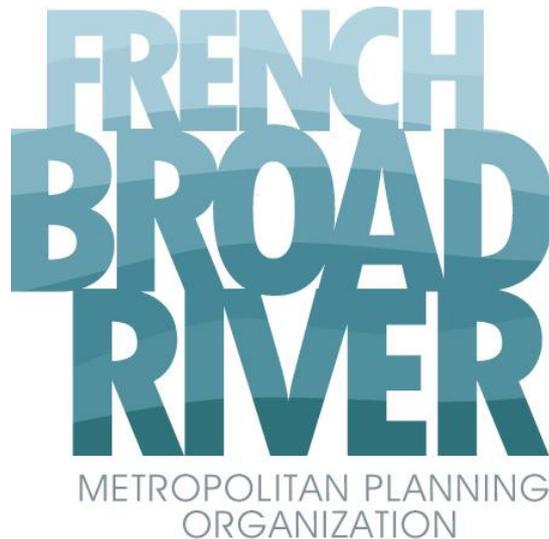




French Broad River MPO Complete Streets Policy Development



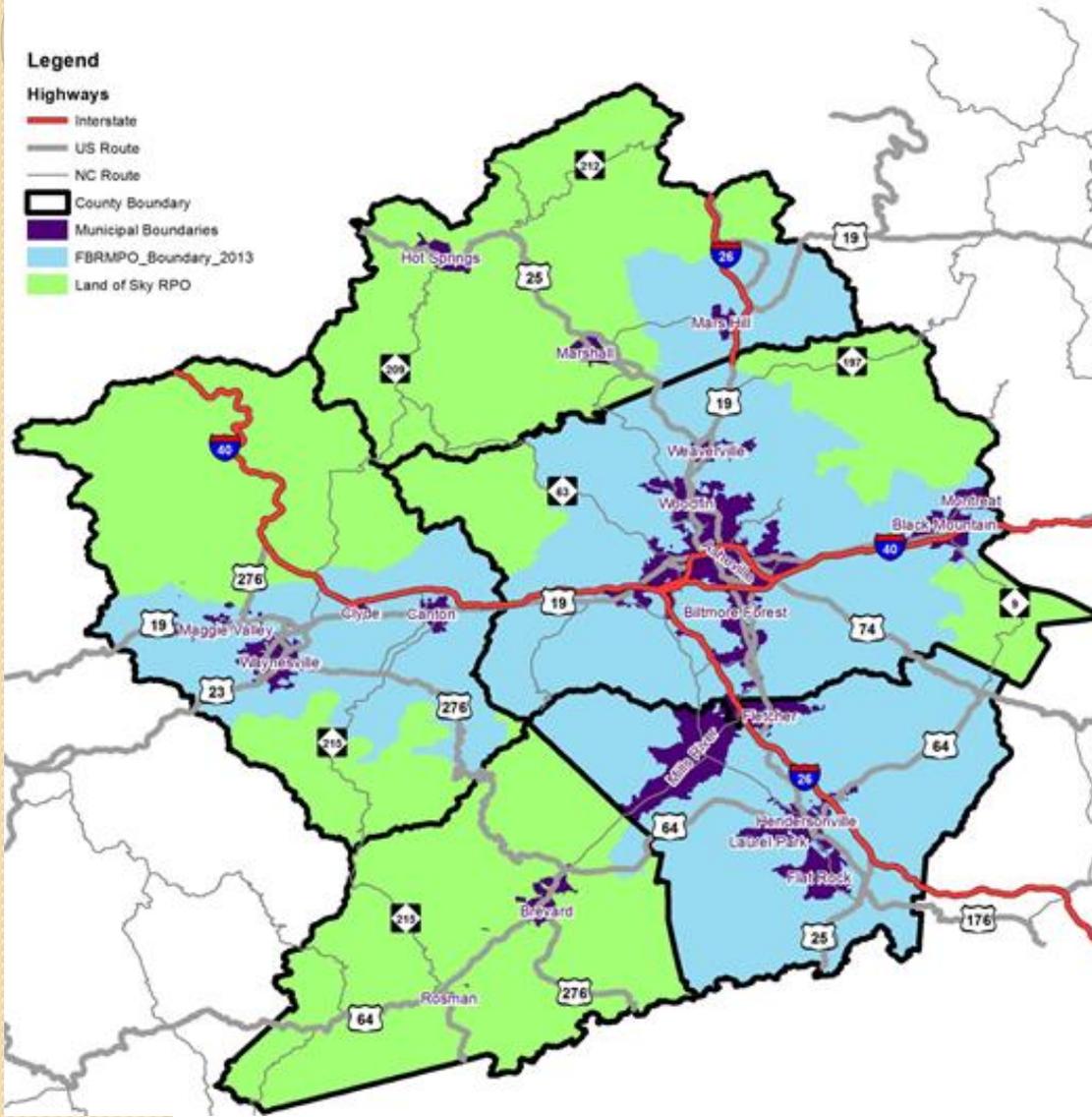
**Claudia Nix
NC Complete Streets Summit
July 23, 2014**

This presentation

- Short history about FBRMPO & myself
- The development of our Complete Streets Policy
- Some notable parts of our Policy
- A few examples of how we used the NC DOT cross-sections

The French Broad River MPO

The French Broad River MPO

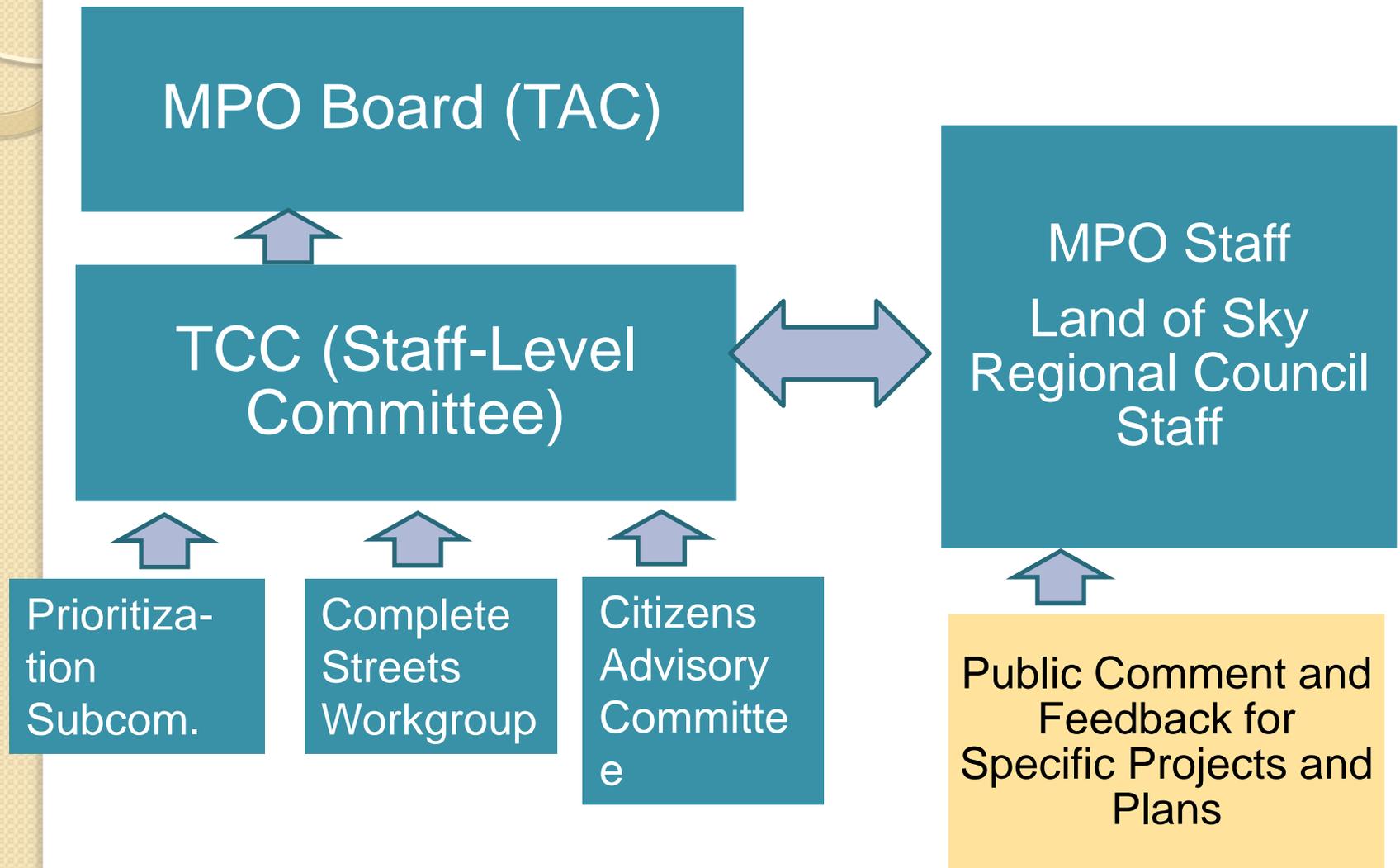


Began in 60s
Centered
around Asheville

“Urbanized
Area” in 2000
grew to include
Henderson &
Haywood

In 2008 moved
to Land-of-Sky
Regional
Council

The French Broad River MPO Structure



My involvement

- A bicycle advocate for 35 years
- Appointed to TCC after appointed to DOT Bicycle Advisory Committee served 10 years.
- Learned of Complete Streets at the Nat'l Bicycle Summits in DC.
- 2008 Asheville applied bike friendly status did not receive as lacked a Complete Streets Policy.

Process to Complete Streets

- Discussed with MPO staff
- Discussed with municipal planners
- City of Asheville process
 - Met with city manager regarding process
 - Began educating the PED Committee of Council & individual council members
 - Feb 2010 city council strategic plan included Bicycle Friendly Status and Complete Streets Policy – game changer.
 - City staff began working on policies

Complete Streets Workgroup

- Created as a subcommittee Nov 2010 w/ 4 members. Charged to add others.
- Started meeting June 2011
- Started with review of projects in the STIP and SPOT 2.0 projects
- Complete Streets Policy adopted in February of 2013
- Cross-sections review of projects in the CTP to be finished August 2014

FBRMPO Complete Streets Policy notable statements

- Will assist local municipalities craft & implement own policies.
- Includes new construction, reconstruction, rehabilitation, repair, maintenance or planning of roadways, trails & other transport facilities.

Cont. FBRMPO CS policy

- Exceptions spelled out & follow most other policies.
- When cost would increase the project over 20% to put in the accommodation.

Bridge Accommodations

- 1) Inside municipalities, ADA-compliant sidewalks & pedestrian appropriate guardrails.
- 2) Outside boundaries that cause accommodation must include 5'-6' shoulder appropriate guardrails + lanes no wider than 12 feet.
- 3) Bridges outside that that don't cause accommodations need a 2 foot shoulder.

Bridge factors causing accommodation are:

- Within ½ mile of a school
- On a bike route, or adopted bike or greenway plan
- Existing shoulder on one approach
- Multi-family housing, manuf home park, single family housing or commercial/civic/medical trip generators of 1000 trips or more per day.
- Where sight distance or grade issues create unsafe environment.
- If land use plan indicate future impact of the above mentioned housing & trip generators.
- AADT or ADT on corridor is at or over 4,000 vehicles per day.

Cont. FBRMPO CS policy

- Statement on **Interstate Projects** inside MPO planning boundary.
- They shall consider bike & pedestrian accommodations at interchanges where their safety is given equal emphasis to traffic movement & include crossing accommodations at ROW outside of interchanges at stream crossings & key crossing points for non-motorized modes with attention to off-road greenway, bike & pedestrian networks.

Complete Streets Dilemma

- Most arterial roads are DOT owned not city owned. City of Asheville has developed accommodations on most city roads those left are DOT roads.
- Many roads have enough capacity but need sidewalks & bike lanes. Funds for those projects are limited.

Example SPOT project dilemma

- In Henderson County – Upward Road
All that was needed were pedestrian crossings & sidewalks.

BUT

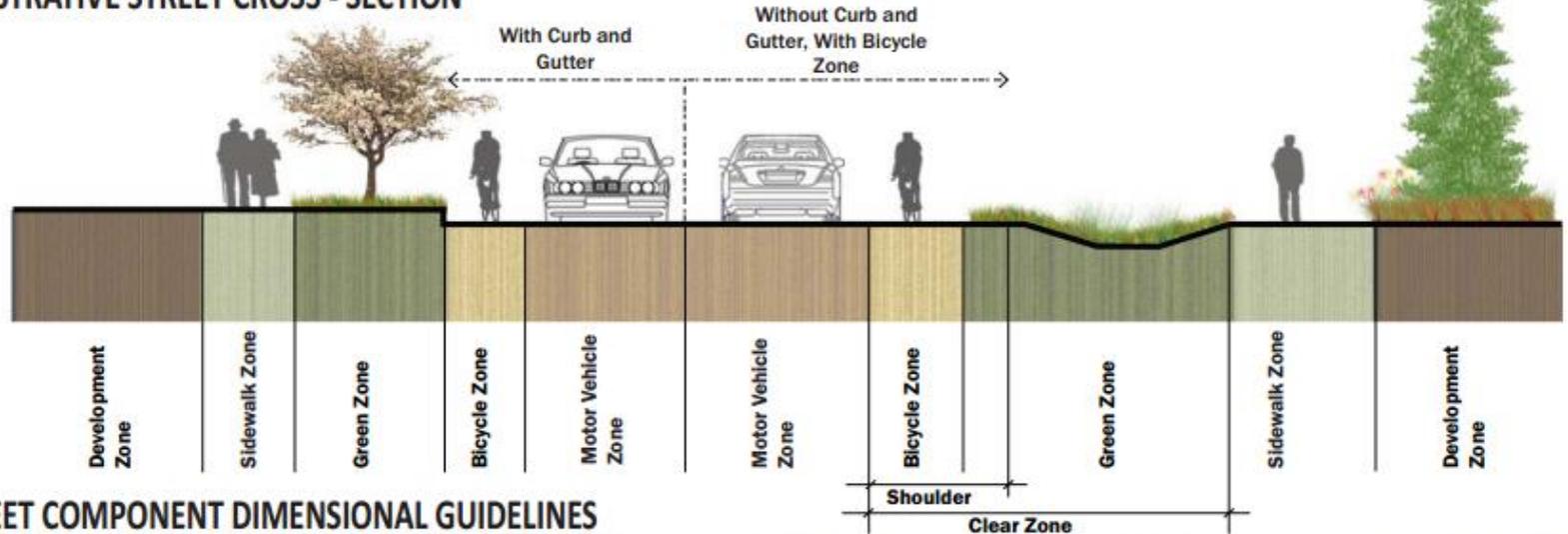
- Located in county not city so sidewalks became a maintenance issue. So this project had to be taken out of SPOT.

I-4759 Liberty Road Interchange

- Rural 2 lane road. Plan to construct new interchange on I-40 between mile marker 37 and 44 and realign & convert existing I-40 Liberty Road from grade separation to an interchange and construct a new two-lane road.
- • Ensure bike ped connectivity across the interchange on the new two-lane road
- • New two-lane road: Rural Avenue cross-section with bike lanes and sidewalks or
- • Possible multi-use path in place of sidewalk on one side

RURAL AVENUE

ILLUSTRATIVE STREET CROSS - SECTION



STREET COMPONENT DIMENSIONAL GUIDELINES

	Sidewalk Zone (feet)	Green Zone (feet)	Shoulder Zone (feet)	Bicycle Zone (feet)	Motor Vehicle Zone (lane width-feet)
Rural Village	6' - 8'	4' - 12' (see notes 2 and 3)	8' - 10'	4' - 6' bicycle lanes (see notes 5, 6 & 7)	10' - 12' lanes
Rural Developed	5' - 8'	4' - 12' (see notes 2 and 3)	8' - 10'	4' - 6' bicycle lanes (see notes 5, 6 & 7)	10' - 12' lanes



Spot 3.1 NC 63 Leicester Hwy

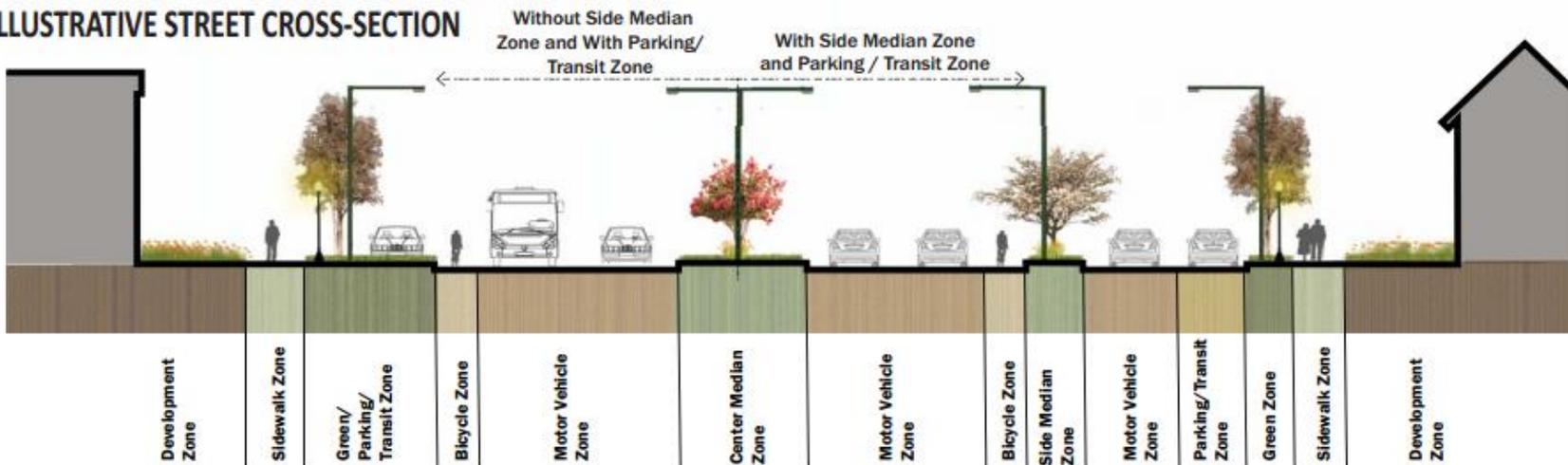
- Median and Access Management of 5 lane road LRTP Tier II
- Modified description “include safe pedestrian crossings” also “add sidewalks where needed”.
- Urban/Suburban Blvd on urbanized section
- Urban/Suburban Pkwy on more rural section
- Need to reexamine cost – too low

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URBAN / SUBURBAN BOULEVARD

ILLUSTRATIVE STREET CROSS-SECTION



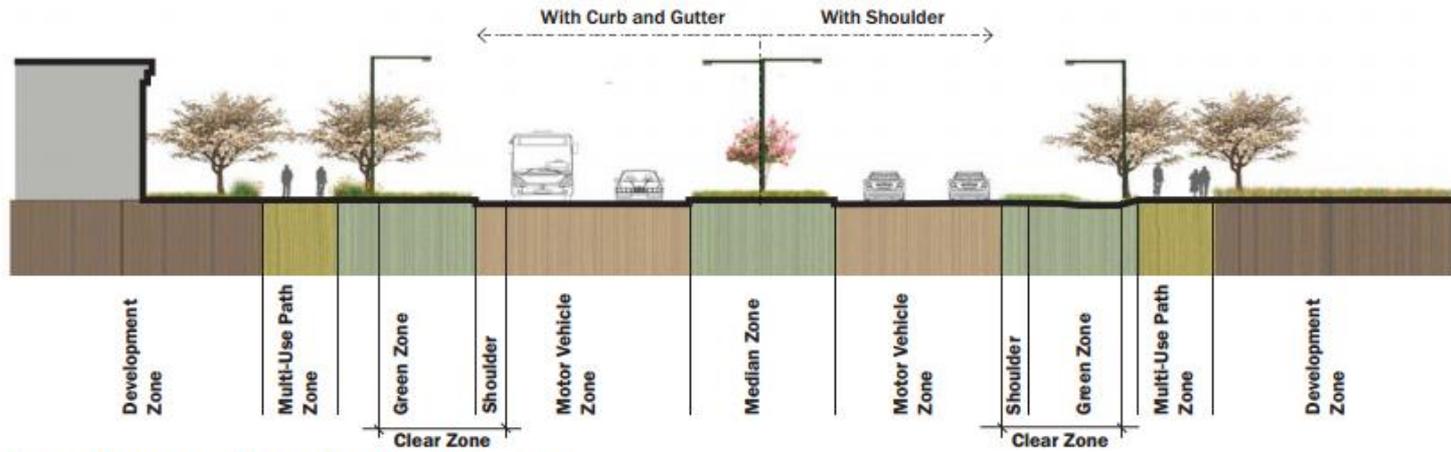
STREET COMPONENT DIMENSIONAL GUIDELINES

	Sidewalk Zone (feet)	Green Zone (feet)	Parking/Transit Zone (feet)	Bicycle Zone (feet)	Motor Vehicle Zone (lane width- feet)	Center Median Zone (feet)	Side Median Zone (feet)
Central Business District	6' - 10' 12' - 20' in high volume pedestrian areas	6' - 8'	8' - 10'	4' - 6' lanes (see notes 3 and 4)	10' - 11'	8' - 30'	8'+
Urban Center / Suburban Center	6' - 8' 12' - 20' in high volume pedestrian areas	6' - 8'	8' - 10'	4' - 6' lanes (see notes 3 and 4)	10' - 11'	8' - 30'	8'+
Suburban Corridor / Urban Residential / Suburban Residential	6' - 8' 12' - 20' in high volume pedestrian areas	6' - 8'	8' - 10'	4' - 6' lanes (see notes 3 and 4)	10' - 11'	8' - 30'	8'+



URBAN/SUBURBAN PARKWAY

ILLUSTRATIVE STREET CROSS - SECTION



STREET COMPONENT DIMENSIONAL GUIDELINES

	Multi - Use Path Zone (feet)	Green Zone (feet)	Motor Vehicle Zone (lane width- feet)	Median Zone (feet)
Central Business District	10' - 12' 12' - 20' in high volume pedestrian areas	See notes 1 and 2	11' - 12'	17' 6" - 32'
Urban Center / Suburban Center	10' - 12' 12' - 20' in high volume pedestrian areas	See notes 1 and 2	11' - 12'	17' 6" - 32'
Suburban Corridor / Urban Residential / Suburban Residential	10' - 12' 12' - 20' in high volume pedestrian areas	See notes 1 and 2	11' - 12'	17' 6" - 32'

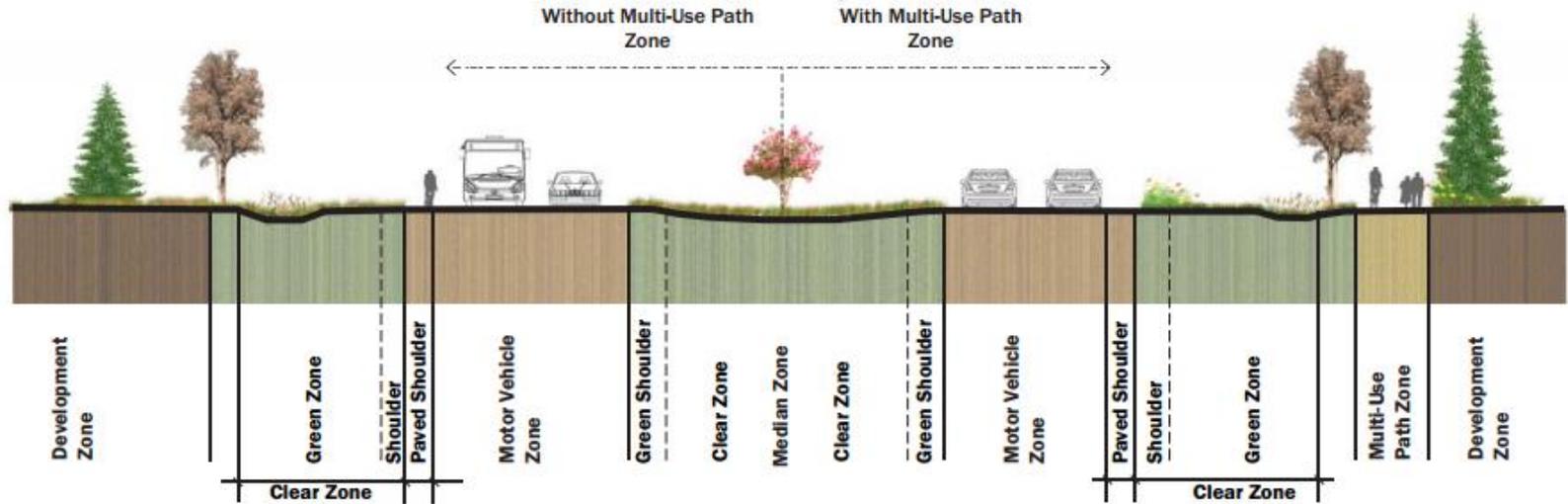


Spot 394 NC 191 from 280 to 146NC

- Rural two lane roadway, 45 mph, mixed land uses, school, industrial park & housing, large set backs from road. Connects 5 lane road to 5 lane section.
- Widen to Multi-lane
- Rural Parkway cross-section multi-use pathway.

RURAL PARKWAY

ILLUSTRATIVE STREET CROSS - SECTION



STREET COMPONENT DIMENSIONAL GUIDELINES

	Multi-Use Path Zone (feet)	Green Zone (feet)	Shoulder (feet)	Motor Vehicle Zone (lane width- feet)	Median Zone (feet)
Village / Developed	10' - 12'	see notes 3 and 4	8' - 10'	11' - 12'	32' - 46'
Countryside	10' - 12'	see notes 3 and 4	8' - 10'	12'	32' - 46'

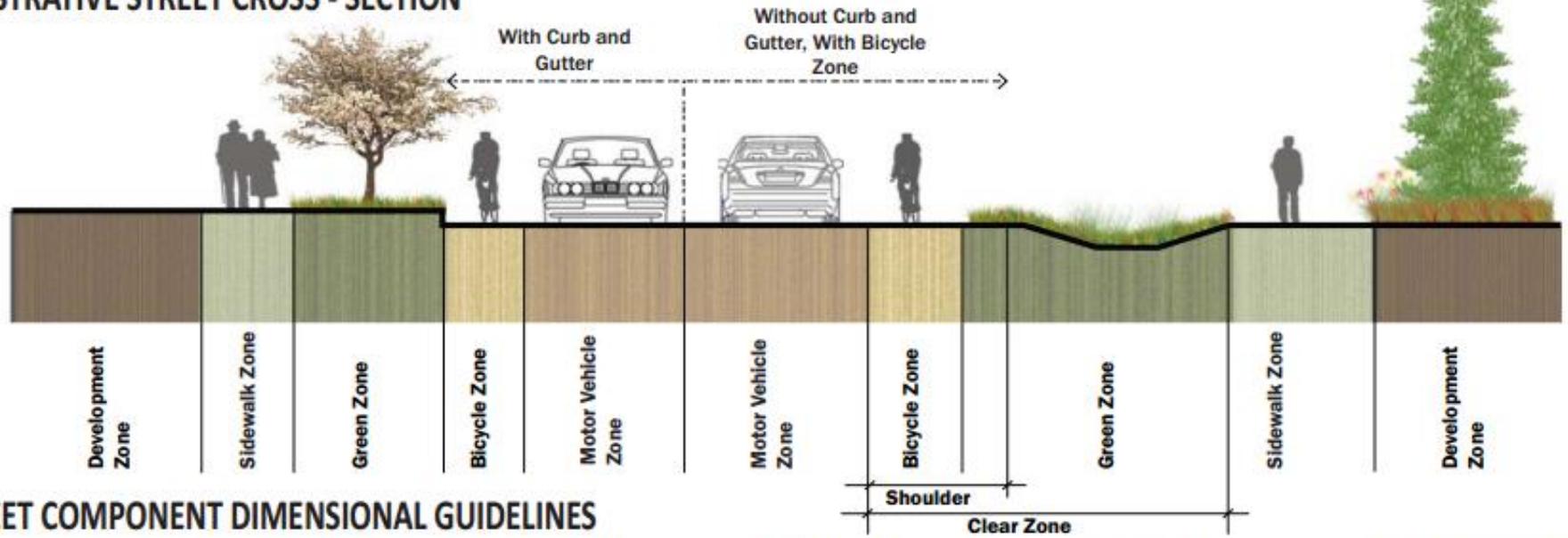


Spot 900 Rutledge Rd

- Narrow 2 lane urbanized rural road connects 2 lane to a 5 lane.
- Regular bike route.
- Housing developments, industrial, retail & campground.
- Cross-section chosen, Rural Avenue
- Curb & gutter with bike lanes

RURAL AVENUE

ILLUSTRATIVE STREET CROSS - SECTION



STREET COMPONENT DIMENSIONAL GUIDELINES

	Sidewalk Zone (feet)	Green Zone (feet)	Shoulder Zone (feet)	Bicycle Zone (feet)	Motor Vehicle Zone (lane width-feet)
Rural Village	6' - 8'	4' - 12' (see notes 2 and 3)	8' - 10'	4' - 6' bicycle lanes (see notes 5, 6 & 7)	10' - 12' lanes
Rural Developed	5' - 8'	4' - 12' (see notes 2 and 3)	8' - 10'	4' - 6' bicycle lanes (see notes 5, 6 & 7)	10' - 12' lanes



FBRMPO-Other Complete Streets Planning Initiatives

- FBRMPO has been funding special studies out of unobligated fund balance-
 - Buncombe Greenways MP
 - Haywood County Bicycle Plan
 - Ecusta Rail-Trail Study
 - Asheville Multimodal Transportation Study
 - NC 280 Bicycle Corridor Study
 - others
- Hopeful that this month's call for STP-DA and TA projects presents an opportunity to fund more complete streets projects

Complete Streets Workgroup

 Listen to this Post

Complete Streets Workgroup to the French Broad River MPO was created by the MPO Board in November 2010. The first meeting was held on June 15th, 2011. The Complete Streets Workgroup makes recommendations to the TCC and MPO Board on matters related to regional Complete Streets policies and other bicycle and pedestrian issues.

 Print

Participation

Meeting are open to the public. Please contact mpo@landofsky.org to be added to the mailing list, or to inquire about becoming a member.

- [2014 Meeting Schedule](#)
- [Current Membership List](#)
- [Bicycling and transit directions to our office: see here.](#)

2014 Meeting Dates

- February 5, 2014 10 AM
- April 2, 2014 10 AM
- August 6, 2014 10 AM
- October 1, 2014 10 AM
- December 3, 2014 10 AM

Resources and Useful Links

- [FBRMPO Complete Streets Policy Adopted by the FBRMPO Board \(TAC\) on February 28, 2013](#)
- [Complete Streets Best Practices Smart Growth America Annual Report](#)
- [NACTO Urban Bikeway Design Guide](#) provides transportation planners and engineers with new tools for bicycle-friendly roadway design
- At the federal level, complete streets policy not incorporated in the draft MAP 21 Transportation Reauthorization bill; however

Resize Text

Aa Aa Aa

Contact Us

Paul Black

Vicki Eastland

Annie@landofsky.org

French Broad River MPO

339 New Leicester Hwy.,

Asheville NC 28816

mpo@landofsky.org

Meetings:

Unless otherwise noted, all meetings to be held at the Land of Sky Regional Council, 339 New Leicester Hwy., Suite 140, Asheville NC 28806. Accommodations will be made for persons with disabilities.

Questions?

- Claudia Nix,
claudianix@libertybikes.com
- General FBRMPO ???:
mpo@landofsky.org