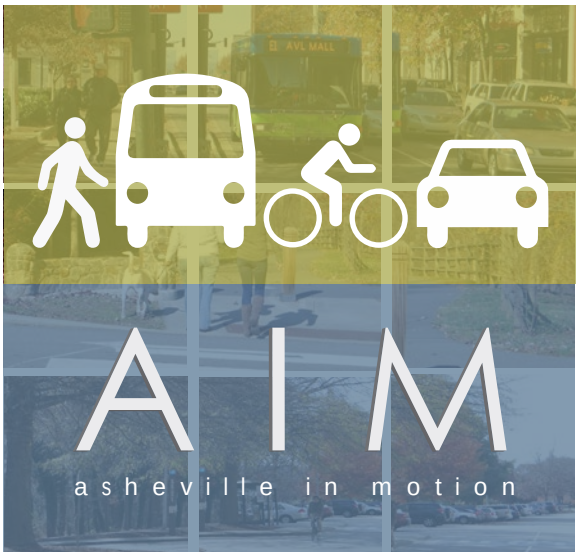


the state of the city

City of Asheville - North Carolina

January 2015

prepared by:

Kimley-Horn
Nelson\Nygaard Consulting Associates, Inc.
Toole Design Group
Kostelec Planning, LLC
Accessible Design for the Blind

prepared for:

City of Asheville - North Carolina

city of asheville - state of the city
1.2015

about the plan

Since John Nolen's original City Plan in 1922, Asheville has worked to connect its residents and visitors with destinations that strengthen the community's social, economic, and physical environment. Today, the City faces challenges due to a growing population, employment, and tourism base. Accommodating growth through outward expansion is not practical, particularly given the unique lay of the land and expense of constructing new roads.

Asheville in Motion (AIM) is an important community-driven plan based on integrated planning. Developing a long-term mobility strategy requires consideration of transportation performance as well as policy options and metrics related to quality of life and sustainability. Leveraging Asheville's assets requires a purposeful plan for the future—one that stems from the community's vision and is rooted in economic realities.

The planning effort's goals are to create an effective and progressive plan that:

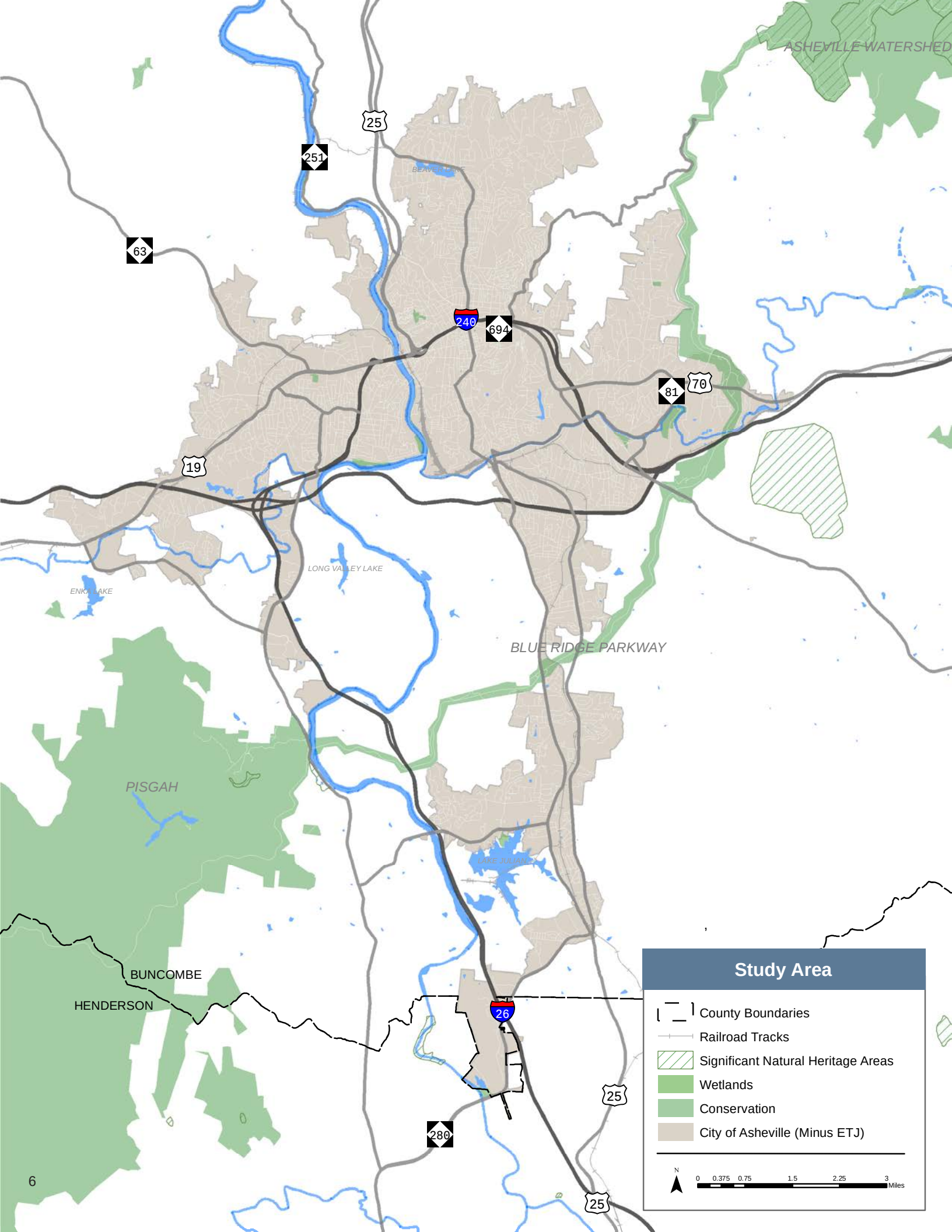
- Encourages health-oriented and sustainable transportation
- Reduces barriers to access transportation
- Connects residents and visitors with improved safety, efficiency, and accessibility

The **State of the City** report is composed of three main sections:

Land use and Socioeconomic Assessment:
Evaluates the area's land use attributes, demographic characteristics, commuting patterns, and social and natural resources.

Transportation Assessment:
Highlights the major corridors in the study area and discusses multimodal options in the community.

Planning Document Review:
Highlights the major findings and pertinent information from previous plans that will inform the development of the AIM mobility plan.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BLUE RIDGE PARKWAY
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LAKE JULIAN
BUNCOMBE
HENDERSON
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Study Area
County Boundaries
Railroad Tracks
Significant Natural Heritage Areas
Wetlands
Conservation
City of Asheville (Minus ETJ)
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0 0.375 0.75 1.5 2.25 3
Miles

existing conditions

A review of existing conditions in the Asheville study area provides an understanding from which land use and mobility recommendations can be identified, evaluated, and prioritized.

The City of Asheville, North Carolina is located in the center of Buncombe County and stands as the largest city in western North Carolina with a population of just over 87,000 (2013). Spanning across 45 square miles of land, the City of Asheville has a population density of 1,850 persons per square mile. The City has a few major corridors which include: Merrimon Avenue, Tunnel Road, Patton Avenue, Hendersonville Road, Haywood Road, Brevard Road, Charlotte Street, and Broadway. Some of the major commercial activity in Asheville lies on or near one of the three interstates that run through the city: I-240 and Tunnel Road; I-240 and Fairview Road; I-40 and Smoky Park Highway; and I-26 and Brevard Road. The City also has an abundance of environmental features in and around its surrounding areas. Major environmental features include the Blue Ridge Parkway, Pisgah National Forest, and the French Broad River.

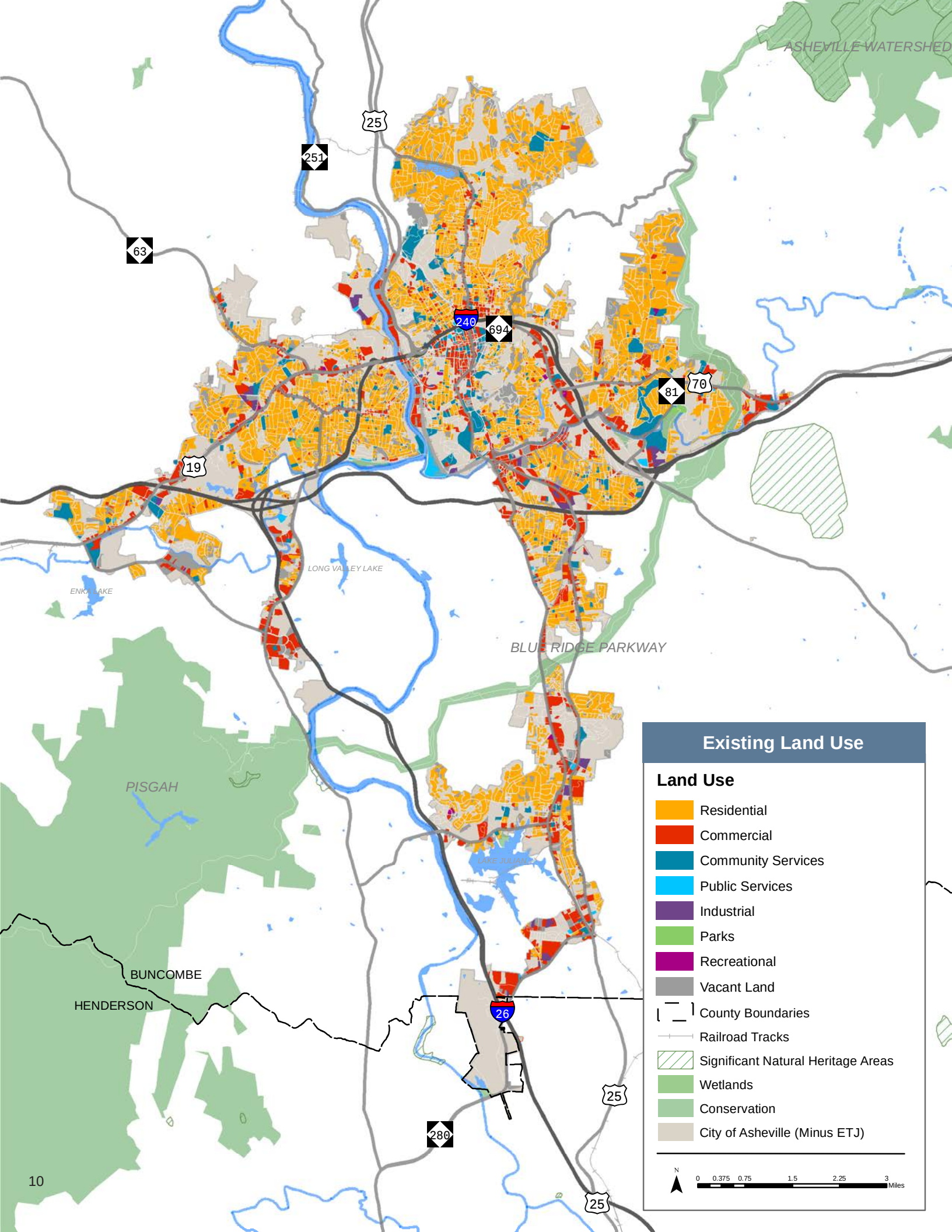
Data Source: US Census

AIM

asheville in motion

the state of the city

part one: land use and socioeconomic assessment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Existing Land Use
Land Use
Residential
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Community Services
Public Services
Industrial
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Recreational
Vacant Land
County Boundaries
Railroad Tracks
Significant Natural Heritage Areas
Wetlands
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City of Asheville (Minus ETJ)
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Miles

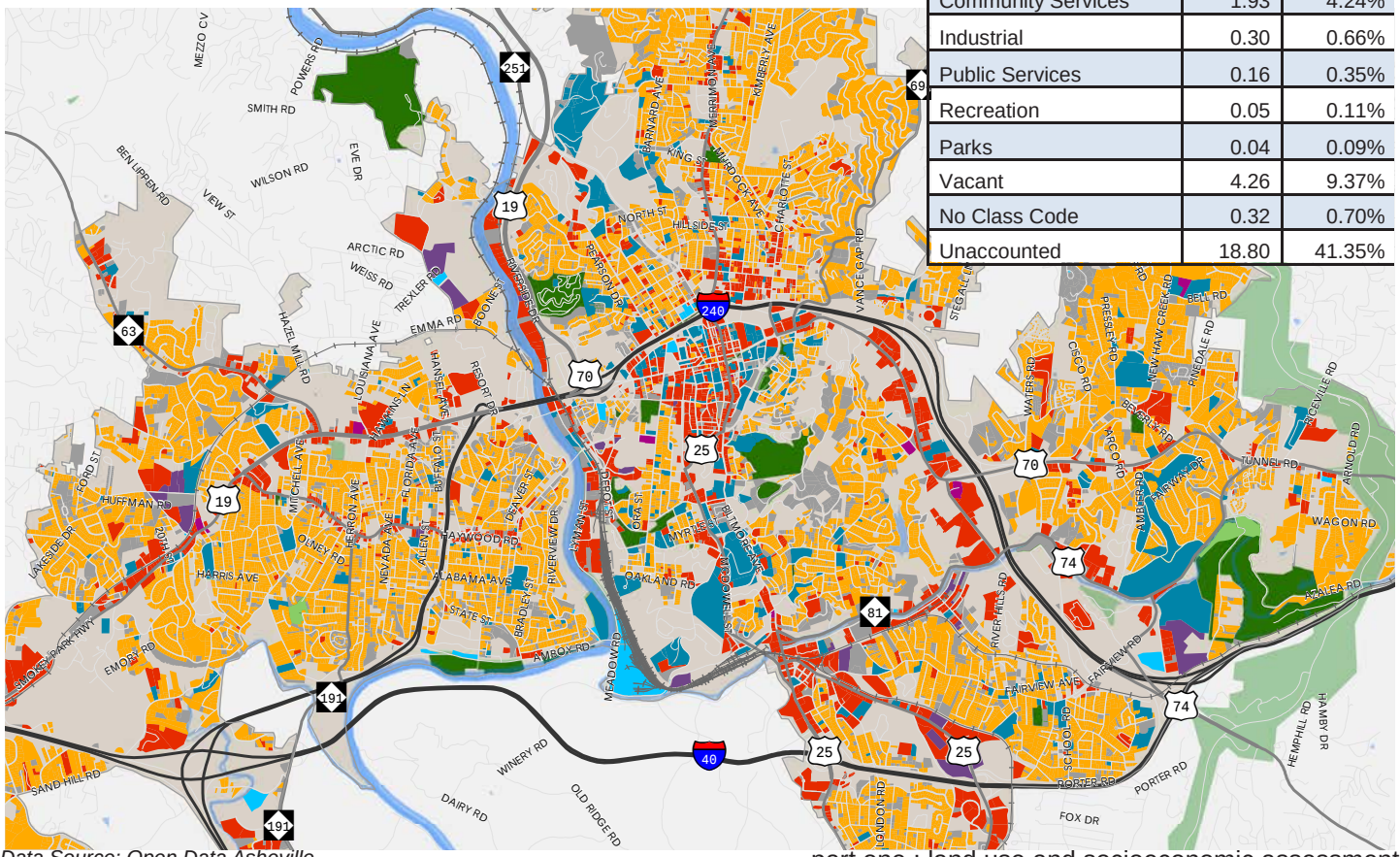
existing land use

Effective mobility planning addresses the inherent relationship between land use and the transportation system. Mobility options play a significant role in this relationship since they allow connections from origins to destinations—ultimately helping to influence the types of development in a given area. Identifying mobility recommendations requires a closer look at existing land use. The existing land use profile details pertinent information regarding general development patterns and characteristics of the study area.

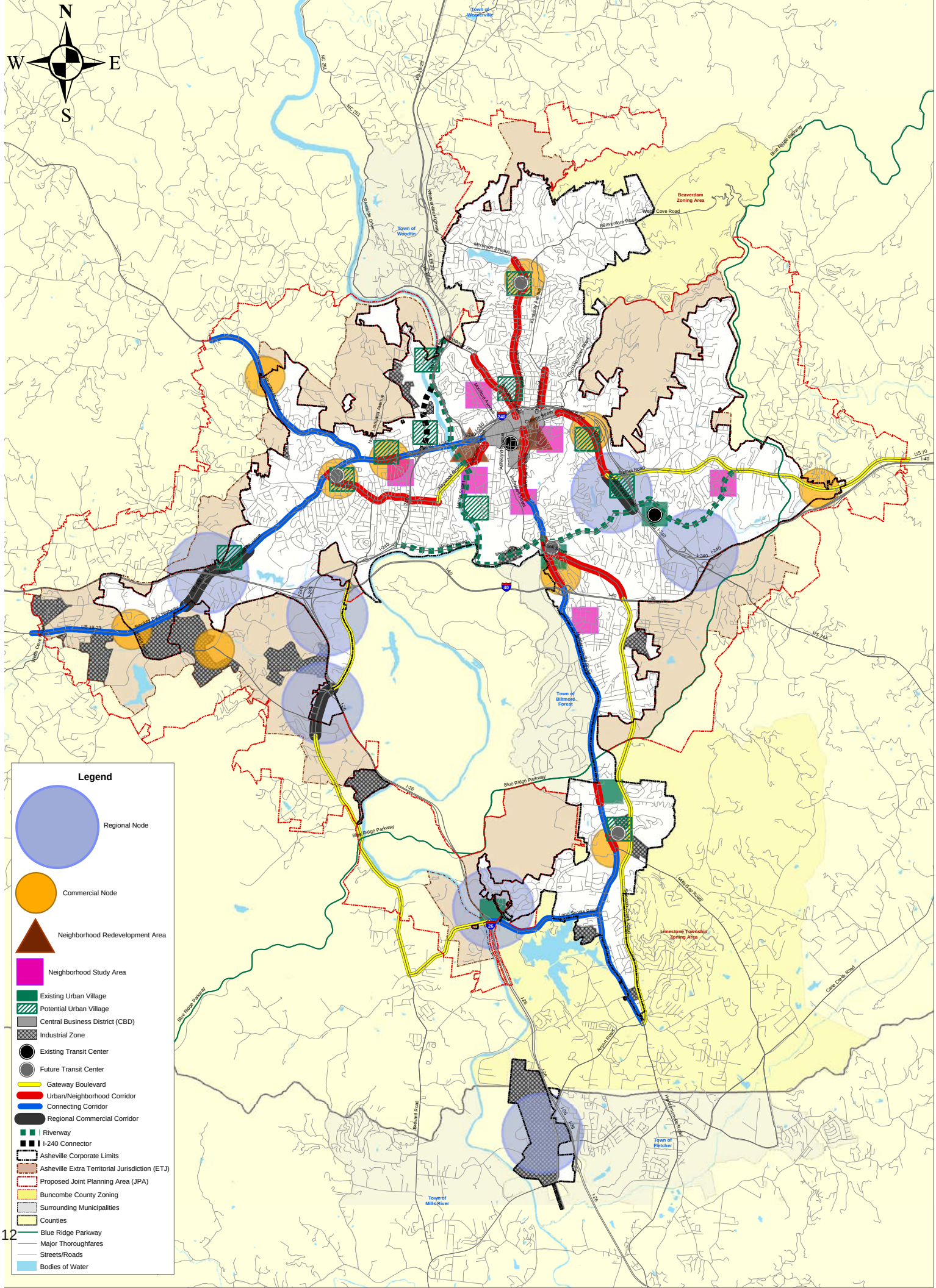
Existing land use for the area was inventoried using tax assessor data (2013). The current City of Asheville land use inventory is detailed in the table and the locations of all land use categories are illustrated in the Existing Land Use Maps to the left and below.

The predominant land use in the study area (36.9%) is classified as Residential. This land category includes both single-family and multi-family dwelling units. The majority of land in this category is found outside of the area bound by I-240 and I-40. The next largest land use is classified as Commercial (10.5%). Commercial land use aligns along the major corridors in Asheville including but not limited to Tunnel Road (US-70); McDowell Street (US-25); Hendersonville Road (US-25); Merrimon Road (US-25); Patton Avenue (US-19); along I-26 as well as the French Broad River. The third largest land use, which accounts for over 9% of land in the study area is classified as either vacant or unable to build. These areas include natural resources such as Beaver Lake and Lake Kenilworth as well as underdeveloped land such as the area east of Beaucatcher Overlook Park off of Windswept Drive.

PROPERTY CLASS CODE	SQ. MI.	PERCENT
Residential	16.82	36.90%
Commercial	4.77	10.50%
Community Services	1.93	4.24%
Industrial	0.30	0.66%
Public Services	0.16	0.35%
Recreation	0.05	0.11%
Parks	0.04	0.09%
Vacant	4.26	9.37%
No Class Code	0.32	0.70%
Unaccounted	18.80	41.35%



Data Source: Open Data Asheville


N
W
E
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Legend
Regional Node
Commercial Node
Neighborhood Redevelopment Area
Neighborhood Study Area
Existing Urban Village
Potential Urban Village
Central Business District (CBD)
Industrial Zone
Existing Transit Center
Future Transit Center
Gateway Boulevard
Urban/Neighborhood Corridor
Connecting Corridor
Regional Commercial Corridor
Riverway
I-240 Connector
Asheville Corporate Limits
Asheville Extra Territorial Jurisdiction (ETJ)
Proposed Joint Planning Area (JPA)
Buncombe County Zoning
Surrounding Municipalities
Counties
Blue Ridge Parkway
Major Thoroughfares
Streets/Roads
Bodies of Water
Town of Woodfin
Town of Biltmore Forest
Town of Fletcher
Town of Mills River
Beaverdam Zoning Area
Limestone Township Zoning Area
Blue Ridge Parkway
Merrimon Avenue
Weaverville Highway
Sweeten Creek Road
Hendersonville Road
Tunnel Road
Amboy Road
Mills Gap Road
Cane Creek Road
Barnard Road
Hyde Gap Road
Long Shoals Road
Beaverdam Road
West Cove Road
Sardis Road
Smith Cove Road
Sardis Road
Sardis Road
Sardis

future land use

An effective and well-planned future land use profile ensures the character and location of land uses optimizes the community's economic potential and preserves its resources. In terms of mobility, future land use profile can direct new growth and investment to strategic corridors in a structured, integrated manner.

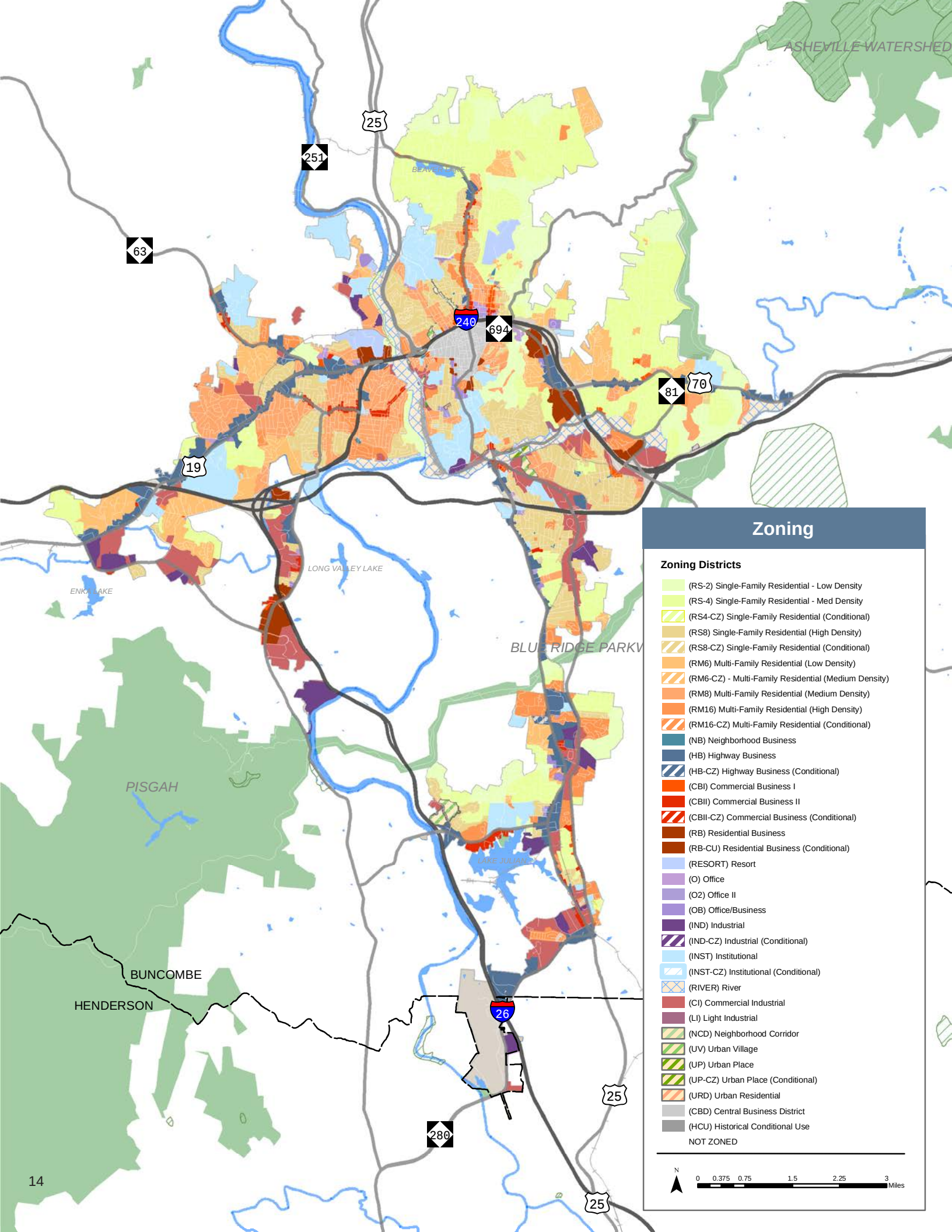
The City's future land use map has not been updated since the Asheville City Development Plan 2025 was produced in 2003. A joint effort between the City Plan Advisory Committee and the City of Asheville Planning and Development staff, the 2025 plan's future land use map aimed to implement new urbanist development patterns for strategic corridors within the City of Asheville.

The future land use profile identified preferred development patterns along corridors with significant potential to become urban, mixed-use locations. With the goal to increase connectivity with the Central Business District and its surrounding areas, the plan also identified specific roads to improve continuity between urban and neighborhood places:

- Merrimon Avenue
- Broadway Street
- Haywood Road
- Biltmore Avenue
- Tunnel Road
- Charlotte Road
- Brevard Road
- Hendersonville Road

These urban/neighborhood corridors aimed to serve as the vehicle to creating potential for the land surrounding the corridors primed to become urban villages

Data Source: Asheville City Development Plan 2025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ENKA LAKE
BLUE RIDGE PARKW
PISGAH
LAKE JULIAN
BUNCOMBE
HENDERSON
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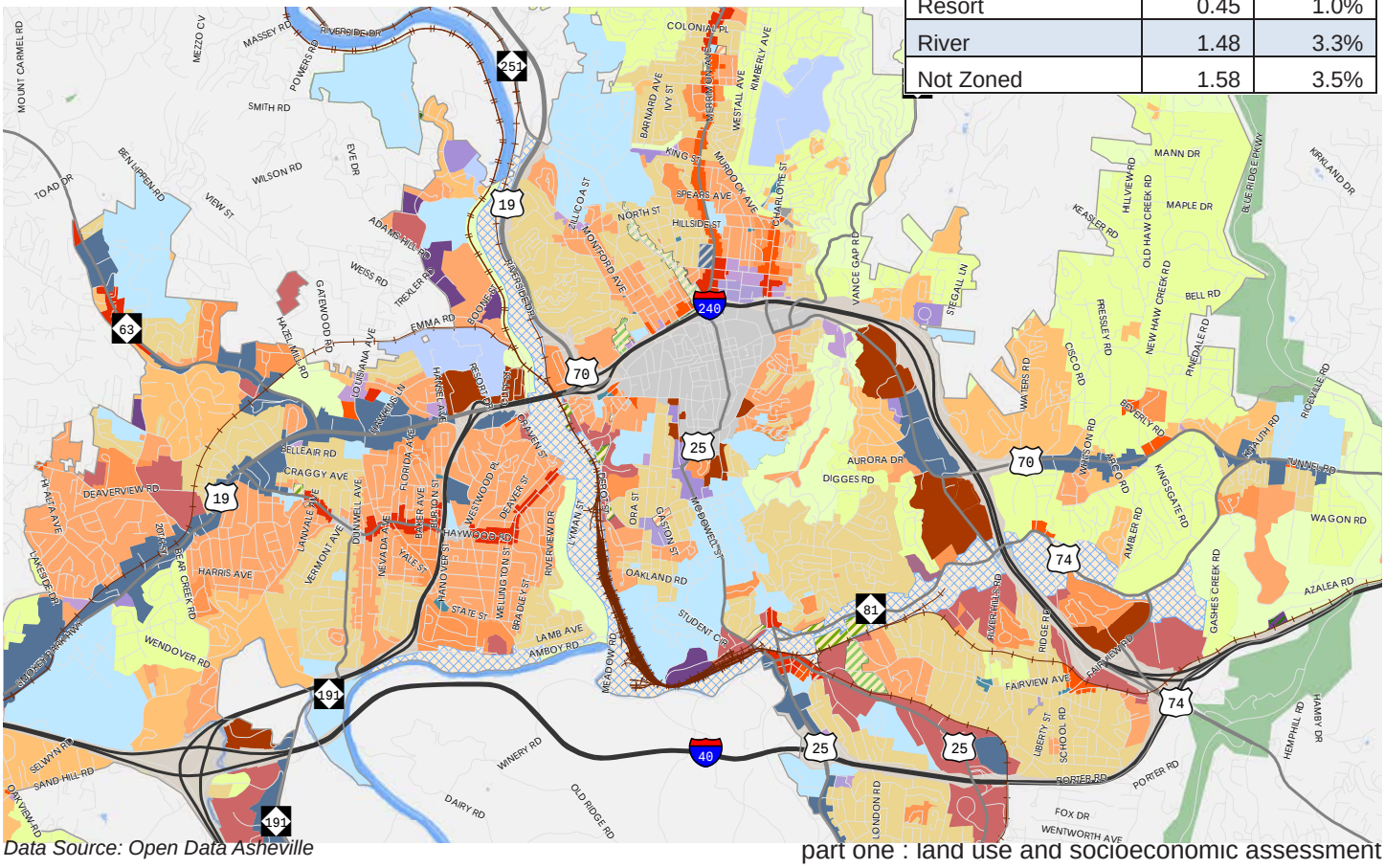
280
25
25
Zoning
Zoning Districts
(RS-2) Single-Family Residential - Low Density
(RS-4) Single-Family Residential - Med Density
(RS4-CZ) Single-Family Residential (Conditional)
(RS8) Single-Family Residential (High Density)
(RS8-CZ) Single-Family Residential (Conditional)
(RM6) Multi-Family Residential (Low Density)
(RM6-CZ) - Multi-Family Residential (Medium Density)
(RM8) Multi-Family Residential (Medium Density)
(RM16) Multi-Family Residential (High Density)
(RM16-CZ) Multi-Family Residential (Conditional)
(NB) Neighborhood Business
(HB) Highway Business
(HB-CZ) Highway Business (Conditional)
(CBI) Commercial Business I
(CBII) Commercial Business II
(CBII-CZ) Commercial Business (Conditional)
(RB) Residential Business
(RB-CU) Residential Business (Conditional)
(RESORT) Resort
(O) Office
(O2) Office II
(OB) Office/Business
(IND) Industrial
(IND-CZ) Industrial (Conditional)
(INST) Institutional
(INST-CZ) Institutional (Conditional)
(RIVER) River
(CI) Commercial Industrial
(LI) Light Industrial
(NCD) Neighborhood Corridor
(UV) Urban Village
(UP) Urban Place
(UP-CZ) Urban Place (Conditional)
(URD) Urban Residential
(CBD) Central Business District
(HCU) Historical Conditional Use
NOT ZONED
N
0 0.375 0.75 1.5 2.25 3
Miles

existing zoning

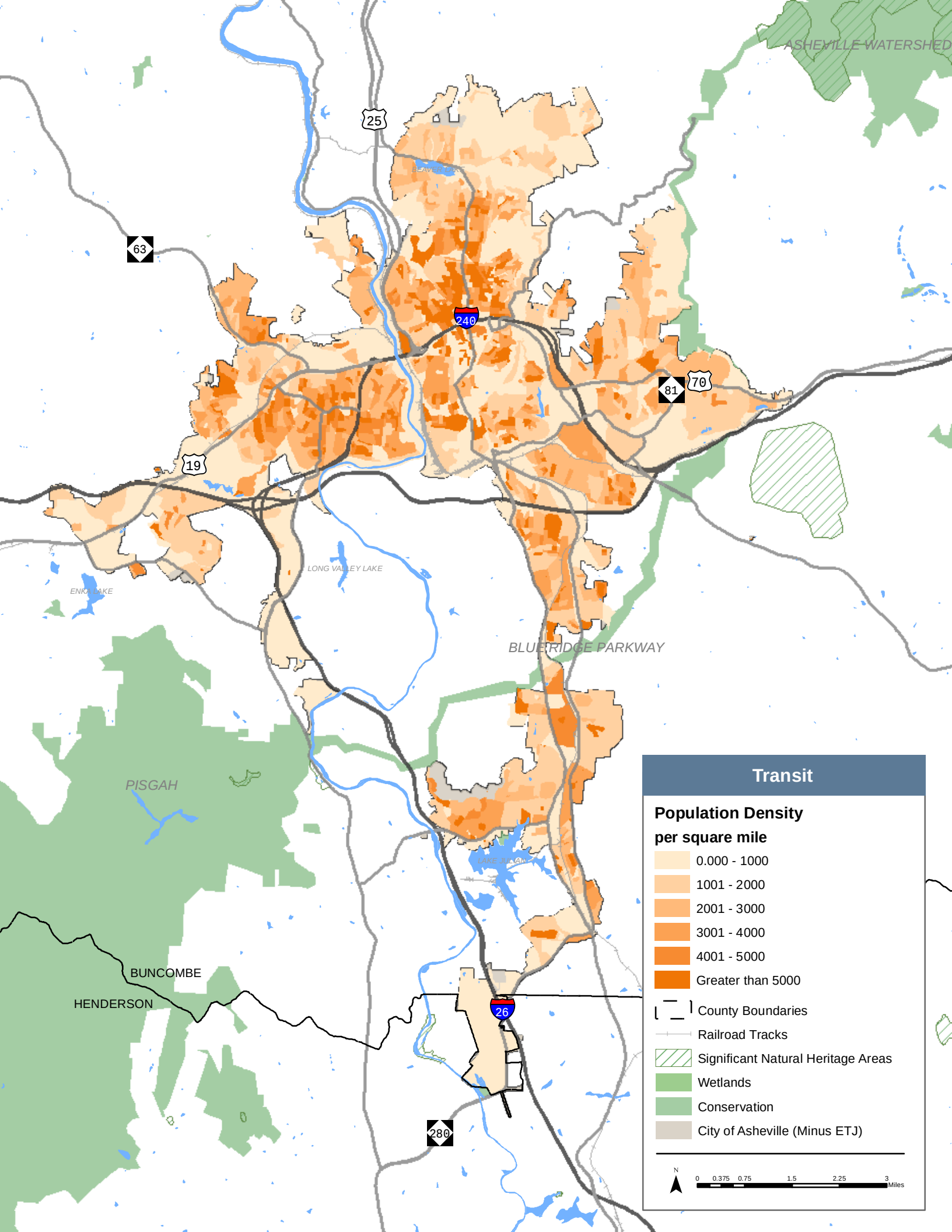
Zoning policies can play an integral role in improving mobility within a community. By establishing patterns of development through a specific distribution of zoning districts (e.g. residential, commercial, institutional, etc.). Examples of mobility-promoting zoning policies include density minimums, parking ratios, and multimodal design guidelines that result in pedestrian and bicycle-supportive environments.

Existing zoning in the Asheville study area includes a wide variety of residential, business, office and institutional, industrial, mixed-use, and recreational areas. Almost 65% of the Asheville study area is zoned for residential uses. Of those residential uses, lower density single-family residential districts lie mainly in the northeastern peripherals of the study area while higher density single-family and multi-family residential uses are better established west of I-240. Business, office and institutional uses account for the next largest area, together encompassing almost 20% of the study area. These uses are concentrated near or along the major thoroughfare of the study area: Patton Avenue; Hendersonville Road; Sweeten Creek Road; Brevard Road; and Tunnel Road.

ZONE GROUP	SQ. MI.	PERCENT
Residential	29.26	64.4%
Business	4.86	10.7%
Office & Institutional	3.64	8.0%
Industrial	3.91	8.6%
Urban / Mixed-Use	0.29	0.6%
Resort	0.45	1.0%
River	1.48	3.3%
Not Zoned	1.58	3.5%



Data Source: Open Data Asheville


ASHEVILLE WATERSHED
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LONG VALLEY LAKE
ENKA LAKE
BLUERIDGE PARKWAY
PISGAH
BUNCOMBE
HENDERSON
26
280
Transit
Population Density
per square mile
0.000 - 1000
1001 - 2000
2001 - 3000
3001 - 4000
4001 - 5000
Greater than 5000
County Boundaries
Railroad Tracks
Significant Natural Heritage Areas
Wetlands
Conservation
City of Asheville (Minus ETJ)
N
0 0.375 0.75 1.5 2.25 3
Miles

population trends and projections

For most of its history, the City of Asheville was destined to be a luxury resort town and "mecca" for retirees. The area grew rapidly with the completion of a street network paralleling the French Broad River to the north and railroad connections to the East. Catalyzed by the legacy initiated by the Vanderbilt family at the turn of the century, the City of Asheville has continued to grow at a strong pace.

trends

According to the 2012 American Community Survey (ACS) 5-year estimates at the block level, the population within Asheville grew over 25% from 2000 to 2012. The study area's share of Buncombe County's population continues to grow, increasing from 33% to 36% within the same twelve years.

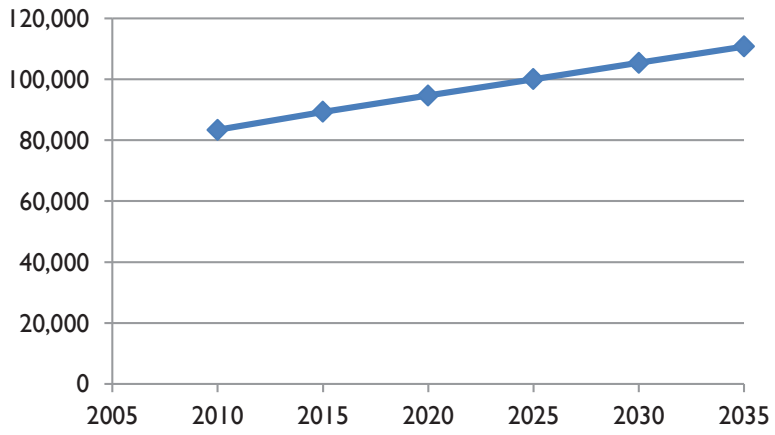
The average population density in Asheville is 1,895 square miles. Asheville is most densely populated near the University of North Carolina—Asheville campus, which is anchored by Merrimon Avenue, I-26, and I-240. The western part of Asheville, anchored by Patton Avenue, McDowell Street, I-26, and I-40, also is home to a higher than average population density.

	Historical		Projected					Annual Change
	2010	2015	2020	2025	2030	2035	2040	2010-2040
City of Asheville	83,393	89,277	94,645	100,012	105,380	110,738	118,091	1.39%
Buncombe County	238,318	255,061	270,396	285,730	301,064	316,374	337,380	1.39%
North Carolina	9,535,483	10,055,337	10,564,551	11,069,591	11,576,088	12,081,053	12,587,483	1.07%

projections

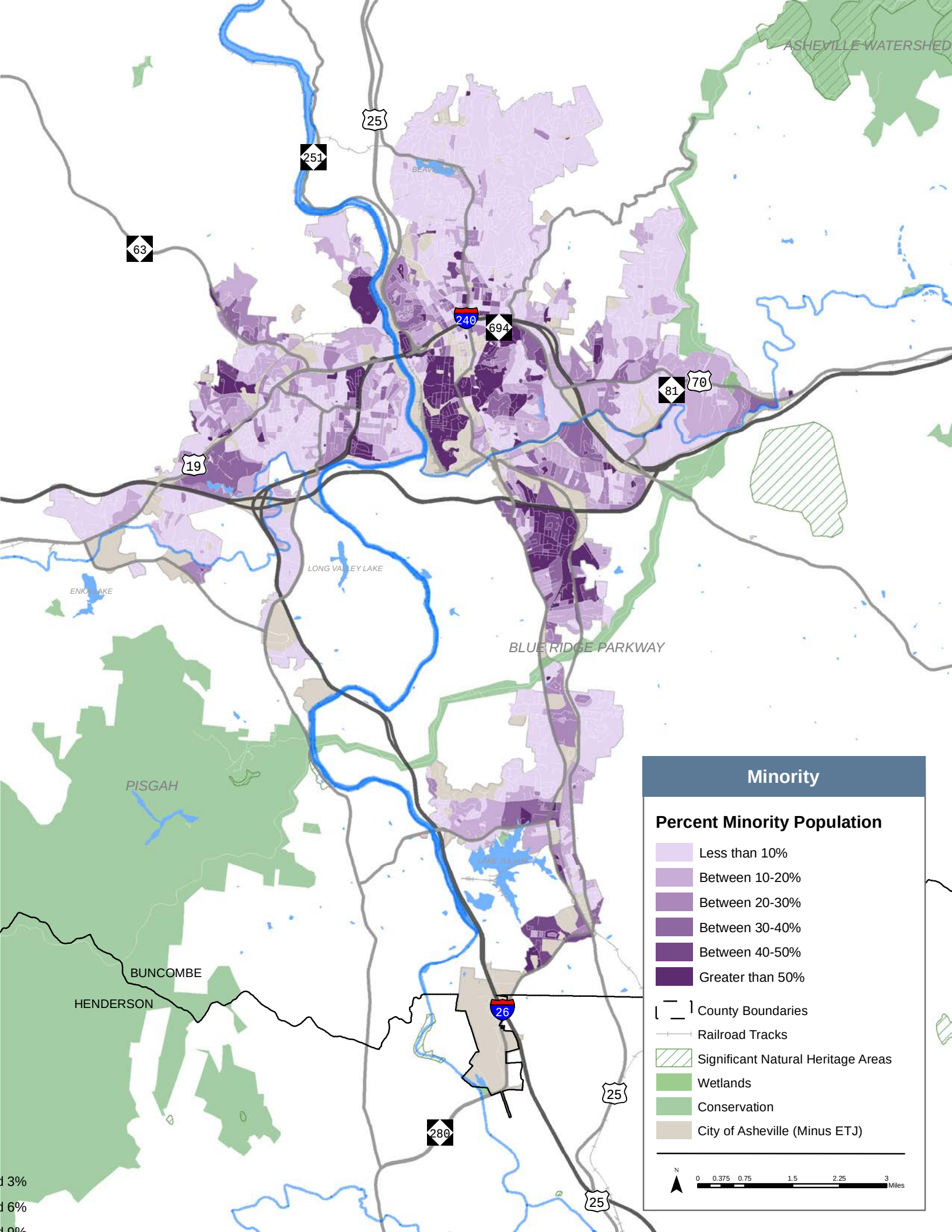
From 2000 to 2010, North Carolina grew by almost 1.5 million people, reflecting an 18.5% growth. Buncombe County grew by just over 30,000 people (15.5%) within the same ten years. In contrast, the population in City of Asheville grew from 68,889 to 83,393 (21.1%). Extrapolating from the North Carolina Office of State Budget and Management population projections, North Carolina's population is projected to grow 0.9% per year to approximately 12.6 million people by 2040. Buncombe County is projected to grow by 1.07% per year. Keeping Asheville's current share of the population of Buncombe County constant, the City of Asheville is projected to grow to approximately almost 120,000 people by 2040.

City of Asheville Population Projection (2010-2040)



*The State Demographics branch of the North Carolina Office of State Budget and Management projects county populations out to 2034, based on a mathematical model using data including, but not limited to, local institutional data, Census data, as well as data from other governmental sources.

Data Source: US Census Bureau, North carolina Office of State Budget and Management


ASHEVILLE WATERSHED
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PISGAH
LAKE JULIAN
BUNCOMBE
HENDERSON
26
25
280
25
Minority
Percent Minority Population
Less than 10%
Between 10-20%
Between 20-30%
Between 30-40%
Between 40-50%
Greater than 50%
County Boundaries
Railroad Tracks
Significant Natural Heritage Areas
Wetlands
Conservation
City of Asheville (Minus ETJ)
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0 0.375 0.75 1.5 2.25 3
Miles

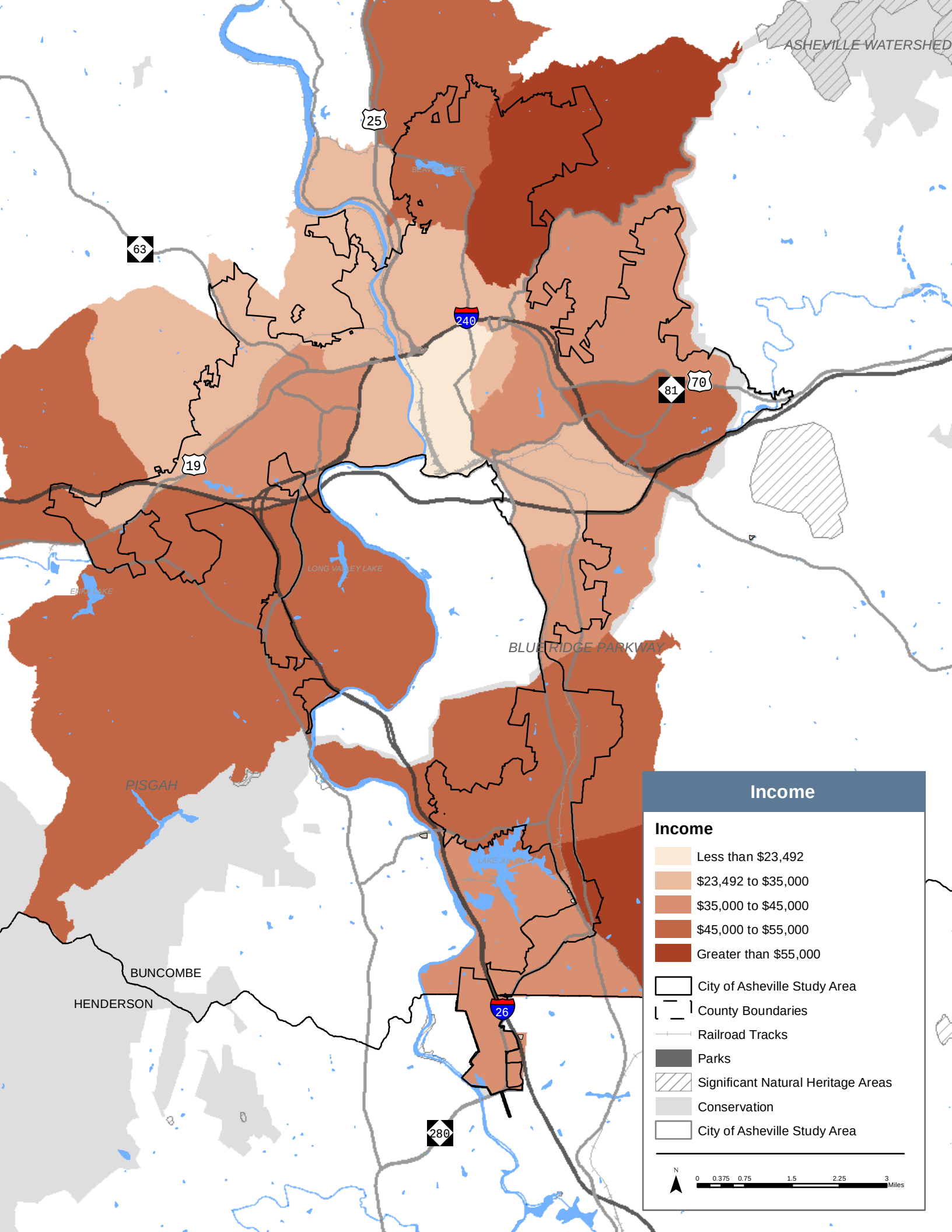
minority

The American Community Survey (ACS) collects detailed demographic information regarding racial identity and cultural origin. Survey participants are asked to indicate race by choosing one or more of the following: White, Black or African American, American Indian and Alaska Native, Asian, or Native Hawaiian and Other Pacific Islander. Additionally, participants are asked to indicate whether or not they have a Hispanic or Latino origin. The minority population includes all persons who indicate Hispanic or Latino origin as well as all persons who indicate a race other than white only.

According to the 2010 American Community Survey data at the census block level, the minority population of the study area is approximately 23.8% population, which is slightly lower than the statewide minority population, which is approximately 34.7%. Minority populations are most prominent in two locations within the City of Asheville.

- The first is bounded by the French Broad River to the west, I-240 to the north, and US-25 on the east. This area encompasses various neighborhoods: South French Broad, Walton-Oakland, Erskine-Walton, Livingston Heights, Lee Walker Heights, as well as significant portions of East End/Valley Street neighborhood.
- The second area is bordered by I-40 to the north, Henderson Road (US 25) to the west, and Sweeten Creek Road (Alt US 25A) to the east. The Shiloh Neighborhood makes up the majority of this area.

Data Source: US Census Bureau, ACS 2010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$35,000 to $45,000
$45,000 to $55,000
Greater than $55,000
City of Asheville Study Area
County Boundaries
Railroad Tracks
Parks
Significant Natural Heritage Areas
Conservation
City of Asheville Study Area
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Miles

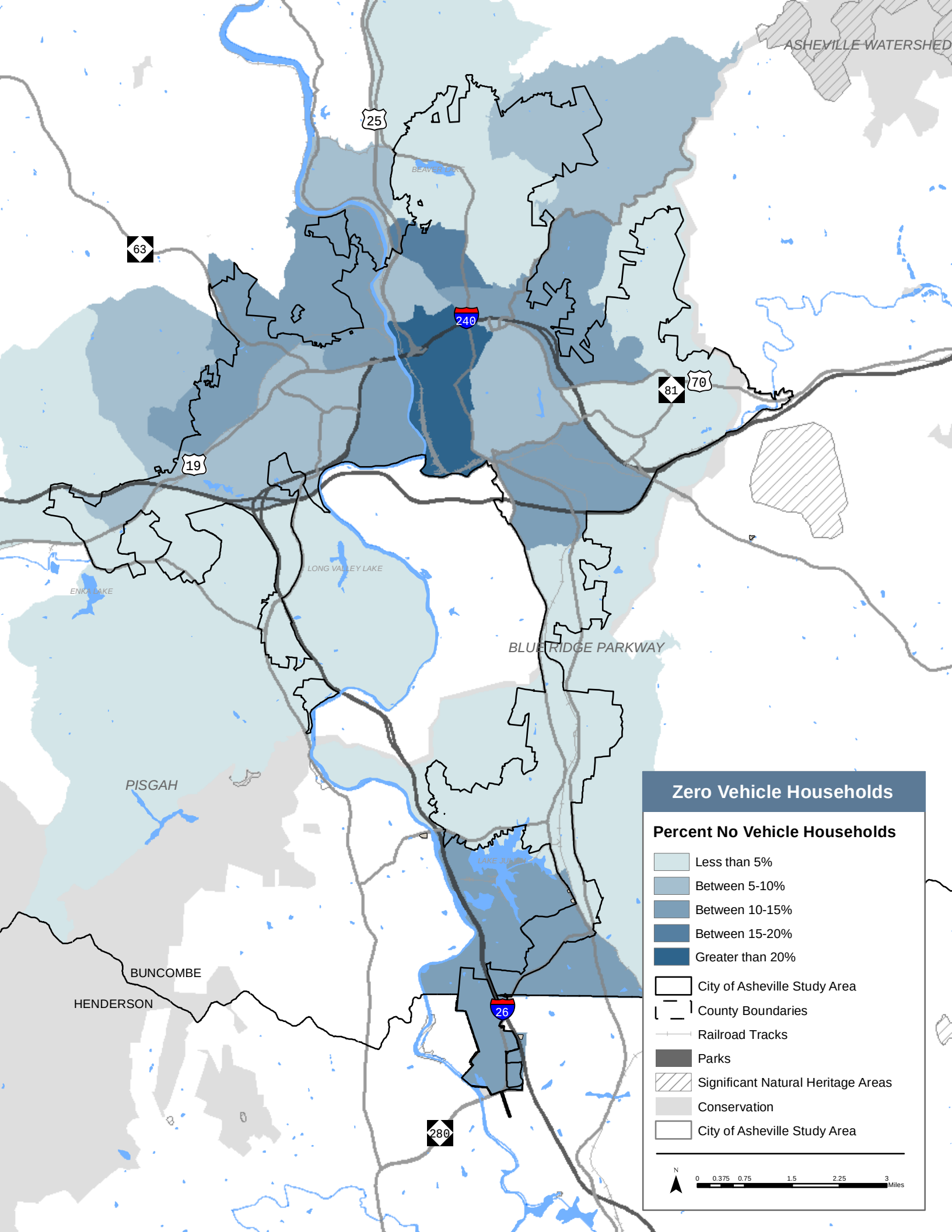
poverty and income

Mobility provides a foundation for development of cities by providing access to employment--thereby providing a stepping stone for economic growth. Taking a closer look at households in poverty and their relative location within a community allows for a better understanding of need for mobility options and employment opportunities.

The poverty threshold for a family of four in 2012 was an annual income of $23,492. For the population for whom poverty status was determined through the 2012 ACS block level estimates, the City of Asheville included approximately 3.4% more than the statewide average of 16.8% of households in poverty. According to census tract estimations, a significant portion of the city has a median income of $23,492 to $35,000. The area of Asheville, bound by I-240 and the French Broad River maintains a median income of below $23,492, and therefore falls under the poverty line.

According to the 2012 ACS, the city's average median household income was $42,333, which was slightly lower than both Buncombe County's and North Carolina's median household incomes of $44,206 and $46,450, respectively. However, Asheville did mark a slightly higher per capita money income of $26,993, compared to $26,219 for Buncombe County and $25,285 for the state.

Data Source: US Census Bureau, ACS 2012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Zero Vehicle Households
Percent No Vehicle Households
Less than 5%
Between 5-10%
Between 10-15%
Between 15-20%
Greater than 20%
City of Asheville Study Area
County Boundaries
Railroad Tracks
Parks
Significant Natural Heritage Areas
Conservation
City of Asheville Study Area
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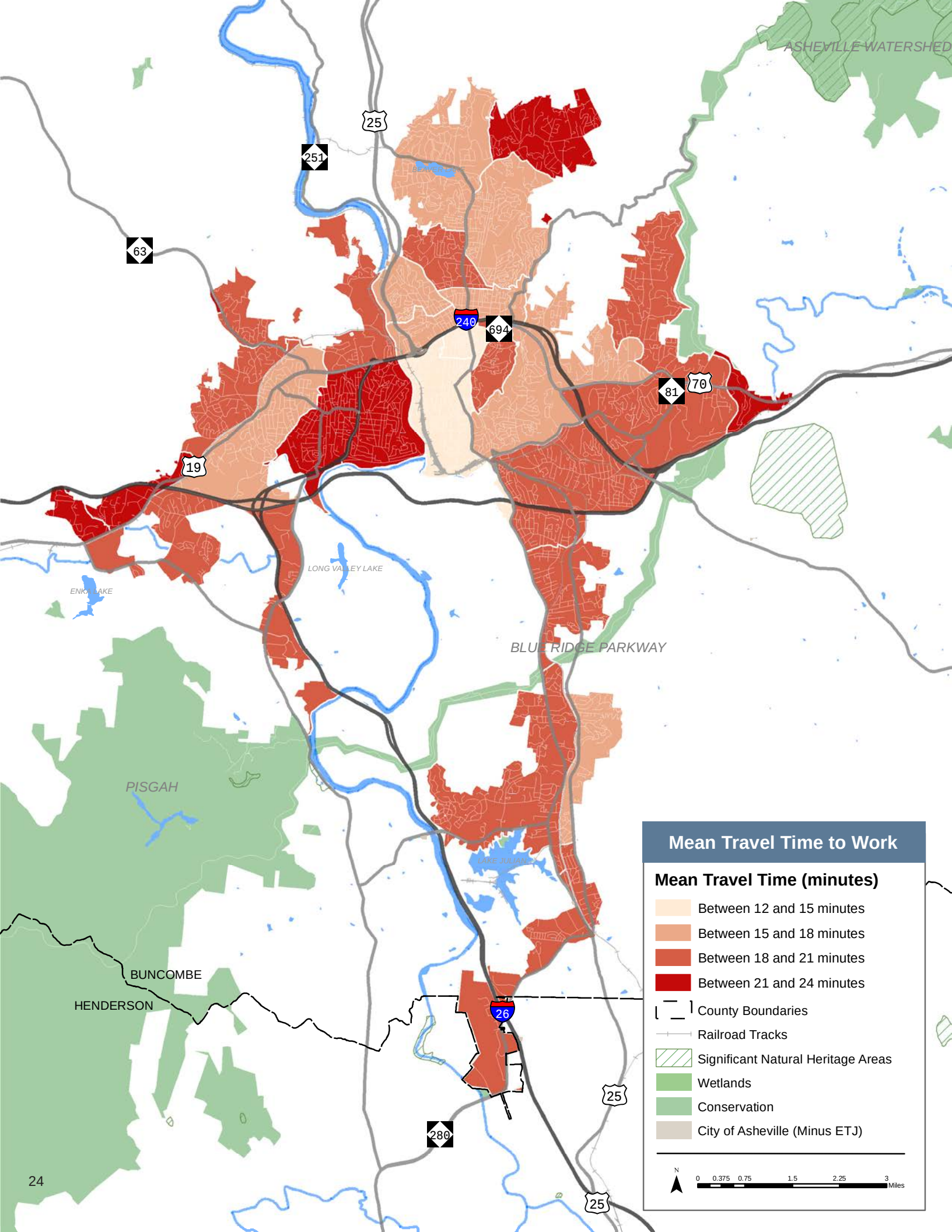
Miles

zero-vehicle households

Perhaps the community members that face the greatest mobility challenge and the group most in need of multiple transportation options are households that lack access to a personal vehicle. The Census Bureau defines a personal vehicle as passenger cars, vans, and pickup trucks kept at home and available for use by household members. Households without access to these vehicles depend on biking, walking, taking transit, or sharing rides with others to meet their daily transportation needs.

According to the 2012 American Community Survey, more than 4,000 of the 37,538 occupied households in the City of Asheville do not have access to a vehicle. This accounts for 10.8% of the total number of households in the study area, a significantly higher percentage than the statewide percentage (6.5%). According to the census tract estimations, the area with the highest percentage of households without access to a vehicle is bound by I-240, US-25, and the French Broad River. The surrounding areas within Asheville typically carry high percentages of households without vehicles, anywhere from 10-20%.

Data Source: US Census Bureau, ACS 2012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BLUE RIDGE PARKWAY
PISGAH
LAKE JULIAN
BUNCOMBE
HENDERSON
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25
Mean Travel Time to Work
Mean Travel Time (minutes)
Between 12 and 15 minutes
Between 15 and 18 minutes
Between 18 and 21 minutes
Between 21 and 24 minutes
County Boundaries
Railroad Tracks
Significant Natural Heritage Areas
Wetlands
Conservation
City of Asheville (Minus ETJ)
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0 0.375 0.75 1.5 2.25 3
Miles

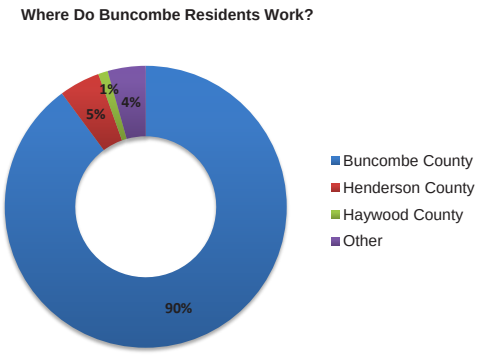
travel time to work

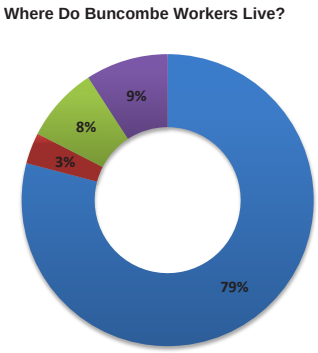
Travel time to work accounts for the number of minutes that it usually took a person to get from home to work each day. This data is captured for workers 16 years old and over who reported that they worked outside their home. Travel time to work can vary greatly among individuals in an area as diverse as Asheville. In general higher travel times indicate an imbalance in the proximity of housing to jobs.

Based on the 2008-2012 American Community Survey, the average travel time to work for residents in Asheville was approximately 19 minutes. Average travel times ranged from 12 to 24 minutes, with the longest travel times reported from residents living:

- between I-40 and US 19 in west Asheville
- along I-26 north of I-40
- along Beaver Dam Road
- along streets stemming from Beaver Dam Road east of the Country Club of Asheville
- along US 70 east of Blue Ridge Parkway

Travel times in Asheville are typical in cities of similar size and conditions; In Greensboro, North Carolina and Tallahassee, Florida, average travel time to work for residents (16+) were 18 minutes and 20 minutes, respectively.

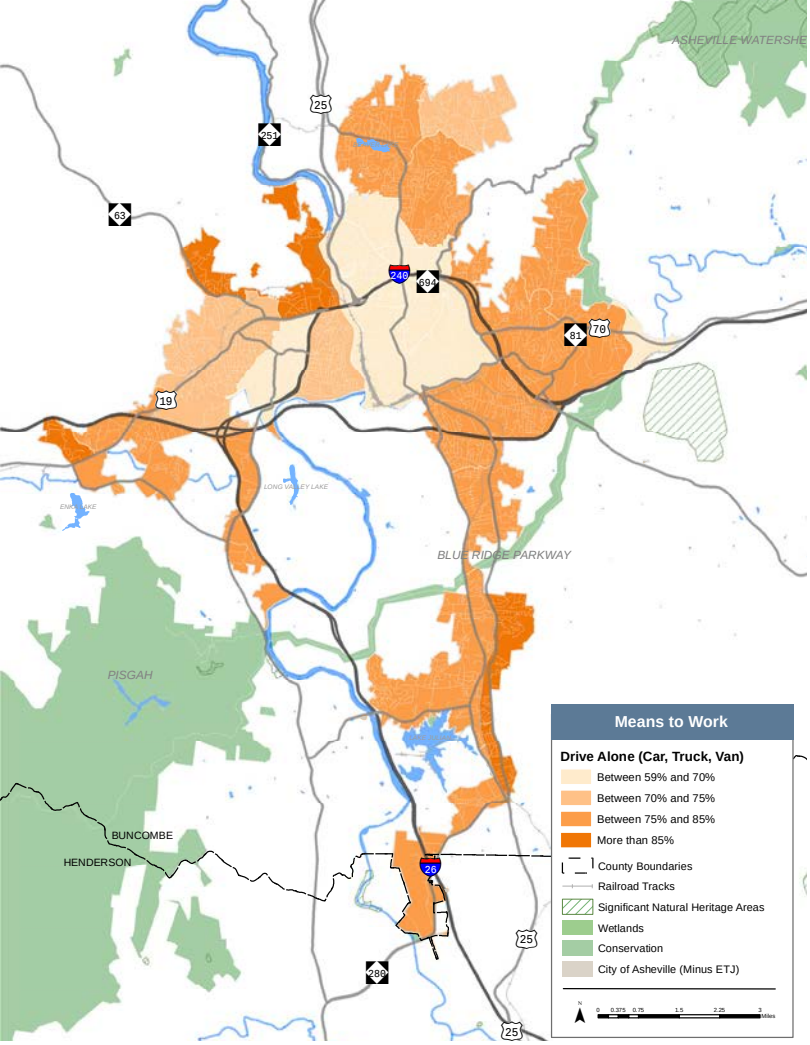


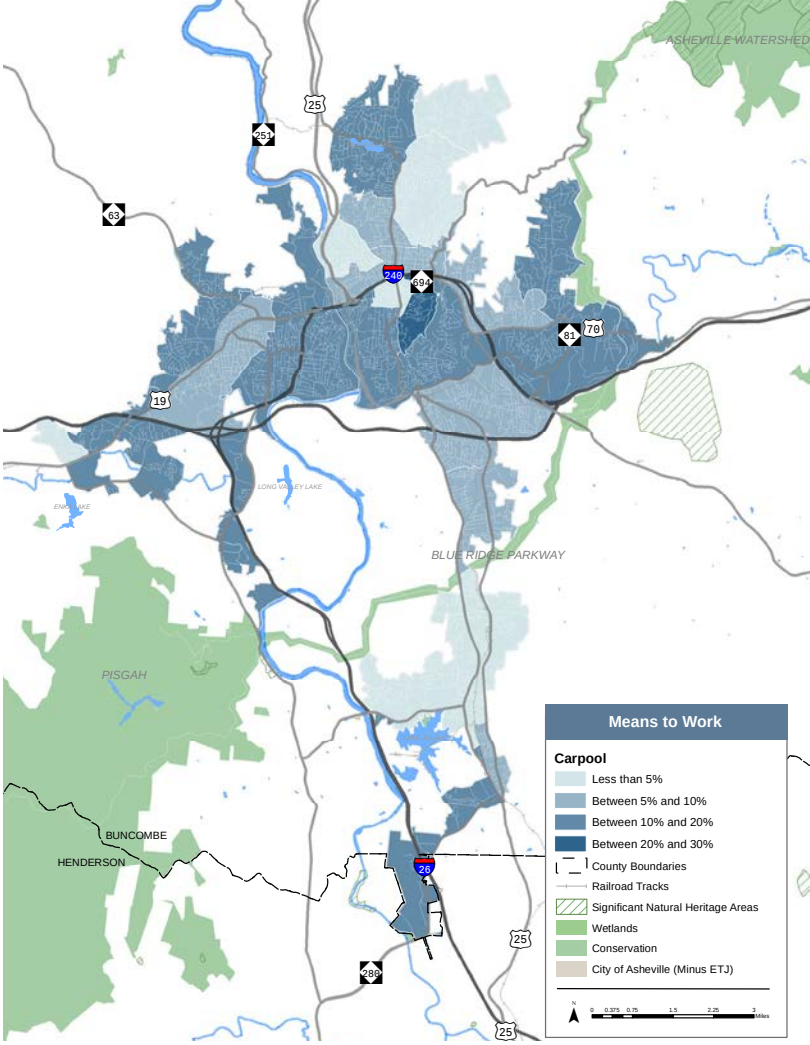


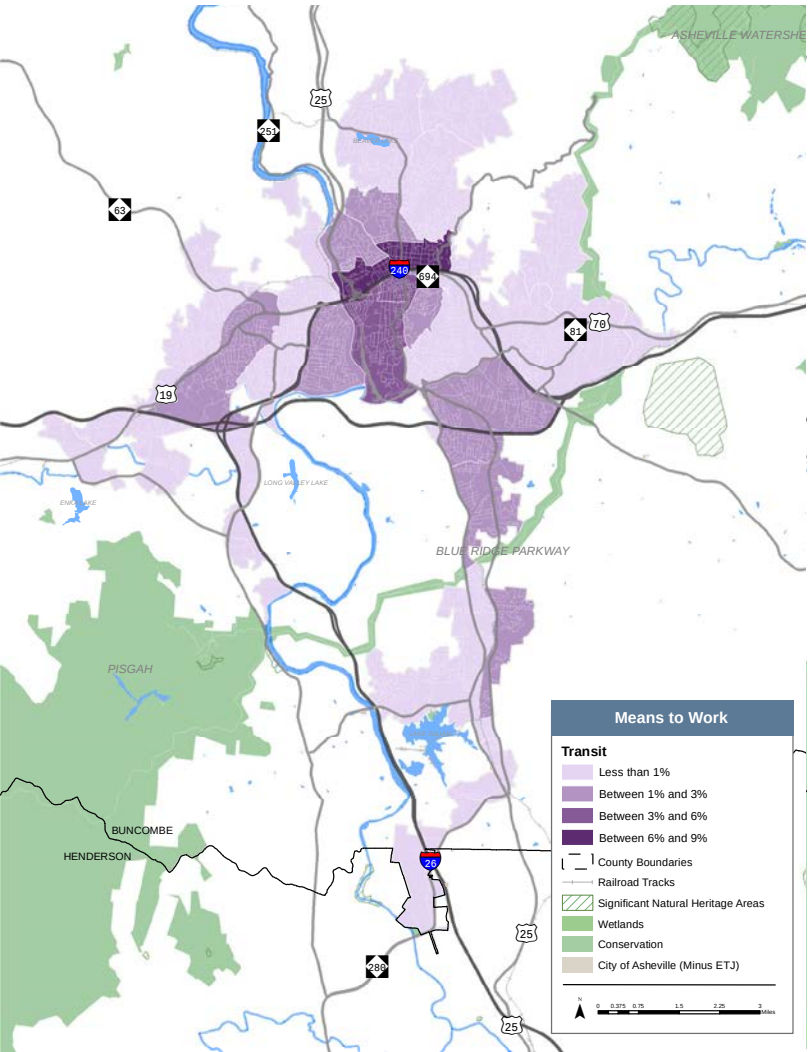
The four maps on the following page show the percentages of Asheville workers who drive or take a taxi, carpool, walk or bike, or take public transportation (Asheville Redefines Transit bus) to get to work. Approximately 78% of Asheville residents drive alone, ride a motorcycle, or take a taxi to get to work, while 10% carpool, 4% walk or bike, and 1% take transit to get to work. The remaining 7% choose to work from home.

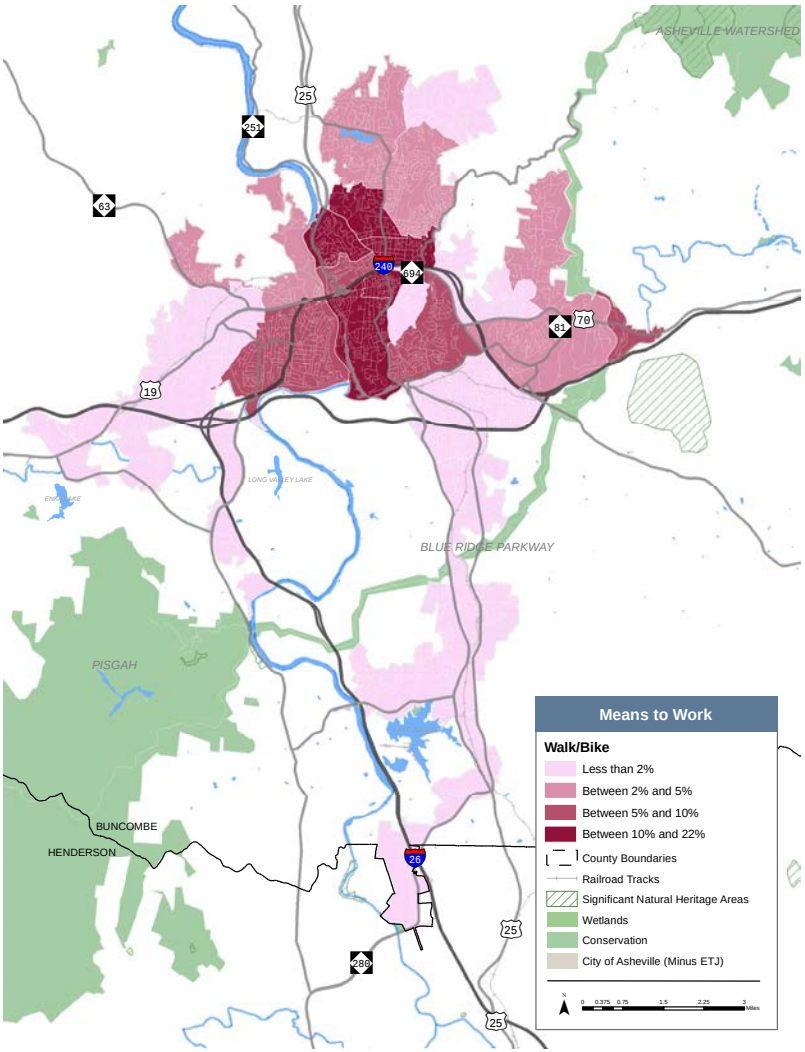
Those who drive alone to work generally live further from the city center. The highest percentages of Asheville residents who drive alone live between I-40 and US 19 to the east, between NC 63 and the French Broad River north of US 19, and along the east side of US 25 in southern Asheville. The areas with the highest percentages of residents walking or biking to work are generally located in downtown Asheville, while the greatest concentration of residents utilizing transit is located in areas served by ART bus routes N and N3.

Data Source: US Census Bureau, ACS 2012; LEHD


ASHEVILLE WATERSHED
25
251
63
240
694
81
70
19
LONG VALLEY LAKE
ENKA LAKE
BLUE RIDGE PARKWAY
PISGAH
BUNCOMBE
HENDERSON
26
286
Means to Work
Drive Alone (Car, Truck, Van)
Between 59% and 70%
Between 70% and 75%
Between 75% and 85%
More than 85%
County Boundaries
Railroad Tracks
Significant Natural Heritage Areas
Wetlands
Conservation
City of Asheville (Minus ETJ)
N
0 0.375 0.75 1.5 2.25 3 Miles


ASHEVILLE WATERSHED
25
251
63
240
694
81
70
19
LONG VALLEY LAKE
ENKA LAKE
BLUE RIDGE PARKWAY
PISGAH
BUNCOMBE
HENDERSON
26
286
Means to Work
Carpool
Less than 5%
Between 5% and 10%
Between 10% and 20%
Between 20% and 30%
County Boundaries
Railroad Tracks
Significant Natural Heritage Areas
Wetlands
Conservation
City of Asheville (Minus ETJ)
N
0 0.375 0.75 1.5 2.25 3 Miles


ASHEVILLE WATERSHED
25
251
63
240
694
81
70
19
LONG VALLEY LAKE
ENKA LAKE
BLUE RIDGE PARKWAY
PISGAH
BUNCOMBE
HENDERSON
26
286
Means to Work
Transit
Less than 1%
Between 1% and 3%
Between 3% and 6%
Between 6% and 9%
County Boundaries
Railroad Tracks
Significant Natural Heritage Areas
Wetlands
Conservation
City of Asheville (Minus ETJ)
N
0 0.375 0.75 1.5 2.25 3 Miles


ASHEVILLE WATERSHED
25
251
63
240
694
81
70
19
LONG VALLEY LAKE
ENKA LAKE
BLUE RIDGE PARKWAY
PISGAH
BUNCOMBE
HENDERSON
26
286
Means to Work
Walk/Bike
Less than 2%
Between 2% and 5%
Between 5% and 10%
Between 10% and 22%
County Boundaries
Railroad Tracks
Significant Natural Heritage Areas
Wetlands
Conservation
City of Asheville (Minus ETJ)
N
0 0.375 0.75 1.5 2.25 3 Miles

employment projections

Mobility plays a critical role in providing employment options for people in a community. Offering different mode choices allows people to choose where to work and where to live.

projections

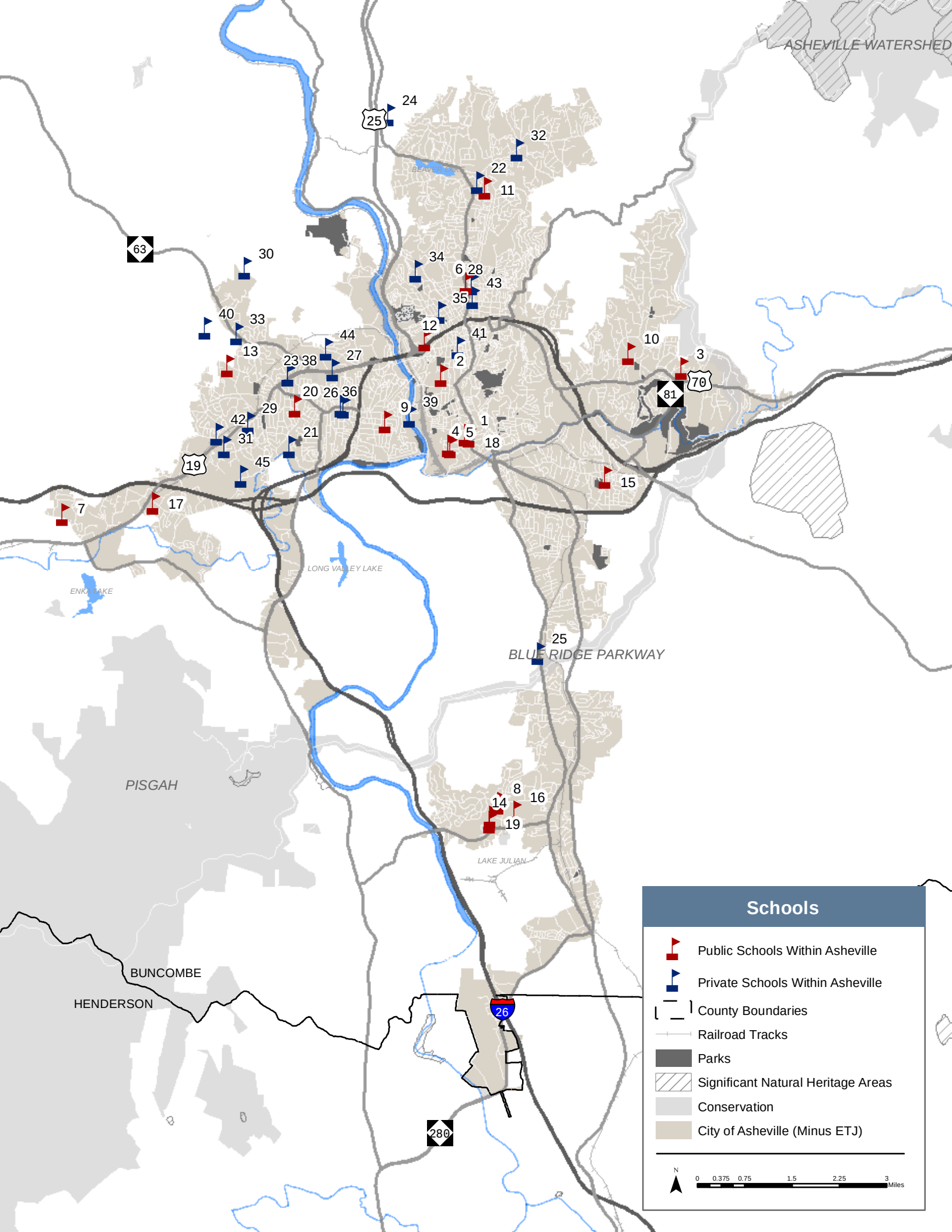
Using the annual growth rate estimated by Woods & Poole Economics employment projections for Buncombe County, the number of jobs in the City of Asheville for year 2040 was extrapolated. Considering Asheville's current share of jobs in Buncombe County (64.5%) and the Buncombe County's annual growth rate of 1.06%, the City of Asheville is anticipated to total 80,123 jobs by 2040, a total growth rate of 12.7%. From July 2013 to July 2014, unemployment rates dropped from 6.5% to 5.2%.

largest employers

The largest employers are reported by the Asheville Chamber of Commerce on an annual basis. The following table shows the top employers that have more than 300 employees by rankings. The industries reflected in the list of the top employers, in descending order of frequency, are: Manufacturing (various); Education & Health Services; Leisure & Hospitality; Construction; Other Services (Except Public Administration; and Professional & Business Services

NUMBER OF EMPLOYEES	COMPANY	DESCRIPTION (NAICS 3-DIGIT)
3,000+	Buncombe County Public Schools	Educational Services
	Mission Health System and Hospital	Hospitals
1,000-2,999	City of Asheville	Executive, Legislative & Other General Government Support
	The Biltmore Company	Museums, Historical Sites & Similar Institutions
	Buncombe County Government	Executive, Legislative & Other General Government Support
	The Omni Grove Park Inn	Accommodation
	Ingles Markets, Inc.	Food & Beverage Stores
	Asheville Buncombe Comm. College	Educational Services
750-999	CarePartners	Nursing & Residential Care Facilities
	Eaton Corporation – Electrical Division	Electrical Equip. Appliance & Component Mfg.
500-749	Asheville City Schools	Educational Services
	Arvato Digital Services	Computer & Electronic Product Mfg.
	BorgWarner Turbo Systems	Transportation Equipment Mfg.
	Guthy Renker Fulfillment Services, LLC	Administrative & Support Services
	MB Haynes Corp.	Construction of Buildings
	Sitel (Subsidiary of Onex Corp.)	Administrative & Support Services
	Thermo Fisher Scientific, Inc.	Machinery Mfg.
	University of North Carolina – Asheville	Educational Services
400-499	Black Mountain Neuro-Medical Treatment Center	Nursing & Residential Care Facilities
	Kearfott Corporation	Transportation Equipment Mfg.
	Wal-Mart Stores, Inc. Supercenter Store	General Merchandise Store
300-399	Burger King Restaurants	Food Services & Drinking Places
	Deerfield Episcopal Retirement Community	Nursing & Residential Care Facilities
	Flint Group	Machinery Mfg.
	Givens Estates United Methodist Retirement Community	Nursing & Residential Care Facilities
	McDonald's Corp.	Food Services & Drinking Places
	Milkco, Inc.	Food Mfg.
	Nypro Asheville	Plastics & Rubber Products Mfg.
	Plasticard-Locktech International	Plastics & Rubber Products Mfg.
	Unison Engine Components	Transportation Equipment Mfg.
	Taylor & Murphy Construction Company, Inc.	Heavy & Civil Engineering Construction

Data Source: City of Asheville Chamber of Commerce


ASHEVILLE WATERSHED
BEAVER LAKE
LONG VALLEY LAKE
ENKA LAKE
BLUE RIDGE PARKWAY
PISGAH
LAKE JULIAN
BUNCOMBE
HENDERSON
Schools
Public Schools Within Asheville
Private Schools Within Asheville
County Boundaries
Railroad Tracks
Parks
Significant Natural Heritage Areas
Conservation
City of Asheville (Minus ETJ)
N
0 0.375 0.75 1.5 2.25 3 Miles

schools

Mobility offers people in a community access to education, jobs, community resources, recreational activities, and much more. Taking a closer look at locations of schools and multimodal accessibility offers intimate insight into issues encountered by the student population in Asheville such as safe access to school, pedestrian safety, multimodal accessibility, etc. Given that over 20% of the population in Asheville falls in the "Under 19 years old" category, it is essential to reevaluate schools as a loci for activities that require special attention.

Based on an inventory of schools from GIS databases and online data sources, there are approximately 43 public and private located in or near the Asheville study area. The public school system exists, for the most part, within six public school districts: Asheville City, Buncombe County, Enka, Erwin, Reynolds, and Roberson.

The study area also has six colleges and universities. The largest among them are Asheville-Buncombe Technical College with 8,000+ students and UNC-Asheville with over 3,000 students.

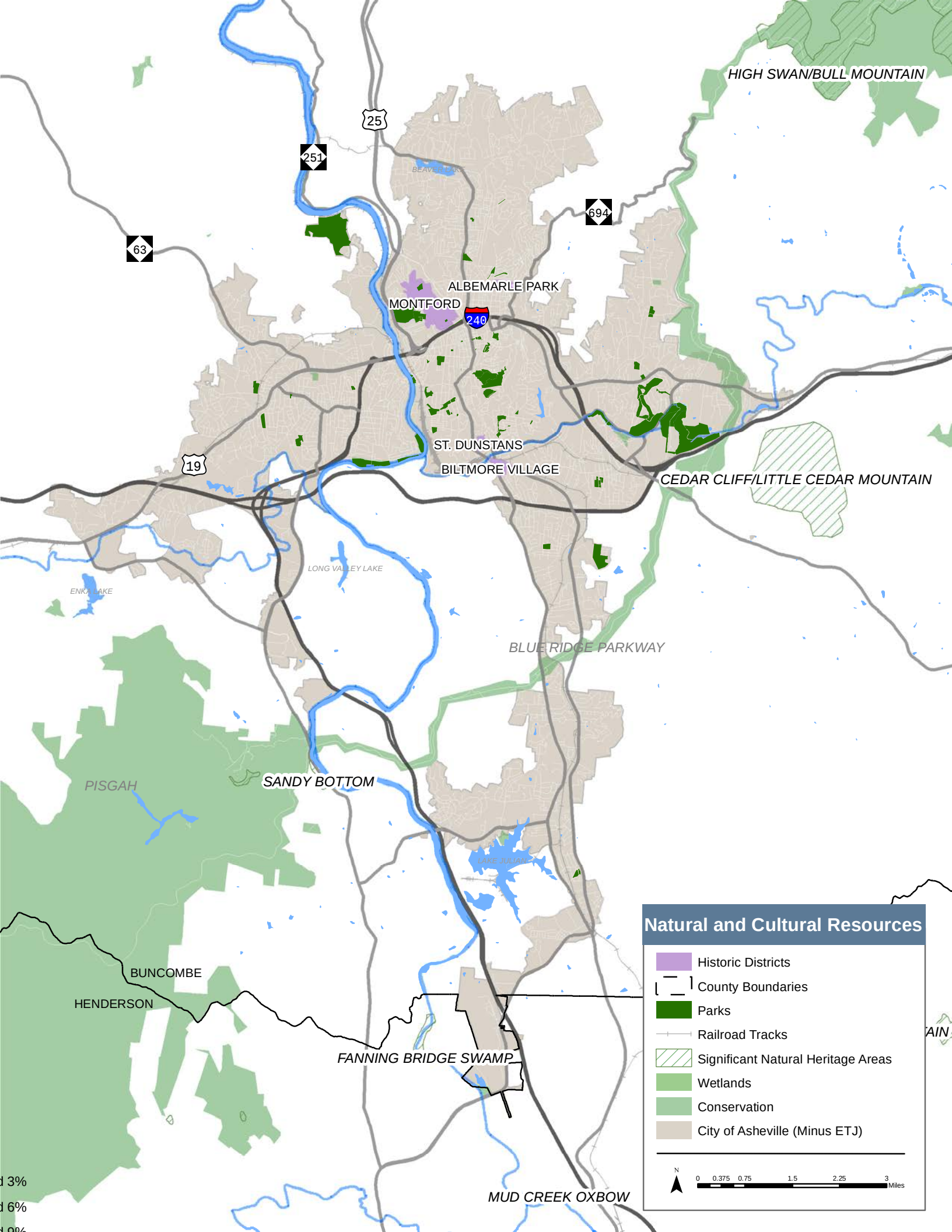
	PUBLIC SCHOOLS	TYPE	DISTRICT
1	Asheville High School	Public	Asheville City
2	Asheville Middle School	Public	Asheville City
3	Bell Elementary School	Public	Reynolds
4	Buncombe County Early College	Public	-
5	Buncombe County Middle College	Public	-
6	Claxton Elementary School	Public	Asheville City
7	Enka Elementary (Candler, NC)	Public	Enka
8	Estes Elementary School	Public	Roberson
9	Hall-Fletcher Elementary School	Public	Asheville City
10	Haw Creek Elementary School	Public	Reynolds
11	Ira B. Jones Elementary School	Public	Asheville City
12	Isaac Dickson Elementary School	Public	Asheville City
13	Johnston Elementary School	Public	Erwin
14	Koontz Intermediate School	Public	Buncombe County
15	Oakley Elementary School	Public	Reynolds
16	T C Roberson High School	Public	Roberson
17	Sand Hill - Venable Elementary School	Public	Enka
18	School of Inquiry and Life Sciences (SILSA)	Public	-
19	Valley Springs Middle School	Public	Roberson
20	Vance Elementary School (Arden, NC)	Public	Asheville City
21	Evergreen Community Charter School	Charter	-
22	Francine Delany New School	Charter	-
23	Rainbow Mountain Children's School	Private	-
24	Temple Baptist School	Private	-
25	Asheville Montessori School	Private	-
26	Montessori Learning Center	Private	-
27	Hanger Hall School for Girls	Private	-
28	Asheville School	Private	-
29	Blue Ridge Montessori School	Private	-
30	Eliada Academy	Private	-
31	Rainbow Mountain Children's School	Private	-
32	Temple Baptist School	Private	-
33	Asheville Montessori School	Private	-
34	Montessori Learning Center	Private	-
35	Hanger Hall School for Girls	Private	-
36	Asheville School	Private	-
37	Blue Ridge Montessori School	Private	-
38	Eliada Academy	Private	-
39	Rainbow Mountain Children's School	Private	-
40	Temple Baptist School	Private	-
41	Asheville Montessori School	Private	-
42	Montessori Learning Center	Private	-
43	Hanger Hall School for Girls	Private	-

COLLEGES AND UNIVERSITIES
Asheville-Buncombe Technical College
South College
Montreat College – Asheville
Shaw University
University of North Carolina at Asheville
Western Carolina University at Asheville

4 Shaw Univ

6

Data Source: Open Data Asheville


HIGH SWAN/BULL MOUNTAIN
25
251
694
63
ALBEMARLE PARK
MONTFORD
240
ST. DUNSTANS
BILTMORE VILLAGE
19
CEDAR CLIFF/LITTLE CEDAR MOUNTAIN
LONG VALLEY LAKE
BLUE RIDGE PARKWAY
PISGAH
SANDY BOTTOM
BUNCOMBE
HENDERSON
FANNING BRIDGE SWAMP
MUD CREEK OXBOW
Natural and Cultural Resources
Historic Districts
County Boundaries
Parks
Railroad Tracks
Significant Natural Heritage Areas
Wetlands
Conservation
City of Asheville (Minus ETJ)
N
0 0.375 0.75 1.5 2.25 3
Miles

environmental and cultural resources

Environmental and cultural resources offer value to a community and its members in many ways. Mobility is an important consideration in the long-term upkeep of environmental and cultural resources in terms of preservation, recreation, etc.

The City of Asheville has a diversity of historic districts and cultural resources within and surrounding the study area boundary. Within the city limits, the City has over 50 public parks. In the last ten years, the City received significant recreational facilities from Buncombe County as part of water agreement negotiations: Asheville Municipal Golf Course; the WNC Nature Center; McCormick Field; Aston Park; Recreation Park and Pool. Over 8 acres of parks exist just in Asheville's core (see map below).

The most important city facilities are listed below.

Historic Districts
- Albemarle Park
- Biltmore Village
- Montford Area
- St. Dunstan's

Cultural Sites
- Basilica of St. Lawrence
- Grove Arcade
- The Masonic Temple
- Riverside Cemetary
- Thomas Wolfe Memorial
- YMC Cultural Center

Natural Resources
- Blue Ridge Parkway
- Pisgah National Forest
- French Broad River

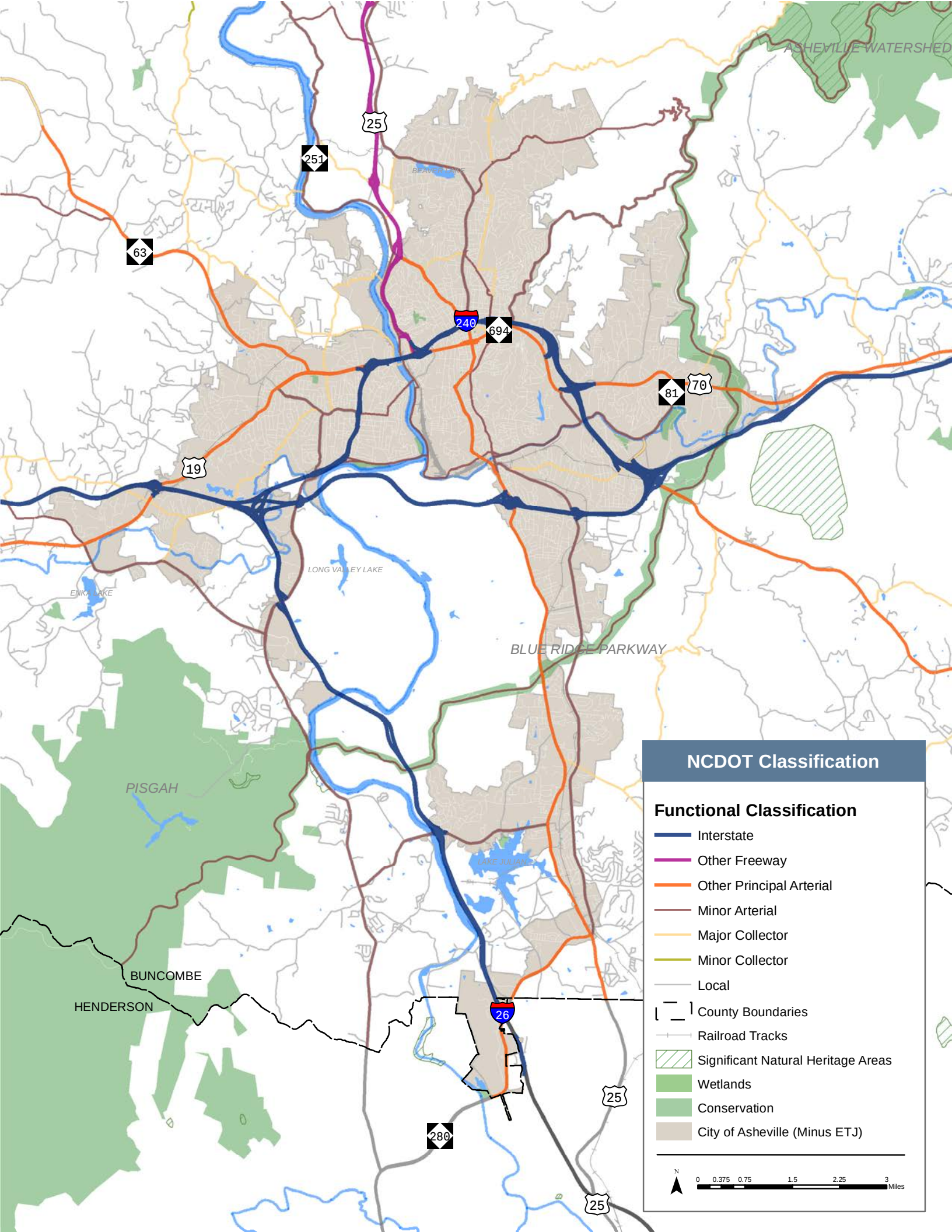
Data Source: Open Data Asheville

AIM

asheville in motion

the state of the city

part two: transportation assessment


ASHEVILLE WATERSHED
BEAVER LAKE
LONG VALLEY LAKE
ENKA LAKE
BLUE RIDGE PARKWAY
PISGAH
LAKE JULIANA
BUNCOMBE
HENDERSON
25
251
63
240
694
81
70
19
26
280
NCDOT Classification
Functional Classification
Interstate
Other Freeway
Other Principal Arterial
Minor Arterial
Major Collector
Minor Collector
Local
County Boundaries
Railroad Tracks
Significant Natural Heritage Areas
Wetlands
Conservation
City of Asheville (Minus ETJ)
N
0 0.375 0.75 1.5 2.25 3
Miles

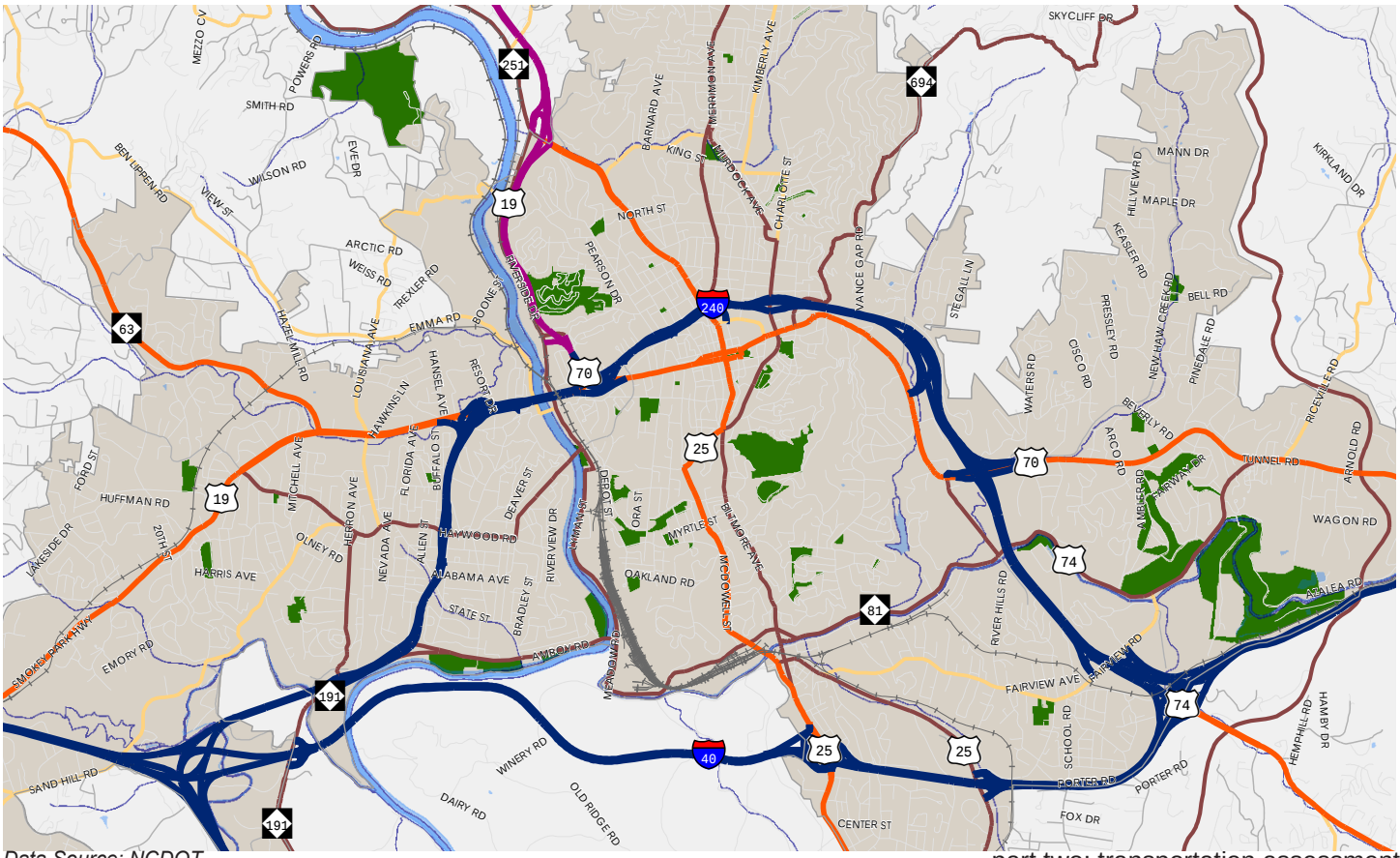
functional classification

Functional classifications are defined by the Federal Highway Administration (FHWA) and used by the North Carolina Department of Transportation (NCDOT) to designate the characteristics and purposes of the roads within a region for planning purposes.

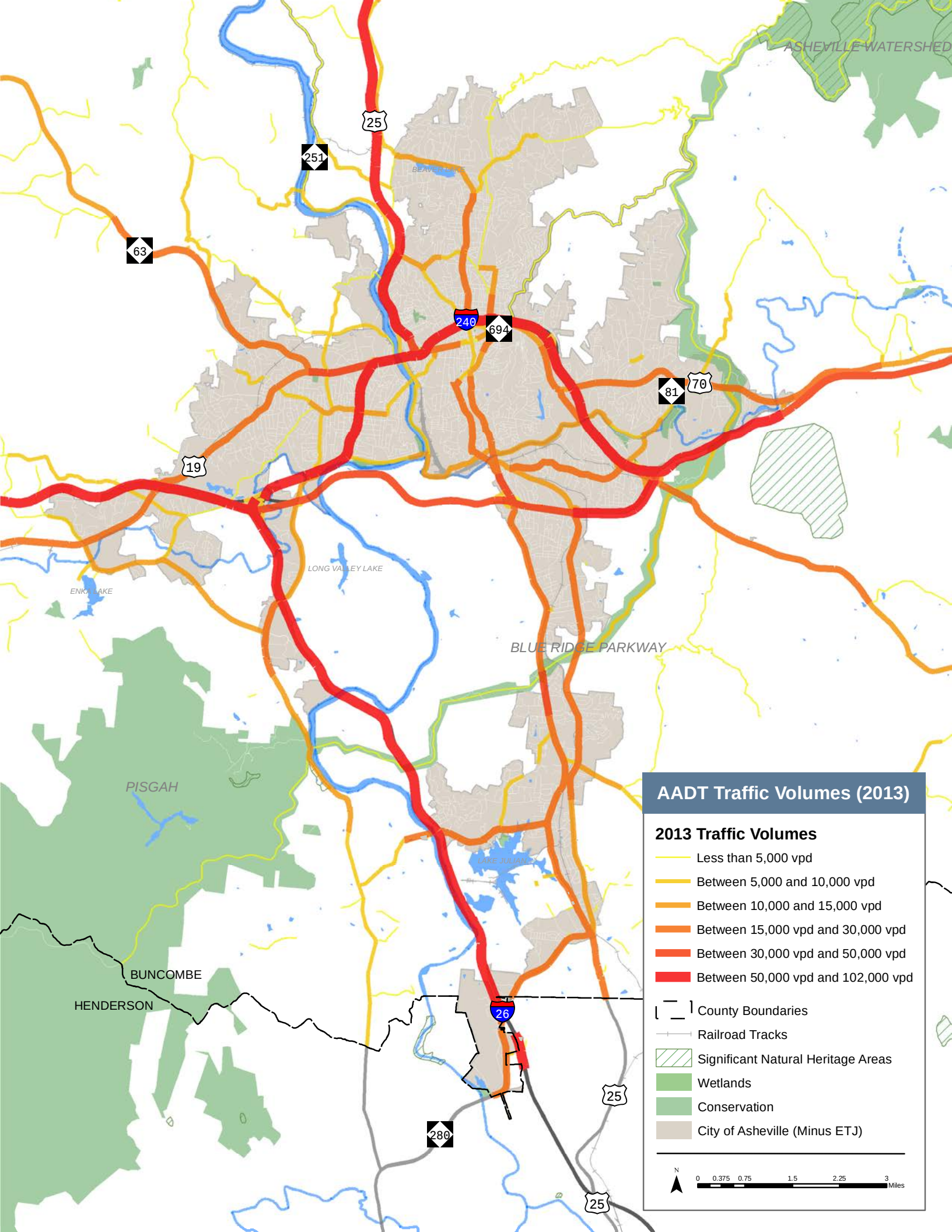
The City of Asheville is served by several interstates including I-26 which ends at US 70, I-40, and I-240 which extends from US 70 to I-40. The part of US 70 that extends from I-240 northward to Weaverville is the only non-interstate freeway in Asheville. Within Asheville, US 23, US 25, US 70, US 74 Alt, and NC 63 are classified as principal arterials. These roadways and all other roadways classified by NCDOT's Functional Classification system are shown on the two maps.

The following functional classifications are found within the City of Asheville:

- **Interstates** are designed and constructed for long-distance travel. These roads have the highest design speeds and the most limited access in order to facilitate high mobility.
- **Other Freeways** are similar to interstates, having controlled access and limited at-grade crossings. They may have fewer lanes than interstates, but the directional travel lanes are usually divided by a physical barrier.
- **Other Principal Arterials** provide service to urban and rural areas, generally radiating outward from a city center to serve the surrounding region. Unlike interstates, principal arterials can often be accessed directly by adjacent businesses.
- **Minor Arterials** connect smaller geographic areas within a larger urban arterial network and are often used to carry local bus routes.
- **Major Collectors** are used by residents to access the arterial network from their places of origin. An example of a major collector would be the longer roads in a given residential neighborhood.
- **Minor Collectors** are similar to major collectors, although generally shorter in length and with fewer lanes.
- **Local Roads** provide direct access to property for the very beginning and the very end of a trip. Local roads have low design speeds and often prevent through traffic.



Data Source: NCDOT

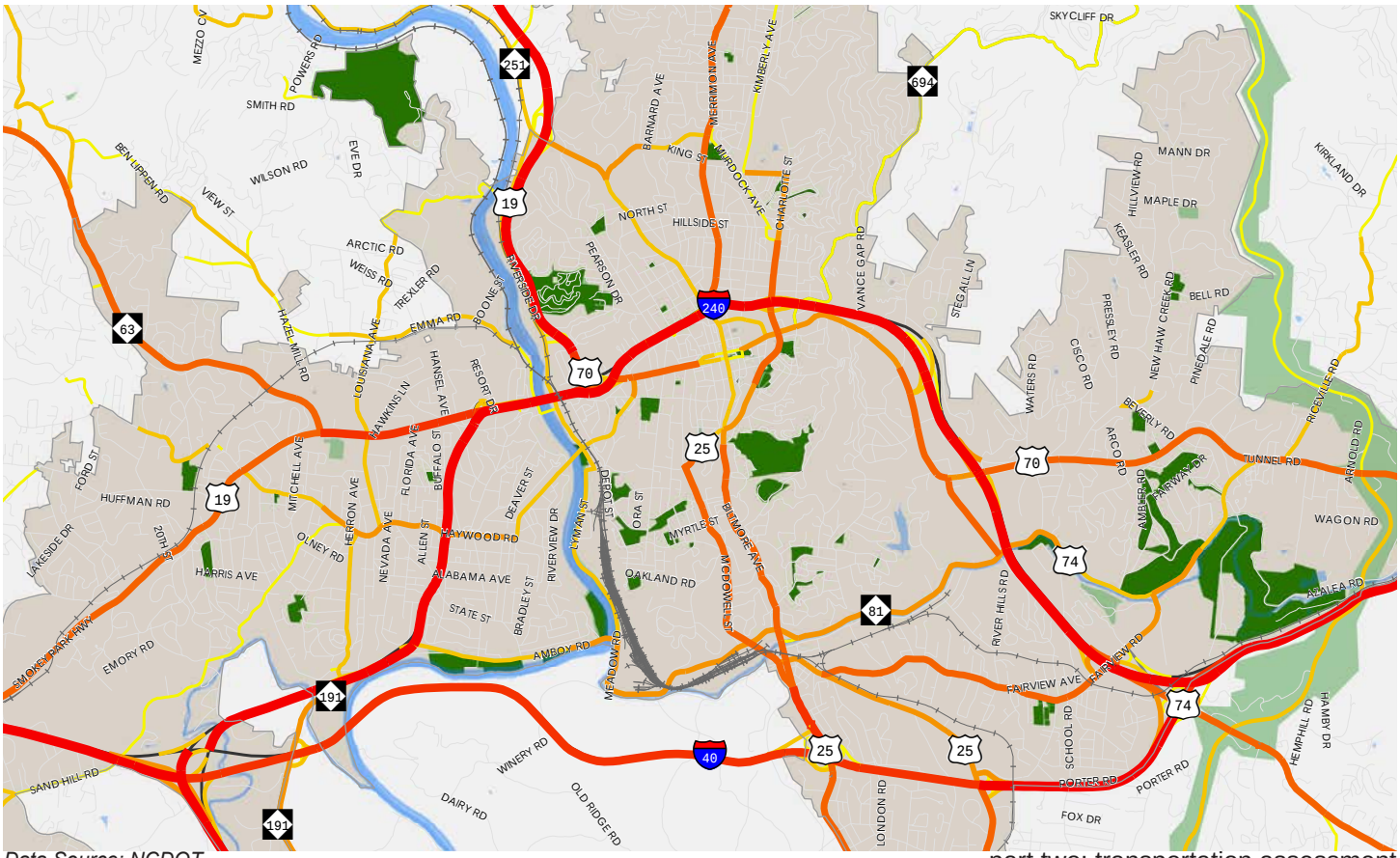

ASHEVILLE WATERSHED
BEAVER LAKE
LONG VALLEY LAKE
ENKA LAKE
BLUE RIDGE PARKWAY
PISGAH
LAKE JULIAN
BUNCOMBE
HENDERSON
25
251
63
240
694
81
70
19
26
280
AADT Traffic Volumes (2013)
2013 Traffic Volumes
Less than 5,000 vpd
Between 5,000 and 10,000 vpd
Between 10,000 and 15,000 vpd
Between 15,000 vpd and 30,000 vpd
Between 30,000 vpd and 50,000 vpd
Between 50,000 vpd and 102,000 vpd
County Boundaries
Railroad Tracks
Significant Natural Heritage Areas
Wetlands
Conservation
City of Asheville (Minus ETJ)
N
0 0.375 0.75 1.5 2.25 3
Miles

daily traffic volumes

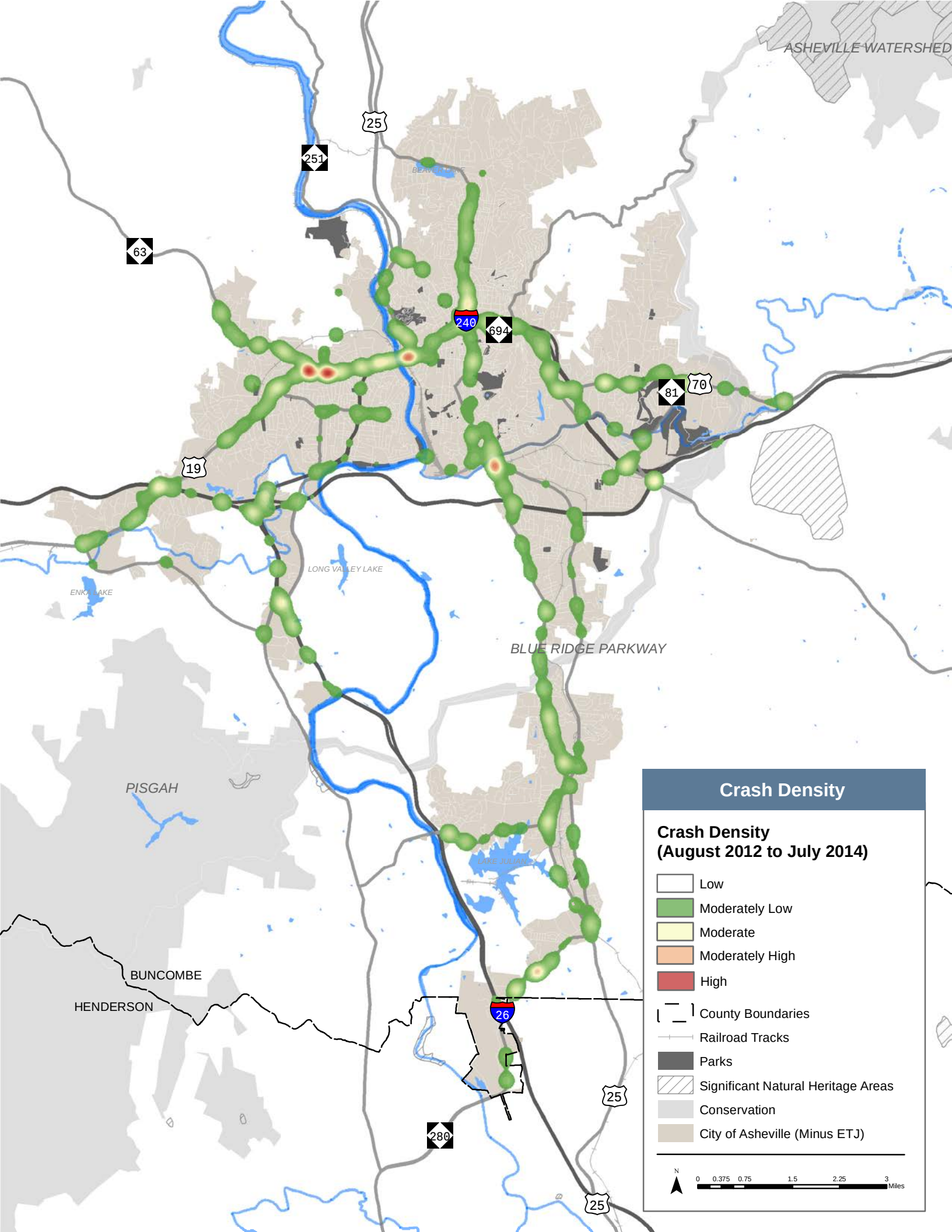
Traffic volumes signify the total number of vehicles traveling along a roadway segment on an average day. Overall, traffic volumes on facilities classified as collector streets are lower than those on minor arterials, and traffic volumes on minor arterials are lower than those on major arterials. This tendency reflects the purpose and function of each roadway class design and location.

Annual average daily traffic (AADT) indicates the traffic average for the year at specific points along NCDOT roads is provided by NCDOT's Traffic Survey Group.

Annual average daily traffic (AADT) volumes are collected by the North Carolina Department of Transportation (NCDOT) on an annual basis. The most current traffic volumes available are from 2013 along all state-maintained roadways. As expected, the roadways within Asheville with the highest traffic volumes include the interstates and US 70, as shown in the map below.



Data Source: NCDOT


ASHEVILLE WATERSHED
25
251
63
240
694
81
70
19
BEAVERDAM LAKE
LONG VALLEY LAKE
ENKA LAKE
BLUE RIDGE PARKWAY
PISGAH
LAKE JULIANA
BUNCOMBE
HENDERSON
26
280
25
25
Crash Density
Crash Density
(August 2012 to July 2014)
Low
Moderately Low
Moderate
Moderately High
High
County Boundaries
Railroad Tracks
Parks
Significant Natural Heritage Areas
Conservation
City of Asheville (Minus ETJ)
N
0 0.375 0.75 1.5 2.25 3
Miles

crash history - roadways

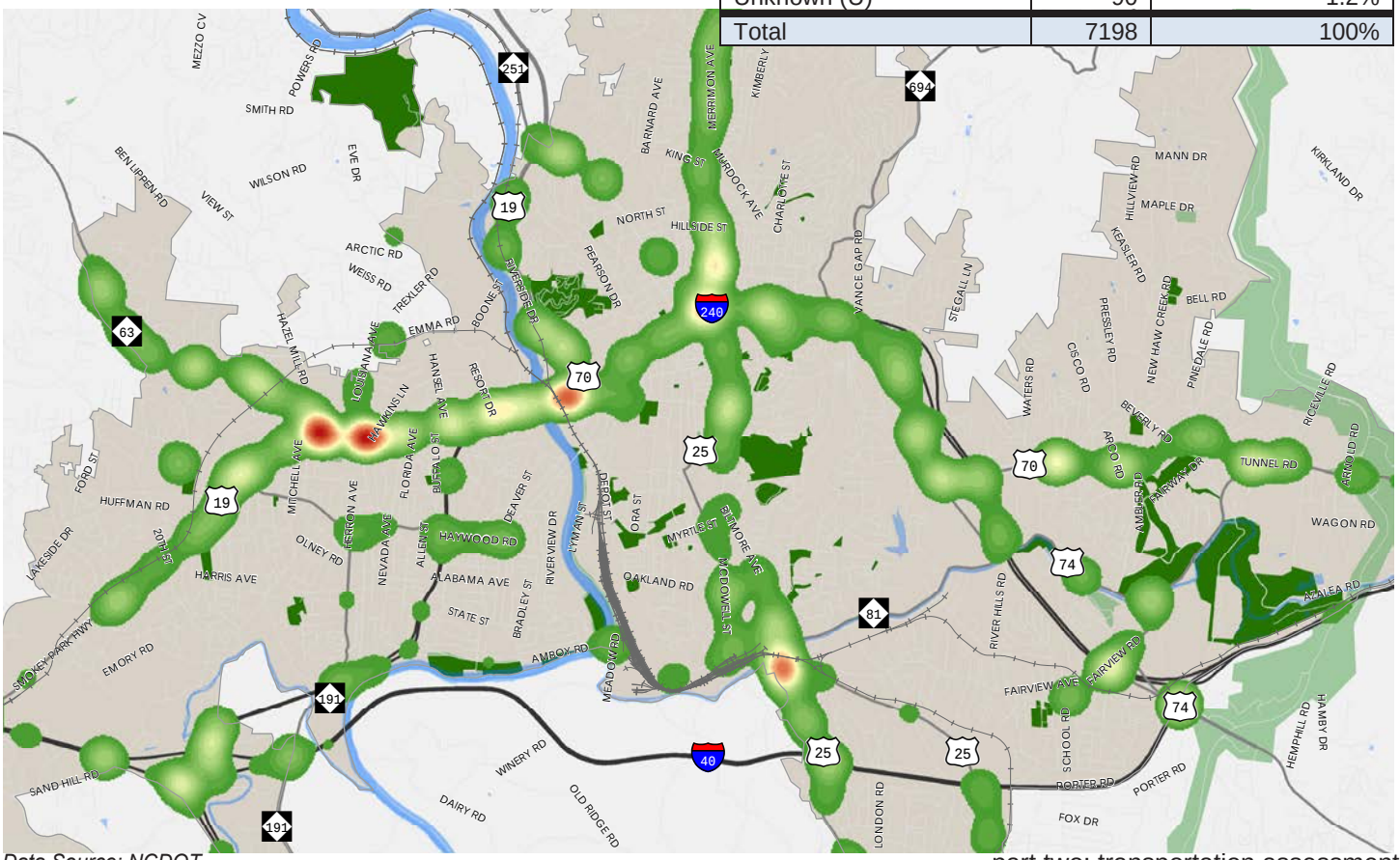
Traffic safety is a key component to any successful transportation plan and a critical consideration for community-wide mobility. Examining the crash history and traffic patterns usually can predict locations where improvements in traffic safety will benefit both motorists and the community as a whole. A traditional approach to determining locations for safety countermeasures involves studying the number and type of crashes in a location. Crash analysis for Asheville in Motion builds upon the traditional approach by introducing a measure of severity into the analysis.

The North Carolina Department of Transportation records all reported crashes that occur on state-maintained roadways. These crashes are categorized by severity in the table below.

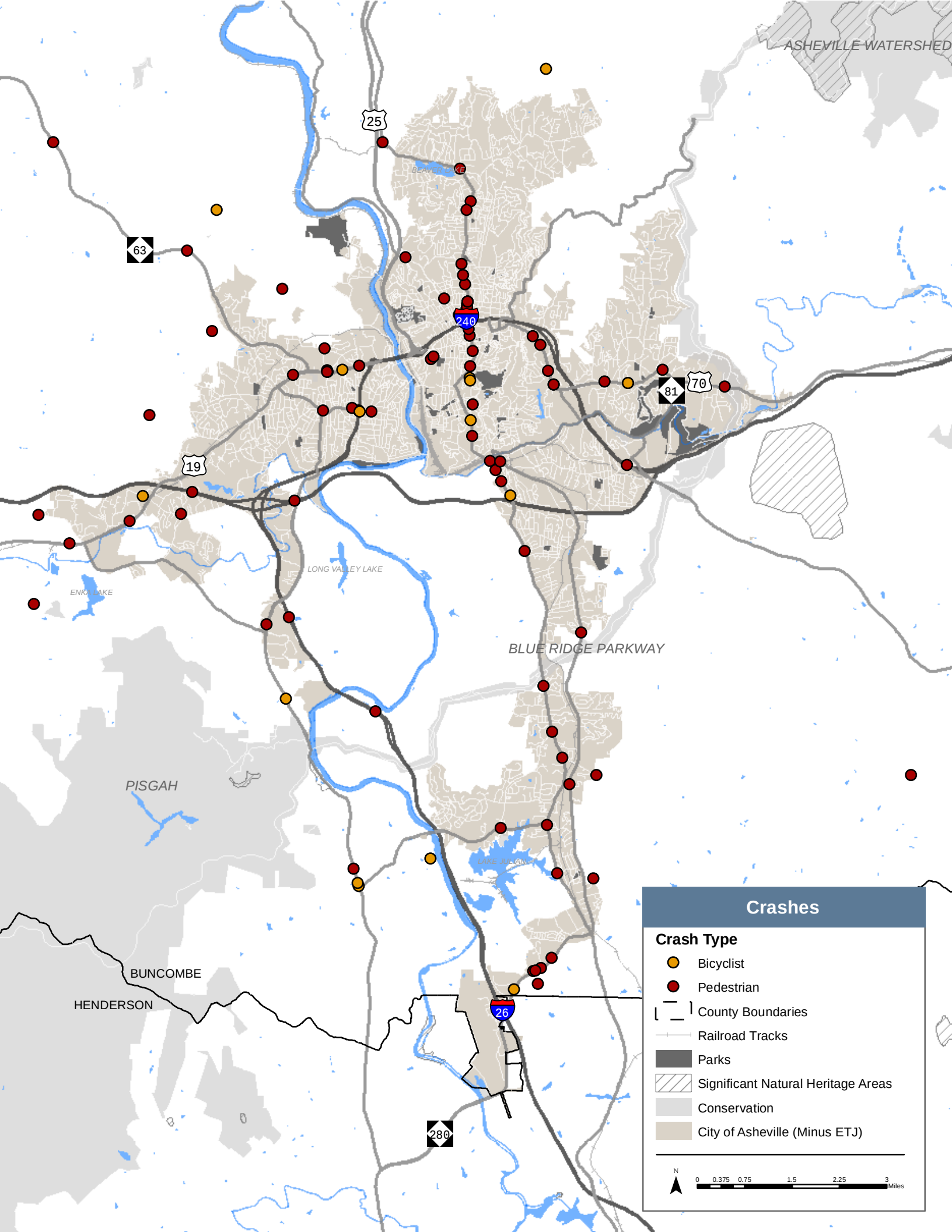
For the three year period spanning from August 2012 to July 2014, 7,198 of crashes occurred within the City of Asheville. As shown in the crash history heat map to the left, the largest concentrations of crashes adjusted by crash severity at the following locations:

- US 19 / US 23 and NC 63
- US 19 / US 23 and SR 1332 (Louisiana Avenue)
- I-240 / US 23 and US 70
- I-240 / US 70 and US 25
- US 25 E Chestnut Street
- US 25 and US 25 Alt (Sweeten Creek Road)
- NC 280 at SR 3527 (Bradley Branch Road)

CRASH SEVERITY	NUMBER	PERCENT OF TOTAL
Fatal Injury (K)	24	0.3%
Disabling Injury (A)	43	0.6%
Evident Injury (B)	443	6.2%
Possible Injury (C)	1724	24.0%
Property Damage Only (O)	4874	67.7%
Unknown (U)	90	1.2%
Total	7198	100%



Data Source: NCDOT


ASHEVILLE WATERSHED
25
BEAVERDAM LAKE
63
240
81
70
19
LONG VALLEY LAKE
ENKA LAKE
BLUE RIDGE PARKWAY
PISGAH
LAKE JULIAN
BUNCOMBE
HENDERSON
26
280
Crashes
Crash Type
Bicyclist
Pedestrian
County Boundaries
Railroad Tracks
Parks
Significant Natural Heritage Areas
Conservation
City of Asheville (Minus ETJ)
N
0 0.375 0.75 1.5 2.25 3
Miles

crash history - bicycle and pedestrian

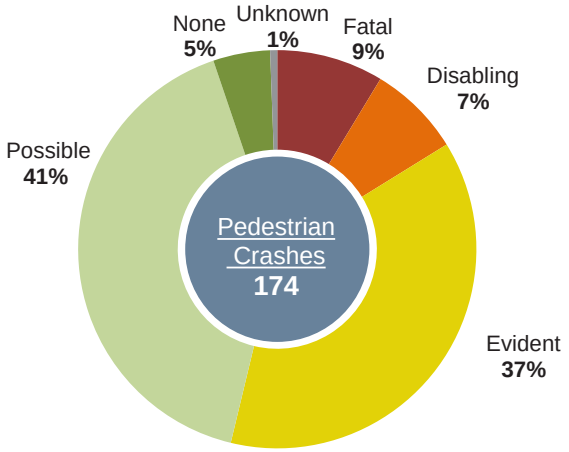
The North Carolina Department of Transportation records all reported crashes that occur on state-maintained roadways. These crashes are categorized by severity in the table below.

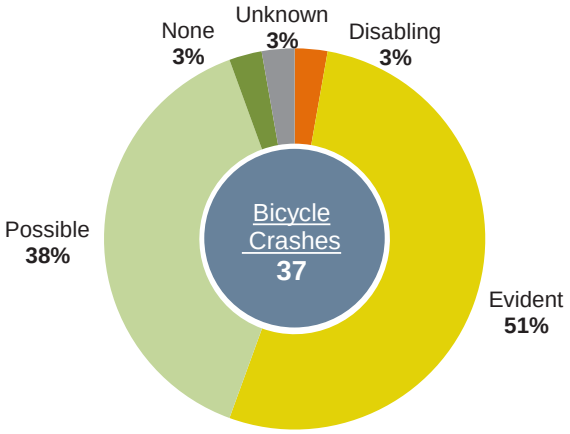
For the three year period spanning from August 2012 to July 2014, there were a total of 211 crashes involving pedestrians and bicyclists within the City of Asheville. 174 directly involved a pedestrian and 37 involved a bicyclist. Of the two crash types, only the pedestrian crashes reported fatal injuries. The 15 pedestrian fatalities reported were located along the following locations:

- Tunnel Road
- Broadway
- I-26
- US-19
- NC-280
- I-40
- SR 3116
- Chapel Road

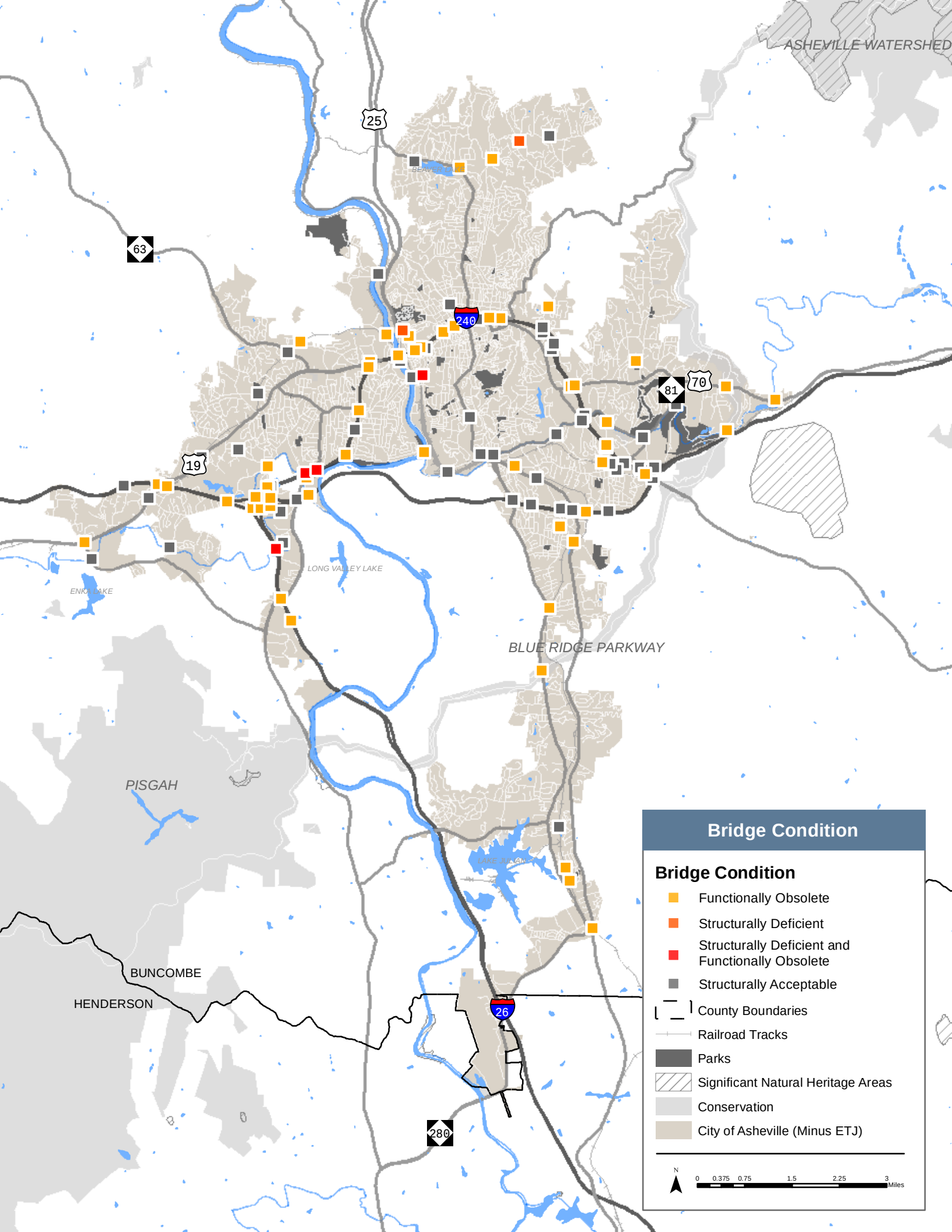
The charts below break down the crashes by severity for both crash types.

CRASH SEVERITY	DESCRIPTION
Fatal Injury (K)	Death occurring within twelve months of the crash
Disabling Injury (A)	Injury is serious enough to prevent normal activity for at least one day
Evident Injury (B)	Non-fatal or disabling injuries that are evident at the scene of the crash
Possible Injury (C)	No visible injury, but those involved in the crash complain of pain or momentary unconsciousness
Property Damage Only (O)	No injury; property damage only
Unknown (U)	Unknown if any injury occurred





Data Source: NCDOT


ASHEVILLE WATERSHED
25
63
240
81
70
19
LONG VALLEY LAKE
ENKA LAKE
BLUE RIDGE PARKWAY
PISGAH
BUNCOMBE
HENDERSON
26
280
Bridge Condition
Bridge Condition
Functionally Obsolete
Structurally Deficient
Structurally Deficient and Functionally Obsolete
Structurally Acceptable
County Boundaries
Railroad Tracks
Parks
Significant Natural Heritage Areas
Conservation
City of Asheville (Minus ETJ)
N
0 0.375 0.75 1.5 2.25 3
Miles

bridge conditions

Natural features and manmade structures create obstacles when planning, designing, and constructing roadway projects. Bridges represent critical components of a safe and efficient transportation system. As a result, deficient bridges can introduce safety and congestion concerns along an otherwise properly operating corridor. Best practices for roadway design include the construction of a bridge at the same (or higher) design standard as the corridor it serves. Regular inspection is a must to ensure the bridge maintains its reliability.

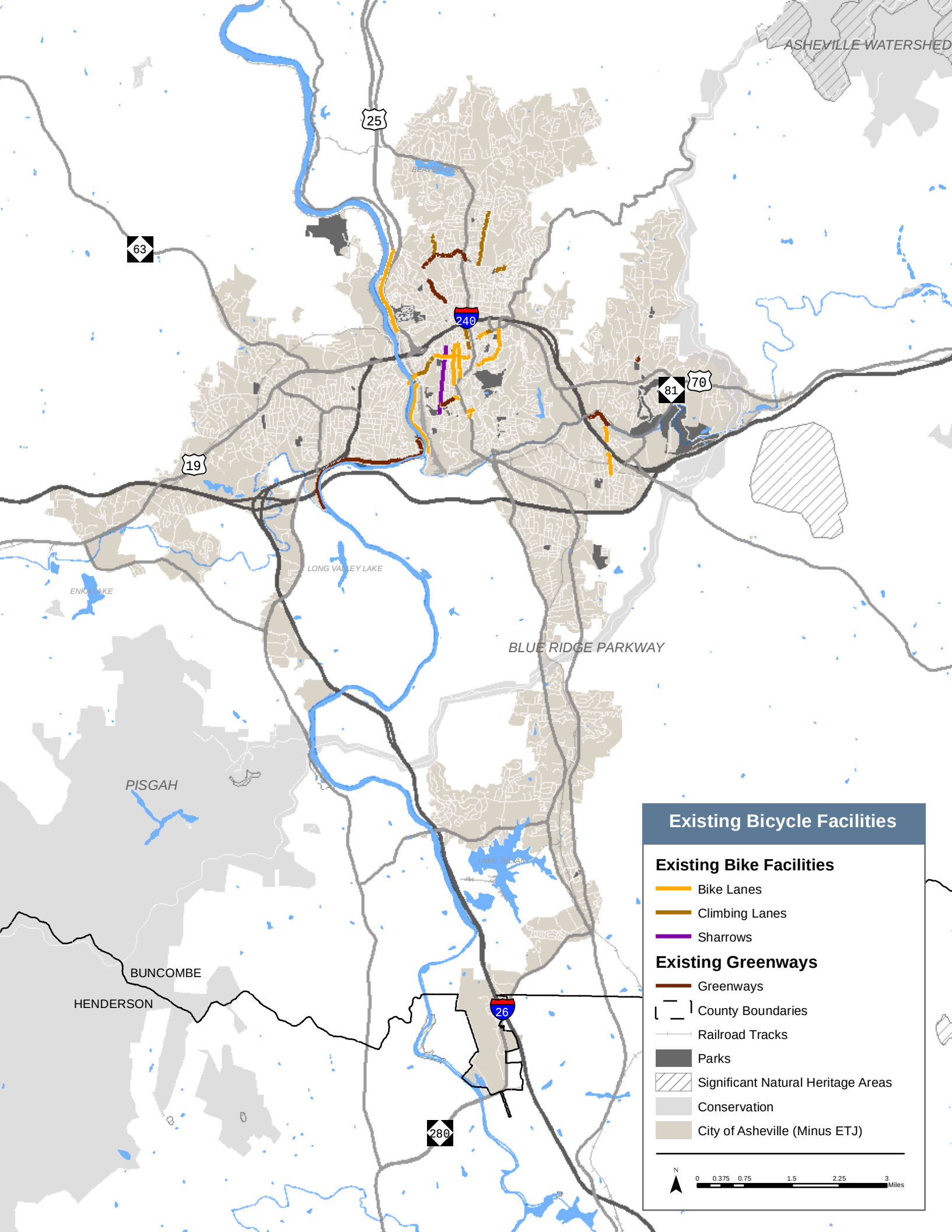
There are 126 bridges in the City of Asheville according to the North Carolina Department of Transportation bridge inventory. The Federal Highway Administration has established two terms to describe the condition of bridges: structurally deficient and functionally obsolete. A bridge is classified as structurally deficient if the deck, superstructure, or substructure is rated in “poor” condition per the National Bridge Inventory rating scale. A bridge is classified as functionally obsolete if their design is outdated and does not meet current standards for load carrying capacity, shoulder width, and clearance. Of the 126 bridges in Asheville, 63 are functionally obsolete, 2 are structurally deficient, and 4 are both structurally deficient and functionally obsolete, as shown in the map to the left.

The six structurally deficient bridges are:

- I-240 WB over Hominy Creek Road (also functionally obsolete)
- I-26 EB over Pond Road (also functionally obsolete)
- Brevard Road over I-26 (also functionally obsolete)
- US 19/23/70 over Hill Street
- Wild Cherry Road over Beaverdam Creek
- Park Avenue North over Private Drive (also functionally obsolete)

All bridges in North Carolina are inspected every two years by the NCDOT Bridge Maintenance Unit. The unit calculates a sufficiency rating for each bridge to develop a priority ranking for replacement. This ranking allows decision-makers to allocate funding for the highest priority projects. The locations of Structurally Deficient and Functionally Obsolete bridges in Asheville are shown in the map to the left. While both categories describe deficient bridges, the definition for each differs. Structurally deficient bridges refer to structures at least 10 years old in relatively poor condition or cannot carry sufficient loads due to its design or deterioration. Functionally obsolete bridges refer to structures that can no longer adequately serve existing traffic due to design limitations such as being too narrow, poorly aligned, or unable to carry proper loads. To qualify for Federal funds for replacement, a bridge must be classified as deficient.

Data Source: NCDOT


ASHEVILLE WATERSHED
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Existing Bicycle Facilities
Existing Bike Facilities
Bike Lanes
Climbing Lanes
Sharrows
Existing Greenways
Greenways
County Boundaries
Railroad Tracks
Parks
Significant Natural Heritage Areas
Conservation
City of Asheville (Minus ETJ)
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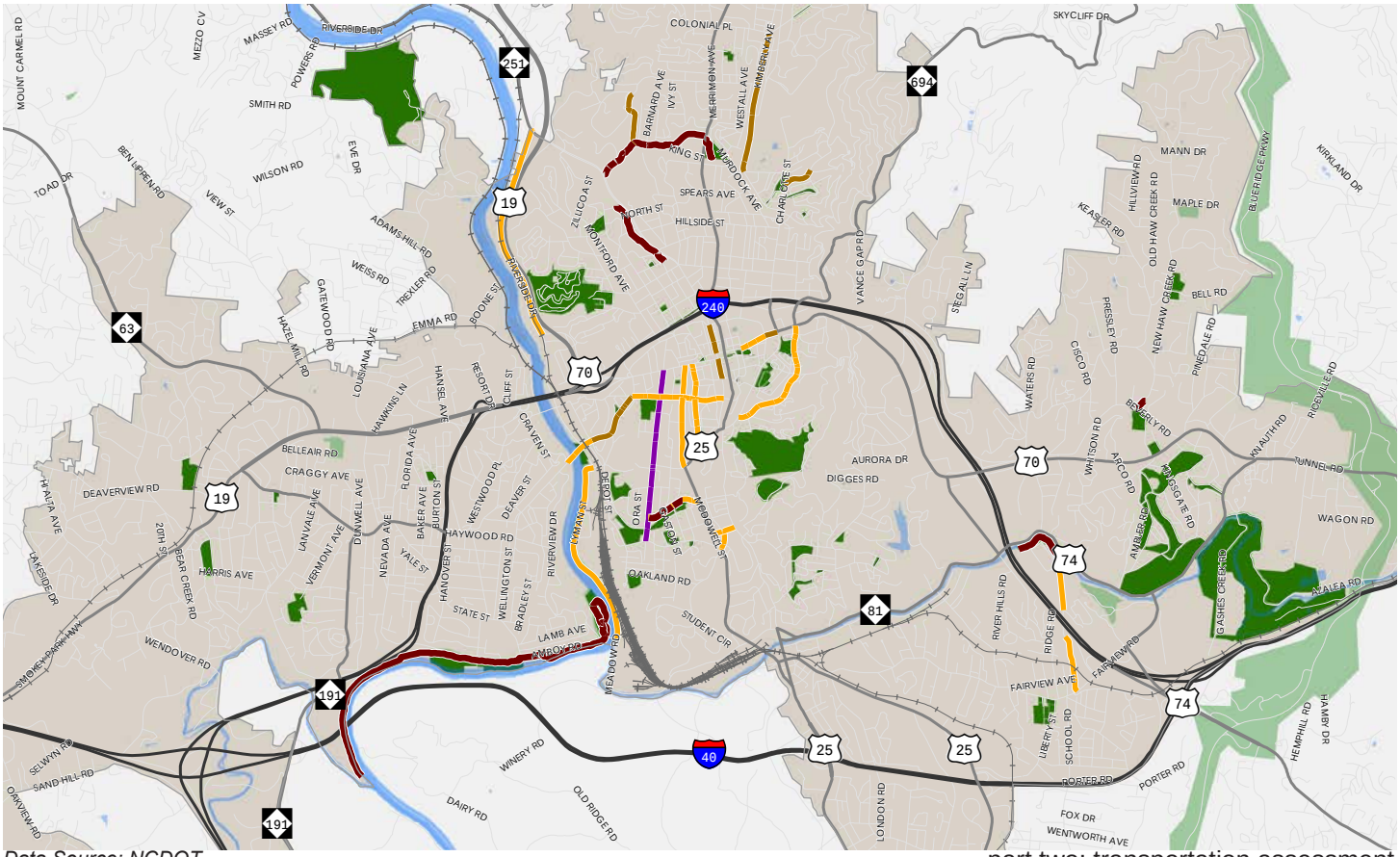
existing bicycle facilities

The benefits of cycling are well documented. Taking trips by bike or on foot improves the environment, promotes good health, saves money, eases the burden on roadways, and enhances the livability of a community. Many people choose to bike for one or more of these reasons. For people that lack access to an automobile, cycling may be their only option for many daily trips. On-street bicycle facilities are designated by striping, signing, and pavement markings on the public right-of-way for the preferential or exclusive use of bicyclists. Greenways provide off-street facilities typically shared by bicyclists and pedestrians. The preferred facility type depends on the roadway classification and characteristics. Several types of facilities can be blended to create a well-developed city-wide bicycle network.

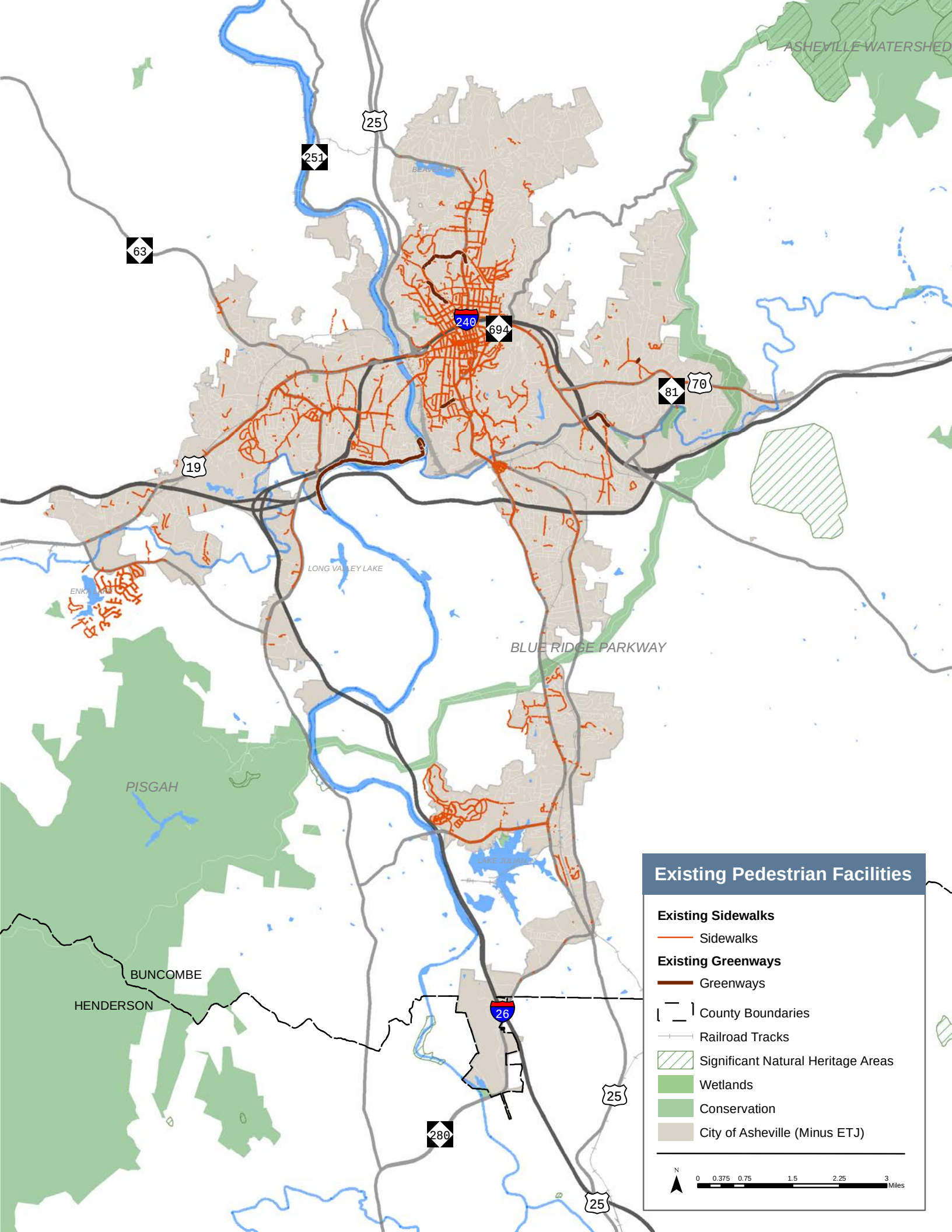
The City of Asheville has 9.2 miles of bike lanes and climbing lanes, 1.1 miles of sharrows, and 5.1 miles of greenways, shown in the map below. The ultimate greenway system, as recommended in the City's Greenway Master Plan, will consist of 12 corridors totaling 15 miles of greenways. The existing greenway system includes:

- French Broad River Greenway, Western Segment
- Glenn's Creek Greenway, Western Segment
- Reed Creek Greenway, Phase I
- Swannanoa River Greenway, "Riverbend" Segment
- Town Branch Greenway. Phase I

For safe storage of bicycles and bicycle accessories, the City of Asheville provides bike lockers at 29 Haywood Street, 45 Wall Street, 12 Rankin Avenue, and 29 Rankin Avenue for $10 a month.



Data Source: NCDOT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County Boundaries
Railroad Tracks
Significant Natural Heritage Areas
Wetlands
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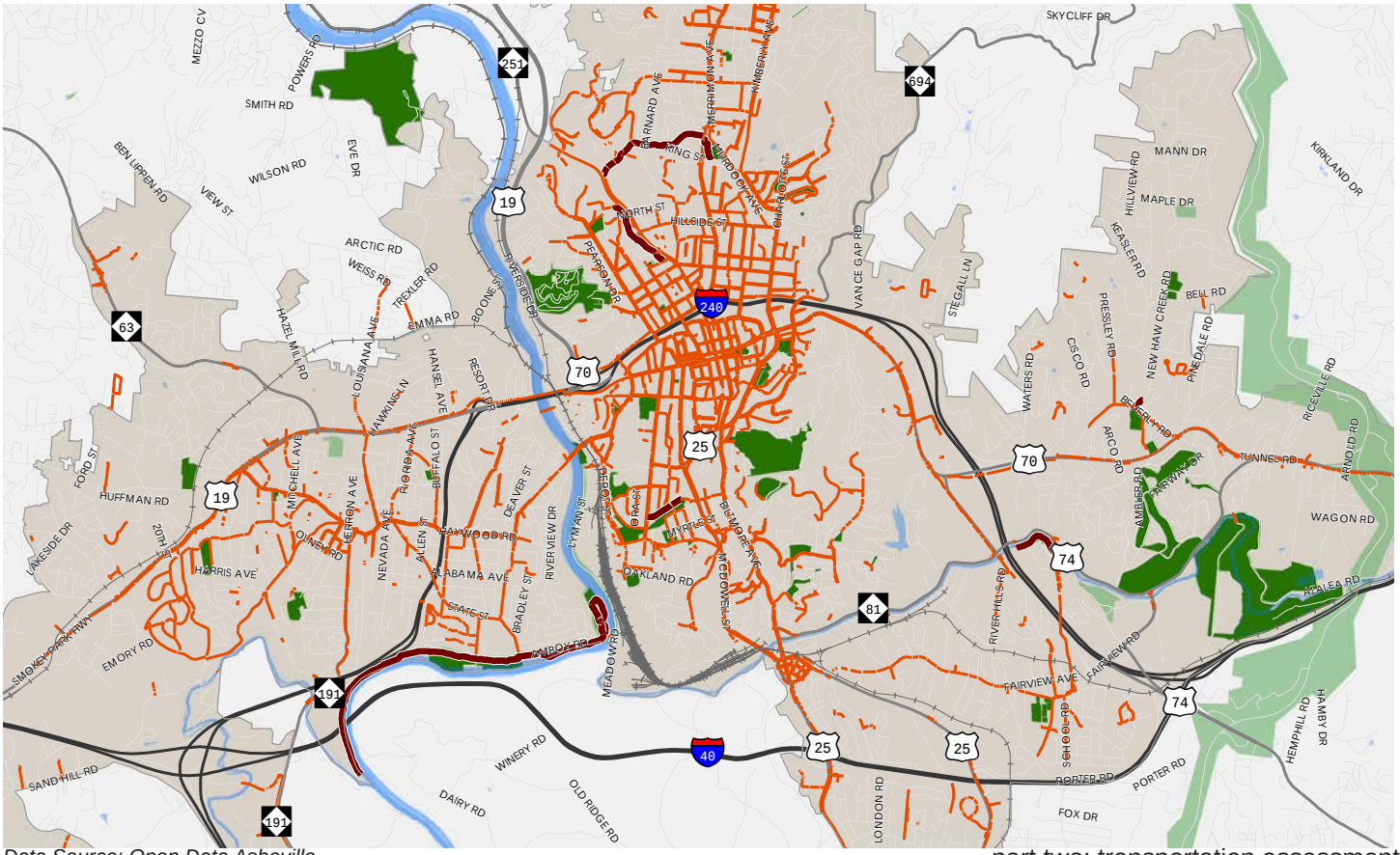
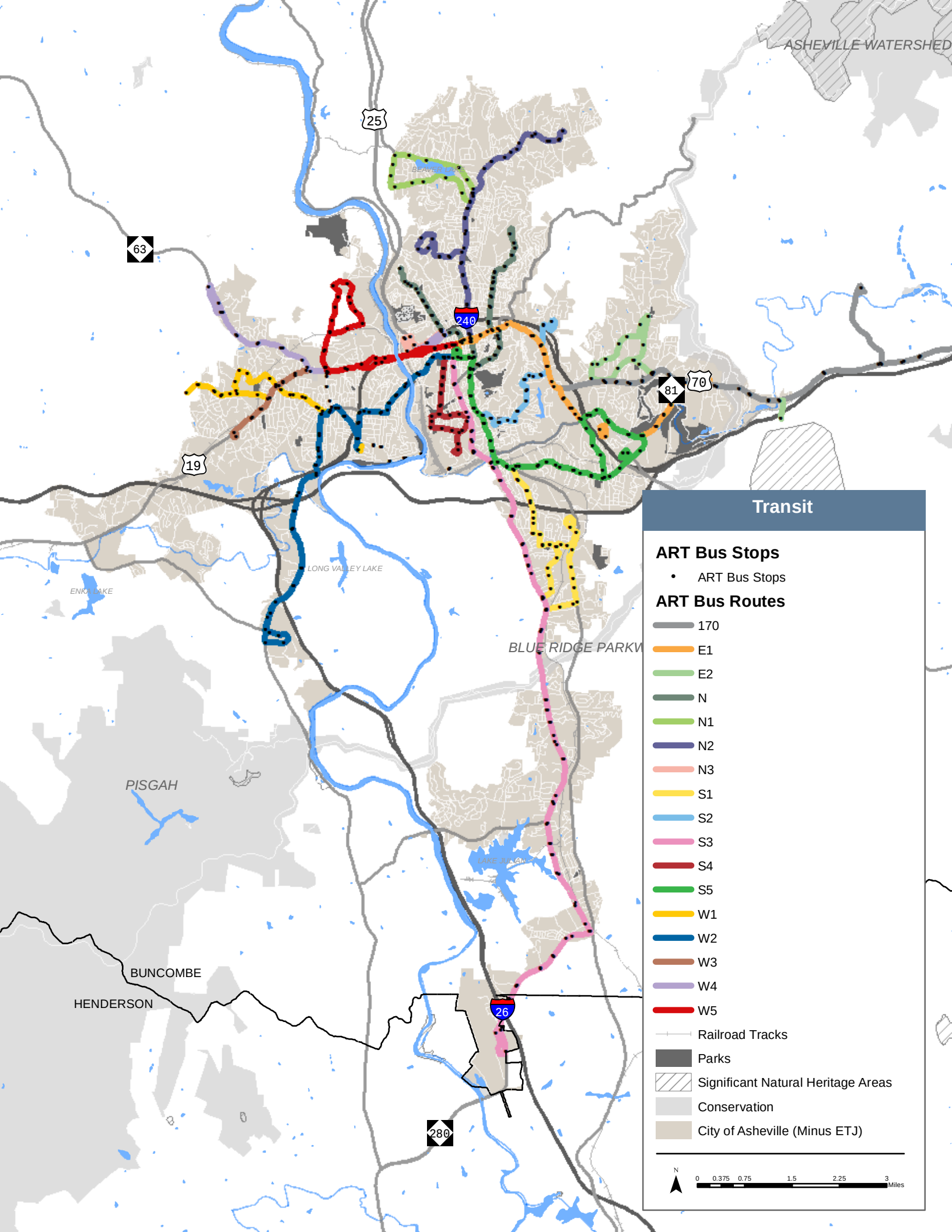
existing pedestrian facilities

Walking is a key element to a healthy community's transportation system. Every trip begins and ends as a walking trip; yet walking is often a forgotten mode of transportation during the planning process. When a proper pedestrian environment is provided, walking offers a practical transportation choice that provides benefits for both individuals and their communities. The availability of pedestrian facilities and amenities plays an important role in encouraging the use of alternative modes of travel to the automobile.

Asheville has an extensive network of sidewalks along its central streets. Since 2006, the City has constructed 18.4 miles of new sidewalk. The existing sidewalk network is shown in the map below, along with Asheville's greenway network.



Data Source: Open Data Asheville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Railroad Tracks
Parks
Significant Natural Heritage Areas
Conservation
City of Asheville (Minus ETJ)
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Miles

transit

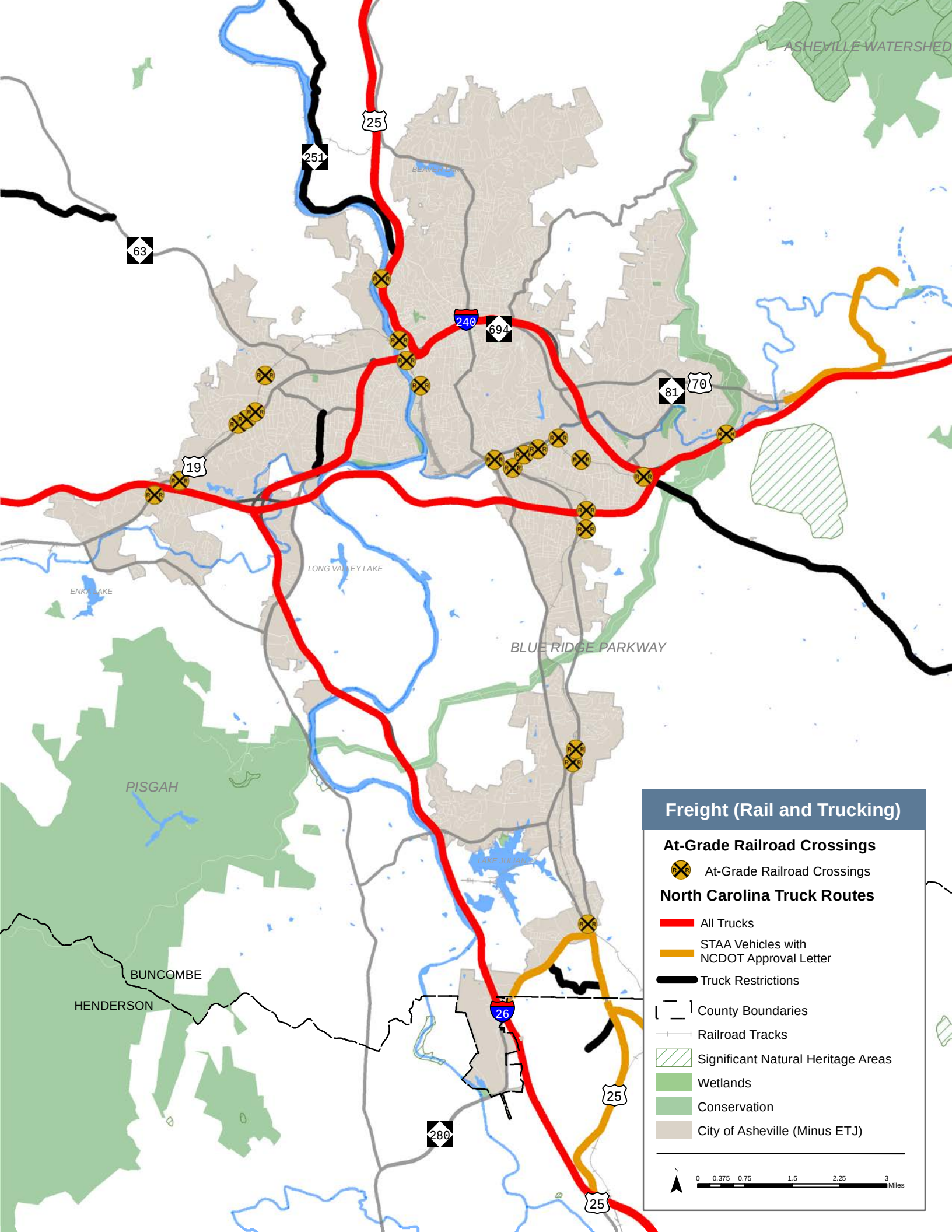
As a critical component of a complete transportation system, transit is closely tied to land use and economic development decisions. Public transit services should be a viable mobility option for those who need it most — senior citizens, the physically or economically disadvantaged, and commuters who choose to ride. At its best, transit provides an efficient and inexpensive transportation mode for persons making the traditional suburban-to-urban commute and those traveling between activity centers.

Known as ART ("Ashville Redefines Transit"), the Asheville bus system consists of 17 routes. The routes have been updated with a new naming system: beginning with letters N, S, E, and W, for the cardinal directions. The bus system's regular operating hours are 5:30 a.m. to 10:30 p.m., Monday to Saturday, and 8:30 a.m. to 6:30 p.m. on Sundays. Sunday service was implemented on January 4, 2015 as the first funded phase of the new Transit Master Plan (Please see Planning Document Review section for more information). Transit fare is $1.00 per rider with unlimited transfers for 90 minutes from the end of the first route. Downtown Asheville and its adjacent areas are Fare Free Zones.

Riders can access routes to plan their trips using the "Public Transportation" option on the Google Maps website or with the Google Maps interface on the ART website. An online real time passenger information system called NextBus allows riders to access the estimated arrival time of the next bus at a given stop along any route. NextBus information is also accessible by mobile device, phone call, or text.

ART offers accessible service on all routes. For those who are unable to walk to the closest ART bus stop, there is a ParaTransit service that is available to residents who live in the City of Asheville. This service is contracted with Mountain Mobility, Buncombe County's Community Transportation System.

Data Source: Open Data Asheville


ASHEVILLE WATERSHED
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BLUE RIDGE PARKWAY
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LAKE JULIAN
BUNCOMBE
HENDERSON
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Freight (Rail and Trucking)
At-Grade Railroad Crossings
At-Grade Railroad Crossings
North Carolina Truck Routes
All Trucks
STAA Vehicles with NCDOT Approval Letter
Truck Restrictions
County Boundaries
Railroad Tracks
Significant Natural Heritage Areas
Wetlands
Conservation
City of Asheville (Minus ETJ)
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freight

Today, the efficient movement of goods along highways and by rail is one of the keys to effective competition in a global economy. As a result, local and state leaders continue to acknowledge that regions providing efficient systems for moving goods will have a competitive advantage at the local, regional, and state level. As the number of trucks on local roadways increases, it becomes more important to guide trucks to appropriate routes. It's also important to consider the efficiency offered by transporting freight by rail balanced with the potential safety and mobility obstacles presented by the presence of rail.

Norfolk Southern operates several rail lines that run through Asheville. One line extends east-west from Dillsboro to Albemarle. The north-south line runs from Flat Rock to Morristown, Tennessee. The rail lines cross roadways at-grade a total of 23 times within city limits.

Within the City of Asheville, all of the interstates are classified as truck routes by the North Carolina Department of Transportation. Large trucks (based on the Surface Transportation Assistance Act of 1982) may travel along NC 280 from the Asheville Regional Airport to US 25. SC 191 from I-240 to US 19 Business and Stratford Road from US 25 to US 25 Alternate are truck-restricted routes. The North Carolina truck routes, as well as the rail lines and at-grade crossings, are shown in the map to the left.

Data Source: NCDOT

aviation

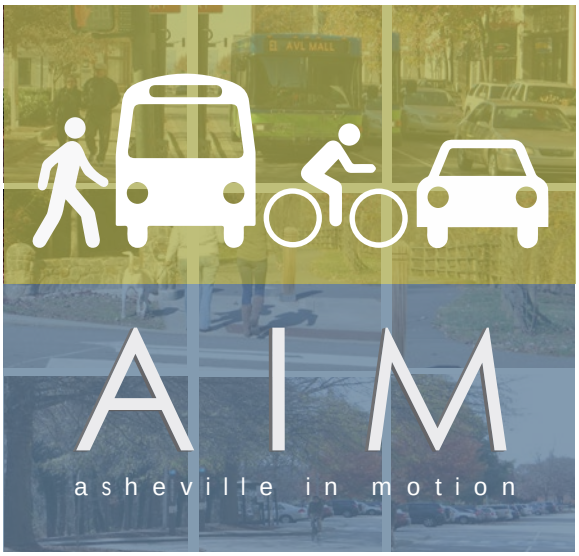
Airports throughout North Carolina serve the needs of the flying public, whether as passengers on an airline or piloting private passenger or freight aircraft. The state's airports vary in size and function, but each is an important component of the statewide transportation system. Asheville Regional Airport is the state's fifth largest airport by enplanement and vital to the region's expanding economy.

The Asheville Regional Airport is located adjacent to I-26 nine miles south of Asheville's city center. The airport has one runway and is serviced by five airlines: Allegiant Air, Delta Air Lines, Delta Connection, United Express, and US Airways Express. The busiest routes from this airport are destined for Atlanta, Georgia, and Charlotte, North Carolina.

parking

Downtown Asheville contains over 700 on-street metered parking spaces for two hours or less. There are also four parking garages within the city: Civic Center Garage, Rankin Avenue Garage, Wall Street Garage, and Biltmore Avenue Garage. At each garage the parking is free for the first hour and $1 hourly for each additional hour, with varying rates applying to monthly usage or special events. On- and off-street permit parking is also available to residents and commuters.

The University of North Carolina Asheville provides on-campus parking in 33 separate lots and garages for resident students, non-resident students, faculty and staff, and visitors. The Asheville Mall provides surface lot parking for its patrons. Other major activity centers with significant parking areas include Asheville-Buncombe Technical Community College, Mission Hospital, and Innsbruck Mall.



the state of the city

part three: planning document review

NAME	ADOPTION OR COMPLETION	DESCRIPTION	MAJOR RECOMMENDATIONS
Citywide Marquee Plans: These plans have set the stage for future development of the City of Asheville and contain numerous transportation-related recommendations. The evaluation of these plans was more in-depth for the Multimodal Transportation Plan due to their purview.			
Affordable Housing Plan	June 2008	A long-range, comprehensive plan to help people access, maintain quality affordable housing, and stabilize their families and lives. The plan emphasizes community building, safety and community-wide investment.	• Increase supply of affordable housing by 500 units per year over the next 20 years. • Create transit corridor overlay districts that encourage affordable housing. Potential corridors include: Patton Ave, Merrimon Ave, Tunnel Road, Hendersonville Road and Sweeten Creek Road. • Encourage the use of transit by reducing parking requirements through the use of on-street parking.
City Development Plan 2025	October 2003	The Plan proposes a land use pattern, transportation network and system of City services and infrastructure that reflects community desires and wishes concerning future growth of Asheville. “Land use and transportation cannot be separated”, therefore these elements of the plan are contained in the same chapters	• Permit and encourage transit supportive density along and adjacent to major corridors and at logical transit nodes. • Revise development standards for corridors to ensure that corridors are developed in an urban manner. • Encourage construction of affordable housing throughout the community. • Assure that as land is developed or redeveloped, provision is made for access by various means of transportation. • Work with property owners, institutions, and public/private agencies to enhance streetscape along streets and roads. • Design of streets and highways should be consistent with economic development goals and compatible with physical character of the community. • Develop system of sidewalks, greenways and bicycle facilities that will make it a more walkable and livable city. • Maximize the efficiency of the existing transportation system through targeted, cost-effective improvements and programs. • Increase the level of investment in the transportation system to support economic development and promote quality of life.
Downtown Master Plan	March 2009	The Plan aimed to help the community shape growth in a way that preserve’s Asheville’s character by creating a shared vision for downtown over the next 20 years. It enables the community to understand choices, take advantage of opportunities and develop tools to achieve the shared vision through changing economic and political cycles.	• Enhance Downtown’s role as the larger community’s “front porch.” • Provide good, interconnected transportation choices for better access and better health • Provide Downtown with continuous bicycle and pedestrian routes tied to regional routes. • Improve transit service to and within Downtown. • Investigate auto-free zone on periodic weekends. • Add parking spaces sparingly and develop new unified parking management strategies. • Highlight the public health benefits of walkability, fitness and safety.

Transit Master Plan	October 2009	The Plan evaluated a variety of potential outcomes for the city's transit services based on evaluation of demographic and transit conditions, development of a vision for transit services and creation of a 5-year implementation plan.	• Short-term recommendations were aimed at route-specific changes to better align routes with destinations and ridership trends. • Implement a Sunday service that is similar to Saturday and Holiday service. • Develop a new transit image and branding strategy. • Construct sidewalk and bus stop upgrade improvements to improve access and the rider's comfort. • Explore opportunities for more diverse funding options.
Parks, Recreation, Cultural Arts and Greenways Master Plan	February 2009 (Greenways map update November 2013)	The primary goals of the Plan were to provide a diversity of parks and greenways and to create a system of interconnected local and regional parks and greenways, including trails, paths and walks.	• Maximize the level of service available to the community. • Create greenway priorities and identify development timeline, as well as refocusing City's greenway strategies and advocate for bicyclist and pedestrian linkages to the greenway system. • Develop design standards for new and existing parks and greenways. • Improve walkable access to parks and recreation facilities by striving to provide parks, greenways or indoor facilities within 1/3-mile of residents. • Ensure safe pedestrian access across physical barriers to parks and recreation facilities. • Incorporate traffic calming strategies at access points.
Pedestrian Plan	February 2005	This update of the 1999 Pedestrian Thoroughfare Plan was designed to prioritize capital improvement and maintenance projects to promote pedestrians activity as a viable alternative to automobile use.	• Amend UDO and/or Standards and Specifications Manual to include greenways, ADA and transit needs. • Establish other local funding sources in addition to fee-in-lieu revenues and city budget allocations. • Work through the MPO and NCDOT to develop a sidewalk policy for ETJ areas. • Incorporate promotion and improvement of Pedestrian Activity into the new City TDM program. • Establish policies for implementing the pedestrian and greenway plans into NCDOT improvements and projects.
Comprehensive Bicycle Plan	February 2008	The Plan was developed to prioritize bicycling-related improvements based on usage and functional connectivity while utilizing existing pavement width and retrofitting existing facilities. The plan also examined educational, encouragement and enforcement efforts to promote bicycling.	• Provide bicycle lanes, bikeable shoulders or share lane markings on several arterial and collector corridors. • Pilot lane diets on a project to gain public awareness and analyze outcomes for bicyclists and automobiles. • Develop a maintenance plan. • Improve bicycle accommodations on bridges and provide short-term enhancements prior to major investments. • Implement greenway improvements identified in the greenways plan. • Budget an annual set-aside program to funding Plan recommendations. • Develop standard designs for bicycle-friendly intersections and bicycle parking. • Repave roadways with poor pavement conditions that provide critical connections in the bicycle network.

Other Notable City-led or Partner Plans: These plans represent corridor- or neighborhood-specific plans or related endeavors targeted toward a specific area. Some of these plans had partners such as non-profit organizations and neighborhood associations. They may represent implementation of a specific action identified in other citywide plans.			
Broadway Corridor Action Plan	1999	The Plan was developed to provide a detailed guide for the future development and redevelopment of the corridor to promote a wide variety of housing and transportation options.	• Install designated bike lanes from I-240 north to WT Weaver Boulevard. • Remove left turn lanes on Broad at WT Weaver and North Street and construct pedestrian safety refuge. • Work with NCDOT to obtain excess right-of-way for use as economic incentives to promote desired development.
Charlotte Street Corridor Plan	1999	The Corridor Plan was developed to guide future development and improvements along the corridor to enhance the street economically and ensure compatibility with nearby neighborhoods. It was the first of three corridor analyses between 199 and 2013.	• Replace, repair and raise curbs and gutters and install crossing treatments at several intersections. • Encourage shared parking which serves multiple uses, thereby increasing overall vehicle capacity. • Improve the coordination and timing of traffic lights.
Charlotte Street Transportation Enhancement Study	January 2002	The Study developed a conceptual design that provides interim and long-range enhancements to the Charlotte Street corridor through a balance of traffic analysis, responsible design, land use compatibility and substantive public involvement. It was the second of three corridor studies.	• Conduct a comprehensive traffic operations study. • Develop a streetscape design plan to address pavement treatments, lighting, gateway elements, utility relocation and street trees. • Identify a strategy for accommodating expected parking demand.
Charlotte Street Corridor Study	August 2013	The Study was a comprehensive traffic engineering analysis along Charlotte Street from I-240 to Edwin Place to evaluate the potential conversion of Charlotte Street to a 3-lane cross section.	• A 3 or 4-lane hybrid alternative could provide reasonable traffic service. • An integrated package of sidewalk, bicycle, transit, and streetscape improvements could yield benefits with respect to safety, multimodal access, livability and economic activity. • Conditions are not currently met to justify a road diet project.
East of the Riverway Connections Plan	2014	The Plan was part of the City's TIGER II initiative to evaluate scenarios for land use and transportation to identify transportation concepts that most effectively connect people and places in the East of the Riverway study area.	• Several near-term priorities include completion of sidewalk and on-street bicycle network projects as well as greenway linkages. • Redesign of Livingston Street to improve safety and calm traffic. • Develop Patton Avenue as a downtown gateway.
Haywood Road Form-Based Code	September 2014	The study resulted in new land use regulations to ensure high quality development along Haywood Road in West Asheville to promote additional housing opportunities, support economic development and implement a complete streets model.	• Adopt a form-based code along Haywood Road from Craven Street to Patton Avenue. • Remove requirements in Chapter 7 of the City of Asheville's Unified Development Ordinance pertaining to traffic impact analysis, off-street parking requirements and required setbacks.

planning document review cont...

Haywood Road Vision Plan	November 2013	The Plan established an overarching vision for the Haywood Road Corridor in West Asheville as it relates to transportation and streetscape issues, historic preservation, land use, economic development and safety. The Plan led to the form-based code along the route.	• Coordinate with NCDOT a sidewalk replacement and curb-cut closure project. • Continue strategic placement of bike lanes in accordance with the city's bike plan. • Develop a West Asheville walking history trail similar to the downtown history trail.
River Redevelopment Plan	2005	The Plan was developed in response to the 2004 flooding that occurred along the riverfront areas of Asheville. The Plan utilized previous plans, such as the Wilma Dykeman RiverWay Plan to help frame issues along the riverfront.	• Build new streets and sidewalks as part of designating redevelopment areas for purposes of PDF/TIF funding. • Purchase a strategically-located site for a centralized off-street parking lot/garage. • Implement the Wilma Dykeman RiverWay Plan.
River Arts District Transportation Improvement Project (RADTIP)	Ongoing	The project includes conceptual design, environmental analysis and detailed design elements to build a portion of the Wilma Dykeman RiverWay project through the River Arts District.	• Construct a 2.2 mile segment of the RiverWay along Lyman Street and Riverside Drive. • Project elements include improved intersections and bridge reconstruction in addition to sidewalks, bike lanes, greenways, on-street parking and stormwater improvements.
Riverside Drive Development Plan	2014	The Plan was part of the City's overall TIGER II Initiative to focus on an assessment of redevelopment and open space options on 10 acres of city-owned land in the River Arts District.	• Develop riverfront open space amenities and greenways between 12 Bones and the Bowen/I-240 Bridge. • Create better connections between New Belgium's site and Riverside Drive.
Shiloh Neighborhood Plan	September 2010	The Plan identified needs and concerns for the Shiloh Neighborhood in South Asheville to outline strategies to help enhance the historic neighborhood.	• Establish a community resource center, recreation and education center. • Improve pedestrian accessibility, including installation of sidewalks along Shiloh Road, Caribou Road, Rock Hill Road, West Chapel Road and London Road. • Work with the Transportation Department to determine if additional traffic calming measures are warranted.
Wilma Dykeman RiverWay Master Plan	June 2004	The RiverWay plan is a blueprint for the rebirth of the riverfronts in Asheville along the French Broad and Swannanoa Rivers. The plan includes seven different districts with design recommendations for each.	• Design the RiverWay to link existing and proposed parks and tourist destinations via a 17-mile greenway with separate walking and biking trails. • Offer enhanced north-south and east-west multi-access transportation options, gateways and improve access to the riverfronts. • Balance economic development in the corridor with environmental protection.
WECAN Citizens Master Plan	January 2008	The Plan is a conceptual vision for the West End / Clingman Avenue Neighborhood (WECAN), which is bounded by I-240 to the north, the River Arts District to the south, downtown Asheville to the east and the French Broad River to the west.	• Build a network of greenways, bike paths and walkways throughout the neighborhood. • Supports the concept of Patton Avenue being converted to a boulevard treatment as part of the I-240/I-26 project. • Relocate and demolish the Asheville Transit bus facility.
Various Greenway Corridor Design & Feasibility Studies	Ongoing	The City has conducted numerous greenway corridor design and feasibility studies that have led to construction and funding pursuits.	• These alignments include greenway routes along Reed Creek, Beaucatcher Mountain, the Clingman Forest, Town Branch, the Duke Power utility easement west of the French Broad River, and along the New Belgium site.

Plans Led by Others Agencies/Organizations: These plans were led by other agencies, such as the MPO, and have relevance to the City of Asheville's multimodal transportation system.			
Blue Ridge Bike Plan	January 2014	The multi-county plan led by Land of Sky Regional Council identified bicycle routes of regional significance, with an emphasis on on-street bicycling needs.	• Five priority corridors were identified specifically for the City of Asheville: ○ Lyman St/Meadow Rd from Amboy Rd to Biltmore Ave ○ Charlotte St from College St to Edwin Place ○ Patton Ave from Clingman Ave to Hazel Mill Rd ○ Haywood Rd, Riverlink Bridge to Patton Ave ○ College St to Beaucatcher Tunner from Charlotte St to Old Chunns Cove Rd • Other priority corridors in and around the City included ○ Swannanoa River Rd from Biltmore Ave to US 70 (Tunnel Rd) ○ Sand Hill Rd from Haywood Rd to US 19/23 (Smokey Park Hwy) ○ Sweeten Creek Rd from Hendersonville Rd at Lodge St to Airport Rd.
FBRMPO Long-Range Transportation Plan 2035	September 2013	The Plan is the federally-mandated long-range plan for the region led by the French Broad River MPO. It covers portions of Buncombe County and Haywood County as well as Henderson County	• The LRTP included various project and modal-specific recommendations, including corridor improvement, transit service improvements and purchase of transit vehicles. • Options for congestion management are identified along several corridors in the City of Asheville.
FBRMPO Comprehensive Transportation Plan	January 2008	The Plan is a 40-year vision plan established by the MPO based on NCDOT protocols for long-term plan development. It includes a broad analysis of multimodal transportation needs. It covers the MPO region in Buncombe, Haywood and Henderson Counties.	• Improve conditions for various modes of transportation along several corridors, including highest priorities such as: ○ I-40, I-240, I-26 ○ US 19/23 ○ Long Shoals Road • Several other corridor improvements were identified for consideration in MPO Long-Range Transportation Plan updates.
Buncombe County Greenways & Trails Master Plan	September 2012	The countywide Plan includes various recommendations for greenway projects, programs and policies as well as identified 8 Priority Corridors for implementation.	• Construct priority corridors identified in the Plan, including several that link to the Wilma Dykeman RiverWay and Asheville neighborhoods. • Identify local funding and partnerships to build a countywide greenway system. • Develop standards and specifications for greenways.
Shiloh Heart & Sole: Walkability & Health	June 2014	This project was funded by the YMCA of Western North Carolina to provide more focused strategies for Shiloh to improve health and walkability.	• Construct sidewalks along Shiloh Rd from Hendersonville Rd to the Shiloh Center. • Construct a footpath from West Chapel Road to Shiloh Center through Friendship Center property. • Construct sidewalks along White Ave and West Chapel Rd

Haywood Road Pedestrian & Bicycle Safety Audit	May 2011	The City's Bicycle and Pedestrian Task Force organized a safety audit along the Haywood Road corridor from Clingman Avenue to Patton Avenue.	• Work with City, the MPO and NCDOT to upgrade pedestrian facilities along Haywood Rd. • Install MUTCD-compliant pedestrian signals, crosswalks and curb ramps at all signalized intersections. • Remove/relocate utility poles that restrict clear widths of the pedestrian way.
Long-Range Transportation Demand Management Plan	2013	The Plan was jointly led by the City and FBRMPO to develop strategies and a business plan to re-establish the region's Transportation Demand Management Program.	• Identify a funding source to support a full-time position to develop the TDM program. • Market the TDM program to major employers. • Diversity TDM strategies to include all modes and tourism-based approaches.