



Greenways Criteria

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Qualifying Criteria

- Leveraging of Bond Funds
- Project Scheduling/Timeline
- Feasibility Study
- Geographic Location

Weighted Criteria

- Connectivity – 20%
- Environmental Impact – 20%
- Accessibility – 15%
- Feasibility – 15%
- Identified as Countywide Need/Opportunity/Priority – 10%
- Equity – 10%
- Leveraging of Bond Funds and Project Costs – 5%
- Safety – 5%



Qualifying Criteria

- **Leveraging of Bond Funds**

Will bond funds be leveraged to effectively utilize other funding sources?

- **Project Scheduling/Timeline**

Project will be completed within the limits established by Bond Requirements?

- **Feasibility Study Complete**

Project has a completed feasibility study

- **Geographic Location**

Project located within Buncombe County



Weighted Criteria

CONNECTIVITY – 20%

- Connectivity to other greenways, regional trail systems, and state trails (Fonta Flora, MST, FBRST)
- Connections between jobs, schools, commerce, community services, parks, and neighborhoods
- Connections along transit corridors/commuter routes
- Connections made within multimodal transit systems (bus routes, sidewalks, etc.)
- Connect neighboring municipalities
- Connecting people with cultural resources such as museums, libraries, and public art.
- Connect to blueways

ENVIRONMENTAL IMPACT – 20%

- Minimize stormwater runoff. Incorporate SCMs & rain gardens
- Land management/maintenance plans. Invasive plant mitigation and management
- Interpretation and education opportunities (educational signage, programming)
- Respect sensitive ecosystems and wildlife corridors
- Low-impact development techniques
- Opportunities for pollinator gardens, rain gardens, and community gardens along the alignment
- Consideration of river ecosystems
- Consider projects impact on reduction of vehicular traffic



Weighted Criteria

ACCESSIBILITY – 15%

- ADA accessible trailheads and access points
- Greenways are safe and accessible for wheelchair users, strollers, and cyclists
- Accessible to traditionally underserved communities
- Accessible transitions from bus stops to trailheads ([multimodal connections](#))
- Adequate parking with ADA spaces
- Bathroom facilities and potable water are available
- Safety is a critical factor in being genuinely accessible to all
- Access points provided to/from blueways

FEASIBILITY – 15%

- Partners/Stakeholders along greenway corridor willingness to participate
- Environmental status of parcels along greenway corridor
- Topography, hydrology, and geographic features that may present [opportunities](#) or obstacles along the greenway corridor
- [Percentage of Design, ROW, and Construction funded](#)
- Right of ways, bridges, railroads, roads, and other crossings



Weighted Criteria

IDENTIFIED AS COUNTYWIDE NEED/OPPORTUNITY/PRIORITY – 10%

- Identified in the Buncombe County Greenways and Trails Master Plan
- Identified in a regional greenway or multimodal master plan
- Identified in a municipal greenway master plan
- Not identified by any existing plans as a countywide need but recognized by review committee and county staff as a new countywide need

EQUITY – 10%

- Directly serves traditionally underserved communities
- **Prioritize** unincorporated communities that are traditionally at a disadvantage in funding
- **Prioritize** adjacency and **connection** to existing and planned low-income and senior housing
- Design for safety and have an action plan for safety so that all **are** welcome
- Community engagement and inclusion throughout the design process
- Connections to all neighborhoods along the greenway corridor
- How were communities engaged before and during the feasibility study?



Weighted Criteria

LEVERAGING OF BOND FUNDS AND PROJECT COSTS – 5%

- Project costs include planning level contingencies
- Percentage of the project that is funded, including Buncombe County Open Space Bond Funds
- Grants and other funding sources utilized (MPO, TPDF, PARTF, NC Land and Water Fund)
- Project cost estimates up to date

SAFETY – 5%

- Design for safety to mitigate potential pedestrian and vehicular conflict
- Design for safety to mitigate crime
- Post-construction maintenance plan and litter management
- Emergency call kiosks
- Public information campaigns and signage for greenway etiquette



NEXT STEPS & TENTATIVE TIMELINE

- MAY:** Recreation Advisory Board approves final criteria
- JUNE:** Commissioner adoption of criteria

