

**Multi-Modal Transportation Commission
Agenda**

February 25, 2015

3:00-5:00 PM

1st Floor Conference Room

City Hall

3:00 pm – Meeting Opening

- Welcoming of members, staff and public
- Introductions
- February 25, 2015– Agenda – review and approval
- January 28, 2015 Minutes – review and approval

3:10 pm - Public Comment - I

3:15 pm – New Business

- E-Cigarettes – Martha McGlohon presentation
- Closure of Right-of-Way Bradley Street – attached – Chad Bandy
- Endorsement of East of Riverway Report – Mariate
- MMTC approval of 2 new Transit Committee members Brooke German and Ed Johnson – applications attached - Julie
- Greenway Feasibility Study Endorsement – Mary
- Neighborhood Festival Participation – Bob
- City Council Retreat Report – Julie

4:15 pm – Old Business

- Retreat update – Jim
- Sidewalk Planning Committee update –attached -Mariate

4:30pm - General Committee Updates

- Transit Committee
- Greenway Committee
- Bike/Ped Task Force
- Ex-Officio members' updates: on P & Z Commission; Sustainable Advisory Committee; Neighborhood Advisory Commission

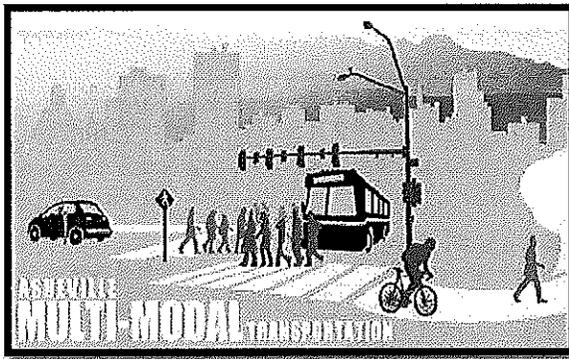
4:45 pm – Staff Updates

- Project Updates – attached (Mariate)

4:50 pm – Public Comment - II

4:55 pm - Next Meeting Agenda Items

5:00 pm - Meeting Adjournment



**Multi-Modal Transportation Commission
Meeting Minutes
January 28, 2015
3:00-5:00 PM
1st Floor Conference Room -
City Hall**

Commission Members Attending: Jim Grode, Bruce Emory, Julie Mayfield, Till Dohse, Terri March, Josh O'Connor, John Ridout, Mary Weber, Bob Roepnack, Steven Obrenski, Kristy Carter, Don Kostelec.

Commission Members Absent: None.

Council Liaison: Gwen Wisler

COA Staff Members: Ken Putnam, Mariate Echeverry, Yuri Koslen, Janet GeorgeMurr, Gregg Godwin, Martha McGlohon, Lucy Crown, Barb Mee.

Community Members: Kim West, Kim Freeman, Kevin Tillery, Rich Lee, Mike Sule, Paul Black, Tristan Winkler, Stephen Stansbury, Jessica Choi, Karl Sutter.

• **January 28, 2015 Agenda:** Add Pedestrian Safety under Old Business. Bruce moved to approve the agenda with the additional agenda item; John seconded; carried unanimously.

• **December 3, 2014 Minutes:** Till moved to approve the minutes; Bruce seconded; carried unanimously.

• **Public Comment:** Kim West of Industries for the Blind stated that there are two employees who will be affected by the ADA Paratransit changes on Route 170. If this route is no longer available transportation funding for these employees going to and from work could, in long term, be eliminated. Also understands that there may be some changes in the future taking place that would greatly reduce or eliminate funding for transportation going to and from the Industries for the Blind on Sardis Rd. Those changes would affect 25 employees who make poncho liners, kit packs for the military; also build staplers; perform other job duties that allow them to give back to the community as well as provide them with an income. Kim asking MMTC for support to help ensure that transportation is continued for the employees. Jim stated that there has been a discussion and the resolution that MMTC will figure out how to address these concerns. Mariate stated that the staff is working on this issue. Mariate stated that there is a public meeting to receive public input about ADA changes along route 170 and will be on February 2, 2014 from 4 to 6:30pm in the Police/Fire Training Room.

• **New Business:**

♦ **Asheville In Motion Update by Kimley-Horn(K-H) Presentation:** Stephen Stansbury wanted to give MMTC opportunity to have a better understanding as to what has taken place so far and why it is happening and what methods K-H are using. Transportation influences educational opportunities, employment opportunities. It changes on how and where we choose to live. The plan touches on the other community initiatives, such as economic development, community vitality, housing and everything else that contributes to the transformation of Asheville.

In Summary:

Strategy of the Traditional Approach could include: Limited mobility choice, increased congestion; reduced opportunity for economic growth; diminished quality of life; increased impacts to the environment; reduced quality of life and at times life expectancy (per the Brookings Institute study).

AIM Planning Process Overview: Kimley-Horn has a four step process:

Phase 1 – Fact Finding – collecting information throughout the process, demographic shifts; growth strategy; the next generation; a community that will be competitive in the future.

Phase 2 – Strategic Framework – establishing a set of priorities for different travel modes. What we have to work with and how best to spend the dollars that are available and to understand the immediate needs today; and where they are geographically focused and concentrate efforts first to seek the priority investment locations.

Phase 3 – Refining the Vision – taking the system level strategy that is contemplating the dynamic nature of the community and how it might change over time and applying to specific locations that have the greatest propensity for

change; greatest opportunities for the short term. Opportunity to identify some “low hanging fruit” places where a plan could get traction through immediate success.

Phase 4 - Inviting Success – a strategic action plan. Developing a plan to establish a method with which Asheville could mobilize resources and also align them with policies and leverage dollars such that the plans are implemented over time.

-Funding is a great challenge; vision that not everyone shares the same vision for mobility. -
-Outreach strategy – Worked closely with the City to establish an outreach strategy suggesting and implementing action plan for outreach that includes a multitude of ways to collect information.

► From the AIM Symposium it was determined the priorities:

-Priority Pyramid (from 84 data points): Pedestrian, Safety, Transit, Bicycle, Neighborhood, Economic Vitality.

-Thought Wall (287 data points): Pedestrian, Transit, Bicycle, Safety

-Map Exercise (200 data points): to share the mobility where you live, barriers, where they choose to recreate; or work. Walkability; Bike ability; Transit Accessibility.

-Street Builder of Corridors - asked the public to derive a solution to the challenge that they identified. Elements of a street that the public could create (sidewalks, landscaping, median, travel lanes) and the public effectively built a new street. The priority streets identified were: Merrimon (7); Beaverdam Road (5); Charlotte Street (4); Coxe Avenue (3); Patton Avenue (3).

-Vision Photobooth of individuals who acknowledge their individual initiative.

-Metroquest an online questionnaire: Collected 900 data points and 1500 visits to the website and a map showing where the online survey contribution of the public.

-Mobility plan needs to be more than maps and cross-sections. Kimley-Horn suggests having successful tools that help navigate the tradeoff decisions that they encounter on a day to day basis. One of the tools is how best to prioritize elements of the streets in different parts of the community.

Tools:

► Street Typology:

Design Priority Matrix:

Considers all elements of a street (not just travelway);

Is organized around Context and Functional Classification;

Eliminates one-size fits all approach;

Bridges the gap between transportation and land use (and engineers and planners)

<u>Street Type:</u>	<u>Community Type</u>
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Mixed-Use	Downtown; Traditional Neighborhood; Neighborhood center
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Commercial	Employment Center; Regional Center; Suburban Center
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Residential	Waterfront Living; Rural Living; Suburban Living.
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Industrial	Manufacturing and Logistics.
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► Transportation Priority Matrix:

Priorities chart for tradeoffs in limited right of ways of Principal Arterials; Minor Arterials; Collections; Locals:

Travelway: Width of travel lanes; vehicle capacity at intersections; design for large vehicles; multimodal intersection design; on street parking.

Pedestrian Zone: Landscaping/Street Trees; Buffer Zone; Street Furniture; Wide Sidewalks; Standard sidewalks.

Other: Medians; Access management.

► Next Steps:

-Stake Holder Interviews

-Complete the Mobility Indexing to include General Demographics; Sensitive Populations; Needs vs. Potential; Other Considerations; Existing Infrastructure.

-Conduct Webinar with Project Oversight Committee (POC);

-Mobility Charrette: March/April; Community Type Pallet; Street Design Matrix; Strategic Corridors.

-Stakeholder Groups: Bike/Pedestrian; Commerce; Housing/Minority; Administrative/Leadership, Disabled, CEO/Education.

-Looking at choices to make a specific trip in each location and interested in knowing how mobility in each area of the community currently has today and to overlay with all of the things that that are interfacing with transportation.

-State of the City Report – part of the fact finding mission which is the foundation to begin the process of recommendations.

Questions:

Q: Jim – how is the state of the City? A: Is good and need of improvement

Q: Mary – what are the outreach efforts in terms of hard to reach communities? A: Mariate stated that the staff has gone to different community meetings; schools; housing authority; radio to communicate to the Hispanic community; Shiloh community, etc.

STIP briefing by Paul Black:

Paul explained the establishment of the Metropolitan Planning Organization in 1960's. The boundaries are set by the federal government and they make determination on what they call "Urbanized Area" and Metropolitan Planning Organization (MPO) work from that to figure out what is likely to urbanize in 20 years which becomes the boundaries which is updated every census.

-Travel Markets – comparing retail stores with travel markets and what the travel facilities would be. MPO looks at the entire spectrum. Putting the right investment in the right place is the key.

-MPO is the middle man between all of the local governments in the region and NCDOT and the Federal Government.

Looking at the macro levels there are issues:

-Fix revenue: not enough coming in at state or federal level; which puts pressure - on already strapped local governments.

-Diversify Investments: historically NC put around 96% of transportation investment into roads and highways; this has to change as the state becomes predominately urban.

-Homegrown Fixes: need to find ways to meet short term challenges; inertia at the state and federal level is not quick to respond to changing conditions.

- Public and taxpayers are the foundation of everything and MPO receives input from them and funnels up to advocacy and stakeholder groups; funnels up to the subcommittees and work groups which about 6 standing different committees at the MPO.

-Paul explained the French Broad River MPO Long Range Transportation Plan – Update 2010-Draft which has a 5 year update cycle of 25-year plan. Federal Government is now called the Metropolitan Transportation Plan. Goals are changing due to MAP-21.

-Plan to have Executive Committee of 4 elected officials, 4 TCC (professional Staff) and 4 citizens Advisory Committee members.

-Public outreach efforts happening now until August, 2015.

A new plan:

STIP – Statewide Transportation Improvement Program and the local Transportation Improvement Program which is a 5 year program with a 6-10 year in development list. It is updated approximately every 2 years.

Projects that do not have at least right of way (ROW) funded by 2020 have to go back into the process all over again.

MPO has veto power over the STIP. MPO keeps negotiating and continue to work to try an alternative. MPO can make significant changes to the STIP.

If local TIP does not match STIP document the feds turn off the funding for that particular project.

Is it MPO's job to make sure that City of Asheville does not miss the opportunity to add input.

The State will have a public input session in April at Haywood Community College.

Questions/Answers:

Q: Bruce - has NCDOT established a schedule for Amboy Road and the Wilma Dykeman projects?

A: Paul – only what is in the TIP now and scheduled to go to ROW funded in that fiscal year.

Q: Bruce the dialog that Paul is talking about to define the scope of the project but would have to happen before that – has that been scheduled?

A: Paul stated that 2020 is still a long way out. MPO has had merger meetings around some projects and most were already in development. The connector met; the A10A which is 19/23 from 240N up to Weaverville has met in the last month; also Liberty Road interchange in the STIP with interstate 40 has met in the last month which a well along the process. Paul does think that MPO would see the actual alternative analysis about 2 years prior to ROW.

Q: Julie – some of these projects doesn't go through NEPA in the way that Paul described necessarily. Leicester Highway was an example of that where it did not have a full EIS, not multiple public meetings; not the same level of public involvement that there is in the connector project. Also, those initial decisions about what level of NEPA a project goes through are made by DOT alone without informing anyone.

A: Paul stated that it was actually all of the resource agencies that would be affected are asked to come to the meetings. It is a combination of the State and Federal Government coming to that conclusion that includes the Corp of Engineers, Wild Life, etc.

Q: Julie –There is the merger team issue that no one knows when they meet on any of these projects and are not publicly notice meetings and a lot that happens behind the scene. That MMTC has a very aggressive interest in making sure that these projects advance the City’s interest. What is Paul’s advice on how to invite that dialog in the most constructive way.

A: Paul – for an example, we have heard a lot about Amboy Road since it showed up in the STIP and the MPO approached the City staff and said to hold a forum and it ended up in making decisions about all of the 5 projects that are affecting the riverway. Paul has approached Division 13 asking for participation and putting together the final pieces for late February for an open very high level forum. What Kimley-Horn stated that the matrix of transportation priorities- what are things that we are willing to concede; what are the things that we cannot give up; what are the things that we cannot live with and maybe have that dialog very early on. Once Division 13 is on board will reach out to Program Development and Environmental Analysis (PDEA.) Paul thinks that if we can be proactive at the MPO because MPO gets out ahead of the PDEA staff in setting these up. We will try to do it with those 5 projects right off the bat.

Ken – to add to that that City of Asheville (COA) is well into the design for what we call the RADTIP project – from Riverside Drive from Amboy Road to Hill Street. Like whatever COA ends up at the southern intersection it would make sense that when the new project ties in it should match that cross-section. It is important for us to define what that footprint is going to look like and we are ahead of the curve on that project, so COA will be there first.

Q: Steven –that the City can plan, prioritize and develop goals? DOT said ok this year, next year we are going to fund this and that might be number 12 on the priority list and will wait for priorities: 1, 2, 3, etc.?

A: Paul stated that that is correct which the state law is. DOT’s main focus looking at mobility and through put and they do focus on motor vehicles and freight. The key now is to get as much done by the PDEA branch. While they are able to do that work, let’s try to get alternatives and get them as far as we can so that if some projects slip and gets hung up due to utility easements or something and start sliding projects up to fill the gap in order to spend that money so it does not go back to Washington, our project is ready to go.

Q: Don – received information from Piedmont Triad Regional Council that have there is \$46million dollars of unobligated transportation alternatives from past years that DOT has not programmed and \$100 million dollars of anticipated revenues in the transportation alternatives program that DOT has not programmed in the STIP. There is \$146 million dollars prior to the funding restriction being placed on the state they gave back \$200 million in enhancement money so there is a one-third of a billion dollars that could have been used in the State for bike/ped. There is \$146 million sitting there un-programmed which will require a match. The other piece is the number of lanes: Virginia DOT, SCDOT, Georgia DOT and Tennessee DOT all put the anticipated number of lanes in their project descriptions in their STIP. I wonder if it is a question that either through City Council, City Staff or MPO going back to say that why are the border states define that and NCDOT does not.

A: Paul - NCDOT was beat up for predetermining outcomes by Federal Highway and the only place that you will see it is on new location projects in NC.

Q: Bruce- don’t you need to make a determination of the number of lanes when you look at future networks?

A: Paul – we do at the LRTP (Long Range Transportation Plan) level. When it goes to NEPA, DOT starts with a blank slate again and MPO is just one part of the input. We did specify number of lanes where we knew there was going to be a major widening for prioritization in order to get a cost estimate.

Q: Julie –we’ve talked about it at the TIP and the TIP process that we are in right now about coming up with a more complete description of every project and anticipating that statement of purpose and need and maybe even including some design criteria like a number of lanes; or like complete streets or that sort of thing. If we do that are we going to get our hands slapped? Or, shall we do it anyway?

A: Paul – at least in terms of looking at a complete streets cross-section MPO has the policy, we have adopted cross-sections which make it to merger team. If no one writes a match check the complete streets will be in policy only.

Q: Don –There was peer review by FHWA done of the prioritization method as well as the Cambridge systematic study that are both in draft form are due to come out. Will Paul be privy to and can distribute to MMTC.

A: Paul – as much as he has time.

● **Transit Priorities** – Julie stated at the last Transit Committee Meeting the staff presented the some options for funding priorities for the next City budget year and basically a starting point from the Transit Master Plan (TMP) at this point. 1-Adding another bus to the S3 route down Hendersonville Highway to the Airport-there is only 1 bus every 1 ½ hours which is insufficient. The use of that corridor has increased dramatically and the possibility of cutting over to Long Shoals and picking up Biltmore Park.

2-Adding a dedicated specific vehicle to the S4 from South French Broad to AB Tech. At this time it is a shared route with another route so putting a dedicated vehicle will allow increase frequency. Also a possibility of that bus going through Biltmore Village to have another connection.

3-Demand extension hours in adding an hour service both to the end and at the beginning of some routes. The staff has already identified what those routes are and exactly where those hours would be added. It would extend the timeframe for about 8 hours on a hand full of routes. On the capital side the good news that all of the priorities are already in the CIP so that is why you do not see anything on the list about that.

► Marketing and fare changes – the staff recommendations is to add another transportation planner which is mentioned in the TMP is scheduled for an update and applied for a grant funding to do that update. Mariate –The deadline is February 2 to apply for the TMP update; greenway connectors; and the Craven Street. Mariate will need a resolution in support of this. It was already approved by Council just because of the timing they met yesterday and would like to have the resolution anyway.

Julie – stated that Transit Committee has asked the staff to come up with a three to five year plan for fare increases and we have done some surveying, we know more than we did about ways to structure that for instance smaller increments over time and it should impact all of the different ways that people can buy passes for the buses (day, monthly, annual). The staff is coming up with some recommendations on that. But the thought is that if we are asking the City to make more investments in the system in significant ways and that the price tags on the improvements are not small on any of the operational improvements and the riders should be asked to step up.

Julie stated that staff will try to include in the budget that goes to Council the attached document and these are the priorities that Transit Committee will be meeting with Council and asking Council to include in the budget. We welcome any support from MMTC for these improvements as well.

Don – is any of that relate to what they talked about Route 170 and those comments from the ADA Paratransit meeting. Julie – this is separate from that and the City is revising its ADA program. Right now that program is bigger than it needs to be. It allows more people to ride under the ADA than the City is required to do by Federal Law and so in looking for some cost savings and efficiency savings there are some proposed amendments to that which is the subject of the public meeting.

Julie made a motion to support the City's application for grant funding for the TMP updates; the greenway connectors; and the Craven Street Bridge which was approved by unanimously Council on 1/27/15. Mariate stated that in the application saying that the MMTC supports all of these projects.

Julie revised the motion to say that MMTC supports Council's approval of the application for grant funding for the three items listed above. Steven seconded and carried unanimously.

Jim asked is Transit Committee looking for any kind of approval or endorsement of the transit priorities.

Julie stated that not looking for an official approval but if MMTC have strong objections, a conversation could happen.

Ken stated that an official approval is not necessary by MMTC and that most of the recommendations came from the TMP. Julie – stated that this is not necessarily the order of things that are in the TMP but as the system has been on the ground and how things are operating of the half-dozen possibilities that are listed in the TMP these are the ones that TC decided that made the most sense.

●**Complete Streets:** Ken stated that the Complete Streets Policy in 2012 and heard the presentation from Kimley-Horn about the Asheville In Motion (AIM) study. From a policy to how to implement that policy, how does staff make it work. There are various tools we have two things that Ken shared with MMTC:

1. Change Ordinances to include is reverse angle parking.
2. Designated bicycle lanes throughout the City.

Both of above are in the report but only one of them is going to Council on 2/10/15 which is the reverse angle parking.

The Legal Department is working on another change regarding mopeds that will affect that law and which will be combined report with designated bicycle lanes. The Public Safety Committee has endorsed it as of Monday 1/26/15.

After a group discussion: Bruce moves that MMTC endorse the Ordinances changes that is outlined in Ken's memo; Till seconded and carried unanimously.

●**Update on Thread Trial Forum** – Mary – this is a network of trials in the Piedmont around Charlotte and Hickory.

-220 miles of greenway on the ground some paved, some gravel.

-Three members of the Greenway Committee presented; Kristy Carter of MMTC; and Lucy Crown.

-Economic impact of greenways and identified area of economic growth due to greenways.

-Kristy echoes the economic impact and to have clear vision and a champion.

●**Retreat for MMTC:** After a group discussion of date and length of retreat; and agenda items. Mariate stated that as a group an agenda could be discussed but will meet with the Chair and Vice-Chair to meet with the facilitator. Martha reminded the group is subject to the open meetings of law. This item will be added as agenda item for February.

●**Draft of Annual Report:** Jim stated the report was sent out to MMTC for any feedback. The report is due on 1/30/15 and not a lot of time to “hash” through report. Jim presented to City Council and received positive feedback.

●**Bike Friendly Application:** Mike Sule – through the Bike/Ped Task Force reapplying for Bicycle Friendly Status for the City of Asheville towards silver.

Helpful incremental improvements: Haywood Climbing Lane; the Hilliard resurfacing; Reed Creek; the bicycle Wayfinding signs; on street bicycle parking.

- Jim stated that whenever Mike is ready for the endorsement to let MMTC know and it will be placed on the agenda when Mike gets further along in the application process.

Don – Mike and Don are working on the planning and evaluation section which is 10 of the 90 questions.

OLD BUSINESS

●**Sidewalk Planning Committee:** Mariate stated there are no updates since the committee has not met since early December or November.

●**Pedestrian Safety:** Jim –working with a small ad hoc group trying to pull together a stakeholder group. That DOT has taken an interest in this issue and will be conducting its own analysis and study in conjunction with City staff.

-Ken – DOT has been negotiating with a contractor/consultant and they decided to use a consultant from Raleigh. -

-Julie – If DOT is creating an advisory or steering committee around this effort or just DOT and the City would be good to suggest to DOT to include APD and someone from MMTC be a part of that discussion.

-Ken – to receive a bulleted list of some of the high priority issues. Ken is assuming that he will be invited to the table so that he will have the list of issues.

-Terri – Bike/ped Task Force has a specific subgroup that is working on walk friendly status and just submitted recommendations to City Council for their retreat to review based on the feedback from that application and focused on the safety issues. Terri encourages participation

-Ken – we have been using staff time and APD in gathering crash data from 2005.

-Don – the important issue about the County is given the City’s restrictions on growth. Urban development is being proved in the unincorporated parts of the County with no sidewalk requirements.

-Julie recommend that she and Jim look at the list of priority interest that they came up with and either send to Ken or star the ones that are most important to have around that table with DOT and consultants.

-Don – the online crash data tool goes back to 1997 so what we don’t have locations we can get trends in terms of speed limit.

-Terri – can track ER data on bike and pedestrian injuries.

-Don – the whole tourism influence of 250 bicyclists ERs and 100 pedestrian there was one outside the zip code in Buncombe County.

-Mike asked if that study will include ADA compliance. Will DOT look at that on Merrimon and Ken will find out.

General Committee Updates:

Transit Committee: Julie reported that TC has lost two members and will be deciding at the next meeting whether to open the application process back up or go with the last round of applicants. Julie asked if MMTC members know of anyone who would be interested in TC. TC is down to 8 members.

Bike/Ped Task Force: Terri reported that there was conversation about the accident on Coleman and point out about involving APD in some of these discussions, who are very active and consistent part of Bike/Ped of 2 to 3 police officers at the meeting.

P&Z: - Kristy reported that P&Z had a retreat with Council struggling on how to deal with what is happening. The cases that are becoming before P&Z are complicated. Where big projects that are approved according to code are not ideal and P&Z are struggling with these issues. Met with Council and in March meeting to carve out time for planning and to deal with some of the big issues. To try to manage the big picture issues with the increasing caseloads that P&Z has. Update

on the search for the Planning Director and one of those issues is how the transportation issues are intersecting with the planning projects which there is a disconnect and trying to make that connection.

Neighborhood Advisory Committee: Bob reported that meetings at all different quadrants are completed over the last 18 months and compiled a detailed matrix of all of the concerns of all the neighborhoods that was interviewed of about 30 to 40 neighborhoods represented. Of that matrix, 2 of the 3 that rose to the top dealt directly with multimodal and traffic calming and safety relates to sidewalks and greenways; general safety with drug trafficking. The Neighborhood Committee recommended to Council more funds need to be committed to traffic calming and safety. Mary stated that there will a Festival of Neighborhoods on March 15 and the Greenway Committee shares a table with MMTC and hoping to do that again at central AB Tech. Contact Marsha Stickford for further information or setting up a table.

-•STAFF UPDATES:

◆Project updates: Mariate stated that the updates in the List of Project document. Mentioned three items:

1. Barb has the East of the Riverway Plan for MMTC review and would like to have a motion to approve the plan at the next meeting. Can also send the PDF file for all of the MMTC.
2. On 2/2/15 there will be ADA public meeting discussions on the service area and would like to revise. The eligibility forms are more like an information part where the people will go over the forms to see what they need to do to become ADA eligible. The discount forms for the fixed route and paratransit form.
3. The City has hired a Greenway coordinator, Lucy Crown, who will be taking care of the capital projects that we have now and will help with the Greenway Committee and planning.

•Public Comment: Gwen reminded that the City Council has the retreat Friday 1/30/15 from 8:30am-4pm; and will have public input about mid-morning at the US Cellular Center; and MMTC in invited.

•Agenda Items: Retreat update; East of the Riverway endorsement; 5:15pm – Jim adjourned the meeting.

Revised to reflect corrections at the MMTC Meeting of February 25, 2015.

- Require additional signage to be placed alongside the current “No Smoking” signs

Fiscal Impact: Staff is not able to accurately estimate the impact at this time.

Recommendation: Staff requests that City Council adopt the amended ordinance to regulate e-cigarettes to the same extent as traditional lighted cigarettes.

ORDINANCE NO. _____

ORDINANCE AMENDING CHAPTER 11 OF THE CODE OF ORDINANCES OF THE CITY OF ASHEVILLE PERTAINING TO SMOKING

WHEREAS, electronic cigarettes, also known as e-cigarettes, are battery-operated products designed to deliver nicotine, flavor and other chemicals, turning chemicals, including highly addictive nicotine, into an aerosol that is inhaled by the user; and

WHEREAS, while recognizing that long term health effects of inhaling vapors and effects of secondhand vapors from electronic cigarettes are unknown, a 2009 study by the United States Food and Drug Administration as to the ingredients in a small sample of cartridges from two leading brands of e-cigarettes, found detectable levels of toxic chemicals and known carcinogens, including nitro, and in one sample diethylene glycol, a chemical found in antifreeze; and

WHEREAS, researchers have found that exhaling e-cigarette vapors releases measurable amounts of carcinogens and toxins into the air, including nicotine, formaldehyde, and acetaldehyde, concluding that the impact of vapor inhalation into the human lung should be of primary concern; and

WHEREAS, there have been a number of reports alleging that the batteries to e-cigarettes have exploded either during charging or use by the smoker, with injuries reported in some cases; and

WHEREAS, pursuant to N.C.G.S. § 160A-174, cities in North Carolina may by ordinance define, prohibit, regulate or abate acts, omissions, or conditions, detrimental to the health, safety or welfare of its citizens;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ASHEVILLE THAT:

Section 1. Article II of Chapter 11 of the Code of Ordinances of the City of Asheville be amended as follows:

1. Sec. 11-31 (smoking on buses), be amended as follows:
 - (a) It shall be unlawful for any person to smoke tobacco or any other substance or carry lighted cigars, lighted cigarettes or lighted pipes including the use of e-cigarettes, on any bus operated as part of the local public transportation system of the City.
 - (b) Signs or posters giving notice of the smoking prohibition shall be installed and prominently displayed in each city bus, as directed by the city transit authority.

2. Sec. 11-32 (Regulation of smoking in municipal buildings and on municipal grounds), be amended as follows:

(a) It shall be unlawful for any person to smoke or carry a lighted cigarette, lighted cigar, lighted pipe, or any other lighted tobacco product including the use of e-cigarettes, in any park or greenway, now or hereafter owned, leased, or occupied by the city; e-cigarettes means any noncombustible product that employs a mechanical heating element, battery, or electronic circuit regardless of shape or size and that can be used to heat a liquid nicotine solution contained in a vapor cartridge, excluding any product regulated by the United States Food and Drug Administration under Chapter V of the Federal Food, Drug and Cosmetic Act.

3. Sec. 11-32 (b) be amended as follows:

(b) It shall be unlawful for any person to smoke or carry a lighted cigarette, lighted cigar, lighted pipe, or any other lighted tobacco product including the use of e-cigarettes, in any building or facility or the grounds of any building or facility or portion thereof, now or hereafter owned, leased, operated, occupied, managed or controlled by the City, the Greater Asheville Regional Airport Authority, the Pack Place Education, Arts and Science Center, Inc., the Asheville Civic Center Commission, US Cellular Center or the Housing Authority of the City of Asheville, except in smoking areas which may be specially designated as follows:

4. Sec. 11-33 (Smoking prohibited in municipal vehicles), be amended as follows:

It shall be unlawful for any person to smoke or carry a lighted cigarette, lighted cigar or lighted pipe, or any other lighted tobacco product including the use of e-cigarettes, in any vehicle now or hereafter owned or leased by the city.

5. Sec. 11-34 (Regulation of smoking in public places) be amended as follows:

It shall be unlawful for any person to smoke or carry a lighted cigarette, lighted cigar or lighted pipe, or any other lighted tobacco product including the use of e-cigarettes, in a public place, or portion thereof, wherein the owner or operator thereof has designated the premises or portion thereof a nonsmoking area and posted notice as set forth hereinafter.

6. Sec. 11-36 (a) (Violations) be amended as follows:

It shall be unlawful for any person to smoke to include the use of e-cigarettes, in any area where smoking is prohibited by the provisions of this article.

7. Sec. 11-37 (Penalties), be amended as follows:

Continuing to smoke including the use of e-cigarettes in violation of this article constitutes an infraction, and the person committing the infraction may be punished by a fine of not more than \$50.00.

8. Sec. 11-38 (Other laws), be amended as follows:

This article shall not be construed to permit smoking including the use of e-cigarettes where it is otherwise prohibited by other applicable laws.

Section 2. That if any section, subsection, sentence, clause, or phrase of this ordinance is, for any reason, held to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance, and each section, subsection, sentence, clause, or phrase thereof, irrespective of the fact that any one or more sections, subsection, sentences, clauses, or phrases be declared invalid.

Section 3. That all ordinances and clauses of ordinances in conflict herewith be and are hereby repealed to the extent of such conflict.

Section 4. This ordinance shall be in full force and effect on the date of adoption.

Read, approved and adopted this _____ day of _____, 2015.

City Clerk

Mayor

Approved as to form:

City Attorney

Legal Description for Proposed Partial Closure of Bradley Street

Beginning at a 5/8" existing iron rebar with ID cap "WCLS" in the westerly right of way of the unopened portion of Bradley Street per Plat Book 16 Page 10, said rebar also being the southerly most corner of Plat Book 136 Page 167, Lot 13-R and being located N 38°04'16" W, 43.59 from a 5/8" existing iron rebar with ID cap "WCLS" at the southwesterly most corner of Plat Book 142 Page 176, Lot 1-R having NC Grid Coordinates: Northing: 681,047.90', E: 937,397.01'; thence from the Point of Beginning and with the westerly right of way of Bradley Street per Plat Book 16 Page 10, N 05°50'33" E, 244.15' to a 5/8" existing iron rebar with ID cap "WCLS" at the southeasterly most corner of Plat Book 136 Page 167, Lot 20-R; thence leaving the westerly right of way of Bradley Street and with westerly right of way of the re-aligned portion of Bradley Street per Plat Book 142 Page 176 the following three calls:

1. S 05°06'13" W, 18.22' to a calculated point;
2. thence with a curve turning to the left with an arc length of 58.06', with a radius of 85.00', with a chord bearing of S 13°43'35" E, with a chord length of 56.94' to a calculated point;
3. thence with a reverse curve turning to the right with an arc length of 22.50', with a radius of 65.00', with a chord bearing of S 23°22'46" E, with a chord length of 22.39' to a calculated point at the intersection point of the westerly right of way of Bradley Street per Plat Book 16 Page 10 and the westerly right of way of the re-aligned portion of Bradley Street per Plat Book 142 Page 176;

thence with the right of way line of Bradley Street per Plat Book 16 Page 10, S 05°50'33" W, 58.09' to a calculated point at the intersection point of the westerly right of way of Bradley Street per Plat Book 16 Page 10 and the westerly right of way of the re-aligned portion of Bradley Street per Plat Book 142 Page 176; thence with the westerly right of way of the re-aligned

portion of Bradley Street per Plat Book 142 Page 176 the following three calls:

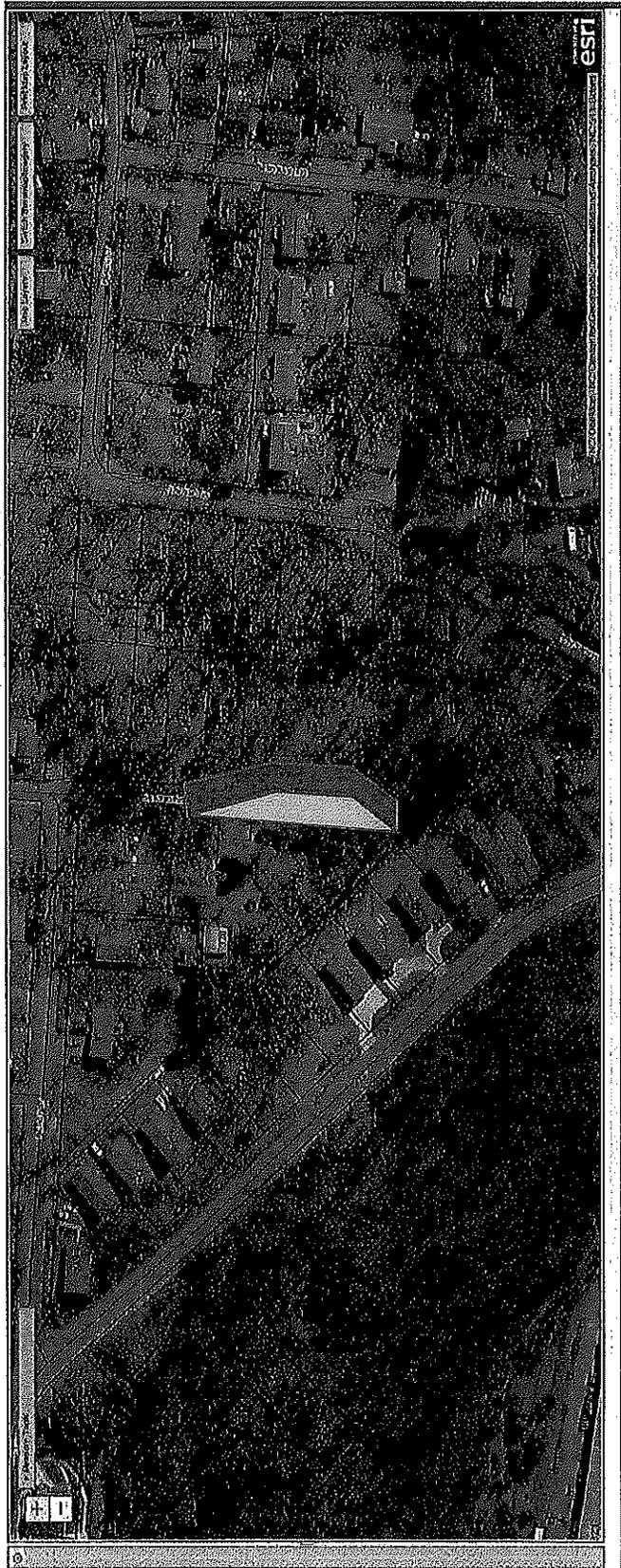
1. thence S $12^{\circ}09'39''$ W, 33.78' to a calculated point;
2. thence S $25^{\circ}22'48''$ W, 64.81' to a 5/8" new iron rebar with ID cap "WCLS";
3. thence N $84^{\circ}09'27''$ W, 4.84' which is the point of beginning,

having an area of 0.103 acres (4,504.09 square feet).

The described area is subject to a 20' City of Asheville waterline easement as recorded in Deed Book 5143 Page's 1019, 1022, 1025, 1028, 1031, & 1034 and Plat Book 138 Page 23.

All bearings are based on NC Grid North NAD 83 (NSRS 2007) and all distances are horizontal ground distances unless otherwise noted.

The foregoing description is based on an unrecorded plat by John Wesley Cole, PLS of Wes Cole Land Surveying, PA, dated July 31, 2014, and revised on September 10, 2014, October 1, 2014, and January 12, 2015 entitled "A Plat Showing Proposed Partial Closure of: Bradley Street for Fiano Properties, Inc.", Project Number: 11-007.



JAY FIANO, FIANO Properties



City of Asheville, NC

JAY FIANO @ hotmail.com

(396) 785 3818

Public Works Department

PETITION TO PERMANENTLY CLOSE A STREET OR ALLEYWAY

The undersigned Petitioners respectfully petition the City Council of the City of Asheville (Pursuant to N. C. General Statutes Sec. 160A-299) to permanently close (Name of Street or Alleyway) BRADLEY as shown on Exhibit A (attach map showing street or alleyway) and attached hereto and made a part hereof, and more particularly described as follows (brief description of street or alleyway):

Section of Bradley past Hammerhead AND adjacent to FIANO properties

NAME	PROPERTY ADDRESS	PARCEL IDENTIFICATION NUMBER (PIN #)
SANDRA ALEXANDER	8 MOORE AVE	9638704987
BERNIE GRINWALD	118 BRADLEY STREET	
MEGAN GRIFFIN	430 STATE	9638-71-3021
John C. Smith	430 STATE	" "
Jay Fiano	Bradley St.	9638-71-4001
Aaron Maret	147 Bradley St.	9638-71-2295
B.J. Harden Jones	147 Bradley St.	9638-71-2295

Please Note: As a matter of information and not as a standard part of my petition, it is suggested that if the signatures of all adjoining property owners can be acquired and stated as such in this petition, that no other notices by mail to adjoining property owners would be required by law (Re: N.C.G.S., Section 160A-299(a)).

AFFIDAVIT

I, B.J. Harden Jones do hereby state that I have no objection
(Print name of property owner)
to the City of Asheville closing Bradley Street
(Description of road/alley or portion thereof to be closed)

[Signature]
Signature of property owner

July 3rd 2014
Date

Sworn to and subscribed before me this 3rd day of
JULY, ~~2005~~ 2014
AND

Andrea Davis
Notary Public

My commission expires:

12/19/2014



AFFIDAVIT

I, Aaron Moret do hereby state that I have no objection
(Print name of property owner)
to the City of Asheville closing Bradley Street
(Description of road/alley or portion thereof to be closed)

[Signature]
Signature of property owner

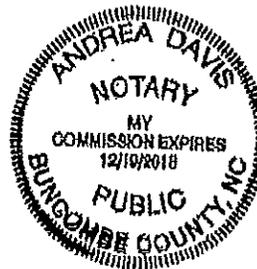
3 July 2014
Date

Sworn to and subscribed before me this 3rd day of
JULY, ~~2005~~ 2014
AND

Andrea Davis
Notary Public

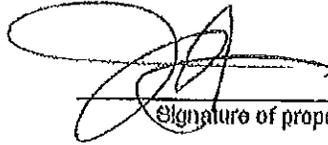
My commission expires:

12/19/2014



AFFIDAVIT

I, JAY FAND do hereby state that I have no objection
(Print name of property owner)
to the City of Asheville closing Brentley Ct
(Description of road/ alley or portion thereof to be closed)



Signature of property owner

7/3/14
Date

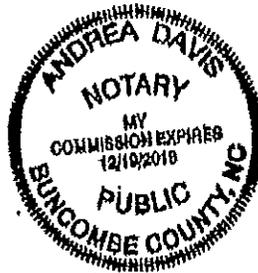
Sworn to and subscribed before me this 3rd day of
JULY, 2014
AND

Andrea Davis

Notary Public

My commission expires:

12/19/2018



AFFIDAVIT

Megan Griffin
I, John Griffin do hereby state that I have no objection
(Print name of property owner)
to the City of Asheville closing Bradley St.
(Description of road/valley or portion thereof to be closed)

Megan Griffin
John Griffin
Signature of property owner

7-2-14
Date

Sworn to and subscribed before me this 2nd day of
July, ~~2005~~ 2014
AND

Andrea Davis
Notary Public

My commission expires:
12/19/2018



AFFIDAVIT

I, SANDRA ALEXANDER do hereby state that I have no objection
(Print name of property owner)
to the City of Asheville closing BRADLEY ST.
(Description of road/alley or portion thereof to be closed)

Sandra Alexander
Signature of property owner
Canada License ALEXA090350005

MAY 31, 2014
Date

Sworn to and subscribed before me this 31 day of
MAY, ~~2005~~ 2014
AND

Andrea Davis
Notary Public

My commission expires:

12/19/2018





**CITY OF ASHEVILLE
TRANSIT and GREENWAY COMMITTEE
APPLICATION FORM**

DEADLINE FOR APPLICATION: FRIDAY, JANUARY 31st

Application for? (Circle one) TRANSIT COMMITTEE or GREENWAY COMMITTEE

Your name: Edward Johnson Home/cell #: 828-280-1533
 Street address: 26 Richmond Ave City: ASHEVILLE Zip Code: 28806
 Mailing address (if different): _____ E-Mail: ajohnson@unca.edu
 Employer: UNC Asheville Your position: Lecturer Office Phone #: 828-250-3875
Successful applicants must be City of Asheville Residents.

Applicant demographics / Title VI Requirement:
 The City of Asheville may not, on the grounds of race, color, or national origin, deny a person the opportunity to participate as a member of a planning, advisory, or similar body which is an integral part of the transportation program. Additionally, the City of Asheville must report and track the racial make-up of transportation related committees.
 For this purpose, please identify your back ground: (White, Black or African American, American Indian or Alaska Native, Asian, Native Hawaiian, Pacific Islander or any other.) White
 Are you a United States Citizen (circle one)? Yes or No Sex M Age 48

Applicant expertise:
 Please indicate the area(s) of expertise you will bring to the committee (s):
 Expertise: _____ Legal Technical _____ Fundraising _____ Community Contacts Regular Bus Rider
 _____ Bicycle Commuter _____ Pedestrian Commuter _____ Business Management (Financial) Business Management
 (Operational) _____ Public/Health Public Speaking _____ Marketing/messaging _____ Working with Disabled population
 _____ Working with Minority population _____ Working with limited English population _____ Working with Senior population

Additional information:
 Please answer the following questions on a separate sheet of paper:
 1. Are you aware of any potential conflicts of interest that may arise during your service on this board? If so, please explain.
 (Potential conflicts of interest do not preclude appointments.) No
 2. Why do you want to serve? See cover letter
 3. What would you bring to the Committee? See cover Letter
 You are encouraged to provide any of the following: Applicant Signature: [Signature]
 1. Resume Date: 01/31/2014
 2. Cover Letter
 3. References

If you have questions about the application process, please contact the Committee chairs.
 Greenway Committee Chair - Sue Barlow - suebarlow@charter.net
 Transit Committee Chair - Julie Mayfield - julle@unca.org
 Return applications to: Janet GeorgeMurr, City Hall
 Post Office Box 7148, Asheville, N.C. 28802-7148 E-Mail: jgeorgemurr@ashevillenc.gov
 Telephone: (828) 232-4531 Fax #: (82) 232-4525

Edward Johnson
26 Richmond Ave
Asheville, NC 28806

Janet GeorgeMurr
City Hall
P.O. Box 7148, Asheville, NC 29902
January 31, 2014
RE: Transit Committee Position

To the selection committee:

I respectfully submit myself for consideration for the open position on the Transit Committee. In my career much of my service to our community has been through UNC Asheville. I would like the opportunity to serve our community more directly and in an area where I believe my interests and expertise could be applicable.

I will first share with you a little about myself. I have lived in Asheville all of my adult life, save time away at graduate school. I first moved to Asheville as a teenager in 1980. I have owned my home in West Asheville since 1990. In the early 1990's I managed a downtown Asheville restaurant for several years. Long time patrons of downtown may remember Chickadee's and Rye. In the late 1990's I received a BA in Mathematics from UNC Asheville and then a MS in Mathematics from the University of South Carolina. I also have a BS in Computer Science from UNC Asheville. I have been teaching at UNC Asheville for over 14 years.

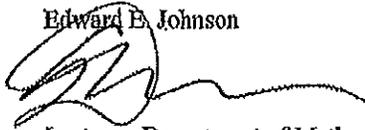
Obviously my training as a mathematician provides me with a strong foundation in quantitative and critical thinking. As an educator I clearly have no fear of public speaking. Over the years I have also delivered a variety of presentations at professional conferences on topics in mathematics and technology. I have strong ties to our community and am vested in its prosperity. My early work in the business community in Asheville provided me with management and human relation skills that have served me well over the years. It also provides me with an understanding of business owner's perspective and a long view of the changes that have taken place downtown in recent decades. I am no stranger to committee work. I have served on many committees in my time at UNC Asheville. Some examples are the NCAA Oversight committee, the Faculty Awards committee, and the University Branding Committee. I am currently chair of the University Service Council, which awards grants for service projects.

I have long been interested in, and a consumer of public transit. Whenever I visit other cities with public transit I make it point to utilize their systems. I often use inter-city rail for travel and commuter rail and buses while at my destinations where available. Among my chief concerns regarding the transit system is the on-time reliability. The recent restructuring of existing routes and creation of additional routes has considerably improved the on-time performance and connectivity of ART. I suspect additional improvements could be made and would like the opportunity to bring my expertise to bear in any assessment and implementation.

I am excited at the potential of bringing my varied expertise to bear in service to our community. Thank you for your consideration.

Sincerely,

Edward E. Johnson



Lecturer, Department of Mathematics
UNC Asheville

References

Jan Davis

City Council member and owner, Jan Davis Tire
209 Patton Ave, Asheville, NC 28801
(828)-253-5634

Lothar Dohse

Professor, Department of Mathematics UNC Asheville
317 Robinson Hall CPO# 2350
One University Hts., Asheville, NC 28804
(828)-232-5189

David Peifer

Professor and Chair, Department of Mathematics UNC Asheville
304 Robinson Hall CPO# 2350
One University Hts., Asheville, NC 28804
(828)-232-5187



**CITY OF ASHEVILLE
TRANSIT AND GREENWAY COMMITTEES
APPLICATION FORM**

DEADLINE FOR APPLICATION: NOVEMBER 1, 2013

Your name: Brooke German Home Phone #: 757-275-6897

Street address: 107 Annandale Avenue City: Asheville Zip Code: 28801

Mailing address (if different): _____

Employer: 5 Walnut Wine Bar

Your position: Bartender Office Phone #: 828-253-2593

Resident of City Asheville County Buncombe Race White * Sex Female * Age 24 *

Are you a United States Citizen (circle one)? Yes or No

Residence location (check one): Central _____ North YES South _____ East _____ West _____

Are you aware of any potential conflicts of interest that may arise during your service on this board? If so, please explain:
There is the rare occasion I may have an audition on a board meeting night, but not likely.

_____. Potential conflicts of interest do not preclude appointments.

Please indicate the area(s) of expertise that you can bring to the above board(s), and then in detail list education, experience, reasons for your interest, and other factors that support your interest in serving (use additional sheets if necessary). Expertise: _____ Legal
_____ Technical YES Fundraising _____ Community Contacts
_____ Business Management (Financial) YES Business Management (Operational) YES Public Speaking

Why do you want to serve on the Transit Committee? I know what it is like to have to rely on public transit and how important it is for a community. I've seen the benefits of efficient public transit and what it can do for a city's economy and it's citizens.

What would you bring to the Transit Committee? I would be a great spokeswoman for the transit committee. I know how to work with people and love to do so. I understand how to bring community together and execute projects.

I am young, full of energy, and admiration for this community. My goal would be to use what management and PR skills

I have to raise money and awareness for our transit system. I want to be part of the movement to improve and create reliable, consistent public transit for both our citizens and visitors.

Return to:

Janet GeorgeMurr
Post Office Box 7148
Asheville, N.C. 28802-7148

E-Mail: jgeorgemurr@ashevillenc.gov
Telephone: 232-4531
Fax #: 232-4525

Signature: Brooke German

Date: October 31st 2013

E-Mail: bngerman@gmail.com

Fax #: _____

* This information is requested for the sole purpose of assuring that a cross section of the community is appointed.

APPLICANTS ARE ENCOURAGED TO PROVIDE A COVER LETTER AND/OR BRIEF RESUME

Dear Janet Murr,

My name is Brooke German, and I am an Asheville citizen who wants to be a part of the transit committee.

I am eager to be involved with transit in Asheville. I am especially passionate about public transportation and how it can serve our community as well as our visitors.

I would excel at fundraising, working with the community, and public speaking; these are my fortes. Most of my experience is in customer service and management. I know how to work with and bring people together. I know how to plan and execute projects. I would love to use my skills to help Asheville's community as well as the economy.

I have much to learn, but I am an eager and driven individual. I would serve the community well and with pride.

I've attached my application and resume for consideration.

Thanks for your time,

Brooke German

Brooke German

Phone: 917-355-8321 E-Mail: bngerman@gmail.com

Objective

To acquire a job where I can work one-on-one with people and apply my detail-oriented skills to benefit my employer.

Relative Experience

CAFETERIA (Hostess/Party Organizer-NYC)

August 2008-October 2009

- **PROFESSIONALISM/PRESENTATION:** Greet the customers and provide a welcoming atmosphere while remaining professional.
- **PHONE SERVICE:** Required to answer the phones in a professional manner to take reservations, take out orders, or to give details/directions about restaurant and it's services.
- **ORGANIZATION:** Managed reservations, had to seat clients accordingly. Had to prepare/plan for large parties and reservations.

OUTBACK (Server/Food Runner-NYC)

September 2007-January 2008

- **PRESENTATION:** Was required to have menu memorized and present patrons with daily food and beverage specials.
- **ORGANIZATION:** When running food was required to manage entire floor and run food to appropriate tables and seats for servers.

SANDBRIDGE ISLAND RESTAURANT (Server-VA)

June 2007-August 2007

- **PRESENTATION/PROMOTION:** Was responsible for presenting/promoting dinner and drink specials. Had to present a welcoming atmosphere to customers while remaining professional.
- **ORGANIZATION:** Had to multitask serving and greeting several tables, taking orders, delivering drinks and food.

Additional Experience

PART TIME/FULL TIME NANNY (NYC)

January 2008-Present

- **MANAGEMENT:** Responsible for children's schedules-taking them to and from classes, play dates, and other functions. Responsible for management of funds.
- **GENERAL CARE:** Responsible for feeding, clothing, bathing children. Was also responsible for helping with projects and homework. Took care of children medicinally, as well.

AVY KAUFMAN CASTING (Internship-NYC)

January 2009-May 2009

- **PROFESSIONALISM/PRESENTATION:** Answered door, greeted actors, provided relaxed professional atmosphere for auditioners.
- **PHONE SERVICE:** Required to answer phones, make calls to businesses, agencies, and take detailed messages
- **ERRANDS:** Responsible to deliver parcels to production offices, pick up checks, mail packages etc.

- **COMPUTER SERVICES:** Worked with Breakdown services, logged DVD auditions, recorded sessions and checked emails.
- **ORGANIZATION:** Opened and sorted mail. Filed headshots and audition DVDs

Education

The New York Conservatory of Dramatic Arts: School for film and Television 2007-2009

Recently graduated from second year at New York Conservatory for Dramatic Arts: School for Film and Television. Classes include on-camera work, scene study, commercial, comedy, business, and voice-over classes.

Floyd B. Kellam High School 2004-2007

Graduated as a senior with honors and six college credits and extensive computer and typing skills. Was involved in the Theatre Club, Thespian Society, Advanced Orchestra Society, French Club, as well as several community services that included "Virginia Beach Kids Kamp!" and the National organization "Trick Treat So Kids Can Eat".

References available upon request

Brooke German

Neighborhood Policy Outline/Proposal

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.

Initial Screening Factors

- **Prioritization:** Within the available funding, projects shall be selected based on their compliance with the following prioritization criteria:
- **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 stop (within 1/4 mile)
 - Major grocery store (within 1/2 mile)
 - Asheville City Park (within 1/2 mile)
 - Asheville City Recreation Center (within 1/2 mile)
 - Buncombe County Library (within 1/2 mile)
 - Asheville City School or Buncombe County School inside Asheville city limits or private school registered with the NC Division of Non-Public Education and having an enrollment of _____ students (within 1/2 mile)
 - AB Technical Community College (within 1/2 mile)
 - UNC Asheville (within 1/2 mile)
 - Hospitals, Urgent Care Facilities, and Medical Parks (within 1/2 mile)
- **Zoning:** Density higher than 8 dwelling units per acre (RS8, RM8, RM16)
- **Proxy for need:** One choice from among available data on low household income, high percentage of no-vehicle households, high percent of minority residents, or other similar proxy value. The choice will be made in consultation with GIS team, and will be based on availability and specificity of data.

- **Proxy for safety:**
 - **Pedestrian Crashes:** Crashes reported within the last 5 years and within ¼ mile along the same street

Secondary Screening Factors

- **Proxy for Safety:**
 - **Traffic count,** either actual or estimated based on conditions and trip generation manual data. We anticipate the counts will be grouped into a number of similar categories for assessment.
- **Construction feasibility, including available funding and right-of-way.** Adequate right-of-way and/or easements must exist or be donated to the city.
- **Geographic distribution:** Construction of neighborhood sidewalks will be spread across the city to the extent that is reasonable. This can mean that each of several projects are located across the city in a given year, or that the project locations are rotated year by year, depending on available resources.

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.

Initial/Current Public Involvement Plan

The public involvement plan is to be developed by the Neighborhood Sidewalk Committee, made up of representatives of the City of Asheville Multimodal Transportation Commission and the City of Asheville Neighborhood Advisory Committee (NAC). The initial plan includes seeking input at the NAC Festival of Neighborhoods, including face-to-face input and a promoting completion of a short survey instrument. Additional involvement opportunities, such as the National Night Out in August, will also be used.

New Haw Creek Rd - Sidewalk - Cost Estimate					
LINE	DESCRIPTION	QTY.	UNIT	UNIT PRICE	AMOUNT
1	Mobilization	1	LS	\$10,000.00	\$10,000.00
2	Erosion Control Measures	1	LS	\$1,500.00	\$1,500.00
3	Traffic Control	1	LS	\$2,500.00	\$2,500.00
4	Traffic Control - Flagger	320	HR	\$22.00	\$7,040.00
5	Comprehensive Grading	1	LS	\$7,500.00	\$7,500.00
6	4" Concrete Sidewalk	705	SY	\$50.00	\$35,250.00
7	30" Curb & Gutter	737	LF	\$35.00	\$25,795.00
8	30" Curb & Gutter (Buried)	145	LF	\$50.00	\$7,250.00
9	6" Concrete Drive Apron	85	SY	\$75.00	\$6,375.00
10	NCDOT Type 1A Curb Ramp	2	EA	\$1,250.00	\$2,500.00
11	Sidewalk Trench Drains	39	LF	\$200.00	\$7,800.00
12	Incidental Stone	30	TON	\$45.00	\$1,350.00
13	Milling 2" Depth	194	SY	\$1.25	\$242.50
14	Asphalt Pavement S9.5B (Surface Course)	22	TON	\$200.00	\$4,400.00
15	Relocate Fire Hydrant	1	EA	\$1,750.00	\$1,750.00
16	Relocate Water Meter	2	EA	\$850.00	\$1,700.00
17	Relocate Water Valve	1	EA	\$550.00	\$550.00
18	Adjust NCDOT Pull Box	1	EA	\$500.00	\$500.00
19	Relocate Sign	4	EA	\$150.00	\$600.00
20	Relocate Utility Pole	1	EA	\$5,000.00	\$5,000.00
21	Concrete Turn-Down Footing	2	CY	\$500.00	\$1,000.00
22	Segmental Block Retaining Wall	563	SF	\$45.00	\$25,335.00
23	Remove and Reset Fence (Chainlink)	80	LF	\$25.00	\$2,000.00
24	Pedestrian Bridge with Rail, 32FT Span	1	EA	\$35,000.00	\$35,000.00
25	Concrete Abutments for Pedestrian Bridge	3	CY	\$500.00	\$1,500.00
26	Seeding and Mulching	0.08	AC	\$3,500.00	\$290.94
27	Matting for Erosion Control	402	SY	\$3.00	\$1,207.00
28	Reconstruction of Concrete Island	1	EA	\$750.00	\$750.00
29	Removal of Pavement Marking Lines, 24"	41	LF	\$4.00	\$164.00
30	Removal of Pavement Marking Lines, 4"	25	LF	\$1.25	\$31.25
31	Install 24" White Stripe (90 mils)	81	LF	\$8.50	\$688.50
32	Install 8" White Stripe (90 mils)	209	LF	\$1.50	\$313.50
33	Install 4" Yellow Stripe (90 mils)	151	LF	\$1.50	\$226.50
34	Install Pedestrian Crossing Sign (W11-2 and W16-7P)	2	EA	\$400.00	\$800.00
35	Install Pedestrian Signal Heads	2	EA	\$10,000.00	\$20,000.00
				TOTAL:	\$218,909.19



City of Asheville, NC
 Capital Projects Management Division
 200 Bannockburn Ave., Asheville, NC 28806 • 252.251.6177

**New Haw Creek Road
 Sidewalk Improvements**

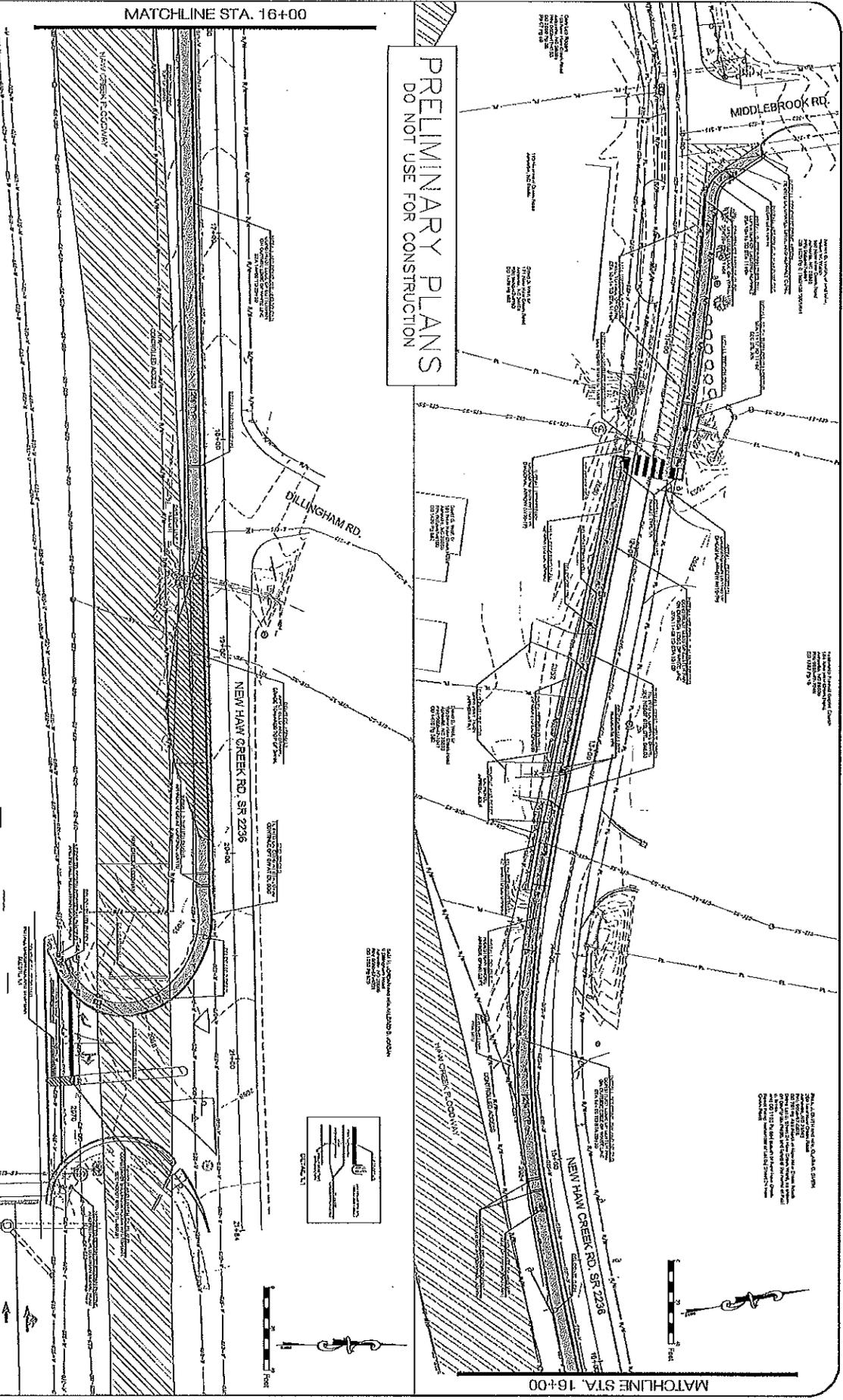
**PROPOSED SIDEWALK
 STA 10+00 TO 20+80**

APPROVED BY: [Signature]	DATE: 11/17/15	PROJECT NO.: 15-014-010
DESIGNED BY: [Signature]	SCALE: AS SHOWN	DATE: 11/17/15
CHECKED BY: [Signature]	PROJECT: NEW HAW CREEK ROAD	DATE: 11/17/15
DATE: 11/17/15	PROJECT: NEW HAW CREEK ROAD	DATE: 11/17/15

SHEET 1 OF 1

MATCHLINE STA. 16+00

PRELIMINARY PLANS
 DO NOT USE FOR CONSTRUCTION



MATCHLINE STA. 16+00

Transportation Planning Division
Project update
February 25, 2015

On-going

• **RADTIP**

RADTIP -

- The design process for RADTIP is ongoing. Consultants delivered a preliminary design of the greenway portions of RADTIP. Those designs are under review. Staff and consultants are also reviewing the possibility of modifying the preliminary design to include protected bike lanes. No decision has been made. The target date to begin right of way acquisition is July of 2015. The start of construction is targeted for 2017.
- **East of the Riverway Transportation Network Plan**
 - Looking for MMTC recommendation to adopt the plan.
- **JARC Signals Design contract**
 - Locations:
 - Louisiana & Haywood Rd
 - McDowell & Choctaw
 - South Charlotte & Biltmore
 - Working with FTA on a budget amendment, which will allow to use additional funds originally funding administrative tasks on this project.
- **Asheville in Motion Plan.**
 - Charrette March 11-14, 2015 at Renaissance Hotel.
- **French Broad River Greenway** (Duke Energy property) and connection between FBR Park and Carrier Park
 - On going.
- **ISO 14000 - ART**
 - Desk review with no findings.
- **Charlotte Street**
 - This project has been delayed until FY16.
- **ADA restructuring**
 - Public meetings to announce the changes and need to recertify on February 26.

New

- **Transit Station repairs**
 - Working with CIP group in scope of work

Other efforts

- **TIGER VI grant application**
 - Awarded and going through the steps to sign the grant agreement.

- **Clingman Forest and Town Branch Greenways and Depot Street Roundabout**
 - No updates.
- **Beaucatcher Greenway:** drawings are progressing in terms of certain portions of the construction documents being completed but staff is still working out some right-of-way questions before consultant can progress further.
 - Open house on February 26 from 10-12. PW Room A-109.
- **Haywood Rd.**
 - Work will not begin until spring. Preliminary striping for lane shift and bike lane complete.
- **Haywood Connector:**
 - (Haywood Rd. from Craven St. to Beecham's Curve) A total of 20 on-street parking spaces have been proposed from Riverview Drive to Avon Avenue on the West side of the road. Met with property owner and designer concerning on-street parking. Created Engineer's Estimate for additional parking and related work. Renewed right-of-entry with one property owner, dropped off form for the other one. Work will likely not begin until Spring. Preliminary striping for lane shift and bike lane complete.
- **Hendersonville Rd.** sidewalk (led by John Gavin in PW).
 - Finalizing easement acquisitions. Lack three signatures. Two should be signed in a week or two. One parcel (JRN property) is headed toward condemnation. The appraisal has been complete, and sent to the owner for consideration. If we have not heard from them (JRN) by March 1st, condemnation papers will be filed.
- **Craven St.** (led by McCray Coates in PW).
 - **Construction activities continue to move along. The arch culvert has been installed and the road is now open between Waynesville Ave. and Georgia Ave. Work is currently taking place between Waynesville Ave. and Hazel Mill, this section of roadway is closed and is expected to be closed until spring; the roadway in this section is nearing finished elevation. The rough grading for the greenway is taking place with the sewer line is completed. The fill for the LID parking lot is in with continued work on the sidewalk and stone placement in the parking lot. The reconfiguration of Hazel Mill Road and Emma Road had taken place and is open to traffic currently. The water line construction is moving forward with and is expected to be completed by April.**

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- **New Haw Creek Sidewalk:**
 - Recommendation given by NCDOT. New plans and estimated have been made based on recommendations and presented to Ken Putnam. Have rough estimated on pedestrian bridge and are exploring options.
- **Shiloh Road Sidewalk Project:** Construction is complete. Minor issues with a property owner (church) have risen. A meeting has been scheduled for Feb. 24, 2015 to resolve these issues. (Armen Construction is the contractor.)
- **Cedar Street Bridge Rehab:** Feasibility Study has been completed. Awaiting orders (funding) to rehab bridge.
- **Lake Craig/Azalea Road Improvements:** Construction of the project is in its final stages. It is with excitement that the new traffic pattern is in place. The major components of the project are complete with some additional work in the area of the stream bank necessary. NCDOT has constructed the turning lanes and the traffic signals are functioning. The final stages of the water connections should be made over the next 4-6 weeks. The project is expected to be total complete by early March.