

CITY OF ASHEVILLE
Close the GAP

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City Council
October 25, 2022

Presentation Outline

- Key Takeaways
- What is the GAP?
- Public Input, Engagement and Outreach
- Recognizing the Need
- Planning for the GAP
  - Methodology
  - Scoring and Prioritization
- ADA Transition Plan
- Greenway Network Planning
  - Methodology
  - Typologies
- Action Plan
- Next Steps
- Dedication and Acknowledgements



Key Takeaways

- The GAP Plans include the Greenway Master Plan, the ADA Transition Plan, and the Pedestrian Master Plan.
- The 3 plans were developed together to ensure **consistency** and **coordination** of priorities and recommendations for a strong pedestrian network.
- Priorities are based on data that includes: **Equity + Destinations, Safety, Connectivity, and Public Input**.
- The Greenway Plan identifies greenway **"typologies"** for the City to use to make connections.
- The required ADA Transition Plan focuses on bringing **existing** facilities into compliance with ADA.
- The Pedestrian Plan focuses on the creation of **new** pedestrian facilities.

What is the GAP?

PEDESTRIAN NETWORK

GREENWAY NETWORK | **SIDEWALK NETWORK**







Greenway Plan

ADA Transition Plan

Pedestrian Plan

Strengthen Greenway Network with New Greenways

Improve Existing Sidewalks and Greenways

Fill Gaps with New Sidewalks

close the gap

Engagement and Outreach

Chapter 3 (page 53)

- 3 Stakeholder Groups
  - “Think Tank”
  - Citizen Action Committee
  - ADA Focus Group
- Online meetings and surveys
- Recordings posted on project page
- Neighborhood outreach
- Promotions
  - Project Page
  - Smart Posters, etc
  - Promotional Video “Why Does Close the GAP Matter”
  - Media



Recognizing the The Need: to create a greenway network



New Multi-use Paths



Neighborhood Greenways



Natural Surface Trails

Recognizing the Need: to make our ROW more accessible



Sidewalks too Narrow or Obstacles



Sidewalks in Poor Condition



No Curb Ramp Where Needed

Recognizing the Need: for sidewalks and more



Street Crossings



New Sidewalks



Access to Bus Stops



Curb Ramps

close the gap
greenway access pedestrian

Recognizing the Need:
to prioritize and make progress

10 Major Goal Areas

- Greenway Network
- ADA Transition
- Pedestrian Network
- Multimodal Vision
- Equity
- Development Strategies
- Policy
- Funding
- Safety
- Tools for Communication and Implementation



Methodology for the Pedestrian Network

Chapter 4

Corridor Scoring

(Includes Accessibility and Crossings)

1. Destination & Equity Score
2. Safety Score
3. Connectivity Score
4. Public Input

Management Identification

- NCDOT
- City of Asheville

Placed in one of the plans





close the gap

greenway access pedestrian

Existing Sidewalks

Goal:

Identify the corridors in the City with the greatest need for connections and maintenance.

Pedestrian and ADA Plans Outcomes:

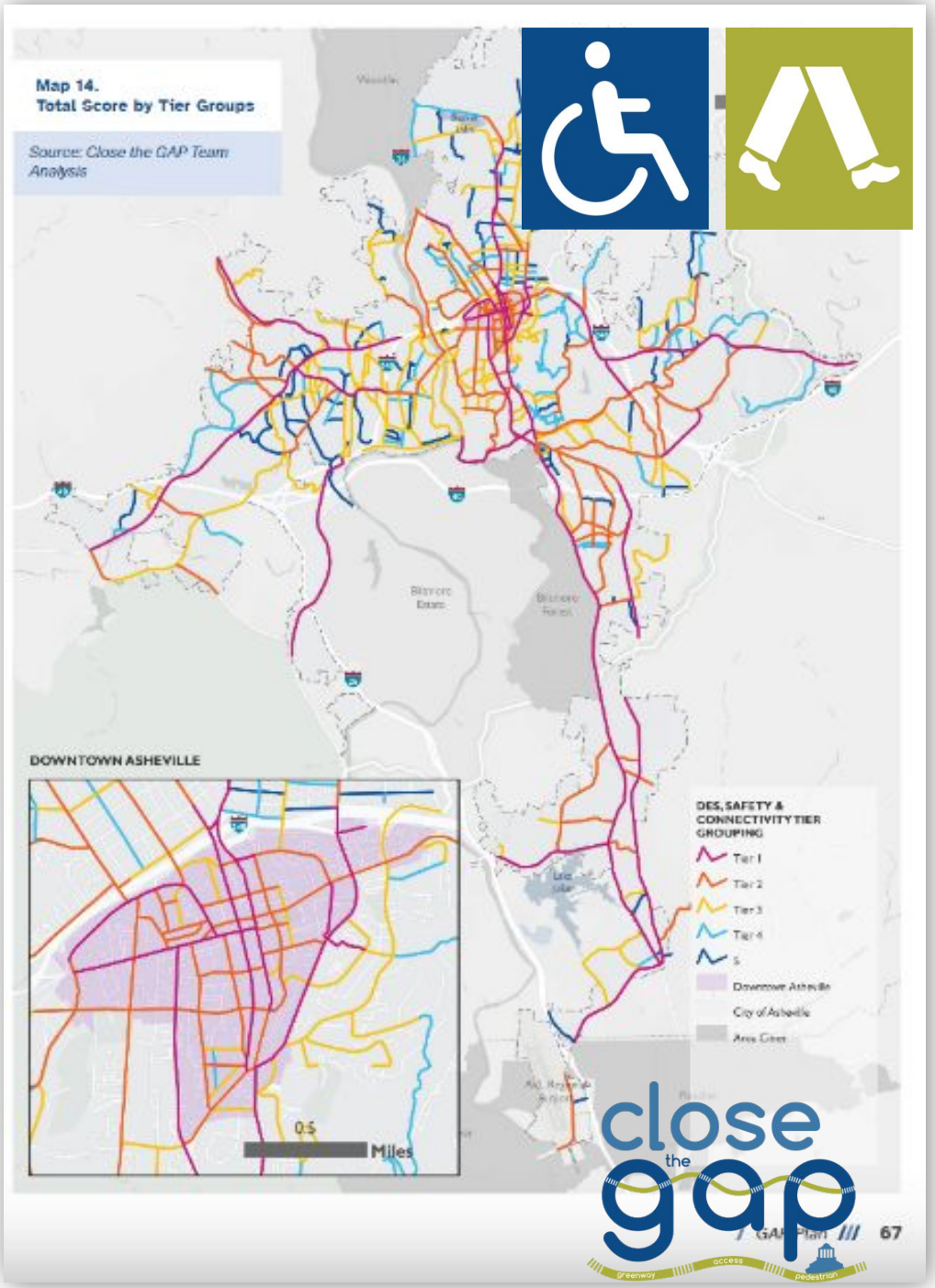
Chapter 4 (p. 97) Chapter 6 (p. 144) and Chapter 7 (p. 155)

- Tiered ranking of all streets
- The streets are prioritized by plan and agency.
- Prioritized lists will inform CIP and Maintenance & Operations budgets (flexible)

Figure 15. The Tiers of Projects as Defined by Combined Scores.

Combined Score: Connectivity, Safety, Destination & Equity

- Tier 1: 13-17 Points
- Tier 2: 10-12 Points
- Tier 3: 8-9 Points
- Tier 4: 7 Points
- Tier 5: 0-6 Points



ADA Transition Plan and the ADA Self Evaluation

Chapter 6 (p.131)

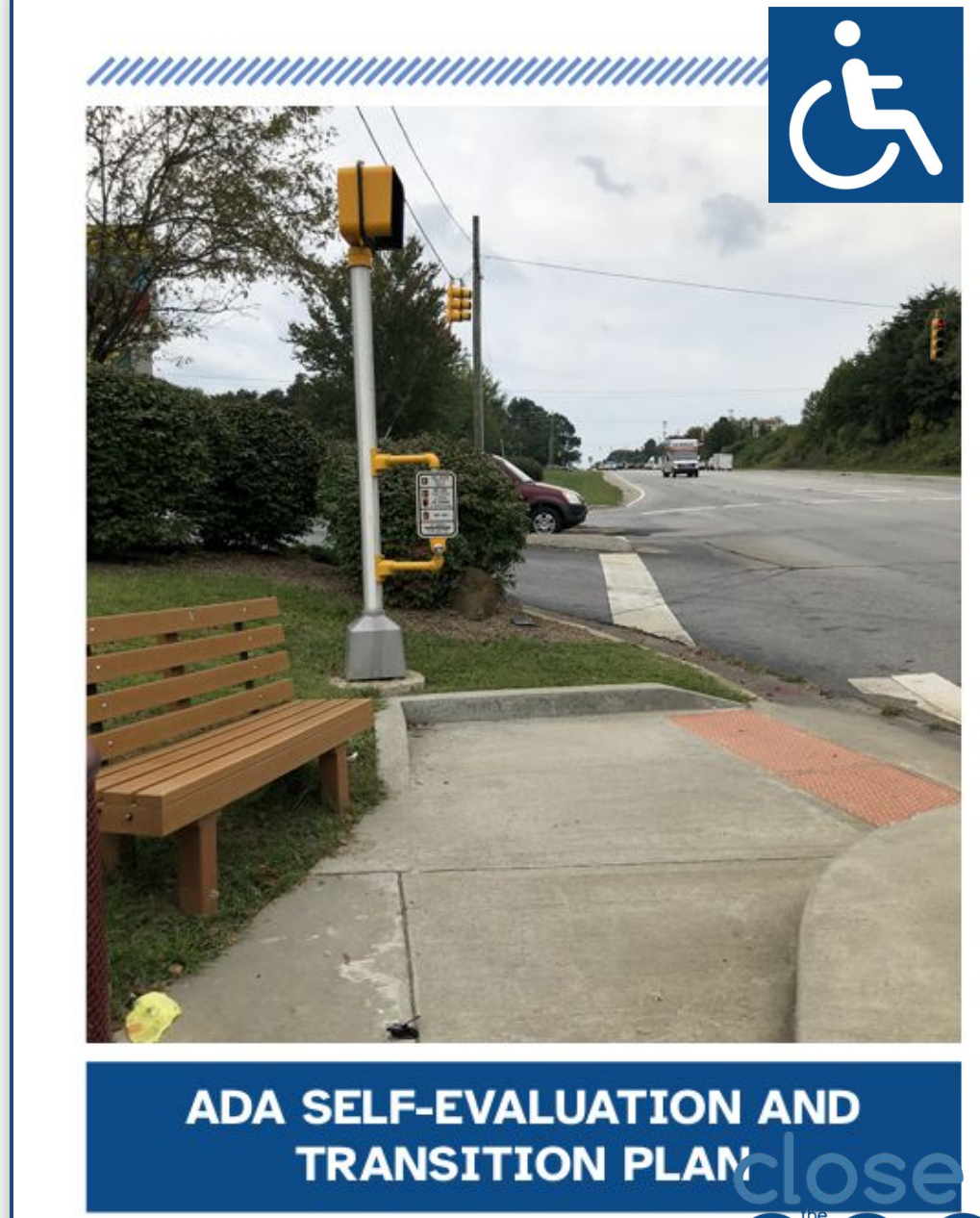
- Difference between ADA Transition Plan and the Pedestrian Plan?
- ADA Self-Evaluation
  - Review of policies and practices
  - Review of infrastructure needs using a corridor-based methodology
- Based on Public Right Of Way Accessibility Guidelines (PROWAG)
- Estimates costs for compliance
- Prioritizes corridors



Typical Elements of an ADA Transition Plan

In appendices

- Designate an ADA Coordinator
- Provide Public Notice About the ADA Requirements
- Establish a Grievance Procedure
- Document the Current State of Compliance
- Develop Internal Design Standards, Specifications, Processes and Protocols
- Develop a Self-Evaluation and Transition Plan



U.S. Department of Transportation
Federal Highway Administration

Civil Rights

Estimated cost to achieve ADA compliance

Table 1: Planning Level Cost Estimates

Accessibility Element - City Public Rights-of-Way	**Estimated Cost** [1] *(Rounded Up to Nearest $1,000)*
Sidewalk Repair *Assume 50% (94 miles) of Sidewalks need Replacement*	$68,244,000
Curb Ramp Upgrades *Assume Upgrade for 90% of Curb Ramps*	$27,846,000
Signalized Intersections – Push Button and Ped Signals to Accompany Curb Ramp Upgrades *Assume 100% of City Maintained Traffic Signals (20 signals)*	$1,680,000
Greenway Upgrades and ADA Retrofits *Assume 25% (2.3 miles) of Greenway will Require Barrier Removal for ADA Compliance (Intersection ramps included in ADA curb ramp database)*	$2,672,000
Transit Stops *Assume 619 Existing Stops Require 8'x5' Accessible Boarding and Alighting Areas*	$832,000
Total	**$101,274,000**

How Asheville Currently Makes ADA Improvements

- Maintenance
  - Curb ramps must be brought into compliance with street repaving (required of COA and NCDOT)
    - Examples: Chestnut, State Street
  - Sidewalk maintenance by Public Works
- Replacement of existing sidewalks
    - Examples: Vermont Street, Fulton Street
- Private development (new construction and redevelopment)
  - Only when ROW improvements are required
- Street reconstruction
    - Examples: Haywood Street, Coxe Avenue





Focus group and survey feedback

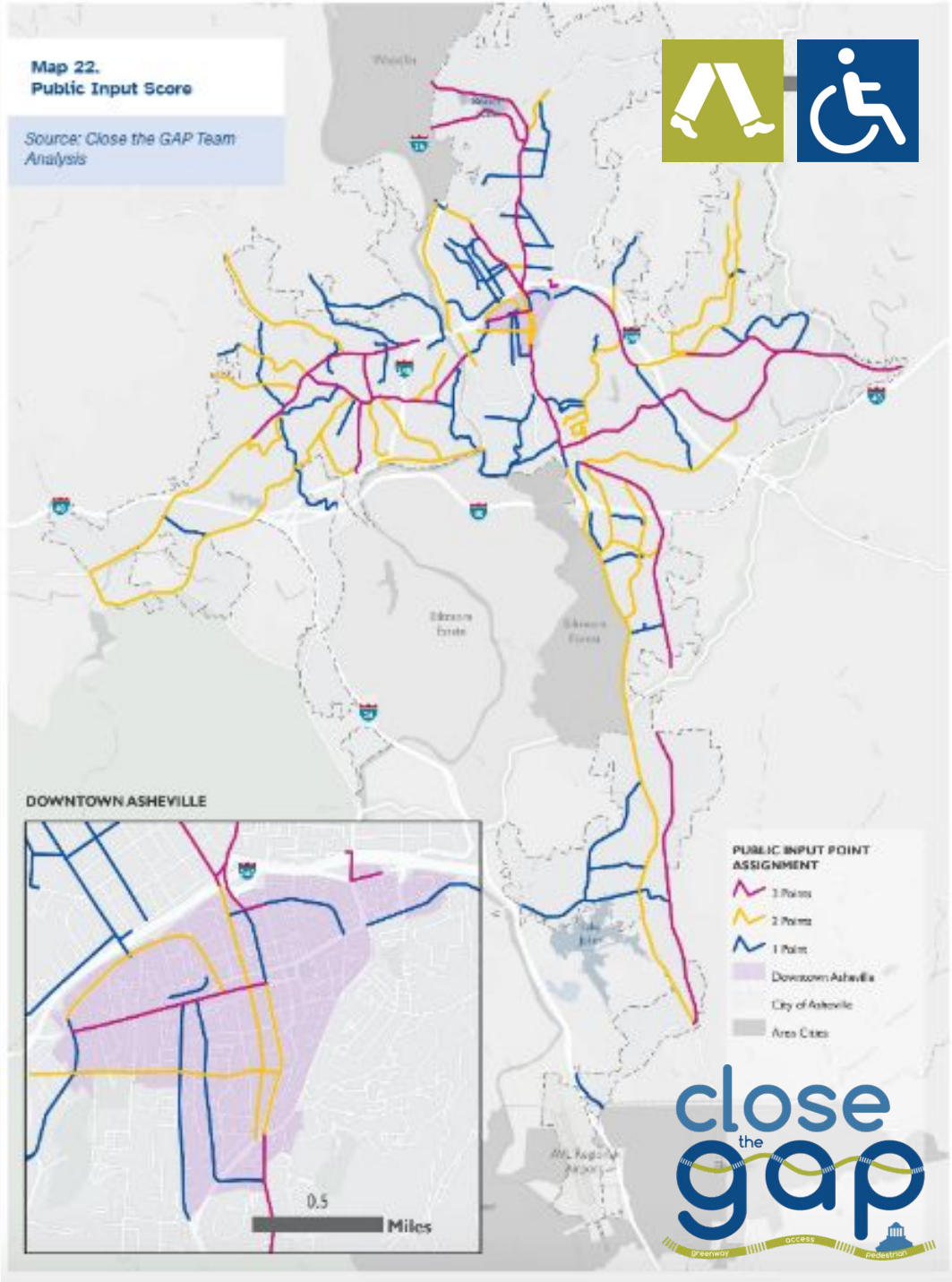
Key Corridors in ADA plan:

(in order of most mentioned)

1. Merrimon Avenue
2. Haywood Road
3. Broadway Street
4. Tunnel Road
5. Amboy Road
6. Fairview Road
7. Kenilworth Road

Added to the Pedestrian plan:

- Leicester Highway
- Swannanoa River Road
- Johnston Boulevard
- Sweeten Creek Road
- Riverside Drive
- Hominy Creek Road



The Greenway Master Plan: Redefining a Greenway Network



New Multi-use Paths

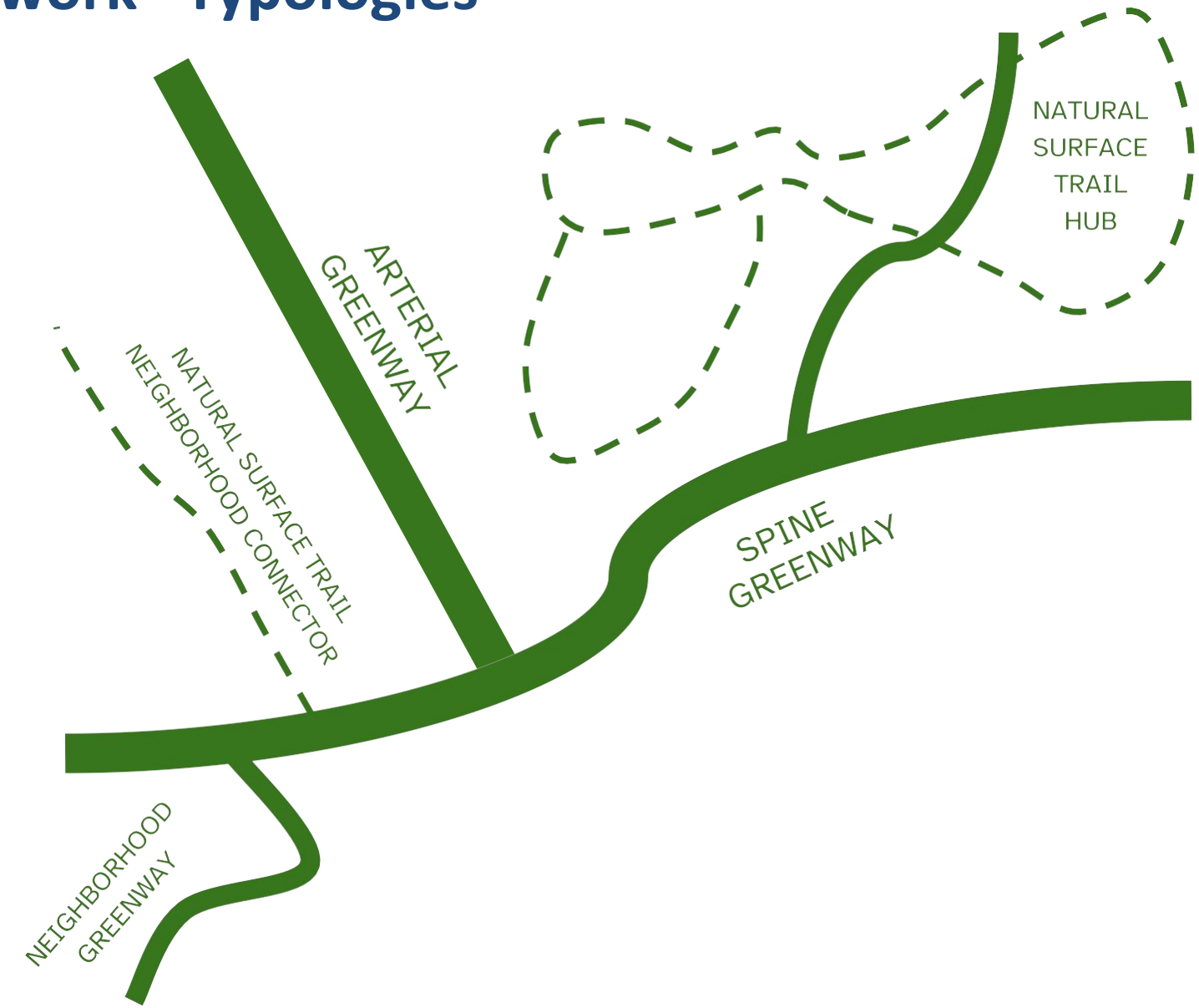


Neighborhood Greenways



Natural Surface Trails

Greenway Network “Typologies”



Greenway Network "Typologies"

Chapter 5 (p77)

- Spine Greenways
- Arterial Greenways
- Neighborhood Greenways
- Natural Surface Trails





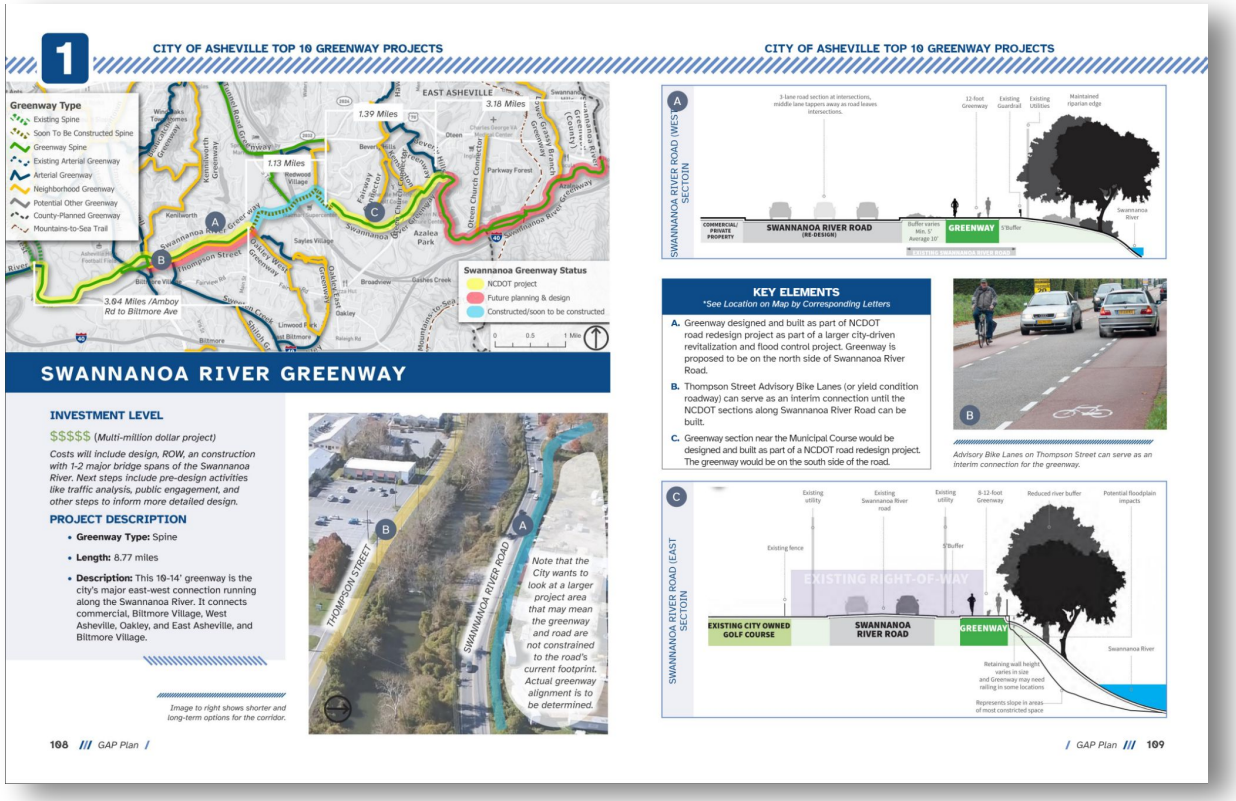




Greenway Plan Outcomes:

Chapter 5 (p77)

- Prioritized lists of greenway projects to inform CIP (flexible)
- Planning level cost estimates
- Design guidelines



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CITY OF ASHEVILLE TOP 10 GREENWAY PROJECTS

Greenway Type
Existing Spine
Soon To Be Constructed Spine
Greenway Spine
Existing Arterial Greenway
Arterial Greenway
Neighborhood Greenway
Potential Other Greenway
County-Planned Greenway
Mountains-to-Sea Trail

EAST ASHEVILLE
1.39 Miles
3.18 Miles
1.13 Miles
3.64 Miles /Amboy Rd to Biltmore Ave

Swannanoa Greenway Status
NCDOT project
Future planning & design
Constructed/soon to be constructed

SWANNANOA RIVER GREENWAY

INVESTMENT LEVEL

$$$$$ (Multi-million dollar project)

Costs will include design, ROW, an construction with 1-2 major bridge spans of the Swannanoa River. Next steps include pre-design activities like traffic analysis, public engagement, and other steps to inform more detailed design.

PROJECT DESCRIPTION

- **Greenway Type:** Spine
- **Length:** 8.77 miles
- **Description:** This 19-14' greenway is the city's major east-west connection running along the Swannanoa River. It connects commercial, Biltmore Village, West Asheville, Oakley, and East Asheville, and Biltmore Village.

Image to right shows shorter and long-term options for the corridor.

THOMPSON STREET
SWANNANOA RIVER ROAD

Note that the City wants to look at a larger project area that may mean the greenway and road are not constrained to the road's current footprint. Actual greenway alignment is to be determined.

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CITY OF ASHEVILLE TOP 10 GREENWAY PROJECTS

SWANNANOA RIVER ROAD (WEST SECTION)
SWANNANOA RIVER ROAD (RE-DESIGN)
GREENWAY

KEY ELEMENTS
*See Location on Map by Corresponding Letters

A. Greenway designed and built as part of NCDOT road redesign project as part of a larger city-driven revitalization and flood control project. Greenway is proposed to be on the north side of Swannanoa River Road.

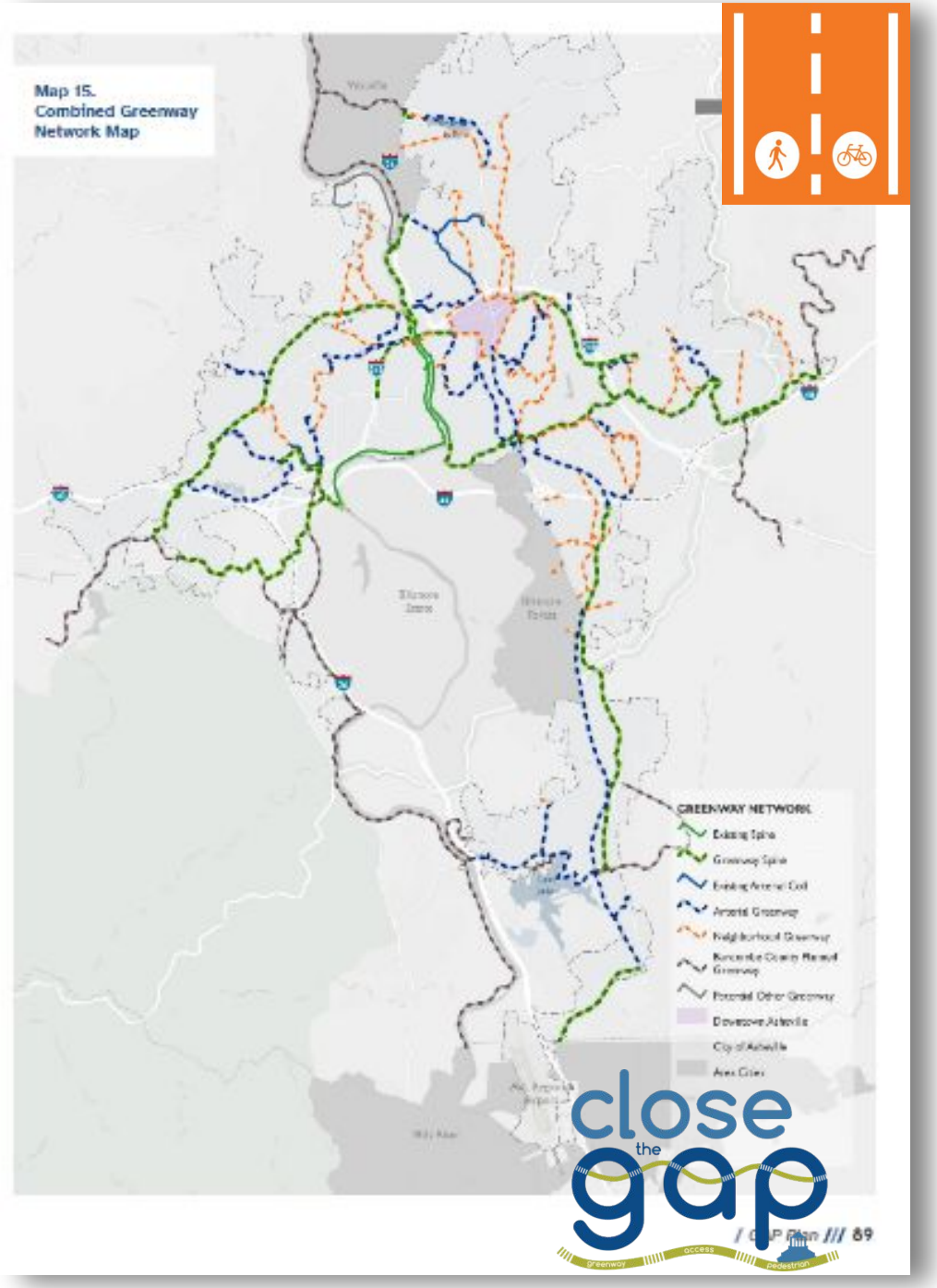
B. Thompson Street Advisory Bike Lanes (or yield condition roadway) can serve as an interim connection until the NCDOT sections along Swannanoa River Road can be built.

C. Greenway section near the Municipal Course would be designed and built as part of a NCDOT road redesign project. The greenway would be on the south side of the road.

Advisory Bike Lanes on Thompson Street can serve as an interim connection for the greenway.

SWANNANOA RIVER ROAD (EAST SECTION)
EXISTING RIGHT-OF-WAY
EXISTING CITY OWNED GOLF COURSE
SWANNANOA RIVER ROAD
GREENWAY

/ GAP Plan /// 109



GAP Action Plans

- The Action Plan addresses the 10 Major Goal Areas of the Plans
- This Fiscal Year, staff will identify which Actions can be accomplished across the organization in the short term (1-3 years) and added to the Organizational Work Plan
- Each year: Align CIP requests and maintenance projects on the GAP Plans priorities

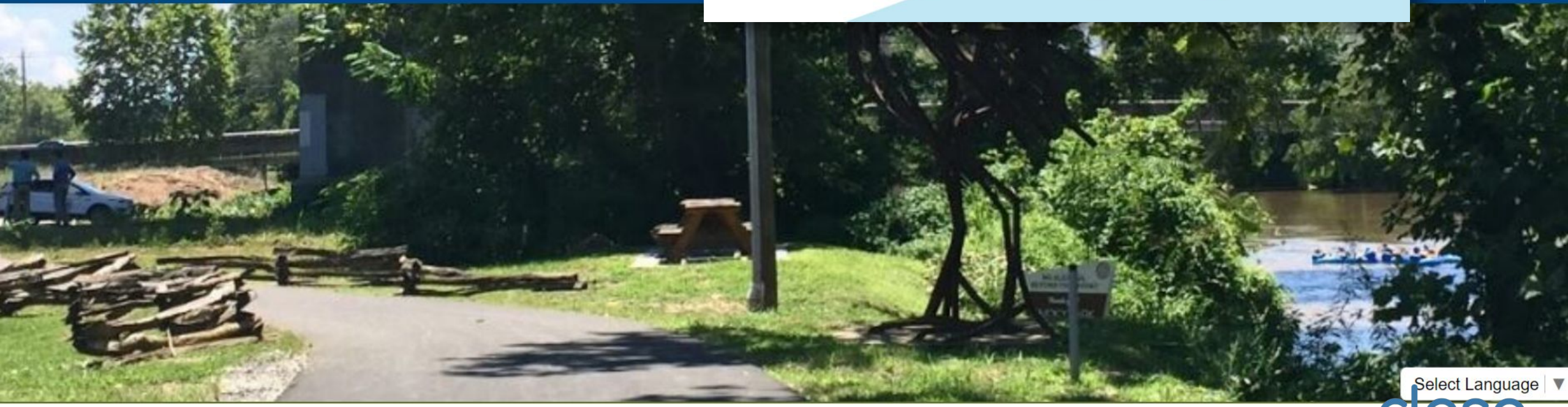


How to stay updated!



THE CITY OF ASHEVILLE

NEWS



Select Language

close the gap

Close the GAP Planning Process

Last updated or reviewed on September 16, 2022

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Our Consultant Team

TPD: Transportation Planning and Design, Inc.

Equinox Environmental

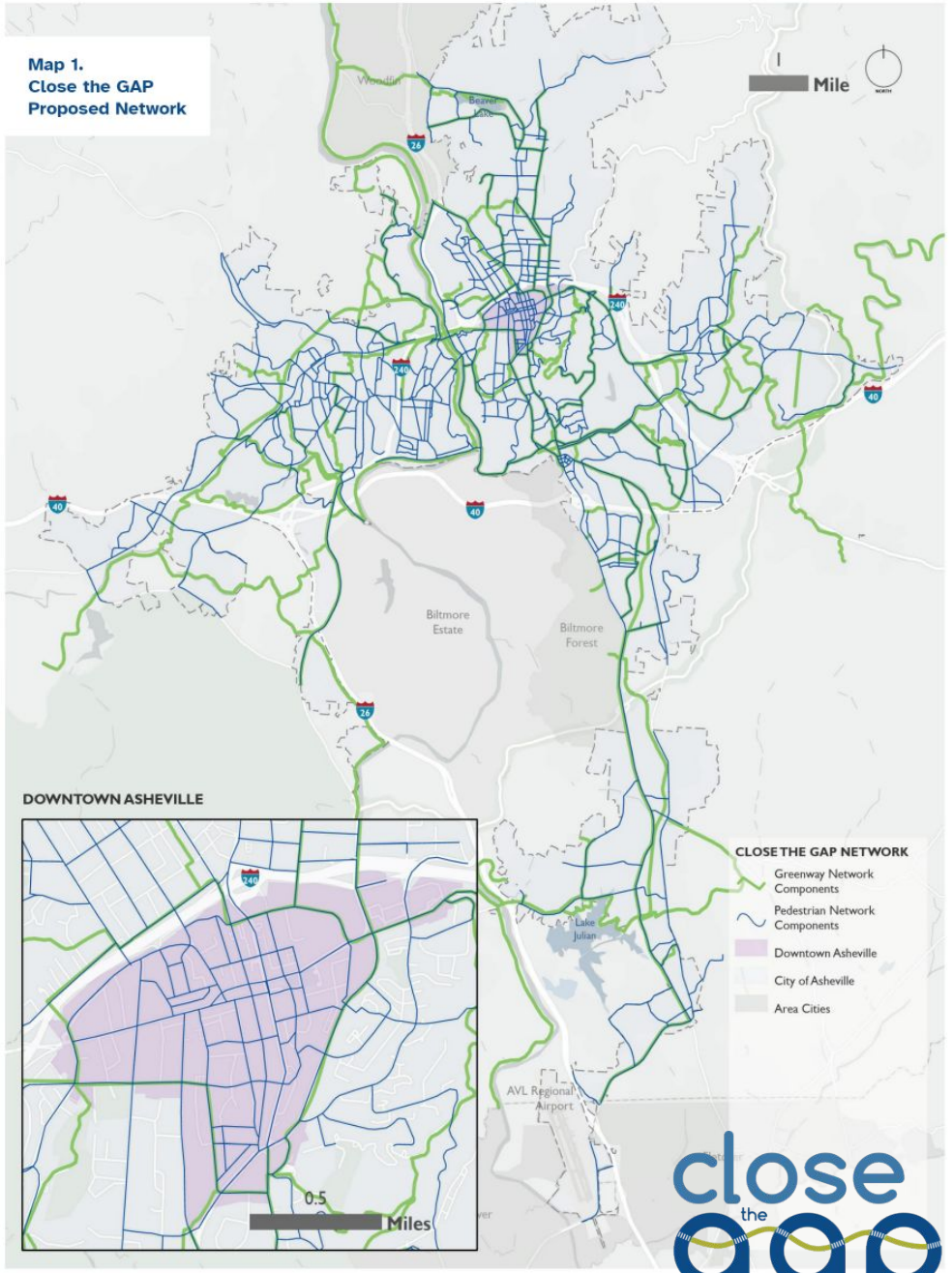
Accessible Design for the Blind

Melissa Anderson

Est. 1989 TRAFFIC PLANNING AND DESIGN, INC.

EQUINOX

Accessible Design for the Blind



Dedication



Barb Mee



Janet Barlow

Suggested Motion:

Approve a resolution adopting the “Close The GAP” Plans, the City's integrated Greenway Master Plan, ADA Transition Plan for public rights-of-way, and Pedestrian Master Plan.

