

May 6, 2019

5:30 p.m.

**PUBLIC HEARING**

For consideration of Rezoning Application #R-2019-01

Hahn, Residential One (R1) to Industrial

Sign-up Sheet

**Please Print**

Name:

Address:

- | Name:                     | Address:                    |
|---------------------------|-----------------------------|
| 1. <u>JEFF TANKERSLEY</u> | 692 New Hope Rd Flat Rock   |
| 2. Brian Nahn             | 39 Kent Lane Hendersonville |
| 3.                        |                             |
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# HENDERSON COUNTY BOARD OF COMMISSIONERS

1 Historic Courthouse Square, Suite 1  
Hendersonville, North Carolina 28792  
Phone: 828-697-4808 • Fax: 828-692-9855  
www.hendersoncountync.gov

GRADY H. HAWKINS  
Chairman  
WILLIAM G. LAPSLEY  
Vice-Chairman

J. MICHAEL EDNEY  
CHARLES D. MESSER  
REBECCA K. MCCALL

## NOTICE

# \*PUBLIC HEARING

**DATE: Monday, May 6, 2019**

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**TIME: 5:30 p.m.**

**PLACE:**  
**Commissioners' Meeting Room**  
**1 Historic Courthouse Square, Hendersonville**

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**SUBJECTS TO BE CONSIDERED:** Rezoning Application #R-2019-01, Hahn,  
Residential One (R1) to Industrial

  
\_\_\_\_\_  
**Grady H. Hawkins, Chairman**

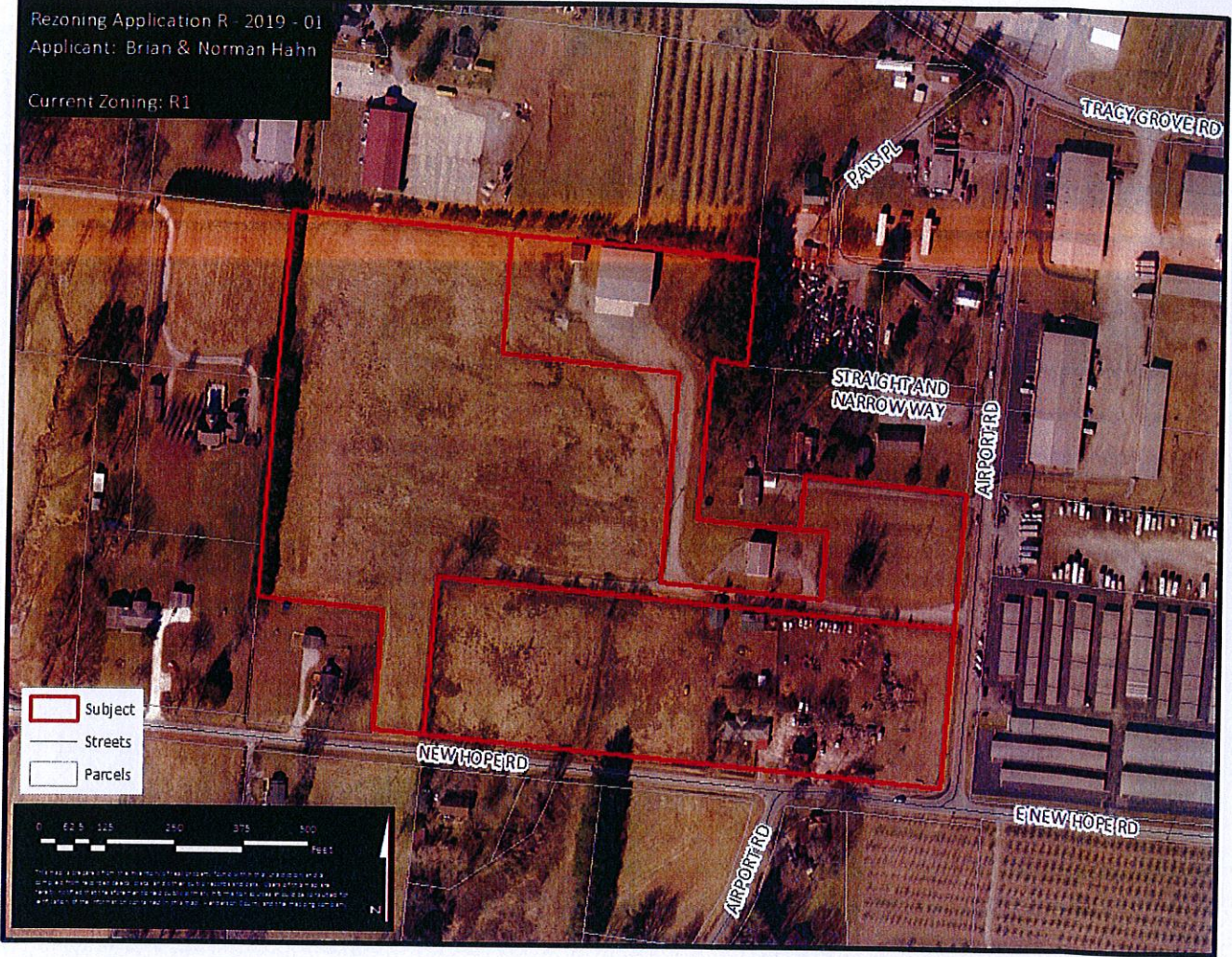
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- = Action may be taken with respect to any of the items to be discussed at this meeting.



Rezoning Application R - 2019 - 01  
Applicant: Brian & Norman Hahn

Current Zoning: R1



May 6, 2019

5:30 p.m.

**PUBLIC HEARING**

For consideration of Rezoning Application #R-2018-09  
Laughter, Residential One (R1) to Regional Commercial (RC)

Sign-up Sheet

**Please Print**

Name:

Address:

1. Shane Laughter	624 Butler bridge rd Fletcher
2.	28732
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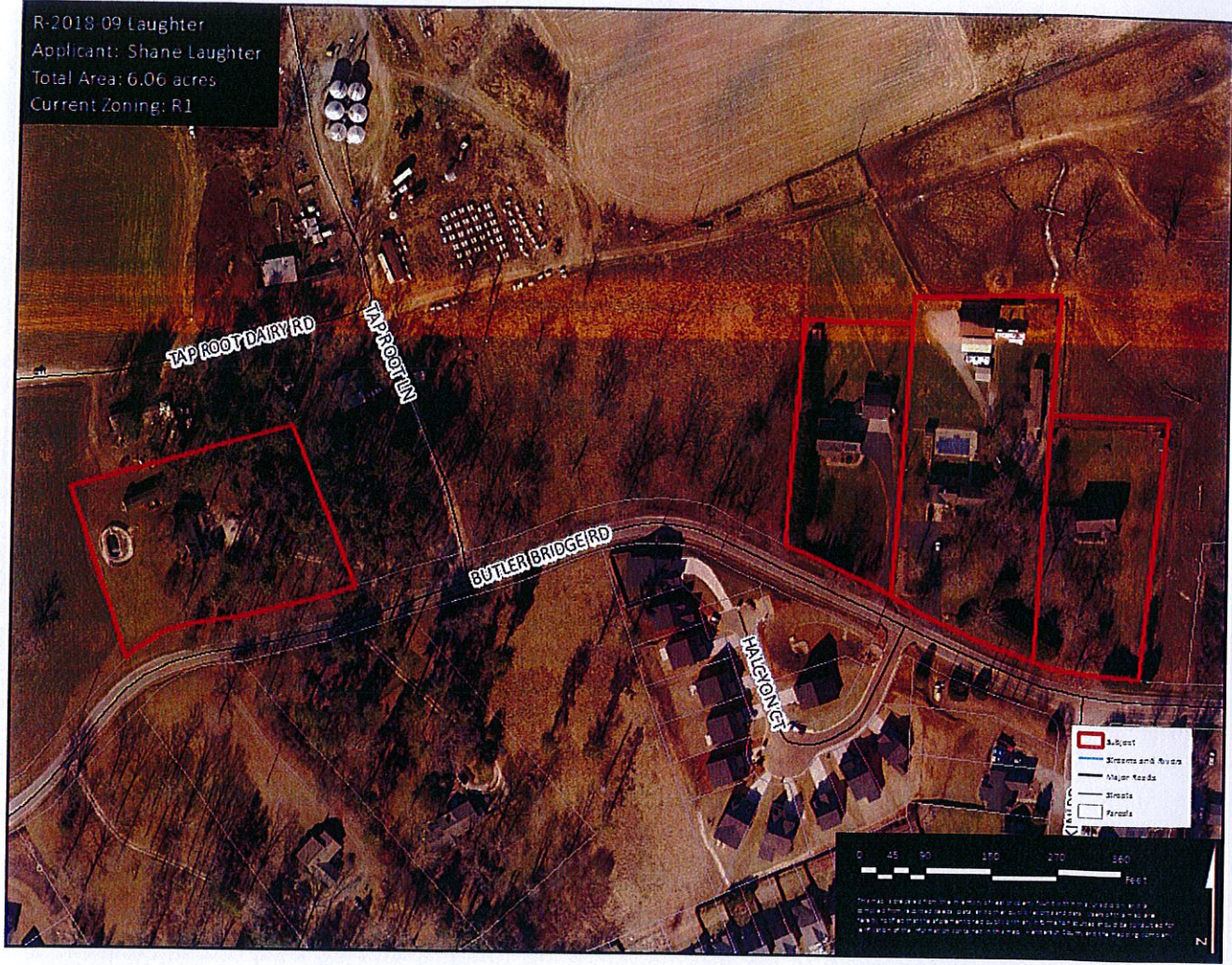
**SUBJECTS TO BE CONSIDERED:** Rezoning Application #R-2018-09, Laughter,  
Residential One (R1) to Regional Commercial (RC)

  
\_\_\_\_\_  
Grady H. Hawkins, Chairman

- = Action may be taken with respect to any of the items to be discussed at this meeting.



R-2018-09 Laughter  
Applicant: Shane Laughter  
Total Area: 6.06 acres  
Current Zoning: R1



0 45 90 135 180 225 270 315 360 Feet

This map was prepared for the purpose of providing a visual representation of the information contained herein. It is not intended to be used as a legal document. The information contained herein is for informational purposes only and does not constitute an offer of insurance or any other financial product. Please consult your agent for more information.



# PUBLIC COMMENT SIGNUP SHEET

## MAY 6, 2019

Pursuant to N.C. Gen. Stat. §153A-52.1, the Henderson County welcomes public comment at its meetings. Please note that each speaker is limited to three (3) minutes, unless a different time limit is announced. Also, the Board may adopt rules limiting the number of persons speaking taking the same position on a given issue, and other Rules regarding the maintenance of good order.

Each speaker should be aware and by their signatures hereto they agree that their comments may be recorded (by audio-visual recordings, photography or other means), and may be (but are not required to be) broadcast by the County as a part of the broadcast of this meeting, or as a part of the County's programming on its local video channel(s). By their signature they further agree that Henderson County is and will be the sole owner of all rights in and to such programming. The undersigned hereby indemnifies Henderson County, its employees and agents, against any and all claims, damages, liabilities, costs and expenses arising out of the use of the undersigned's images and words in connection therewith.

1.

Jean Keelen  
**PRINTED NAME**

Jean Keelen  
SIGNATURE

198 Just Wandermy leaf  
Topic

Flat Rock  
MAILING ADDRESS

2.

George D Pappas  
**PRINTED NAME**

[Signature]  
SIGNATURE

508 N Grove St.

2873 + Detainers  
Topic

Hendersonville, NC 28792  
MAILING ADDRESS

3.

JACOB HANSEN  
**PRINTED NAME**

[Signature]  
SIGNATURE

136 Ridgeview Hill Dr

Hwy 91  
Topic

HVL NC 28791  
MAILING ADDRESS

4.

Jim Price  
**PRINTED NAME**

[Signature]  
SIGNATURE

383 Ridgeview Hill Dr

NC-191  
Topic

HVL 28791  
MAILING ADDRESS

5.

Mark Stickney

PRINTED NAME

106 Ridgerview Hill Dr

Hendersonville NC

MAILING ADDRESS

28791

*Mark Stickney*

SIGNATURE

191 Widening

Topic

6.

Robert Coffey

PRINTED NAME

108 Benhurst Court

Hendersonville, NC 28791

MAILING ADDRESS

*Robert Coffey*

SIGNATURE

191 Alliance Widening

Topic

7.

IVAN BEGGS

PRINTED NAME

439 DEERHAVEN LN

HENDERSONVILLE, NC 28791

MAILING ADDRESS

*Ivan Beggs*

SIGNATURE

191 ALLIANCE

Topic

8.

Phil Rasmussen

PRINTED NAME

123 Haywood Park Dr

Hendersonville NC 28799

MAILING ADDRESS

*Phil Rasmussen*

SIGNATURE

191 Alliance

Topic

9.

NANCY GLOWACKI

PRINTED NAME

117 WOODBRIDGE

HVL NC 28739

MAILING ADDRESS

*Nancy Glowacki*

SIGNATURE

ERA

Topic

10.

Lee Luebke

PRINTED NAME

4019 Little River Rd

Hendersonville NC

MAILING ADDRESS

28739

*Lee Luebke*

SIGNATURE

Topic

ERA



11. Lucy Butler  
**PRINTED** NAME  
10 Penny Ct.  
Hendersonville, NC 28739  
MAILING ADDRESS

*Lucy Butler*  
SIGNATURE  
ERA  
Topic

12. Jane Bilello  
**PRINTED** NAME  
218 Vincent Pl  
HVL, NC 28739  
MAILING ADDRESS

*Jane Bilello*  
SIGNATURE  
Thank you for  
Topic  
supporting 287G renewal

13. RICHARD FREUDENBERGER  
**PRINTED** NAME  
255 Warren  
H-ville NC 28739  
MAILING ADDRESS

*Richard Freudenberger*  
SIGNATURE  
NC 191 WIDENING PROJECT  
Topic

14. Linda Miller  
**PRINTED** NAME  
62 South Lakewood  
H'v NC 28739  
MAILING ADDRESS

*Linda Miller*  
SIGNATURE  
ERA  
Topic

15. Daniel Watson  
**PRINTED** NAME  
124 Nob Hill Rd  
HVL, NC 28791  
MAILING ADDRESS

*Daniel Watson*  
SIGNATURE  
191 Widening  
Topic

16. Felicia Arriaga  
**PRINTED** NAME  
110 Edney St Suite A  
Hendersonville, NC 28792  
MAILING ADDRESS

*Felicia Arriaga*  
SIGNATURE  
2879  
Topic

17.

PRINTED NAME

Rachel Poller

12 Rugby Knoll Dr. 28791

MAILING ADDRESS

SIGNATURE

Rachel Poller

Topic

ERA

18.

ALAN Romiret

PRINTED NAME

SIGNATURE

Topic

MAILING ADDRESS

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154 handwritten

Law Office of  
Dr. George D. Pappas  
Attorney & Counselor at Law  
129 Bleachery Blvd., Suite B-138  
Asheville, North Carolina 28805  
Tel. 828-394-2242  
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North Carolina State Bar\*  
Bar of the Commonwealth of Massachusetts\*  
U.S. District Court Western District of North Carolina\*  
Fourth Circuit Court of Appeals\*  
Eleventh Circuit Court of Appeals\*  
United States Supreme Court\*  
Cherokee (Eastern Band) Supreme Court\*  
Member: American Immigration Lawyers Association (ALIA)

### FEDERAL COURT RULINGS CITING ICE DETAINERS VIOLATE 4<sup>th</sup> AMENDMENT

- *Mendoza v. Osterberg*, No. 13-65, 2014 WL 3784141, at \*6 (D. Neb. July 31, 2014) (unpub.) (recognizing that “[t]he Fourth Amendment applies to all seizures of the person,” and thus, “[i]n order to issue a detainer[,] there must be probable cause”) (internal quotation marks, ellipses, and citations omitted)
- *Villars v. Kubiowski*, -- F.Supp.2d ----, No. 12-4586, 2014 WL 1795631, at \*10 (N.D. Ill. May 5, 2014) (slip op.) (holding that plaintiff stated a Fourth Amendment claim where he was held on an ICE detainer that “lacked probable cause”)
- *Miranda-Olivares v. Clackamas Cnty.*, -- F.Supp.2d ----, No. 12-02317, 2014 WL 1414305, at \*10 (D. Or. Apr. 11, 2014) (slip op.) (holding that plaintiff’s detention on an ICE detainer after she would otherwise have been released “constituted a new arrest, and must be analyzed under the Fourth Amendment”)
- *Morales v. Chadbourne*, 996 F. Supp. 2d 19, 29, 32-34 (D. R.I. 2014) (holding that plaintiff stated a Fourth Amendment claim where she was held for 24 hours on an ICE detainer issued without probable cause), *partial appeal docketed* (1st Cir. No. 14-1425)
- *Uroza v. Salt Lake County*, No. 11-713, 2013 WL 653968, at \*5-6 (D. Ut. Feb. 21, 2013) (unpub.) (holding that plaintiff stated a Fourth Amendment claim where ICE issued his detainer without probable cause; finding it clearly established that “immigration enforcement agents need probable cause to arrest . . . [and] detainees who post bail should be set free in the absence of probable cause to detain them again”)
- *Galarza v. Szalczyk*, No. 10-6815, 2012 WL 1080020, at \*10, \*13 (E.D. Pa. Mar. 30, 2012) (unpub.) (holding that where plaintiff was held for 3 days after posting bail based on an ICE detainer, he stated a Fourth Amendment claim against both federal and local defendants; it was clearly established that the “detainer caused a

seizure” that must be supported by “probable cause”), *rev’d on other grounds*, 745 F.3d 634 (3d Cir. 2014) (holding that the County operating the jail, too, may be liable for violating the Fourth Amendment)

2018  
Hansen

Jake Hansen - May 6, 2019

Speech for Henderson County Board of Commissioners meeting

Subject: Opposition to widening of Highway 191 between Mountain Road and Highway 280

I am grateful to the Henderson County Board of Commissioners for the opportunity to address you today.

I am Dr. Jacob Hansen. I am an anesthesiologist at AdventHealth Hendersonville and Pardee Hospital. I have been a part of this wonderful community for over four years and am grateful every single day that my wife and I decided to move to this area with our family.

I wish to express my opposition to the widening of Highway 191 in the current planned design. My children attend schools along this corridor, specifically Rugby Middle School and West Henderson High School. As you are probably aware, the traffic during the morning and afternoon around school dismissal can be quite terrible along Highway 191. These schools have athletic fields directly adjacent to the highway, and students can frequently be seen practicing or competing in games during the peak traffic time in the afternoon. It does not take a degree in medicine to realize that heavy traffic in close proximity to these athletic fields can result in short and long-term negative health effects due to exposure to noxious exhaust from motor vehicles. These include asthma, chronic obstructive pulmonary disease, and atherosclerotic cardiovascular disease, to name just a few. The EPA released a report in November 2015 regarding these risks, which specifically detail that motor vehicle pollutant concentrations are at their highest within 500 feet of the roadway, and dissipate to background levels at greater than 2000 feet from the roadway.

Building a wider highway, as is currently planned, will significantly increase motor vehicle traffic and, with it, motor vehicle exhaust pollution. This will have a direct negative impact on the residents along this corridor, as well as the students at our schools, including my own children.

I urge you to oppose the current highway expansion plans, and request that NCDOT re-evaluate the needs and plans for this area, taking these important health factors into consideration.



May 6, 2019

Good evening Commissioners,

My name is Jim Price. I live in Henderson County, and want to explain why I oppose widening NC 191 to a four-lane divided highway based on school health and safety concerns. Two schools are located adjacent to NC 191. Rugby Middle School's front door is less than 500 feet from the existing road.

The planned 4-lane divided highway will attract more traffic traveling at higher speeds. This project will take 30 to 60 feet of new right-of-way along 850 feet of Rugby Middle School's athletic field. More vehicle emissions will increase air pollution compromising the children's pulmonary functions and leading to more cases of asthma. The Environmental Protection Agency reports that motor vehicle pollutant concentrations are highest within 500 feet of a roadway (*EPA Best Practices for Reducing Near-Road Pollution Exposure at Schools, November 2015*). A recent Lancet Public Health report confirmed that the background incidence of pediatric asthma is closely associated with exposure to traffic-related air pollution, and recommends that schools and playgrounds not be located near major sources of traffic emissions (*Lancet Public Health, April 10, 2019, Vol 3, pp e166-e178*). Children living next to major roadways are twice as likely to score lower on tests of communication skills (*Science Daily, April 9, 2019*).

The median divided road will require drivers to make more U-turns rather than being allowed to make left turns. Higher speeds and U-turns will increase safety risk for student drivers and others. A retaining wall will be built along the frontage of Rugby Middle School. It won't stop an 18-wheeler from overturning onto the athletic field 10 feet below. Responsible planners would not build new schools adjacent to a 4-lane divided highway. Why create problems by allowing DOT to build this road between Rugby Middle School and West Henderson High School?

Most of the congestion on NC 191 occurs at the student drop off / pick up times. DOT can alleviate this short-term congestion with simpler solutions that do not require widening 4.4 miles of this roadway.

I ask the Henderson County Board of Commissioners to pass a resolution directing DOT to prepare an alternative design for NC 191, and to review this design with the public.

Thank you

**Keep our children safe – Stop 4 lanes on NC-191**  
***YOU can help by signing our petition***



Soon NCDOT will finish a school safety road improvement project for Rugby Middle School and West Henderson High School with a continuous 3-lane roadway. They plan to tear this up in two years to construct a 4-lane divided highway without allowing sufficient time to evaluate the improvements associated with the current project. NCDOT's 2040 Traffic Forecast does not justify this 4-lane expansion. Results:

- **Higher speed past two schools**
- **More 18-wheelers, delivery and service trucks**
- **Reduced air quality due to increased vehicle emissions and the compromised pulmonary functions they are known to cause**
- **Increased safety risk**
- **Student drivers can expect to see heavier traffic on NC-191 >**




Please sign up for our newsletter, and sign the petition online at  
**[www.191Alliance.org](http://www.191Alliance.org)**



# Best Practices for Reducing Near-Road Pollution Exposure at Schools



November 2015





# EPA Best Practices for Reducing Near-Road Pollution at Schools<sup>1</sup>

## *Encourage Active Transportation*

Promoting active transportation, such as walking and bicycling to and from schools, can help reduce traffic-related pollution by reducing the number of buses and passenger vehicles nearby.

While active transportation may contribute to improved air quality near schools, students walking or biking to school may be exposed to roadway pollution and other traffic hazards because of their proximity to motor vehicle traffic. When safe alternatives exist, biking and walking to school along routes with lower traffic volumes may help reduce exposure to pollution and safety hazards.<sup>3</sup>

Despite the potential for increased exposure associated with active transportation, walking and biking have been shown to improve health, and people who live in highly walkable neighborhoods are generally more physically active than those who live in less walkable neighborhoods. Promoting walking and biking to school along routes or paths with lower traffic volumes (relative to other roads) will increase the likelihood that the health benefits of exercise outweigh the health risks associated with increased air pollutant exposures.

## *Site Location and Design*

In response to concerns about the impacts of near-road air pollution, several agencies, including EPA and several state agencies in California, have established siting guidelines for new schools that recommend reducing traffic-related air pollution exposure. While California guidelines recommend that new schools should not be located within 500 feet or more of major roads, EPA's *School Siting Guidelines* note the need to consider multiple issues associated with exposure and health.

## *Local Applicability*

The southern right-of-way of the 4-lane divided road proposed for NC-191 overlaps Rugby Middle School's athletic fields by 30 to 60 feet extending over a distance of 850 feet. DOT does not provide a significant physical or pollution barrier to protect the children and adults using these facilities from the increased traffic and higher vehicle speeds that will result from the proposed roadway. A retaining wall will be built along the length of the athletic fields that will allow near-road pollution to drift downslope from the roadway to the school grounds. Bicycle and pedestrian lanes are not provided along the 4-lane divided roadway so that children in nearby subdivisions could ride or walk to the schools. County government officials would not likely choose to build new schools along an existing 4-lane divided highway. Yet they have not expressed concern about expanding the existing roadway near two schools which can impact the health and safety of our children.

<sup>1</sup> EPA, *Best Practices for Reducing Near-Road Pollution Exposure at Schools*, November 2015

<sup>2</sup> Karner, A. A., Eisinger, D. S., & Niemeier, D. A. (2010). Near-roadway air quality: Synthesizing the findings from real-world data. *Environmental Science & Technology*, 44(14), 5334-5344. doi:10.1021/es100008x

<sup>3</sup> Safe Routes to School National Partnership. (2012). *Safe routes to school and traffic pollution: Get children moving and reduce exposure to unhealthy air*. Available at:

[http://www.saferoutespartnership.org/sites/default/files/pdf/Air\\_Source\\_Guide\\_web.pdf](http://www.saferoutespartnership.org/sites/default/files/pdf/Air_Source_Guide_web.pdf)



## EPA Best Practices for Reducing Near-Road Pollution at Schools<sup>1</sup>

This publication can help communities identify strategies for reducing traffic-related pollution exposure at schools located downwind from heavily traveled roadways, along corridors with significant trucking traffic, or near other vehicular pollution sources.

Exposure to traffic-related air pollution has been linked to a variety of short- and long-term health effects, including **asthma, reduced lung function, impaired lung development in children, and cardiovascular effects in adults**. Children's exposure to traffic-related air pollution while at school is a growing concern because many schools are located near heavily traveled roadways.

### *Near-Road Air Pollution and Children's Health*

Pollutants directly emitted from cars, trucks, and other motor vehicles are found in higher concentrations near major roads. Examples of directly emitted pollutants include particulate matter (PM), carbon monoxide, oxides of nitrogen, and benzene, though hundreds of chemicals are emitted by motor vehicles. Motor vehicles also emit compounds that lead to the formation of other pollutants in the atmosphere, such as nitrogen dioxide, which is found in elevated concentrations near major roads, and ozone, which forms further downwind. Beyond vehicles tailpipe and evaporative emissions, roadway traffic also emits brake and tire debris and can throw road dust into the air. Individually and in combination, many of the pollutants found near roadways have been associated with adverse health effects.

... that concentrations of traffic-related air pollutants can be elevated inside classrooms, and that traffic is one of the most significant sources of air pollution in both the indoor and outdoor school environments.

Motor vehicle pollutant concentrations tend to be higher closer to the road, with the highest levels generally within the first 500 feet of a roadway and reaching background levels within approximately 2,000 feet of a roadway, depending on the pollutant, time of day, and surrounding terrain.<sup>2</sup>

... people who live, work, or attend school near major roads appear to be more at risk for a variety of short- and long-term health effects, including asthma, reduced lung function, impaired lung development in children, and cardiovascular effects in adults.

Children are particularly susceptible to health problems resulting from air pollution exposure due to:

- **Respiratory systems that are not fully developed.**
- **Higher rates of exposure than adults because they are more active and they breathe more rapidly.**

## NEW GLOBAL STUDY CONFIRMS THE BACKGROUND INCIDENCE OF ASTHMA IN CHILDREN IS ATTRIBUTABLE TO TRAFFIC-RELATED AIR POLLUTION

A recent medical research article published in the "Lancet Public Health" (Achakulwisut, et al., 2019<sup>1</sup>) has confirmed that the background incidence of pediatric asthma is closely associated with the exposure to traffic-related air pollution (TRAP).

The study estimated the annual global number of new pediatric asthma cases attributable to nitrogen dioxide (NO<sub>2</sub>), a major component of and a proxy for TRAP.

The study contrasted 2015 country-specific and age-group-specific asthma incidence rates for 194 countries, 2015 population counts (over a spatial grid), and 2010-2012 average surface NO<sub>2</sub> concentrations to derive concentration-response functions. This information was used to estimate asthma incidence rates thought attributable to airborne NO<sub>2</sub> concentrations in 194 countries and 125 major cities among children ages 1 to 18. Several of the study's key findings are noted below:

- Globally, the authors estimated 4 million new pediatric cases of asthma attributable to NO<sub>2</sub> pollution annually;
- Of this annual burden, over 2.5 million new cases were associated with urban centers;
- High-income areas of North America, were found to have the second highest incidence of new pediatric asthma cases. Although not stated by the authors, this may well be a function of our greater use of vehicles and the resultant higher level of emissions near receptors.
- The authors further estimated that 92% of the annual pediatric asthma cases were in areas with annual NO<sub>2</sub> concentrations below the current World Health Organization (WHO) guideline of 21 parts per billion.

Based on these findings, the authors indicated efforts to reduce NO<sub>2</sub> exposure could substantially reduce new pediatric asthma cases, especially in urban areas. Specifically, traffic-related emissions should be targeted for exposure-mitigation. The authors also suggested that the WHO guidelines for ambient NO<sub>2</sub> concentrations should be revisited (lowered).

The results and conclusions of this large-scale scientific study underscore the obvious – where possible, schools and other activity centers for children should not be located near major sources of traffic emissions, and sources of such emissions should not be constructed near schools, playgrounds, and recreational facilities.

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<sup>1</sup>*Global, national, and urban burdens of paediatric asthma incidence attributable to ambient NO<sub>2</sub> pollution: estimates from global datasets. Achakulwisut, A., M. Brauer, P. Hystad, and S.C. Anenberg. Lancet Public Health 2019. April 10, 2019. Volume 3. Pages e166-e178. (Available On-line at: [http://dx.doi.org/10.1016/S2452-5196\(19\)300046-4](http://dx.doi.org/10.1016/S2452-5196(19)300046-4)).*



## Kids living near major roads at higher risk of developmental delays

**Date:** April 9, 2019

**Source:** NIH/Eunice Kennedy Shriver National Institute of Child Health and Human Development

**Summary:** Young children who live close to a major roadway are twice as likely to score lower on tests of communications skills, compared to those who live farther away from a major roadway, according to a new analysis.

### FULL STORY

---

Young children who live close to a major roadway are twice as likely to score lower on tests of communications skills, compared to those who live farther away from a major roadway, according to an analysis by researchers at the National Institutes of Health and the University of California, Merced. Moreover, children born to women exposed during pregnancy to higher-than-normal levels of traffic-related pollutants -- ultra-fine airborne particles and ozone -- had a small but significantly higher likelihood of developmental delays during infancy and early childhood. The study appears in *Environmental Research*.

"Our results suggest that it may be prudent to minimize exposure to air pollution during pregnancy, infancy, and early childhood -- all key periods for brain development," said Pauline Mendola, Ph.D., an investigator in the Division of Intramural Population Health Research at NIH's Eunice Kennedy Shriver National Institute of Child Health and Human Development (NICHD) and the study's senior author.

Previous studies have linked exposure to common air pollutants in pregnancy to low birthweight, preterm birth and stillbirth. A few studies have found a higher risk of autism and of lower cognitive functioning in children living near freeways, but results of studies about how prenatal and early childhood exposure to air pollution might affect development have been inconsistent.

Given that a large proportion of the U.S. population lives close to major roadways, which are major sources of air pollution, the researchers sought to determine if living near heavily traveled roads was linked to lower scores on developmental screens -- questionnaires or checklists that indicate whether a child is developing normally or needs to be referred to a specialist for further testing.

The researchers analyzed data from the Upstate KIDS Study. They matched the addresses of 5,825 study participants to a roadway data set, calculating the distance of each address to the nearest major roadway. For each participant, they matched home address, mother's work address during pregnancy, and address of the child's day care location to an Environmental Protection Agency data set for estimating air pollution levels. From 8 months to 36 months of age, the children were screened every 4 to 6 months with the Ages and Stages Questionnaire, a validated screening measure evaluating five domains of child development: fine motor skills, large motor skills, communication, personal social functioning and problem-solving ability.

Compared to children living more than half a mile from a major roadway, children living from roughly 164 feet to .3 miles from a major roadway were twice as likely to have failed at least one screen of the communications domain.

The researchers also estimated exposures to ozone and fine inhalable particles (PM2.5), two pollutants produced by car traffic. Fine inhalable particles are 30 times smaller than the width of a human hair, can pass through the lungs' defenses, and are absorbed directly into the bloodstream.

Prenatal exposure to elevated PM2.5 led to a 1.6 to 2.7 percent higher risk of failing any developmental domain, while higher ozone exposure led to a .7 to 1.7 percent higher risk of failing a developmental domain. In contrast, higher postnatal exposure to ozone was linked to a 3.3 percent higher risk of failing most domains of the developmental screen at 8 months, a 17.7 percent higher risk of overall screening failure at 24 months, and a 7.6 percent higher risk of overall screening failure at 30 months.

These results led the researchers to conclude that early childhood exposure to air pollutants may convey a higher risk for developmental delays, compared to similar exposures in the womb. The study is associational and so cannot prove cause and effect. The authors noted that larger studies are necessary to confirm these links.

"It is not clear why exposure to pollutants after birth is linked to a higher risk of developmental delay," said Sandie Ha, Ph.D., of the Department of Public Health at the University of California, Merced, and lead author of the study. "However, unlike exposure during pregnancy, exposure during childhood is more direct and does not go through a pregnant woman's defenses."

#### Story Source:

Materials provided by **NIH/Eunice Kennedy Shriver National Institute of Child Health and Human Development**. Note: Content may be edited for style and length.

#### Journal Reference:

1. Qihong Deng, Chan Lu, Dan Norbäck, Carl-Gustaf Bornehag, Yiping Zhang, Weiwei Liu, Hong Yuan, Jan Sundell. **Early life exposure to ambient air pollution and childhood asthma in China.** *Environmental Research*, 2015; 143: 83 DOI: 10.1016/j.envres.2015.09.032

#### Cite This Page:

MLA

APA

Chicago



Good Afternoon Commissioners,

5-6-19

My name is Mark Stickney and I live in Ridgeview neighborhood which is bordered by 191 and North Rugby Road. My wife and I moved to Hendersonville, NC because of the quiet serenity and rural atmosphere.

One of my concerns about the widening project of 191 is whether it is even needed and also the timing of the project. NCDOT road studies have already shown that the current road capacity will be adequate through 2040, especially with the cancellation of the Balfour Parkway. Since that NCDOT study, 191 has been widened between the Rugby Middle School and the West Henderson High School to accommodate school traffic. Before we launch into another widening project of 191, doesn't it make sense for NCDOT to evaluate whether the construction they just completed is sufficient?

My main concern is for the safety of our children. Does it really make sense to construct a 4-lane highway (approximately 110 feet wide) between a high school and a middle school? The 4-lane highway will lure more traffic, including large trucks traveling at higher speeds causing increased air and noise pollution exposing our children to unnecessary hazards.

The timing of this construction project seems questionable at best. It is my understanding that Butler Bridge will be closed and reconstructed in the next few months for a period of one to two years. Also there are plans to make turn lanes at the intersection of North Rugby Road and 191. In addition there are plans to completely redesign the overpass of Hendersonville Road and I-26. Finally NCDOT will soon begin construction to add 4 lanes to widen I-26. With the widening of 191 and these other massive road construction projects all happening simultaneously, the neighborhoods of our area will be unable to easily travel anywhere. This will surely cause frustration, road rage, and more accidents.

In the interest of transparency and cooperation between the local citizens and the government, let's work together to evaluate all the alternatives. Please consider suspending the proposal to widen 191 to a massive 4-lane highway until further studies can be accomplished.

Thank you.

## 191 Alliance Update, May 6, 2019

My name is Bob Coffey and I live in Ridgeview subdivision.

By its own traffic forecast for 191, the current 2-lane highway will not exceed the NCDOT's capacity of 16,700 vehicles per day (vpd) by 2040 except in the section between the two schools, **Rugby Middle School** and **West Henderson High School**, where the student drop-off and pick-up traffic coincides with regular rush hour traffic resulting in considerable congestion.

This congestion has been the biggest traffic problem on the 4.4 mile stretch of 191 and it has already been addressed with the current safety project that includes a 3 lane section between the two schools. It looks good and should improve the congestion.

However, the schools will be soon be out for the summer, so it will not possible for the effectiveness to be measured. The NCDOT has set June 10 to begin scheduling the right of way acquisition without the benefit of proper assessment of the corrective measure already taken.

While improvements must be made, a **4 lane divided highway is unjustified overkill**. The NCDOT has not satisfactorily responded to myriad questions about their plans, taking an attitude of **"Trust us, we know what we are doing."**

When asked about considering a 3 lane highway for the entire distance, they referred to that as a **"suicide" lane that they do not build**. However, that comment was not backed up with any statistical data. Furthermore, that is exactly what has just been constructed between the two schools, so that hypocrisy erodes their credibility.

In thousands of petitioning interactions, most people have been unaware of what is planned because **they have not been informed**. After a brief review of the drawbacks, their reactions have been one of astonishment, followed by **"Where do I sign?"**

**We are really the customers** in this case, because we pay the cost through our taxes. However, we have not been sold on the product that is being chosen for us. In my sales experience, the customer was always right, but NCDOT has definitely not seen it that way.

**We now have over 2,000 signatures** of residents who petition you to instruct the NCDOT to **abandon their current plan** and to begin **new planning, with local input, to come up with reasonable and realistic alternatives**. This is the same wording used in the resolution that was passed here one year ago tomorrow when the BOC voted 4 to 1 to abandon the Balfour Parkway. We are asking for the same ruling.



## Presentation to County Commissioners May 6<sup>th</sup>, 2019

Good Afternoon. My name is Phil Rasmussen and I am here to talk about dieting.

Dieting seems to be a national pastime. People diet for many reasons, but in essence they do it to gain better health. Doctors believe that if most people controlled their earlier life style, they would not have to go on a diet to rectify health issues.

A quality life style that is allowed to get out of control, leads to many health and financial issues, and a loss of quality life. It is hard to go on a diet, and it is even harder to maintain it. To become healthier, commitment and tenacity is needed.

Across the nation, we are seeing a surge in dieting, but it is not the type of dieting that you and I usually think about. I'm talking about Road Dieting. Cities, counties, and states are turning 4-lane highways into 3-lane roads. They are taking back a quality of life that got out of control.

Just like all diets, there are pros and cons. Some say that it hurts businesses, but along 191 there really aren't a lot of small businesses, and most of them don't want a 4-lane highway in the first place. A National Association of City Transportation Officials report states that road diets have been good for businesses. This is also confirmed by many other studies including one by the AARP and another by the National Association for Industrial and Office Parks.

Some say that it will not relieve traffic congestion. Regular traffic congestion on 191 is from the schools starting and ending, and during the summer it's not a concern because the schools are out. When accidents happen on I-26 many drivers often use 191 to get to Hendersonville, but accidents do not result in daily congestion.

The Federal Highway Administration and many other studies state that Road Diets can result in:

- Improve safety
- Reduce speeds
- Mitigate queues associated with left-turning traffic
- Improve pedestrian environment
- Improve bicyclist accessibility
- Enhance transit stops.
- Decrease the number of vehicle lanes to cross
- Reduce the multiple-threat situation
- Improves speed limit compliance and decrease crash severity

Road diet studies have shown that property values do not decrease nor negatively impact business. In fact, there is an increase in tax revenue when businesses are present.

Most road dieting studies show results similar to Seattle, WA where:

- Speeding was reduced
  - Posted speed limit -21%
  - Speeders overall -63.5%
  - Speeders 10+mph over -94%
- Total collisions -14%,
- Fatalities -72%
- Injury collisions -33%
- Pedestrian collisions -80%
- Bicycle volume +35%
- Avg. Daily Traffic -1%
- Traffic did not divert to neighborhood streets
- Peak hour capacity maintained

If you are living a healthy life style, I'm sure you would want your children to have a similar life style. In the long run, a healthy life style precludes additional expenses later in life to negate or reverse poor choices.

Similarly, why build an unhealthy 4-lane 191 highway, when a healthier, less expensive, more efficient, and safer 3-lane choice will do a better job. Let's do this right so that we don't have to go on a diet down the road.



Good Afternoon. My name is Phil Rasmussen and I had planned to talk about health issues related to the 191 expansion but will give you copies of my talk instead and cut to the chase.

Awhile back we were told that you did not have enough information to change your minds and put a halt to DOT's plan to widen 191. Since then, many speakers have come before you with more than enough information and documentation to require a redesign of the 191 plan with public input and acceptance.

DOT informed me that only one plan was presented to the Board. It seems to me that several plans should have been presented. When needing to buy a car, I always look at several models before making a decision.

DOT projected traffic volume 20 years into the future and based the 191 plan on that projection. Using DOT's figures, the projected volume on a widened 191 only comes to little more than half of what the road's capacity will be. This is overkill. In scientific and engineering terms such forecasting is called a SWAG – a Scientific Wild Ass Guess.

Since 2000, I've regularly traveled US-74, a 4-lane, median divided highway, between I-26 and Shelby. With exception of around Shelby, the traffic has always been sparse. In my opinion it was built for a future, a future that has not yet come in the past 20 years.

The county's 2020 Comprehensive Plan states that transportation plans should include public input. This has not happened with this project. Did DOT even bother to consider the county's Comprehensive Plan when designing the 191 plan?

You may ask, "Why does the 191 plan need to be redesigned?" It is because we do not and cannot know what the future will be.

The Concorde was to be the future of aviation. The TRS-80 was believed to be all the computing power that you would ever need.

Mr Lapsley was appointed to the state's FIRST Commission to evaluate current and future transportation needs for North Carolina. Future needs may include new surface materials, wireless electric vehicle charging, solar energy roads, piezoelectric roads, interactive driving guidance, and other technological advances yet to be discovered.

Why build for the future when we don't know what that future will be?

One suggested approach to the 191 dilemma is to:

1. Obtain the right-of-way acquisition outlined in the 191 plan, but with some needed adjustments to reduce the impact on housing and businesses.
2. From Mountain Rd to School House Rd construct a 3 lane roadway where the center lane acts as a turn lane and median.
3. Construct pedestrian/bike pathways on either side of 191.

4. As the future arrives, improvements can be made and new technology incorporated.

This approach meets current needs and allows for changes without overkill.

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