

COMPREHENSIVE BICYCLE PLAN TRACKER

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Short-Term Bicycle Facilities and Operational Improvements (2008 - 2013)	Current Status	Next Steps	Who Responsible	Expected Date of Completion
1. Provide bicycle lanes on the following streets:				
o Asheland Avenue	Going in	under contract		end of September
o Broadway (north of I-240)	no update	successful coordination with NCDOT		no timeline - targeted city streets with ARRA funds rather than NCDOT-controlled streets
o Coxe Avenue	DONE!!!!	checking signage. Otherwise - CELEBRATE!		DONE
o Haywood Road (from Riverside Drive to Beverly Road West)	under contract with Clingman Ave. Project	Start work. Currently working on the roundabout, so project has begun.		unsure
o Hilliard Avenue	under contract	includes a sidewalk linkage, so a more complex project, so may be slower		end of Sept
o South Charlotte Street	no update	successful coordination with NCDOT		no timeline
o Southside Avenue	no update	successful coordination with NCDOT		no timeline
2. Provide shared lane pavement markings (described in Chapter 4) to encourage bicycling and build public awareness. Recommended locations for shared lane markings (sharrows) in the short-term are included below:				
o Charlotte Street (north of I-240)	no progress yet	Sharrows are now standardized now in the MUTCD Manual; still need funding		was due in July, but not sure now

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o Haywood Road (in downtown West Asheville)	Barb has made contact with DOT and let them know there is a lot of community interest. They didn't say no, but didn't say yes. No funding available.	AOB, Bike-Ped and community need to continue focused advocacy regarding this street to DOT		no idea
o Chestnut Street	no progress yet	need funding		was due in July, but not sure now
o Montford Avenue	no progress yet	need funding		was due in July, but not sure now
o South French Broad Avenue	DONE!	Celebrate!		
3. Conduct a pilot lane diet (narrowing automobile travel lanes to create enough space within the existing road width to provide bicycle facilities) project in Asheville to gain public awareness and analyze outcomes for both bicyclists and automobiles. Sections of Broadway north of Chestnut Street may be a good initial candidate for a lane diet. Get approval from city.	Doing this on Asheland, Hilliard. Have done it on North Lexington. South Lexington is having utility work done. Once it is resurfaced, striping will go in.	finish utility work on South Lexington		
4. Develop plans and designs for pursuing a road diet (creating space for bicycle facilities by eliminating an automobile travel lane) on Broadway from Chestnut Street to Cherry Street, in order to provide bicycle lanes within the existing pavement width. This will need to be balanced with the City's plans for on-street parking.	no progress yet	NCDOT coordination required - not a low hanging fruit, but on the radar	Barb is considering the best way to approach this.	

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5. Provide a climbing lane on Clingman Avenue on the east side of the Riverlink Bridge and on Lexington Avenue in Downtown Asheville.	Clingman is under way now. North Lexington done. Have plans for South portion of Lexington - currently being reviewed.	Clingman should be completed when the Clingman Ave. Streetscape is done. Discussed safety of roundabout and if we could add a sign "Bike takes lane in roundabout" or something. Barb is seeking best way to educate public.	Clingman is part of a city project; S. Lexington will probably be a part of a city-MSD coordinated resurfacing.	Clingman climbing lane: end of December, S. Lexington: in 2010.
6. Improve safety conditions for bicyclists crossing the railroad tracks on Riverside Drive.	There is a "jug handle" plan to give bikes a pathway. Barb is in touch with NCDOT, Rail Division.	Barb has been trading emails with NCDOT Rail Division. Have a proposed design, but need to find funding. Will also be considered in Riverway planning/design efforts. Suggested an agreement with the business to allow cyclists to angle across - less involvement of Rail. But this doesn't help the other direction.	Could the cycling community help raise funds?	depends on money
7. Develop a maintenance plan, including a web-based maintenance request form, to ensure that existing and future bicycle facilities are well-maintained.	DONE!!	Celebrate!		
8. Review the design of ongoing transportation improvements on Brevard Road and the Riverlink Bridge to make the projects consistent with the bicycle systems plan if possible.	Riverlink Bridge will get a bike lane as part of Clingman Streetscape.	State is widening Brevard Road. Barb needs to verify wide outside lanes.	Barb	by Sept 29, 2010

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9. Clarify whether bicycle access is provided on all "No Outlet" signs in Asheville, for example by adding "Except for Bikes" below the sign where bicycle access is provided.	Need research! Need a list of specific locations where these signs are needed	Put place on AoB website for people to post their research/input, then aggregate it and give it to Barb.	Low priority on the scale of things, but if volunteers want to take it on, Barb is happy to help with seeking grant	
10. A greenway connection at Oteora Road should be explored as an alternative way for bicyclists to access US 74A to Fairview.	Barb has done preliminary coordination with Blue Ridge Parkway & Buncombe County Greenway staff. Would have to buy land in people's yards. Major expenditure.	Needs to happen, but big project. Next bite size piece is to do analysis and map out a proposed design.	Parks and Rec builds greenways for the city	low priority among all the greenway projects
11. The City should improve bicycle accommodations on bridges (as well as on their approaches and access ramps) as they serve as critical links in the bicycle network in Asheville. In the short-term, bicycle access should be enhanced using signage, pavement markings, maintenance and through other spot improvements. Additionally, the City should ensure that upcoming projects on bridges in the City do not preclude the provision of bicycle facilities in the future.	Have made progress in making sure bikes are included in future. Riverlink Bridge will be reworked. Some coordination on Amboy Road Bridge. Recently adjusted the sensitivity of the vehicle detector at Craven Street bridge.	An inventory of bridges with recommended spot improvements would be helpful so that when money becomes available, we know how to use it.	Susan will talk to B-P & AoB	Susan to address need with AoB and B-P by end of August and see if either can do a focused feedback effort via web
12. The City should continue to look for ways that the on-road bicycle network can fill gaps in the greenway network and how the greenway network can provide alternative connections to uncomfortable roads. The City should ensure that locations where a greenway intersects with a road are designed with careful attention focused on the safety of trail users crossing the road. For additional guidance on road crossings, the publications listed on page 31 of this Plan should be consulted.	ARRA money not being used for greenway because projects have to be shovel ready. We did not have any unfunded greenways that had the land already.	A portion of the Reed Creek Greenway is going to contract soon. Hominy Creek greenway is under construction. City is working on right of way on a couple of others.	Parks and Rec and Cultural Arts heads up Greenway construction The city does the designs or contracts it.	The property acquisition is what takes a long time.

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13. The City should continue to implement the short-term greenway facilities recommended in the City's Greenway Master Plan. In 2008, the City will be updating its Parks and Recreation Master Plan. This effort will include an update to the Greenway Master Plan. Identifying connections between the bicycle and greenway networks should be an important element of this planning effort.	They did update their plan. Barb has looked at how their plan and the bike plan work together.	Greenway site: http://www.ashevillenc.gov/residents/parks	Barb attends Greenway meetings and works to make those connections	
14. The City should pursue increased bicycle connections as a part of the I-26 Connector project, for example by establishing a more direct connection between Downtown and West Asheville via the Smoky Park Bridge.	AoB supports option 4B, which would pull the interstate traffic (240 and 26) off the Smokey Park Bridge.	Cyclists advocate 4B. AoB and B-P Task Force could join forces to advocate. The environmental impact statement will come out in August(ish). We need to stay on top of this & comment.	Advocates need to coordinate with Asheville Design Center. See NCDOT's information website to read the different plans and see updates.	
15. Incorporate the recommendations from this Plan into the French Broad River Metropolitan Planning Organization's (MPO) Comprehensive Transportation Plan.	The MPO Long Range Transportation Plan is being updated at the moment.	AoB needs to stay involved and comment soon. August(ish). Email mpo@landofsky.org for info.	French Broad River MPO, www.fbrmpo.org .	
16. The City should consider budgeting annual "set aside" funds to implement the recommendations in this Plan.	AoB suggests you let your elected official know this is important to you.	Follow up with City Council members.		ongoing
17. The City should consider re-establishing a bicycle coordinator or similar position to support efforts underway at the MPO level. This staff member would provide additional resources to support bicycle planning activities and could assist in organizing meetings, facilitating communication among the City, NCDOT, MPO and other stakeholders and prepare regular briefings to the City Council and other interested parties on accomplishments and activities.	DONE. Barb Mee is the Pedestrian and Bike Coordinator. Her email is bmee@ashevillenc .	celebrate!	maybe we could have an end of year party to celebrate what has been accomplishe	

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18. Develop an institutional framework for ongoing collaboration and communication between the City of Asheville, the NCDOT Division 13 Office, the Division of Bicycle and Pedestrian Transportation and other relevant NCDOT units, and the public. Develop a mechanism to ensure that bicycle issues are addressed as a part of all ongoing coordination between the City and NCDOT, particularly during repaving projects.	Barb is very aware it's an issue. Continues to meet with DOT. Recently with Division Engineer about the Bike Plan and possible projects. DOT's stated mission now reflects more inclusivity.	Will actively work toward figuring out the pathway of approval & input (who to work with, how to work with them, etc.)	Barb	ongoing
20. Undertake a detailed analysis of Asheville's policies, funding mechanisms and maintenance policies looking for opportunities to better provide for bicycle needs.	This is an area where folks with policy background in AoB or B-P Task Force could help	It happens ad hoc. This seems like a good long term goal for a volunteer effort	see if anyone interested in combing through? This is a huge leverage point for change	Susan will bring to AoB and Bike-Ped's attention by end of August
21. Pursue opportunities to encourage and/or require private sector developers to provide the bicycle facilities recommended in this Plan, especially in cul-de-sac development.	The city requires bicycle parking (racks) on all commercial buildings. As for cul de sac development and bicycle/ped connection, while it is often sought in project review, it is not codified.	Get into code. See above.		

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22. Develop standard designs for bicycle-friendly intersections and bicycle parking.	Our revised standards and specifications manual is still in draft. We have installed bike lockers to rent and continue to install racks.	Boxes take about half a car length and with short block lengths in downtown, this is not a design standard you lead with. As bicycle traffic increases we will evaluate appropriate timing for introducing such designs. Meanwhile, we need examples of successful intersection retrofit designs.	AoB / Bike-Ped could provide pictures and schematics of actual implemented proven designs for intersection retrofits	up to community
23. Establish clear maintenance responsibilities and continue to involve the public in identifying maintenance needs. Continue to utilize volunteers to assist with some maintenance tasks.	Volunteers through Blue Ridge Bicycle Club have done cleaning on the Riverside Drive bike lanes. The city sweeps the street, but BRBC augments this.	we need to re-evaluate needs as we add more facilities. This has been included as part of the new online form	all cyclists in cooperation with B-P Task Force, AoB, BRBC and Barb.	ongoing
24. Repave roadways with poor pavement conditions that provide critical connections in the bicycle network and continue to replace drainage grates with drain openings parallel to the direction of travel with bicycle-friendly grates.	Repaving: city repaves as funding becomes available.	Repaving: The map identifies the corridors and Barb works with Public Works on all bike issues. A checklist of all the bicycle considerations when updating roads would be helpful. Also, a list of unsafe grates!	Let Barb know of any remaining grate issues by logging comments at ibike@ashe	Susan will ask AoB and B-P Task Force if they can advertise this on their websites with a "Wanted" sign for grates.

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25. Expand and promote bicycle education and encouragement efforts in Asheville through partnerships with community organizations. These efforts should include awareness campaigns focusing on the new bicycle facilities that are being provided.	City currently working with the B-P Task Force, Healthy Buncombe, Pioneering Healthy Communities (YMCA) and others. Examples: bike club at Erwin Middle and Bicycle Rodeos.	They taught over 700 middle schoolers this year! Talk to Claudia to get stats and celebrate! Claudia needs volunteers. Contact her at claudianix@libertyb	cycling community	ongoing
27. Build on its existing Safe Routes to School (SRTS) program. By expanding its efforts to work with the Asheville Public Schools, public health organizations, parent associations, and local walking and bicycling advocacy groups, the City can further develop safe bicycle routes to Asheville schools. For example, the City should work with local schools to increase participation in International Walk and Bicycle to School Day to increase awareness of bicycling as a fun and healthy transportation choice that can reduce automobile congestion and pollution near schools.	City applied for 2 Safe Routes for Schools grants and got one. Will be used at Emma Elementary. Robin Cape's Reading, Riding, Retrofit program could be an avenue to work on this further.	Looking for a school with many kids within 2 mile radius to work on a grant application for next year. SRtoS requires school to be involved. Need a very actively supportive school to make this work.	cycling community can send ideas to Barb at ibike@ashev	
28. Work with the University of North Carolina-Asheville, Asheville-Buncombe Technical Community College, and other local schools to identify, evaluate and prioritize the most cost effective strategies to support bicycling to and from campus. These schools generate a substantial number of vehicle trips and many of their students live in close proximity. This captive student population presents an enormous opportunity to reduce congestion and increase student health by replacing vehicle trips with bicycling trips. A "corridors-tocampus" initiative focused on improving bicycle connections between the University of North Carolina-Asheville campus and surrounding areas would be a good initial project.	city looking at this, but no progress yet.	Find out who campus coordinators are at UNCA and AB Tech and who is interested on school side.	UNCA and AB Tech should express interest and ideas for how to proceed	
30. Update the existing Asheville Bicycle Map to show residents and visitors preferred routes for bicycling. This map should provide information about connections between the on-road bicycle network and the emerging greenway network, as well as educational material about the purpose and proper use of new bicycle facilities, and also about other resources such as bicycle parking and contact information for local bicycle organizations.	DONE	Anyone who needs restock for their store can call or email Barb. Maps cost \$5 apiece and money is kept in fund for reprinting.	store owners	

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31. The City should work with the Police Department to increase enforcement of bicyclist and motorist behavior to reduce bicycle and motor vehicle crashes.	Claudia Nix with B-P Task Force has actively been working with the Police Dept. who have re-established their bike patrols!	Go Claudia!		
ADDITIONAL NOTES				