



Haywood Road Pedestrian & Bicycle Safety Audit

May 2011

Asheville Bicycle & Pedestrian Task Force

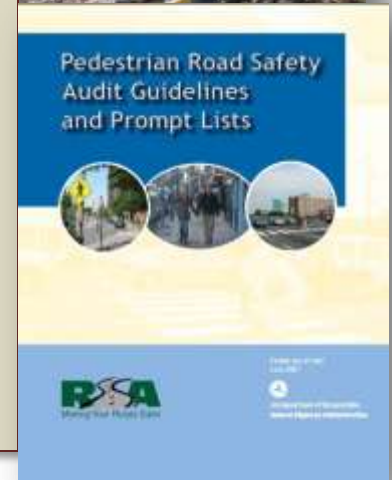
What is a Pedestrian & Bicycle Safety Audit?

- Examination and documentation of specific features along a roadway that relate to pedestrian and bicyclist safety.
- Identify key features for planned improvements.
- Evaluate the impacts of what already exists.
- Improve an identified safety problem.
- Provide agencies with a better understanding of the needs of pedestrians and bicyclists of all abilities when conducting an audit.



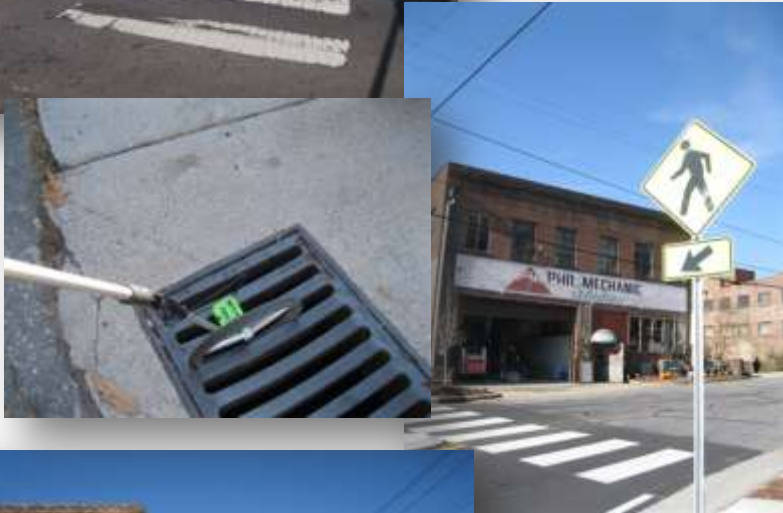
This safety audit is intended to serve as a visual representation of the technical aspects of pedestrian and bicycle facilities along the Haywood Road corridor. The illustrations are intended to show how improvements can be made to make it a safer and more accessible corridor.

The observations and recommendations are intended to serve as a “field guide” for the City of Asheville, NCDOT and other communities in design, construction and development regulations related to pedestrian and bicycle facilities.



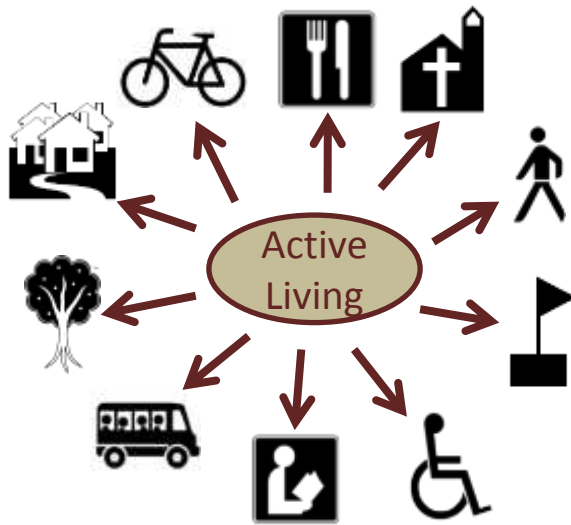
Why the Haywood Road corridor in West Asheville?

- Connectivity between W. Asheville and downtown, River Arts District and Elementary Schools.
- Notable pedestrian & bicycle trip generators.
- Mixture of existing pedestrian facilities from different “eras”.
- New roundabout at Clingman/Roberts.
- Pilot project for future safety audits.



Acknowledgements: The following members of the task force and local agency staff assisted in the audit:

Janet Barlow, West Asheville Resident
Don Kostelec, Transpo Group
Terri March, Healthy Buncombe
Barb Mee, City of Asheville
Claudia Nix, Liberty Bicycles
Natalie Murdock, French Broad River MPO
Heather Strassberger, French Broad River MPO



Haywood Road & Active Living

- Many destinations accessible on foot or bike.
- Primary east-west bicycle route for commuters and other cyclists.
- City's Bike Plan calls for various improvements along Haywood.
- Redevelopment along the corridor.

Location	Bicyclist Count
Vermont (Sat AM)	47
Vermont (weekday)	32
Craven	27
Patton	17
Ridgelawn / Beverly	25
Clingman / Roberts	38
I-240 interchange	50

Location	Ped. Count
Vermont (Sat AM)	194
Vermont (weekday)	205
Craven	14
Patton	27
Ridgelawn / Beverly	28
Clingman / Roberts	27
I-240 interchange	58



The Transit Context



- Second most utilized corridor in the Asheville Transit system.
- Two existing routes: #1 Haywood; #9 Brevard Road.
- Connectivity to bus stops is a primary concern among riders.
- New Crosstown route coming online through W. Asheville.

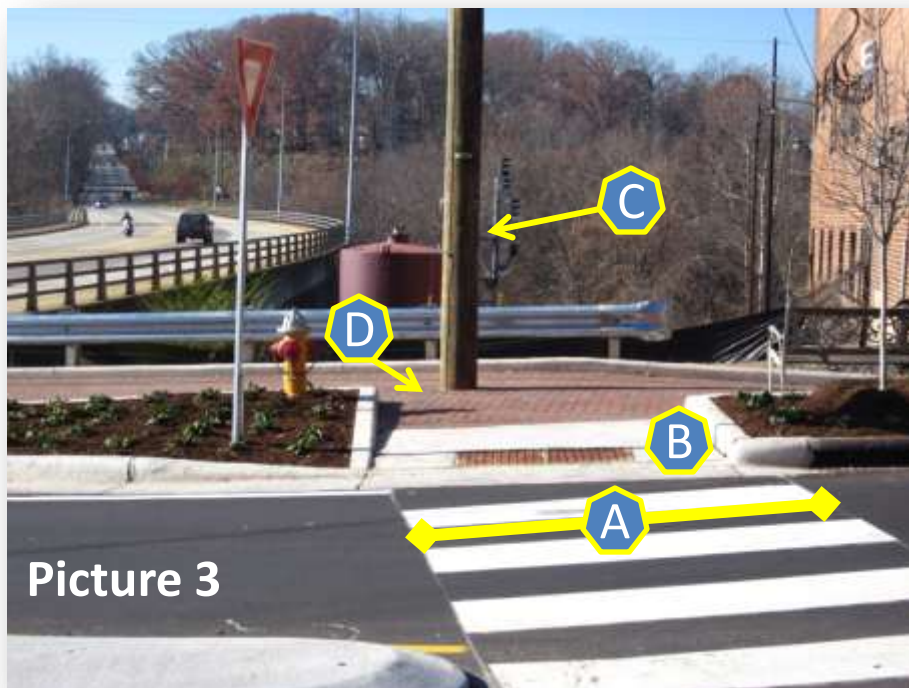
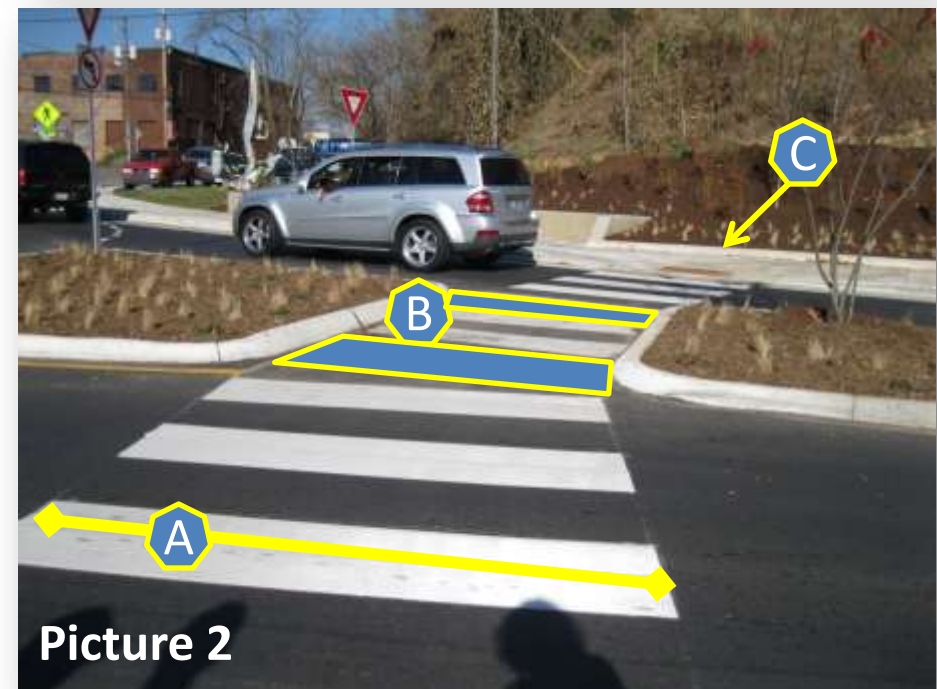


Routes / Performance	1 – Haywood Road	9 – Brevard Road
Passenger trips per hour (system rank of 21)	36.7 (1)	27.3 (8)
Passenger trips per mile (system rank of 21)	3.1 (1)	1.4 (15)
Daily ridership – Inbound	574	326
Daily ridership – Outbound	468	290
Overall system rank (of 21 routes)	1	8

Source: Asheville Transit Master Plan (2009)

Haywood / Clingman / Roberts Roundabout

- No raised barrier between sidewalk and roundabout lanes for persons with low vision (*Picture 1*).
- ADA – crosswalk width, median design and curb ramp (*Picture 2*).
- Similar ADA design issues; utility pole in middle of shared ped/bike facility and inadequate clearance width (*Picture 3*).



Beverly Road/ Ridgelawn Road Intersection

- Confusing intersection for all users (*Picture 1*).
- No crosswalks or signage for safe crossing (*Picture 2*).
- Proposed improvements by NCDOT – no bike lanes/sharrows; little consideration other than cars, such as children walking to school (*Picture 3*).

Picture 1



Picture 3



Picture 2

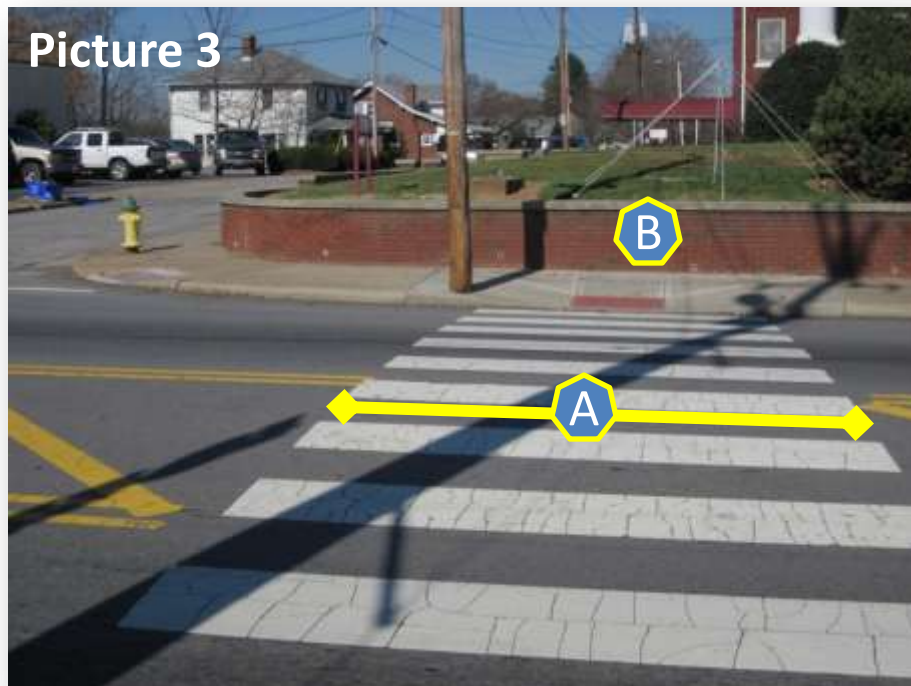
I-240 Interchange

- Confusing for pedestrian due to existing pedestrian facilities.
- Curb ramps and pedestrian buttons not compliant with ADA.
- Pedestrian signals only present on one leg, not on entry to I-240.
- Crosswalks are worn.



I-240 to Dorchester Avenue

- Mid-block crosswalk placed where pedestrians cannot see motorists and vice versa (*Pictures 1 and 2*).
- Good width on crosswalks and high visibility once pedestrian is in the street (*Picture 3 - A*).
- Non-compliant curb ramp, lacks flat landing area (*Picture 3 - B*).



Louisiana Avenue Intersection

- Transportation hub with high activity.
- No pedestrian signals combined with confusing signal phasing, defective loop detectors.
- No crosswalk to reach south side of Haywood.
- Large unimpeded driveway along south side (*Picture 2*).

Picture 1



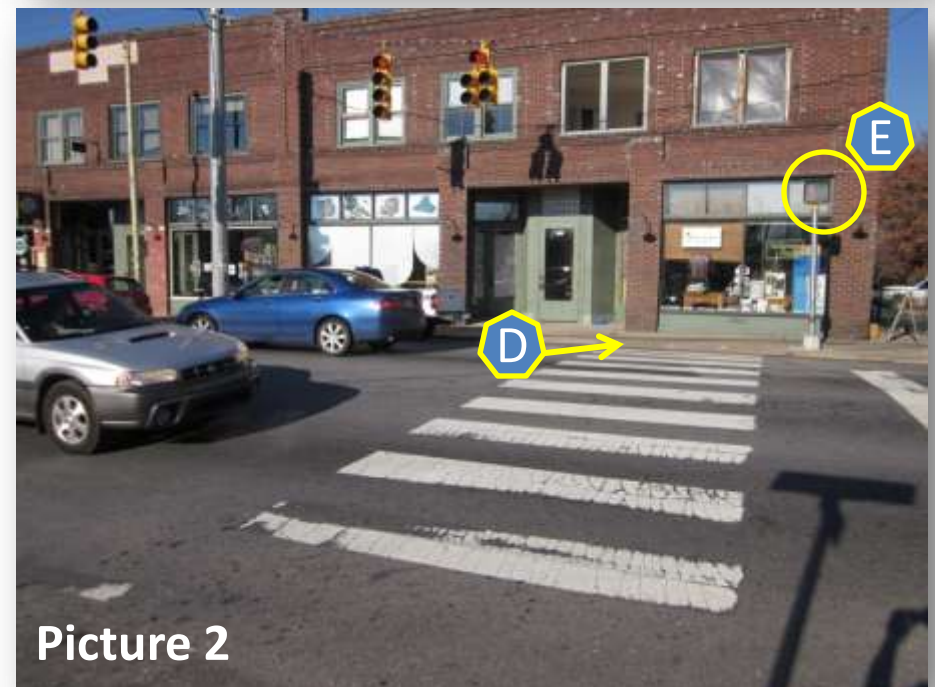
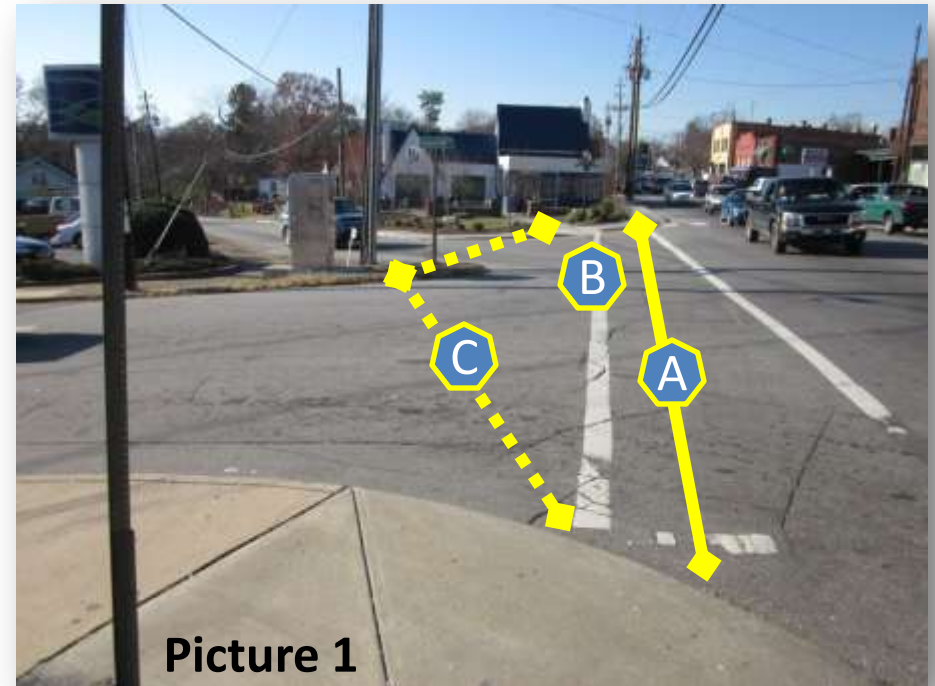
Picture 3



Picture 2

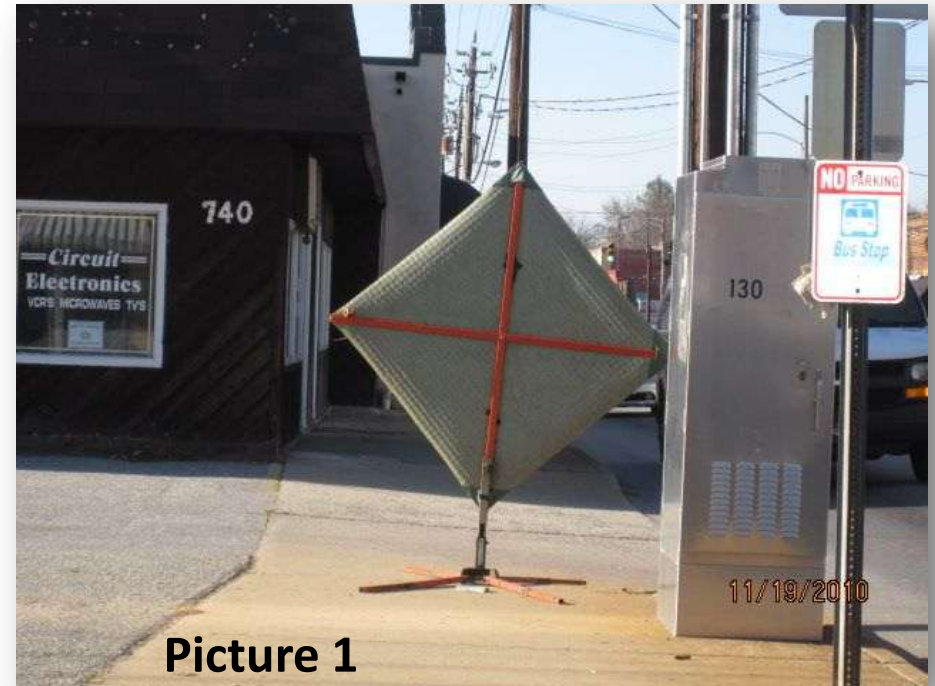
Vermont Avenue / Sand Hill Road Intersection

- **Picture 1, A:** Excessive length and confusing alignment for a three-way intersection with split phasing.
- **Picture 1, B:** Potential solutions include installation of refuge area, which would also calm traffic but could present turning radius issues for larger vehicles (although there are limited trucks). Or....
- **Picture 1, C:** Reconfigure crosswalk for staged crossing of the two legs.
- **Picture 2, D:** Receiving ramp does not meet ADA standards.
- **Picture 2, E:** Pedestrian signal placements blends with windows on far-side building. This can create visibility problems for children or person with poor vision.



Miscellaneous Observations

- Placement of temporary traffic signs block pedestrian way (*Picture 1*).
- Vehicles on open driveway cuts parked within pedestrian zone (*Picture 2*).
- The lighting along the entire Haywood Road corridor is considered “highway scale”, not pedestrian scale (*Picture 3*).



Picture 1



Picture 3



Picture 2

Utilities

- Utilities on side of pole does not have 7-foot clearance (*Picture 1*).
- Poles in sidewalk do not allow for ADA-required clearances (*Picture 2*).
- Installation of new poles along Brevard Road left debris and restricted the clear width to only 17 inches (*Picture 3*).



Recommendations & Next Steps

- Work with City, FBRMPO, NCDOT and other partners to seek funding for upgrade of pedestrian facilities:
1. Install countdown signals, crosswalks and curb ramps/extensions at all signalized intersections;
 2. Construct curb ramps, curb extensions, and ADA-compliant crosswalks at mid-block crossings;
 3. Fill other gaps and correct deficiencies along the route;
 4. Remove / relocate utility poles that restrict clear widths of the pedestrian way;
 5. Replace out-dated signage to conform with ADA standards and MUTCD; and
 6. Install pedestrian-scale street lighting and other amenities.





Recommendations & Next Steps

- Encourage neighborhood-based initiatives to maintain and clear sidewalks;
- Connect pedestrian facilities to transit stops located along Haywood Road;
- Encourage changes in construction practices that disallow placement of temporary signage in the sidewalk;
- Utilize lessons learned from new roundabout to avoid repeating design flaws.
- Re-stripe Haywood Road to reflect recommendations for bike lanes / sharrows.
- Work with City to encourage new development or re-development to conform to best practices and ADA.



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