Community Profile

This section is intended to provide applicants with a chance to describe their communities. Having an understanding of the geographic, demographic, and economic make up of the community can help explain the challenges and opportunities that the community faces when planning for walking.

Contact Information

Name of Community: Asheville City
Mayor or Top Official: Mayor Terry M. Bellamy
Mayor's Phone: (828) 259-5600
Community Contact Name: Barb Mee
Position/Employer: Transportation Planner, City of Asheville
Contact Address: P.O. Box 7148
City: Asheville
State: North Carolina
Zip code: 28802
Phone/Fax: (828) 232-4540
Email: bmee@ashevillenc.gov
Web site: www.ashevillenc.gov

Pedestrian Coordinator & Government Staff

List your official pedestrian coordinator or pedestrian issues contact person on government staff, and identify his/her department.

Contact Person: Barb Mee
Contact Person Dept:

Transportation Department

How many hours are spent per year in this capacity?
1000

Is this person also the bicycle coordinator?
☐ Yes ☐ No

List all other government staff or contractors whose primary duties are devoted to walkability and pedestrian safety issues:


Do you have a Pedestrian Advisory Committee, Ped/Bike Council or other venue for citizen input?
☐ Yes ☐ No

If yes, please provide the name of the Chair and their contact information:

Kristopher Hinz, Bicycle and Pedestrian Task Force
kwhinz@gmail.com

Do you have an independent pedestrian advocacy organization?
☐ Yes ☐ No

If yes, please provide the name and contact information:

We do have a Bicycle and Pedestrian Task Force, which is independent of the city, but obviously is not a pedestrian-only group.

Has your mayor signed the International Charter for Walking or a similar pledge to improve the conditions for walking in your community?
☐ Yes ☐ No

If yes, please provide details:

The city council has adopted a complete streets policy (Res 12-154, adopted 6-26-12).
### Age Distribution:

<table>
<thead>
<tr>
<th>Age Range</th>
<th>Population</th>
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<tbody>
<tr>
<td>Under 20</td>
<td>18737</td>
</tr>
<tr>
<td>Age 20–64</td>
<td>51139</td>
</tr>
<tr>
<td>Age 65–84</td>
<td>10437</td>
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<tr>
<td>Over 85</td>
<td>2510</td>
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</table>

### Population Details:

- **Population:** 83,823
- **Area of municipality:** 45.52
- **Population Density:** 1840
- **Park Land:** 1.36

### Additional Information:

- [Walk Friendly Communities](http://www.walkfriendly.org/assessment/export_all.cfm?ID=210)
Status of Walking

This assessment tool seeks to learn how much people are walking and how safe they are when they are doing so. Therefore, the outcomes that are most significant for the purposes of this tool are the numbers of walkers and the number of pedestrian crashes. Walk Friendly Communities is looking for communities that have created environments in which many people walk and pedestrian crash rates are low, or those communities that are making significant progress towards those ends. These two questions focus on these specific outcomes, while other questions in this survey address what measures are used by communities to facilitate walking and improve safety.

Question 1

According to the 2000 Census, what percentage of residents used the following modes for their commute to work?

Walking: 3.3
Bicycling: 0.4
Public transit: 2.2
Single-occupant vehicles: 76.4
Carpool: 13.5

Please also provide the latest walking percentage of commuting to work from the 3-year estimates of the American Community Survey:

Walking 2006-2008: 2.9
Walking 2008-2010: 2.8
Public transit 2006-2008: 2.3
Public transit 2008-2010: 1.8

If your community conducts its own travel counts, please include a link, attachment or description of those count results:
Web Link:

Current travel count file:
2009-2010-2012 Ped-Bike Counts updated 11-8-12.pdf

File Upload:

Count Results Description:

These are 2 hour counts taken by volunteers on a single day at selected locations, as described in the national count project.

**Question 2**

How many pedestrian/motor vehicle crashes were reported in each of the last five years; and how many of these crashes resulted in injuries and fatalities?

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</thead>
<tbody>
<tr>
<td>Number of Pedestrian Motor Vehicle Crashes</td>
<td>11</td>
<td>10</td>
<td>12</td>
<td>8</td>
<td>11</td>
</tr>
<tr>
<td>Number of Pedestrian Injuries</td>
<td>7</td>
<td>8</td>
<td>10</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>Number of Pedestrian Fatalities</td>
<td>5</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>1</td>
</tr>
</tbody>
</table>

**Question 3**
What long-term trends in walking volumes and pedestrian/motor vehicle crashes has your community observed?

Crashes have remained relatively constant while it appears from our counts and general observations that our pedestrian volumes have been increasing.
Planning

Pedestrian issues are addressed at many different levels of planning, ranging from neighborhood plans to city, county, state, and federal policies and plans. A comprehensive pedestrian plan should address all five Es (education, encouragement, enforcement, engineering and evaluation) along with public involvement. With thorough planning, a community can become proactive rather than reactive in addressing issues of pedestrian accessibility, safety, and aesthetics. Planning involves soliciting public input, collecting information about current and future conditions, and considering what policies, plans, programs and resources a municipality will require to meet your community's needs.

**Question 1**

Has your community adopted a pedestrian plan or pedestrian safety action plan?

- Yes

Please provide a link or attachment of the plan.

Link to action plan:  
[http://www.ashevillenc.gov/Departments](http://www.ashevillenc.gov/Departments)

What year was the plan adopted: 2004

How does this plan interact with or relate to your other planning documents?

It is considered in subsequent planning efforts, including plans for other travel modes. The pedestrian plan works with our development regulations in that the plan identifies needed linkages in the network where sidewalk must be built on these streets (developers do not have the option to pay a fee in lieu of building sidewalks).

What performance indicators or other techniques does your community use to monitor completion?

Each street segment identified in the plan as a needed linkage is evaluated against plan
Does your community's pedestrian plan or other adopted plan or policy establish a target mode share for walking?

- Yes
- No

If so, what is the target walking share?

Does the plan have a safety goal (such as the reduction in pedestrian crashes)?

- Yes
- No

If yes, what is the target crash reduction?

Does the plan include any other benchmarks or performance indicators? If so, please describe:

What elements of the plan are complete?
(Indicate what percent of the plan is complete, if possible.)

Most of the priority segments identified in the plan have been constructed. Work continues to fill in gaps on needed linkages identified in the plan.

How are pedestrian issues captured in other plans (e.g. the comprehensive plan, Transportation Improvement Program, etc.)?

The city's master development plan has a chapter on transportation which includes pedestrian transportation considerations. The city's transit master plan recognizes and identifies pedestrian needs to make transit more usable. The MPO's long range transportation plan recognizes pedestrian needs.

**Question 2**

**Has your community adopted an ADA Transition Plan for the public right of way?**

- Yes

If so, please provide a link or attachment of the plan.

Link to action plan:

Action plan file upload:

`Browse...`
Has the ADA Transition Plan been updated?

- Yes
- No

If yes, what year?

Does the ADA Transition Plan address curb ramps and sidewalks?

- Yes
- No

Explain:

Addressed curb ramps but needs updating

Does the ADA Transition Plan address street crossings and signals?

- Yes
- No

Explain:

Not to current standards

Who is responsible for the implementation of the ADA Transition Plan?

ADA coordinator

Is your transition plan being implemented?

- Yes
- No

Explain:

In the public ROW, work to repair and update facilities is accomplished each year. Areas identified by users are prioritized.

How is the ADA Transition Plan work funded?

Normally through sidewalk maintenance funding in the city's budget process.

There are state roads in most communities. Has your state DOT adopted an ADA Transition Plan?

- Yes
- No
Is the state DOT transition plan being implemented?

- Yes  
- No

Explain:

Curb ramps are being built in reconstruction projects. DOT District office has responded to at least one request from a blind pedestrian for an accessible pedestrian signal on a DOT roadway in the Asheville area which required the addition of pedestrian signals and retiming of the intersection.

**Question 3**

Has your community adopted a Complete Streets policy or ordinance?

- Yes

If yes, please provide a link or attachment of the document.

Link to document:
http://www.ashevillenc.gov/Portals/0/city

Document upload:

Who is responsible for the implementation of the Complete Streets Ordinance?

Transportation Department

How is Complete Streets work funded? (i.e., is it routinely funded as part of the project, funded with other set-aside funds, etc.?)

Projects are now being designed through the lens of complete streets, making sure that if we touch a street, we make it better. Separate, larger, complete streets projects are under consideration in the current capital budget.

What challenges and barriers does your community face in implementing the Complete Streets policy?

Topography and narrow ROW. Many roads have a hill on one side and a creek (or river!) on the other side and very limited ROW. Cost and difficulty of sidewalks can quickly escalate when walls or railings are a necessary part of the project.

Identify three recent examples of how your Complete Streets policy was implemented (particularly at roadway widening projects):

Project 1:

Montford and Haywood Street signal: Retrofit of an existing T-intersection (with driveway at 4th leg) to add accessible pedestrian signals.
Project 2:

Hospital Drive: Not a widening but a new connection built by the regional hospital as part of other campus expansion. The facility includes pedestrian facilities and bicycle lanes. This project was developed with input from the Bicycle and Pedestrian Task Force and a lot of discussion of the sidewalk and bicycle connections and accommodations.

Project 3:

Clingman Avenue Streetscape: This street through a redeveloping neighborhood makes the main connection from West Asheville to downtown for pedestrian and bicycle travelers, is on a popular transit route, and moves many cars and some trucks daily. It was redesigned to include sidewalks and bike lanes, transit shelters, parking, and still respect the context of an urban neighborhood. Because of narrow ROW and a steep hill there were compromises necessary in the process. Sidewalks are provided on both sides of the street. Climbing lanes are provided for bicyclists on one side; bikes traveling downhill share the lane.

Question 4

Please briefly describe how public input is used in the municipality's planning process. Mention the role that citizen participation, advisory board review, and/or the municipality's pedestrian/bicycle advisory council play in the process. How do you assure that individuals with disabilities are included in the public input process?

Public input is vital to planning in Asheville, and we have a community that wants to be involved. Typically, public involvement is an ongoing process during planning, not just a one-meeting opportunity. Normally, representative stakeholders are a part of plan steering committee, all stakeholders are sought out in the input process, and various methods of engaging the public are used, including meetings to having a booth at community events, social media, and surveys.

The city also has a neighborhood coordinator who attends neighborhood association meetings and events, and acts as a conduit between neighborhoods and city staff. She never hesitates to involve staff in events if that is what the neighbors want.

Provide any relevant links or attachments that indicate the formal and informal public participation and advocacy efforts in your community (i.e., a link to the pedestrian and bicycle advisory board website, if it exists, or documented guidelines for public participation in the planning process).

Website link:
http://www.abptaskforce.org/

Please briefly describe the role that citizen participation, advisory board review, and/or the municipality's pedestrian/bicycle advisory council play in the process of reviewing ongoing projects and development.

The city has several active groups to connect residents and the city: the Neighborhood
Advisory Commission and newly formed Multi-modal Transportation Commission are formal city bodies, and the area Bicycle and Pedestrian Task Force is an independent group that works closely with the city (including on this application). The Multi-modal commission is newly formed, and is a reflection of the city’s commitment to planning, building and operating our facilities in a way that considers and benefits people of all ages and abilities across all modes of travel. The Multi-modal commission is made up of representatives of the city’s greenway and transit commissions, planning and zoning commission, neighborhood commission, and others, along with equal representation from the Bicycle and Pedestrian Task Force.

Please briefly describe how you assure that specific populations (like individuals with disabilities or low incomes) are included in the public input process.

Individuals with disabilities are included in the active membership of the Bicycle and Pedestrian Task Force, and are sought out when we have questions and when we review newly-built projects to see what we did well and what we could do differently next time.

Please briefly describe how your community works with coalitions, advocates, and other departments and agencies to ensure that pedestrians are considered in all projects and documents.

We are happy to work with any partners to ensure that the pedestrian environment is constantly improving. These partners include the Bicycle and Pedestrian Task Force and it’s members, the Mayor’s Committee for People with Disabilities, individual advocates, and our state DOT. We are also fortunate to have willing disability issue experts in the community who selflessly give their time to review projects before and after construction. As an example, Janet Barlow has reviewed APS installation designs before installation on several occasions, and has helped familiarize us with the installed equipment and settings.

Participation file upload:  

Question 5

Does the city have a policy requiring sidewalks on both sides of arterial streets?

- Yes   - No

On both sides of collector streets?

- Yes   - No

Sidewalk policy link:


Sidewalk funding and installation: (if applicable, please provide a link or attachment of the
Does the city require sidewalks to be constructed or upgraded with all (or the vast majority of) new private development?

- Yes
- No

Explain:

The City of Asheville requires sidewalks to be installed along existing or new roadways when property is developed or redeveloped as defined in the UDO (Chapter 7, Article 11).

Sidewalks Requirements on New Streets

Sidewalks on Both Sides of a New Street.

Sidewalks are required to be installed on both sides of a new street under any of the following conditions:
- The new street’s width from face of curb to face of curb exceeds 30 feet.
- The new street’s projected average daily traffic exceeds 1,000 vehicles per day.
- The street is within one-half mile, measured along the centerline of public right-of-way, of a school, public park, library, community center, transit route, or any other pedestrian generation point as identified by the City Traffic Engineer.
- Either sides of the street are zoned Central Business District, Urban Place District, Neighborhood Corridor District, Urban Village District, Urban Residential District, or their successors.

Sidewalks on One Side of a New Street.

Sidewalks are required to be installed on at least one side of all new streets. When a sidewalk is only required on one side of the street, grading for a future sidewalk on the other side of the street is preferred. Utility poles shall not be located in the sidewalk or future sidewalk location on new streets.

Question 6

Has your community established a connectivity policy, pedestrian-friendly block length standards and connectivity standards for new developments, or convenient pedestrian access requirements?

- Yes

If yes, please provide a link or attachment of the policy or ordinance.

Link to document:

http://library.municode.com/HTML/12499/level3/PTIICOOR_CH7DE_ARTVIIIGEUSDI.html#TOPTITLE

Document upload:
If applicable, please provide information on the coverage area of this policy (e.g. downtown, certain districts, entire city):

Block length is limited in urban village districts

If applicable, please describe an example of a project that restored or improved the street grid.

**Question 7**

Do you have a trails plan?

- Yes
- No

How many miles of trails (paved/hard surface/natural) currently exist in your community?

5.85

How many miles of trails are included in your current planning documents?

23.54

Please describe destinations (schools, shopping, offices, etc.) that are accessible by trail in your community:

UNC-Asheville, Weaver Park, Carrier Park, French Broad River Park, West Asheville neighborhood,

Please provide a link or attachment of relevant plan, if available.

Link to document:

http://www.ashevillenc.gov/Portals/0/city

Trail plan document upload: Browse...

Is it routine policy to build trails and paths with all new and major re-developments?

- Yes
- No

Is it required through zoning regulations?

- Yes
- No

Are incentives provided to encourage trail construction?

- Yes
- No
If so please provide a link or attachment of the policy or ordinance.

Link to trail incentive:

Incentive file upload:

Browse...

**Question 8**

Is your community served by public transportation?

☑ Yes

If yes, please list the agencies and whether they are city, regional, or both.

City of Asheville Transit [http://www.ashevillenc.gov/Departments/Transit.aspx](http://www.ashevillenc.gov/Departments/Transit.aspx) is the city transit service with partnerships with other services in the region:

Mountain Mobility of Buncombe County - Paratransit services are provided to all qualifying individuals and are served by Asheville Transit's contract with Mountain Mobility of Buncombe County.

Trailblazer Routes - Mountain Mobility of Buncombe County operates three Trailblazer Routes, North Buncombe Trailblazer, Black Mountain Trailblazer and Enka-Candler Trailblazer, linking to surrounding areas and available to all Asheville Transit passengers.

Apple Country Transit is operated by Henderson County and provides four routes serving Henderson County and the City of Hendersonville. The Apple Country Transit’s “Blue Route” links with Asheville Transit.

Please provide the following performance indicators and details to indicate how well your community is served by public transportation.

Percent of population living within a quarter mile of a bus stop or 1/2 mile of a rail station:

68

**Hours of operation for transit service:**

- **Weekday:** 5:30 a.m. - 10:30 p.m.
- **Saturday:** 5:30 a.m. - 10:30 p.m.
- **Sunday:** none

Average off-peak headway on bus routes: 60

Average peak period bus headway: 45
A Google map trip planning link is included on the transit system web page. Real-time arrival system is being contracted now and will be implemented in 2013.

When a transit stop is within the project area of a sidewalk improvement, the transit stop is built to meet ADA compliance. We seek additional funding to improve transit-stops that serve disabled persons, are a safety concern and/or serve high number of riders, and where right of way exists or can be obtained. Bring these stops into ADA compliance is our minimum standard.

In our efforts to provide good service, we have met with disabled individuals and advocacy organizations to review our transit station. We review safety and accessibility complaints submitted by the public and our drivers to improve problematic transit stops.

Boarding/alighting data is collected via automated passenger counters which are on 9 of our 23 buses. This data is reviewed as on measurement to be considered when prioritizing transit stop improvements.

Bus stop locations can be found on all route maps and system maps, and on Google Maps transit option. For riders already on board, our vehicle enunciation system, which is provided on all buses, verbally and visually indicates major transit stops.

**Question 9**

Which of the following approaches does your community use when planning for parking? Please provide a link or attachment of relevant ordinance or policy and describe when and where these strategies are used. (check all that apply)

- Maximum parking standards or absence of minimum parking standard

Link to standard:

http://library.municode.com/HTML/12499/level3/PTIICOOR_CH7DE_ARTXIDEDEST.html#PTIICOOR_CH7DE_ARTXIDEDEST_S7
Our standards contain a minimum and maximum when parking is required.

- Parking location requirements (i.e., parking below, beside, or behind a building; allowing on-street parking to meet minimum parking requirements)

Link to location requirements:
http://library.municode.com/HTML/12499/level3/PTIICOOR_CH7DE_ARTXIDEDEST.html#PTIICOOR_CH7DE_ARTXIDEDEST_S7

- Surface lot size and design requirements, including pedestrian and vehicle separation, locating lots to the side or behind businesses, alternative use of parking lot, landscaping, etc.

Link to size/design requirements:
http://library.municode.com/HTML/12499/level3/PTIICOOR_CH7DE_ARTXIDEDEST.html#PTIICOOR_CH7DE_ARTXIDEDEST_S7

- Shared parking allowances

  Definition: Shared parking lots can reduce the total number of parking spaces needed in a particular area by coordinating peak parking demand times between different buildings and different uses. For instance, an office building might be able to share a parking lot with a restaurant that operates only in the evenings, as the former would use the lot during the day and the latter would use it at night.
Shared parking is allowed for up to 100% of required parking for two or more uses provided it can be shown to work.

Metered parking in the downtown area; also three city lots which charge for parking while not parking cash-out. The City of Asheville provides all of its employees with free transit service accessed by showing their employee badge when boarding.

Priced public parking

Metered parking in the downtown area; also three city lots which charge for parking.

Parking cashout incentives

Definition: Parking cashout is a financial incentive in which employees who do not drive and park at work receive a subsidy that approximates the cost employers bear to provide free parking to employees.

While not parking cash-out, the City of Asheville provides all of its employees with free transit service accessed by showing their employee badge when boarding.

Remote parking and/or park and ride
Within 500’ walking distance

Description of remote parking (including when and where these are used):

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<th>Other (please describe)</th>
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**Question 10**

Approximately what percentage of development in the last five years has been infill?
90

How many LEED-ND projects have been developed (or are pre-qualified) in your community (just LEED for Neighborhood Development not all LEED designations)?
No projects to--

What measures does your community use to encourage dense, mixed-use development? (check all that apply)

- Secondary or accessory dwelling units are permitted
  
  *Definition: These units are self-contained apartments on an owner occupied single-family lots.*

Link to measure:

File upload:

Description of measure (including where it is permitted):

| Allowed in all residential zones for lots that are conforming to size standards for that specific zoning district and for structures in these zone that conform to setback requirements. |
| Definition: These units are self-contained apartments on an owner occupied single-family lots.  Yes?NoYes in Uses by right subject to special requirements
c  UDO Section 7-16(c)(1)
c |
(1) Accessory apartments.

a. Use districts: All residential except Urban Residential.

b. Accessory apartments shall be located only on lots containing one single-family detached structure and conforming accessory structures.

c. Only one accessory apartment shall be permitted per single-family detached dwelling.

d. Accessory apartments shall not be considered as additional dwelling units for the purpose of determining minimum lot size or maximum density.

e. The gross floor area of the accessory apartment shall not exceed 500 square feet or contain no more than one-fourth of the gross floor area of the principal single-family dwelling, whichever is greater. In no case shall the size of the accessory apartment exceed 50 percent of the gross floor area of the principal dwelling unit on the property (for example, establishment of a 500 square foot accessory apartment would require the principal dwelling unit to be at least 1,000 square feet in size).

Retail/commercial uses are required on the ground floor of residential buildings in mixed use corridors or districts

Link to measure:

File upload:

Description of measure (including where it is permitted):

Mixed-use development is encouraged in many districts but commercial uses are NOT a requirement for any structure meaning there is not a prescription for the mix of uses. The one exception is the Neighborhood Corridor District but its application has been limited to Broadway north of the downtown area.

Density bonuses to developers are provided for providing amenities that enhance walkability and livability

Definition: Density bonuses are used by local governments to allow a developer to build at a higher density than zoning permits in exchange for providing affordable residences or walk-friendly amenities.

Link to measure:
We have a density bonus program for sustainability and affordability. Site amenities are some of the criteria that is considered as well as proximity to employment areas and a short distance to a high frequency transit line.

Ordinance Number 3908 ‘Development incentives for projects meeting key strategic goals’

Uses by right subject to special requirements UDO section 7-16-(c) (69)
Sustainable development projects.


b. Purpose. This section is intended to meet key strategic goals by providing incentives for the construction of high quality, sustainably based development projects that are reasonably compatible with the natural and built environments of the city. It is not the intent of this section to provide an alternative for other, small-scale infill development processes, such as the process for allowing duplexes, triplexes and quadraplexes in single-family zoning districts.

c. General. All sustainable development projects shall meet the following minimum standards. Additionally, all sustainable development projects shall meet the standards established elsewhere in the Unified Development Ordinance except as otherwise afforded through appendix 7-G and subsection f. below.

1. A minimum of five residential units must be provided.

2. All property owners in residential districts receiving density bonuses shall execute a good neighbor agreement. A sample of such an agreement can be provided by the planning and development department or may be submitted by the owner for review and approval by the planning director. This agreement shall be posted in clear view of all residents and shall be provided separately to each resident.

3. All sustainable development projects offering affordable housing shall provide a declaration of deed restrictions ensuring that rents or sale prices shall remain affordable for a period of no less than 15 years, increasing by no more than four percent per annum, or the annual increase in the Consumer Price Index, whichever is lower, excepting rental housing constructed with other public funding that includes a separate long-term affordability requirements that is equal to or more rigorous.

4. Sustainable development projects receiving density bonuses are not eligible for other use by right, subject to special requirements uses.

5. All units shall be within one-eighth-mile of a high frequency transit corridor or other corridors as identified on the "Sustainable Development Project Eligibility Map" on file with the planning and development department.

6. Seventy-five percent of the project area, including all grading activity, must be located within a one-eighth-mile of the designated applicability area identified on the sustainable development project eligibility map.

7. All units shall be Energy Star Certified.

d. Off-street parking. Off-street parking shall be provided per subsection 7-11-2(c) with the additional following requirements.

1. All Off-street parking located in residential districts shall comply with the following:
   a) When located in a sidewalk priority area or along a major thoroughfare or connector street as described in the City of Asheville Pedestrian Plan, all parking shall be located to the side or rear of the principal structure(s) and shall not be located closer to the street than...
the leading edge of said structure(s).

b) Parking in excess of two spaces located in front of the principal structure may be approved by the planning and development director provided the area will be screened to be 80 percent opaque year round from adjacent single-family zoning, and:

- The topography of the site makes it difficult to access the side or rear of the property; or
- The majority of the properties on both sides of the street on the block on which the proposed use is to be constructed have parking areas located in front of the principal structures.

c) All off-street parking areas of five or more spaces shall be screened with vegetation from adjacent single-family zoned lots. The vegetative screening shall consist of the planting required for a Type A buffer or its equivalent as determined through the alternative landscape compliance process. Other designated buffers would not be required between structures or open lawn areas.

d) Landscaping shall be provided as required per subsection 7-11-3(d)(4).

e. Architectural and design requirements.

1. For all large multi-family and mixed use structure(s) containing more than four units, the following standards apply:

a) The structure shall be oriented towards the primary access street in a manner similar to the residential structures on both sides of the street on the block on which it is to be constructed.

b) The front yard depth for the proposed structure shall be not less than the average front yard depth for the residential structures on the same side of the street on the block on which the new construction is proposed. A modification of ten percent or two feet, whichever is greater, may be considered in cases of physical hardship or practical difficulty.

c) For commercially zoned areas, buildings shall meet the definition of pedestrian oriented design as defined in article 2 of this chapter.

d) On corner lots, buildings shall be located at the corner where the exposed corner-side resembles the front of the building. See subsection 7-8-23(f)(2) for building templates.

e) Facades facing primary access streets (primary facades) should include well-defined entrances facing the street. Buildings placed at the corner may include a corner entrance.

f) Windows shall be placed evenly across the primary facade and make up a minimum of 20 percent of the wall surface for an exclusively residential structure and, 20 percent of the wall surface above the ground story for a mixed use structure, to complement pedestrian activity.

g) The first floor of all mixed use structures shall be designed in a way that a minimum of 50 percent of the length of the first floor primary facade incorporates pedestrian scale windows, doors and other openings to complement pedestrian activity.

h) All storefront windows shall be transparent or lightly tinted and shall not appear false or applied.

i) Sidewalk or greenways shall provide connections from the new construction to the existing community on all frontages where the subject property abuts a public right-of-way. In situations where a parcel does not directly abut a public right-of-way, a sidewalk or greenway connection shall be provided along private easements or rights-of-way. Projects with 50 units or more, shall provide a minimum of two pedestrian/bike access points.

j) For projects with a frontage length greater than 400 feet, a network of internal streets and sidewalks shall be required unless otherwise approved by the planning director where exceptions may be considered in cases of practical difficulty and/or conflicting goals.

f. Development incentives.

1. Additional density may be applied to the base density allowed by right under the existing zoning per appendix 7-G. Review levels will be determined by base densities not including
units added as a result of the application of this section. Regardless of the base density, any project between 50—69 units total shall be required a Level II review as set forth in subsection 7-5-9(b); projects with 70 or more units shall be required a Level III review as set forth in subsection 7-5-9(a).

2. Minimum lot size, lot width, and setback requirements for single-family structures in a new single-family subdivision may be reduced by 30 percent when one or more of the following criteria is met:
   - Dedicated community open space is provided at a minimum rate of 500 square feet per unit. Community open space areas must be maintained for the benefit of the entire community and must be accessible by all units in the community either directly or by a sidewalk or trail system.
   - The subdivision is within 300 feet of a public park where a connection is provided by sidewalk or greenway.

3. Off-street parking requirements may be reduced by 25 percent if:
   - 60 percent or more of the units are affordable (as defined by the City of Asheville) and if the city's traffic engineer and planning director determine that adequate on-street parking is available within a 100-foot radius to off-set the balance of spaces needed, or
   - 60 percent or more of the units are one-bedroom or efficiency apartments.

4. Height maximums may be extended an additional 10 feet if 100 percent of the units are affordable or if Silver, or higher, LEED certification is achieved.

5. Lot sizes, widths, and setbacks may be reduced by 30 percent if no density bonuses are being sought and the project meets Bronze (or higher) LEED certification or NC Healthy Built Homes certification.

Form-based or design-based codes are used

Definition: These codes are an alternative to conventional zoning that can be used to ensure a walk friendly environment by regulating the form, scale and massing of buildings rather than the use. They are typically presented with both diagrams and words.

Link to measure:
UDO 7-8-18, 23, 24, 26

File upload:
Browse...

Description of measure (including where it is permitted):

For some areas. These might best be described as ‘smart codes’: Central Business District, Urban Village, Urban Place and Neighborhood Corridor; define building mass and placement; relationship to parking fields, etc. These are typically mixed-use districts with higher residential densities, with requirements for building fenestration and placement of the building behind the sidewalk area. In some districts sidewalk width is specified. In the downtown Central Business District there is an adopted ‘Key Pedestrian Streets’ map and properties located along one of these streets has additional requirements that enhance the pedestrian experience. Parking lots are allowed but only to the side or rear of the main structure.
What other incentives are provided for infill developments? (please describe):

We have generous allowances for development thresholds which limits public meeting
requirements for medium-scaled projects as an incentive for infill and redevelopment.
Please describe the planning efforts in your community to preserve and strengthen your
urban structure. Examples could include downtown or historic area revitalization efforts or
infill and intensification efforts in centers, nodes, districts, and along corridors.

Please describe the planning efforts in your community to preserve and strengthen your urban structure. Examples could include revitalization efforts of your downtown and other historic areas or infill and intensification efforts in centers, nodes, districts, and along corridors.

Question 11
In the following fields, please select and briefly describe any urban design features or pedestrian amenities that your community uses or requires to create a comfortable and attractive walking environment.

- Lighting:

- Trees and plantings:
  Yes, trees are required for all new developments; parking lot landscaping is also required for new parking lots

- Street furniture:
  This program is managed by the City in pedestrian oriented areas. Developers of all sizes are required to provide bicycle parking racks.
Community identifiers (e.g. gateways, banners, public art):

Yes, allowed and encouraged with a banner policy. A public art board makes recommendations on public art.

☑ Other features and amenities (e.g. facade design requirements, public restrooms, pavement design):

We have fenestration requirements in pedestrian oriented areas and in the previously mentioned mixed-use districts.

Please provide a link or attachment of the ordinance or policy that addresses these features.

Link:

File Upload:

Browse...

Question 12
Please briefly describe any other planning policies related to promoting or enhancing walking in your community.

Asheville City Council has developed a strategic operating plan for 2012-2013 that include the goal of Multi-modal transportation with eight objectives:
1. Construct and maintain ped and bike infrastructure;
2. Seek partners to invest in greenways and sidewalk infrastructure;
3. Use CIP program for funding these improvements;
4. Find leverage partners for needed infrastructure;
5. Partner with NC DOT on a Complete Streets solution for Merrimon Avenue, one of Asheville’s corridors;
6. City Council to adopt a ‘Complete Streets Policy’;
7. Seek parking options in downtown which may include a trolley;
8. Strengthen local transit services to include nights and weekends

The Asheville 2025 Plan emphasizes infill and higher density projects with better design and incorporating urban patterns of development as a sustainable development model for the City. This plan has been in place for about ten years and has been used to illustrate a goal for future development in the City. Connectivity and walkability and expanded transit services are mentioned as a way to provide more choices in our neighborhoods and enhancing livability of the City. Since then several development districts have been created to with these goals in mind and include the Central Business District, Urban Village district, Urban Place district and the Neighborhood Corridor District.
Education & Encouragement

Education and encouragement are primary components in creating a successful walk friendly community. This section seeks information about the programs, policies and strategies your community uses to inform, inspire, motivate or reward walkers and other users of the public right of way. It also asks the question “Do your efforts result in a safe walking environment?” Effective pedestrian safety education begins at an early age, is age-specific, and continues through the years across all modes (i.e., motorists educated about pedestrian safety contribute to a safer, more pleasant walking environment for pedestrians; this environment enables and encourages more people to walk).

Encouragement programs can be fun and inclusive in seeking to establish good habits or change unhealthy or unsafe habits. The education and encouragement strategies listed below are common to many walkable communities. If your community uses other strategies to educate the public and encourage walking, please describe them as well.

Question 1
Please describe any Safe Routes to School (SRTS) programming being implemented in your community in the space provided below.
Check any of the following activities that are part of your SRTS programs and include information about the nature, scope, and results of these activities (as well as any others not listed below) in your description.

Walk to School Day/Week
Definition: Walk to School Day is an international event that takes place annually in October. Schools from all over the country plan special activities to encourage students to walk to school. This special event can be a great way to start a Safe Routes to School program.

Description:
Asheville and Buncombe County Schools (2 separate school systems) have participated in October’s Walk to School Day/Week in the past. However, over time coordinating large scale events in early Fall has become a challenge. Last year 2 local schools participated in the May Bike to School event and this year we are holding a Walk/Bike to School event. This works well in our community given that during what is National Bike Month, we host a weeklong Strive Not to Drive event that promotes walking and transit use along with cycling. Six schools and over 200 students participated in this year’s event during the week of May 12-18. The Strive Not to Drive organizing committee has embraced the inclusion of schools in the event and plans to include SRTS into the foreseeable future.

Walking Wednesdays or other walking events
Definition: Some schools and communities promote walking to school by having regular Walking Wednesday events in which parents, teachers, and students may meet up near the school campus and walk to school together.

Description:
Walking Wednesdays are held at one local elementary school from October-May. A regular Walking Wednesday is being planned for another elementary school next year.

Walkability audits or SRTS maps
Definition: By auditing and assessing walking routes and creating maps indicating the safest routes to school, communities can help educate students and families about the best routes to take.
Asheville has two individuals who are facilitators for the National Safe Routes to School Course and the workshop has been offered at five elementary schools. Three additional workshops are planned for Spring or Fall 2013. A walking audit is conducted as part of the workshop.

Emma Elementary School is a recipient of SRTS funding and has recently completed installation of a long anticipated sidewalk. Approximately 80% of students live close enough to walk to school but the roadway was narrow and curvy with significant traffic. The sidewalk ribbon was cut in November 2012 and a walking school bus program has been established.

Woodfin Elementary is just completing a SRTS sidewalk installation and will be holding its first Walking School Bus during our May Walk and Bike to School event. The neighborhood YMCA has been a key partner in their SRTS planning process and have committed to lead a walking school bus for at least a year while the school develops its own infrastructure for a parent/school led program.

Two of the five elementary schools in the Asheville City Schools district have safety patrol programs. To assist with helping students on school grounds manage parking lot issues for students arriving via car, bus and on foot. Seven Buncombe County School District elementary schools are located within the city limits. Of these, 5 have safety patrols.

We are in the process of introducing use of the National Center for Safe Routes to School organization’s tool that uses a 2-day point in time classroom survey of how students arrive at school. Two schools piloted use of the tool prior to this spring’s Walk/Bike event. We have also included it as a key measure in Buncombe County’s sustainability plan and a sample of schools will be surveyed every year in the future.

Please estimate the number of schools in your communities that participate
in the following:

Ongoing SRTS program: 4

Special walk to school events only: 4

No walk to school or SRTS activities: 9, plus 1 that is

Total number of elementary and middle schools in your community: 18

Please provide the following information for the Safe Routes to School contact person in your community:

Contact Person and Title:

Terri March, BNS, MPH
Community Health Specialist, Healthy Living

Contact Person Department:

Buncombe County Health and Human Services

How many hours are spent per year in this capacity?

120

Please describe your most recent Safe Routes to School grants:

The Safe Routes to School initiative that was the most recent to receive funding is Woodfin Elementary School. The school held a SRTS workshop in Spring 2011, engaging parents, administrators, community leaders, transportation, law enforcement, school nursing and others. A change in principals as well as funding and construction challenges have delayed the project. The sidewalk installation was completed in the last few months and the school held their first Walking School Bus during our May Walk and Bike to School event. The neighborhood YMCA, a key partner in their SRTS planning process is working with the school to develop a regular walking school bus program.

Question 2

Please describe any education and training programs related to pedestrian education, safety, or design for staff in your municipality. Please include in this description the nature, frequency, scope, number of attendees, and results of these programs.

Engineering:

Program: Pedestrian Safety: A Focus on Older Adults. Created by: UNC Highway Safety Research Center and NHTSA, Delivered on December 9th, 2010
2 engineering staff

A walking workshop, particularly considering issues for pedestrians with disabilities was held at the ITE conference in Asheville in June 2011.

Complete Streets Workshop held June 4, 2013. This was a comprehensive workshop provided by Smart Growth America/Complete Streets focused on the technical aspects of implementing an effective complete streets policy.
<table>
<thead>
<tr>
<th>Planning:</th>
</tr>
</thead>
</table>
| Program: Pedestrian Safety: A Focus on Older Adults. Created by: UNC Highway Safety Research Center and NHTSA, Delivered on December 9th, 2010  
2 planning staff |
| Complete Streets Workshop held June 4, 2013. This was a comprehensive workshop provided by Smart Growth America/Complete Streets focused on the technical aspects of implementing an effective complete streets policy.  
2 planning staff attended |

<table>
<thead>
<tr>
<th>Law enforcement:</th>
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<tbody>
<tr>
<td>No specific educational programs have been held for law enforcement staff. However, in the past year, 2-6 representatives of the Asheville Police Department have attended the monthly Bicycle and Pedestrian Task Force meetings. While informal, this has proven to be a very valuable forum for educating law enforcement about planning, engineering, education and enforcement needed to improve pedestrian safety. APD is currently conducting monthly pedestrian decoy operations (stings) at dangerous intersections throughout the city.</td>
</tr>
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<table>
<thead>
<tr>
<th>School staff:</th>
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</thead>
<tbody>
<tr>
<td>Safe Routes to School Presentation to school administrators held in November 2012 focused on the benefits of SRTS and the 5E’s of a comprehensive SRTS program.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Public officials:</th>
</tr>
</thead>
</table>
| Program: Pedestrian Safety: A Focus on Older Adults. Created by: UNC Highway Safety Research Center and NHTSA, Delivered on December 9th, 2010  
1 public official attended. |
| Complete Streets Program held June 3, 2013. This was a 2-hour introduction to Complete Streets provided by Smart Growth America/Complete Streets with funding from MPO, City of Asheville and Buncombe County Health Department.  
3 local official participated; approximately 50 people attended |

<table>
<thead>
<tr>
<th>Other:</th>
</tr>
</thead>
</table>
| Program: Pedestrian Safety: A Focus on Older Adults was held for  
We delivered the program one more time in Buncombe County in 2010 at (what was known as) the NC Center for Creative Retirement. I don’t have the dates. We also delivered this training in the other counties in the region. I do not still have any results from the intervention.  
Complete Streets Workshop held June 4, 2013. This was a comprehensive workshop provided by Smart Growth America/Complete Streets focused on the technical aspects of implementing an effective complete streets policy.  
3 community design professionals, 2 public health professionals |

**Question 3**
Please check and briefly describe any education or encouragement campaigns that are implemented in your...
community regarding the following topics. Include information about the target audience, techniques used (e.g.,
posters, workshops, etc.), frequency, scope, and results of the programs. Please mention what measures your
community has taken to make sure that education and encouragement campaigns are inclusive of all populations.
Also mention your community partnerships (such as Public Health & Planning partnerships) that collaborate on
these efforts. Provide any relevant links and attachments to help illustrate these descriptions, if available.

Public service announcements

Public health campaigns related to walking

Link to relevant material:
https://sites.google.com/site/strivenottoc

Description:

Several programs focus on public health and walking. Healthy Buncombe's Downtown on the Move program was awarded the "Sparkle Award" by the North Carolina Public Health Association as a model health education program at this year's annual meeting in September. The program has provided an innovative approach, bringing a wide variety of partners together to 1) help small businesses identify and plan low- or no-cost wellness programs, 2) unite small businesses to offer programs that they could not provide alone, and 3) increase community infrastructure to promote wellness via well-marked downtown walking trails and access to resources such as on-line toolbox for employers.

During the second week in May, Asheville focuses on multimodal transportation, with Strive Not To Drive. The focus is on health, air quality, environmental concerns, and bike and pedestrian infrastructure. We connect with all cycling and environmental groups for participation, along with our major local employers, schools and government. More information is below in question about walk to work events.

Walk to work events

Link to relevant material:
https://sites.google.com/site/strivenottoc

Description:

The annual Strive Not to Drive Campaign includes a Worksite Challenge where we encourage employees of participating organizations to walk, bike, use transit or carpool to work. X% of this year's participants reported walking as a transportation mode.

In 2012, during Strive Not to Drive, 333 individuals submitted an online pledge to drive less and use alternative forms of transportation, 31 companies participated in the Workplace Challenge and 138 senior citizens were involved through the Senior Activity Centers. This was an increase of 116% from the 218 participants in 2011.

Other (please describe):

Link to relevant material:
In 2009/2010 the Area Agency on Aging of the Land of Sky Regional Council held a workshop on Pedestrian Safety for Older Adults. The workshop was based on the UNC Highway Safety Research Center for National Highway Traffic Administration’s Pedestrian Safety Workshop: A Focus on Older Adults. Attendees included planners, elected officials, service providers, health educators and older adults.

**Question 4**
Please check and briefly describe any walking tours, guides, or maps that are available (on-line or printed) in your community. If available, please provide a link, attachment, or pictures of wayfinding devices and/or plans, maps, or brochures for these walking tours.

Walking maps (e.g., neighborhood maps, school route maps, city-wide maps, trails and greenways, etc.)

Link to relevant material:
http://gis.buncombecounty.org/HealthyLiving

Description:

The Buncombe County Health Department has developed a “healthy living map” which shows sidewalks, trails, and other features.

The Asheville Urban Trail, a walking tour of downtown Asheville, highlights the unique architecture, people, and historic events of the city. “The Walking Guide to Asheville and Buncombe County” highlights 17 walks with detailed info through scenic and historic neighborhoods and walks for aerobic pacing.

There are three signed ESMM (Eat Smart, Move More) routes in downtown Asheville and regular walking groups through the YMCA and other downtown facilities.

The City of Asheville is in the formative stages of developing a comprehensive greenway system that meets the needs and desires of the community. Greenways consistently rank high on the publics list of civic infrastructure priorities and the PRCA Department has been working diligently since the 1980’s to advance the communities greenway goals. The Greenways Master Plan was completed in 2009.

Completed Greenways
French Broad River Greenway, Western Segment
The Western Segment consists of a 10’ wide paved trail that extends from the FBR Park (at the confluence of the French Broad and Swannanoa River) to Hominy Creek Park (at the confluence of the French Broad River and Hominy Creek) for a total of 2.8 miles. The trail includes a short on-road section as well as a section that is incorporated into a private RV park. The French Broad River Greenway system is Asheville’s major north-south alternative transportation corridor and overlaps with a portion of the Wilma Dykeman RiverWay Plan, a major urban waterfront redevelopment project.

Glenn’s Creek Greenway, Western Segment
The Western Segment consists of a 10’ wide paved trail that extends from W.T. Weaver Park to the Botanical Gardens of UNC-Asheville for a total of 1.0 miles. The trail connects the Norwood, Montford and UNC-A neighborhoods. The Western Segment makes up a vast majority of the Glenn’s Creek corridor.

Reed Creek Greenway, Phase I
Phase I, consists of a 10’ wide paved trail that extends from Catawba to Cauble Street for a total of 0.23 miles. Reed Creek Greenway is Asheville’s highest profile greenway because of its close proximity to downtown. Once complete, the 1.0 mile corridor will connect the Botanical Gardens, UNC-A, and the Montford neighborhood to downtown Asheville.

Swannanoa River Greenway, “Rivverbend” Segment
The “Riverbend” Segment consists of a 10’ wide paved trail that runs in front of the Wal-Mart shopping center. It was constructed as part of a development agreement with the Wal-Mart developer and will eventually connect into the Swannanoa River Greenway system, Asheville’s major east-west alternative transportation corridor and part of the Dykeman Riverway Plan.

Town Branch Greenway, Phase I
Phase I begins at Choctaw Park, 500 feet west from the intersection with McDowell Street, travels west along Town Branch Creek and ends near the intersection of South French Broad Avenue and Choctaw Street, a few hundred feet from the new Livingston Street Recreation Center. Phase I takes the form of wide sidewalks and bike lanes and totals 0.2 miles. The Town Branch corridor will eventually connect the new Livingston Recreation Center to McDowell Street.

Greenways Under Development

Reed Creek Greenway, Phase II
Phase II will consist of a 10’ wide paved trail that will extend from Cauble to Magnolia Street for a total of 0.30 miles. This segment will include a bridge crossing, bio-retention features, trees, and an emergency call box. Construction is slated for spring, 2011 and will take approximately six months to complete.

Clingman Forest Greenway
The Clingman Forest Greenway will begin at Aston Park at Hilliard Avenue and follows an existing sewer line and city right-of-way down to Clingman Avenue for a total of 0.5 miles. The greenway will be encompassed by an urban forest and will connect to parts of a perennial stream with beautiful rock outcrops. There are potential connections to Aston Park, Asheville Middle School, YWCA, future affordable housing complex at the corner of Hilliard and Clingman Avenue, Owens Bell Park and surrounding residential areas. The planning for clingman forest is being funded by a Tiger II grant from the U.S. Dept. of Transportation.

Town Branch, Phase II
Phase II will consist of a 10’ wide paved trail that will extend from Depot street, in the River Arts District, to the existing trail on Choctaw Street. The corridor will utilize park space behind new Livingston Street Recreation Center. The project will also include off-road and sidewalk connections between Choctaw Park and McDowell Street. The Planning for Town Branch Greenway Phase II is being funded by a Tiger II grant from the U.S. Dept. of Transportation.

Beaucatcher Mountain Greenway
The Beuacatcher Mountain Greenway will begin at Memorial Stadium, travel north along the west slope of Beaucatcher Mountain to College Street. The corridor will end at the old Beaucatcher reservoir for a total of 1.25 miles. This wooded corridor will have commanding views of downtown Asheville and connects Beaucatcher Park and White Fawn Reservoir. The greenway will be a paved asphalt trail with brief on-road segments in the form of bike lanes and/or sidewalks. This corridor will connect Beaucatcher Park and White Fawn Reservoir to the old Beaucatcher Reservoir near the intersection of College Street and Windswept Drive. There are potential connections to Memorial Stadium/Mountainside Park, McCormick Field and the Asheland Avenue greenway corridor.

Wayfinding and route signs for pedestrians

Link to relevant material:

Description:
Wayfinding and route signs for pedestrians - New Wayfinding signs installed in Asheville in 2010. While designed to meet needs of all users, pedestrian scale was important in their design.
**Question 5**
Please briefly describe any ciclovia/Sunday Parkways/open streets or similar events in your community. Include information about the target audience, nature, frequency, scope, and results of these events. Provide any relevant links and attachments, if available.

NA

**Question 6**
Please briefly describe any other education or encouragement programs affecting walking in your community.

http://www.healthybuncombe.org/healthycommunity/index.htm
Asheville Amblers - walking group
Engineering

Designing, engineering, operating, and maintaining quality roadways and pedestrian facilities is a critical element in producing a Walk Friendly Community. Designers and engineers have a diverse array of design elements and ever-developing technologies at their disposal that provide a safer, inviting, and more accessible street for pedestrians. These benefits aren't limited to pedestrians. By accommodating pedestrians in all roadway designs, roads become safer for all users. Therefore, it should be essential that pedestrian engineering and design tools are used throughout your community, including sidewalk accommodations and standards, crossings and intersections, traffic calming, trail design, and newer, innovative treatments.

Question 1
Which of the following standards, if any, are included in your municipality's sidewalk design specifications? Please provide a link or attachment of the municipality's sidewalk design standard specifications.

- Sidewalks at least 5' wide in residential areas, 10' – 30' in commercial zones
- Required buffer zone between sidewalk and street
- Level and continuous sidewalks at driveways so that driveways do not look like roadways

Sidewalk design link:
http://www.ashevillenc.gov/Departments

Sidewalk design file upload:

---

Question 2
Estimate the percent of arterial and non-arterial streets that have sidewalks on both sides of the road, one side of the road, or have paved shoulders (minimum of 4 ft) in your community.

<table>
<thead>
<tr>
<th>Sidewalks on both sides</th>
<th>Arterials: 10</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalks on both sides</td>
<td>Non-Arterials: 5</td>
</tr>
<tr>
<td>Sidewalks on one side</td>
<td>Arterials: 40</td>
</tr>
<tr>
<td>Sidewalks on one side</td>
<td>Non-Arterials: 20</td>
</tr>
<tr>
<td>Paved shoulders ≥ 4’</td>
<td>Arterials: 0</td>
</tr>
<tr>
<td>Paved shoulders ≥ 4’</td>
<td>Non-Arterials: 0</td>
</tr>
</tbody>
</table>

Please enter the following information about your road network:
What is the mileage of your total road network?
247

How many miles of sidewalks are in your pedestrian master plan?
108 needed
How many miles of new sidewalk did you construct last year?
1.8

How many miles of new sidewalk did you construct in the last three years?
6.6

How many miles of new sidewalk do you plan to construct in the next three years?
10

**Question 3**

Describe the following inventories and update processes for your community.

**Sidewalk inventory:**

City maintained GIS inventory, updated as developers and city build sidewalks. Though it is apparent in the mapping, we are still working on a good method of separating streets with sidewalks on both sides. Asheville participates in an open data initiative, so GIS data is available at http://opendatacatalog.ashevillenc.gov/

**Curb ramp inventory:**

Public work manages the curb ramp inventory in GIS.

Please describe your community's sidewalk retrofit policy to fill gaps, repair sidewalks, and provide new sidewalks as needed.

New construction is based on adopted Pedestrian Plan. Each missing segment identified in the Pedestrian Plan as a "needed linkage" is evaluated annually against plan criteria: zoning classification, proximity to community destinations (schools, libraries, community centers, city parks), proximity to transit stops, missing segments or identified safety concerns (ADT is used as a measure of safety), and whether it is a major thoroughfare or connector listed in the plan? The top scoring projects are then evaluated based on ability to connect to the existing sidewalk network, and whether there is existing sidewalk on one side of the street. The final projects are assessed for construction feasibility and cost, and then the available funds are allocated to top ranking projects. Repair/rebuilding are maintenance activities and are managed by the city’s public works department using need-based criteria.

What is the annual line item for sidewalk maintenance in your community's budget?
$250,000 in FY 13/14, rising to $466,667

Estimate the percent of intersections that have ADA accessible ramps on all four corners.
80% if sidewalk

Estimate the percent of sidewalks that need to be repaired or replaced.
30

Does your community have a program to install curb ramps?
Yes

How many ramps are installed per year?
60 new; 90 rep
1. On line complaint form via "AshevilleApp" which is available on city website (on line services) or via a mobile phone app.

2. Easy to remember email addresses are also widely distributed as locations to report needs and concerns: iwalk@ashevillenc.gov (pedestrian issues) or iride@ashevillenc.gov (transit issues).

How many ramp installations are planned for next year? 90-120

Does your community have a program to repair and replace broken sidewalks?

☑️

How many locations (or linear feet) were fixed last year? 100 locations

How many repairs are planned for next year? 150 locations

Is there a method for residents to report missing or broken sidewalks and curb ramps?

☑️

Please explain the report process (e.g., on-line complaint form):

1. On line complaint form via "AshevilleApp" which is available on city website (on line services) or via a mobile phone app.
2. Easy to remember email addresses are also widely distributed as locations to report needs and concerns: iwalk@ashevillenc.gov (pedestrian issues) or iride@ashevillenc.gov (transit issues).

Question 4

Please indicate the number of bridges or overpasses in your community and how many of those provide for pedestrians through shoulders, sidewalks, or multiuse paths.

Number of Bridges (excluding freeways): 113

Number of Bridges with pedestrian provisions on at least one side: 75

Number of Pedestrian overpasses (or bridges): 4

Number of Pedestrian underpasses: 0

Identify the last three bridges built (or major reconstruction) in your community, and do the bridges provide pedestrian provisions on at least one side?

Bridge Number 1

Wild Cherry Road - yes

Bridge Number 2

East Oakview Road - yes

Bridge Number 3

Biltmore Ave over Swannanoa River - yes

Identify bridges currently under design. Do the bridges provide pedestrian provisions on at least one side?

NC 191 Brevard Road over I-26 is being designed and built by NCDOT. A public meeting was held on May 16 and concerns were raised by attendees about pedestrian provisions on the bridge and safe crossings of the ramps; NCDOT
states that they are including pedestrian facilities in the plans.

**Question 5**

**Does your community maintain a pedestrian signalling system?**

Yes

Please briefly describe initiatives your community has taken to ensure or improve pedestrian access, safety and convenience at signalized intersections. Provide a link or attachment of the relevant policy or ordinance, if available.

Description:

We have adopted a complete streets policy and have some signal projects to add pedestrian signals to existing roads and have been partnering with NCDOT to install pedestrian signals in a collaborative manner (the city installs ramps and DOT installs signals). We have a continuing initiative to connect bus stops to crossings/corners.

Link to policy or ordinance:

Upload policy or ordinance:

Do you provide pedestrian recall (pedestrians receiving a walk signal during every phase without using a push button) in high pedestrian corridors?

Yes

If yes, when and where?

Downtown Asheville

Please describe any passive pedestrian detection (e.g. video, microwave) in your community.

None

Approximately what percentage of intersections have accessible pedestrians signals with audible walk indications?

1

Approximately what percentage of intersections have pushbutton-integrated accessible pedestrians signals with audible and vibrotactile indications?

1

What is the average walk speed used to determine signal timing?

3.5

Do you use right-turn-on-red restrictions? If yes, when and where?

Yes in areas with heavy pedestrian traffic or geometric issues, primarily downtown.
Do you use Leading Pedestrian Intervals? If yes, when and where?

Yes, at some downtown intersections

What is your maximum cycle length in your downtown?

100 seconds

What is your maximum cycle length in your community?

180 seconds (estimated on NC DOT roads)

What speed is traffic progress for in downtown?

coordinated system - 20 mph

What is the longest pedestrian crossing that you have?

On NC DOT arterials - approximately 7 lanes

What is the policy on displaying Walk signals (e.g. > 12 seconds or 25% of cycle length)?

7 seconds at most intersections

What percentage of intersections have countdown signals?

90

Question 6

Please briefly describe initiatives your community has taken to ensure or improve pedestrian access, safety and convenience at crosswalks. In your description please address the following questions. Provide a link or attachment of the relevant policy or ordinance, if available.

Description:

For city pedestrian signals, all new installations include accessible pedestrian countdown signals. We're retrofitting curb ramps and maintaining crosswalk markings throughout the city.

Link to policy or ordinance:

Upload policy or ordinance:  

How are marked crosswalk locations selected?

Where there are pedestrian generators or high pedestrian volume, difficult or unexpected crossings, where requested if in compliance with MUTCD and current best practices/research.

What is your standard crosswalk marking type (e.g., parallel lines, ladder style, high visibility, etc.)?
parallel lines at corners, high visibility at

Please describe your crosswalk inventory and update process:

No inventory

Are crosswalk markings regularly maintained?

☐ Yes  ☐ No

Describe:

as needed basis

Are in-road stop/yield signs used?

How are these locations selected?

Based on pedestrian volume and ADT

Are advance stop/yield lines placed at multilane uncontrolled marked crosswalks in order to reduce multiple threat crashes?

☐ Yes  ☐ No

Describe:

Are there other pedestrian safety practices being used at crosswalks?

Curb extensions and medians at some locations; enforcement activities (pedestrian decoy)

Are pedestrian hybrid beacons and rectangular rapid flash beacons used? Please describe when and where (e.g. in close proximity to schools, bus stops, trail crossings, etc.):

Not at this time.

**Question 7**

**Does your community design and build its own roadways?**

☑️

What geometric features are being used to ensure or improve pedestrian access, safety and convenience? In your description please address the following questions. Provide a link or attachment of the relevant policy or ordinance, if available.

Are median crossing/refuge islands used? Is there a standard or typical roadway that these are used on? How many have been installed in the last three years (on new roadways or retrofits)? Are any more planned?
Draft specifications have been updated to require refuge islands on streets wider than two lanes, unless exception granted by city traffic engineer.

Do you routinely install curb extensions? How many have been installed in the last three years? Are any more planned?

What is the standard curb radius (10',15',20',25',30',35') for local, collector, and arterial streets?

What other geometric design features are implemented for pedestrian safety?

Has your community taken initiatives to increase safety for people crossing the street at bus stops that are not located at signalized intersections?

Please describe your community’s use of multi-modal level of service in the 2010 Highway Capacity Manual. Please include information on standards, goals, and the hierarchy of pedestrian/transit/bicycle/vehicular LOS used to
We look at it when designing intersections and also look at quality of service. There is not a policy requirement for a certain minimum level of service, needs of all modes are considered under the complete streets policy.

Question 8
Please briefly describe your community's traffic calming practices and/or policies and cite any relevant examples. Traffic calming practices may include road diets, lane diets (reduction in lane width) or streets with a pedestrian focus. Provide any relevant links or attachments, if available.

Description of practices:
Citizens can request traffic calming under the traffic calming policy. Assessments, including speed studies, are done, and a list with preliminary scores is maintained for consideration as funding is available.

Link to calming practices document:
http://www.ashevillenc.gov/portals/0/city

Please describe any recent road diets:
Haywood Road and College Street were converted from four lanes to three; bike lanes and medians were added on College Street.

Please describe your traffic calming methods including typical treatments and site selection and prioritization:
Refer to traffic calming policy

What is the maximum speed limit at traffic signals in your community?
45 mph

Do you have school zones and reduced speed limits? Please describe:
Yes, working to standardize school zones

What is the posted speed of the majority of the arterial roads in your community?
35 to 45 mph

Question 9
Please briefly describe any other engineering projects or policies affecting walking in your community.

Complete Streets policy
Enforcement

In many communities, enforcement is often neglected as a technique for making communities safer for walking. Communities that have created comfortable walking environments through engineering improvements or urban design features may still have safety concerns if traffic laws are not properly understood or adequately enforced. Enforcement activities work best when implemented in conjunction with education and awareness activities. Therefore, well-implemented enforcement campaigns will include public education campaigns, law enforcement officer training, and strategic law enforcement and ticketing strategies. A successful enforcement program will usually require the involvement of community members, law enforcement officials, city council members, and the media.

Question 1
Does your community have a traffic safety division/unit within the Police Department?

- Yes
- No

Does your community have police patrols on foot or bike? If so, please describe (include the number of officers that are bike patrol certified).

Officers patrol on foot regularly in the central business district. The city has an "augment budget" set aside for extra officers especially on weekends to patrol downtown on foot/bicycles/electric GEM cars. While over 100 officers are bicycle certified, primarily the officers assigned to the Downtown Task Force (10 officers and 2 sergeants) ride bicycles regularly. Officers do patrol on bicycles in other parts of the city (examples: Haywood Rd, Biltmore Village) but they are more effective in the central business district.

Please estimate the number of patrol officers and amount of time that is devoted to responsibilities concerning pedestrian laws and safety:

All sworn officers at the Asheville Police Department enforce various laws, including pedestrian right-of-way laws. However, the Traffic Safety Unit as well as the Downtown Task Force mainly have the manpower and means to specialize in this type of enforcement.

Over the past several months, the Traffic Safety Unit has conducted pedestrian decoy special operations, usually averaging around 15 man-hours a month and sometimes resulting in 20+ charges. In addition to the special operations, time is focused around areas where pedestrian right-of-way violations are numerous. The Traffic Safety Unit is made up of 5 officers and 1 sergeant.

The Downtown Task Force focuses on crime in the central business district where many pedestrians walk. This is also a one that is hard to put a number on because they do enforcement everyday. This team is made up of 10 officers and two sergeants.

Question 2
Does your community use targeted enforcement programs to ensure the safety and security of pedestrians in crosswalks and on city streets, trails, and walkways? Indicate which of these elements, if any, are part of the enforcement program.

- Yes
- No

Indicate which of these elements, if any, are part of the enforcement program.

Targeted pedestrian crossing operations (e.g., use of plain-clothed "decoy pedestrian" officers to enforce motorist yielding laws):

Definition: From walkinginfo.org: These are well-prepared and coordinated operations designed to warn motorists that the yield-to-pedestrian laws will be enforced at target locations. Officers prepare a site by establishing the safe stopping distance to a crosswalk, with a...
The pedestrian decoy operation is a component of the Pedestrian Crash Reduction project. The operation focused on locations with the highest number of motor vehicle collisions with pedestrians. The operations take place monthly.

The pedestrian/motor vehicle laws that are the primary focus are:
- Pedestrian yielding right-of-way to vehicles when not in crosswalks.
- Motorists yielding right-of-way to pedestrians in crosswalks.
- Motorists yielding right-of-way to pedestrians while turning right on red.

The decoy officer will be dressed in a high-visibility civilian clothing and would step out into the street only when the vehicle is no closer than the safe distance determined to be for a motorist to observe and react to a pedestrian crossing.

Traffic Safety Unit records a Public Service Announcement at least every quarter.

Please describe the extent and frequency of the operation (include how sites are selected):

| The pedestrian decoy operation is a component of the Pedestrian Crash Reduction project. The operation focused on locations with the highest number of motor vehicle collisions with pedestrians. The operations take place monthly. |
| The pedestrian/motor vehicle laws that are the primary focus are: |
| Pedestrian yielding right-of-way to vehicles when not in crosswalks. |
| Motorists yielding right-of-way to pedestrians in crosswalks. |
| Motorists yielding right-of-way to pedestrians while turning right on red. |
| The decoy officer will be dressed in a high-visibility civilian clothing and would step out into the street only when the vehicle is no closer than the safe distance determined to be for a motorist to observe and react to a pedestrian crossing. |

Medi campaigns regarding enforcement

Please media activities and frequency:

Traffic Safety Unit records a Public Service Announcement at least every quarter.

Speed feedback signs

Please describe the frequency of use (include how sites are selected):

| Frequency—weekly (weather permitting) |
| Sites are selected based on identified crash reduction areas (those with highest crash counts) and complaints of traffic violations from community. |

DUI checkpoint operations

Please describe the extent and frequency of operations (include how sites are selected):

City police operate DUI checkpoints at least 2 times per year. The focus on sites with high frequency of DUI collisions.

Targeted speed enforcement

Please describe the extent and frequency of operations (include how sites are selected):

Undertaken daily. Areas targeted are those in crash reductions areas (have the highest crash counts) and complaint of violations from community.

Progressive ticketing

**Definition:** From walkinginfo.org: Progressive ticketing is a method for introducing ticketing through a three-staged process: educating, warning, and ticketing.
Please list the number of citations given for the following infractions:

**Failure to yield to pedestrians:**

- na

**Parking on sidewalks or too close to intersections or crosswalk:**

- na

Does your community use photo enforcement technology that targets speeding and/or red light running?

**Question 4**

Please briefly describe your community's policies and practices regarding the use of adult crossing guards at elementary and middle schools. Include any information about the criteria for placement of adult crossing guards, training programs, crossing procedures, crossing guard signs and equipment, and law enforcement strategies at crossing guard locations.

In the Asheville Police Department Policy Manual, the responsibilities of school crossing guards are specified. The criteria for the selection of crossing guards includes: the ability to communicate clearly with the children being supervised at the crossing; pass a background check and a fingerprint check.

Uniforms and equipment include a blaze safety vest and a rain coat each with reflective stripping, and a STOP sign paddle.

Crossing guards will be assigned to a location where there is high traffic volume and a concern for children safely crossing the street as they walk or bike to and from school.

Locations will be reviewed yearly and documented in the Adult School Crossing Guard report submitted by the School Resource Sergeant

Provide a link or attachment of any relevant policies, if available.

Link:
**Question 5**

Do police work regularly with traffic engineers and planners to review sites in need of safety improvement for motorists and pedestrians?

☑ Yes

Describe:

When APD identifies sites that are in crash reduction areas and/or have had serious collisions, info is shared with City's Traffic Engineers who will consider investigating ways the sites might be re-engineered for safety improvement. When traffic engineers do a speed survey and find that speed is routinely excessive, they consult with APD about an enforcement plan, a plan that might include speed notification devices, use of radar.

Does your community use crash and/or fatality data to identify problem areas and potential solutions?

☑ Yes  ☐ No

Describe:

Six-month Crash Reduction Areas
Each District Commander identifies locations with highest # of crashes from an analysis of traffic accidents within his/her district. The Commander, in conjunction with the traffic enforcement officer, develops an enforcement plan. Officers may use any one or a combination of the following techniques as part of selective traffic enforcement:

a. speed enforcement through the use of radar and Vascar speed detection equipment;
b. DWI enforcement through random patrol, check points, and enforcement at accident scenes;
c. seat belt enforcement through random patrol, check points, and enforcement at accident sites;
d. public education on traffic safety issues.

At the end of six months, an evaluation takes place to determine if the change in the # of crashes.

Does your community use a Data-Driven Approach to Crime and Traffic Safety (DDACTS) to understand the overlap between hi-crime and traffic safety concerns?

☐ Yes  ☐ No

If so, describe any DDACTS training you have undertaken and/or the process you use to prioritize traffic safety in relation to other police interests:

**Question 6**

Please describe any other ways that your community's police department addresses the pedestrian concerns in your community.

Note regarding question 3: Unable to obtain the data due to computer systems that do not communicate with one another. Software systems used are RMS-Records Management System and E-citation. Our computer software systems (RMS-...
Records Management System, and E-citation) do not communicate with one another. These are the database systems we use to pull information from wrecks, citations, arrests, reports, etc. There is software available to where the two systems can link up but it is very pricey and the city has not expressed interest in purchasing it. RMS currently only tracks hand written citations. E-citation tracks computer generated citations that are printed from patrol cars. The vast majority of tickets written now are using E-citation and unfortunately, there is no time efficient way of getting a number from E-citation as to how many citations have been issued regarding pedestrian right-of-way laws. It would require an administrator to look through every ticket issued to filter out the pedestrian right-of-way citations."
Evaluation

By incorporating planning, education, encouragement, engineering, and enforcement countermeasures, a community can have a direct impact on pedestrian safety and walkability. Evaluation of the pedestrian environment and behavior plays a crucial role in problem identification and countermeasure selection. In order to truly understand local pedestrian needs and safety issues, a community should utilize effective evaluation strategies.

Question 1
Does your community have an ongoing pedestrian counting and/or survey program that allows for long-term trend analysis of walking trips?

Yes

Please describe (including first year of program, frequency, number of sites, etc.):

Our annual two-hour count has about 15 count locations that are repeated. The counts are annual and began in 2009. A large number of sites were counted in 2010 and proved to be too difficult to manage. No counts were taken in 2011, but the program was retooled in 2012, and should now be sustainable. And, though not frequent enough at this point to be a usable database, this year we have begun routinely including pedestrian counts when contracting for intersection traffic counts.

Question 2
Has your community used any of the following tools to evaluate major pedestrian areas (town centers, major activity areas, routes to school, etc.) in order to identify problem areas and potential solutions?

Walkability Checklists (please describe when and where):

In 2012, volunteers from Downtown Asheville Residential Neighbors (DARN), Keller Williams and the Asheville Downtown Association developed a Walkability Study for Downtown Asheville. Volunteers photographed and ranked problems with sidewalks in the downtown area. The study was presented to the Downtown Commission and the City of Asheville’s Transportation Department and the city is addressing many of the situations noted.

Pedestrian Intersection Safety Index (please describe when and where):

Pedestrian Level of Service (LOS) (please describe when and where):

Included in the Charlotte St corridor study, which is evaluating the potential for the street to be reconfigured from 4 lanes to 3.

Pedestrian Road Safety Audit Guidelines and Prompt Lists (please describe when and where):
The Pedestrian Road Safety Audit Guidelines and Prompt Lists were used in an audit of Haywood Road in West Asheville by a group composed of City staff, MPO staff and volunteers in 2011. A report was developed and can be accessed at http://west-asheville.com/wp-content/uploads/2011/05/HaywoodRd_Safety_Audit.pdf Work is ongoing to implement recommendations in the report; Haywood is a NCDOT managed roadway.

Health Impact Assessment (please describe when and where):

Included in Buncombe County Greenway planning.

Growth Scorecards (please describe when and where):

Growth-based or smartphone applications for resident feedback and input (please describe):

The city has recently implemented the Asheville app http://www.ashevillenc.gov/Departments/ITServices/OnlineServices/CitizenServiceRequests.aspx as a way for citizens to give feedback and make requests.

Other Evaluation Tools:

Please describe:

Question 3
Does your community routinely conduct pre/post evaluations of road projects and traffic calming with respect to pedestrian crashes, volumes and motor vehicle speeds?

☐ Yes  ☐ No

If yes, please explain when this is typically done and provide a recent example:

Pre-evaluations are done prior to design and installation of any traffic calming measures. Post-evaluation, including soliciting comment from residents, is done 6 months after traffic calming measures have been installed. Policy link: http://www.ashevillenc.gov/portals/0/city-documents/TransportationEngineering/Traffic_Engineering/TrafficCalmingPolicy.pdf

Question 4

Using Walk Score, please type in the address for your City Hall and provide the following information:

City Hall Walk Score:
City Hall Transit Score:
Not available, Walk

Top 10% Walk Score for your community:
(located at the bottom of the Walk Score web page)
Not available

Average Walk Score for your community:
(located at the bottom of the Walk Score web page)
50

Please provide the Overall Sprawl Score for your community's metropolitan region:
Asheville not in repc

**Question 5**

Please describe any other ways that your community evaluates pedestrian accommodation, walking rates, and pedestrian safety.

The Bicycle and Pedestrian Task Force began participating in the National Bicycle and Pedestrian Counts beginning in 2009 with counts at a minimum of 30 (and up to 50) key intersections in the City of Asheville.
Additional Questions

**Question 1**
What are the three primary reasons your city deserves to be designated as a Walk Friendly Community?

1. Asheville has a very walkable downtown area and many residential neighborhoods that are pleasant places in which to walk. Visitors to Asheville regularly comment on the compact and interesting downtown area with many interesting buildings, wide sidewalks and lots of destinations including restaurants, art galleries, and local shops. The Asheville Urban Trail, a walking tour of downtown Asheville, highlights the unique architecture, people, and historic events of the city. Pack Square Park renovation was completed in 2011 and regular events in that venue draw people downtown to experience walking in the area along College Street that was narrowed with pedestrian refuge islands, on street parking, a well-designed single lane roundabout and other traffic calming features. Other neighborhood business areas in Montford, West Asheville, and other areas also have sidewalks and shops and restaurants and lots of pedestrian activity.

2. Asheville, in cooperation with NC DOT has been installing sidewalks along arterials. Significant projects have resulted in sidewalks being present now along Tunnel Road (US 70) from downtown to exit 55 toward the east, and from downtown to Haywood Road on Patton Avenue traveling west. Projects are planned to add sidewalks along other arterials in the next couple of years. Pedestrian signals have also been installed at a number of intersections through cooperative agreements between the city and NCDOT.

3. The local city government has committed to implementing a formal Complete Streets policy that ensures a priority position for multi-modal transportation. Residents are asking for better pedestrian and bicycle facilities and pedestrian infrastructure was a major policy issue in the last local elections. Asheville’s Mayor and City Council have officially declared that Walk Friendly Community status is a goal. This fundamental shift in policy has begun to enable resource and financial investments to enhance and expand our local infrastructure.

**Question 2**
What are the three aspects of your community most in need of improvement in order to accommodate pedestrians?

1) Additional pedestrian facilities along arterials, such as Hendersonville Road, Leicester Highway, and others. There are many locations, particularly along arterials, with incomplete or inadequate sidewalks and limited or non-existent pedestrian crossing facilities. Progress has been made with the addition of sidewalks along sections of Patton Avenue and Tunnel Road in the past couple of years, but the arterials in Asheville are DOT roads and progress is slow. We have been coordinating with DOT on these issues and, as noted above, there has been progress.

2) We also need sidewalks along some of the narrower connector and local roadways and need to upgrade some older sidewalks to meet newer standards. New sidewalks can be difficult to add in Asheville due to issues of topography and limited right-of-way. One positive is that we are or have changed curb ramp specification and standards to make them more accessible with addition of the option of parallel ramps in areas with sidewalks at back of curb.

3) There are low rates of yielding to pedestrians, particularly outside the downtown area and at midblock crosswalks. We plan to continue working on education and enforcement to improve driver recognition of pedestrians and yielding to pedestrians at crosswalks. Improvements to some crosswalks may need to be considered as well.

**Question 3**
How can your community leverage its designation as a Walk Friendly Community to increase the number of people walking and make walking safer?
Being designated as a Walk Friendly Community will put the pressure on to make sure we are. The Tourism department will likely pick up on a Walk Friendly community recognition and use it in their promotions of Asheville. We have seen the designation as a Bicycle Friendly Community increase awareness and lead to more facilities, and planning for bicyclists. We expect to see some of same kinds of results from Walk Friendly status.

We also expect that Walk Friendly designation for Asheville may develop interest in some of our neighboring communities to consider applying to be a Walk Friendly community. Hopefully it will help them develop their policies and procedures and apply as well.

Completing the application has raised awareness among city staff, advocates, and others. This process has helped us recognize progress that has been made and areas in which we need to track our progress better, and that we need to do more to celebrate the progress that has been made. Sometimes it's a little too easy to look at the deficiencies, although, of course we need to keep on doing that in order to improve. We also hope that feedback from this application will help us improve facilities, and programs and build more support for walking in this community.