offer FHWA/National Highway Institute Training Course
- Hire outside consultants to train staff
- Send staff to bicycle-specific conferences/training
- APBP webinars
- Require project consultants to have bike/ped qualifications
- Adopted a local design manual
- Other
- None of the above

If other, please describe (100 word limit)

-Training: city staff attend a number of training sessions in order to be kept up-to-date on engineering requirements. MUTCD compliance is required for temporary closure permits and bicycle detours are required during construction on bicycle routes.
 -Send staff to bicycle-specific conferences/training- the NACTO conference was recently attended by members of the city's transportation department and were accompanied by members of the City Council.
 -Internal training- city staff frequently host training webinars and provide training materials as needed.




24. Which of the following significant physical barriers to cycling exist in your community? Check all that apply.

- Major highways
- Bridges that are inaccessible or unsafe for cyclists
- Tunnels that are inaccessible or unsafe for cyclists
- Large body of water (e.g. river)
- Roads with bicycle bans
- Railroad corridors
- Other
- No significant physical barriers

If other, describe (100 word limit)

Mountain topography in Western North Carolina means limited street connectivity and limited options for parallel bicycling routes in many areas of the city.

25. How do you ensure that there are end-of-trip facilities for bicyclists? Check all that apply.

- Bike parking ordinance for existing buildings specifying amount and location
- Bike parking ordinance for all new developments specifying amount and location
- Ordinance requiring showers and lockers in existing non-residential buildings
- Ordinance requiring showers and lockers in new non-residential buildings
- Building accessibility ordinance (Bicycles are allowed to be parked inside non-residential buildings)
- On-street bike parking/bicycle corrals 
- Ordinance that allows bike parking to substitute for car parking
- Requirement for new developments to meet LEED-Neighborhood Development  silver standards or higher
- Developers are eligible for density bonuses  for providing end-of-trip facilities
- Other
- None

If other, describe (250 word limit)

In addition to on-street bicycle parking and bicycle racks required for all new commercial and multi-family developments (above a duplex size), the City of Asheville has installed bicycle lockers in all city-owned parking decks in the city; the lockers can be rented out a month at a time. There are currently 10 bike lockers in the city. Our first "in-street" parking project (bicycle parking corral) will be implemented this year as a pilot project in West Asheville. If successful, more projects may be installed in the future.

26. Do your standards for bicycle parking:

- Conform with [APBP guidelines](#)?
- Address the need for parking spaces for cargo bicycles?
- Address the need for facilities to recharge electric assist bicycles?
- No standards

27. What is the total number of public and private bike parking SPACES in your community? NOTE: Please only include usable bicycle parking spaces if a rack has been installed incorrectly, e.g. against a wall.

110+

27a. What percentage of bike racks conform with [APBP guidelines](#)? 51-75% ▼

27b. Of the total bike parking available, please specify the percentage of bike parking spaces that are:

Bike lockers	1-5% ▼
In indoor bike depots (i.e. Bikestation)	None ▼
In bike corrals (on-street bike parking)	None ▼
Suitable for cargo bicycles or bicycles towing trailers	16-30% ▼
Include facilities to recharge electric assist bicycles	None ▼

27c. Approximately what percentage of the following locations has bike racks or storage units? Answer all that apply.

Public and private schools	Select One ▼
Day care, child care centers and preschools	26-50% ▼
Higher Education Institutions	More than 90% ▼
Libraries	51-75% ▼
Hospitals and medical centers	26-50% ▼
Transit stations and major bus stops	26-50% ▼
Parks & recreation centers	More than 90% ▼
Other government owned buildings and facilities	76-90% ▼
Event venues (e.g. convention center, movie complex)	10-25% ▼
Hotels & restaurants	Less than 10% ▼
Office buildings	26-50% ▼
Retail stores (excluding grocery stores)	26-50% ▼
Grocery stores	26-50% ▼
Multi-family housing	51-75% ▼

Public housing

More than 90% ▼

28. Does your community have transit service (bus, light rail, heavy rail)?

- Yes
- No

28a. Are bikes allowed inside transit vehicles?

- Yes
- Sometimes
- No

If yes or sometimes, describe (50 word limit)

At the bus driver's discretion; if the space that might otherwise be occupied by someone in a wheelchair is available the bicycle can be strapped in with the straps that are used to secure a wheelchair. This is so that a bicycle does not roll around and create a danger.

28b. What percentage of buses are equipped with bike racks? All ▼

29. What is the centerline mileage of the existing off-street bicycle network within your community?

12

30. How many miles of the following off-street bicycle accommodations do you have?

Answer all that apply (in centerline miles)

Paved shared use paths (≥10feet) 6.6

Paved shared use paths (≥ 8 and <10 feet)

Natural surface shared use paths (≥10feet) 0.7

Singletrack 4.7

Other. Please describe (100 word limit)

31. What percentage of the paved shared-use paths that are at least 8 feet wide (in centerline mileage) parallel a road (directly adjacent to or within the right of way)?

85%

32. What type of off-street path crossings of roads with posted speed limits above 25 mph are provided for bicyclists and pedestrians?

- Bike/pedestrian overpasses/underpasses
- Path crossing with high visibility markings or signs
- Raised path crossings
- Refuge islands
- Other
- Not applicable

If other, describe (100 word limit)

Other: path crossing at Broadway and WT Weaver has a pedestrian push button which cyclists can use to trigger a pedestrian signal.

33. What percentage of all unpaved trails are open to bicyclists? 51-75% ▼

33a. What are the exceptions? (100 word limit)

Blue Ridge Parkway Mountains?to?Sea Trail is for hiking only.

34. What is the centerline mileage of your road network (including federal, state and private roads)?

679.4

35. What is the street network density of your road network? (centerline miles of road per sq. mi. of land area)

36. What is the centerline mileage of your on-street bikeway network?

37. What percentage of arterial and major collectors have dedicated bicycle facilities that meet AASHTO standards?

38. What percentage of roads has posted speeds of ≤ 25mph?

38a. On streets with posted speeds of ≤ 25mph only, how many miles of each of the following bicycle facilities that meet or exceed AASHTO or NACTO standards do you have?

Answer all that apply (in centerline miles)

Bike boulevards (not counted under Bicycle Boulevards)

Shared lane markings (not counted under Bicycle Boulevards)

Wide paved shoulders (ridable surface ≥4feet and minimum clear path of ≥4feet between rumble strips)

Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥4 feet)

Buffered bike lanes

Protected bike lanes (one-way or two-way)

Raised cycle tracks (one-way or two-way)

39. What percentage of streets has posted speeds of >25mph and ≤35mph?

39a. On streets with posted speeds of >25mph and ≤35mph only, how many miles of each of the following bicycle facilities that meet or exceed AASHTO or NACTO standards do you have?

Answer all that apply (in centerline miles)

Shared lane markings

Wide paved shoulders (ridable surface ≥4feet and minimum clear path of ≥4feet between rumble strips)

Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥4 feet)

Buffered bike lanes

Protected bike lanes (one-way or two-way)

Raised cycle tracks (one-way or two-way)

40. What percentage of streets has posted speeds of >35mph?

40a. On streets with posted speeds of >35mph only, how many miles of each of the following bicycle facilities that meet or exceed AASHTO or NACTO standards do you have?

Answer all that apply (in centerline miles)

Wide paved shoulders (ridable surface ≥4feet and minimum clear path of ≥4feet between rumble strips)

data not availalbe

Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥4 feet)

1.8

Buffered bike lanes 0

Protected bike lanes (one-way or two-way) 0

Raised cycle tracks (one-way or two-way) 0

41. How has your community calmed traffic? Check all that apply.

- Car-free/Car-restricted zones
- Shared Space/Home Zone/Living Street/Woonerf
- Speed limits 20 mph or less on residential streets
- Physically altered the road layout or appearance to calm traffic speeds
- Road diets
- Other
- None

If other, describe (250 word limit)

Traffic calming measures have been installed on many streets, and include speed humps, bulb-outs

42. In what other ways have you improved conditions for bicyclists? Check all that apply.

- Bike cut-throughs
- Roundabouts that accommodate bicycles
- Colored bike lanes outside of conflict zones
- Removal of on-street car parking
- Advisory bike lanes
- Off-street way-finding signage with distance and/or time information
- On-street way-finding signage with distance and/or time information
- Signed bike routes
- Other
- None

43. What percentage of your signalized intersections provides the following accommodations for bicyclists? If there are no signalized intersections, write N/A.

Bicycle signal heads 0

Green wave for cyclists in some locations 0

Signals timed for bicycle speeds 15%

Timed signals 35%

Demand activated signals with loop detector (and marking) 5%

Video or microwave detection for demand-activated signals

one signal

Push-buttons that are accessible from the road

Advance stop line or Bike Box

Colored bike lanes in conflict areas

Refuge islands

Right corner islands (pork chops)

Other, please describe (100 word limit)

44. Has your community ever removed AASHTO-standard bicycle infrastructure?

- Yes
- No
- No AASHTO-standard bicycle infrastructure

If yes, please explain (250 word limit).

45. Which of the following broader transportation policies and programs are in place in your community? Check all that apply.

- Maximum car parking standards
- No minimum car parking standards
- Paid public parking
- Shared-parking allowances
- Congestion charges
- Prioritization of active mobility in planning and design processes
- Other
- None

If other, describe (250 word limit)

46. What maintenance policies or programs ensure the on-street bicycle facilities (including shoulders) remain usable and safe? Select all that apply.

46a. Sweeping

46b. Snow and ice clearance

46c. Pothole maintenance

46d. Describe any other maintenance policies or programs for the on-street bicycle network. (100 word limit)

47. What maintenance policies or programs ensure that off-street bicycle facilities remain usable and safe?

Select all that apply.

47a. Sweeping

47b. Vegetation maintenance

47c. Snow and ice clearance

Never ▼

47d. Surface repair

Within 24 hours of complaint ▼

47e. Describe any other maintenance policies or programs for the off-street bicycle network, if applicable. (100 word limit)

48. Is there a mechanism in place for cyclists to identify problem areas or hazards to traffic engineers, planners and police? Check all that apply.

- Online reporting
- Hotline
- Monthly meeting
- Other
- None

49. What specific bike infrastructure investments have been made in low-income neighborhoods (as defined by local regulations) and minority neighborhoods? If no low-income or minority neighborhoods, write N/A.

Livingston Avenue, South French Broad Avenue, MLK Drive, and Victoria are all minority and low income neighborhoods Bike lanes and/or sharrows have been installed or are in the process of getting designed for all those corridors

50. What specific bike infrastructure investments have been made around schools? If no schools, write N/A.

UNC Asheville has a fix-it station, and bike lanes. Reed Creek Greenway extension helps UNC Asheville students. UNC Asheville is one of the destinations for our bicycle wayfinding.

51. Describe any other amenities or infrastructure improvements that your community provides or requires that create a comfortable and attractive bicycling environment. (500 word limit)

The city has installed two bicycle fix-it stations for bicyclists to have easy access to tools along popular routes, and a third fix-it station has been installed at the University of North Carolina Asheville's campus. The city has also developed a "toolbox" for neighborhoods to educate neighborhood groups and residents on strategies that can be used to make their neighborhoods safer for bicyclists and pedestrians. Finally, the city undertook a restriping/repaving of Hilliard Avenue and modified bicycle facilities to better suit the behavior of bicyclists. Community input played a key role to identify and address hazards and opportunities along the route.

Education

52. What percentage of your public and private elementary schools offer regular bicycle education? 26-50% ▼

52a. Which type of bicycle education is offered to elementary students? Check all that apply.

- Bicycle education is a routine part of the PE curriculum
- Bicycle rodeo(s)
- Bicycle safety presentation
- Bicycle-related after-school program
- Bicycle summer camp
- Other

53. What percentage of your public and private middle schools offer regular bicycle education? 26-50% ▼

53a. Which type of bicycle education is offered to middle school students? Check all that apply.

- Bicycle education is a routine part of the PE curriculum
- Bicycle rodeo(s)
- Bicycle safety presentation
- Bicycle-related after-school program
- Bicycle summer camp
- Other

54. What percentage of your public and private high schools offer regular bicycle education? None ▼

54a. Which type of bicycle education is offered to high school students? Check all that apply.

- Bicycle education is a routine part of the PE curriculum
- Bicycle safety is taught as part of the driver education curriculum
- Bicycle safety presentation
- Bicycle-related after-school program
- Bicycle summer camp
- Other

55. Are bicycles provided to low-income students by the school district, police, non-profit or other entity to allow every student to participate in hands-on bicycle education instructions?

- Yes
- No

If yes, please describe (including funding source, if known).

Asheville on Bikes and Blue Ridge Bicycle Club provided funding to purchase loaner bikes for bicycle education. Blue Ridge Bicycle Club provided an Eat Smart Move More club grant, and Asheville on Bikes received funding from donors

56. Outside of schools, how are children taught safe cycling skills? Check all that apply.

- Learn to ride classes
- Bike clinics or rodeos
- ABCs of Family Biking, family bike show-and-tell, or similar program focused on families with toddlers and young children
- Youth bike clubs
- Youth development road or cross racing teams
- Youth development mountain bike racing teams
- Helmet fit seminars
- Safety town area
- Trail riding classes
- Other
- None of the above

If other, describe (250 word limit)

The Blue Ridge Bicycle Club has a program to put on bike safety skills programs in several schools and for community events. There is a Trips for Kids WNC organization which takes children, who don't get the opportunity to ride, on mountain biking rides and they review skills on a regular bases. Lauren Tamayo, a US Olympic cyclist who lives in Asheville has started a program called "Kids Ride On". She holds clinics for kids on our cycling track in the spring, summer and fall, giving kids the experience and skills needed for cycling.

57. How many times per year are the following adult bicycling education classes held within your community?

Answer all that apply.

Traffic Skills 101 classes or equivalent (full-day training course, including classroom and on-bike instruction)

3-4 times per year

Cycling Skills classes (three to four hour classroom training courses)

Commuter classes (one to two hour classes)

2-3 times per year

Bicycle maintenance classes or workshops

Ongoing at various bicycle shops and REI - 10+ years

57a. Do any of the above classes specifically target:

- Women
- Seniors

- Families with toddlers and young children
- Non-English speakers
- Minorities/People of Color
- Low-income populations (as defined by local regulations)
- University students
- LGBTQIA
- ADA community
- Homeless community

57b. If there are bicycle education classes targeting Non-English speakers, please list the language(s) that the course and materials are provided in.

58. Is the bicycle education curriculum taught in your community accredited by the League of American Bicyclists? Learn more about the accreditation at bikeleague.org/content/accreditation-program.

- Yes
- No

59. Do you provide any of the following educational materials published by the League of American Bicyclists to community residents and/or businesses?

- [Smart Cycling Quick Guide](#)
- Smart Cycling Student Manual
- [Smart Cycling Education videos](#)
- Other

60. Do you offer regular bicycle skills courses for your transportation engineers and planners that include on-bike instruction and in-traffic cycling?

- Yes
- No

61. Has your community hosted a League Cycling Instructor  seminar in the past two years?

- Yes
- No

62. How many League Cycling Instructors are there in your community? Tip: Enter your community name under "Connect Locally" at bikeleague.org. Then click "Find League Cycling Instructors in the top right corner of the map to see a list of active instructors.

62a. List League Cycling Instructors that have taught at least one class during the past 12 months. (250 word limit)


62b. Are there any other active bicycle safety instructors that are not affiliated with the League of American Bicyclists? Please list their names and affiliation.

63. Do you have a ticket diversion program ? Check all that apply.

- For motorists
- For cyclists
- No

64. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely? Check all that apply.

- Public service announcements
- Share the Road educational videos on community website/TV channel

- Community newsletter/magazine article
- Information in new resident packet
- Information for students and parents from the school system
- Utility bill insert
- Flyer/handout
- Info sessions/lunch seminars
- Bicycle ambassador program 
- Newspaper column/blog on bicycling
- Dedicated bike page on community website
- Billboards
- Share the Road Signs
- Share the Road information in driver's education
- Other
- None of the above

If other, describe (250 word limit)

Other: a sub?committee has been formed to assist the city in developing a neighborhood speed reduction program including a pace car component.

65. Which of the following groups of professional drivers have training that includes information on sharing the road with cyclists? Check all that apply.

- Local government staff
- Taxi drivers
- Transit operators
- School bus operators
- Delivery drivers
- Other
- None of the above


66. Describe any other education efforts in your community that promote safe cycling. (500 word limit)

We have been working with the Asheville Police Dept. to bring our bike rodeos to underserved neighborhoods and one of the police officers is registered for a TS101 in preparation for becoming a certified LCI The Western NC Bicycle Dealer's Association has been regularly providing the Asheville Police Department with a number of front and rear lights to hand out to bike riders that they find riding without lights and talk with the individuals regarding the regulations including using lights after dark.

Asheville on Bikes recently secured funding and bicycles to expand its after?school bicycle education program to a primary school; Hal Fletcher is the likely best candidate. This program is expected to start during the next year.

The City of Asheville has a Bicycle Commuter Guide which explains NC?specific bicycle laws. Commuter Guide is made available online and in paper format (handed out during adult bicycle education classes.)

Encouragement

67. Do you have a community-wide trip reduction ordinance or programs ?

- Yes
- No

If yes, describe the ordinance/program and the results, and include a link if available. (250 word limit)

67a. Does your trip reduction program use individualized marketing similar to the [Portland, OR SmartTrips program](#) to identify and support current and potential bike commuters in your community?

- Yes
- No

If yes, describe the program and the results. (250 word limit)

68. What mapping and route finding information is available for your community, which has been updated in the last 18 months? Check all that apply.

- Web-based route finding service
- Smart phone app
- Printed/digital bicycle network map
- Printed/digital mountain bike trails map
- Printed/digital greenways and trails map
- Printed/digital Safe Routes to Schools map(s)
- None of the above

69. How do you promote National Bike Month/your own dedicated Bike Month? Check all that apply.

- Official Proclamation
- Community-wide Bike to Work Day/Week
- Bike to School Day/Week
- Bike to Church Day or similar
- Community Rides
- Mayor-led/Council-led Ride
- Public Service Announcements
- Videos promoting bicycling on community website/TV channel
- Publish a guide to Bike Month Events
- Bike Month Website
- Commuter Challenge
- Challenges aimed at students biking to school
- Non-commuting related (i.e. errand-running) challenges and programs
- [National Bike Challenge](#)
- Bike Commuter energizer stations/breakfasts
- Car-free days 🌐
- CycloFemme Ride
- Kidical Mass Ride
- Open Streets/Ciclovia/Sunday Parkways 🌐
- Mentoring program for new riders
- Bike valet parking at events
- Bicycle-themed festival/parade/show
- Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)
- Trail construction or maintenance day
- Other
- No promotion

69a. How many Open Streets/Ciclovia/Sunday Parkways events were held in 2014?

69b. How many residents participated in the following events in 2014. Write 'N/A' if no such event occurred in your community. Write 'No Data' if participation numbers are unknown.



Bike to Work Day(s)

Bike to School Day(s)

305

Open Streets/Ciclovía/Sunday Parkways

70. How do you promote bicycling outside of your official Bike Month? Check all that apply.

- Community and charity rides
- Mayor-led/Council-led Rides
- Videos on bicycling on community website/TV channel
- Public Service Announcements
- Trail construction or maintenance day
- Kidical Mass Ride
- Open Streets/Ciclovía/Sunday Parkways 
- Commuter Challenge
- Non-commuting related (i.e. errand-running) challenges and programs
- Challenges aimed at students biking to school
- [National Bike Challenge](#)
- Business program that provides discounts for customers arriving by bicycle
- Triathlons and bicycle races
- Bike commuter events
- Car-free days 
- Publish a guide to community bicycle events
- Mentoring program for new riders
- Bike valet parking at events
- International Bike to School Day in October
- Bicycle-themed festivals/parades/shows
- Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)
- Community celebration/ride each time a bicycle project is completed
- Other
- No promotion

71. List all public cycling events that occur annually in your community. (500 word limit)

The Blue Ridge Bicycle Club puts on an annual fund raiser called the Fletcher Flyer in June of each year. Last year's event hosted 915 riders. This ride is also a national ride for the Cancer & Lymphoma Society. Money raised from this event is used to fund bicycle improvements in the community. They also host weekly regular scheduled recreational rides throughout the year. Asheville on Bikes is another advocacy organization that works on develop bicycle culture in the Asheville area. They hold valet parking at area events and put on several themed rides a year like, the Pumpkin Peddler (costumed Halloween ride), the Summer Cycle, Bike of the Irish (St Patrick's Day), the Bright Lite Biker (evening ride) and Bike Love (a fundraiser for Asheville on Bikes combining music, prizes and education). The New Belgium Clips has taken place over the last four years and those funds are used to improve conditions for biking. There are a number of road and mountain biking events that are held in the area.

72. Are any bicycle events specifically marketed to one or more of the following?

- Women
- Seniors
- Families with toddlers and young children
- Non-English speakers
- Minorities/People of Color
- Low-income populations (as defined by local regulations)
- LGBTQIA

- ADA community
- Homeless community

73. How does the municipality sponsor or actively support bicycle events?

- Organize the event
- Fund event
- Contribute in-kind funding (i.e. police presence, closing roads, etc)
- Assist in promoting the event
- Other
- No support/ Not applicable

If other, describe (100 word limit)

The Bicycle and Pedestrian Planner assists in planning and promoting all local bicycle events. Asheville Police Department has worked to bring the International Police Mountain Bike Association Convention to be hosted Fall 2016. The City has been engaged in bringing the NC Bicycle Summit to Asheville (September 2016) and the annual meeting of the NC chapter of the American Planning Association, which supports bicycling and active transportation. These will be followed by our first Open Streets event and City staff (transportation and events planning) are actively engaged in providing guidance and support.

74. Does your local tourism board or chamber of commerce promote bicycling in your area?

- Yes
- No

If yes, describe (100 word limit)

The Asheville Area Chamber co-sponsors Chamber Rides of ~30 with Asheville on Bikes (May - October). Our Sports Commission, a central organization in local tourism efforts supported by the chamber, brings national caliber bicycle racing to the Asheville Area. Collegiate Nationals to Asheville in Spring 2015 and the 5-day National Cyclocross championship event at one of the premier tourism destinations on the east coast, the Biltmore Estate (January 2016). The Commission is also a sponsor of the International Police Mountain Bike Association Conference to be held in April this year.

75. Are there cycling clubs in your community? Check all that apply.

- Recreational bike clubs
- Mountain bike clubs
- Friends of the Trail groups
- National Mountain Bike Patrol
- Racing clubs or teams
- Kidical Mass, Family Bike Party, or other family-oriented groups
- Other
- No




If other, describe (100 word limit)


Asheville Heels on Wheels women-oriented group

75a. List the names of the clubs.

Asheville Cyclocross, Blue Ridge Bicycle Club, Asheville on Bikes, Pisgah SORBA, Asheville Alleycat, Asheville Bicycle Racing Club, Asheville UTS Cycling, Women's Cycling Asheville (Monday Night Ride), Mountain Bike Polo Club

76. Which of these bicycling amenities do you have in your community? Check all that apply.

- BMX track 
- Velodrome 
- Cyclocross course 
- Mountain bike park

- Pump tracks 
- Bicycle-accessible skate park
- Loop route(s) around the community
- Other
- None

If other, describe (100 word limit)

Pop-up cyclecross courses appear for specific events and the community is quite adept at establishing these courses when needed.

77. Does your community currently have a bike sharing program that is open to the general public (excluding private bike sharing systems limited to employees of a certain business)?

- Yes
- No
- Launching this year

If yes or launching this year, please provide details about the system below.

77a. What type of system is your bike sharing program?

- Automated kiosk-style bike share system
- GPS-enabled bike share system
- Short-term bike rentals
- Long-term bike rentals
- Bike library (free rentals)
- Unregulated program (i.e. Yellow Bike)
- Other

If other, please describe. (100 word limit)

77b. How many bikes are in the system?

77c. How many stations are in the system?

77d. How many trips are being made annually?

77e. Are there options for transporting children as passengers?

- Yes
- No

78. Do you have any current League of American Bicyclists designated [Bicycle Friendly Businesses](#) in your community?

- Yes
- No

If yes, list the names of the businesses and their award level. (250 word limit)

Liberty Bicycles - Silver

78a. Do you have a local Bicycle Friendly Business program?

- Yes
- No

If yes, please share a link to the program page and a list of certified businesses.

78b. Do you have a Bicycle Friendly Business district?

- Yes
 No

If yes, describe (250 word limit)

79. Are there any institutions of higher education in your community?

- Yes
 No

79a. If yes, please list their names. NOTE: If more than ten institutions, please list the largest five.

University of North Carolina at Asheville (UNCA)
 Asheville Buncombe Technical Community College (AB Tech)
 Lenoir Rhyne University?Center for Graduate Studies of Asheville
 Western Carolina University (Biltmore Park Location)

79b. If yes, are you partnering with your local institutions of higher education on bicycle related programming? Please describe. (250 word limit)

Yes, partnering with UNCA to teach adult bicycle education classes on campus; annual Bicycle Bulldog day at the beginning of school year on UNCA campus introduces students to consider bicycle commute options; group ride part of this event, with UNCA Police presence.

79c. If yes, are there any community bicycle programs or campaigns (e.g. enforcement, education, encouragement) targeting college or university students?

Please describe. (250 word limit)

UNC Asheville and AB Tech participated in Watch for Me NC, a bicycle and pedestrian safety campaign that includes education and enforcement components.

79d. If yes, do you have any current League of American Bicyclists designated [Bicycle Friendly Universities](#) in your community?

- Yes
 No

If yes, list the names of the institutions and their award level.

80. How many for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?

11

80a. List their names.

Liberty Bicycles, Inc., Motion Makers, Youngblood Bicycles, Asheville Bicycle Company (formerly Ski Country Sports), Epic Bicycles-West, Beer City Bikes, Chain Heart, Asheville Street and Dirt, Find Your Line, Hearn's, Carolina Fatz

81. Does your community have a bike co-op or non-profit community bike shop?

- Yes
 No

If yes, describe its services (250 word limit)

The Recyclery is a non-profit volunteer-run organization that offers parts and tools to assist individuals in building their own bike. Parts are primarily recycled or have been donated by local for-profit shops and the space has been donated by the local food coop in an unused section of their building.



81a. If yes, does the co-op/non-profit community bike shop receive support from the local government?

- Grants
 Free or subsidized property/space for a duration of at least 5 years
 Contracts for services, e.g. bicycle skills or maintenance education, event support, etc
 Free bicycle safety accessories for distribution, e.g. helmets or lights

- Provision of abandoned or impounded bicycles for resale
- Free PSA or advertizing space
- Other

If the local government provides grants and/or free/subsidized property/space to the co-op/non-profit community bike shop, please list the annual value for each (in Dollar).

82. Does your community have youth recreation and/or intervention programs centered on bicycling? Check all that apply.

- Trips for Kids chapter
- Earn a Bike program 
- Create a Commuter program 
- Other
- None

83. Describe any other programs or policies your community has to encourage cycling. (500 word limit)

Asheville City Garages have bike parking and city buses have bike racks. The Unified Development Ordinance for the City of Asheville requires that any new or redeveloped property must provide bicycle parking.
The City is installing its first bicycle corral in West Asheville.
Asheville on Bikes, in partnership with many community organizations, provides valet parking at all major community festivals.
The City promotes bicycling with employees by providing bicycle lockers and showers in the Public Works Building and a small number of bicycles available for employee use. Reflective vests and lights are available if needed for bike commuting employees working late.

Enforcement

84. How does your police department interact with the local cycling community? Check all that apply.


- A police officer is an active member of the bicycle advisory committee
- Identified law-enforcement point person to interact with cyclists
- Identified law-enforcement point person to Safe Routes to Schools program
- No current formal interaction
- Other

85. What kind of training is offered to police officers relating to bicyclists? Check all that apply.

- Basic academy training
- International Police Mountain Bike Association training
- Law Enforcement Bicycle Association training
- National Highway Traffic Safety Administration Law Enforcement Training
- Completion of Smart Cycling course by one or more officers
- Presentation by League Cycling Instructor or local cyclist
- Institute for Police Training and Development bicycle training
- Training on racial profiling awareness in multimodal transportation enforcement
- Training on bicycle crash types, numbers and locations
- Other
- No training offered

86. What enforcement programs that target improving cyclist safety are in place? Check all that apply.

- Helmet giveaways
- Light giveaways
- Bike lock giveaways
- Targeting motorist infractions most likely to lead to crashes, injuries and fatalities among bicyclists

- Targeting cyclist infractions most likely to cause property damage, crashes, injuries and fatalities to themselves and others
- Positive enforcement ticketing 
- Share the road campaigns
- Road safety campaigns targeting areas around schools
- Other
- None of the above

How many citations have been given to motorists in 2014?

How many citations have been given to cyclists in 2014?

If other, describe (100 word limit)

87. What percentage of patrol officers are regularly on bikes?

88. Are any other public safety (e.g. EMS) employees regularly on bikes?

- Yes
- No

If yes, describe (50 word limit)

89. Do police officers report cyclist crash data?

- Yes
- No

90. Do police officers report potential hazards to traffic engineers and planners to identify sites in need of safety improvements for cyclists?

- Yes
- No

91. Which of the following safety services and amenities are available in your community?

- Emergency call boxes/phones along trails
- Trail watch programs/ Trail patrols
- Street lighting on most arterials
- Street lighting on most non-arterials
- Lighting of most shared-use paths
- Stolen or impounded bikes recovery system or assistance
- Non-mandatory bike registration
- None of the above

92. Are there any local ordinances or state laws that protect cyclists? TIP: You can learn about your state's laws that protect bicyclists at bikeleague.org/StateBikeLaws. Check all that apply.

- Specific penalties for failing to yield to a cyclist when turning
- It is illegal to park or drive in a bike lane (intersections excepted)
- Penalties for motor vehicle users that 'door' cyclists
- Ban on cell phone use while driving
- Ban on texting while driving
- Vulnerable road user law
- Safe passing distance law
- It is illegal to harass a cyclist

- Photo enforcement for red lights and/or speed
- Other
- None of the above

93. Do your local ordinances place any restrictions on cyclists? Check all that apply.

- Local law requires cyclists to use side paths regardless of their usability
- Local law requires cyclists to use bike lanes when provided
- Local law requires that cyclists are required to ride as far to the right of the road as practicable without exceptions
- Local law restricts usage of electric-assist bicycles
- Mandatory bike registration
- Restrictions on sidewalk riding outside of the Central Business District
- Restrictions on sidewalk riding inside the Central Business District
- Local or school policies restrict youths from riding to school
- Other
- None of the above

If there is a restriction on electric assist bikes, describe (100 word limit)

If local law prohibits cycling on sidewalks, are children exempted?

- Yes
- No


94. Do you work with neighboring local jurisdictions on making your local bike laws consistent across municipal boundaries?

- Yes
- No

95. Describe any other enforcement programs or policies relating to cycling. (500 word limit)

International Police Mountain Bike Conference is coming to Asheville in April of 2016?the event will be hosted at Crowne Plaza. The host committee has to send a representative to 2015 conference. Asheville participated in NCDOT Watch for Me NC campaign in 2015, and will apply to continue participation in 2016.

Evaluation and Planning

96. Does your community have a comprehensive bicycle master plan  or similar section in another document?

- Yes
- No
- Currently under preparation

If yes, please provide details about the plan below.

96a. Provide a link to the plan or describe. (250 word limit)

http://www.ashevilenc.gov/Portals/0/city-documents/TransportationEngineering/Traffic_Engineering/FinalBikePlanAdopted022608.pdf

96b. When was it passed or most recently updated?

96c. How has the community staff reached out to minority and low-income communities (as defined by local regulations) to ensure that they are included in the decision-making process? (250 word limit) If no low-income or minority communities, write N/A.

The city's Economic and Community Development Department has a staff member dedicated to outreach in minority and low income communities, and that person assists the planners in targeted outreach strategies and efforts.

96d. Is there a dedicated funding source for implementation?

Yes

No

If yes, describe the funding source and designated amount (250 word limit)

There is not a set percentage of the city's budget allocated to bicycle improvements. However, the City of Asheville has been investing heavily in complete streets infrastructure in the last several years. The City of Asheville has allocated approximately \$4.7 million of local funds for greenway connections and complete streets projects in the capital improvements budget for 2015-2016, including RADTIP project, Craven Street complete streets project and greenway connections. <http://www.avlbudget.org/docs/asheville/10?CapitalImprovementProgramAndDebt.pdf>.

96e. What percentage of the current plan has been implemented?

15%

96f. Are you meeting annual target goals for implementation?

Yes

No

97. What local agencies have a bicycle master plans or similar section in another plans and transportation demand management documents?

Transit agency

School District

Parks and Recreation

Other

98. What percentage of the total transportation budget – on average - was invested in bicycle projects in FY 2010-2014?

98a. Do you allocate bicycle-related funding to low-income communities and minority communities?

Yes

No

No low-income or minority communities

If yes, please describe (250 word limit)

We have been investing in low income and minority communities as well as other communities. The city is in the process of developing the Asheville in Motion multimodal transportation plan, and it includes equity as a major criteria for planning and implementing improvements. The city is implementing bicycle and pedestrian infrastructure on Livingston Street where two public housing communities face the street. This will connect to two new greenways, the city's major employer, Asheville High School and AB Tech community college.

99. How is bicycle planning integrated with transit planning? If your community does not have a transit system, write N/A.

The Transportation Department's Transportation Planning Division is responsible for both transit and bicycle planning. Currently, all city buses include bicycle racks and several of the bus stops include bicycle facilities. Asheville installed a fix-it station near a transit stop in 2013. Both Asheville's transit and bike master plan incorporate elements of the other. Additionally, the city is developing the Asheville in Motion multimodal transportation plan that specifically addresses the need for comprehensive transit, bicycle, and pedestrian planning.

100. How is bicycle planning integrated with affordable housing planning? If no affordable housing, write N/A.

101. How does your community collect information on bicycle usage?

Automated bicycle counters

Regular statistically valid community bicycle surveys

Travel diaries

Regular manual counts of bicyclists on trails

Regular manual counts of bicyclists on the road

Regular counts of parked bicycles at transit stations (if applicable)

Regular counts of parked bicycles at schools

Other

None

If known (based on your own data collection), what percentage of all utilitarian trips are made by bicycle? Please identify the source.

not known

If known, how often do residents use a bicycle recreationally?

Asheville doesn't have data to address specifically address recreational cycling, but Asheville club r

If known, what percentage of all bicycle trips are made by women?

in 2014 annual volunteer counts, the following break?down of cyclists by gender was observed: 29%

If known, what percentage of children bike to school?

Asheville doesn't have data to specifically address children biking to school.

If known, what percentage of children commute to preschool/daycare by bike (e.g. in a bicycle child seat or bike trailer)?

Asheville doesn't have data to specifically address children commuting to preschool/daycare.

Please describe any other relevant results and trends. (250 word limit)

The count data is available on the City of Asheville web site at <http://www.ashevillenc.gov/Departments/Transportation/BicyclePedestrianServices.aspx#pedcounts>. Our program and data are being evaluated by a bicyclist who is also a mathematics professor to help us identify trends, better organize the information, and to make changes to the program so that we will begin to build a statistically sound data set.

102. According to the American Community Survey, what is the most current journey-to-work data for your community? TIP: Search for topic B08301 (Means of Transportation to Work) for your community on the [American FactFinder](#) website (Advanced Search). Choose the most recent data set available for your community. Divide total number of cyclists ("Bicycle") by total number of commuters ("Total") and multiply by 100. Repeat for pedestrians ("Walked") and transit users ("Public transportation [excluding taxicab]").

Bicycling (in %)

1.16%

Walking (in %)

3.55%

Transit (in %)

1.72%

103. Does your community establish target goals for bicycle use, e.g. a certain level of bicycle mode share?

Yes

No

If yes, please describe (250 word limit)

As part of collaboration with Buncombe County Community Health Improvement Process, a diverse group of partners is engaged in work around active transportation. The partnership is currently identifying shared strategies and measures that will be included on the County's online Results Scorecard. This will be a central repository for the data that will guide our work around bicycling and pedestrian issues, target values will be set and progress tracked. <http://app.resultsscorecard.com/Result/Embed/11364>

Beyond this, we have gained access to NC DETECT data, which allows us to identify and evaluation Emergency Room visits related to bicycling. We know that crash reporting policies in NC do not favor all bicyclist/motorist crashes being reported, which makes this data very valuable. In a preliminary analysis of a five?year period of time we found that only reported crashes are only 10% of the overall ER admissions. (We cannot determine location from this data, but do have access to the zip code of the patient's residence). We plan to do more evaluation on this data in the future.

104. Does your community routinely conduct pre/post evaluations of bicycle-related road projects?

Yes

No

If yes, please describe the results. (250 word limit)

The City of Asheville has started involving groups of volunteers to help review design of significant bicycle improvement projects. The first example was for Hilliard Avenue, which was getting resurfaced in the fall of 2014 and presented an opportunity for bicycle lane restriping. As a result of volunteer input, striping pattern for bicycle lanes has been modified to improve the ease of merging maneuvers and to protect bicyclists from right turn hook where possible.

The City of Asheville recently worked with Asheville on Bikes (AoB) to be in the field as new bike lanes were being striped on Craven Street. AoB evaluated the striping of temporary lanes and asked the city to consider wider bike lanes when the final layer of asphalt was placed on the road. The city agreed that a wider lane (5 feet instead of 4 feet) should be pursued. City staff, Asheville on Bikes' Director and a local active transportation consultant joined the project's inspector and striping crews to confirm the width of the lanes on the day the lanes were striped.

105. Has your community conducted a network analysis to determine what percentage of bicycling trips can be done entirely on low-stress routes and to identify intersections and corridors that represent significant barriers?

- GIS-based network analysis
- Level of Traffic Stress analysis
- Bicycle Level of Service for roads
- Bicycle Level of Service for Intersections
- Multi-modal Level of Service
- Other
- None


106. How many cyclists have been involved in a crash in your community in the past five years involving a motor vehicle? If none, write 0.

Based on NCDOT figures from its annual Crash Facts report, there were 87 bicyclist crashes durin

106a. How many cyclist fatalities have occurred in your community in the past five years involving a motor vehicle? If none, write 0.

Based on NCDOT figures, there were no fatalities during the 2010?2014 period.

106b. Do you have a specific plan, policy or program to reduce these numbers?

- [Vision Zero policy](#)
- Towards Zero Deaths program  or similar
- Traffic safety plan
- Other
- None

If other, please describe (250 word limit)

The City does analysis on locations where pedestrian and bicycle accidents occur to identify contributing factors that can be addressed. Enforcement activities may be initiated to address unsafe motorist behavior. Many streets within the City limits are NCDOT roadways and a collaborative effort often needs to be undertaken for engineering solutions. Recently, the City of Asheville participated in the NCDOT Watch for Me NC safety campaign, which aims to reduce pedestrian and bicycle injuries and deaths through a comprehensive, targeted approach of public education and police enforcement. The Western North Carolina Bike Dealers Association provides bike lights to Asheville Police Department so that officers can provide cyclists with lights should they be needed.

A team of 13 LCI's work with the Blue Ridge Bicycle Club and Asheville on Bikes to host Road 1 classes the second Saturday of each month. The classes are hosted at University of North Carolina, UNCA. The second Saturday program started in 2015.

The Blue Ridge Bicycle Club hosts a variety of bicycle rodeos at area schools throughout the school year and Asheville on Bikes hosts an after school bicycle program at Asheville Middle School in the Fall and Spring trimesters.

107. Have you done an economic impact study on bicycling in your community?

- Yes
- No

If yes, describe the results. (250 word limit)

108. Describe any other programs or policies that your community uses to evaluate and/or plan bicycling conditions, programs, and facilities. (500 word limit)

The city just concluded in the first Watch For Me NC Campaign. The campaign was designed by NCDOT to address bicycle and pedestrian safety in NC.

Final Overview

What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?

Reason One (250 word limit)

Community Investment:

The Asheville community has galvanized around urban cycling since the passing of the Comprehensive Bike Plan in '08. The City of Asheville has established a Multi-Modal Transportation Commission, is working on Multi-Modal Transportation Plan (Asheville in Motion) and recently won an American Trails' Partnership Award for their collective work with New Belgium Brewing to bring the greenway plans to life.

Beyond the city government, several local organizations, have bolstered support for urban cycling through outreach and advocacy. Asheville has a variety of bicycle education programs for adults and children, community rides and events, and a unified voice in addressing the issues of expanding bicycle infrastructure and culture throughout our city.

Reason Two (250 word limit)

Business Support:

As a result of the concentrated efforts of Asheville's cycling community, the business community has grown to support advances in Asheville's bicycle infrastructure and culture. As a result several area businesses have made public statements of support for advancing bicycle infrastructure or have supported it directly with financial support. New Belgium Brewing has directly funded bicycle improvements, Highland Brewing Company is investing in bicycle connectivity, the West Asheville Business Association advocated for the inclusion of on-street bike parking, and the Asheville Area Chamber of Commerce hosts an Asheville Ride series.

Asheville's business community is invested in urban cycling improvements.

Reason Three (250 word limit)

A Model of Success in North Carolina:

North Carolina struggles to provide its citizens with safe active transportation options. According to North Carolina Department of Transportation (NCDOT), "Each year more than 960 bicyclists are hit by vehicles in North Carolina, making North Carolina one of the least safe states in the US for bicycling. On average, about 20 bicyclists are killed each year on North Carolina roads (<http://watchformenc.org/crashfacts/>), representing 1.33% of all traffic fatalities.

Asheville's commitment and continued success in providing safe bicycle options for its citizens serves as an example for the rest of the state and NCDOT. As North Carolina strives to improve bicycle accessibility and safety, Asheville can be upheld as a model of success.

Asheville has been able to work with NCDOT to improve conditions for cyclists. In 2014-2015, the City of Asheville worked with NCDOT on the I-26 Connector project design to include bicycle facilities. Asheville worked with NCDOT to implement green bicycle markings on an NCDOT controlled road. This is the first state maintained road in WNC to include green bicycle marking. Additionally, Asheville secured an encroachment agreement to install an on street bicycle corral on NCDOT control road.

Traditionally, NCDOT has not fully considered the needs of cyclists throughout North Carolina. Despite the trend, Asheville has made considerable headway in partnering with NCDOT to improve conditions for cyclists. Our success serves as a model for other communities in NC.

What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?

Aspect One (100 word limit)

Youth, Minority and Other Targeted Outreach and Programming:

Asheville on Bikes (AoB) currently hosts an after school urban cycling program at Asheville Middle School. In 2015, AoB was able to hire two bicycle instructors to each the program. While the middle school program has been successful, it has minimal impact on the community as it only exists at one school. The next phase of youth bicycle education is to develop a comprehensive education plan to expand on the existing youth program and to offer education of school programming. Bicycle education in Asheville needs to reach students from diverse socio-economic backgrounds.

Jump to a section

- Application Tips
- Name of Community
- BFC Contact Profile
- Community Profile
- Engineering
- Education
- Encouragement
- Enforcement
- Evaluation and Planning
- Final Overview

Aspect Two (100 word limit)

Dedicated Funding Source:
 The City of Asheville has limited resources for transportation funding and cur... designed to curtail future investment in active transportation improvement. Alt... existing examples of private public partnerships to expand bicycle infrastructure, more financial resources are required to build and maintain a robust bicycle network.

Aspect Three (100 word limit)

Coordination between NCDOT & City of Asheville:
 In North Carolina roads are either state or city owned. There are no county roads which presents challenges in improving infrastructure. Historically, NCDOT and City of Asheville Transportation Departments struggle to work collaboratively on bicycle infrastructure improvements. Recently, NCDOT and Asheville City have collaborated to provide bicycle lanes, a protected bike lane and on street parking on NCDOT roads. Future success depends on more coordination and collaboration between the agencies.

111. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?

- Yes
- No

If yes, describe (250 word limit)

There are several projects and programs which have been nudged into existence as part of the Bicycle Friendly Community application process (both in 2012 and in 2015). For example, we are planning our first open streets even in September, and are now looking for a permanent site to hold bike rodeos and safety training. The city has MPO funding for a bike share feasibility study planned for late 2016. There is a study going forward to evaluate an innovative bicycle facility design/complete streets project for Livingston Street in the Southside neighborhood. The 2016 National Cyclocross Competition was just held in Asheville. The Connect Buncombe planning process helped create a vision of greenways connecting across Buncombe County, and now Friends of Connect Buncombe have formed as a non-profit group to help fundraise for and move forward with implementation of some of the key greenway segments that would connect to existing bicycle infrastructure in the City of Asheville.

We often get requests for model BFC applications from aspiring communities. Would you be willing to share your application?

- Yes
- No

A League member and bicycling advocate approached the city in about 2006 and we worked... cations have been advocate-city partnerships.

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