



Sidewalks in Buncombe

Presented by

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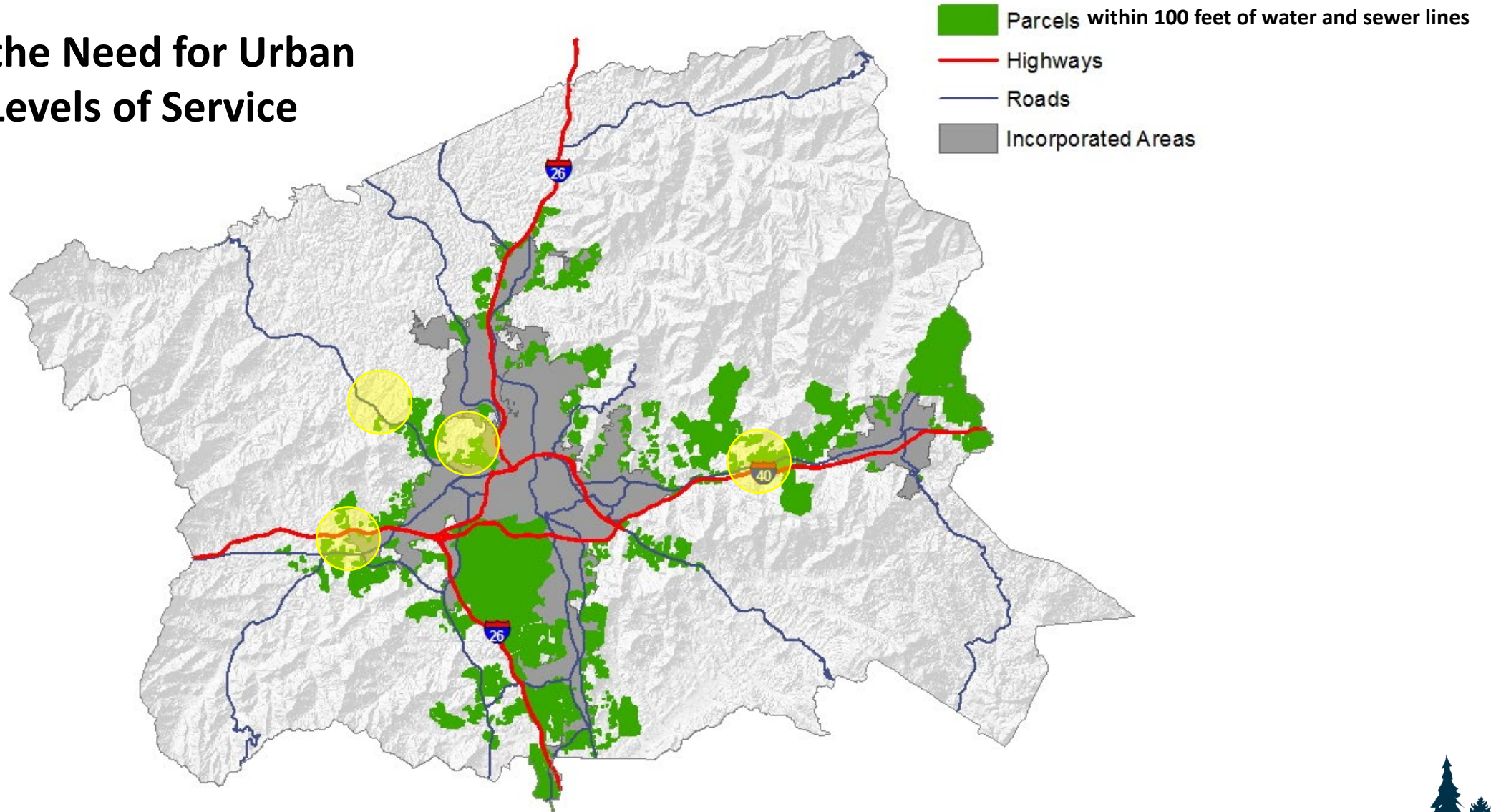


Moving Towards a Comprehensive Multi-Modal Policy

- ✓ Urban/Rural – ETJ, urbanized nodes
- ✓ Examples across the county:
Emma/N. Louisiana, Swannanoa/Easthaven, Sand Hill (Lake Drive to Sardis)
- ✓ Partnering when possible
- ✓ Maintenance
- ✓ SRTS/Complete Streets
- ✓ Comprehensive Planning (Now and in the Future)

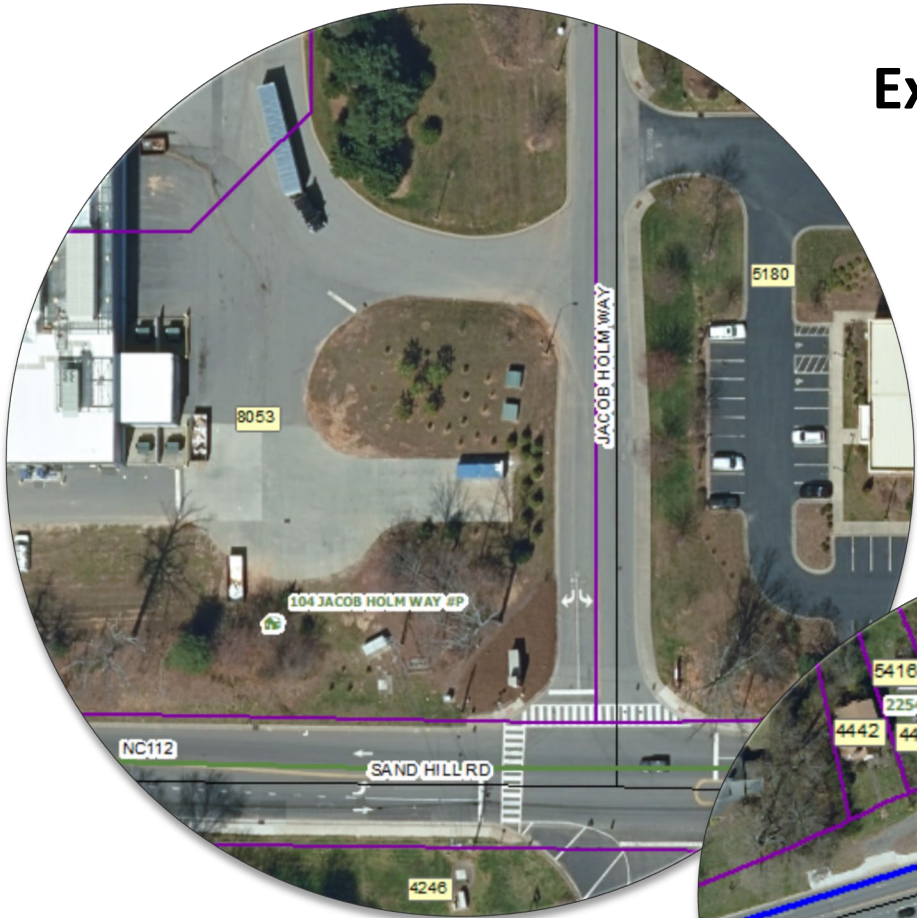


Balancing the Need for Urban and Rural Levels of Service

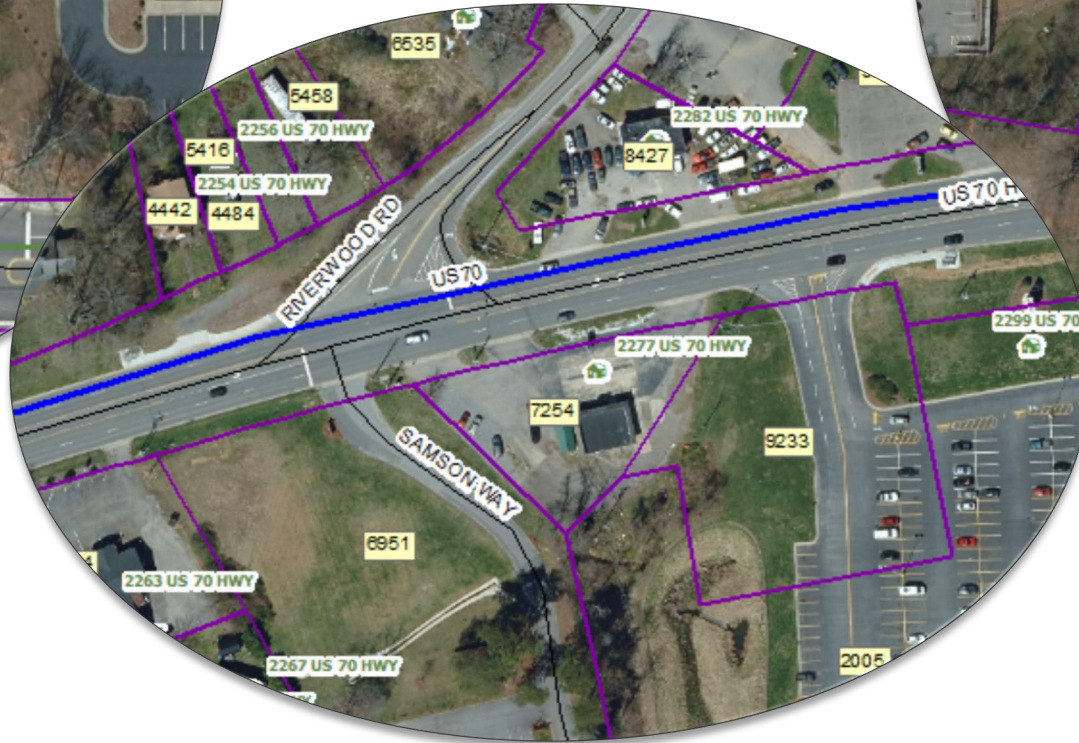


Examples Around the County

Emma – N. Louisiana

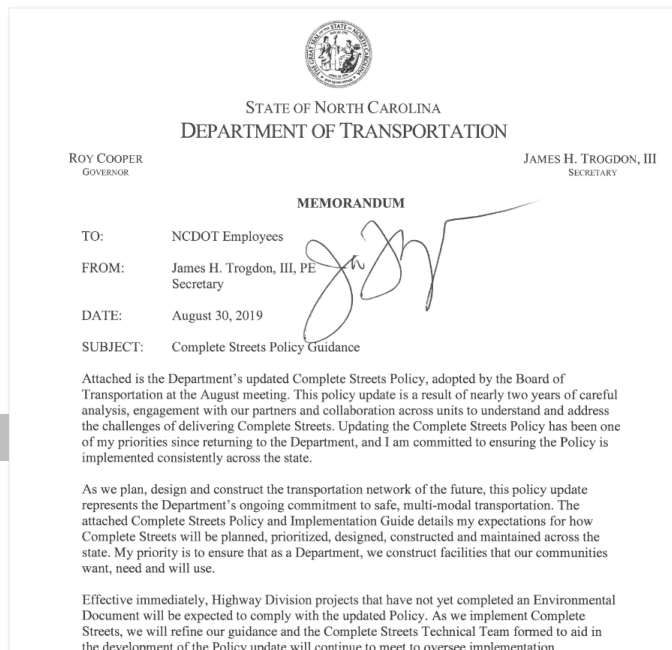


Candler – Sand Hill/Jacob Holm



Swannanoa – East Haven





As a partner in the development and realization of their visions, the Department desires to assist localities, through the facilitation of long-range planning, to optimize connectivity, network interdependence, context sensitive options, and multimodal alternatives.

NCDOT Complete Streets Policy – Frequently Asked Questions (FAQs)

Cost Share

Question: Will NCDOT fully fund and construct the specific type of facility that is recommended in a state, regional or locally adopted transportation plan?

- NCDOT will fully fund the indicated facility as part of a roadway project if it is specifically identified in an adopted plan (see Planning section above for details on adopted plans). In addition, in order for NCDOT to incorporate and fund a bicycle, pedestrian and/or public transportation facility in roadway and bridge projects, the facility recommendations identified in state, regional or locally adopted plans must be consistent with design guidance outlined in NCDOT's Roadway Design Manual and American Association of State Highway Transportation Officials (AASHTO) guides. Any portion of a requested/planned bicycle, pedestrian and/or public transportation improvement that exceeds NCDOT's authoritative references for street design will be viewed as a betterment.

The project development process may uncover certain environmental and other impacts that influence final project design. Final complete streets design will be guided by identified need, plan recommendation and prevailing design guidance.

Question: Will NCDOT fully fund and construct the specific type of facility that is recommended in a state, regional or locally adopted transportation plan?

Answer: NCDOT will fully fund the indicated facility as part of a roadway project if it is specifically identified in an adopted plan.



Partnership Opportunities

STATE OF NORTH CAROLINA COUNTY OF BUNCOMBE

INTERLOCAL AGREEMENT

INTERLOCAL AGREEMENT BETWEEN THE COUNTY OF BUNCOMBE AND CITY OF ASHEVILLE REGARDING THE CONSTRUCTION OF SIDEWALKS ON N LOUISIANA AVENUE

THIS AGREEMENT, made and entered into this 21st day of June, 2011, by and between the City of Asheville a municipal corporation organized and existing pursuant to the laws of the State of North Carolina (hereinafter called "City"), and the County of Buncombe, a body politic organized and existing pursuant to the laws of the State of North Carolina; (hereinafter called "County"):

WHEREAS, pursuant to N.C. Gen. Stat. § 153A-445 and N.C. Gen. Stat. § 160A-461, the City and County may enter into agreements in order to execute a governmental undertaking;

WHEREAS, the County desires to construct sidewalks to improve pedestrian traffic along North Louisiana Avenue; and

WHEREAS, the City has the technical knowledge and ability to design and construct said sidewalks; and

WHEREAS, the City is in receipt of full federal funding for the construction of a sidewalk and associated support structures extending from the City's jurisdiction into the jurisdiction of the County on North Louisiana Avenue from Emma Road to Mosswood Road, which is intended to serve the Emma Elementary School;

NOW, THEREFORE, in consideration of mutual covenants, terms and conditions contained herein accruing to the benefit of each of the respective parties hereto, the City and County agree as follows:

1. The City and County agree work together to construct a sidewalk along North Louisiana Avenue from Emma Road to Mosswood Road. This area is located in the County's territorial jurisdiction.
2. The City will Serve as lead agency; acquire and manage all funds needed for construction; obtain all permits and approvals; initiate the encroachment agreement with NCDOT; construct or cause to be constructed the sidewalk and associated infrastructure; and perform construction inspection.



STATE OF NORTH CAROLINA COUNTY OF BUNCOMBE

INTERLOCAL AGREEMENT

INTERLOCAL AGREEMENT BETWEEN THE COUNTY OF BUNCOMBE AND CITY OF ASHEVILLE REGARDING THE CONSTRUCTION OF SIDEWALKS ON NEW LEICESTER HIGHWAY

THIS AGREEMENT, made and entered into this _____ day of _____, 2020, by and between the City of Asheville, a municipal corporation organized and existing pursuant to the laws of the State of North Carolina (hereinafter called "City"), and the County of Buncombe, a body politic organized and existing pursuant to the laws of the State of North Carolina; (hereinafter called "County"):

WHEREAS, pursuant to N.C. Gen. Stat. § 153A-445 and N.C. Gen. Stat. § 160A-461, the City and County may enter into agreements in order to execute a governmental undertaking; and

WHEREAS, the City is in receipt of full federal funding for the construction of a sidewalk and associated support structures extending from the City's jurisdiction into the jurisdiction of the County on New Leicester Highway;

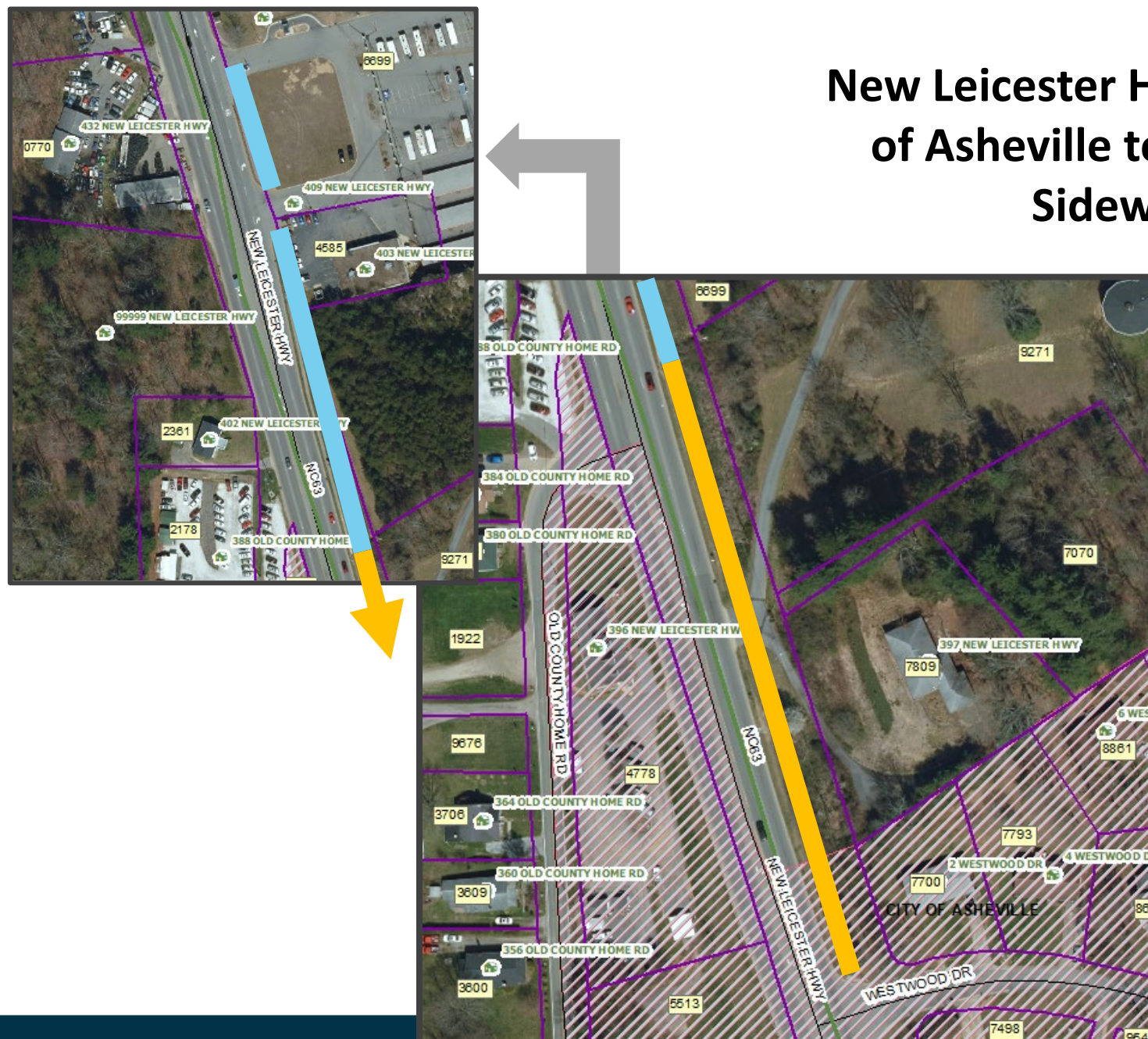
WHEREAS, the City and the County are the entities recognized by the North Carolina Department of Transportation ("NCDOT") as authorized to maintain sidewalks in the areas relevant to this Agreement; and

NOW, THEREFORE, in consideration of mutual covenants, terms, and conditions contained herein, accruing to the benefit of each of the respective parties hereto, the City and County agree as follows:

1. The City is partnering with NCDOT to fund the construction of sidewalks within the jurisdictions of the City and the County along New Leicester Highway and to provide the required matching funds for said sidewalks using federal funding as available. Said sidewalk is to be located along New Leicester Highway and Westwood Drive, are the same project known as U-5190, and hereinafter sometimes Project Sidewalk is located in the County's territorial zoning jurisdiction.
2. The County and the City shall execute all necessary easement agreements for the section of the Project Sidewalk within the City's territorial jurisdiction.



New Leicester Highway - City of Asheville to Construct Sidewalk



SIDEWALKS

- Existing
- Proposed



Comprehensive Plan – Future Policy Direction

Complete Streets



Issue: The NC Department of Transportation (NCDOT) adopted a "Complete Streets" policy in July 2009. The policy directs NCDOT to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. This policy facilitates the use of existing and new NCDOT road networks as multimodal facilities and insures a pattern of constant progress in recognizing the needs of multimodal users. At a County level, there is currently a lack of coordination between County approvals for development projects and potential Complete Streets improvements in the surrounding areas. Failure to examine projects within the context of Complete Streets developments may cause missed opportunities for multimodal connections between existing transportation projects and new developments.



Recommendation: Buncombe County review processes should begin to incorporate an assessment of a project's connectivity with existing multimodal networks and potential Complete Streets improvements. Such review should be integrated with existing administrative reviews and should function to make the applicant aware of potential changes to the surrounding transportation network as well as to allow the applicant the opportunity to maximize the multimodal options available at the development site. In projects which require administrative reviews beyond the staff level, the applicant should submit information pertaining to the development's interaction with Complete Streets to the appropriate board.

Key Points and Elements:

- This process is not to create binding requirements for Complete Streets connectivity or pedestrian infrastructure but is intended to facilitate better information flow that prevents disjunction between development and Complete Streets efforts.
- The Complete Streets process is still relatively new to NCDOT. The French Broad Metropolitan Planning Organization (MPO) is examining current projects as part of its Technical Coordinating Committee and Technical Advisory Committee. This process will allow staff to communicate future intent beyond most of our development cycles.
- The French Broad MPO is currently in the process of developing a regional Complete Streets policy which will allow for a more tailored process which accounts for topography and road conditions.



Interconnectivity



Issue: As areas of the County continue to develop in a more urban context, there can be a lack of connectivity between both commercial and residential development. Accounting for, or at a minimum addressing, interconnectivity between developments enhances future development potential and addresses traffic safety and congestion issues. After a subdivision or a development is completed, it is difficult to make appropriate acquisitions and changes to promote connectivity, the ability to travel between developments, making the review process the most advantageous time to make necessary recommendations for interconnectivity.



Recommendation: Buncombe County review processes should begin to incorporate an assessment of a project's interconnectivity potential including opportunities for coordination with other scheduled projects. Such review should be integrated with existing administrative reviews and should function to make the applicant aware of potential changes to the surrounding transportation network as well as to allow the applicant to understand where potential opportunities for interconnectivity between developments exist. In projects which require administrative reviews beyond the staff level, the applicant should submit information pertaining to the development's interaction with nearby land uses.

Key Points and Elements:

- Topography makes interconnectivity extremely difficult, especially with regard to residential subdivisions.
- A lack of interconnectivity or a lack of planning for interconnectivity creates difficulties in developing commercial projects along corridors due to an abundance of drive aprons.
- Interconnectivity can present other desirable solutions for shared parking and better opportunities for site reconfiguration or redevelopment.
- Interconnectivity can capitalize on multimodal opportunities and can make mixed-use development more feasible.
- This recommendation is best suited toward urban and urbanizing sections of the County.

