

Key Project Design Goals

- 1) Separation of local and interstate traffic
- 2) Matching scale of project to character of community
- 3) Reunification and connectivity of community
- 4) Minimization of neighborhood and local business impacts
- 5) Use of updated traffic modeling software and data
- 6) Maintenance of compatibility with community's design vision and plans; incorporation of community-selected design features
- 7) Creation of full interstate movements between I-26 and I-40
- 8) Minimization of air quality and other environmental impacts
- 9) Emphasis on safety - during construction and in the design of the final product

Section 2 - Evaluation Criteria

This section restates our community's design goals and establishes a set of criteria, or standards, by which their achievement should be measured.

Evaluation Criteria For:

1. Separation of Local and Interstate Traffic

- A. Eliminate Patton Avenue/Smoky Park Bridges as an Interstate Link
- B. Reclaim land for community use (including expansion of taxable base)
- C. Create Patton Avenue gateway possibilities (which complies with City of Asheville 2010 Plan)
- D. Generate redevelopment possibilities in Corridor in compliance with City's "smart growth" principles
- E. Simplify traffic movements
- F. Create a more convenient and safer driving environment

1. Matching Scale of Project to Character of Community

- A. Be sensitive to the prominence of the highway relative to Asheville's unique topography, landscape and built environment
- B. Recognize the highway's relationship to the river and downtown
- C. Retain the "feel" of a small city in the mountains
- D. Select the lowest design speed compatible with safe and proper functioning of the various components of the highway facility

-17-

- E. Consider the impact of highway widening and alignment decisions on property takings and neighborhood division
- F. Do not use a "Jersey barrier" approach to median design; the raised median in the I-240 cut is a much better example of sensitive median design in a constrained space

1. Reunification and Connectivity Of Community
 - A. Provide well-defined pedestrian/bicycle facilities throughout the project corridor
 - B. Improve opportunities for reconnecting neighborhoods and Downtown with the French Broad Riverfront
 - C. Expand accessibility for Hillcrest Community
 - D. Create a better local street network (including linkages between West Asheville and Downtown, within Downtown and within West Asheville) to relieve interstate traffic pressure

1. Minimization of Neighborhood and Local Business Impacts
 - A. Minimize residential property acquisitions
 - B. Limit impact on neighborhood connectivity
 - C. Minimize number of businesses needing to be closed or relocated
 - D. Prioritize safety and traffic-routing during construction
 - E. Maximize opportunities for hiring of local workers for construction of project

2. Use of Updated Traffic Modeling Software and Data
 - A. Determine that project scale achieves safe and adequate traffic flow with the minimal number of lanes
 - B. Create an opportunity to reinforce and/or redirect land use decisions that relate to transportation
 - C. Optimize transportation alternatives (balancing of thoroughfare plan with mass transit, bike/pedestrian, local street grid improvements and other alternatives)
 - A. Assess "induced traffic" phenomenon and interrelationship of highway capacity and development patterns
 1. Maintenance of Compatibility with Community's Design Vision and Plans
 - A. Achieve compatibility with riverfront use and development plans (particularly limiting the loss of riverfront property for highway use)
 - B. Achieve compatibility with "smart growth" direction of city planning
 - C. Reclaim land for non-highway use
 - D. Create recognizable community character in design features

- E. Develop unique and attractive bridge design(s)
 - F. Include gateway elements
 - G. Include local artists in creating design features
 - H. Use quality materials
2. Creation of Full Interstate Movements Between I-26 and I-40
- A. Reduce through-traffic volume (especially trucks) in Asheville central district (I-240)
 - B. Enhance driving safety on I-240
 - C. Remove interstate traffic (especially trucks) from West Asheville street network
- 18-
3. Minimization of Air Quality and Other Environmental Impacts
- A. Determine best highway design with least impact on air quality
 - B. Protect water quality
 - C. Preserve tree canopy and wildlife habitat
 - 1. Emphasis on Safety - During Construction and in the Design of the Final Product
 - A. Improve simplicity of design for weaving, merging, and diverging
 - B. Segregate local and through truck traffic
 - C. Provide for incident management
 - D. Alleviate complexity and safety risks of current road and ramp configuration
 - E. Provide effective maintenance of traffic flow during construction
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