From: Jonathan Wainscott <jonwainscott@gmail.com>
Sent: 10/25/2012 9:06:20 AM
To: Gordon Smith <gordonsmith@avlcouncil.com>
Cc: Ken Putnam <kputnam@ashevillenc.gov>,Cathy Ball <cball@ashevillenc.gov>,Gary Jackson <GJackson@ashevillenc.gov>
Subject: Re: traffic, New Belgium, etc.

Thank you Gordon, Cathy, Ken, and Gary for all off your time. From the feedback I have received from the neighborhood there is a very positive feeling that lines of communication are open and that the concerns of the community are being heard and addressed.

I will be further developing the concept of the alternative truck access we have come to refer as the "Festus Bypass". With input from some more technically knowledgeable volunteers, we will be concentrating on the tangible, concrete issues of feasibility for the bypass. I have categorized these issues as Blue Line concerns, referencing blueprints and blue chalk lines.

Of course viability takes into account other issues. I have categorized these concerns into groups of Red and Green. Red represents the legal/political issues referencing "red tape". Green is of course the color of money. Obviously these three areas of consideration are all intertwined, but if we can find solutions to each issue within these categories, I believe we will find a solution to the larger problem which will be positive for all parties involved.

Again, thank you for your time and lending to the spirit of innovative thinking which makes Asheville such a special place. I look forward to meeting with you in the near future.

Sincerely,

Jonathan Wainscott
18 Reynolds Rd.
Asheville, NC
28806

828.216.8047

On Wed, Oct 24, 2012 at 8:45 AM, Gordon Smith <gordonsmith@avlcouncil.com> wrote:

> Thanks for emailing this, Jonathan.
>
> I spoke with Transportation Director Ken Putnam last night, and he continues to pursue the alternate route. I'm copying Ken and Cathy on this email. You can trust that they are both very thorough and professional.
>
> I'm also copying our City Manager Gary Jackson to offer a history of exploring a ban on jake brakes. I know that this issue has been approached recently, and you and I could both use a primer on what's come before now.
>
> As to Norfolk Southern and sounding horns, I recently spoke with one of their representatives who explained that they are very strongly holding to the position that they need the latitude to sound the horn. If we are asking N/S to work with us on creating an alternative truck route, it might be best to focus on just that rather than bring up an issue that they're feeling very strongly about. I am open to revisiting this, but I also think that there have been train horns in the railyard district for as long as it's existed.
>
> Let me know if you'd like to get together. I was very impressed with how thorough your research and presentation was at the EWANA meeting, and I'd like to continue to build on the momentum built by the meeting.
>
> Gordon
> 828 279 2551
>
> On Tue, Oct 23, 2012 at 8:06 PM, Jonathan Wainscott <jonwainscott@gmail.com> wrote:
>
>> Gordon,
>>
>> I met you briefly after the EWANA meeting a couple weeks back and just wanted to touch base with you. I have yet to hear back from Cathy Ball whom I emailed just this past Friday. I'm sure that all of our neighbors would like to see a concerted effort to seeing this alternative route come to fruition. Anything you can do to keep this plan on the table will be greatly appreciated.

I'd also like to offer you something to bring before the community. While researching traffic and commercial transportation I found out that many cities have laws restricting the use of engine brakes by tractor trailers within city limits. Engine braking is also known as Jake Braking. It's that loud machine-gun sound trucks make by using a governor on the engine so the wheel brakes don't have to be used. Kind of like down shifting with a stick-shift. Many of the neighbors are concerned with noise generated by New Belgium's operation and this my help reduce that. Better still, it's a city-wide benefit that I think would be very popular. Also, Norfolk Southern touts its concern for community issues in its sustainability report and mentions use of more secure signals at crossings to reduce the need for blasting their horns. They can also be made to act by municipal ordinances declaring quiet zones in certain areas. Maybe this is something you could help bring to the attention of the community.

Thanks for your support and service to the community. I look forward to speaking with you more.

Jonathan Wainscott