

## **Agenda August 27, 2015**

### **Asheville NC Bike /Pedestrian Task Force**

**Vision:** For Asheville to be a community of connected pathways that is healthy, safe and accessible for people of all ages.

**Mission:** To educate the public about bicycle and pedestrian transportation. To advocate for the development and maintenance of safe, convenient and inter-connected facilities. To promote the benefits of walking and biking for individuals and community health.

#### **Introductions:**

- Terri March, Billie Lofland, Till Dohse, Inge Durre, Janet Barlow, Tom Redinger, Barb Mee

#### **Business:**

##### **TF organization**

- Janet taking minutes; Till and Janet will share facilitating

##### **Pedestrian and Bicycle Counts!**

- Laurie and Till are coordinating the counts; AOB is getting volunteers; Laurie will recruit folks from OLLI. More volunteers are welcome.
- Asheville on Bikes has a link for people to sign up; T- Th Sept 15 – 17 and Saturday 19<sup>th</sup>
- Four training sessions – on Sept. 10<sup>th</sup> at noon and 5 pm and on Sept 14<sup>th</sup> at Noon and 5 pm, in Sherrill Center at UNCA
- Till and Laurie are coordinating volunteers, training and data collection, Tom will enter data

##### **Multimodal Commission – general updates**

- Neighborhood sidewalk program and proposed policy – policy attached at end of minutes;
  - 90 plus miles of needed linkages, (does not apply to repairs of existing sidewalks); just Asheville city streets, not NCDOT and US routes;
  - minimum traffic volume of 300 vehicles per day + weighted set of key factors, and a consideration of continuity
- Public meetings coming up – RADTIP Improvement plan 9/24/15 4-7 pm at Pack Library Auditorium; 2) Livingston Street plan – 9/3/15, 5:30 – 8:00 pm, Wesley Grant Center; 3) Multimodal Mixer 9/23/15 5 – 6 pm at HiWire, invitations will be sent
- NCDOT is doing a local pedestrian safety study – MM commission has had a lot of questions about what that involves; will be looking at ADA compliance, safety concerns at 3 locations/corridors
- Watch for Me NC – discussion about ticketing people for jaywalking, motorists yielding to pedestrians, and bicyclists;
- Greenways - Looking at non-paved trails, more natural surfaces

##### **French Broad River MPO – brief updates - No one present**

##### **Asheville Police/Fire/Rescue – general announcements - no one present**

##### **Asheville/Buncombe – brief updates**

- Watch for Me NC update
  - media has focused on “jaywalking” (not defined in law); what’s illegal is crossing between two signalized crossings, and crossing against a pedestrian signal;

- Barb passed out a list of enforcement activities
- Concerns were expressed about the downtown pedestrian signal timing and the requirements to make pedestrians wait when vehicles are still moving on green; State just came through and did signal system coordination, and has messed up the pedestrian signal timing; City will be retiming signals
- Police will begin giving tickets next week
- FYI, City Commission/Committee Guidelines
  - Copies handed out to interested members
- Neighborhood Sidewalk program and proposed policy – discussed in MM commission report, above
- NCDOT pedestrian safety study update – discussed in MM commission report, above
- Transit Committee Vacancies, Planning and Zoning Vacancies
  - both have vacancies, consider service
- Livingston St and RADTIP public meetings – info above
- Next Neighborhood Advisory Committee (city committee) meeting will be in South Asheville
  - Consider attending/involvement
- Designing for Pedestrian Accessibility Workshop for City Staff
  - Scheduled on October 6<sup>th</sup>
  - Barb may need help with pedestrian access experience

**Buncombe Bike Ed – general updates –**

- Terri will be doing a class on September 12;
- classes on second Saturday of the month, information on AOB website

**Open Discussion/Project Work**

- **Bike Friendly Application renewal**
  - application is mostly done and League contacted us to provide technical assistance on the application; representative of the League of American Bicyclists Assistance will be here in September to work on the application with work group
- **Walk Friendly Follow-up**
  - Work group has drafted a letter to Council thanking them for their inclusion of some issues related to walkability in the Strategic Operating Plan; asking for support of Task Force; all in favor. Janet will revise and address to mayor and city council members copy to Gary Jackson, Cathy Ball, Ken Putnam, Barb;
  - Report of work group meeting: discussed finalizing wording of letter to council, update on Watch for Me NC, City of Asheville's initiatives in trying pedestrian flags at five crossings, locations to be determined, Barb would like suggestions for locations; Weaver Boulevard, Haywood at Ingles/Virginia, or Fairfax; Montclair and Broadway; Montford at Chamber Visitor Center, Billie will get info to Barb about it; Backpacks for people at homeless shelters that are reflective; will continue to explore possibilities of pedestrian advocacy organizations
- **Task Force Website**
  - Billie working on update with Lee during next month to make the changes discussed and will hopefully have those changes for Task Force to review at the next meeting

**Announcements/Events:**

- **Next Bike/Ped Task Force meeting – Thursday, September 24 at 5:30 pm**

## Neighborhood Sidewalk Policy

**Applicability.** This policy applies to sidewalks constructed with funding identified in the city's Neighborhood Sidewalk capital category.

**Definition.** Neighborhood sidewalks are paved pedestrian facilities that are parallel to, but with some physical separation from, streets that are classified as minor arterials, collectors, or local streets and are located within primarily residential areas. They have the purpose of creating safe connectors to education, business, transportation, recreational, or government centers.

**Minimum requirements for consideration.** Streets that are identified as a needed linkage in the approved Pedestrian Master Plan. Primary streets (i.e. US and NC numbered routes) are not included in the universe of neighborhood streets. In addition, streets that do not meet the minimum traffic volume specified to necessitate sidewalks for new development/redevelopment shall not be considered for construction under this policy. That minimum volume is currently 300 vehicles per day.

**Prioritization.** Within the available funding, projects shall be selected based on their compliance with the following prioritization criteria:

### Initial Screening Factors

- **Proximity to destinations.** Potential projects will be rated on proximity to transit and to community destinations. These elements will be additive (proximity to a school AND proximity to a transit stop AND proximity to ...). The community destinations include:
  - Transit stops (within 1/4 mile)
  - Major grocery stores (within 1/2 mile)
  - Asheville City Parks (within 1/2 mile)
  - Asheville City Recreation Centers (within 1/2 mile)
  - Buncombe County Libraries (within 1/2 mile)
  - Schools, see Appendix for details (within 1/2 mile)
- **Zoning.** Areas with residential zoning at a density of 8 dwelling units per acre or higher (RS8, RM8, RM16).
- **Demographics.** Prevalence of low-income households and of no-vehicle households.
- **Safety**
  - **Pedestrian Crashes.** Crashes reported within 5 years and along the project segment or within 150 feet of each end of the segment and along the same street. Using most recent 5-year NCDOT or City of Asheville data available.
  - **Traffic Volume.** Using either actual or estimated count, as available.

**Secondary Screening Factors.** Secondary screening factors will be applied to the top-ranking projects as determined by the initial screening process. The number of projects to be considered in the secondary screening process will be based on the anticipated funding available.

- **Connectivity.** The project must contribute to the continuity of the transportation network.
- **Presence/Absence of Sidewalk on one side of the street.** If a continuous sidewalk already exists on one side of the street, sidewalk for the second side of the street will not normally be considered for construction under this program.
- **Construction feasibility, including available funding, geographic constraints, and right-of-way.** Adequate right-of-way and/or easements must exist or be donated to the city.
- **Geographic distribution.** In the event that there are two or more similarly ranked projects and a choice must be made between them, consideration will be given to achieving distribution of projects across the city to the extent that is reasonable.

**Public Input.** Recognizing that public input is vital to all planning, the public shall be consulted as to the contents of this policy prior to implementation of the policy, and at reasonable intervals to ensure that the policy continues to reflect the community's vision. It is anticipated that the first reassessment of this policy shall be within five years of implementation.

**Future Involvement of the Neighborhood Sidewalk Committee.** The committee will meet as necessary to advise staff or revise this policy, as requested by city staff or by the Asheville Multimodal Transportation Commission.

## Appendix A, Neighborhood Sidewalk Policy

The purpose of this appendix is to expand on certain elements in the policy. This appendix has the same organization as the policy. If a section in the policy is not listed here, no information beyond that in the policy was considered necessary.

**Minimum requirements for consideration.** This section includes reference to a minimum traffic volume for requiring sidewalk for development/redevelopment projects. That minimum volume is currently 300 vehicles per day.

### Prioritization

#### Initial Screening Factors

- **Proximity to destinations.** The destination elements will be additive (proximity to a school AND proximity to a transit stop AND proximity to ...).
  - **Transit stops.** Source: City of Asheville GIS data
  - **Major grocery stores.** This includes full line grocery stores, not convenience stores or other limited-inventory stores. Source: data set created and entered into GIS for this project
  - **Asheville City Parks.** Source: City of Asheville GIS data
  - **Asheville City Recreation Centers.** Source: City of Asheville GIS data
  - **Buncombe County Libraries** inside Asheville city limits. Source: City of Asheville GIS data
  - **Schools.** Institutions that are considered schools for the purposes of this policy are:
    - Asheville City Schools, Buncombe County Schools and Charter Schools inside the City of Asheville which serve students in any combination of grades from Pre-Kindergarten through 12<sup>th</sup> grade. Source: NC Division of Public Education registries.
    - Private schools inside the City of Asheville which are registered with the NC Division of Non-Public Education, have an enrollment of 100 students or more, and serve students in any combination of grades from Pre-Kindergarten through 12<sup>th</sup> grade. Source: NC Division of Non-Public Education registry.
    - Asheville-Buncombe Technical Community College
    - UNC Asheville
- **Zoning.** Areas with residential zoning at a density higher than 8 dwelling units per acre (RS8, RM8, RM16). This criterion applies to zoning, not necessarily current use. Areas with RM16 zoning will be given twice the value of those with RS or RM8 zoning.

- **Demographics.** Demographic information is based on available US Census data.
- **Safety**
  - **Pedestrian Crashes.** Crash data will use the most recent 5-year NCDOT or City of Asheville data available. The choice of data sets will be based on completeness and accuracy of the data.
- **Demographics.** Source: US Census data

#### **Secondary Screening Factors.**

- **Presence/Absence of Sidewalk on one side of the street.** If a continuous sidewalk already exists on one side of the street, sidewalk for the second side of the street will not normally be considered for construction under this program. If discontinuous sidewalk exists, construction of sidewalk to make a continuous sidewalk on one side of the street will be considered.
- **Construction feasibility, including available funding, geographic constraints, and right-of-way.** Constructability assessments and cost estimates will be made by the city's Capital Projects Division, or its designee.

**Initial/Current Public Involvement Plan.** The public involvement plan was developed by the Neighborhood Sidewalk Committee, which consists of representatives of the City of Asheville Multimodal Transportation Commission and the City of Asheville Neighborhood Advisory Committee (NAC). Initial involvement included seeking input at the NAC Festival of Neighborhoods via face-to-face input and a short survey to complete and return. Additional survey and personal interaction opportunities will be promoted via the city's Neighborhood Coordinator, transit and bicycle and pedestrian mailing lists, and other staff contacts. The community group Just Economics was contacted and agreed to distribute the survey as coincides with their plans. The surveys remain open for input, which will be used when this policy is revisited.

**Future Involvement of the Neighborhood Sidewalk Committee.** At the time of initiation of this policy, the committee consisted of three members of the Multimodal Transportation Commission (MMTC) and one from the Neighborhood Advisory Committee (NAC). That NAC member was also the NAC's regular liaison to the MMTC.