




STIP # U-2801A Buncombe County COMMUNITY CHARACTERISTICS REPORT

EXECUTIVE SUMMARY

PLANNER, FIRM:	Diana Young-Paiva, Three Oaks Engineering	DIVISION: 13	ROUTE: US 25A (Sweeten Creek Road)	
PDEA ENGINEER:	Ahmad Al-Sharawneh	WBS: 34859.1.FR3	AADTV: 13,000 to 18,000	Proposed right-of-way: <input checked="" type="checkbox"/> No Control <input type="checkbox"/> Partial Control <input type="checkbox"/> Limited Control <input type="checkbox"/> Full Control
PDEA GROUP LEADER:		Existing No. of Lanes: 2	<input checked="" type="checkbox"/> Widening	
CS PROJECT COORDINATOR:	Herman Huang	Existing Median: No	<input type="checkbox"/> Addition of Median(s)	
CS GROUP LEADER APPROVAL:		PROJECT DESCRIPTION: Proposed improvements to US 25A (Sweeten Creek Road)		

Community Context

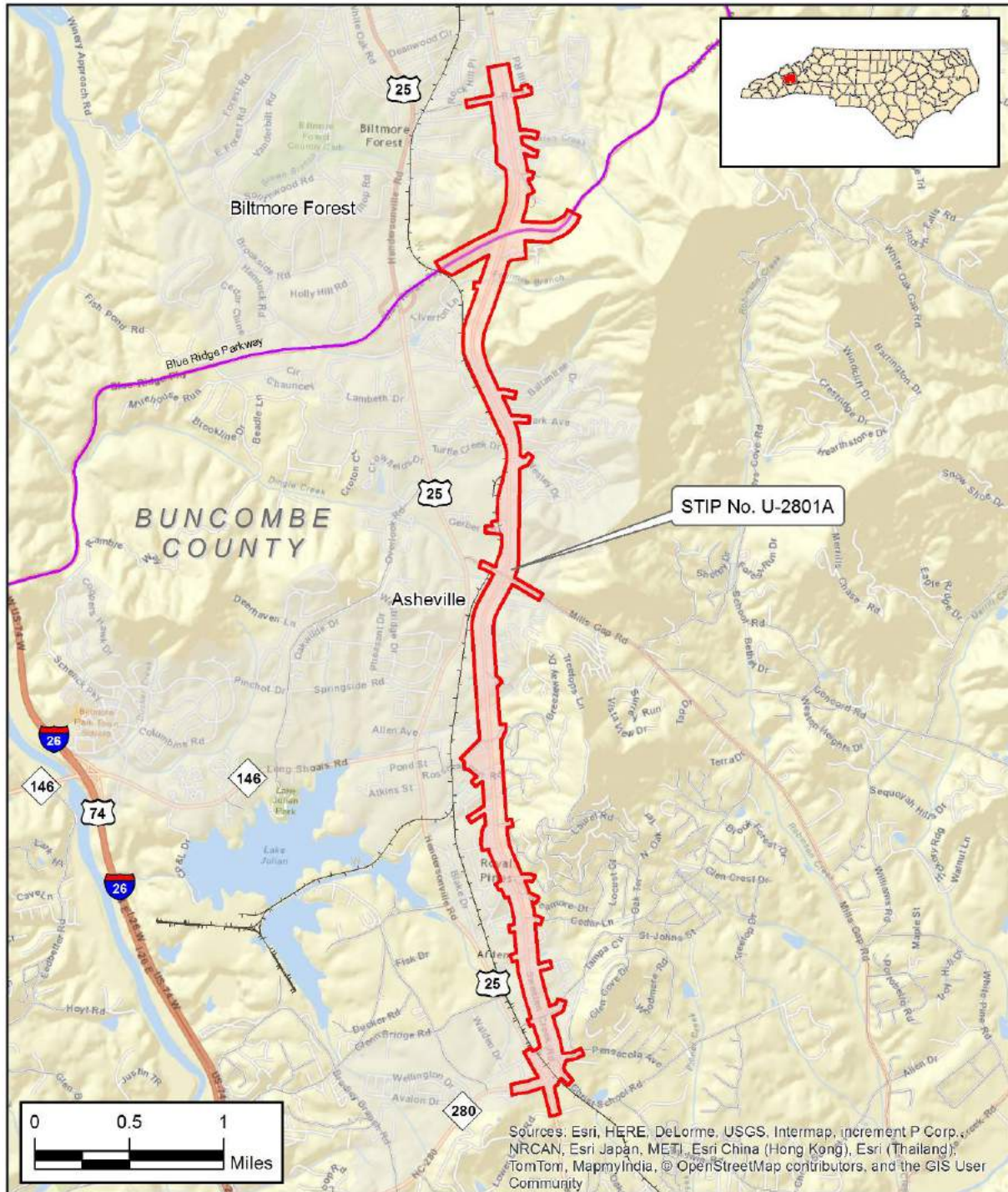
State Transportation Improvement Program (STIP) Project U-2801A proposes to construct improvements to Sweeten Creek Road (US 25A) from Hendersonville Road (US 25) to Rock Hill Road (SR 3081), a distance of approximately 5.5 miles. The project is located in Asheville, Buncombe County, in the western Mountain region of North Carolina. The majority of the project study area is within the Asheville city limits, although portions of the study area fall within unincorporated portions of Buncombe County, outside the City's planning jurisdiction.

Sweeten Creek Road is a heavily used commuter corridor that connects South Asheville to the downtown core, and serves as an alternate to Hendersonville Road (US 25). The Direct Community Impact Area (DCIA) includes a mix of residential, commercial, retail, manufacturing, and light industrial development. The residential development includes both single-family and multi-family housing, as well as development that caters to retirees. The Carolina Day School athletic stadium and fields are located on the project corridor, one-quarter mile south of the Blue Ridge Parkway bridge; the fields generate a high level of attendance and associated traffic for athletic events and other activities.

It is anticipated that the project designs will include a four-lane, median-divided cross section, which is consistent with the French Broad River Metropolitan Planning Organization (FBRMPO) Comprehensive Transportation Plan and other local planning documents. Local plans also recommend that pedestrian and bicycle accommodations be included in the designs; however, there are some conflicts with regard to the types of facilities that are recommended. Some local plans recommend a "Complete Streets" design for Sweeten Creek Road to include sidewalks and bicycle lanes; however, the City of Asheville and Buncombe County also have adopted Greenway plans that recommend a parallel greenway along Sweeten Creek Road within the project study area.

Two notable linear features cross through the DCIA, the Blue Ridge Parkway and a Blue Ridge Southern Railroad (BLU) freight rail line. The Blue Ridge Parkway, a 469-mile linear park administered by the National Park Service, intersects the project at the north end of the DCIA, crossing over Sweeten Creek Road on a bridge. The BLU W-line, is a freight rail line that extends from Asheville to Spartanburg, SC. The W-line is located west of Sweeten Creek Road and winds parallel to the project corridor throughout most of the study area before crossing under Sweeten Creek Road near the southern project terminus.





NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

VICINITY MAP
WIDEN SWEETEN CREEK ROAD (US 25A) FROM HENDERSONVILLE ROAD (US 26) TO SR 3801 (ROCK HILL RD)
 BUNCOMBE COUNTY
 STIP PROJECT U-2801A



County:	BUNCOMBE
Div:	13 STIP# U-2801A
WBS:	34859.1.FR3
Date:	JUNE 2016

Figure 1



Notable Community Characteristics, Concerns

- Census data indicates a notable presence of minority and low-income populations meeting the criteria for Environmental Justice (EJ) within the Demographic Study Area (DSA), and minority and low-income communities were observed within the DCIA during the field visit, and their presence was noted by the local planner. EJ communities were observed along Rock Hill Road at the north end of the project in an area known as the Shiloh community; in the mobile home development on Casteel Lane, off Mills Gap Road; and at the south end of the DCIA east of Sweeten Creek Road (US 25A) along Pensacola Avenue and Sumter Street. In addition, three facilities that serve populations meeting the criteria for Title VI are located within the DCIA.
- Census data indicates a Spanish language-speaking population that meets or exceeds the US Department of Justice Limited English Proficiency (LEP) Safe Harbor threshold within the DSA. Census data also indicates another Asian/Pacific language-speaking population that exceeds 50 persons within the DSA that may require language assistance.
- The project is located in Buncombe County, which is claimed as territory by the Eastern Band of the Cherokee Nation.
- Portions of three potential Section 4(f) properties are located within the project study area:
 - The Blue Ridge Parkway, a 469-mile linear park administered by the National Park Service, crosses over Sweeten Creek Road (US 25A) on a bridge. The Parkway is not directly accessed from the project corridor; however, observations made during the field visit indicate that people regularly park under the bridge on the gravel shoulders of Sweeten Creek Road to access the parkway.
 - Jake Rusher Park is a four-acre neighborhood park with a playground, located west of the project corridor, at 132 Peachtree Street. This City of Asheville park is bounded by Sycamore Drive, Peachtree Street and Sycamore Terrace.
 - Lake Julian Greenway is a City of Asheville and Buncombe County planned greenway that parallels the east side of Sweeten Creek Road in the middle section of the DCIA; the planned greenway also crosses Sweeten Creek Road twice, near Azalea Terrace and near Jake Rusher Park.
- Residential and business development is occurring in the area surrounding the project. Two current residential projects include: the Givens Estates retirement community phased expansion of 260 apartments targeting senior and low-income residents and the 272 apartment Hawthorne at Mills Gap planned development for the northeast quadrant of the Sweeten Creek Road/Mills Gap Road intersection. In addition, Duke Energy Progress, Inc., is planning to construct an electrical sub-station in the southwest quadrant of the Sweeten Creek Road/Mills Gap Road intersection.
- One STIP project intersects this project; STIP U-5834 proposes to upgrade Mills Gap Road (SR 3116) from Hendersonville Road (US 25) to Weston Road (SR 3157), which includes its intersection with Sweeten Creek Road. Right-of-way (ROW) is scheduled for 2018 and construction is scheduled for 2021. The two projects will be coordinated together by NCDOT to ensure that STIP U-5834 accommodates the proposed improvements for STIP U-2801A. Two other projects are located nearby. STIP U-5840 proposes to widen Old Airport Road (SR 1545) from US 25 to Mills Gap Road (SR 3116) in Henderson County, approximately one mile south of the southern terminus of STIP U-2801A. ROW is scheduled for 2017 and construction is scheduled for 2019. STIP I-5886 proposes to construct improvements to the Sweeten Creek Road (US 25A) interchange with I-40, which is located approximately one mile north of the project study area. ROW is scheduled for 2017 and construction is scheduled for 2018. All have construction schedules that precede the STIP U-2801A schedule.
- There are no bicycle facilities and only a few short unconnected sections of sidewalk along Sweeten Creek Road within the DCIA. Both the City of Asheville Planner and the Buncombe County Planner noted that the lack of adequate pedestrian and bicycle facilities serves as a barrier to pedestrian and bicycle activity along the corridor. The North Carolina Mountains-to-Sea State Trail (MST) and the NC Route 2 utilize the Blue Ridge Parkway in this region, crossing over Sweeten Creek Road (US 25A) on a bridge in the project study area.
- Several pedestrians were observed walking along and crossing Sweeten Creek Road (US 25A) during the field visit.



- There is no transit service along Sweeten Creek Road (US 25A) in the project corridor between the project termini. However, two Asheville Regional Transit (ART) bus routes operate in the DCIA, in portions of the project study area where proposed improvements will tie in to existing road alignments. Route SI operates on Rock Hill Road and a short section of Sweeten Creek Road (US 25A) near the north end of the project, and Route S3 operates on Hendersonville Road at the south end of the project. Bus stops are located near the Rock Hill Road (SR 3081) and Hendersonville Road US 25) intersections, outside the project corridor.
- Eighteen state-maintained roads intersect Sweeten Creek Road (US 25A) within the project study area; many provide a connection to the parallel Hendersonville Road (US 25) to the west. In addition, numerous residences and businesses have driveway access to Sweeten Creek Road (US 25A), and more than twenty local or private roads intersect the corridor, providing access to adjacent residential and commercial development.
- Several industrial and warehouse businesses with associated distribution operations are located within the DCIA, primarily in the Mills Gap Road (SR 3116) area where numerous tractor trailer trucks were observed accessing the corridor during the field visit. In addition, Lutheridge Camp and Conference Center is located outside of, but adjacent to the DCIA; the entrance drive intersects Hendersonville Road (US 25) within the project study area. Programs are provided year-round on the 160-acre site for children, youth, adults and families.
- The BLU W-line freight rail line is also used to move goods through the project corridor, connecting industrial customers located south of Asheville to the larger NS network to the north. Three of the streets that intersect Sweeten Creek Road (US 25A) cross the W-line at grade within the project study area: Gerber Road, Mills Gap Road (SR 3116), and Buck Shoals Road (SR 3541). The railroad crossings at each of these locations are equipped with gates and signals.
- The Asheville Assistant Fire Chief noted three locations that represent areas of concern with regard to EMS services: Givens Estates Retirement Community, which has a high call volume for emergency services; Carolina Day School Athletic Fields, which generate a high level attendance for games and other activities; and Ballentree and Park Avenue residential subdivisions, which generate a large amount of commuter traffic.
- Buncombe County school buses make 40 trips per day through the project corridor, and the corridor is used by school carpool traffic between 7:00 a.m. – 8:00 a.m. and 2:00 p.m. – 4:00 p.m. During the field visit, numerous school buses were observed travelling through the project study area.
- Preliminary analysis indicates a high crash rate within the project corridor (Appendix E) and, during public outreach for development of the 2008 FBRMPO Comprehensive Transportation Plan (CTP), comments were received from area residents regarding observed crashes within the U-2801A project corridor.
- Community health data shows that within the DSA, the cost of housing and transportation as a percent of income is high, and that there is a slightly higher percentage of households with no vehicles available, compared to the County and the State. Yet, without pedestrian or bicycle facilities, non-automobile modes of transportation are impeded along the project corridor.
- Additional concerns include business owner worries about the impact of construction-related delays on businesses and a request from the FBRMPO Planner that the project design include safe pedestrian crossings near existing bus stops located near the Rock Hill Road (SR 3081) and Hendersonville Road US 25) intersections.

Potential Community Impacts

- Notably adverse community impacts are anticipated with this project but appear to affect all populations equivalently; thus, impacts to minority and low-income populations do not appear to be disproportionately high and adverse. Benefits and burdens resulting from the project are anticipated to be equitably distributed throughout the community. No disparate impacts are anticipated under Title VI and related statutes. It is assumed that any impacts to transit use would be minor and temporary, and that transit use will be accommodated during project construction. If transit use cannot be accommodated during project construction and access for transit users in EJ communities is impacted, then potential EJ impacts should be re-evaluated.
- The project may impact the three Section 4(f) resources located in the project study area:
 - Additional ROW needs may require acquisition of or easements on a portion of the Blue Ridge Parkway, and the project may temporarily impact the use of the potential Section 4(f) resource if



the designs require construction of a new Blue Ridge Parkway bridge over Sweeten Creek Road (US 25A).

- While a portion of Jake Rusher Park, a potential Section 4(f) resource is located in the project study area, impacts to the playground and free-play area are not anticipated. However, additional ROW needs may require acquisition of a portion of the playground parking lot, located across the street.
- Additional ROW needs may require acquisition of a portion of the planned Lake Julian Greenway, a potential Section 4(f) resource.
- The project may have minor, temporary impacts on transit use if existing transit stops located near the Rock Hill Road (SR 3081) and Hendersonville Road US 25) intersections are temporarily shifted during construction. However, it is anticipated that such impacts, if any, would be minor. The project will have a positive impact on transit, if as requested by the FBRMPO Planner, the project design includes pedestrian crosswalks at the two intersections with nearby transit stops.
- Although there are few existing pedestrian facilities along the Sweeten Creek corridor, pedestrian activity in the study area was observed during the field visit. During construction, the project may impact the ability of pedestrians, including transit users, to cross and walk along the corridor. Long term, if the project design includes sidewalks, bicycle lanes, and/or a parallel greenway, in keeping with local plans, the project will have a substantial positive impact on pedestrian and bicycle use. If the project requires replacement of the Blue Ridge Parkway bridge over Sweeten Creek Road (US 25A), the project will have a temporary impact on hikers and bicyclists that would normally use the Parkway/MST/NC Bicycle Route 2 in this area.
- During construction, the project may have temporary impacts on access to businesses and residences with driveways in the project study area, and nearby roads may experience notable congestion if the project requires the use of detour routes during construction. The Asheville Assistant Fire Chief expressed concerns about impacts to emergency response related to potential road closures during construction, in that road closures may exacerbate existing connectivity issues along portions of the corridor, particularly between Rock Hill Road and Gerber Road. Buncombe County Schools also expressed concern about the ability of potential detour routes to handle additional traffic, and requested that construction be scheduled to start after 8:30 a.m. and construction activities minimized between 2:30 p.m. – 4:00 p.m.
- Depending on the design, the project may have ROW impacts on the BLU W-line, and improvements to Gerber Road, Mills Gap Road (SR 3116) and Buck Shoals Road (SR 3541) may impact the railroad crossing surfaces, signals and gates. The project may also have temporary impacts on railroad operations during construction.
- The project may have temporary impacts on businesses along the corridor due to construction-related traffic congestion and delays. In addition, the project may have ROW impacts on businesses located along the corridor.
- If the project design includes sidewalks, bicycle lanes and/or a parallel greenway, in keeping with local plans, the project will have a long term positive impact on community health by providing improved opportunities for walking and cycling throughout the entire community.

Preliminary Recommendations

- Minimization of impacts to minority, low-income, and Title VI populations should be a priority for the project team as potential designs are developed. Public involvement and outreach activities must ensure full and fair participation of all potentially affected communities in the transportation decision-making process.
- Public involvement activities should be developed to include outreach to minority, low-income, and Title VI populations, and must ensure full and fair participation of all potentially affected communities in the transportation decision-making process.
- Because LEP populations within the DSA exceed the Department of Justice's Safe Harbor thresholds, written translations of vital documents should be provided for Spanish language-speaking populations, in addition to other measures assuring meaningful language access, as determined by North Carolina Department of Transportation (NCDOT) Public Involvement to satisfy the requirements of Executive Order 13166. In addition, because notable Asian/Pacific language-speaking populations requiring language assistance are located within the DCIA, the NCDOT Project Planning Engineer should consult with NCDOT Public Involvement to determine appropriate measures assuring meaningful public involvement to satisfy the requirements of Executive Order 12898.
- The Project Planning Engineer should coordinate with FHWA and the National Park Service to determine



the classification of, and level of impacts to the Blue Ridge Parkway as a potential Section 4(f) resource. The Project Planning Engineer should also coordinate with FHWA and the City of Asheville to determine the classification of, and level of impacts to the City of Asheville's Jake Rusher Park as a potential Section 4(f) resource. Last, the project Planning Engineer should coordinate with FHWA, the City of Asheville, and Buncombe County to determine the classification of, and level of impacts to the planned Lake Julian Greenway as a potential Section 4(f) resource.

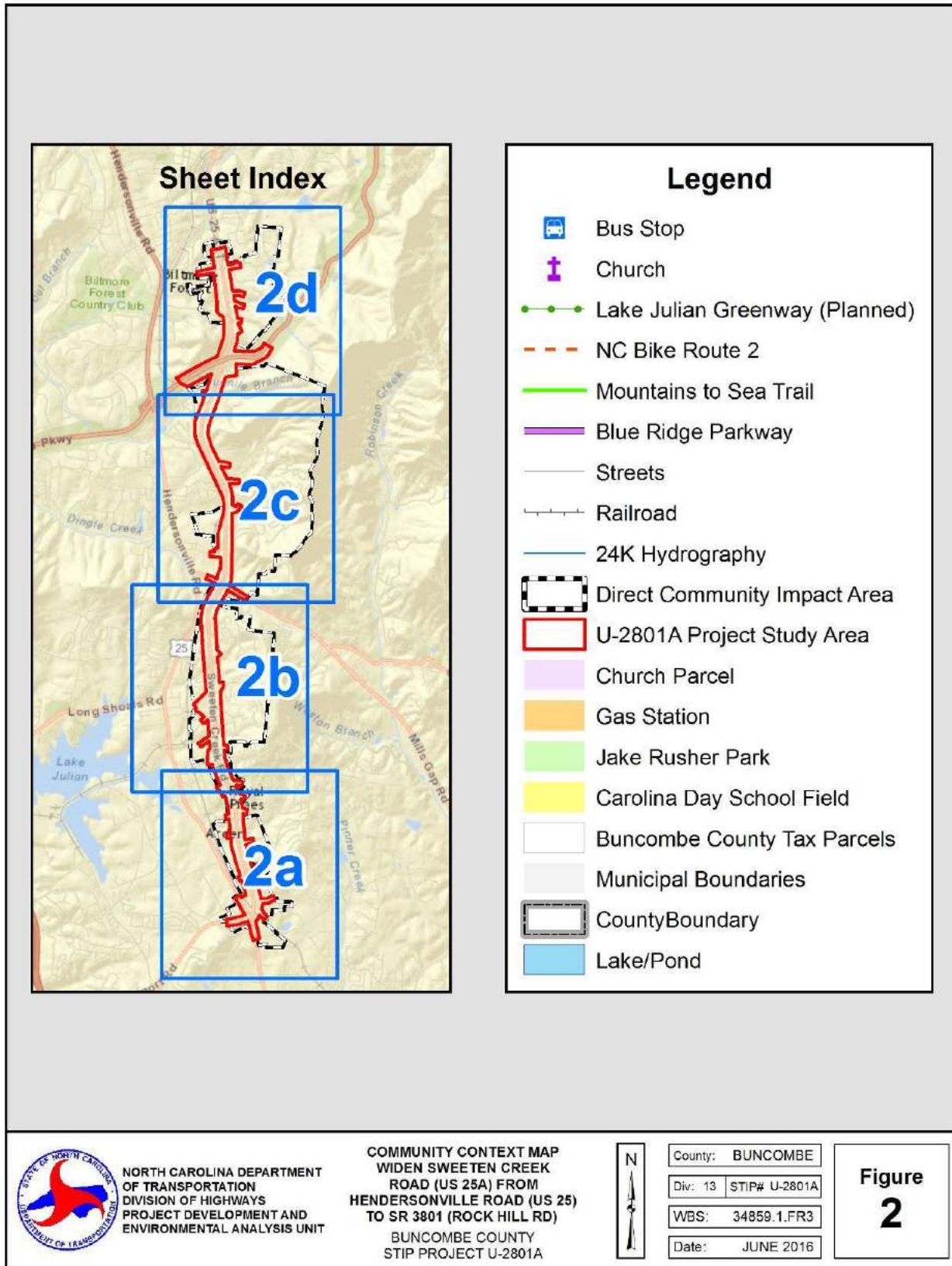
- Due to the potential for notable congestion during construction, the NCDOT Project Planning Engineer should coordinate with NCDOT Public Involvement to develop a public involvement outreach plan that incorporates the necessary local stakeholders and is in accordance with all necessary FHWA and NCDOT guidelines. Coordination with local stakeholders should include Mr. Vijay Kapoor, co-founder of the South Asheville Resident & Business Community Organization, who was recommended by the local planner as a representative for South Asheville citizens; Email: vkapoor@kapoorco.com. Public involvement and outreach activities must ensure full and fair participation of all potentially affected communities in the transportation decision-making process.
- The NCDOT Project Planning Engineer should coordinate with NCDOT Division of Bicycle and Pedestrian Transportation, the City of Asheville, and Buncombe County to evaluate the inclusion of bicycle/pedestrian/and greenway facilities in the project design, as well as the necessary level of bicycle/pedestrian access accommodation during construction. The coordination efforts should address the existing conflict in local plans regarding recommended pedestrian and bicycle accommodations along the Sweeten Creek Road (US 25A) corridor; some plans recommend a greenway parallel to Sweeten Creek Road, while other plans recommend sidewalks and bicycle lanes along Sweeten Creek Road.
- The NCDOT Project Planning Engineer should coordinate with the NCDOT Division of Public Transportation and ART to evaluate the necessary levels of transit accommodation in the project designs and access accommodations during construction, which will also address potential EJ concerns.
- Because the project is located in Buncombe County, which is claimed as territory by the Eastern Band of the Cherokee Nation, the NCDOT Project Planning Engineer should coordinate with Mr. Tyler Howe, the Tribal Historic Preservation Officer.
- The NCDOT Project Planning Engineer should coordinate with local emergency service providers, including the Asheville Fire Department, Buncombe County EMS, and Mission Hospital EMS, prior to any construction that may result in substantial delays for emergency vehicles.
- Because school buses use the project corridor, it is recommended that the NCDOT Project Engineer coordinate with Buncombe County Schools prior to any construction that may result in substantial delays for school buses.
- It is recommended that the NCDOT Project Planning Engineer coordinate with the NCDOT Rail Division and BLU to evaluate the necessary level of accommodations in the design for the W-line rail alignment and existing at-grade railroad crossings, and appropriate level of operational accommodations during construction.
- The NCDOT Project Planning Engineer should ensure that access to properties is maintained and that impacts to business operations are minimized during construction.
- The NCDOT Project Planning Engineer should continue to coordinate with the STIP U-5834 NCDOT Project Planning Engineer, to ensure that STIP U-5834 accommodates the proposed improvements for STIP U-2801A.

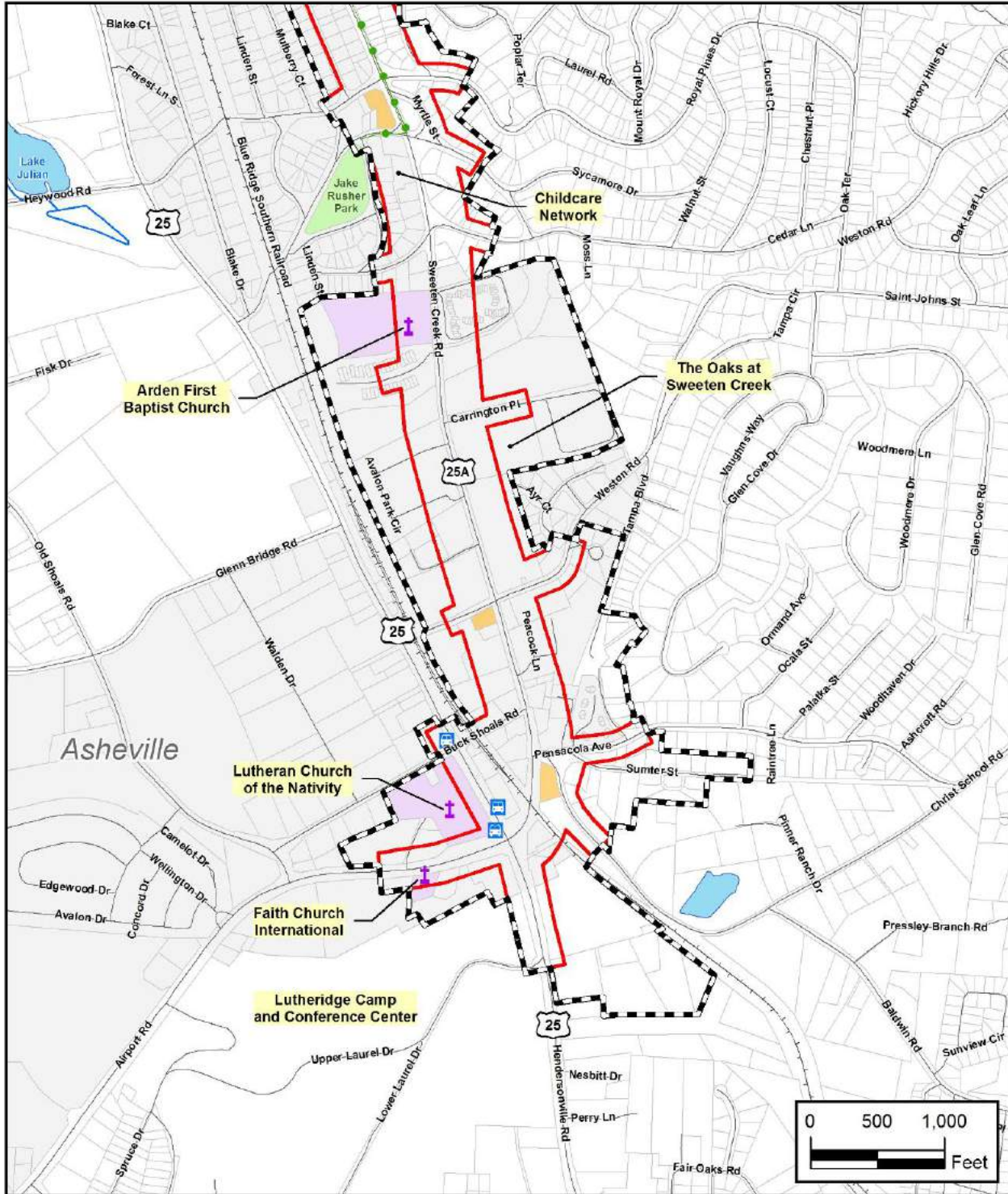
Indirect and Cumulative Effects Statement

The project is expected to reduce travel time. Due to the potential transportation impact-causing activities, this project may influence nearby land uses or stimulate growth. Therefore, a detailed indirect and cumulative effects screening is provided in a separate report.



COMMUNITY CONTEXT MAP





NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

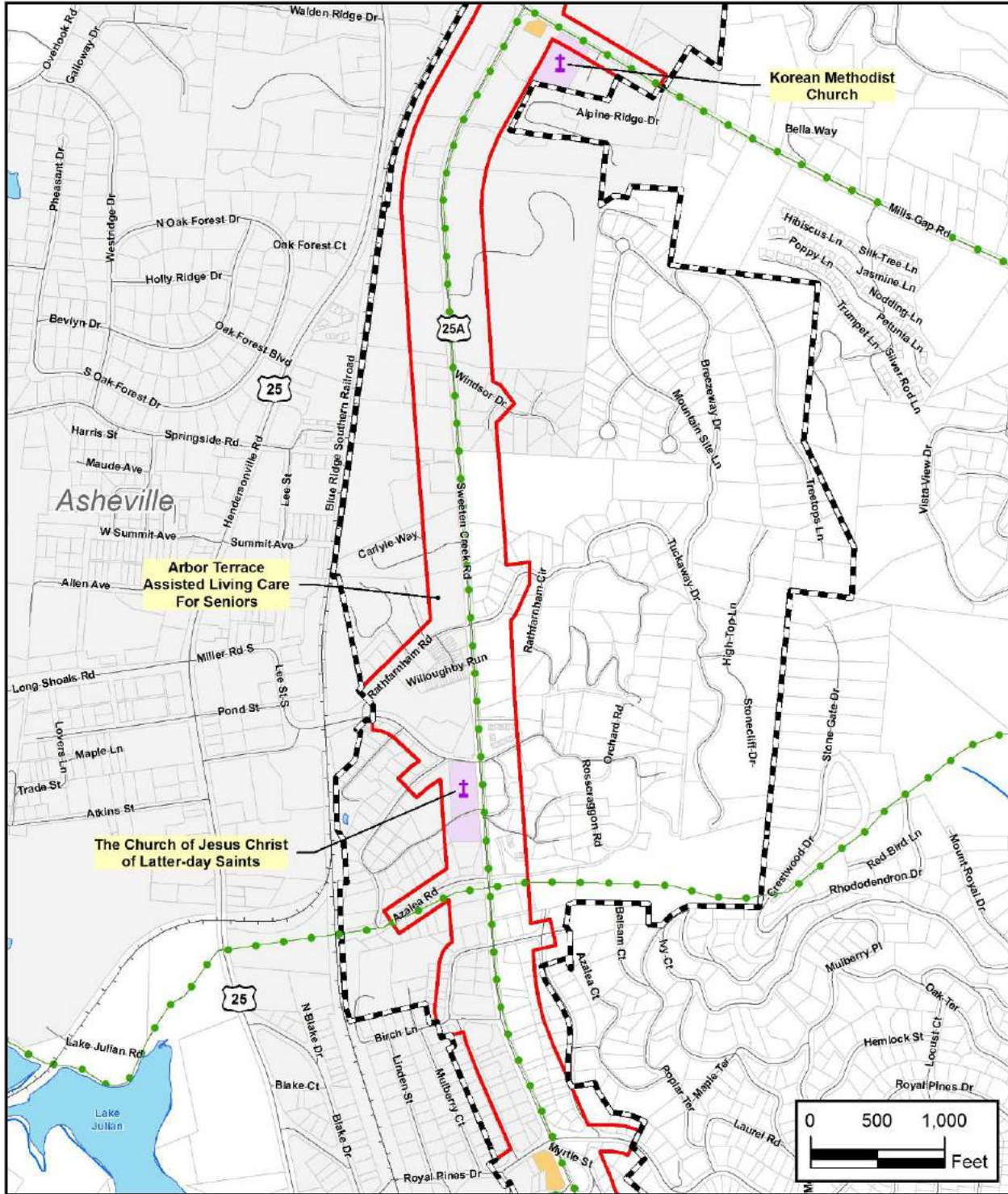
COMMUNITY CONTEXT MAP
 WIDEN SWEETEN CREEK ROAD (US 25A) FROM
 HENDERSONVILLE ROAD (US 25)
 TO SR 3801 (ROCK HILL RD)
 BUNCOMBE COUNTY
 STIP PROJECT U-2801A



County:	BUNCOMBE
Div:	13
STIP#:	U-2801A
WBS:	34859.1.FR3
Date:	JUNE 2016

Figure 2a





NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

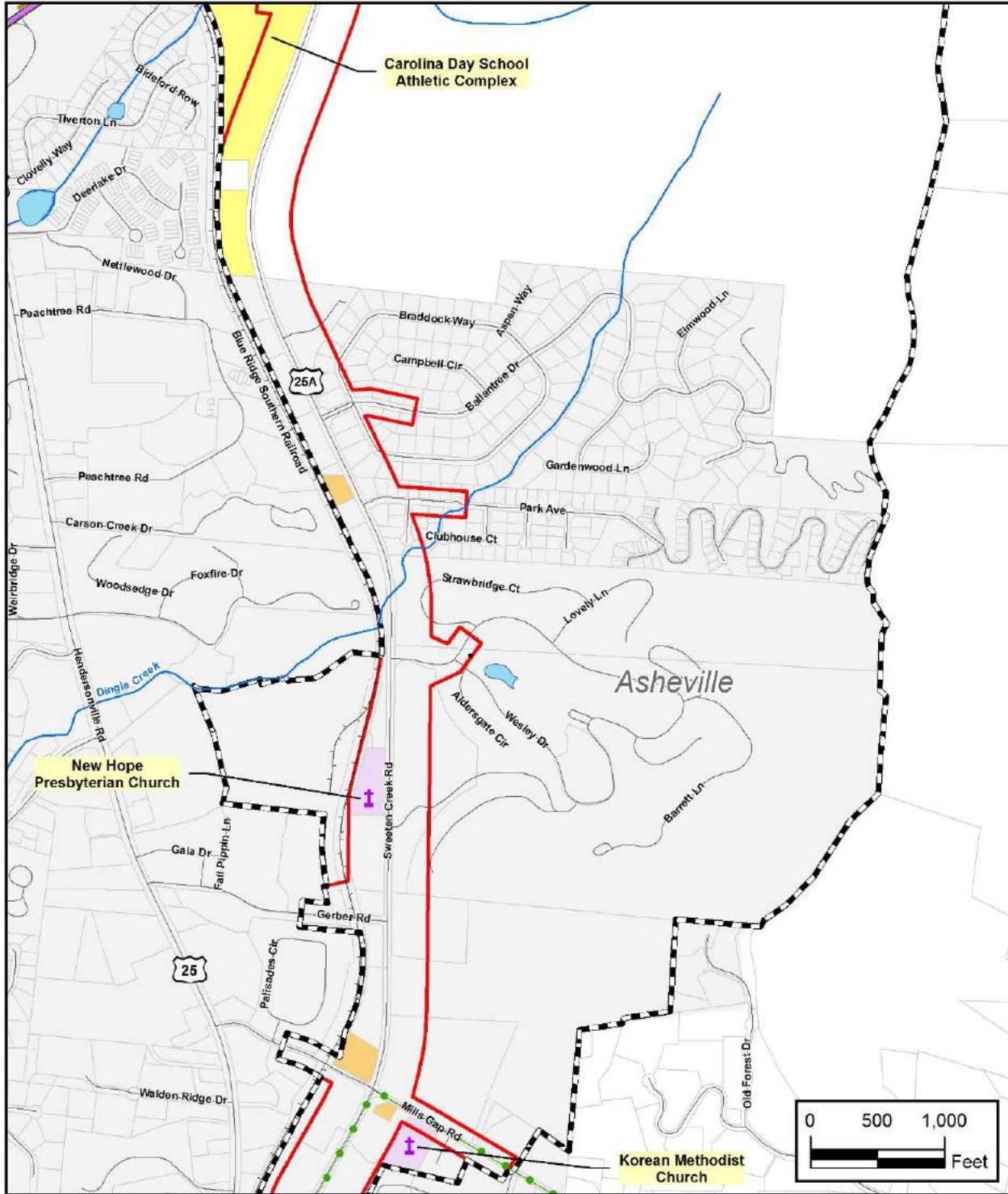
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Figure 2b





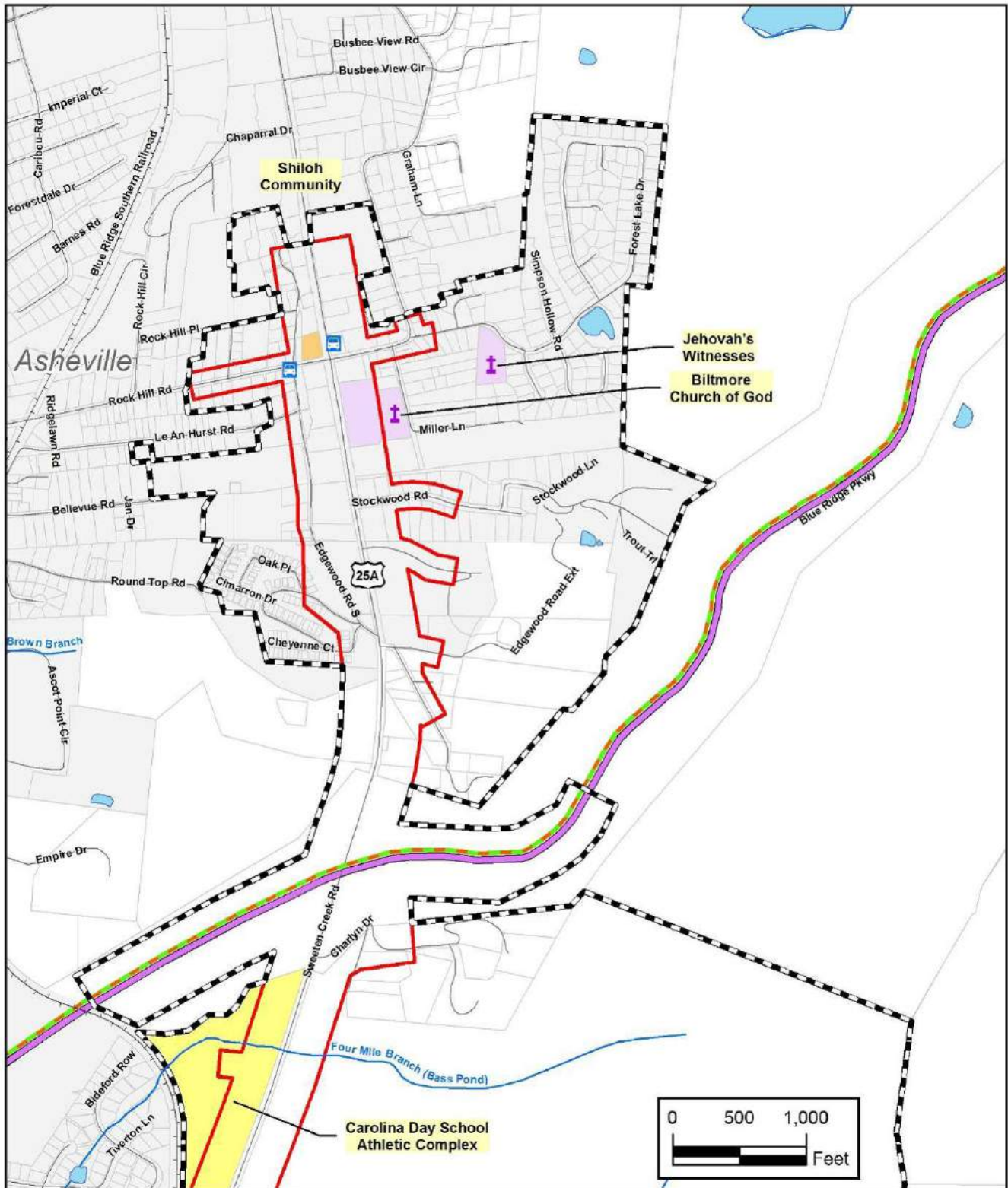

 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

COMMUNITY CONTEXT MAP
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 TO SR 3801 (ROCK HILL RD)
 BUNCOMBE COUNTY
 STIP PROJECT U-2801A

N ↑	County: BUNCOMBE
	Div: 13 STIP# U-2801A
	WBS: 34859.1.FR3
	Date: JUNE 2016

Figure 2c





NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

COMMUNITY CONTEXT MAP
WIDEN SWEETEN CREEK ROAD (US 25A) FROM
HENDERSONVILLE ROAD (US 25) TO SR 3801 (ROCK HILL RD)
BUNCOMBE COUNTY
STIP PROJECT U-2801A

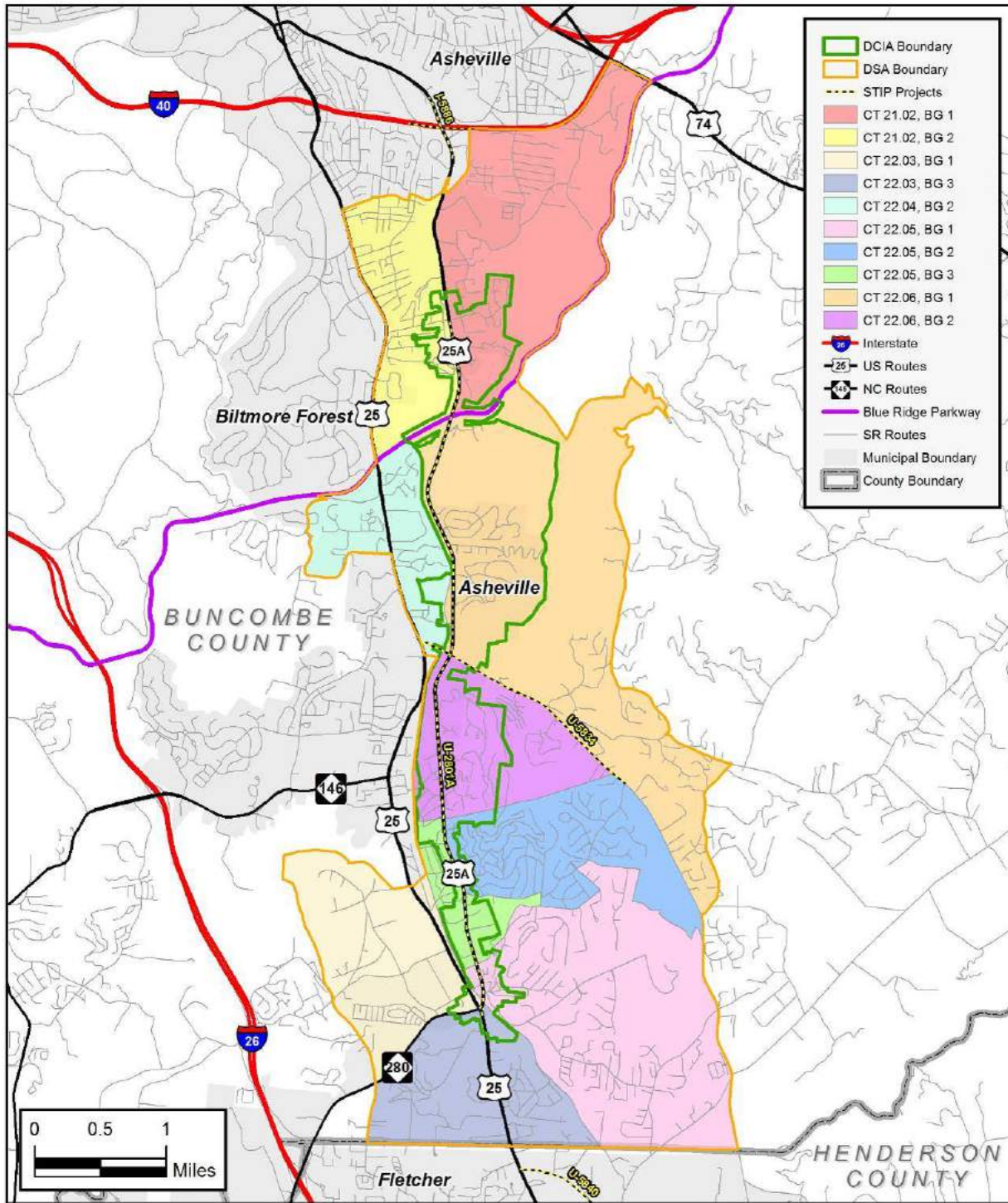




County:	BUNCOMBE
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Figure 2d



DEMOGRAPHIC STUDY AREA



	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT	DEMOGRAPHIC STUDY AREA MAP WIDEN SWEETEN CREEK ROAD (US 25A) FROM HENDERSONVILLE ROAD (US 25) TO SR 3801 (ROCK HILL RD) BUNCOMBE COUNTY STIP PROJECT U-2801A		County: BUNCOMBE Div: 13 STIP# U-2801A WBS: 34859.1.FR3 Date: JUNE 2016	Figure 3
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REGULATORY APPLICATIONS INVENTORY & SCREENING

ENVIRONMENTAL JUSTICE [EJ] AND TITLE VI POPULATIONS

Are there any populations living in the Demographic Study Area that meet the criteria for Environmental Justice and/or Title VI? If so, note which groups are present (check all that apply):

Minority Low-Income Title VI (non-EJ)

Census data indicates a notable presence of minority and low-income populations meeting the criteria for EJ within the DSA, and minority and low-income communities were observed within the DCIA during the field visit and were noted by local planners. In addition, field visit observations indicate the presence of non-EJ Title VI populations in the DCIA.

The criteria for EJ populations were met in the following Census Tract (CT) Block Groups (BG):

CT 21.02 BG 1 based on population considered Near Poor (18.4% vs. 10.7 % Buncombe County) and based on minority population (27.7% vs. 15.7% Buncombe County)

CT 21.02 BG 2 based on population considered Near Poor (22.5% vs. 10.7% Buncombe County) and based on minority population (55.2% of the total BG population)

CT 22.03 BG 1 based on the population that is Below Poverty Level (45.4% vs. 17.1% Buncombe County) and based on minority population (73.5% of the total BG population)

CT 22.03 BG 3 based on the population considered Very Poor (16.7% vs. 7.0% Buncombe County) and based on minority population (34.7% vs. 15.7% Buncombe County)

CT 22.04 BG 2 based on the population considered Very Poor (13.0% vs. 7.0% Buncombe County).

During the field visit, low income and minority populations were observed in the locations described below:

- A low-income and minority community was observed within the project study area at the north end of the project near the Rock Hill Road intersection with Sweeten Creek Road (US 25A). This is considered part of the Shiloh community, a traditionally African American community with a history dating to the late 1880's.
- A low-income community was observed in the small mobile home development on Casteel Lane, off of Mills Gap Road (SR 3116) east of Sweeten Creek Road.
- A low-income community was observed in the neighborhood at the south end of the DCIA, east of Sweeten Creek Road, along Pensacola Avenue (SR 3187) and Sumter Street.

Three facilities that serve populations meeting the criteria for Title VI are found within the DCIA:

- The Oaks at Sweeten Creek Rehabilitation and Health Care Center, 3864 Sweeten Creek Road
- Arbor Terrace Assisted Living Care for Seniors, 3199 Sweeten Creek Road
- Givens Estates Retirement Community, 2360 Sweeten Creek Rd.

Not present according to Census data and observation/local input

Present; Census data indicates presence but there is no observation/local input to confirm

Present; Census data does not indicate presence but communities were observed

Present according to Census data and observation/local input

LIMITED ENGLISH PROFICIENCY [LEP] OR LANGUAGE ASSISTANCE [LA] POPULATIONS

Are there any populations living in the Demographic Study Area that meet the criteria for Limited English Proficiency? Are there any populations within the Demographic Study Area that do not meet the LEP threshold but do meet the criteria for Language Assistance?

Census data indicates a Spanish language-speaking population that meets or exceeds the US Department of Justice LEP Safe Harbor threshold within the DSA. Census data

No LEP or LA

No LEP, but LA population is present

LEP population present

[and LA population present]



also indicates an Asian/Pacific language-speaking population that exceeds 50 persons within the DSA that may require language assistance. There are 1,388 persons whose primary language group is Spanish and who speak English less than very well living in the DSA; this represents 7.4% of the total DSA population. There are 101 persons in the DSA whose primary language is an Asian/Pacific language and who speak English less than very well; more than half (56) live in Census Tract 22.06, Block Group 1.

Indications of LEP/LA populations living near the project were observed during the field visit: New Hope Presbyterian Church on Sweeten Creek Road (US 25A) displayed a sign for Spanish language worship services, and the Buncombe County Planner reported that pockets of Hispanic populations live along the project corridor. In addition, a Korean Methodist Church is located within the project study area on Mills Gap Road (SR 3116), east of Sweeten Creek Road.

POTENTIAL SECTION 4(F) PUBLIC RECREATIONAL RESOURCES
Are there any properties or areas in the Direct Community Impact Area that may be impacted by the project that are or may be protected under Section 4(f) (not including historic properties and/or districts)?

The Blue Ridge Parkway, a potential Section 4(f) resource, is a 469-mile linear park administered by the National Park Service that crosses over Sweeten Creek Road (US 25A) on a bridge. The Parkway is not directly accessed from the project corridor; however, there is evidence that people park on existing wide gravel shoulders on both sides of Sweeten Creek Road under the bridge to access the Parkway. The City of Asheville planner reported that people park under the bridge to access the Parkway for bicycling and walking in the months when the parkway is open for travel, and for cross country skiing when the Parkway is closed due to snowy conditions.

Jake Rusher Park, a potential Section 4(f) resource, is a four-acre neighborhood park that includes a playground and open play areas. This City of Asheville park is located west of Sweeten Creek Road (US 25 A), at 132 Peachtree Street, and is bounded by Sycamore Drive, Peachtree Street and Sycamore Terrace. A corner of the park property (less than 0.10 acres) is within the project study area at Sycamore Drive. A gravel parking lot located across Peachtree Street on a three-quarter acre parcel owned by the City of Asheville has a sign indicating that the lot is for playground parking. The parking lot is located within the project study area. Observations made during the February field visit suggest that the parking lot is also used by customers of the adjacent Rocky's Hot Chicken Shack restaurant located at 3749 Sweeten Creek Road.

Lake Julian Greenway, a potential Section 4(f) resource, is a City of Asheville and Buncombe County planned greenway that parallels the east side of Sweeten Creek Road in the middle section of the DCIA. The planned greenway also crosses Sweeten Creek Road near Azalea Terrace, and near Jake Rusher Park.

- Present**; adjacent to/accessible from the project corridor
- Not present**; present in DCIA but not adjacent to or accessed from the project corridor
- Not present within DCIA**

SECTION 6(F) LAND & WATER CONSERVATION FUND RESOURCES
Are there any areas protected under Section 6(f) in the Direct Community Impact Area?

- Present within DCIA
- Not present within DCIA**

VOLUNTARY & ENHANCED VOLUNTARY AGRICULTURAL DISTRICTS [VAD/EVAD]
Is there a Voluntary Agricultural District or Enhanced Voluntary Agricultural District in the Direct Community Impact Area?

- Present within DCIA
- Not present within DCIA**

COMMUNITY CHARACTERISTICS & NOTABLE FEATURES

AGRICULTURAL OPERATIONS
Are there any active agricultural operations located in the Direct Community Impact Area?

<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
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<p>NOTABLE POPULATION GROWTH OR DECLINE <i>Has the DSA experienced notable population growth or decline in recent years? If the average annualized DSA population growth is higher than 1.5%, note the growth in the county and how it compares.</i> <input type="checkbox"/> Decline <input type="checkbox"/> Greater than 1.5% annual growth (in DSA)</p> <p>Census block group boundaries in the DSA changed between 2000 and 2010; the boundary for 2000 CT 22.01 BG 3 is substantially larger than the boundary for 2010 CT 22.04, BG 2. The boundary differences do not allow an accurate description of percent change or annualized growth rate for the DSA (see map in Appendix A).</p>	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
<p>DEVELOPMENT ACTIVITY <i>Has recent development activity occurred in the DCIA and/or are there known plans for public or private development activity in the DCIA?</i></p> <p>The FBRMPO Director reported that the area is becoming more densely developed overall, with both residential and business development. The City of Asheville Planner reported that residential development is continuing rapidly in the area of the project.</p> <p>Recent/current developments in the DCIA include:</p> <p><u>Givens Estates</u> at 2360 Sweeten Creek Road. This retirement community is located on the east side of Sweeten Creek Road between Gerber Road and Park Avenue. A phased expansion of 260 apartments targeting senior and low-income housing is planned. The first phase of 120 units is expected to open in 2016.</p> <p><u>Avalon Apartments at Sweeten Creek</u>. Located on the west side of Sweeten Creek Road near the south end of the DCIA; construction of this 92-unit apartment complex was completed in 2015.</p> <p><u>Palisades Apartments</u> at 900 Palisades Circle off Mills Gap Rd; construction of 224-unit apartment complex was completed in 2015.</p> <p><u>Hawthorne at Mills Gap</u> is a planned apartment development for 272 apartments in the northeast quadrant of the Sweeten Creek Road/Mills Gap Road intersection. Two access points are proposed: a main entrance on Mills Gap Road, and secondary entrance on Sweeten Creek Road. A traffic impact study was prepared for the project in December 2015.</p> <p><u>Duke Energy Progress, Inc.</u>, plans to construct an electrical substation on a 4.96-acre parcel owned by the company, in the southwest quadrant of the Sweeten Creek Road/Mills Gap Road intersection.</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<p>LOCAL AREA PLANS/GOALS <i>Are there any local area plans, goals, or zoning initiatives specifically affecting the Direct Community Impact Area (e.g. bicycle, pedestrian, greenway, or transit plan; small area plan; long-range growth plan; thoroughfare plan; etc.)?</i></p> <p><u>French Broad River Metropolitan Planning Organization CTP</u>, 2008. The plan recommends that Sweeten Creek Road (US 25A) be widened to four lanes with a median from Rock Hill Road (SR 3081) to US 25/NC 280. In outlining the need for improvements, the plan notes that south Asheville has experienced rapid growth in recent years and this growth is expected to continue. In 2005, the Average Daily Traffic (ADT) for Sweeten Creek Road exceeded the daily capacity of the roadway and traffic volumes were expected to increase noticeably in the coming years. The U-2801A corridor provides the only north-south alternative to US 25, which is frequently congested. The CTP also recommends that STIP U-2801A be coordinated with bicycle improvements identified in the Asheville Comprehensive Bicycle Master Plan and Greenway Master Plan. Other recommendations pertinent to STIP U-2801A include:</p> <ul style="list-style-type: none"> • Provision of local bus service along Sweeten Creek Road (US 25A) and Hendersonville Road (US 25) • Blue Ridge Parkway Connector - construct off-road connector from Sweeten Creek Road to the Blue Ridge Parkway to provide a safer facility for bicyclists who have limited options in this area to connect to the Blue Ridge Parkway. <p><u>Metropolitan Transportation Plan 2015-2040, FBRMPO</u>, September 2015. The recommended 2016-2020 Time Horizon projects include STIP U-2801A: widen Sweeten Creek Road (US 25A), Section A: from US 25 (Hendersonville Road) to SR 3081 (Rock Hill Road) to multi-lanes with a four-lane median divided typical cross-section.</p> <p><u>Complete Streets Policies</u>. The City of Asheville has adopted a Complete Streets Policy, which calls for all facilities to be designed and maintained with all users in mind. In addition, the FBRMPO has adopted the Urban/Suburban Avenue cross section from the North Carolina Complete Streets Planning and Design</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO



Guidelines for this corridor. This cross section includes sidewalks, recommended at 6 feet to 12 feet in width depending on local context. Bicycle lanes are also specified, at 4 feet to 6 feet wide, with 5 feet as the preferred width.

City of Asheville Comprehensive Bicycle Plan, February, 2008. The list of medium-term projects includes providing striped/paved shoulders along Sweeten Creek Road (US 25A).

City of Asheville Greenway Master Plan, November, 2013. The planned Lake Julian Greenway would provide connections between the planned Bent Creek Greenway to the west, Lake Julian, Sweeten Creek Road, Mills Gap Road and Jake Rusher Park. The corridor parallels the east side of Sweeten Creek Road in the middle section of the DCIA and also crosses Sweeten Creek Road near Azalea Terrace, and near Jake Rusher Park. The greenway traverses areas that are within the city limits, and outside the city limits in Buncombe County.

City of Asheville 2005 Pedestrian Plan, February 22, 2005. The plan proposes sidewalks along Rock Hill Road through the project study area.

Asheville in Motion Mobility Plan, March 2016 (final plan adoption anticipated early summer 2016). The plan proposes projects that will create a network of interconnected transportation modes to address the City's needs. The draft plan recommends that Sweeten Creek Road improvements be designed as a Complete Street from Lodge Street in downtown Asheville (north of the STIP U-2801A project study area), to Hendersonville Road (US 25), the southern terminus of STIP U-2801A. Within the STIP U-2801A study area, the plan recommends 7-foot bike lanes with 3' striped buffers and vertical flex posts on both sides of the road, with a center turn lane or median. The plan also recommends sidewalks on both sides of Sweeten Creek Road with intersection improvements.

Shiloh Community Plan 2025, City of Asheville, September 14, 2010. The plan includes the goal of improving pedestrian accessibility throughout the Shiloh community, an African American community established in the late 1880's. The Shiloh community is considered to be located generally between Hendersonville Road and Sweeten Creek Road, bounded at the north by I-40 and at the south by Rock Hill Road. The plan identifies Rock Hill Road as an important corridor in need of sidewalks.

Buncombe County Greenways & Trails Master Plan, August 2012. This plan includes the proposed alignment for the Lake Julian Greenway described above in the City of Asheville Greenway Master Plan. The plan shows a proposed greenway of 10 feet in width, parallel to Sweeten Creek Road from Wesley Drive in the northern area of the project to Cedar Lane in the southern area, crossing Sweeten Creek Road at Rosscraggon Road (10-foot pervious surface facility) and near Jake Rusher Park.

Land of Sky Regional Council, 2013 Blue Ridge Bike Plan. The plan identifies Sweeten Creek Road through the project study area as a Priority Corridor for Buncombe County. The plan recommends that bicycle lanes be included as part of the Sweeten Creek Road widening project (STIP U-2801A) as it is the only viable link planned for improvements to connect Biltmore Village to the Shiloh Community, South Asheville and Arden via an on-street facility, given the limitations along Hendersonville Road (US 25).

STIP PROJECTS

Are there any reasonably foreseeable STIP projects within 3 miles of this project and/or that have the potential to affect or be affected by this project?

STIP U-5834 proposes to upgrade Mills Gap Road (SR 3116) from Hendersonville Road (US 25) to Weston Road (SR 3157), intersecting STIP U-2801A in the middle-section of the project. ROW is scheduled for 2018 and construction is scheduled for 2021. NCDOT will coordinate the two projects together to ensure that STIP U-5834 accommodates the proposed improvements for STIP U-2801A.

STIP U-5840 proposes to widen Old Airport Road (SR 1545) from US 25 to Mills Gap Road (SR 3116) in Henderson County, approximately one mile south of the southern terminus of STIP U-2801A. ROW is scheduled for 2017 and construction is scheduled for 2019.

STIP I-5886 proposes to construct improvements to the Sweeten Creek Road (US 25A) interchange with I-40, which is located approximately one mile north of the project study area. ROW is scheduled for 2017 and construction is scheduled for 2018.

YES

NO



<p>BICYCLE, PEDESTRIAN AND/OR GREENWAY FACILITIES <i>Are bicycle, pedestrian, or greenway facilities located in the Direct Community Impact Area?</i></p> <p>State Bicycle Route 2 and the MST follow the Blue Ridge Parkway in this region, crossing over the project corridor on a bridge at the north end of the project study area.</p> <p>The Asheville and Buncombe County Bicycle Transportation Map published by the NCDOT Division of Bicycle and Pedestrian Transportation identifies Sweeten Creek Road (US 25A) and Mills Gap Road (SR 3116) Road within the DCIA as level III on-street bicycle routes; best for experienced bicyclists use to riding in traffic.</p> <p>There are few existing pedestrian or bicycle facilities within the DCIA. Both the City of Asheville Planner and the Buncombe County Planner noted that the lack of adequate pedestrian and bicycle facilities serves as a barrier to pedestrian and bicycle activity along the corridor. The locations of existing sidewalks are described below:</p> <ul style="list-style-type: none"> • Corner of Sweeten Creek Road (US 25A) and Buck Shoals Road (SR 3186) in front of the ABC store • Corner of Sycamore Drive (SR 3164) and Peachtree Street, along the frontage of Jake Rusher Park and adjacent to the park parking lot • Sweeten Creek Road, west side (along southbound lane), between Azalea Terrace and Old Turnpike Road • Corner of Sweeten Creek Road and Mills Gap Road (SR 3116), in front of the Stop & Go gas station and Sweeten Creek Centre strip retail center • Mills Gap Road, west of railroad tracks • Rock Hill Road (SR 3081) at Sweeten Creek Road, southwest quadrant of the intersection. <p>In addition, a pedestrian crossing sign is posted on Sweeten Creek Road near the southern terminus, but there are no painted crosswalks or signals.</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<p>BICYCLE/PEDESTRIAN ACTIVITY <i>Were bicyclists or pedestrians observed in the Direct Community Impact Area?</i></p> <ul style="list-style-type: none"> • One pedestrian was observed walking on the Sweeten Creek Road (US 25A) bridge over the W-line railroad at the south end of the project. • One pedestrian was observed walking along Sweeten Creek Road near Buck Shoals Road (SR 3186). • One pedestrian was observed walking along Sweeten Creek Road near Sycamore Drive (SR 3164). • Five pedestrians walking separately were observed travelling on Mills Gap Road (SR 3116), crossing Sweeten Creek Road (US 25A) with the traffic signal. • A hiker was observed descending the slope adjacent to the Blue Ridge Parkway bridge, returning to a car parked on the gravel shoulder of Sweeten Creek Road (US 25 A). The hiker appeared to have been using a trail on land owned by Biltmore Dairy, located in the northwest quadrant of the intersection. 	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<p>TRANSIT ROUTES, FACILITIES AND/OR ACTIVITY <i>Were bus routes or facilities observed in the Direct Community Impact Area on the site visit? Were any riders observed using these facilities? Were any of these riders members of special populations?</i></p> <p>There is no transit service along Sweeten Creek Road (US 25A) in the project corridor between the project termini. However, two ART bus routes operate in the DCIA, in portions of the project study area where proposed improvements will tie in to existing road alignments. Route S1 operates on Rock Hill Road and a short section of Sweeten Creek Road (US 25A) near the north end of the project, and Route S3 operates on Hendersonville Road at the south of the project. Bus stops are located near the Rock Hill Road (SR 3081) and Hendersonville Road US 25) intersections, outside the project corridor. Route S3 bus stops are located along the northbound and southbound lanes of Hendersonville Road, near the intersection with Sweeten Creek Road. Two Route S1 bus stops are located near the Rock Hill Road/Sweeten Creek Road intersection: one stop is located along northbound Sweeten Creek Road north of Rock Hill Road; and, one stop is located on Rock Hill Road west of Sweeten Creek Road.</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO



<p>ACCESS DRIVEWAYS AND CROSS STREETS <i>Are there any driveways or intersections located along the project corridor?</i></p> <p>State maintained roads that intersect the project corridor are listed below from south to north; many provide a connection to the parallel Hendersonville Road (US 25). Traffic on the intersecting streets is controlled by stop signs unless otherwise noted.</p> <ul style="list-style-type: none"> • Hendersonville Road (US 25), signalized; each leg includes left turn, right turn, and through lanes • Pensacola Avenue (SR 3187), signalized; T-intersection from east • Buck Shoals Road (SR 3186), T-intersection from the west, connects to Hendersonville Road (US 25) • Weston Road (SR 3157), with stop signs • Cedar Lane (SR 3159), split Y-intersection from east and T-intersection from west • Sycamore Drive (SR 3164), connects to Hendersonville Road (US 25) • Myrtle Street (SR 3166), T-intersection from east • Royal Pines Drive (SR 3162), signalized, connects to Hendersonville Road (US 25) • Birch Lane (SR 3169) • Rosscraggon Road (SR 3184), connects to Hendersonville Road (US 25) • Rathfarnham Road (SR 3185), signalized, connects to Hendersonville Road (US 25) • Windsor Drive (SR 3329), T-intersection from east • Mills Gap Road (SR 3116), signalized major collector, each leg includes left turn lanes, connects to Hendersonville Road (US 25) • Gerber Road, signalized, T-intersection from west, connects to Hendersonville Road (US 25) • Blue Ridge Parkway, bridge over Sweeten Creek Road • Edgewood Road (SR 3112) T-intersection from west • Edgewood Road Extension (SR 3113) T-intersection from east • Rock Hill Road (SR 3081), signalized; Sweeten Creek Road includes let turn, right turn, and though lanes, connects to Hendersonville Road (US 25) <p>In addition, numerous residences and businesses have driveway access to Sweeten Creek Road, and more than twenty local or private roads intersect the corridor, providing access to adjacent residential and commercial development.</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<p>TRAFFIC GENERATING FACILITY OR NODE <i>Is there a node or facility that generates a notable level of vehicular or pedestrian traffic in the Direct Community Impact Area?</i></p> <p>The Carolina Day School athletic stadium and fields are located on the project corridor, one-quarter mile south of the Blue Ridge Parkway bridge. The Asheville Assistant Fire Chief reported that the fields generate a high level of attendance and associated traffic for athletic events and other activities.</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<p>BUSINESS AND ECONOMIC RESOURCES <i>Are any specific business and/or economic resources present in the Direct Community Impact Area (e.g. business parks, distribution centers, manufacturing facilities, etc.)?</i></p> <p>Many industrial businesses with associated distribution operations are located within the DCIA, primarily in the Mills Gap Road (SR 3116) area.</p> <p>Lutheridge Camp and Conference Center is located outside of, but adjacent to the DCIA; the entrance drive intersects Hendersonville Road (US 25) within the project study area. Programs are provided year round on the 160-acre site for children, youth, adults and families.</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<p>BUSINESS AND ECONOMIC TRANSPORTATION ACTIVITY <i>Is there any documented activity related to goods movement in the Direct Community Impact Area (e.g. tractor-trailers, logging trucks, tractors or other agricultural equipment, or industrial traffic)?</i></p> <p>The W-line, a freight rail line that extends from Asheville to Spartanburg, SC, is located west of Sweeten Creek Road (US 25A) and winds parallel to the project corridor throughout most of the study area. Near the southern terminus of the project, Sweeten Creek Road crosses over the railroad on a five-lane bridge. The rail line is owned by BLU between Asheville and Hendersonville, NC; the southern section of the corridor is owned by Norfolk Southern Railway, but is currently out of service. The freight corridor connects industrial customers located south of Asheville to the larger NS network to the north. Currently, BLU operates two trains per day, with occasional additional trains for special or maintenance service. In some locations the railroad alignment is less than 100 feet from the edge of pavement of the existing Sweeten Creek Road. Railroad ROW is 200 feet wide centered about the centerline of the track. Three of the streets that intersect Sweeten Creek Road (US 25A) cross the W-line at grade within the project study</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO



<p>area: Gerber Road, Mills Gap Road (SR 3116), and Buck Shoals Road (SR 3541). The railroad crossings at each of these locations are equipped with gates and signals.</p> <p>During the field visit, numerous tractor trailer trucks were observed accessing the corridor, primarily from the industrial/commercial development located in the Mills Gap Road (SR 3116) area.</p>		
<p>EMERGENCY MANAGEMENT SERVICES (EMS) OPERATIONS <i>Did the EMS local official note any emergency services operations within the DCIA that may be affected by the project, such as stations or corridors that are primary response routes?</i></p> <p>The Asheville Assistant Fire Chief noted three locations in the corridor that represent areas of concern for the project with regard to EMS services:</p> <ul style="list-style-type: none"> • Givens Estates Retirement Community, which has a high call volume for emergency services • The Carolina Day School Athletic Fields, which generate a high level of use/attendance for games/activities • The Ballentree and Park Avenue residential subdivisions, which include large commuter populations. <p>The Director of Buncombe County Emergency Services reported that the project should not present a problem for Buncombe County emergency services.</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<p>SCHOOL BUS ROUTES <i>Did the local school transportation official note any school bus routes within the DCIA that may be affected by the project?</i></p> <p>Buncombe County school buses make 40 trips per day through the project corridor, and the corridor is used by carpool traffic between 7:00 a.m. – 8:00 a.m. and 2:00 p.m. – 4:00 p.m. During the field visit, numerous school buses were observed travelling through the project study area.</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<p>SPECIAL POPULATIONS <i>Are there any special populations (e.g. tribal groups connected with land, religious, ethnic or other groups with special mobility needs, different outreach needs, etc.) located in the Direct Community Impact Area?</i></p> <p>The project is located in Buncombe County, which is claimed as territory by the Eastern Band of the Cherokee Nation. Therefore, coordination with Eastern Band of the Cherokee Indians is required. The cultural resources/THPO contact is Mr. Tyler Howe:</p> <p>Tyler Howe Cultural Resources/THPO Eastern Band of Cherokee Indians P.O. Box 455 Cherokee, NC 28719 (828) 554-6852 tylehowe@nc-chokeee.com</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<p>SOCIO-ECONOMIC RESOURCES <i>Are there any other notable socio-economic resources located in the Direct Community Impact Area, including places of worship, private and/or public schools, daycares, cemeteries, private or public social service agencies, community facilities, etc.?</i></p> <p>Seven places of worship are located within the DCIA:</p> <ul style="list-style-type: none"> • Faith Church International, 15 Airport Road • Lutheran Church of the Nativity, 2425 Hendersonville Road • Arden First Baptist Church, 3839 Sweeten Creek Road • Church of Jesus Christ of Latter-day Saints, 3401 Sweeten Creek Road • New Hope Presbyterian Church, 3070 Sweeten Creek Road • Biltmore Church of God, 1390 Sweeten Creek Road • Jehovah’s Witnesses Kingdom Hall, 25 Forest Lake Drive. <p>In addition, two other socio-economic facilities are located within the DCIA:</p> <ul style="list-style-type: none"> • Childcare Network # 178, 3749 Sweeten Creek Road • Lutheran Church of the Nativity Preschool, 2425 Hendersonville Road. 	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<p>COMMUNITY COHESION <i>Were any specific signs or indicators of community cohesion observed /found within the Direct Community Impact Area?</i></p>	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO



<p>COMMUNITY SAFETY <i>Are there any existing or perceived crime or safety issues in the Direct Community Impact Area, including high crash rates, unsafe facilities, inadequate lighting and/or isolated areas?</i></p> <p>Preliminary analysis indicates a high crash rate within the project corridor (Appendix E). The crash rate for total crashes in the project corridor (373.79) exceeds both the statewide average crash rate (225.61) and the critical crash rate (245.60) for total crashes.</p> <p>In addition, during public outreach for development of the 2008 FBRMPO CTP, comments were received from area residents regarding observed crashes or near crashes within the project corridor.</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<p>COMMUNITY HEALTH <i>Are there any notable characteristics related to community health in the Direct Community Impact Area?</i></p> <p>Appendix D contains data related to community health as discussed below.</p> <p>While Census data indicates a notable presence of low-income populations meeting the criteria for EJ within the DSA, the median income in the DSA (\$50,501) is greater than the median income in Buncombe County (\$44,713) and North Carolina (\$46,450).</p> <p>The cost of housing and transportation as a percent of income is high in both Buncombe County (60%) and the DSA (57%) compared to what is generally considered affordable (less than 45%).</p> <p>The DSA has a slightly higher percentage of households with no vehicles available (7.3%) than Buncombe County (7.1%) and the state as a whole (6.5%), but a favorable higher percentage with travel time to work less than 15 minutes (34.36%) compared to Buncombe County (32.91%) and North Carolina (25.7%).</p> <p>There are no existing pedestrian or separate bicycle facilities in the study corridor, which impedes those modes of transportation. In the 2007-2012 five-year period, there were seven crashes involving pedestrians and three crashes involving bicyclists within the DCIA.</p> <p>Buncombe County has higher, favorable percentage of individuals who have access to exercise opportunities (84.0%) compared to the state as a whole (65.0%), and a lower percentage of adults reporting physical inactivity (21.0%) compared to the state as a whole (25.0%).</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<p>OTHER RECREATIONAL RESOURCE(S) OR ACTIVITY <i>Is there any other recreational resource or observed activity in the Direct Community Impact Area (that is not a potential 4(f))?</i></p>	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
<p>AREA/COMMUNITY CONCERNS <i>Are there any known community concerns or controversy relative to the project?</i></p> <p>The FBRMPO Planner requested that safe pedestrian crossings located in close proximity to bus stops should be considered in the development of the project designs.</p> <p>During the February 2016 field visit, the owner of a coffee shop located on Sweeten Creek Road expressed concern about potential impacts to businesses during construction, in that construction related delays would deter customers.</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

POTENTIAL COMMUNITY IMPACTS

<p>ENVIRONMENTAL JUSTICE AND TITLE VI POPULATIONS <i>Is the project likely to have a disproportionately high and adverse impact on identified Environmental Justice and/or Title VI populations in the Direct Community Impact Area?</i></p> <p>Notably adverse community impacts are anticipated with this project but appear to affect all populations equivalently; thus, impacts to minority and low-income populations do not appear to be disproportionately high and adverse. Benefits and burdens resulting from the project are anticipated to be equitably distributed throughout the community. No disparate impacts are anticipated under Title V and related statutes.</p> <p>The project may have ROW impacts to properties in the observed EJ communities located along Rock Hill Road (the Shiloh community), and Pensacola Avenue (SR 3187) and Sumter Street, due to construction of improvements to connecting streets that will be necessary to tie to existing alignments.</p> <p>The STIP U-5834 Mills Gap Road improvement project, which is being planned to</p>	<p><input type="checkbox"/> No impacts; no EJ or Title VI population present</p> <p><input type="checkbox"/> No impacts; EJ and/or Title VI population present</p> <p><input type="checkbox"/> Impacts; no EJ or Title VI population present</p> <p><input checked="" type="checkbox"/> Impacts; EJ and/or Title VI population present; "No" finding</p> <p><input type="checkbox"/> Impacts; EJ and/or Title VI population present; "Yes" finding</p>
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<p>accommodate STIP U-2801A, will be constructed in advance, and will address all impacts associated with improvements to Mills Gap Road, including potential impacts to the EJ community living on Casteel Lane.</p> <p>It is assumed that any impacts to transit use would be minor and temporary, and that transit use will be accommodated during project construction. If transit use cannot be accommodated during project construction and access for transit users in EJ communities is impacted, then potential EJ impacts should be re-evaluated.</p>		
<p>POTENTIAL SECTION 4(F) PUBLIC RECREATIONAL RESOURCES <i>Is the project likely to impact identified Section 4(f) public recreational resources?</i></p> <p>Additional ROW needs may require acquisition of or easements for a portion of the Blue Ridge Parkway, and the project may temporarily impact the use of the potential Section 4(f) resource if the designs require construction of a new Blue Ridge Parkway bridge over Sweeten Creek Road.</p> <p>While a portion of Jake Rusher Park, a potential Section 4(f) resource is located in the project study area, impacts to the playground and free-play area are not anticipated. However, additional ROW needs may require acquisition of a portion of the playground parking lot, located across the street.</p> <p>Additional ROW needs may require acquisition of a portion of the planned Lake Julian Greenway, a potential Section 4(f) resource.</p>	<p><input checked="" type="checkbox"/> Impact anticipated; resource present</p> <p><input type="checkbox"/> No impact anticipated; resource present</p> <p><input type="checkbox"/> No impact anticipated; no resource present</p>	
<p>SECTION 6(F) LAND & WATER CONSERVATION FUND RESOURCES <i>Is the project likely to impact identified Section 6(f) Land & Water Conservation Fund Resources?</i></p>	<p><input type="checkbox"/> Impact anticipated; resource present</p> <p><input type="checkbox"/> No impact anticipated; resource present</p> <p><input checked="" type="checkbox"/> No impact anticipated; no resource present</p>	
<p>VOLUNTARY & ENHANCED VOLUNTARY AGRICULTURAL DISTRICTS [VAD/EVAD] <i>Is the project likely to impact designated Voluntary Agricultural Districts or Enhanced Voluntary Agricultural Districts?</i></p>	<p><input type="checkbox"/> Impact anticipated; resource present</p> <p><input type="checkbox"/> No impact anticipated; resource present</p> <p><input checked="" type="checkbox"/> No impact anticipated; no resource present</p>	
<p>AGRICULTURAL OPERATIONS <i>Is the project likely to impact identified agricultural operations?</i></p>	<p><input type="checkbox"/> YES</p>	<p><input checked="" type="checkbox"/> NO</p>
<p>COMMUNITY RESOURCES <i>Is the project likely to impact identified community resources (e.g. recreational, socio-economic, etc.)?</i></p>	<p><input type="checkbox"/> YES</p>	<p><input checked="" type="checkbox"/> NO</p>
<p>LOCAL AREA PLANS/GOALS <i>Is the project inconsistent with existing plans, regulations, and policies at the local, regional, or state level?</i></p>	<p><input type="checkbox"/> YES</p>	<p><input checked="" type="checkbox"/> NO</p>
<p>MULTI-MODAL FACILITIES AND ACTIVITY <i>Is the project likely to result in impacts to multi-modal facilities or bicycle, pedestrian or transit use?</i></p> <p>The project may have minor, temporary impacts on transit use if existing transit stops located near the Rock Hill Road (SR 3081) and Hendersonville Road (US 25) intersections are temporarily shifted during construction. However, it is anticipated that such impacts, if any, would be minor. The project will have a positive impact on transit, if as requested by the FBRMPO Planner, the project design includes pedestrian crosswalks at the two intersections with nearby transit stops: Rock Hill Road (SR 3081), and Hendersonville Road (US 25).</p> <p>Although there are few existing pedestrian facilities along the Sweeten Creek corridor, pedestrian activity in the study area was observed during the field visit. During construction, the project may impact the ability of pedestrians to cross and walk along the corridor. Long term, if the project design includes sidewalks and bicycle accommodations and/or a parallel greenway in keeping with local plans, the project will have a</p>	<p><input checked="" type="checkbox"/> YES</p>	<p><input type="checkbox"/> NO</p>



<p>major positive impact on pedestrian and bicycle use.</p> <p>If the project requires replacement of the Blue Ridge Parkway bridge over Sweeten Creek Road, the project will have a temporary impact on bicyclists and hikers that would normally use the Parkway/MST/NC Route 2 bicycle route in this area.</p>		
<p>ACCESS, ACCESSIBILITY AND MOBILITY <i>Are there any access, accessibility, or mobility impacts likely to be associated with this project (e.g. barrier effect, multi-modal accommodation, available detours, non-motorist access to properties and facilities, emergency services response, school bus routing)?</i></p> <p>Nearby roads may experience notable congestion if the project requires the use of detour routes during construction. The Asheville Assistant Fire Chief expressed concerns about impacts to emergency response related to potential road closures during construction, in that road closures may exacerbate existing connectivity issues along portions of the corridor, particularly between Rock Hill Road and Gerber Road.</p> <p>During construction, the project may have temporary impacts on access to businesses and residences with driveway access in the project study area, including the Carolina Day School athletic stadium and fields.</p> <p>It is anticipated that the project will have an impact on school transportation. The Buncombe County Schools Assistant Transportation Director expressed concern about the ability of potential detour routes to handle school traffic due to existing high traffic volumes in the detour areas. The Assistant Director requested that construction be scheduled to start time after 8:30 a.m., and that construction activities be minimized between 2:30 p.m. – 4:00 p.m.</p> <p>The City of Asheville Planner reported concerns about the impact that construction would have on the heavily traveled commuter corridor, and requested that construction-related closures be scheduled to avoid peak commuting hours when possible.</p> <p>The project is expected to have a long-term positive impact on mobility by allowing all traffic to move through the corridor more efficiently.</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<p>BUSINESS AND ECONOMIC RESOURCES <i>Is the project likely to result in impacts to business and economic resources?</i></p> <p>Depending on the design, the project may have ROW impacts on the BLU rail line. In addition, improvements to Gerber Road, Mills Gap Road (SR 3116) and Buck Shoals Road (SR 3541) may impact the railroad crossing surfaces, signals and gates. The project may also have temporary impacts on BLU railroad operations during construction.</p> <p>The project may have temporary impacts on businesses along the corridor due to construction-related traffic congestion and delays. In addition, the project may have ROW impacts on retail, warehouse, industrial and commercial businesses located along the corridor.</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<p>COMMUNITY COHESION <i>Is the project likely to alter the overall functioning of an identifiable district (e.g. interactions between, or isolation of, persons and groups; or change in the physical makeup of the community)? Is the project likely to disrupt connections between neighborhoods and commercial, recreational, institutional and employment areas?</i></p>	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
<p>COMMUNITY SAFETY <i>Is the project likely to impact any existing or perceived crime or safety issues?</i></p>	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
<p>COMMUNITY HEALTH <i>Is the project likely to impact community health?</i></p> <p>If the project design includes sidewalks and bicycle accommodations in keeping with local plans, the project will have a long term positive impact on community health by providing improved opportunities for walking and cycling throughout the entire community.</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<p>AREA/COMMUNITY CONCERNS <i>Is the project likely to be incompatible with or not address community concerns?</i></p>	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO



<p>OTHER <i>Are there any other potential impacts associated with the project?</i></p>	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
<p>RECURRING EFFECTS <i>Is the project likely to result in recurring effects on any populations and communities within the Direct Community Impact Area?</i></p>	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
<p><i>Indirect and Cumulative Effects [Transportation Impact-Causing Activities (TICAs)]</i> *A confirmed TICA requires completion of the ICE screening tool. Include the appropriate standard language paragraph in the Executive Summary.</p>		
<p>TRAVEL TIMES <i>Will the project result in travel time savings of more than one minute?</i> It is anticipated that the project design will result in travel time savings of more than one minute.</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<p>NEW NETWORK CONNECTIONS <i>Will the project permanently add to the existing road network (i.e. new connections or increased capacity)?</i></p>	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
<p>PROPERTY ACCESS <i>Will the project provide new or expanded access to properties?</i></p>	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
<p>PROPERTY EXPOSURE <i>Will the project permanently increase functional exposure (i.e. Average Daily Traffic volume, increase in multi-modal activity) to any properties in the area?</i></p>	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
<p>CREATION OF ACTIVITY CENTERS <i>Will the project open areas for concentrated, moderate to high intensity land development or redevelopment?</i></p>	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
<p>TICA SUMMARY <i>Will the project result in one or more transportation impact-causing activities?</i> The project is expected to reduce travel time. Due to the potential transportation impact-causing activities, this project may influence nearby land uses or stimulate growth. Therefore, a detailed indirect and cumulative effects screening is provided in Appendix F.</p>	<input type="checkbox"/> Absence of TICAs <input checked="" type="checkbox"/> Presence of TICAs <input type="checkbox"/> An ICE screening has already been completed	

PRELIMINARY RECOMMENDATIONS

<p>AVOIDANCE <i>Alter the project so an impact does not occur.</i></p>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<p>MINIMIZATION <i>Modify the project to reduce the severity of an impact.</i> Minimization of impacts to minority, low-income, and Title VI populations should be a priority for the project team as potential designs are developed. Public involvement and outreach activities must ensure full and fair participation of all potentially affected communities in the transportation decision-making process.</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<p>OUTREACH TO EJ AND/OR TITLE VI POPULATION(S) <i>Conduct outreach directed to EJ and/or Title VI populations to provide opportunities for their review and input on the proposed project.</i> Public involvement activities should be developed to include outreach to minority, low-income, and Title VI populations, and must ensure full and fair participation of all potentially affected communities in the transportation decision-making process.</p>	<input type="checkbox"/> YES	<input type="checkbox"/> NO



<p>OUTREACH TO LEP POPULATION(S) <i>Conduct outreach directed to LEP populations to provide opportunities for their review and input on the proposed project.</i></p> <p>Because LEP populations within the DSA exceed the Department of Justice’s Safe Harbor thresholds, written translations of vital documents should be provided for Spanish language-speaking populations, in addition to other measures assuring meaningful language access, as determined by NCDOT Public Involvement to satisfy the requirements of Executive Order 13166. In addition, because notable Asian/Pacific language-speaking populations requiring language assistance are located within the DCIA, the NCDOT Project Planning Engineer should consult with NCDOT Public Involvement to determine appropriate measures assuring meaningful public involvement to satisfy the requirements of Executive Order 12898.</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<p>COORDINATE WITH FHWA REGARDING POTENTIAL SECTION 4(F) RESOURCES</p> <p>The Project Planning Engineer should coordinate with FHWA and the National Park Service to determine the classification of, and level of impacts to the Blue Ridge Parkway as a potential Section 4(f) resource.</p> <p>The Project Planning Engineer should coordinate with FHWA and the City of Asheville to determine the classification of, and level of impacts to the City of Asheville’s Jake Rusher Park as a potential Section 4(f) resource.</p> <p>The project Planning Engineer should coordinate with FHWA, the City of Asheville, and Buncombe County to determine the classification of, and level of impacts to the planned Lake Julian Greenway as a potential Section 4(f) resource.</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<p>COORDINATE WITH NCDENR REGARDING SECTION 6(F) RESOURCES</p>	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
<p>PUBLIC INVOLVEMENT DUE TO NOTABLE COMMUNITY CONCERNS <i>Provide opportunities for early and continuing communication between the community and project staff.</i></p> <p>Due to the potential for notable congestion during construction, the NCDOT Project Planning Engineer should coordinate with NCDOT Public Involvement to develop a public involvement outreach plan that incorporates the necessary local stakeholders and is in accordance with all necessary FHWA and NCDOT guidelines. Coordination with local stakeholders should include Mr. Vijay Kapoor, co-founder of the South Asheville Resident & Business Community Organization, who was recommended by the local planner as a representative for South Asheville citizens; Email: vkapoor@kapoorco.com. Public involvement and outreach activities must ensure full and fair participation of all potentially affected communities in the transportation decision-making process.</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<p>COORDINATE WITH NCDOT DIVISION OF BICYCLE & PEDESTRIAN TRANSPORTATION</p> <p>The NCDOT Project Planning Engineer should coordinate with NCDOT Division of Bicycle and Pedestrian Transportation and the City of Asheville to evaluate the inclusion of bicycle/pedestrian/and greenway facilities in the project design, as well as the necessary level of bicycle/pedestrian access accommodation during construction. The coordination efforts should address the existing conflict in local plans regarding recommended pedestrian and bicycle accommodations along the Sweeten Creek Road Corridor; some plans recommend a greenway parallel to Sweeten Creek Road, while other plans recommend sidewalks and bicycle lanes along Sweeten Creek Road.</p>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<p>OTHER <i>Any other recommendations to address potential impacts noted in the previous section. Please list them using bullets.</i></p> <p>Because the project is located in Buncombe County, which is claimed as territory by the Eastern Band of the Cherokee Nation, the NCDOT Project Planning Engineer should coordinate with Mr. Tyler Howe, the Tribal Historic Preservation Officer:</p> <p>The NCDOT Project Planning Engineer should coordinate with local emergency service providers including the Asheville Fire Department, Buncombe County EMS, and Mission Hospital EMS prior to any construction that may result in substantial delays for emergency vehicles.</p> <p>Because school buses use the project corridor, it is recommended that the NCDOT Project Engineer coordinate with Buncombe County Schools prior to any construction that may result in substantial delays for school buses.</p> <p>It is recommended that the NCDOT Project Planning Engineer coordinate with the NCDOT Rail Division</p>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO



and BLU to evaluate the necessary level of accommodations in the design for the W-line rail alignment and existing at-grade railroad crossings, and appropriate level of operational accommodations during construction

The NCDOT Project Planning Engineer should coordinate with the NCDOT Division of Public Transportation and ART to evaluate the necessary levels of transit accommodation in the project designs and access accommodations during construction, which will also address potential EJ concerns.

The NCDOT Project Planning Engineer should ensure that access to properties is maintained and that impacts to business operations are minimized during construction.

The NCDOT Project Planning Engineer should continue to coordinate with the STIP U-5834 NCDOT Project Planning Engineer, to ensure that STIP U-5834 accommodates the proposed improvements for STIP U-2801A.



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APPENDIX ITEMS

- A. Demographic Tables
- B. Site Photographs
- C. Local Official Input Forms
- D. Health Indicator Table
- E. Other
- F. Indirect and Cumulative Effects Screening

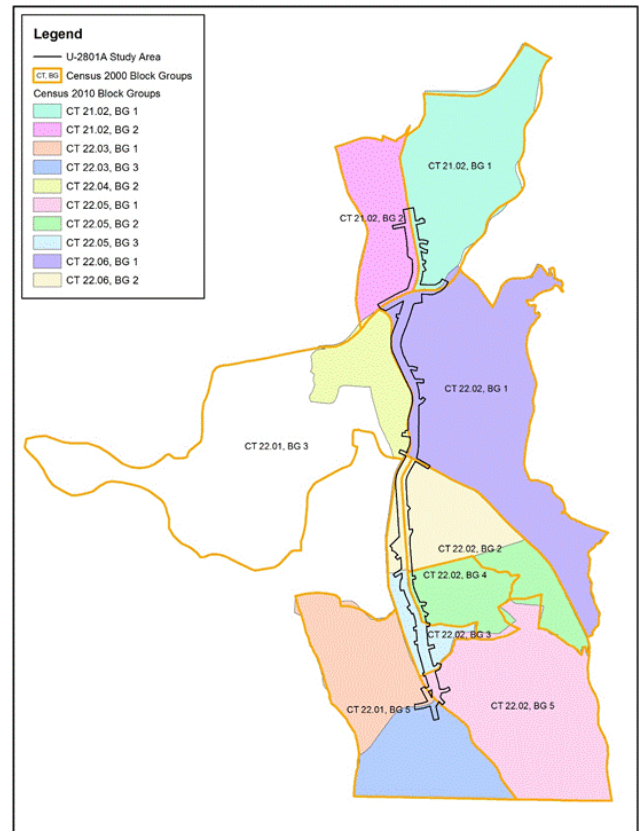


APPENDIX A: DEMOGRAPHIC TABLES

Population Change - 2000 to 2010						
Geography 2000	Geography 2010	2000	2010	Difference	Percent Change	Annualized Growth Rate
CT 21.02, BG 1	CT 21.02, BG 1	2,130	2,340	210	9.9%	0.9%
CT 21.02, BG 2	CT 21.02, BG 2	2,171	2,744	573	26.4%	2.4%
CT 22.01, BG 3	CT 22.04, BG 2	3,342	2,419	N/A	N/A	N/A
CT 22.01, BG 5	CT 22.03, BG 1 and CT 22.03, BG 3	2,576	3,018	442	17.2%	1.6%
CT 22.02, BG 1	CT 22.06, BG 1	2,200	2,681	481	21.9%	2.0%
CT 22.02, BG 2, BG 3 and BG 4	CT 22.05, BG 2, BG 3, and CT 22.06, BG 2	4,810	5,236	426	8.9%	0.9%
CT 22.02, BG 5	CT 22.05, BG 1	2,687	3,229	542	20.2%	1.9%
DSA Aggregate		19,916	21,667	N/A	N/A	N/A
Buncombe County		206,330	238,318	31,988	15.5%	1.5%
North Carolina		8,049,313	9,535,483	1,486,170	18.5%	1.7%

Source: US Census Bureau, Census 2010 and Census 2000, Summary File 1 100% Data, Table P1 and P001 "Total Population."

Note that the Census block group boundaries in the DSA changed between 2000 and 2010; the boundary for 2000 CT 22.01 BG 3 is substantially larger than the boundary for 2010 CT 22.04, BG 2. The boundary differences do not allow an accurate description of percent change or annualized growth rate for the DSA. Refer to the map below for the boundary differences.



Race																	
Geography	Total Population	White		Black or African American		American Indian and Alaska Native Alone		Asian		Native Hawaiian/Pacific Islander		Some Other Race		Two or More Races		Total Non-White	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
CT 22.05, BG 1	3,213	2,875	89.5%	199	6.2%	27	0.8%	64	2.0%	-	0.0%	-	0.0%	48	1.5%	338	10.5%
CT 22.05, BG 2	2,596	2,485	95.7%	23	0.9%	-	0.0%	-	0.0%	-	0.0%	88	3.4%	-	0.0%	111	4.3%
CT 22.06, BG 1	2,441	2,343	96.0%	11	0.5%	-	0.0%	87	3.6%	-	0.0%	-	0.0%	-	0.0%	98	4.0%
CT 21.02, BG 2	2,590	1,649	63.7%	646	24.9%	-	0.0%	68	2.6%	14	0.5%	111	4.3%	102	3.9%	941	36.3%
CT 21.02, BG 1	2,902	2,205	76.0%	515	17.7%	-	0.0%	16	0.6%	-	0.0%	-	0.0%	166	5.7%	697	24.0%
CT 22.03, BG 1	2,132	1,766	82.8%	80	3.8%	-	0.0%	22	1.0%	-	0.0%	235	11.0%	29	1.4%	366	17.2%
CT 22.03, BG 3	1,841	1,240	67.4%	175	9.5%	14	0.8%	47	2.6%	-	0.0%	133	7.2%	232	12.6%	601	32.6%
CT 22.04, BG 2	2,191	1,969	89.9%	190	8.7%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	32	1.5%	222	10.1%
CT 22.05, BG 3	1,257	1,232	98.0%	8	0.6%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	17	1.4%	25	2.0%
CT 22.06, BG 2	2,447	1,911	78.1%	177	7.2%	-	0.0%	102	4.2%	-	0.0%	-	0.0%	257	10.5%	536	21.9%
DSA	23,610	19,675	83.3%	2,024	8.6%	41	0.2%	406	1.7%	14	0.1%	567	2.4%	883	3.7%	3,935	16.7%
Buncombe County	241,801	214,603	88.8%	15,484	6.4%	759	0.3%	2,506	1.0%	144	0.1%	2,229	0.9%	6,076	2.5%	27,198	11.2%

Source: US Census Bureau, American Community Survey 5-year Estimates (2009-2013), Table B02001, "Race."



Hispanic or Latino Origin					
Geography	Total Population	Hispanic		Not Hispanic	
		#	%	#	%
CT 22.05, BG 1	3,213	25	0.8%	3,188	99.2%
CT 22.05, BG 2	2,596	339	13.1%	2,257	86.9%
CT 22.06, BG 1	2,441	-	0.0%	2,441	100.0%
CT 21.02, BG 2	2,590	599	23.1%	1,991	76.9%
CT 21.02, BG 1	2,902	127	4.4%	2,775	95.6%
CT 22.03, BG 1	2,132	1,437	67.4%	695	32.6%
CT 22.03, BG 3	1,841	171	9.3%	1,670	90.7%
CT 22.04, BG 2	2,191	86	3.9%	2,105	96.1%
CT 22.05, BG 3	1,257	-	0.0%	1,257	100.0%
CT 22.06, BG 2	2,447	125	5.1%	2,322	94.9%
DSA	23,610	2,909	12.3%	20,701	87.7%
Buncombe County	241,801	14,729	6.1%	227,072	93.9%

Source: US Census Bureau, American Community Survey 5-year Estimates (2009-2013), Table B03002, "Hispanic or Latino Origin by Race."

Minority Population					
Geography	Total Population	White, Non-Hispanic		Minority Population*	
		#	%	#	%
CT 22.05, BG 1	3,213	2,875	89.5%	338	10.5%
CT 22.05, BG 2	2,596	2,234	86.1%	362	13.9%
CT 22.06, BG 1	2,441	2,343	96.0%	98	4.0%
CT 21.02, BG 2	2,590	1,161	44.8%	1,429	55.2%
CT 21.02, BG 1	2,902	2,098	72.3%	804	27.7%
CT 22.03, BG 1	2,132	564	26.5%	1,568	73.5%
CT 22.03, BG 3	1,841	1,202	65.3%	639	34.7%
CT 22.04, BG 2	2,191	1,904	86.9%	287	13.1%
CT 22.05, BG 3	1,257	1,232	98.0%	25	2.0%
CT 22.06, BG 2	2,447	1,911	78.1%	536	21.9%
DSA	23,610	17,524	74.2%	6,086	25.8%
Buncombe County	241,801	203,809	84.3%	37,992	15.7%

* Minority population includes all races that are non-white and Hispanic populations that are also White.

Source: US Census Bureau, American Community Survey 5-year Estimates (2009-2013), Table B03002, "Hispanic or Latino Origin by Race."



Poverty							
Geography	Total Population for whom Poverty Status is Determined	Below Poverty Level		Very Poor: Under 50% of Poverty Level		Near Poor: Between 100% and 149% of	
		#	%	#	%	#	%
CT 22.05, BG 1	3,213	257	8.0%	102	3.2%	152	4.7%
CT 22.05, BG 2	2,552	20	0.8%	6	0.2%	154	6.0%
CT 22.06, BG 1	2,359	201	8.5%	121	5.1%	111	4.7%
CT 21.02, BG 2	2,568	349	13.6%	215	8.4%	577	22.5%
CT 21.02, BG 1	2,902	626	21.6%	204	7.0%	535	18.4%
CT 22.03, BG 1	2,132	967	45.4%	140	6.6%	113	5.3%
CT 22.03, BG 3	1,841	364	19.8%	308	16.7%	162	8.8%
CT 22.04, BG 2	2,136	420	19.7%	278	13.0%	60	2.8%
CT 22.05, BG 3	1,147	31	2.7%	31	2.7%	118	10.3%
CT 22.06, BG 2	2,447	412	16.8%	33	1.3%	308	12.6%
DSA	23,297	3,647	15.7%	1,438	6.2%	2,290	9.8%
Buncombe County	235,776	40,206	17.1%	16,437	7.0%	25,228	10.7%

Source: US Census Bureau, American Community Survey 5-year Estimates (2009-2013), Table C17002, "Ratio of Income to Poverty Level in the Past 12 Months."

Limited English Proficiency (LEP)									
Geography	Total Adult Population, 18 years and older	Primary Language Group of Persons Who Speak English Less than Very Well							
		Spanish		Other Indo-Euro		Asian/Pacific		Other	
		#	%	#	%	#	%	#	%
CT 22.05, BG 1	2,609	-	0.0%	-	0.0%	6	0.2%	5	0.2%
CT 22.05, BG 2	1,971	67	3.4%	-	0.0%	-	0.0%	14	0.7%
CT 22.06, BG 1	1,990	-	0.0%	-	0.0%	56	2.8%	-	0.0%
CT 21.02, BG 2	2,039	415	20.4%	-	0.0%	23	1.1%	-	0.0%
CT 21.02, BG 1	2,353	62	2.6%	-	0.0%	16	0.7%	-	0.0%
CT 22.03, BG 1	1,627	748	46.0%	-	0.0%	-	0.0%	-	0.0%
CT 22.03, BG 3	1,252	96	7.7%	7	0.6%	-	0.0%	-	0.0%
CT 22.04, BG 2	2,037	-	0.0%	-	0.0%	-	0.0%	-	0.0%
CT 22.05, BG 3	1,029	-	0.0%	-	0.0%	-	0.0%	-	0.0%
CT 22.06, BG 2	1,763	-	0.0%	-	0.0%	-	0.0%	-	0.0%
DSA Aggregate	18,670	1,388	7.4%	7	0.0%	101	0.5%	19	0.1%

Source: US Census Bureau, American Community Survey 5-year Estimates (2009-2013), Table B16004, "Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over."



Zero Car Households							
Geography	Total Households	No Vehicle Available		One Vehicle Available		Two or More Vehicles Available	
		#	%	#	%	#	%
CT 22.05, BG 1	1,236	53	4.3%	261	21.1%	922	74.6%
CT 22.05, BG 2	1,031	19	1.8%	282	27.4%	730	70.8%
CT 22.06, BG 1	1,146	129	11.3%	488	42.6%	529	46.2%
CT 21.02, BG 2	1,080	99	9.2%	535	49.5%	446	41.3%
CT 21.02, BG 1	1,211	23	1.9%	409	33.8%	779	64.3%
CT 22.03, BG 1	690	50	7.2%	374	54.2%	266	38.6%
CT 22.03, BG 3	707	133	18.8%	233	33.0%	341	48.2%
CT 22.04, BG 2	1,263	73	5.8%	804	63.7%	386	30.6%
CT 22.05, BG 3	429	-	0.0%	84	19.6%	345	80.4%
CT 22.06, BG 2	1,125	145	12.9%	439	39.0%	541	48.1%
DSA	9,918	724	7.3%	3,909	39.4%	5,285	53.3%
Buncombe County	100,838	7,176	7.1%	35,312	35.0%	58,350	57.9%

Source: US Census Bureau, American Community Survey 5-year Estimates (2009-2013), Table B25044, "Household Size by Vehicles Available."



APPENDIX B: SITE PHOTOGRAPHS



Figure 1: Southern terminus, Sweeten Creek Road bridge over NS railroad, at Hendersonville Road, facing northwest



Figure 2: Cedar Lane split Y-intersection with Sweeten Creek Road, facing west



Figure 3: Sweeten Creek Road at Royal Pines Drive, facing south



Figure 4: Sweeten Creek Road at Mills Gap Road, facing south



Figure 5: Fencing for Carolina Day School Athletic Complex, on Sweeten Creek Road, facing north



Figure 6: Northern terminus, Sweeten Creek Road at Rock Hill Road, facing south



Figure 7: Jake Rusher Park



Figure 8: Gravel shoulder under Blue Ridge Parkway, used for accessing the parkway by bicyclists, walkers and hikers



Figure 9: Bus stop next to northbound Sweeten Creek Road, near Rock Hill Road



Figure 10: Buck Shoals Road railroad crossing, west of Sweeten Creek Road, facing east



Figure 11: Example of new apartment development along the corridor



Figure 12: Park Avenue, facing east, example of some of the neighborhoods adjacent to the project corridor



Figure 11: Neighborhood near Jake Rusher Park



Figure 12: Shiloh neighborhood at north end of the study area

APPENDIX C: LOCAL OFFICIAL INPUT FORMS

**NC Department of Transportation Community Studies Group, Human Environment Section
Local EMS Input Form for
STIP Project U-2801A COMMUNITY IMPACT ASSESSMENT**

Contact Information

Interviewee Name: Wayne Hamilton

Date: 2/22/16

Title/Position: Asst. Fire Chief

Phone Number: 828-259-5774

Organization/Agency: Asheville Fire Department

Email: whamilton@ashevillenc.gov

Completed Via: X Email Phone

Interview Information/Instructions

Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save this file with a new file name for your records and e-mail the **new** file back to diana.young-paiva@threeoaksengineering.com. If you would prefer to complete a hard copy of this form, please send all sheets to the following address or call to arrange a submittal by fax:

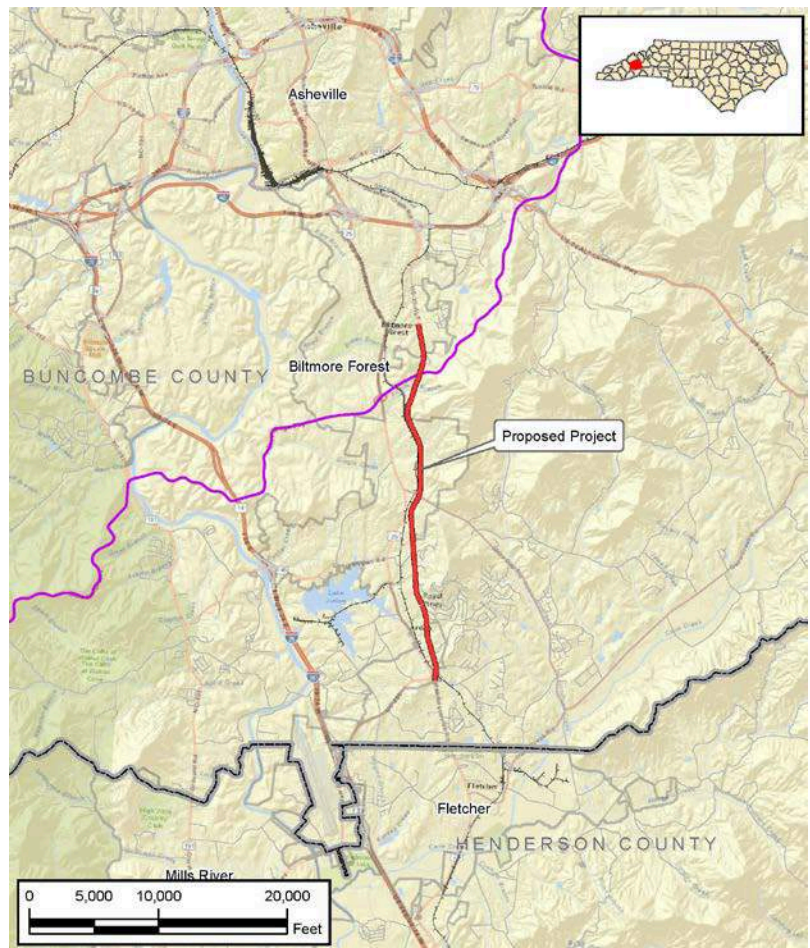
Diana Young-Paiva
Three Oaks Engineering
324 Blackwell Street, Suite 1140
Durham, NC 27701
919.368.3003

Project Information

Project Type: Bridge Corridor



STIP Project U-2801A is intended to improve Sweeten Creek Road (US 25A) from Hendersonville Road (US 25) to Rock Hill Road (SR 3081) in Buncombe County.
 Right of Way is scheduled for 2020 and Construction is scheduled for 2022.



For all applicable questions, please provide a detailed explanation of your response in the field provided. **Check if item is applicable**

<p>1. Are there any concerns related to EMS services for this project? Please be as specific as possible (e.g. location in a high call volume area, closure could affect response to schools, weight restrictions, expected new development in the area, coordination with partner agency required to facilitate service). <u>The Givens Estate Retirement Community has a high call service volume and the Carolina Day School Athletic Fields has a high use/attendance for games/activities. There is a large commuter population in both the Ballentree and Park Ave. residential subdivisions.</u></p>	<p>X</p>
<p>2. Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes? <u>This project description is too vague to understand what detours are proposed or even possible.</u></p>	<p>X</p>
<p>3. Are there any future time periods or events that you know of where bridge or road closure would be of particular concern? <u>There is no connectivity in the US 25A segment between the Rockhill Rd and Gerber Rd. for a detour route should full closures be required.</u></p>	<p>X</p>
<p>4. <i>[For bridge projects]</i> Rate the overall impact on emergency services if the bridge were closed for up to a year: <input type="checkbox"/> No Impact <input type="checkbox"/> Low Impact <input type="checkbox"/> Moderate Impact <input type="checkbox"/> High Impact</p>	
<p>5. Are road names referenced by the names locals would use?</p>	<p><input type="checkbox"/></p>
<p>6. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)? <u>Buncombe County EMS, Mission Hospital EMS, City of Asheville Traffic Engineer.</u></p>	<p>X</p>



<p>7. Do you have any other concerns regarding the potential impact of this project on EMS services, or any additional comments? Please be as specific as possible.</p> <p><u>As Sweeten Creek Rd has connectivity issues along portion under consideration, full closures seem impossible.</u></p>	<p>X</p>
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**NC Department of Transportation Community Studies Group, Human Environment Section
Local Planner Input Form for
STIP Project U-2801A COMMUNITY IMPACT ASSESSMENT**

Contact Information

Interviewee Name: Vaidila Satvika

Date: 3/16/2016

Title/Position: Urban Planner

Phone Number: 828-259-5798

Organization/Agency: Department of Planning & Urban Design

Email: vsatvika@ashevillenc.gov

Completed Via: Email Phone

Interview Information/Instructions

Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save this file with a new file name for your records and e-mail the **new** file back to diana.young-paiva@threeoaksengineering.com. If you would prefer to complete a hard copy of this form, please send all sheets to the following address or call to arrange a submittal by fax:

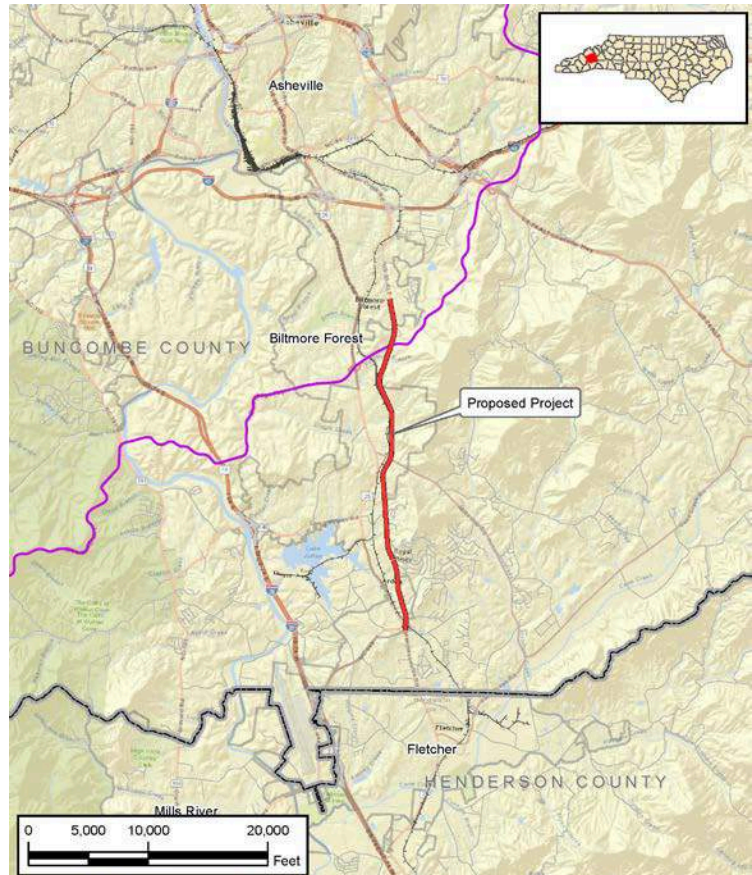
Diana Young-Paiva
Three Oaks Engineering
324 Blackwell Street, Suite 1140
Durham, NC 27701
919.368.3003

Project Information

Project Type: Bridge Corridor

STIP Project U-2801A is intended to improve Sweeten Creek Road (US 25A) from Hendersonville Road (US 25) to Rock Hill Road (SR 3081) in Buncombe County.

Right of Way is scheduled for 2020 and Construction is scheduled for 2022.



Check those questions that apply and provide a detailed explanation of your response in the field provided.	Check if item is applicable
<i>Growth and Development</i>	
1. Are there any known plans for development in the vicinity of the project? Residential development is continuing rapidly in this area.	<input checked="" type="checkbox"/>
2. Are there any adopted plans for growth or economic development that could directly affect or be affected by this project?	<input type="checkbox"/>
3. Are there plans to extend water/sewer lines or to build any new facilities, such as fire stations, schools, or other facilities, in the vicinity of the project?	<input type="checkbox"/>
4. Are there any specific business and/or economic resources present in the project area, such as business parks, distribution centers, manufacturing facilities, etc.?	<input type="checkbox"/>
<i>Special Populations</i>	
5. Are you aware of any minority, low-income or limited English proficiency (LEP) populations/communities in the vicinity of the project? If so, please provide the locations of these populations in the area. <i>[If yes, proceed to Question 6. If no, skip to Question 8.]</i>	<input type="checkbox"/>
6. Are there specific community resources or services that are used by minority, low-income or LEP populations in the community study area? How is the project likely to affect minority and low-income populations?	<input type="checkbox"/>
7. Are there any tribal groups connected with land, religious, ethnic or other special populations with different mobility needs or outreach needs in the project area?	<input type="checkbox"/>
8. Who should we contact to discuss outreach needs for any special populations? Please provide input on community leader contacts, media sources or other ways to reach these populations.	<input type="checkbox"/>
<i>Access, Accessibility, and Mobility</i>	
9. Is there pedestrian or bicycle activity/traffic or transit use along the project? If so, please describe multimodal activity in the community study area. The north/south transit line is along the parallel street, Hendersonville Road. There is very little pedestrian/bicycle activity along this corridor because there are no facilities to support non-vehicular transport.	<input checked="" type="checkbox"/>
10. Are there any existing access, accessibility, or mobility concerns or any barriers to non-auto travel in the area? Please consider all modes. Yes, the corridor is heavily trafficked and it has no sidewalks and no bicycle infrastructure.	<input checked="" type="checkbox"/>
11. Are there any adopted plans for pedestrian, greenway, bicycle, or transit facilities in the area? For each plan, please provide a description of how the plan applies to the community study area, the title of the plan, its year of adoption, and the current status of its implementation. Yes, the City is completing a comprehensive transportation plan titled Asheville in Motion (AIM) that recommends this corridor to include complete street facilities. The plan will be adopted very soon.	<input checked="" type="checkbox"/>



Agricultural Operations	
12. Are you aware of any active agricultural operations in the vicinity of the project? If so, please describe these operations (e.g. size, ownership, crops, years farmed, suppliers, customers, value to the community). <i>[If yes, answer Question 11. If no, skip to Question 13.]</i>	<input type="checkbox"/>
13. Are farm support services—such as farm suppliers, equipment dealers, processing and storage facilities, and farmer’s markets—located in the community study area? If so, please describe these services (e.g. type, location).	<input type="checkbox"/>
14. Does the project lie within a VAD or EVAD district, or are you aware of any land with other farmland protections (plans, tax districts or credits, trust, agricultural zoning, deed restrictions)? If so, please describe the nature and location of these areas and properties.	<input type="checkbox"/>
Other Notable Features	
15. Are there any recreational properties within the project area that were purchased or improved with Land and Water Conservation Act funds?	<input type="checkbox"/>
16. Are there any other specific notable community resources or issues in the project area? (e.g. socio-economic resources, recreational resources, community safety concerns, cohesive neighborhoods, areas in decline) If so, please describe.	<input type="checkbox"/>
Detours and Closures	
17. Are there any future time periods or events that you know of where road or bridge closure would be of particular concern? The corridor is a major north/south artery that is heavily trafficked. Any closure should be coordinated around peak commuting hours, where/when possible.	<input checked="" type="checkbox"/>
18. <i>[If applicable]</i> Based on your knowledge of the community study area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes?	<input type="checkbox"/>
19. <i>[For bridge projects]</i> Rate the overall impact on local planning objectives if the bridge were closed for up to a year: <input type="checkbox"/> No Impact <input type="checkbox"/> Low Impact <input type="checkbox"/> Moderate Impact <input type="checkbox"/> High Impact	
Closing Questions	
20. Are road names referenced by the names locals would use? Yes, Sweeten Creek Road.	<input checked="" type="checkbox"/>
21. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)? South Asheville stakeholders. Contact South Asheville resident: Vijay Kapoor at vkapoor@kapoorco.com	<input checked="" type="checkbox"/>
22. Do you have any additional comments about this project?	<input type="checkbox"/>



**NC Department of Transportation Community Studies Group, Human Environment Section
Local Planner Input Form for
STIP Project U-2801A COMMUNITY IMPACT ASSESSMENT**

Contact Information

Interviewee Name: Nathan Pennington

Date: 06/09/2016

Title/Position: Planner

Phone Number: 828-250-4830

Organization/Agency: Buncombe County Planning Department

Email: nathan.pennington@buncombecounty.org

Completed Via: Email Phone

Interview Information/Instructions

Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save this file with a new file name for your records and e-mail the **new** file back to diana.young-paiva@threeoaksengineering.com. If you would prefer to complete a hard copy of this form, please send all sheets to the following address or call to arrange a submittal by fax:

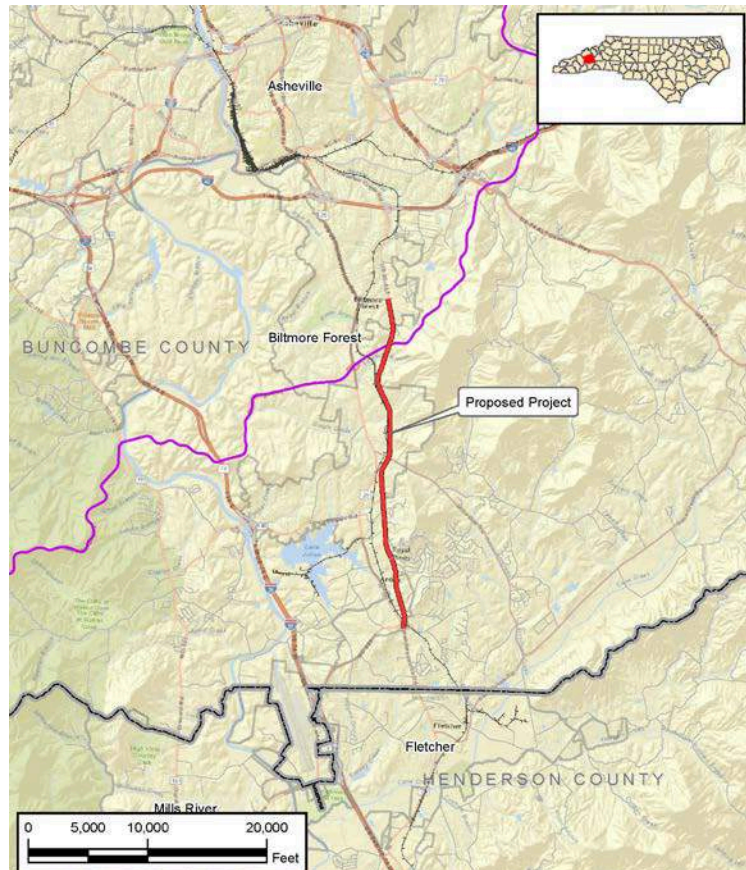
Diana Young-Paiva
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Project Information

Project Type: Bridge Corridor

STIP Project U-2801A is intended to improve Sweeten Creek Road (US 25A) from Hendersonville Road (US 25) to Rock Hill Road (SR 3081) in Buncombe County.

Right of Way is scheduled for 2020 and Construction is scheduled for 2022.



Check those questions that apply and provide a detailed explanation of your response in the field provided.	Check if item is applicable
<i>Growth and Development</i>	
8. Are there any known plans for development in the vicinity of the project? No	<input type="checkbox"/>
9. Are there any adopted plans for growth or economic development that could directly affect or be affected by this project? The County has a Comprehensive Plan, and is currently updating the Sustainability Plan.	<input type="checkbox"/>
10. Are there plans to extend water/sewer lines or to build any new facilities, such as fire stations, schools, or other facilities, in the vicinity of the project? N/A	<input type="checkbox"/>
11. Are there any specific business and/or economic resources present in the project area, such as business parks, distribution centers, manufacturing facilities, etc.?	<input type="checkbox"/>
<i>Special Populations</i>	
12. Are you aware of any minority, low-income or limited English proficiency (LEP) populations/communities in the vicinity of the project? If so, please provide the locations of these populations in the area. <i>[If yes, proceed to Question 6. If no, skip to Question 8.]</i> There are small pockets of Hispanic populations that live along the Sweeten Creek Road corridor.	<input type="checkbox"/>
13. Are there specific community resources or services that are used by minority, low-income or LEP populations in the community study area? How is the project likely to affect minority and low-income populations? Small pockets of Hispanic populations throughout the corridor.	<input type="checkbox"/>
14. Are there any tribal groups connected with land, religious, ethnic or other special populations with different mobility needs or outreach needs in the project area?	<input type="checkbox"/>
15. Who should we contact to discuss outreach needs for any special populations? Please provide input on community leader contacts, media sources or other ways to reach these populations. No specific County contacts, but Marsha Stickford with the City is the Neighborhood Coordinator and a good resource.	<input type="checkbox"/>
<i>Access, Accessibility, and Mobility</i>	
16. Is there pedestrian or bicycle activity/traffic or transit use along the project? If so, please describe multimodal activity in the community study area. Have never seen anyone ride a bike along the corridor.	<input type="checkbox"/>
17. Are there any existing access, accessibility, or mobility concerns or any barriers to non-auto travel in the area? Please consider all modes. The nature of the road is a barrier to pedestrian and bicycle transportation.	<input type="checkbox"/>
18. Are there any adopted plans for pedestrian, greenway, bicycle, or transit facilities in the area? For each plan, please provide a description of how the plan applies to the community study area, the title of the plan, its year of adoption, and the current status of its implementation. Check with Karla Furnari Buncombe County Greenways if additional information about the Greenway Plan is needed.	<input type="checkbox"/>



Agricultural Operations	
19. Are you aware of any active agricultural operations in the vicinity of the project? If so, please describe these operations (e.g. size, ownership, crops, years farmed, suppliers, customers, value to the community). <i>[If yes, answer Question 11. If no, skip to Question 13.]</i>	<input type="checkbox"/>
20. Are farm support services—such as farm suppliers, equipment dealers, processing and storage facilities, and farmer’s markets—located in the community study area? If so, please describe these services (e.g. type, location).	<input type="checkbox"/>
21. Does the project lie within a VAD or EVAD district, or are you aware of any land with other farmland protections (plans, tax districts or credits, trust, agricultural zoning, deed restrictions)? If so, please describe the nature and location of these areas and properties.	<input type="checkbox"/>
Other Notable Features	
22. Are there any recreational properties within the project area that were purchased or improved with Land and Water Conservation Act funds?	<input type="checkbox"/>
23. Are there any other specific notable community resources or issues in the project area? (e.g. socio-economic resources, recreational resources, community safety concerns, cohesive neighborhoods, areas in decline) If so, please describe.	<input type="checkbox"/>
Detours and Closures	
24. Are there any future time periods or events that you know of where road or bridge closure would be of particular concern?	<input type="checkbox"/>
25. <i>[If applicable]</i> Based on your knowledge of the community study area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes?	<input type="checkbox"/>
26. <i>[For bridge projects]</i> Rate the overall impact on local planning objectives if the bridge were closed for up to a year: <input type="checkbox"/> No Impact <input type="checkbox"/> Low Impact <input type="checkbox"/> Moderate Impact <input type="checkbox"/> High Impact	
Closing Questions	
27. Are road names referenced by the names locals would use?	<input type="checkbox"/>
28. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)?	<input type="checkbox"/>
29. Do you have any additional comments about this project?	<input type="checkbox"/>



Cc: Tristan Winkler; Vicki Eastland; Solberg, Kristina L; Tipton, Ricky A; Al-Sharawneh, Ahmad A
Subject: U-2801 Sweeten Creek Road project development-comments from the FBRMPO

Mr. Hancock-

French Broad River MPO staff have received your letter dated from February 4, 2016, requesting input for the project U-2801A, Sweeten Creek Road.

Please find below our comments regarding some of the planning considerations and observations about development patterns along the corridor. Please make sure to copy Tristan Winkler, Tristan@landofsky.org if you send out further questions regarding this project. We would like to be included on the contact list for the external scoping meeting for this project. I expect to be out on maternity leave from February 22nd through May 13, 2016.

Existing local and regional planning study recommendations for the Sweeten Creek Road (US 25A):

- French Broad River 2040 MTP (adopted in September 2015) includes U-2801A as a first tier highway project, with a local id BUNC19-H; widening to multi-lanes with a resulting four-lane median divided cross-section is envisioned
- Complete Streets Recommendation adopted by the French Broad River MPO for this corridor: Urban/Suburban Avenue with bike lanes and sidewalk
- Blue Ridge Bike Plan Recommendations: Primary Corridor: Bike Lanes in the City, Shoulder in the County.
- Asheville Bicycle Plan 2007: includes bikeable shoulders and climbing lanes
- Buncombe County Greenways Master Plan 2012: Primary Greenway Corridor– Lake Julian Greenway from Jake Rusher Park on the south side and connecting north to Biltmore Village. See exhibit 3-2 map in the Buncombe Greenways Master Plan available at <http://www.buncombecounty.org/common/parks/MasterPlan/3-PriorityCorridors.pdf>

Additional bicycle, pedestrian and transit considerations for this corridor:

- Asheville Transit: S1 Bus serves Sweeten Creek between Medical Park Drive and Rock Hill Road. Safe pedestrian crossings would be essential in proximity to bus stop locations.
- Bike/Ped crash history (2007 – 2012): 1 bicyclist injured (riding in the wrong direction) along this corridor, 8 pedestrians injured (on or near the project)

Development Pattern Observations:

- The area is generally becoming more dense in both residences as well as businesses; examples of more recent developments include Givens Estate expansion- 260 Senior Apartments are being built in three phases, (targeting senior and low-income housing); first phase of 120 units expected to open in March, 2016; located on Gerber Road between Hendersonville Road and Sweeten Creek ; Avalon Apartments at Sweeten Creek-192 units and Palisades Apartments at 900 Palisades Circle off Mills Gap Rd (224 units); new brewery-Sweeten Creek Brewing at 1127 Sweeten Creek Road (see Asheville Citizen-Times article attached for discussion of “apartment boom” happening in South Asheville)
- Limited connectivity puts a lot of pressure on Sweeten Creek from surrounding developments
- Sweeten Creek often serves as a reliever for Hendersonville Road
- Currently there are limited to no opportunities for the use of non-motorized travel

Please let us know if you have further questions.

Thank you,

Lyuba Zuyeva, AICP

FBRMPO Director

339 New Leicester Hwy., Suite 140 • Asheville, NC 28806

o: 828.251.7454 • f: 828.251.6353



Diana Young-Paiva

From: Jerry Vehaun <Marshall.Vehaun@buncombecounty.org>
Sent: Monday, February 22, 2016 2:33 PM
To: Diana Young-Paiva
Subject: RE: NCDOT Project STIP U-2801A, Sweeten Creek Road

I have no problems with this project. I also do not see any problems for any of our emergency service units. If you could move the project forward to 2017 we would very much appreciate it, though.

From: Diana Young-Paiva [mailto:diana.young-paiva@threeoaksengineering.com]
Sent: Monday, February 22, 2016 11:41 AM
To: Jerry Vehaun
Subject: RE: NCDOT Project STIP U-2801A, Sweeten Creek Road

Good morning Mr. Vehaun
I want to follow up to see if you have any questions about the NCDOT form that I sent you earlier this month. I look forward to receiving your input regarding Buncombe County emergency services in relation to the development of the Sweeten Creek Road project.
Kind regards,
Diana

Diana Young-Paiva

Senior Transportation Planner
Three Oaks Engineering
American Tobacco Campus
324 Blackwell Street, Suite 1140
Durham, North Carolina 27701
919.368.3003
diana.young-paiva@threeoaksengineering.com



Email received from Jerry Vehaun, Director of Buncombe County Emergency Services
jerry.vehaun@buncombecounty.org
(828) 250-6600



**NC Department of Transportation Community Studies Group, Human Environment Section
Local Schools Input Form for**

STIP Project U-2801A COMMUNITY IMPACT ASSESSMENT

Contact Information

Interviewee Name: **FONDA DURNER** Date: **2/25/16**
 Title/Position: **ASST DIR. SCHOOL TRANS.** Phone Number:
 Organization/Agency: **BUNCOMBE COUNTY**
 Email: **FONDA.DURNER@bcsemail.org** Completed Via: Email Phone

Interview Information/Instructions

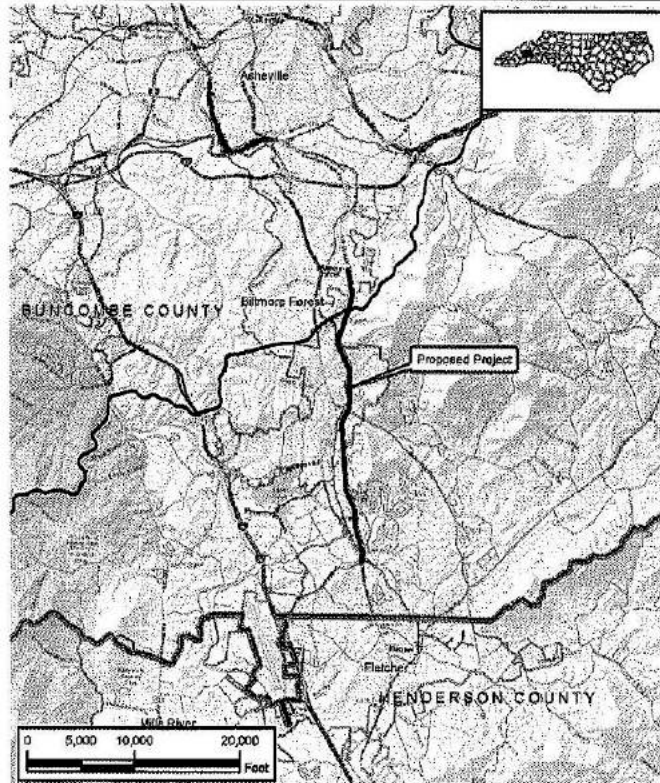
Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save this file with a new file name for your records and e-mail the **new** file back to diana.young-paiva@threeoaksengineering.com. If you would prefer to complete a hard copy of this form, please send all sheets to the following address or call to arrange a submittal by fax:

Diana Young-Paiva
 Three Oaks Engineering
 324 Blackwell Street, Suite 1140
 Durham, NC 27701
 919.368.3003

Project Information

Project Type: Bridge Corridor

STIP Project U-2801A is intended to improve Sweeten Creek Road (US 25A) from Hendersonville Road (US 25) to Rock Hill Road (SR 3081) in Buncombe County. Right of Way is scheduled for 2020 and Construction is scheduled for 2022.



Check all questions that apply and provide a detailed explanation of your response in the

Check if item is applicable



field provided	
1. How many school buses cross the bridge/pass through the corridor per day (total # of daily buses, total # daily of trips)?	<input type="checkbox"/> 40
2. Is the corridor used by carpool traffic or pedestrians to access local schools? If yes, please describe the location and time(s) of day. 7 am - 8 am 2 pm - 4 pm	<input type="checkbox"/>
3. [Applicable if schools are located in or near the community study area] Are there any Safe Routes to School plans in place at schools in/near the community study area?	<input type="checkbox"/>
4. Based on your knowledge of the community study area, do you have any concerns with the condition/capacity of potential detour routes or the location of resources along these routes with respect to school traffic? FORESEE POTENTIAL FOR DELAYS DUE TO HIGH VOLUME OF TRAFFIC IN DETOUR AREAS	<input type="checkbox"/>
5. Are there any future time periods or events that you know of where [bridge or road closure/construction] would be of particular concern?	<input type="checkbox"/>
6. [For bridge projects] Rate the overall impact on school transportation if the bridge were closed for up to a year: <input type="checkbox"/> No Impact <input type="checkbox"/> Low Impact <input type="checkbox"/> Moderate Impact <input type="checkbox"/> High Impact	
7. Are road names referenced by the names locals would use? SWEETEN CREEK RD	<input type="checkbox"/>
8. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)?	<input type="checkbox"/>
9. Are there any other concerns you have regarding the potential impact of this project on school transportation services or any additional comments? Please be as specific as possible. CONSIDER START TIME AFTER 8:30 THEN CEASE BETWEEN 2:30 - 4:00 TO ENSURE MOVEMENT OF BUSES THRU THIS AREA	<input type="checkbox"/>



APPENDIX D: HEALTH INDICATORS TABLE

CHARACTERISTIC	SMALLEST DATA LEVEL	U-2801A DSA	BUNCOMBE COUNTY	NORTH CAROLINA	DATA SOURCE	NOTES
Median Household Income	<i>DSA</i>	\$50,500.98	\$44,713	\$46,450	ACS 2009-2013, B19013	DSA-level is a weighted average of the Census Tract median household incomes
Housing + Transportation Costs % of Income	<i>DSA</i>	57%	60%		http://htaindex.cnt.org/map/	<45% is considered affordable.
% of Households with no vehicles available	<i>DSA</i>	7.3%	7.1%	6.5%	ACS 2009-2013, B08201	Pull from demographic tool.
% Travel Time to Work less than 15 minutes	<i>DSA Tracts</i>	34.36%	32.91%	25.7%	ACS 2009-2013, B08303	
Number of Pedestrian or Bicyclist Crashes in DCIA (Ped/Bike)	<i>DCIA</i>	7/3				Count the number of crashes within the DCIA from 2007-2012 using NCDOT's Bicyclist and Pedestrian Crash Map.
Average Pedestrian Crash Rate	<i>City</i>		3.69	2.77	http://www.pedbikeinfo.org/pbcat_nc/	Crashes per 10,000 residents, avg. of 2008-2012 crash totals, 2010 pop
Average Bicyclist Crash Rate	<i>City</i>		1.06	1.03	http://www.pedbikeinfo.org/pbcat_nc/	Crashes per 10,000 residents, avg. of 2008-2012 crash totals, 2010 pop
Age-Adjusted Motor Vehicle Mortality Rate	<i>County</i>		13.1	15.5	https://nchip.n3cn.org/Injury and Violence	2007-2011
Physical Inactivity	<i>County</i>		21.0%	25.0%	http://www.countyhealthrankings.org/app/north-carolina/2014/overview	Percent of adults aged 20+ reporting no leisure-time physical activity, 2010
Access to exercise opportunities	<i>County</i>		84.0%	65.0%	http://www.countyhealthrankings.org/app/north-carolina/2014/overview	Percentage of individuals who reside in a census block within a half mile of a park or (urban) one mile of a rec. facility or (rural) three miles of a rec. facility, 2010 & 2012
Percent limited access to healthy foods	<i>County</i>		8.6%	7.6%	https://nchip.n3cn.org/Physical environment	Percent of population who lives in poverty and more than 1 urban (or 10 rural) miles from a grocery store, 2012



APPENDIX E: OTHER INFORMATION

5 year crash rate comparison - US 25 Alt (Sweeten Creek) from US 25 (Hendersonville) to SR 3081 (Rock Hill)

(10/1/10 - 9/30/15)

Category	Crashes	Crash Rate	Statewide Average Crash Rate*	Critical Crash Rate
Total	590	373.79	225.61	245.60
Fatal	1	0.63	0.92	2.49
Non-Fatal Injury	169	107.07	71.72	83.13
Night	89	56.39	46.50	55.75
Wet	84	53.22	30.81	38.40

*Compared to Statewide Average Crash Rates for Urban US Routes (2010 - 2012)

Above Critical Crash Rate?	Percent Above or Below Statewide Average
YES	66%
NO	-32%
YES	49%
YES	21%
YES	73%

NCDOT Traffic Safety Unit, Transportation Mobility and Safety, December 2, 2015.

