



P 7.0 PUBLIC SURVEY SUMMARY

May 2024

Introduction

The process of prioritizing transportation projects in North Carolina is dictated by the Strategic Transportation Investments Act, passed into law in 2012. The law dictates a process that is transparent, data-driven, and collaborative. This process is known as SPOT, which is a process in which projects are evaluated, scored, and either committed funding or re-entered to compete in future rounds of SPOT. 'P 7' refers to the 7th iteration of the Prioritization (SPOT) process. Each round of SPOT results in a new State Transportation Improvement Program (STIP). The STIP is a ten-year living document that details federally funded transportation projects including project descriptions, funding sources, and timelines.

Engaging with the public is a crucial part of the Prioritization process. At the regional level, it can be challenging to explain the process of prioritizing transportation investments and get the public engaged. However, as public interest in transportation in our region has grown, the planning organizations for our region have worked to creatively and more effectively engage the public about projects being considered for our region.

The survey was developed, in tandem with the Land of Sky RPO and NCDOT, using Survey Monkey and was available in English and Spanish. The format of the survey was informed through the MPO's Citizens' Advisory Committee and was intended to be digestible to someone who may not be familiar with the regional transportation planning process. Each page consisted of a map of projects color-coded by the improvement type, a terminology key, and a question for each project where users could identify their sentiment of the project from 1-5. 1 being very supportive, 2 being somewhat unsupportive, 3 being neutral, 4 being somewhat supportive, and 5 being very supportive. Projects were divided by county and mode, and users could choose to provide input on as many or as few projects as they wished. The survey was open from April 1st, 2024 to May 20th, 2024.

The purpose of this survey was to inform the MPO & RPO's TCC, Board, and members governments of the public sentiment around potential projects in the region as well as inform the application of Local Input Points later in the Prioritization process.

Survey Distribution

The French Broad River MPO and Land of Sky RPO pursued several routes of promotion of the survey including various digital avenues and physical ones. The survey was accessible via the MPO and RPO websites as well as through links shared with relevant MPO & RPO email lists.

The survey was also promoted on social media via Facebook, X (Twitter), Instagram, Nextdoor, and Reddit. It was also advertised digitally on Meta platforms (Facebook & Instagram). These advertisements ran for the entire time that the survey was open and generated 443 clicks on the survey link.

Physical flyers, both in English and Spanish, were distributed throughout the region in libraries, community centers, and local stores/restaurants. The flyers contained a brief explanation of the survey and a QR code that users could scan to access the survey. Cardboard drink coasters were also distributed throughout the region to local coffee shops, restaurants, and breweries. These coasters displayed an attention-grabbing design, also with a QR code that linked to the survey.



Left: Advertisement used on Meta platforms (Facebook & Instagram)



Right: Design of cardboard coasters that were distributed throughout the region

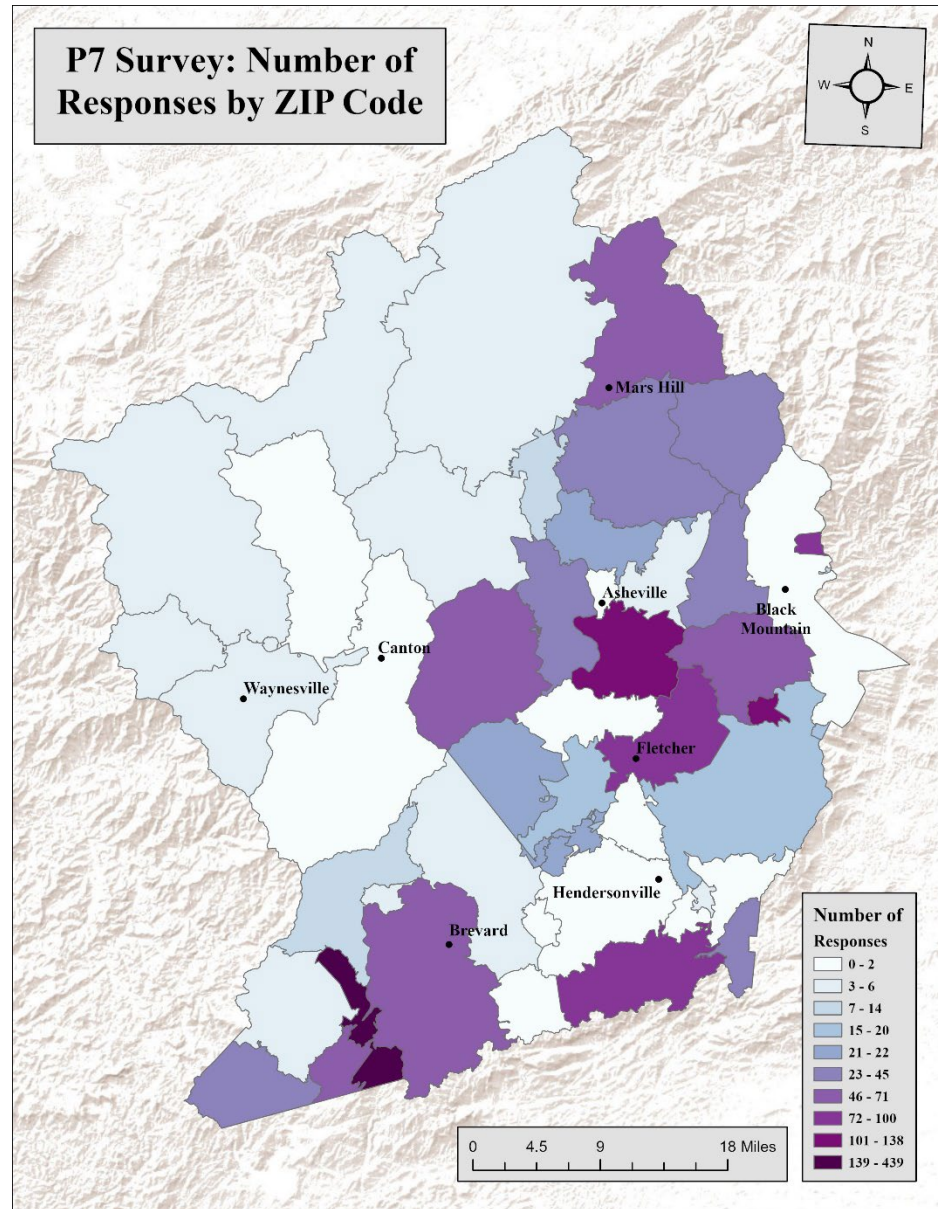
Survey Responses

The survey received a total of 1,761 responses from the five counties surveyed. Of those, 593 came from Buncombe County, 53 came from Haywood County, 415 came from Henderson County, 60 came from Madison County, and 655 came from Transylvania County.

Despite being the second-least populated county in the surveyed region, Transylvania County had the most responses to the survey. Buncombe, being the most populated county in the region, closely followed Transylvania with roughly 60 less responses. Henderson County, the second-most populated surveyed county, followed Buncombe by nearly 180 responses.

Survey responses from Haywood and Madison Counties were minimal compared to the other counties, with both counties garnering over 350-fewer responses than Henderson County, and roughly 500-fewer responses than Buncombe or Transylvania Counties.

The introduction page of the survey asked users to input their ZIP code, this was the only required question in the survey. The data from this question allowed staff to map responses by ZIP code to get a better understanding of where responses were coming from within counties. The map to the right shows the number of responses by ZIP code.



Survey Results – Buncombe County

Buncombe County Projects received 593 individual responses, with between 336 – 454 responses per project, depending on the project. The county received the second-highest survey turnout in the region, surpassed only by Transylvania County.

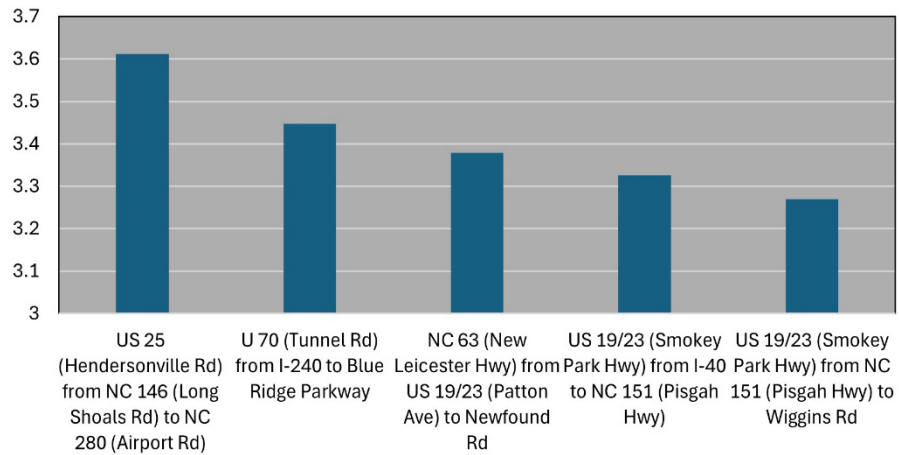
In general, all projects received more positive ratings from survey users than neutral or negative, except for three: the Modernization of Old US 19 from US 19/23 (Smoky Park Highway) to Youngs Cove Rd, the New Location project on Peachtree Road, and the Widening of I-40 from Wiggins Rd to Monte Vista Rd. The I-40 project was the only project in the entire survey to receive more negative ratings than neutral or positive.

Bike/ped and transit/rail projects were generally more positively received than highway projects. The notable exception being the I-26/I-40/I-240 Interchange Improvement project, or section C of the I-2513 I-26 Connector project. This project was the second highest rated project for all of Buncombe County. The highest rated project for Buncombe County was the Norfolk Southern Line Asheville to Salisbury Passenger Rail project, which was also the highest scoring project in the entire survey. It received 79% positive ratings. Other notably high-rated projects include both segments of the Bent Creek Greenway, both segments of the Reed Creek Greenway, US 70 (Tunnel Rd) sidewalks, and the Reed Creek Greenway.

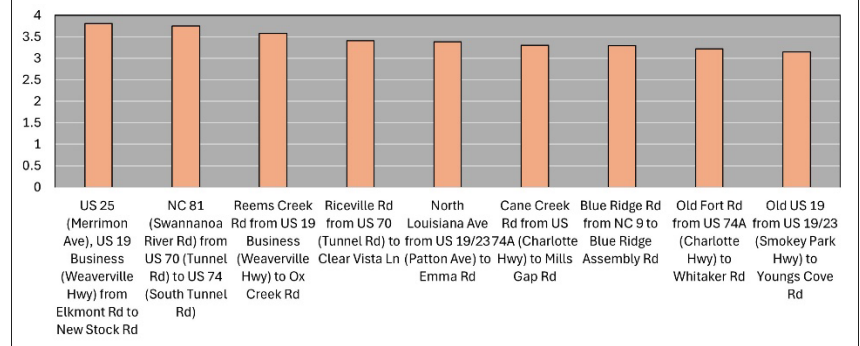
Though highway projects did not receive as much positive feedback as other modes, there were still projects that were distinctly well-received, and projects that were not. Aside from the previously mentioned I-26/I-40/I-240 Interchange project, the I-240/US 25 (Merrimon Ave) Interchange Improvement project was notably well-rated. The Modernization project on US 25 (Merrimon Ave)/US 19 Business (Weaverville Hwy) and the I-40/I-240/US 74A Interchange Improvement project were also among the highest rated highway projects in the county. The lowest rated highway projects in Buncombe County include the Widening of NC 191 (Brevard Rd/Old Haywood Rd), Modernization project of Cane Creek Rd, and US 70 (West State Rd) Road-Diet project.

For the simplified results of the Buncombe County portion of the survey, see the charts on the next page(s). For detailed information on the responses to each project, see the table in the appendix.

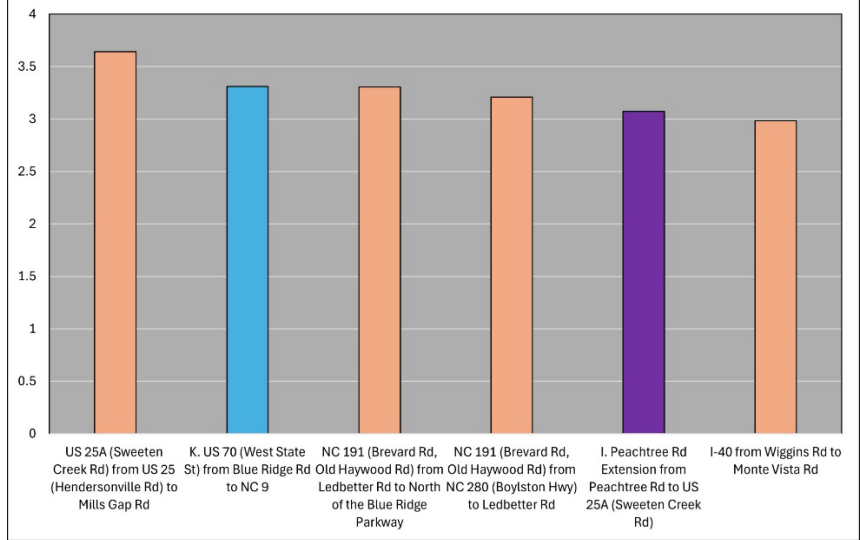
Buncombe County Access Management Projects



Buncombe County Modernization Projects

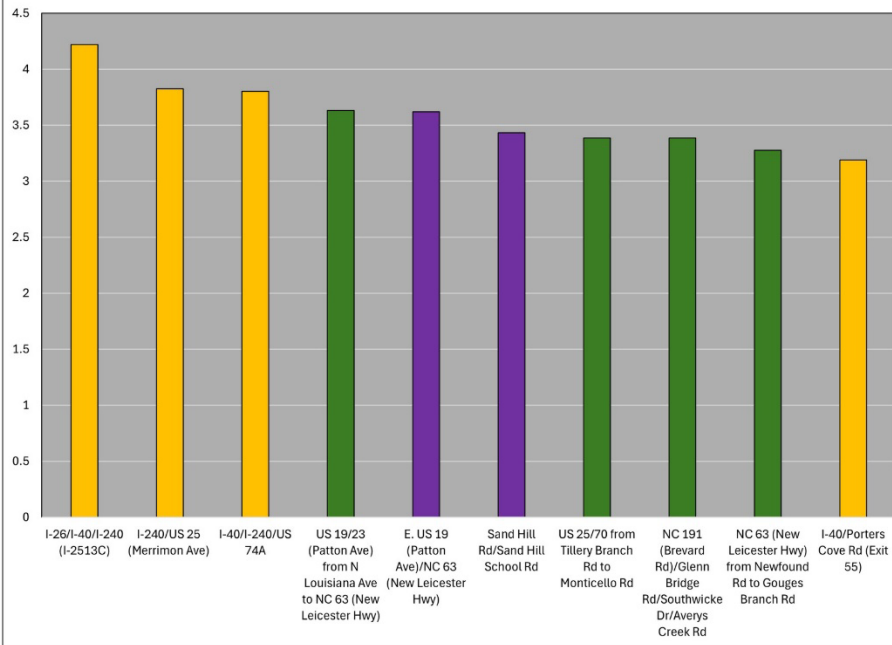


Buncombe County Widening, Road Diet, & New Location Projects



■ Widening
 ■ Road Diet
 ■ New Location

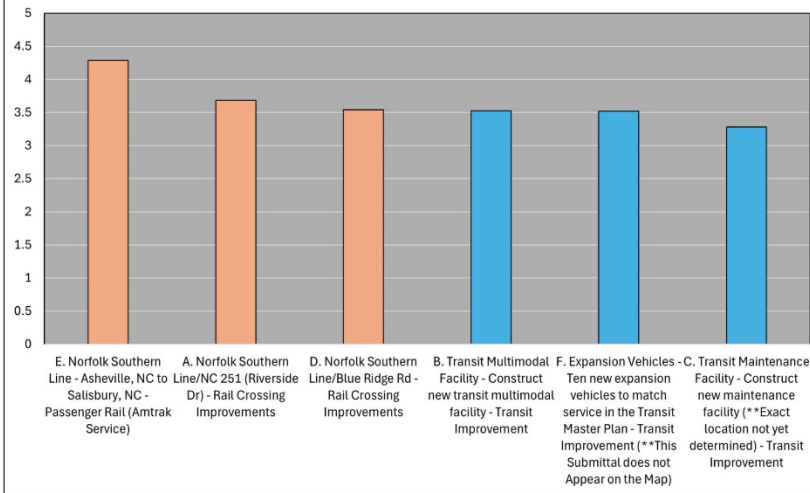
Buncombe County Intersection & Interchange Projects



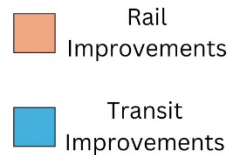
■ Interchange Improvements
 ■ Multiple Intersection Improvements
 ■ Intersection Improvements

Buncombe County “Simplified” Survey Results Part 1

Buncombe Transit Projects



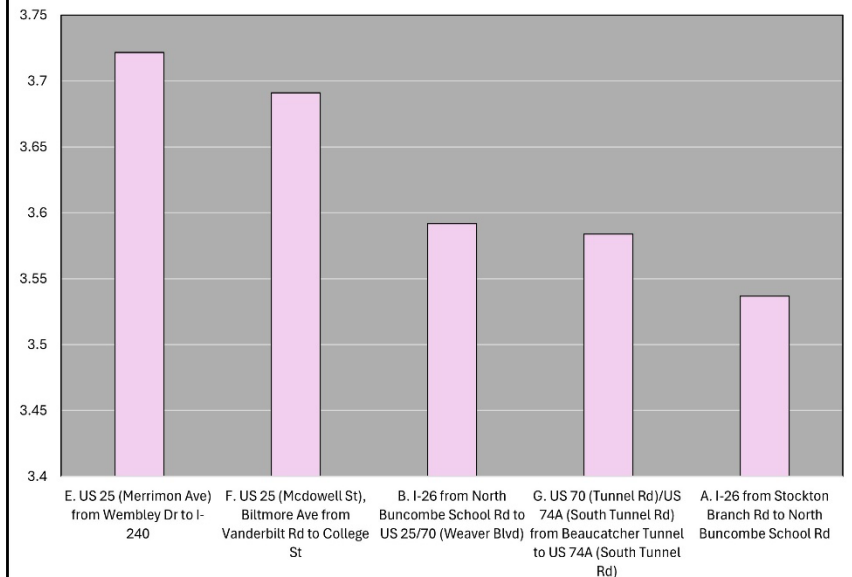
- 454 Responses
- Generally very strong support for passenger rail & other rail improvement projects
- Public expressed desire for more frequent bus schedules and stronger connections to other counties in the region



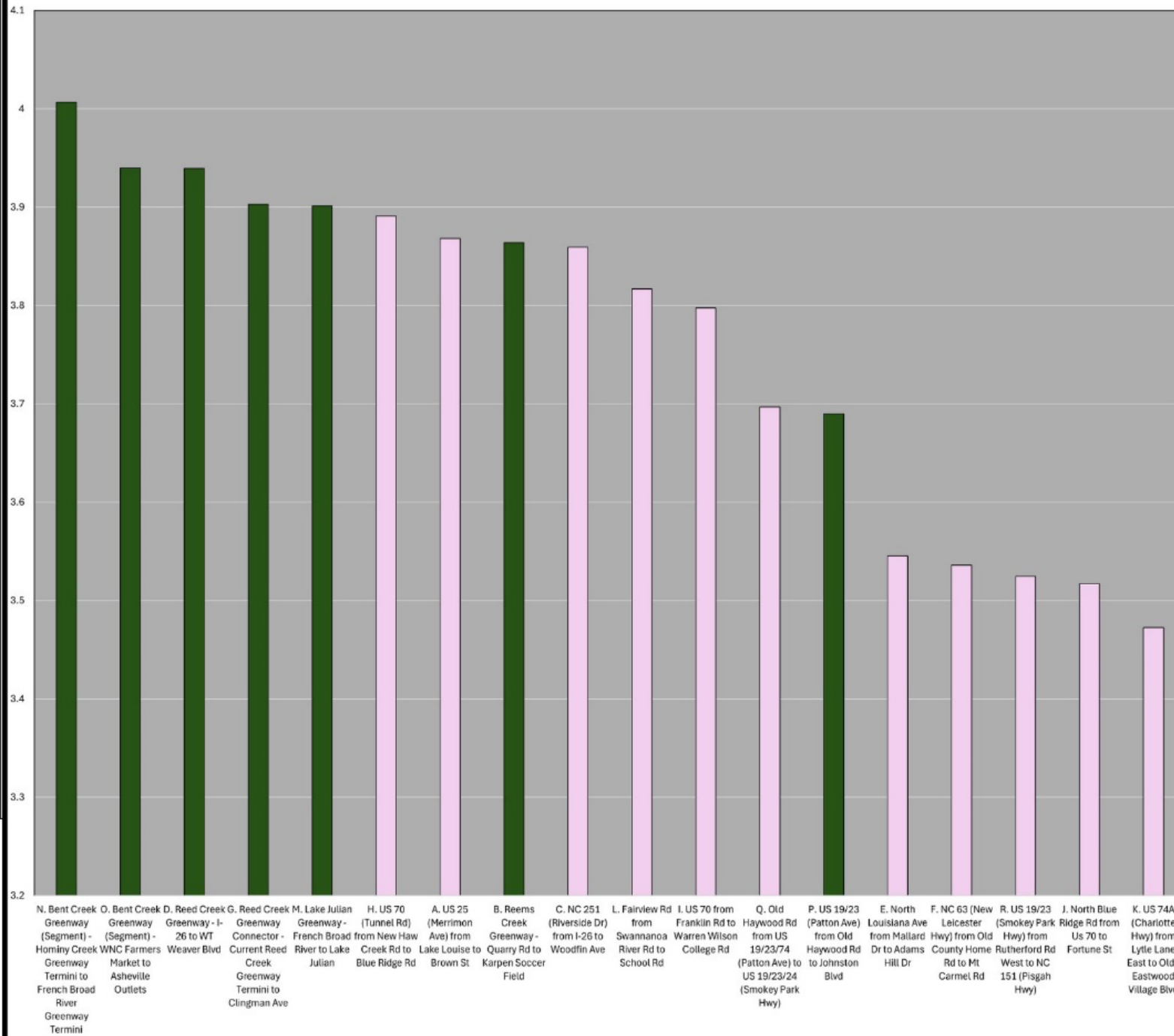
Buncombe County “Simplified” Survey Results Part 2

Next Page: Buncombe County “Simplified” Survey Results Part 3

Buncombe County Roadway Upgrade Projects



Buncombe County Bicycle & Pedestrian Projects



479 Responses

Strong support for safety and reducing vehicle traffic

Some desire to prioritize sidewalk projects over greenways

Greenway
Sidewalk

Survey Results – Haywood County

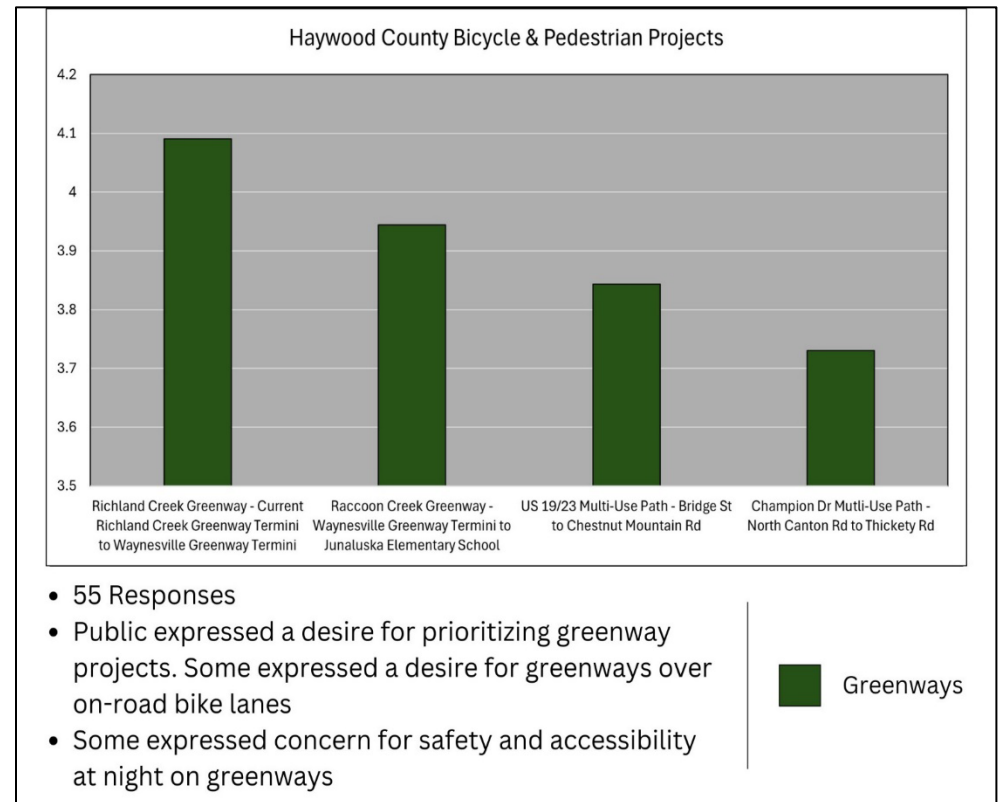
Haywood County residents provided 53 responses. Haywood County projects received 49 – 55 responses per project. This was the county with the fewest responses of the five counties despite being the third most populous of the five counties.

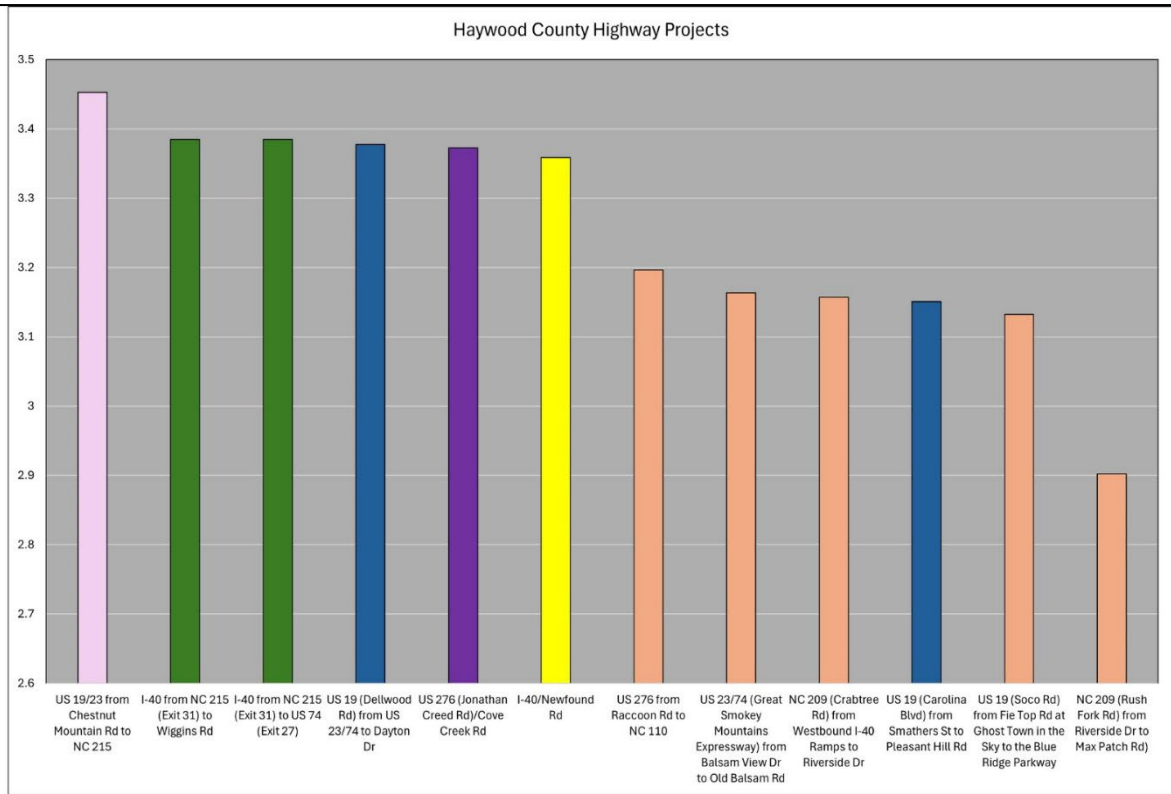
Much like Buncombe County, Bike/Ped and Transit projects were generally favored over highway projects. In fact, there was not one highway project that was rated higher than a Bike/Ped or Transit project. The highest rated projects were the Richland Creek Greenway and Raccoon Creek Greenway, which held a marginal lead over the US 19/23 Multi-Use Path project. All Bike/Ped and Transit projects held a notable lead over highway projects.

The highest scoring highway project was the US 19/23 Roadway Upgrade project, followed by both sections of the I-40 widening project(s) which held nearly identical ratings. This is interesting to note, as the section of the I-40 widening project in Buncombe County was the lowest rated project in Buncombe, as well as the entire survey.

The lowest scoring projects in Haywood County were the US 19 (Carolina Blvd) Access Management project, the US 19 (Soco Rd Modernization project, and the NC 209 (Rush Fork Rd) Modernization project. The NC 209 project was the lowest rated in the County but did still have marginally more positive ratings than neutral or negative.

For the simplified results of the Haywood County portion of the survey, see the charts on this page and the next. For detailed information on the responses to each project, see the table in the appendix.





- 53 Responses
- Public expressed a desire for safety, addressing traffic, and increasing multimodal infrastructure
- Public expressed a general opposition for projects that may encourage growth in the county, and concern regarding environmental impacts of projects

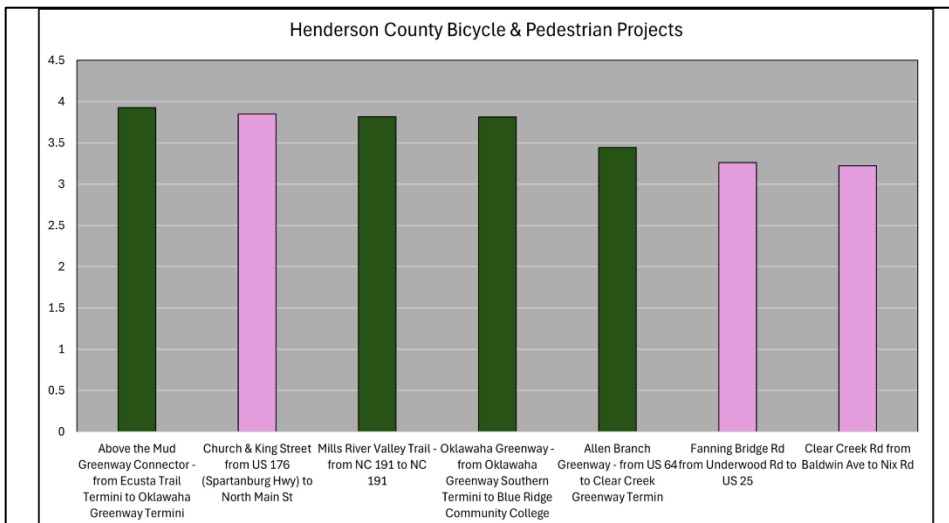


Haywood County “Simplified” Survey Results

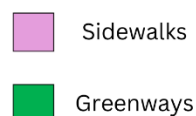
Survey Results – Henderson County

Henderson County received a total of 415 responses, with between 275 – 305 responses per project, depending on the project. The county received the third most responses in the survey behind Buncombe and Transylvania counties.

Following the theme of the results of the survey in other counties, Bike/Ped and Transit projects were generally received better than Highway projects. The three highest rated projects in Henderson County were the Above the Mud Greenway Connector, Church & King St Sidewalk Connections, and Mills River Valley Trail. The Above the Mud Greenway Connector Project was the highest scoring project out of all modes in the county. The less-favored Bike/Ped projects include the Allen Branch Greenway, Fanning Bridge Rd Sidewalks, and Clear Creek Rd Sidewalks. The Clear Creek Rd Sidewalk project was the lowest scoring Bike/Ped project and interestingly scored lower than most highway projects as well.

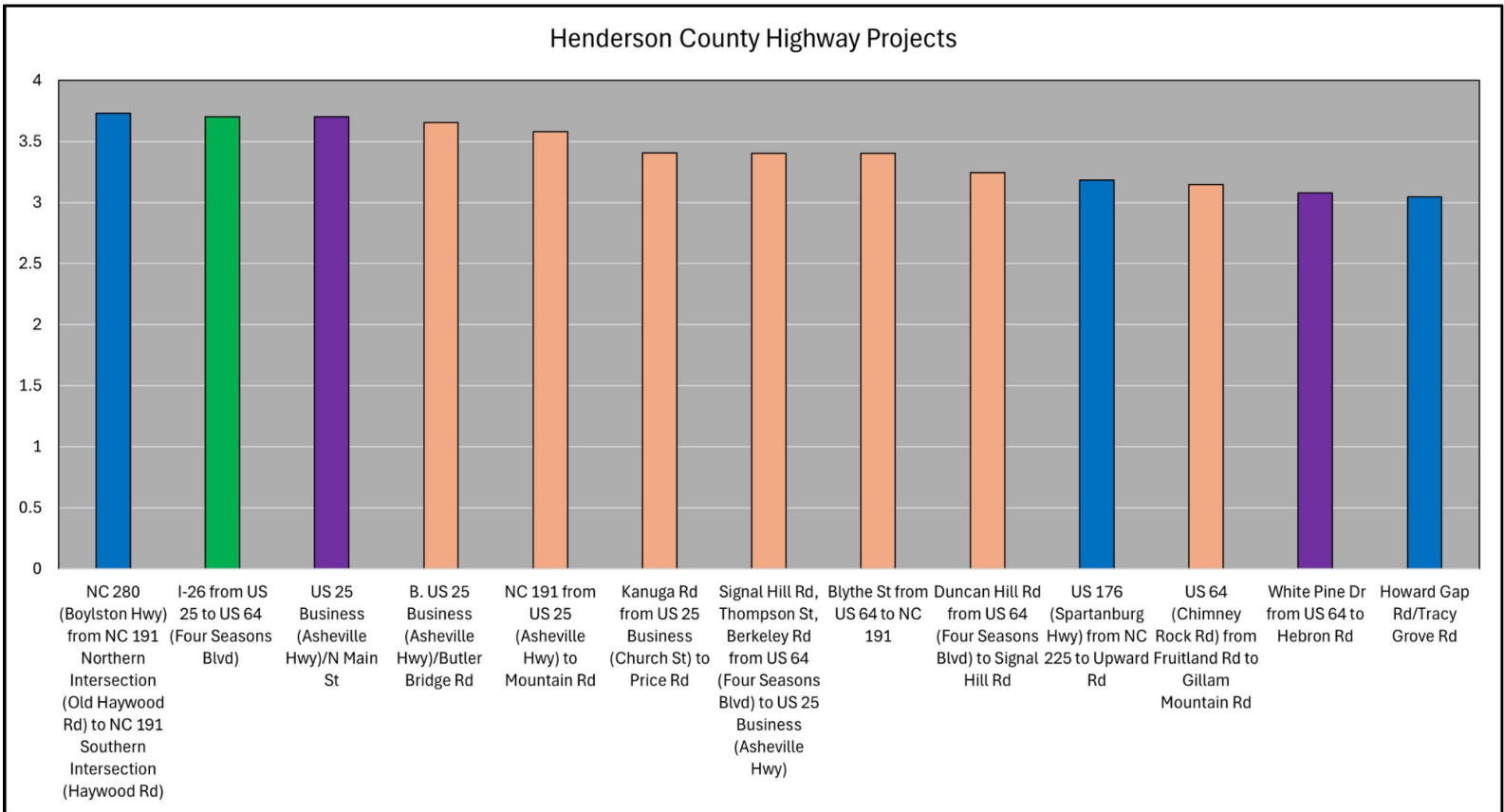


- 308 Responses
- Public expressed a desire for safety, aesthetics, and increased funding for bike/ped projects
- Some expressed a desire for a stronger emphasis on road projects over bike/ped

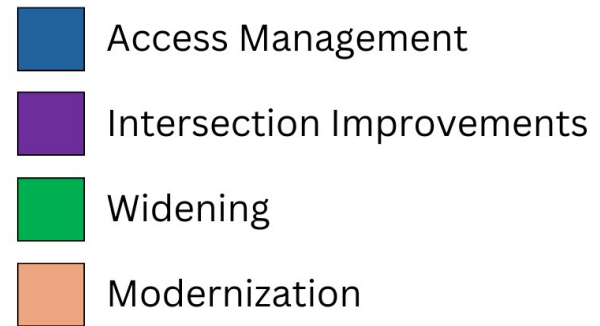


In terms of highway projects, the highest rated projects were the NC 280 (Boylston Highway) Access Management Project, the I-26 Widening Project (from Four Seasons Blvd to US 25), and both US 25 (Asheville Hwy) Intersection Improvement Projects. Less-favored projects included the US 64 (Chimney Rock Rd) Modernization Project, the White Pine Dr Modernization Project, and the Howard Gap Rd/Tracy Grove Rd Intersection Improvement Project which was the lowest scoring project for Henderson County.

For the simplified results of the Henderson County portion of the survey, see the charts to the left and on the next page. For detailed information on the responses to each project, see the table in the appendix.



- 304 Responses
- Public expressed a desire for safety, aesthetics, and bike/ped infrastructure
- Public expressed a general opposition for projects that may encourage growth in the county



Henderson County “Simplified” Survey Results

Survey Results – Madison County

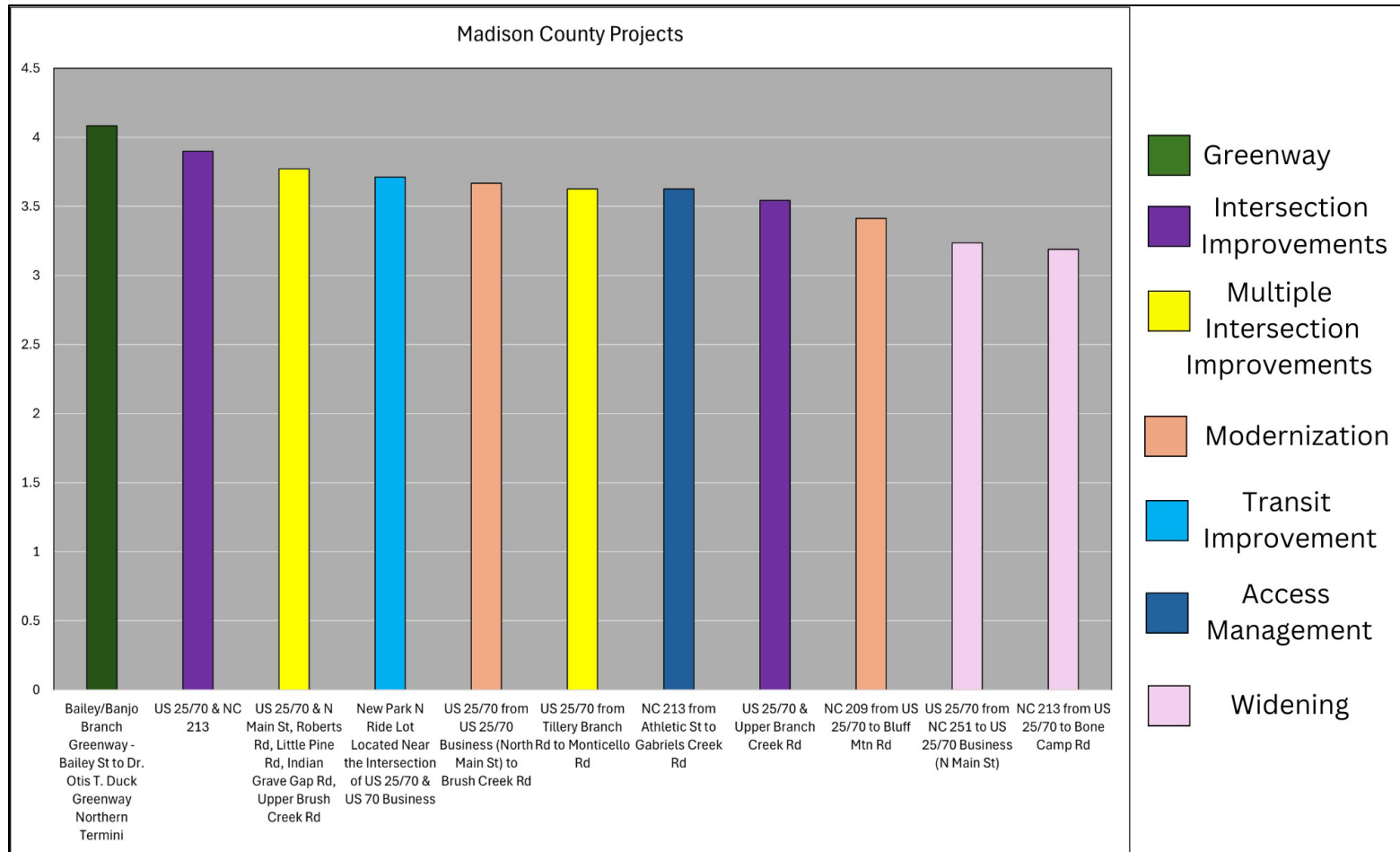
Madison County received 60 survey responses, with between 55 – 60 responses on individual projects, depending on the project. Despite being the least-populated county surveyed, it managed to receive a few more responses than Haywood County.

Madison County survey results followed the trend of other counties' results, where Bike/Ped and Transit projects generally were rated higher than Highway projects. There was only one Bike/Ped project in the county – the Bailey/Banjo Branch Greenway, which would connect Bailey St to the existing Otis T. Duck Greenway's Northern termini. The project was the highest-rated project in the county and was one of the highest-rated projects in the entire survey.

There was only one Transit project in the county as well, the Park N Ride project located near the intersection of US 25/70 & US 70 Business. This project was the fourth-highest rated project in Madison County with 64% of responses being positive.

A few highway projects stood out as highly favored over others. The highest-rated being the US 25/70 & NC 213 Intersection Improvement Project. This project was also the second-highest rated project out of all modes for Madison County. The US 25/70 Multiple Intersection Improvements Project closely followed the latter project, both of which were rated higher than the previously mentioned Transit project. Less-favored projects included the NC 209 Modernization Project, The US 25/70 Widening Project from NC 251 to US 25/70 Business (N Main St), and the NC 213 Widening Project from US 25/70 to Bone Camp Rd. The NC 213 Widening Project was the lowest-rated project in Madison County.

For the simplified results of the Madison County portion of the survey, see the chart on the next page. For detailed information on the responses to each project, see the table in the appendix.



- 60 Responses
- Public expressed emphatic concern about safety for all road users
- Public also expressed desire to address traffic without widening roads
- There is also a desire for increased multimodal infrastructure and connectivity

**Madison County
“Simplified” Survey Results**

Survey Results – Transylvania County

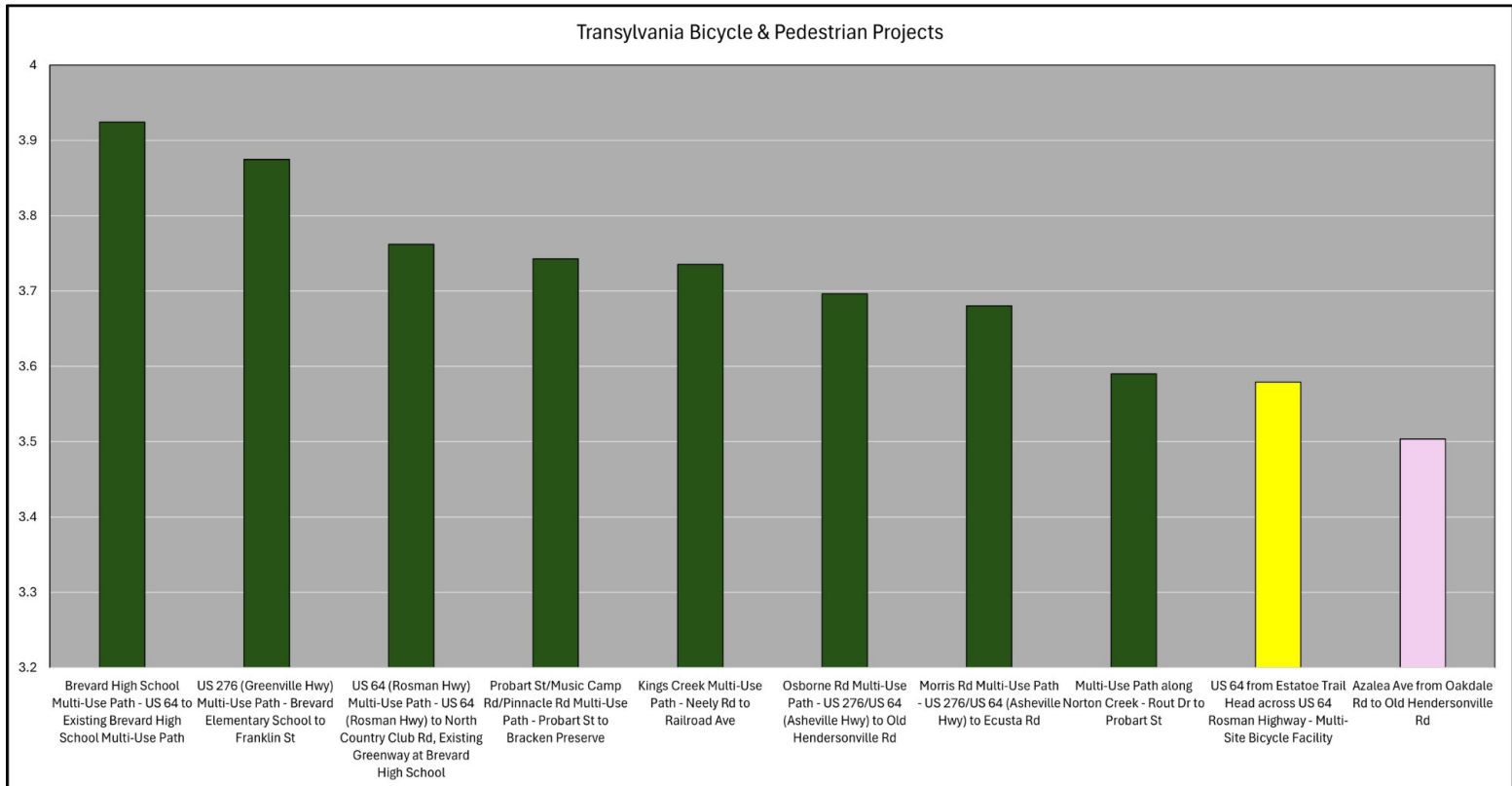
Transylvania County received a total of 655 responses, with between 428 – 465 responses on individual projects, depending on the project. The county received the most responses out of all other counties in the region, despite being the second-least populated county surveyed.

Bike/Ped Projects were generally received better than highway projects, with the highest scoring projects being the Brevard High School Multi-Use Path, the US 276 (Greenville Hwy) Multi-Use Path, and the US 64 (Rosman Hwy) Multi-Use Path. The US 64 (Rosman Hwy) Multi-Use Path was rated very closely to the Probart St/Music Camp Rd/Pinnacle Rd Multi-Use Path and the Kings Creek Multi-Use Path. The highest scoring Bike/Ped project was the Brevard High School Multi-Use Path, which was also the highest scoring project for the entire county.

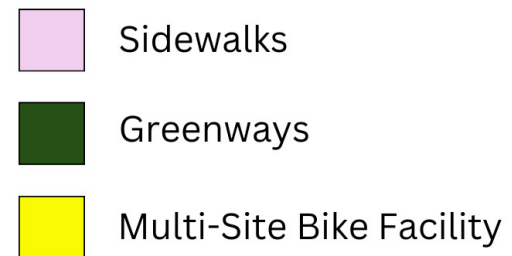
Unlike other counties, Transit Projects did not fare well in Transylvania County, and were among the lower-rated projects for the county. However, it's worth noting that the Transit Shelters Project was more favored than the Park N Ride Project.

The most favored highway project in Transylvania County was the Ecusta Rd Modernization Project that runs from US 64 to Old Hendersonville Hwy. This is followed by the US 64/US 276 (Asheville Hwy) Intersection Improvements Project and the US 276 (Greenville Hwy) Multiple Intersection Improvements Project. Less-favored highway projects include the US 178 (Pickens Hwy) Modernization Project, the US 64 (Rosman Hwy) Modernization Project that runs from Indian Creek to Flat Creek Valley Rd, and the US 64 (Rosman Hwy) Widening Project which runs from Clement Rd to just past the US 178 Park n Ride lot.

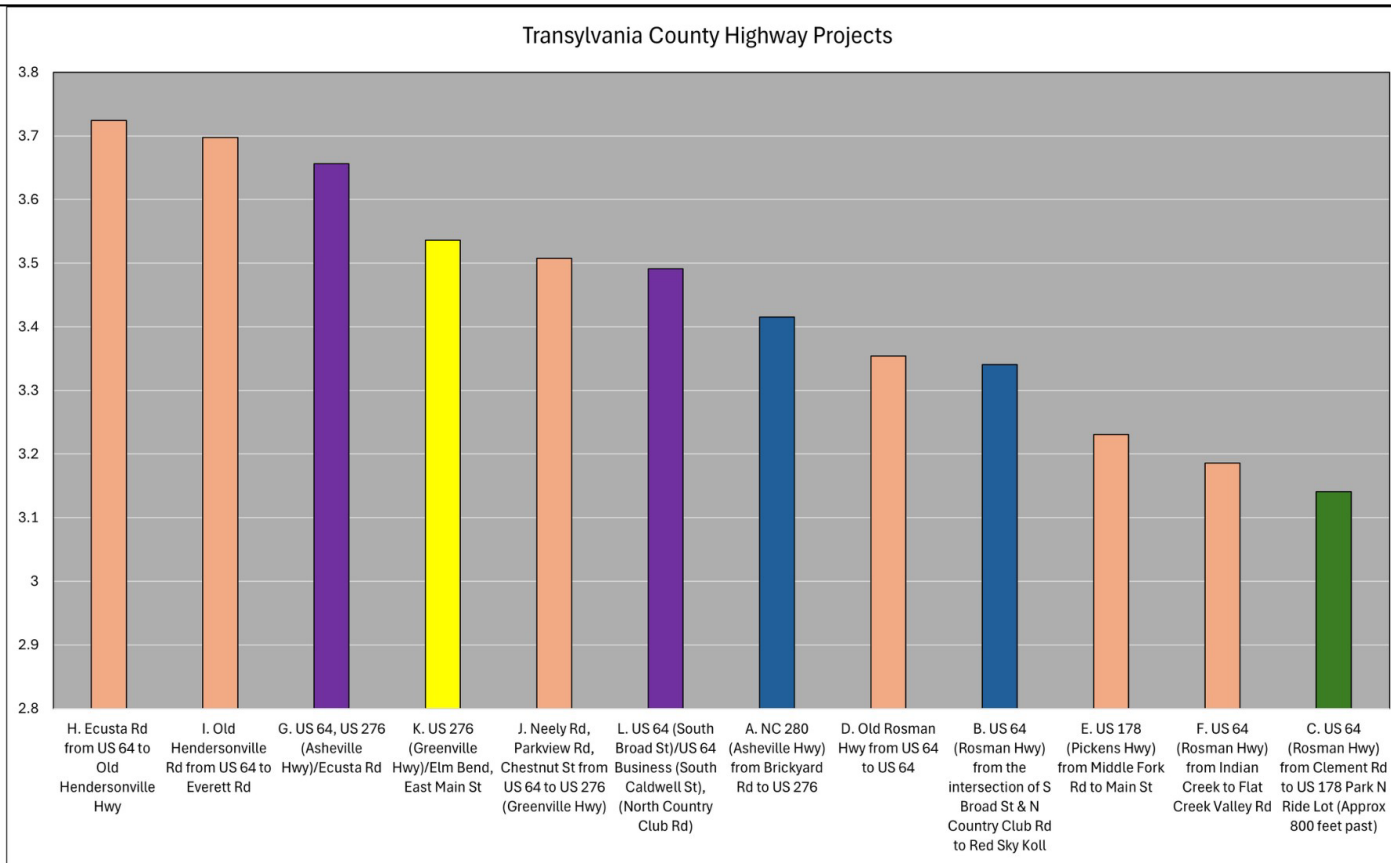
For the simplified results of the Transylvania County portion of the survey, see the charts on the following pages. For detailed information on the responses to each project, see the table in the appendix.



- 449 Responses
- Public expressed a strong desire for bike/ped infrastructure not only including greenways but on-street multimodal connections
- Some expressed wanting to prioritize improving roads over bicycle & pedestrian infrastructure



**Transylvania County “Simplified”
Survey Results Part 1**



- 464 Responses
- Public expressed a desire for addressing congestion as well as modernizing current infrastructure
- Many expressed a desire for pursuing intersection improvements that are not roundabouts

- Intersection Improvements
- Multiple Intersection Improvements
- Access Management
- Modernization
- Widening

**Transylvania County “Simplified”
Survey Results Part 2**

Public Comments

Each section of the survey ended with an open-ended question where users could leave detailed thoughts on projects in the survey, and/or any other thoughts they would like to share. For each county, the survey was split into sections by mode, and users could comment on each section. For example, on the Henderson County Bike/Ped projects page, survey-takers could leave comments on Bike/Ped projects. **The survey received a total of 806 comments.**

Comments were generally positive when it came to Bike/Ped projects, with a majority of survey-takers supporting stronger bicycle and pedestrian infrastructure and safety measures. Some users expressed frustration with the historic emphasis on highway projects and wished to see increased prioritization of Bike/Ped projects moving forward. Some users argued that sidewalk projects should be emphasized over greenway projects, emphasizing the safety aspects of pedestrian connections and recent pedestrian crashes and casualties in our region. A small number of survey-takers opposed funding Bike/Ped projects, arguing that some existing facilities go unused and aren't safe in their current condition.

Comments on Transit projects were also generally positive. Several dozen comments expressed a strong desire for passenger rail and emphasized prioritizing mass transit in the region. Some survey-takers noted that they would like to see more local rail transit options connecting regionally, such as commuter light-rail. A small number of survey-takers opposed passenger rail, citing issues such as ride time and route, preferring a more direct connection to Charlotte or Raleigh. In Buncombe, as well as all other counties, several comments pertained to increasing public transportation availability, expressing a desire for more frequent bus schedules and safer bus stops. In more rural counties such as Madison and Transylvania, some survey-takers opposed funding transit projects, expressing worries about encouraging growth in their respective counties.

Sentiment around highway projects was more polarized, with many survey-takers expressing disdain for continuing investments in and reliance on auto-focused infrastructure and others expressing desires for wider and safer roads. The most contentious improvement types seem to be road widenings and road diets, with the former being by far the most negatively perceived road

Public Comments	
Buncombe	405
Haywood	29
Henderson	119
Madison	12
Transylvania	237

treatment region wide. This sentiment is directly reflected in the survey scores of these project types (see Appendix). That said, it's worth noting that road widening projects seemed to be more positively favored in Haywood and Henderson Counties based on public comment.

More favored highway treatments include Intersection and Interchange Improvements, both of which received positive comments in all five counties expressing desire for improvements in safety and efficiency. Access Management and Modernization projects also received positive comments, mostly pertaining to safety and a need for pavement rehabilitation particularly in Henderson, Madison, and Transylvania Counties. These treatments, however, did receive more negative reviews than Intersection or Interchange improvements. Conversely, it's worth noting that for Transylvania County, there were a number of comments expressing frustration with roundabouts in the county and a desire to pursue different intersection treatments in future projects.

For the full list of public comments received separated by county and mode, see the appendix.

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Appendix

Buncombe County Projects

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
Norfolk Southern Line - Asheville, NC to Salisbury, NC - Passenger Rail (Amtrak Service)	Rail Improvement	4.29	454	359	79%	43	9%	52	11%
I-26/I-40/I-240 (I-2513C)	Interchange Improvement	4.22	375	282	75%	59	16%	34	9%
Bent Creek Greenway (Segment) - Hominy Creek Greenway Termini to French Broad River Greenway Termini	Greenway	4.01	448	305	68%	84	19%	59	13%
Bent Creek Greenway (Segment) - WNC Farmers Market to Asheville Outlets	Greenway	3.94	448	303	68%	77	17%	68	15%
Reed Creek Greenway - I-26 to WT Weaver Blvd	Greenway	3.94	460	308	67%	81	18%	71	15%
Reed Creek Greenway Connector - Current Reed Creek Greenway Termini to Clingman Ave	Greenway	3.90	443	291	66%	87	20%	65	15%
Lake Julian Greenway - French Broad River to Lake Julian	Greenway	3.90	445	295	66%	85	19%	65	15%
US 70 (Tunnel Rd) from New Haw Creek Rd to Blue Ridge Rd	Sidewalk	3.89	468	298	64%	104	22%	66	14%
US 25 (Merrimon Ave) from Lake Louise to Brown St	Sidewalk	3.87	470	295	63%	105	22%	70	15%
B. Reems Creek Greenway - Quarry Rd to Karpen Soccer Field	Greenway	3.86	470	294	63%	94	20%	82	17%
NC 251 (Riverside Dr) from I-26 to Woodfin Ave	Sidewalk	3.86	461	297	64%	90	20%	74	16%
I-240/US 25 (Merrimon Ave)	Interchange Improvement	3.83	372	235	63%	79	21%	58	16%
Fairview Rd from Swannanoa River Rd to School Rd	Sidewalk	3.82	442	264	60%	116	26%	62	14%
US 25 (Merrimon Ave), US 19 Business (Weaverville Hwy) from Elkmont Rd to New Stock Rd	Modernization	3.81	391	247	63%	82	21%	62	16%
I-40/I-240/US 74A	Interchange Improvement	3.80	365	220	60%	82	22%	63	17%
US 70 from Franklin Rd to Warren Wilson College Rd	Sidewalk	3.80	479	285	59%	111	23%	83	17%
NC 81 (Swannanoa River Rd) from US 70 (Tunnel Rd) to US 74 (South Tunnel Rd)	Modernization	3.75	388	222	57%	114	29%	52	13%
US 25 (Merrimon Ave) from Wembley Dr to I-240	Upgrade Roadway	3.72	377	225	60%	93	25%	59	16%

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
Q. Old Haywood Rd from US 19/23/74 (Patton Ave) to US 19/23/24 (Smokey Park Hwy)	Sidewalk	3.70	432	243	56%	117	27%	72	17%
US 25 (Mcdowell St), Biltmore Ave from Vanderbilt Rd to College St	Upgrade Roadway	3.69	385	219	57%	103	27%	63	16%
US 19/23 (Patton Ave) from Old Haywood Rd to Johnston Blvd	Sidewalk	3.69	432	239	55%	120	28%	93	22%
A. Norfolk Southern Line/NC 251 (Riverside Dr) - Rail Crossing Improvements	Rail Improvement	3.68	426	233	55%	124	29%	69	16%
US 25A (Sweeten Creek Rd) from US 25 (Hendersonville Rd) to Mills Gap Rd	Widening	3.64	397	237	60%	67	17%	93	23%
US 19/23 (Patton Ave) from N Louisiana Ave to NC 63 (New Leicester Hwy)	Multiple Intersection Improvements	3.63	351	186	53%	111	32%	54	15%
US 19 (Patton Ave)/NC 63 (New Leicester Hwy)	Intersection Improvements	3.62	351	182	52%	113	32%	56	16%
US 25 (Hendersonville Rd) from NC 146 (Long Shoals Rd) to NC 280 (Airport Rd)	Access Management	3.61	391	213	54%	100	26%	70	18%
I-26 from North Buncombe School Rd to US 25/70 (Weaver Blvd)	Upgrade Roadway	3.59	387	210	54%	97	25%	80	21%
US 70 (Tunnel Rd)/US 74A (South Tunnel Rd) from Beaucatcher Tunnel to US 74A (South Tunnel Rd)	Upgrade Roadway	3.58	375	199	53%	108	29%	68	18%
Reems Creek Rd from US 19 Business (Weaverville Hwy) to Ox Creek Rd	Modernization	3.58	383	201	52%	105	27%	77	20%
North Louisiana Ave from Mallard Dr to Adams Hill Dr	Sidewalk	3.55	442	222	50%	136	31%	84	19%
Norfolk Southern Line/Blue Ridge Rd - Rail Crossing Improvements	Rail Improvement	3.54	418	205	49%	139	33%	74	18%
I-26 from Stockton Branch Rd to North Buncombe School Rd	Upgrade Roadway	3.54	380	201	53%	95	25%	84	22%
NC 63 (New Leicester Hwy) from Old County Home Rd to Mt Carmel Rd	Sidewalk	3.54	446	220	49%	141	32%	85	19%
Transit Multimodal Facility - Construct new transit multimodal facility - Transit Improvement	Transit Improvement	3.52	423	215	51%	118	28%	90	21%

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
US 19/23 (Smokey Park Hwy) from Rutherford Rd West to NC 151 (Pisgah Hwy)	Sidewalk	3.52	427	202	47%	140	33%	85	20%
Expansion Vehicles - Ten new expansion vehicles to match service in the Transit Master Plan - Transit Improvement (**This Submittal does not Appear on the Map)	Transit Improvement	3.52	406	203	50%	122	30%	81	20%
North Blue Ridge Rd from Us 70 to Fortune St	Sidewalk	3.52	439	210	48%	136	31%	93	21%
US 74A (Charlotte Hwy) from Lytle Lane East to Olde Eastwood Village Blvd	Sidewalk	3.47	417	193	46%	136	33%	88	21%
U 70 (Tunnel Rd) from I-240 to Blue Ridge Parkway	Access Management	3.45	405	192	47%	127	31%	86	21%
Sand Hill Rd/Sand Hill School Rd	Intersection Improvements	3.43	335	156	47%	116	35%	63	19%
Riceville Rd from US 70 (Tunnel Rd) to Clear Vista Ln	Modernization	3.41	365	165	45%	124	34%	76	21%
North Louisiana Ave from US 19/23 (Patton Ave) to Emma Rd	Modernization	3.39	361	165	46%	118	33%	78	22%
US 25/70 from Tillery Branch Rd to Monticello Rd	Multiple Intersection Improvements	3.39	351	155	44%	118	34%	78	22%
NC 191 (Brevard Rd)/Glenn Bridge Rd/Southwicke Dr/Averys Creek Rd	Multiple Intersection Improvements	3.39	336	141	42%	124	37%	71	21%
NC 63 (New Leicester Hwy) from US 19/23 (Patton Ave) to Newfound Rd	Access Management	3.38	383	165	43%	142	37%	76	20%
US 19/23 (Smokey Park Hwy) from I-40 to NC 151 (Pisgah Hwy)	Access Management	3.33	377	156	41%	143	38%	78	21%
US 70 (West State St) from Blue Ridge Rd to NC 9	Road Diet	3.31	393	175	45%	113	29%	105	27%
Cane Creek Rd from US 74A (Charlotte Hwy) to Mills Gap Rd	Modernization	3.31	352	145	41%	129	37%	78	22%
NC 191 (Brevard Rd, Old Haywood Rd) from Ledbetter Rd to North of the Blue Ridge Parkway	Widening	3.31	380	175	46%	100	26%	105	28%
Blue Ridge Rd from NC 9 to Blue Ridge Assembly Rd	Modernization	3.29	371	156	42%	126	34%	89	24%
Transit Maintenance Facility - Construct new maintenance facility (**Exact location not yet determined) - Transit Improvement	Transit Improvement	3.28	405	161	40%	146	36%	98	24%

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
NC 63 (New Leicester Hwy) from Newfound Rd to Gouges Branch Rd	Multiple Intersection Improvements	3.28	337	131	39%	131	39%	75	22%
US 19/23 (Smokey Park Hwy) from NC 151 (Pisgah Hwy) to Wiggins Rd	Access Management	3.27	371	145	39%	146	39%	80	22%
Old Fort Rd from US 74A (Charlotte Hwy) to Whitaker Rd	Modernization	3.22	348	123	35%	145	42%	80	23%
NC 191 (Brevard Rd, Old Haywood Rd) from NC 280 (Boylston Hwy) to Ledbetter Rd	Widening	3.21	377	164	44%	98	26%	115	31%
I-40/Porters Cove Rd (Exit 55)	Interchange Improvement	3.19	346	122	35%	138	40%	86	25%
Old US 19 from US 19/23 (Smokey Park Hwy) to Youngs Cove Rd	Modernization	3.14	348	119	34%	142	41%	87	25%
Peachtree Rd Extension from Peachtree Rd to US 25A (Sweeten Creek Rd)	New Location	3.07	364	114	31%	150	41%	100	27%
I-40 from Wiggins Rd to Monte Vista Rd	Widening	2.98	374	125	33%	119	32%	130	35%

Haywood County Projects

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
Richland Creek Greenway - Current Richland Creek Greenway Termini to Waynesville Greenway Termini	Greenway	4.09	55	42	76%	3	5%	10	18%
Raccoon Creek Greenway - Waynesville Greenway Termini to Junaluska Elementary School	Greenway	3.94	54	39	72%	4	7%	11	20%
US 19/23 Multi-Use Path - Bridge St to Chestnut Mountain Rd	Greenway	3.84	51	33	65%	9	18%	9	18%
Expansion Vehicles - Two expansion vehicles	Transit Improvement	3.80	51	33	65%	9	18%	9	18%
Champion Dr Mutli-Use Path - North Canton Rd to Thickety Rd	Greenway	3.73	52	31	60%	11	21%	10	19%
Passenger Station - Transfer building with bathrooms and small vehicle maintenance capabilities	Transit Improvement	3.70	53	32	60%	13	25%	8	15%
US 19/23 from Chestnut Mountain Rd to NC 215	Upgrade Roadway	3.45	53	25	47%	16	30%	12	23%

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
I-40 from NC 215 (Exit 31) to Wiggins Rd	Widening	3.38	52	25	48%	10	19%	17	33%
I-40 from NC 215 (Exit 31) to US 74 (Exit 27)	Widening	3.38	52	27	52%	8	15%	17	33%
US 19 (Dellwood Rd) from US 23/74 to Dayton Dr	Access Management	3.38	53	25	47%	14	26%	14	26%
US 276 (Jonathan Creed Rd)/Cove Creek Rd	Intersection Improvements	3.37	51	25	49%	14	27%	12	24%
I-40/Newfound Rd	Interchange Improvements	3.36	53	26	49%	14	26%	13	25%
US 276 from Raccoon Rd to NC 110	Modernization	3.20	51	20	39%	16	31%	14	27%
US 23/74 (Great Smokey Mountains Expressway) from Balsam View Dr to Old Balsam Rd	Modernization	3.16	49	20	41%	14	29%	15	31%
NC 209 (Crabtree Rd) from Westbound I-40 Ramps to Riverside Dr	Modernization	3.16	51	21	41%	15	29%	15	29%
US 19 (Carolina Blvd) from Smathers St to Pleasant Hill Rd	Access Management	3.15	53	19	36%	18	34%	16	30%
US 19 (Soco Rd) from Fie Top Rd at Ghost Town in the Sky to the Blue Ridge Parkway	Modernization	3.13	53	20	38%	16	30%	17	32%

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
NC 209 (Rush Fork Rd) from Riverside Dr to Max Patch Rd)	Modernization	2.90	51	20	39%	12	24%	19	37%

Henderson County Projects

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
Above the Mud Greenway Connector - from Ecusta Trail Termini to Oklawaha	Greenway	3.93	303	201	66%	49	16%	53	17%
Church & King Street from US 176 (Spartanburg Hwy) to North Main St	Sidewalk	3.85	301	189	63%	69	23%	43	14%
Mills River Valley Trail - from NC 191 to NC 191	Greenway	3.82	301	194	64%	50	17%	57	19%
Oklawaha Greenway - from Oklawaha Greenway Southern Termini to Blue Ridge Community College	Greenway	3.81	308	191	62%	64	21%	53	17%
NC 280 (Boylston Hwy) from NC 191 Northern Intersection (Old Haywood Rd) to NC 191 Southern Intersection (Haywood Rd)	Access Management	3.73	299	185	62%	56	19%	58	19%
I-26 from US 25 to US 64 (Four Seasons Blvd) - Widening	Widening	3.70	299	180	60%	52	17%	67	22%

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
US 25 Business (Asheville Hwy)/N Main St	Intersection Improvements	3.70	295	172	58%	72	24%	51	17%
US 25 Business (Asheville Hwy)/Butler Bridge Rd	Intersection Improvements	3.66	293	168	57%	78	27%	47	16%
NC 191 from US 25 (Asheville Hwy) to Mountain Rd	Modernization	3.58	304	172	57%	69	23%	63	21%
Fanning Bridge Rd from US 25 to NC 280	Multiple Intersection Improvements	3.46	297	136	46%	102	34%	59	20%
Allen Branch Greenway - from US 64 to Clear Creek Greenway Termin	Greenway	3.44	281	137	49%	78	28%	66	23%
Kanuga Rd from US 25 Business (Church St) to Price Rd	Modernization	3.41	291	152	52%	65	22%	74	25%
Signal Hill Rd, Thompson St, Berkeley Rd from US 64 (Four Seasons Blvd) to US 25 Business (Asheville Hwy)	Modernization	3.40	285	142	50%	76	27%	67	24%
Blythe St from US 64 to NC 191	Modernization	3.40	292	144	49%	74	25%	74	25%
Fanning Bridge Rd from Underwood Rd to US 25	Sidewalk	3.26	280	120	43%	76	27%	84	30%

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
Duncan Hill Rd from US 64 (Four Seasons Blvd) to Signal Hill Rd	Modernization	3.24	286	119	42%	89	31%	77	27%
Clear Creek Rd from Baldwin Ave to Nix Rd	Sidewalk	3.22	271	107	39%	88	32%	76	28%
US 176 (Spartanburg Hwy) from NC 225 to Upward Rd	Access Management	3.18	284	111	39%	84	30%	89	31%
US 64 (Chimney Rock Rd) from Fruitland Rd to Gillam Mountain Rd	Modernization	3.15	287	114	40%	90	31%	83	29%
White Pine Dr from US 64 to Hebron Rd	Modernization	3.08	279	109	39%	76	27%	94	34%
Howard Gap Rd/Tracy Grove Rd	Intersection Improvements	3.05	275	90	33%	100	36%	85	31%

Madison County Projects

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
H. Bailey/Banjo Branch Greenway - Bailey St to Dr. Otis T. Duck Greenway Northern Termini	Greenway	4.08	60	44	73%	7	12%	9	15%
J. US 25/70 & NC 213	Intersection Improvements	3.90	60	37	62%	16	27%	7	12%
D. US 25/70 & N Main St, Roberts Rd, Little Pine Rd, Indian Grave Gap Rd, Upper Brush Creek Rd	Multiple Intersection Improvements	3.77	57	35	61%	13	23%	9	16%
K. New Park N Ride Lot Located Near the Intersection of US 25/70 & US 70 Business	Transit Improvement	3.71	59	38	64%	9	15%	12	20%
C. US 25/70 from US 25/70 Business (North Main St) to Brush Creek Rd	Modernization	3.67	57	34	60%	12	21%	11	19%
I. US 25/70 from Tillery Branch Rd to Monticello Rd	Multiple Intersection Improvements	3.63	59	36	61%	12	20%	11	19%
G. NC 213 from Athletic St to Gabriels Creek Rd	Access Management	3.63	59	34	58%	12	20%	13	22%
B. US 25/70 & Upper Branch Creek Rd	Intersection Improvements	3.54	57	30	53%	15	26%	12	21%
A. NC 209 from US 25/70 to Bluff Mtn Rd	Modernization	3.41	58	28	48%	16	28%	14	24%
E. US 25/70 from NC 251 to US 25/70 Business (N Main St)	Widening	3.24	55	27	49%	10	18%	18	33%

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
F. NC 213 from US 25/70 to Bone Camp Rd	Widening	3.19	58	26	45%	13	22%	19	33%

Transylvania County Projects

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
Brevard High School Multi-Use Path - US 64 to Existing Brevard High School Multi-Use Path	Greenway	3.92	449	307	68%	62	14%	80	18%
US 276 (Greenville Hwy) Multi-Use Path - Brevard Elementary School to Franklin St	Greenway	3.87	447	304	68%	56	13%	87	19%
US 64 (Rosman Hwy) Multi-Use Path - US 64 (Rosman Hwy) to North Country Club Rd, Existing Greenway at Brevard High School	Greenway	3.76	445	284	64%	64	14%	97	22%
Probart St/Music Camp Rd/Pinnacle Rd Multi-Use Path - Probart St to Bracken Preserve	Greenway	3.74	443	274	62%	72	16%	97	22%
Kings Creek Multi-Use Path - Neely Rd to Railroad Ave	Greenway	3.74	438	273	62%	68	16%	97	22%
Ecusta Rd from US 64 to Old Hendersonville Hwy	Modernization	3.72	464	297	64%	66	14%	101	22%
	Modernization	3.70	463	301	65%	56	12%	106	23%
Osborne Rd Multi-Use Path - US 276/US 64 (Asheville Hwy) to Old Hendersonville Rd	Greenway	3.70	435	265	61%	67	15%	103	24%
Morris Rd Multi-Use Path - US 276/US 64 (Asheville Hwy) to Ecusta Rd	Greenway	3.68	441	270	61%	70	16%	101	23%

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
US 64, US 276 (Asheville Hwy)/Ecusta Rd	Intersection Improvements	3.66	468	289	62%	63	13%	116	25%
Multi-Use Path along Norton Creek - Rout Dr to Probart St	Greenway	3.59	434	247	57%	82	19%	105	24%
US 64 from Estatoe Trail Head across US 64 Rosman Highway - Multi-Site Bicycle Facility	Multi-Site Bike Facility	3.58	442	260	59%	63	14%	119	27%
US 276 (Greenville Hwy)/Elm Bend, East Main St	Multiple Intersection Improvements	3.54	455	251	55%	93	20%	111	24%
Neely Rd, Parkview Rd, Chestnut St from US 64 to US 276 (Greenville Hwy)	Modernization	3.51	459	249	54%	102	22%	108	24%
Azalea Ave from Oakdale Rd to Old Hendersonville Rd	Sidewalk	3.50	431	226	52%	93	22%	112	26%
US 64 (South Broad St)/US 64 Business (South Caldwell St), (North Country Club Rd)	Intersection Improvements	3.49	460	247	54%	98	21%	115	25%
A. NC 280 (Asheville Hwy) from Brickyard Rd to US 276	Access Management	3.42	465	232	50%	115	25%	118	25%
Transit Shelters - Purchase and construct 2-3 transit shelters at various stops along fixed route. To include ADA compliant curb ramps, sidewalks, and pad.	Transit Improvement	3.41	428	215	50%	102	24%	111	26%
Old Rosman Hwy from US 64 to US 64	Modernization	3.35	455	235	52%	94	21%	126	28%

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
US 64 (Rosman Hwy) from the intersection of S Broad St & N Country Club Rd to Red Sky Koll	Access Management	3.34	464	218	47%	127	27%	119	26%
Park N Ride with Bus Shelter - South of Turkey Pen Roundabout on the East Side of NC 280 just inside the Transylvania County Line	Transit Improvement	3.25	420	187	45%	111	26%	122	29%
US 178 (Pickens Hwy) from Middle Fork Rd to Main St	Modernization	3.23	446	200	45%	113	25%	133	30%
US 64 (Rosman Hwy) from Indian Creek to Flat Creek Valley Rd	Modernization	3.19	442	190	43%	120	27%	132	30%
US 64 (Rosman Hwy) from Clement Rd to US 178 Park N Ride Lot (Approx 800 feet past)	Widening	3.14	454	197	43%	104	23%	153	34%

Buncombe County Bicycle & Pedestrian Projects Public Comments

Pedestrian projects are very important

Links to simple project maps would greatly aid evaluations.

Expansion and improvements to our sidewalk and greenway infrastructure needs to be made a higher priority. Without that, residents and visitors will not have the opportunity to walk or bike, forcing them to drive and resulting in worst case traffic congestion and air quality. But it isn't enough to just build a sidewalk or greenway. They need to be designed properly to feel safe, considering width, distance to roadways and posted speed limits of adjacent roadways. If sidewalks and greenways don't feel safe, they won't be utilized to their full potential.

Multi-user somewhat wider sidewalks with rideable curbs so bikes can get on and off to avoid pedestrians work well in many cities. Why not here? Check out Park City going up Deer Valley Drive for example.

I am very supportive of I. The sidewalk from Franklin Rd to Warren Wilson college Rd. Swannanoa is an underserved community and that small section of sidewalk would open up great access to other walking trails and make it safer for citizens.

Please find all of them. Buncombe county and Asheville desperately need cycling infrastructure

More improvements are needed in dense areas (Downtown Asheville and nearby neighborhoods)

Please add a greenway from Asheville to Black Mountain.

I love this, we need more sidewalks and greenways! Especially towards weaverville.

I'd be much more open to public transportation if I had a way to get there via bicycle without being on the road.

For safety purposes A and B are a big necessity!

in general, sidewalks on 5 lane stroads are far less helpful than on two or three lane streets.

No one project in south asheville

I'd like to see a real priority in connecting greenway sections to the point where they are useful for transportation, not just recreation. For example, D and G appear to extend existing greenways - this is markedly more valuable than a small standalone greenway with no network effect.

I want a greenway as much as anyone else but can we prioritize people's lives first please? Too many pedestrian deaths lately.

Please prioritize the projects in Woodfin and French Broad River....green ways, bike lanes, sidewalks... and connections to the River Arts District.

East Asheville desperately needs more sidewalks
Asheville has massive potential to become a pedestrian and bike friendly city, but it is not currently. There are many places that are extremely unsafe to walk or bike. Residents shouldn't have to get in their car to go short distances from their home. As a resident, I strongly support any initiatives to expand sidewalk, bike lane, and greenway infrastructure in Asheville. Please include more bike parking infrastructure as well.
Sidewalks are generally speaking more likely to aid and benefit residents who might rely on walking to access work, shops, or even bus stations. They also provide safe walking spaces for neighborhood residents. Greenways are beautiful, and I think they are important, but they feel secondary to more utilitarian pedestrian pathways.
On greenways, please put signage for wheeled vehicles like bikes and scooters to pass on left, use a bell or call out before passing, or stay in separate bike lane
Please hurry! People are being killed walking in these areas where there are no sidewalks presently
Greenways and sidewalks keep us safe when walking or riding bikes, giving residents more opportunities to be outside. Thanks for asking for our feedback
On Project A, the fact it's impossible to walk safely along Merrimon Ave in that section to Lake Louise, i.e. absolutely NO sidewalk is LONG over due.
The sidewalk from Lake Louise to Brown St need to run from Creekside village all the way to downtown Weaverville. It is a nice walk but completely unsafe due to the fact that there is no sidewalk. I think it would help improve our area is we had a walkable neighborhood.
(A)The expansion of sidewalk should expand in both directions starting South of Lake Louise so that residents of Weaverville in Creekside Village and the new apartments can walk to downtown thus reducing vehicular traffic and need for parking. Walkability to downtown is highly desirable and stopping at Brown St. is a help but does not go far enough. Please consider connecting Aiken Road to downtown Weaverville via sidewalk. Thanks
I have continuously seen individuals walking in Swannanoa on US 70. It is always dangerous, and it is clear this project would be helpful for residents!
i hope they get aproved to be put in because i want everyone to be safe
the road from Fnj to the bridge that goes over the river, reeeaaally needs
While I'm not too familiar with some of these locations listed here, I think some sidewalks would help improve the general safety of the public.
People are dying because we don't have sidewalks. We need to stop young/old people dying because of dumb reasons.
no
People are getting hurt or dying because they have to walk in the road because there are no sidewalks.

More sidewalks on this side of
Maybe include photos of the road? I don't know any of them by name.
As Asheville continues to urbanize the surrounding rural areas, the environmental and social needs for sidewalks and greenways intensifies. Such projects are very cost effective considering the long term lifespan.
Greenways are nice, but should come after sidewalks along 4 lane roads with high pedestrian traffic.
no
no
There should also be one that connects to the country food store on northfork road In black mountain that transfers into a road off of northfork
Swannanoa has not been the focus of county improvements for decades. We are desperate for safe walking routes to and from the bus stops. Cancelation of some of our bus stops/routes adds to the issue. The only current stops are asking US 70. Neighboring residents have to risk their lives to get to the bus. Getting to the bus = livelihood. Please prioritize Sidewalks for Swannanoa!
No
P and Q are desperately needed as well as safer pedestrian crossings on Patton/Smokey Park Hwy in that area.
Greenways and sidewalks are extremely important!
I would like to see even more sidewalk projects, especially in North Buncombe. North Buncombe school Rd and Old Mars Hill Hwy would be a great candiate since there are many residential buildings and schools in that area
Once the Weaverville Hwy apartments are complete, there will be people trying to walk from those massive apts to Lake Louise in Weaverville. There are currently no sidewalks to connect. They will walk alongside the road, that will be dangerous.
We need more greenways in Weaverville - the Town's growth demands it Not only for leisure but also for pedestrian and cyclist safety
Please continue to prioritize and CONNECT greenways.
All sidewalks and greenways are beneficial. The more the better.
Sidewalks any where are important. Greenways are "icing on the cake." They are very nice to have but not as important as sidewalk
Smokey Park Hwy and Patton Avenue are stroad-style roads which are extremely dangerous for all users, encouraging speeding and other dangerous behaviors. These roads need to be redesigned to reduce speeds and incorporate sidewalks and bike lanes, street trees, and traffic calming.
No

<p>Sidewalk expansion in east Asheville and Swannanoa would greatly impact folks ability to travel safely. In many areas there's not even a foot width to walk on. Greenways are great for recreation but sidewalks impact the folks living and working here. It also adds to the social aspect of living in an area and removes seperation, especially for folks who do not have consistent access to cars and their only option is walking.</p>
<p>Spend our money on highway improvement starting with Hendersonville Rd in South Asheville</p>
<p>I would like to see improvements with bus schedules/ frequency and stops in East Asheville/ Swannanoa/ Black Mountain.</p>
<p>Do not build more sidewalks for the druggies and derelicts</p>
<p>to travel on</p>
<p>I am not familiar with all of the needs but sidewalks are desperately needed. I love greenways however this city needs to first have sidewalks for visitors and locals to be able to safely walk.</p>
<p>No comments to add</p>
<p>It would be great if the sidewalk on Whitson Avenue in Swannanoa would be repaired.</p>
<p>We do not need more projects, we need to finish what has been started and quit building so much- there's no more room!!</p>
<p>Having a map that shows where each project is located would help improve this process</p>
<p>I had to stop on old 70 one day to help a man in a wheelchair who had fallen in the ditch - we need sidewalks</p>
<p>Sidewalks in the area of Swannanoa/black mountain are needed.</p>
<p>Sidewalks bridge communities and provide safety for the public</p>
<p>WE NEED SIDEWALKS IN SWANNANO!</p>
<p>Please prioritize areas that currently lack sidewalks and or greenways</p>
<p>I would like to have sidewalks from CVS on 70 all the way into Black Mountain.</p>
<p>Do them!</p>
<p>Greenway is needed on Mills Gap Road</p>
<p>I may be wrong, but it doesn't look like any of these are near Weaverville</p>
<p>More walkability and bikeability is great!</p>
<p>Fix your horrendous commuter highways.</p>
<p>I am in support of sidewalks and Greenways everywhere they are needed but I realize that funds are limited. I live in Swannanoa and our community desperately needs sidewalks!</p>
<p>Sidewalks in all areas are desperately needed especially in the Swannanoa area.</p>

so much allocated for the motor vehicles, Please, support the pedestrians
Looking forward to more Greenways and pedestrian safe areas to walk!
We need sidewalks!
The lack of sidewalks in this community is astounding. And while I enjoy greenways, sidewalks benefit everyone in a greater capacity
I appreciate these proposals, but how in the world are we supposed to travel around the city with such disjointed sidewalk and bicycle infrastructure and plans? Where's a comprehensive plan for users?
Providing a walking/ biking community as an alternative to utilizing cars for transportation is of the utmost importance. For me, the north end of the county is my priority— my area.
Prioritize adding sidewalks that connect communities to schools and bus stops to neighborhoods where people live. I'm constantly dodging people on OLD US 70 as they get off the bus at Wilson Bridge on 70 and then have to walk along Old 70 to get to their neighborhoods. It is dark, there are no shoulders on the road, there are no lights.... there are plenty of blind curves.
The Reems Creek Greenway would be a huge asset to the community and offer great passive recreation and fitness value to an area that is very unfriendly for pedestrians!
Any sidewalk providing access to a greenway should be prioritized.
Project I, swannanoa needs sidewalks.
We desperately need a sidewalk in this section of Highway 70 in Swannanoa. It's a busy highway without even a grassy shoulder for people to walk in - many people have to actually walk in the road or cross the road multiple times to find a bit of grass to walk in while cars speed by them. It would be a huge improvement in accessibility, safety and quality of life for Swannanoa Valley residents. Thank you for your work on this project!
We should be able to travel by foot anywhere other than the interstate, same for bikes
Swannanoa River Road needs a sidewalk!
Sidewalks make a town much nicer
If any of these get funded, it should absolutely be submission I for Tunnel rd. from Franklin to Warren Wilson Rd.
Please prioritize pedestrian infrastructure in the Swannanoa Valley! We need it!
Please have the greenway reach to Exit 17 in Weaverville there are tons of bikers whom ride by my house directly off this exit, and almost get hit. A sidewalk from flat creek tavern to the downtown Weaverville would be imperative as well. A lot of people walk that route and almost get hit by the tavern patrons because there is no sidewalk.

Emphasis should be placed on sidewalks rather than greenways. Sidewalks provide more benefit to the community as large as it reduces vehicular traffic and is ultimately better for the environment. It also provides a safe mode of travel for individuals who do not have access to a vehicle.

Swannanoa desperately needs sidewalks! It could be such a walkable community. Please give us sidewalks!

Please consider prioritizing the terms creek greenway! What an outstanding opportunity it would be for accessibility for families and for promoting active & Engaged community members

Let's prioritize sidewalks across the board before investing in "greenways" that can encroach on private property and natural habitats. Ensuring accessible and safe pedestrian pathways benefits everyone directly and immediately, promoting community connectivity and safety without compromising individual rights or environmental integrity especially in the Reems Creek area where there has never been sidewalks.

US 70 seems very unsafe for pedestrians and there are a lot of pedestrians.

There is a lot of pedestrian traffic along US 70 and some people in wheel chairs and mobility scooters go up the middle lane as its the "safest". There is a school and several stores along that stretch of highway

Very pleased to see so many projects in this list, some I didn't even know about before. This is the single most important infrastructural update in Buncombe county, and compounds to help our county thrive.

Sidewalks are critically important, moreso than greenways and any intersection or road expansion project.

Greenways are long overdue in Buncombe Co and open up alternative means of travel and connections w/o using gas,cars or additional \$. They also contribute to better overall mental and physical health...and are most definitely needed as well as wanted.

Forward momentum asap

Weaverville doesn't really have many greenways, Asheville has quite a bit in comparison, but unfortunately it feels to me like the Asheville greenways are really geared towards tourists, not locals.

All of these projects are valuable, and its difficult for me to provide relative priorities. The NC complete street policy applies to sidewalks, and for greenways the priority should be to connect to existing greenways and roads with bike lanes, rather than short isolated sections.

Woodfin residents could easily be connected to River Arts District, the West Asheville greenways, and the rest of Asheville if Elk Mountain/Old Burnsville Rd. and Riverside Dr. had sidewalks.

Take care of the folks that need to walk to get where they need to go before building want to walk greenways

Get the 1-26 project going!!!

Extend the bike lane along Meadow Road all the way to Biltmore Ave or make a public greenway on the river right side of the Swannanoa river. Allow bike commuters to get into town, to the Hospital, to restaurants, grocery stores.... Make a bike lane in Biltmore Village or some traffic slowing for bikes and pedestrians.

Greenways and sidewalks are essential for the safety of the people.
Would like to see a sidewalk going up Senator Reynolds Road from Reynolds Village, that would at least cover Asheville Terraces
I would like to see Riverside Dr. addressed soon. I know the greenway will null and void a need for a sidewalk but it's dangerous getting from my neighborhood to Riverside Park. We need crosswalks, blinking lights, etc.
I am very supportive of making the community more pedestrian and cyclist friendly! sidewalks are necessary.
the swannanoa curve on 70 (hipps stone) is #1 need for pedestrian safety -esp at night.
I really love the idea of the Lake Julian greenway!
Swannanoa and US-70 sidewalks need to be prioritized for the safety of Swannanoa residents.
Prioritize projects that link to other greenways and/or sidewalks to fill in gaps.
I would love to ride my bicycle from south ASheville (28803) to the River Arts District and Downtown Asheville.
Please prioritize the greenways. Buncombe County is so far behind on this and the locals have very little option, unlike Henderson County who has made this a priority for their locals with the Ecusta Greenway. Give us another way to get from place to place without having to drive!
Beaverdam Road needs a greenway!
I support natural surface greenways over paved greenways
It would be a huge benefit to many community members to see the Hominy Creek and Bent Creek area greenways proceed in the near future. These are crucial connections that would allow for increased bike/ped movement throughout these parts of Buncombe County that are otherwise largely limited to auto travel.
PLeeeeeease work on adding more greenway. It is so important for so many people.
These state road projects should be paid for by the state NCDOT
Sidewalks prioritized over greenways but 100% yes for all!
Not knowing enough about other neighborhoods limits my ability to judge the relevance-sorry. I can attest WE ARE DESPERATE here in Swannanoa. several car accidents in the first 6 months of moving into Villas at Swannanoa elder building-people in wheelchairs trying to survive the 60 MPH cars/trucks along US 70...you listed this as a future walkable area in the new 20 year plan...it is dangerous trying to get to Ingles or even across the street to Family Dollar Store. Hopefully this will be a Livable community and not turned into another Hendersonville Rd. Thank you for all you do.

They all represent better pedestrian safety and recreational opportunities.
Continual usable sidewalks are essential to the infrastructure of a city. Period.
Sidewalks in all these areas are really important and should have been in place YEARS ago.
I would love to see Leicester and Patton be more pedestrian friendly. There are a lot of people who live back here that can't walk anywhere due to lack of sidewalks. The new sidewalk on Leicester are great but must be accompanied by crosswalks to be useful to half of the residents.
Sidewalks need to be protected with bollards or other solid barriers when they're on high speed roads. The new sidewalk on Leicester Hwy doesn't protect pedestrians.
Connect greenways for bicycle and pedestrian transit within 2-3 miles of downtown and along river
Greenways provide access that currently isn't available and help beautify the city
Where's the swannanoa rd greenway?
I risk my life weekly on the Bent Creek greenways, this one is literally close to home for me. I don't want to become a cyclist that has been hit due to insufficient infrastructure. I am constantly on edge while riding on Brevard Road, scared for my life; riding in the grass sometimes. Thank for you what you're doing.
Please prioritize projects according to pedestrian safety needs/crash data.
I live on Old Haywood road, and just about every time I look outside, there are people walking. Even though it is mostly auto-oriented, there is a huge demand and need for safer pedestrian infrastructure on this road. The intersection of Old Haywood Road and the Smokey Park Highway is particularly dangerous because there is no crosswalk or pedestrian signal to cross the Smokey Park Highway. I regularly witness pedestrians caught in the yellow center markings of a 40mph highway because the traffic signal timings make it impossible for pedestrians to cross safely. The nearest crosswalk is a 1 mile detour away for what should be about 100 feet, so pedestrians just cross in unsafe conditions. Please fix this ASAP!!
J - we pick our grandchild up from Carver schools several days a week, on blue Ridge Road. There is no sidewalk on this narrow road, nor are there any signs, indicating that there's a school zone. This area seems very hazardous to us, even though we're in the safety of a car and are simply commuters.
Very supportive of sidewalks and greenways
No
Building sidewalks along US Highways is dangerous, those roads need to be traffic calmed before pedestrians can safely navigate those areas.
Please prioritize green ways. They are great for the quality of current residence in an obvious boom for tourism.
Please please please advocate for buffer strips as part of the sidewalk design on multi-lane, high-speed roadways. We should not be building back of curb sidewalks on roadways like New Leicester Hwy, Tunnel Road, etc.

More Sidewalks and bike trails please.
Sidewalks and greenways are a critical component of complete streets to enable pedestrians and bicyclists to navigate our area. They should always be a top priority.
Sidewalks and greenways are very important to the development of a less car-centric Buncombe county. More options in the rest of the county would be greatly beneficial to the people that live there, especially in weaverville and south asheville
I'm of the mind that we need sidewalks on all major roads. I am ranking only the areas that i'm familiar with. We should prioritize greenway connectivity on projects that enable folks to commute on bikes over projects that are more entertainment focused.
More greenways. Make Buncombe County safer. It's not about how fast we can get somewhere. If you die or are maimed, speed means little.
Great list! It's hard to rate any of them lower than 5 because they're all important.
all of this is stupid as fuck
I support more sidewalks but do not support any greenways that take private land especially where there isn't even sidewalks such as the proposed Reems Creek Greenway. Greenways are a waste of taxpayer money and bad for the environment.
Do not take private land for greenways that attract transients and crime.
I love Greenways!
My ratings are relative to each other, but all paths that increase safety for pedestrians and cyclists are, in my opinion, of significant importance far greater than any car path. We have plenty of car paths in this area, and truly should have fewer than we already do. Replace them with other modes of transportation, so we aren't required to own a car in this town!
Buncombe County Transit Projects Public Comments
Mass transit is so important.
I hope I live long enough to once again see passenger rail service in Asheville.
Providing alternative modes of transportation (bus and train) are important to help reduce vehicle reliance. However, if these alternative services do not appeal to drivers in terms of cost or time required, they will not be used. Providing local means to walk or bike would likely be more beneficial.
More appealing and convenient auxiliary Transit Center near pack Square. Express buses from downtown River Arts to the end of Haywood Road and patton and back. Rides free to the user
I am most excited about entry E.

Road repair, congestion, cost of living, living wage, affordable housing, panhandlers
Improved public transportation would add significant improvement in quality of life in Buncombe Cty.
I'd be much more open to taking the bus if they ran at times that made more sense.
This would be a lot more useful if there was even a one sentence explainer about what each project entails. Why are there no details?
Frequency is way more important than coverage for mass transit. Otherwise you're not convincing anyone to take the bus/train over driving, and what's left is a system designed to move poor people poorly.
Rail service to Salisbury seems like an expensive boondoggle. In principle I'd ride a train, in practice it needs to go to uptown Charlotte (or at least their light rail), not Salisbury - either build a sensible alignment or don't bother.
Transit - it's an essential service but without a real plan, it's poverty transportation not public transportation.
Rail is necessary to accommodate a greener future for travel.
Might be helpful to explain what an expansion vehicle does. Also, why Salisbury and not someplace people WANT to go?
Provide transportation from Weaverville to Asheville.
More public transit options are a must so our area doesn't become gridlocked with passenger vehicle traffic.
Please extend the hours of bus service, when I'm on the night shift I can't used the bus to get home
Passenger rail to Salisbury is a stupid waste of money. You can provide the same connection with a couple busses for a fraction of the expense and then only if that proves there is adequate demand should you consider rail.
I had no idea these projects were under consideration. Look great!
nope
nope
There would seem to be greater economic growth to link Greenville SC to the Asheville area with public passenger rail.
no
HIGHLY INTERESTED IN PASSENGER RAIL. I would use this service frequently if available.
No
Existing transit transfer station is not very old.
Public transit could be vastly improved by increasing frequency of buses on routes.
Passenger rail is the future!! Please also make sure there is a bus line that will get people to an Amtrak station.

I would be ecstatic if we had passenger rail in Buncombe county, even more so if it reached the North Buncombe area
Amtrak service to/from Asheville and Florida would be nice and could take some pressure off air/hwy. This is bigger than what you are discussing but just mentioning.
Not a particular project but I would love to see more passenger rail projects connecting Asheville to other transportation hubs, such as Charlotte and Raleigh.
Passenger rail from Asheville to Salisbury would be a generator project and should be pursued at all costs.
More frequent and reliable bus service would be nice. We cannot take the bus into town from Enka even though we are in city limits. Also my daughter takes the bus from Asheville high and several times it just never came at all.
No
Roads in Asheville are too bicycle friendly, more money needs to be spent making bicycle riders obey the law
Transportation to Hendersonville, Black Mnt, Bevard, Waynesville and other local towns would be great for festivals and visiting. Car traffic is horrific in this area and stops me from going and enjoying the vast activities in the region. However, please provide safe and affordable parking so we wont fear our vehicles getting broken into or damaged. Asheville is becoming unsafe.
Rail service would be nice. Local and transportation to other cities.
A big no to Amtrak project. Seems frivolous and a waste of money.
Commuter trains to the Asheville Airport
I want passenger rail service in WNC
Please consider public transit to be reimplemented from Weaverville to Asheville. Especially with the future Amtrak expansion and to downtown Asheville in general
Amtrak is SO important to have!
Again, these are nice proposals, but we need a comprehensive understanding of how these work for moving around the city. Cars and trucks get 95% of the funding and fully connected networks. Where is that understanding for non-autos?
Train travel is of the utmost importance to me. We travel by train to DC— it's awesome
Building and improving facilities questions are hard for the public to gage.
It's crazy that we can't get to CLT or the Triangle by train, and really ought to easily be able to link to the Amtrak corridor that runs from DC to VT

Amtrak service to charlotte would be so amazing!!
We absolutely need Amtrak service in and out of Asheville/Buncombe county.
As asheville and weaverville gets bigger, add light rail as a possible solution for transit (between Weaverville and Hendersonville)
The addition of Amtrak services to the area would take Asheville to another level of accessibility to all.
Make transit projects a higher priority than any intersection or road expansion projects.
I am extremely supportive of the Amtrak passenger rail service (Project E). This should be the number one priority for organizations responsible for transit. Getting passenger rail service to Asheville is more important than spending on sidewalks, greenways, bike paths, and buses. I would gladly sacrifice expanding those other transportation projects if it meant more funding for passenger rail service or bringing rail service to our region sooner. Please do everything in your power to bring passenger rail service here as soon as possible!
If you invest in rail you have to make the train cars better/cleaner/nicer than they are now
Rail service asap
Very much support passenger rail to Salisbury! Please!
For item D the traffic lights at U.S. 70 should be synchronized to the level crossing gates. I can see that there is a likelihood of a traffic jam on southbound Blue Ridge Rd if a train is stopped on the tracks, and that could back up onto Old U.S. 70. The best solution that I can see is to lower the railroad tracks below the road grade. Obviously that is costly, but the possibility of blocking emergency vehicles should be considered.
I think it would be amazing to have train access to CLT, ATL airports as well.
Concerning improving rail crossings - Riverside Drive has tracks without crossing guards, unused tracks that cross the road where many bicycle accidents occur. EMS has stated there are many accidents in this location.
Very much in support of promoting and providing AmTrak services in WNC!
rail over semi-trucks
Please get train service from Asheville, North Carolina to other train stops down the mountain.
I would LOVE to see semi frequent passenger rail service return to Western Carolinas! I think the Asheville to Salisbury line would be really fun to ride and be a potential positive for bringing further service to WNC.
Maintenance is a given for any project or service. Safety and getting away from an untenable car driven transit system makes more sense in the long run. I am very disappointed in the 26 project that has cost so much in dollars, lives and peace of mind.
Passenger rail is a high priority but needs to ensure parking and public transportation are in place on either end of the rail line and at passenger facilities
Very anxious to see rail service return to connect Asheville to the rest of the country!

Any plan for lite rail???
all projects should have ADA and active transportation access and integration along and within the right of way and projects.
AMTRAK SERVICE YES
Would be nice to have some regularly scheduled public transit from Weaverville to downtown Asheville.
I have always thought rail travel from Asheville to Salisbury as well as Greenville, SC should be a high priority and brought back. This will give folks an alternate form of transportation both to the east and south.
Amtrak service would be my overall priority in this whole survey. It is just what Western North Carolina needs to have again for travel!!!!
I don't know what expansion vehicles are so that's a flaw with this survey. You needed to give more information on that. All this needs to get done is Asheville and WNC is going to re-get rail service.
I would love to see small circulator buses on Haywood Rd.
Is there affordable Passenger trains to Charlotte, Raleigh and Nashville from Asheville?
Adding more vehicles to tie the county to ART would greatly benefit those living outside current bus lines.
We need intermodal facility close to Asheville, but suggest a more remote location if possible, preferably on a short line RR line that could interchange with Norfolk Southern. A remote location would eliminate a large concentrations of dray trucks from the center city.
Transit investments have not kept up with growth. Please continue to invest in WNC infrastructure so we can have access in the future!
I strongly support passenger rail to Asheville as well as the Greenway projects you have planned.
As much as I love traveling by rail, it's very difficult to envision a passenger service between Nashville and Saulsberry making any sense. The Railbed, between old Ford and black mountain is a wonderful experience, and also a fascinating story in its construction. However, it is also extremely slow — I see this having written it several times on Chamber of Commerce sponsored excursions to Morganton. The amount of money this project will cost, seems much better spent on something that would provide greater transportation infrastructure for our residence.
Passenger rail from Asheville to Salisbury would be amazing!
No

Our area has relatively weak transit, so projects to improve its coverage should rate the highest priority. Of the ones listed here, I would rank the Riverside Dr. crossing as critical to improve for basic safety reasons. That crossing is notoriously bad for bicycles. I am excited about the Amtrak line into Asheville. With additional transit links to the terminus, that line stands to really boost transit connectivity of Asheville to the entire east coast. It would be awesome if it would be perfectly viable for visitors to our region to choose to get around exclusively by transit. Along those lines, I would especially like to see a sort of bus rapid transit or light rail along major corridors. Downtown Asheville to the Amtrak station and to the airport, extending north of downtown to Woodfin or even Weaverville. An east/west route connecting along Smokey Park/Patton/Tunnel Rd. with spurs along Leicester Hwy and Fairview Rd. and with the potential for extended regional connections. From there, build standard bus routes to connect more outlying areas (to neighborhoods and to places people work) to those rapid transit corridors to make travel by transit more efficient.

More public transit and rail please.

We need more trains!!!

I assume that my "multimodal facility" you mean something like a park and ride hub, or something like that. I've been waiting over twenty years for us to get a rail station! I'd travel so much more if i didn't have to drive and could get on a train.

Rail crossings are important! Can we also allocate money to ART bus stops? I feel like we need to really pump some money into the stops and get more than a stick in the mud. ADA improvements, shelter from rain, seating, trash can should be mandatory at ALL BUS STOPS! (plus a safe crossing nearby).

I don't know enough to prioritize these.

Rail service is not practical. The practical choice is buses.

Improving non-car transportation options are far more important, efficient, useful, and affordable than any road improvements. All of these are of great importance, and I would argue we should do far more! Especially for local rail options.

Buncombe County Highway Projects Public Comments

Our money should be spent making our communities more bike and pedestrian friendly, reducing reliance of personal vehicles. Then residents have less reason to leave their communities to find what is missing, and visitors will come back of their improved experience.

Sweeten Creek and Hendersonville Rd in South Asheville are so congested that it is dangerous. I had a medical emergency and couldn't get through traffic to get to the hospital. That is a HUGE problem. It can take almost an hour to get from the hospital to south Asheville at certain points of the day.

Sweeten creek road should have lower speed limits. It should not be the same speed limit at Hendersonville road. People use it as a "short cut" thus making it fill up with traffic for those who use it to get back onto Hendersonville rd. Or even add a middle lane for turning. But no way do you need to add more lanes. It'll make it so much worse. Especially for us who live right off of it and actually use it to get to our homes.

Candler exit improvement!! Horribly dangerous and congested.

Stop widening roads

Road diets are among the stupidest ideas put forward by the DOT. Look at how awful Merrimon Ave is now.

Of the very strong opinion we need fewer roads and better, more numerous public transportation services.

Again, why no details on what these project would entail?

Widening roads does NOT reduce congestion, it only induces demand! The solution is frequent, reliable transit, combined with Transit Oriented Development (TOD) NOT widening streets.

I am in support of project H - widening of Sweeten Creek. However, the proposal I have heard would widen to five lanes (two travel lanes in each direction + a middle turning lane). I'm not sure that 5 lanes are needed. Three lanes (two travel lanes and a central turn lane) may be sufficient.

Road diets are shit

Sweeten Creek Rd should be priority one on this list if Hendersonville rd remains the grid-locked nightmare that it has been for years now. Anyone who lives or works in S.Asheville has to take one or the other daily and it's only getting worse with the new developments.

1. Widen parts of Merrimon road from Weaverville to Asheville.

5. Improve the 5 way intersection off Exit 18 Monticello Rd in Weaverville.

No widening of 191!

Fund public transportation, walking and cycling infrastructure.

no

wider roads more acess

no

no

No

No road diet a very stupid concept. Merimon Rd is horrible. I no longer go to businesses there to avoid.

Access management is needed on Smokey Park/Patton continuing east from section D. A left turn lane is desperately needed and I would support this even if it meant going from two lanes in each direction to one. I am neutral on many of the other projects only because they are not roads I use regularly.

The priority should be on non-car forms of transportation. Expanding bike, pedestrian, bus, and train transport is the future and will benefit all!

I fully support road diets and think road widening is NOT the answer.

Road Diet! Would need to know more. The Road Diet on Merrimon has been terrifying. My office is along that route and each day I see cars using the bike lane for turn lanes, I see accidents, I see people coming from side streets unable to find a timely break in traffic to get onto Merrimon (so they go anyway and block traffic), so I encounter many people trying to avoid Merrimon by going through the neighborhoods. Merrimon is so tense to drive on now. The middle turn lane is a plus, but I would never recommend that anyone actually bike on that stretch. I only ever observe a few who do. Yikes.

For the love of God do not widen 191. It will not help with traffic, more people will use it and it'll be just as congested as it is now. We don't want to endure 10 years of road work on that critical road all for nothing.

Sweeten Creek road has become a heavily developed route that traffic has become regularly backed up on. As the new housing across from the school recreation fields opens it will only get worse. Widening with turn lanes has become a necessity but the project will make traffic delays even worse for the years it will take to complete.

Widening roads has not been shown to improve traffic flow, only inviting more cars. If widening is to allow for a proper shoulder or bike lane then I am supportive, but widening to add lanes for additional automobiles will only contribute to congestion.

Problem with BC streets and highways include lack of enforcement of speeding, reckless driving, and, for example, headlights on at dark or when wipers are needed!!!!!!!!!!!!!!

Smokey park hwy needs to become more friendly for bikers and pedestrians. It feels like an interstate. The intersections are impassible. The cars drive way too fast. There are no crosswalks and the distance is too wide even if there were places to walk.

No

No roads should be widened until plans and progress is made on mass transit. Remember the story of the fat man and his belt

Do something about crime first

Please, of all things, keep the roads marked and painted. Try glow in the dark paint or something. Please stop building round-a-bouts. They waste valuable space and large semis, RV's, horse trailers, etc, have difficult ply navigating them. Just add lights with better time settings. Figuring out safe passing lanes to go around the huge trucks/semi's safely....

Please finish what has already started

Brevard Rd from bent creek to Glenn bridge rd se needs a lot of attention

What about Mills Gap Road widening project?

Widen Brevard Road from Long Shoals Road to Avery's Creek Road with a long left turn lane southbound on Brevard Road before Avery's Creek Road (short term project)

many more people on the same old roads. Improvements are needed, We also need alternatives to driving our damn cars.

Widening roads usually causes more/worse traffic and more crashes injuries and deaths of road users. Almost ALL of our transportation money should be going to improving our sad sidewalks and disconnected greenways/bicycle infrastructure with protected pedestrian and cycling infrastructure.

Widening roads to deal with congestion is like buying bigger pants to deal with obesity

No widening! Roads are a nightmare here. We need more access management and safety measures.

191 traffic is bad with all the new development but it used to be such a pretty drive :(

Maybe if the I26 construction ever ends the traffic load on 191 would lighten up

Road diets suck! Merrimon Avenue is awful.

Absolutely no more road diets. Merrimon ave is useless for anything now thanks to that mess.

No road or intersection widening should be funded until sidewalk gaps are filled on the other parts of that corridor that are already widened.

Please do not widen any roads. Research consistently shows that adding more lanes to roads and highways does not reduce traffic. In most cases, it exacerbates traffic, and nearly always makes roads more dangerous for drivers and pedestrians. I oppose road widening, and would rather see that money spent on other public transit projects, such as buses, bikes, and—most importantly—passenger rail service.

Sweeten Creek project definitely needs more left-turn lanes ASAP.

Highways destroy habitat.

The addition of 4 ft paved shoulders for the E, F, and H road widenings would significantly improve connectivity and safety for cyclists in these areas. I would not like to see these roads dual-laned, as they already have a road diet for motorized traffic. The U.S. 70 road diet is appealing for eastbound touring cyclists who stayed at the KOA, because Old Lytle Cove Rd has a dead end in that direction.

sardis rd area needs attention

Please focus on 191.

The I40 interchange at US 70 and Blue Ridge Road and the proposed round-about at Blue Ridge Road and Highway #9 are unnecessary. Both will further destroy neighborhoods and housing; impact land and environment; will increase truck traffic on Blue Ridge Road; and will adversely impact other streets and side roads not mentioned/considered.

Maintain the roads we have and fund alternative transportation options. Make public transit as fast as driving. Stop pouring money into car transportation.

Love Road diets when roads and easements can no longer handle increase traffic. LOVE Merrimon Road diet!

Widening 191 will degrade an important wetland and will likely boost the development through that corridor that's already out of control.

no road expansion should occur without all road user designs and funding in place.

The access to 240 from Westgate that connects to craven and westwood rd has dangerous potholes and needs attention

Our road infrastructure is deplorable

Road diets have been very controversial and local governments take the blame from residents who are disgruntled with the projects.

It's time to end the practice of widening roads that also serve as local streets. If there are traffic lights, driveways, businesses, and residences connected to the road, it DOES NOT need additional travel lanes regardless of the "level of service." Moving traffic is not the only purpose of these roads, which is why they are not designed like freeways. So why prioritize adding capacity in an attempt to relieve traffic congestion at any cost, be it financial or the cost to the quality of the place? Adding travel lanes does not improve congestion. It does not improve safety for people outside of a vehicle. These widened roads are obscenely expensive to build, and even more expensive to maintain.

I am not anti-growth, but I am absolutely against widening roads like Sweeten Creek and Brevard Road.

Widening Brevard road along the FBR (south of the BBPky) will require the utmost care to avoid environmental damage.

Sweeten Creek Rd is congested and getting worse all the way from Hendersonville Rd intersection to the Rock Hill Rd intersection. As a result, Mills Gap Rd east of Hendersonville Rd has become congested to the point that a motorist can wait 3-4 light cycles at the intersection of Mills Gap and Sweeten Creek. Please help.

Yes to road diet on US 70- it could transform the area in to a muti modal transportation and recreation area.

No

Inducing demand for motor vehicles does not solve traffic, I would offer Atlanta or Los Angeles ans examples.

Most road widening projects I feel are far less important than other projects in this category. Access Management, especially where it improves traffic flow and intersection safety, is much more valuable. There are a number of exceptionally terrible intersections in the area. Signals that operate erratically compared to others along major corridors, unnecessarily backing up traffic would be improved by having synchronized signals along major road corridors. Using roundabouts/traffic circles and other reconfiguration projects to reduce the number of traffic signals within compressed areas. Smokey Park Hwy at I-40 exit 44 is a particularly bad one with lights at Crowell Rd., the ramps on the N side of I-40, and the wacky 5-way intersection at Acton Cir/Smokey Park. This small area backs up badly, not just because of heavy traffic (which the eventual Liberty Rd. interchange is supposed to address), but because there are too many lights in a short distance that aren't well-synchronized.

Widen them all and put in more roundabouts.

Sweeten Creek Rd needs to wait until completion of I-26 widening; project will induce further strip commercial development.

I live on Leicester Highway and the recent "improvements" have made it so much more dangerous. Sightlines have been shortened, so that turning on the to road is more dangerous, and with the newly high speed (which everyone exceeds) its a compounding situation of danger and agressive driving. We really need to stop putting interstate style roads in. They are built to encourage bad behavior. Leave in the curves and make everyone slow down. Turn lanes, sure. Lights, heck yeah. I'm pretty personally invested in the Leicester highway getting slowed down and made sensible again. as to the Old Haywood, they really could use some sidewalks and bike lanes over a widening project. I'm not on the other roads enough to have a good picture of them.

Please improve access management! Road widening will ruin how Asheville develops. We NEED other transportation options, or everywhere will look and feel like south Asheville (ew). Finding a way to develop near NC191 without widening it will prove so much more beneficial to the people of Asheville. Better yet, make more transportation options in that area. Road diets are an amazing way to prioritize different forms of transportation, please do more.

No more widening! These roads are wide enough, dammit. I'm okay with access management, but not if we're widening at the same time!
Road diets are bad. I won't even go on Merrimon now.
No more road diets. 25A should have been widened twenty years ago. I am supportive of widening 191, but it will be tricky to widen 191 from Clayton RD and the BRP because of proximity of the FBR.
No more road diets!
New car traffic management has proven to be ineffective, as improved car infrastructure only reduces opportunities for efficient modes of transportation and will never be able to keep up with demand. Build multi-modal transportation and stop the focus on car-centric infrastructure. There are plenty of us who would rather take safer, more affordable, and more environmentally-friendly modes of transportation like trains, bikes, or our own two feet!
To make our roadways more bike and pedestrian friendly, posted speed limits need to be reduced to offset the level of distraction that drivers can't resist from focusing on.
Please make more bikeable and walkable places. I would love to enjoy biking to places and not needing to drive everywhere. It's so much better to bike/walk for our overall health.
C needs to include bike lanes. Very dangerous now for both bikers and vehicles.
Again, no details on these projects makes it impossible to rank them.
Separate bike lanes are good, especially if they have barriers. "Share the road" arrows are completely pointless.
If modernizing and/or upgrading roadways includes additional blinking lights and/or slower speed limits/roundabouts, then Merrimon and Patton should be prioritized for safer travel. Too many people being killed on those two.
More bike lanes, crosswalks
Redesign the access from Merrimon to New Stock - 21 off and onto Hwy I/26. It's a mess to drive!!!!
Not real clear what the key difference between a modernization and a Road way upgrade is. I'm supportive of adding items like wider shoulders and pedestrian safety features, but generally not of addition of any lanes.
nope
nope
no
Very supportive of any and all projects that improve safety for pedestrians and bicyclists.

<p>Modernizing should also mean looking ahead! Let's make the county more bike friendly and bike lanes should be incorporated into these plans for modernization.</p>
<p>I only support these improvements if they have a focus on making pedestrian foot traffic safe. I work on Cane Creek road and it is not safe to walk on. I live off of Old Mars Hill Hwy near North Buncombe School and it is also unsafe for pedestrians.</p>
<p>Please increase safety on Reems Creek roads - pedestrians and cyclists use this Road frequently and it is becoming more dangerous by the day</p>
<p>Please prioritize modernization of the local roads, not I26. The bridge project north of Woodfin is a spectacular waste of money.</p>
<p>No</p>
<p>All roads should be upgraded before any are widened.</p>
<p>North Blue Ridge Rd is in terrible condition, needs a sidewalk and better storm water drainage.</p>
<p>No bike lanes, we have enough</p>
<p>Roads do need to be upgraded in a number of areas, however the new asphalt that is used causes difficulty seeing at night, especially when it rains do to the amount of oils used in the asphalt mixture. Bicycle routes are confusing, we don't need more of them.</p>
<p>Keep Cane Creek Road the way it is.</p>
<p>Safe bicycle and pedestrian access on Reems Creek Road would be a huge benefit to the community, especially if enacted in combination with the Reems Creek Greenway</p>
<p>Prioritize public transit, bikes, and pedestrians</p>
<p>Please modernize reems creek road!!!!!!</p>
<p>Thank you for any and all bike lanes being added!</p>
<p>The definitions of these projects are nebulous. NCDOT often tries to mislead the public calling for "modernization" when it does nothing of substance. If modernization includes sidewalks, bike facilities, and narrowing motor vehicle lanes, then go for it. Otherwise, make sure modernization isn't a code for making lanes wider to increase speeds.</p>
<p>All road improvements should include sidewalks.</p>
<p>In future versions of this survey it would be helpful to have a one-sentence description of the proposed work. In particular what does "Modernization" mean on this page? Could that possibly mean an implementation of the NC Complete Streets policy?</p>
<p>hard to read these maps</p>
<p>Would like final asphalt coat to Senator Reynolds Road above Reynolds Village.</p>

The I40 interchange at US 70 and Blue Ridge Road and the proposed round-about at Blue Ridge Road and Highway #9 are unnecessary. There were such strong community objections to the project 20 years ago, it was taken off the State plans and the community understood the project would not be revived. It was only after the surrounding land was purchased by out of state speculator investors that the project quietly was put back on the books and quietly approved before many in the community knew it was happening or had opportunity to organize again. These projects will destroy neighborhoods and housing; impact land availability and environment; will actually increase commercial traffic on the narrow 2-lane Blue Ridge Road; and will adversely impact other residential streets and side roads not mentioned/acknowledged. If an I40 interchange is necessary for lessening commercial truck traffic now going thru Black Mountain and using Blue Ridge Road, it should be at the US 70/Lytle Cove Road intersection. The community actually has supported the idea of this interchange. And, it would place a commercial interchange near the sources of the commercial truck traffic: Ingles Corporate Headquarters; Grovestone Sand and Gravel; and other manufacturing companies.

It's difficult to understand the projects. Yes, make the existing roads safer for walkers and bike riders. No, do not widen roads for more cars.

I don't know what some of the terms used in this section mean, such as "unbalanced couplet with bike lane". Can't vote accurately on something not explained.

For areas i was unfamiliar with, i gave a 3. Others I had strong opinions.

No more bike lanes - the ones that have been added are barely used.

I would preferably like to see funds towards projects that support car alternatives.

The roads have got to be usable by more than single occupancy vehicles. It's despicable.

No bike lanes!

Please delay modernization of Cane Creek until I-26 project completion.

These terms are so vague it is impossible to know what these projects even men.

All the roads on this list that I'm familiar with require urgent upgrading. I don't see how you can prioritize one over the other, because none are up to the standards of modern design, nor capable of supporting the volume of traffic
add bike lanes!

No

I may rank specific projects higher or lower if I understood exactly what changes were being proposed for each one. I'm generally highly supportive of projects that move towards improvements in complete streets, improving pedestrian and bicycle facilities and safety. I am much less supportive of widening projects to fit more car lanes.

Widen them all and put in roundabouts.

More bike and pedestrian facilities please!! Safer roads are also great

Merrimon through Woodfin would be SUCH an improvement! Sidewalks and bike lanes through there please (but no additional lanes needed). Also, Biltmore/McDowell are terrible and need a lot of work - including bike lanes and sidewalks!

Focusing on active transportation instead of widening roads will have a profoundly more positive impact across people, planet and economic development vs focusing on widening roads for automobiles

Reems Creek needs lower speed limits.

Please do not mess up Merrimon Ave any worse than it has already been.

These are really hard to grade without specifics on what the modernizations or upgrades entail. I have no interest in improving things for car drivers, unless they also improve access and safety for cyclists, buses, pedestrians, or other alternative forms of transportation. In general, I think these projects are more important than the previous section, which entailed adding new roads (none of which are needed).

Unless there is an improvement to pedestrian or bike safety, these projects should be a low priority.

Exit 45 on I40!

Without any details or explanations, this is pointless. If this survey is just meant for people who are 'experts' on the work you hope to do, make that clear. If it's meant for residents and taxpayers -people who would benefit and pay for this work- then provide explanations of the projects.

New Leicester Highway needs all the help it can cat, feels like the most dangerous place to drive in the county - and the data at least used to back that up.

Malfunction junction. Nuff said

Please no roundabouts. Americans do not understand how they work.

I thought J. has been completed already.

w

nope

no

All of these proposed projects involve significant cost and traffic delays. There should be as much priority of vehicle route improvements as pedestrian and bicycle infrastructure improvements.

I'm not familiar enough with the specific areas to comment. The best improvement any where is law enforcement!!!!

Im disappointed the smokey park hwy/ amboy road intersection is not on this list for improvement

No

I know you are going too do some of this shit, take the money from the room tax, not every road has to be a 4 lane

The intersections on 25/70 need to be upgraded with cameras on the signal, too many people are blowing through the red lights, one guy missed slamming into my daughter by inches, thankfully she realized he wasn't stopping so she did - in the middle of the intersection.

J needs immediate improvement for safety and traffic flow

Item J. above is urgently needed to minimize traffic back-up.

Don't you dare put more traffic lights on US 25/70, the one at Jupiter Road shouldn't be there in the first place, and the one at New Stock Road doesn't sense motorcycles.

The only intersection improvement I support is changing from stop stops and traffic lights to roundabouts WHILE adding pedestrian and bicycle prioritization and protected bicycle lanes.

I have witnessed multiple accidents and near accidents at the I40 exit 55 interchange and I know there have been fatalities. There are frequently pedestrians and drivers making unprotected turns across high speed traffic.

All of these hold equal importance to me, as they serve so many different communities and make everything transportation-related smoother.

"Improvement." For whom? Adding lanes for motorist convenience at these locations is not an improvement for anyone who walks or bikes. These are nebulous terms assigned to these projects.

Many of these intersections could be improved by roundabouts if there is room to build them. Roundabouts tend to keep the traffic moving better than traffic lights, although the pedestrian aspect needs to be carefully considered. For an example of what can be done, look at the exits on New Zealand State Highway 1 and traveling north from Wellington through Pauatahanui. These are clearly shown on Open Street Map and Google Maps, and most can also be viewed on Google Street View. The same can probably be seen in the U.K. and Australia, but I have not driven in either country.

Hendersonville Rd intersection at Doubletree- needs updated traffic lights with protected turn signals

Please please please make the Avery Creek intersection(J) a major priority.

It's difficult to understand the projects. More roads are not the answer. Let's maintain what we have and start seriously planning and building to provide mass transit that is as fast as driving or at least closer to the amount of time it takes to drive.

improved safety for whom, drivers and their occupants or all road users?

The I26,I40,I240 interchange is in dire need of improvement. Number one priority!

I don't have first hand knowledge of all these, but any improvements to any intersection or interchange will improve safety.

I would preferably like to see funds towards projects that support car alternatives

Roads need to be crossed

Sand Hill road needs to be narrowed from Bear Creek to Haywood Road to slow traffic. This stretch is residential and goes through 2 school zones. The new residential parking setbacks are too small and sidewalks are blocked. This forces people on foot to squeeze between parked vehicles and high speed traffic.

G -please redesign Merriman Avenue and the I 240 intersection so that more traffic can be funneled on to Broadway going north west. We need to move traffic off of Merriman Avenue, that is really neighborhood street going north towards Newbridge, not a true highway.

No

This is another where project details would help me to evaluate each one. Our region definitely has a number of intersections that are troublesome. One problem I've mentioned before being traffic light synchronization (or lack thereof). I'm also pretty supportive of roundabouts. I would support a roundabout at Sand Hill Rd./Sand Hill School Rd. Traffic isn't generally too bad there, but I think it'd benefit from something like that. The stretch of NC 191 through Avery Creek area is another troublesome one, and I think improvements that address smoothing traffic flow would solve a lot of problems. The I-26/I-240/I-40 area is another messy interchange area. The area I see that messiness causing the most trouble is when exiting I-40 W to NC-191 in the late afternoon/evening. That exit ramp is WAY too short given the light interval. That ramp should be longer and/or efforts made to move cars through that interchange more efficiently to prevent it from backing up onto I-40.

Widen them all and put in roundabouts.

The recent work on Leicester highway has made it much more dangerous. Turning onto the road is crazy, we need more turn lanes and lights to control the speed of the cars using the newly straightened road, people are acting as if its an interstate. Several of the intersections are hard to see across and people are creeping out into the road to try to see if they can turn. Really, we need to stop making the roads bigger and more complicated, and get busses on them so we can leave the cars out of town.

OMG, the I-240/Merrimon area is so ridiculous! We need better pedestrian accommodations here. Roundabouts would be nice.

NC 191 is a driving challenge at any time during the day and early evening. My commute time from 280 to NC Arboretum can be as short as 20 minutes and as long as an hour.

Needs much more detail before I can feel confident in prioritizing any of these projects. I don't care about improving car safety. I want safety for everyone else.

Haywood County Highway Projects Public Comments

Less widening and more viable alternatives to driving! Narrow lanes!

If a roundabout is added in the intersection of Soco and Jonathan Creek then it will be a nightmare. That intersection is way too busy for a roundabout. Even if the locals get used to it, Maggie Valley is mostly tourists and they will not know how to properly drive there. This will be especially bad as many including truckers are using Jonathan Creek as a way to get around bridge construction backup on I-40. Also, there are multiple HOA's being built on Jonathan Creek without any road impact study.

Not every road has to be updated too 4 lane specs

The area between I 40 and 209 in front of the Pilot (B) needs to include some way to manage the 18 wheeler traffic. The exit and entrance ramps along with the big trucks trying to turn around, enter and exit the Pilot remains a nightmare.

I 40 ramp at 209 is often backed up and traffic blocked due to the truck stops at the location. Lanes need to be added for traffic to pass through on 209 and those entering/exiting the truck stops. Also for the back up on the ramp from I 40. Perhaps even some traffic lights to help remediate the persistent problems.

I am opposed to changes that will make higher population density possible/more attractive in our area.

Get I 40 done

I need y'all to understand this a fucking temperate rainforest and these tree cutting, clear cutting, road widening in sensitive eco systems is some absolute bullshit. Y'all bring in outside firms that don't understand mountain run off and flash floods. Some roads, even though they connect tourist areas, should not be main transit roads.

Bike and pedestrian access is abysmal in Haywood. Please prioritize this in neighborhood areas.

Many of these roads can be improved by simply adding a "climbing lane" for cyclists on the climbs. Downhill sections are not as treacherous.

Haywood County Bicycle & Pedestrian Projects Public Comments

I would rather have bike paths than bike lanes on the road. Tourist bicyclists and drivers would cause accident ulif bicycle Lanes are added to the roads.

I live near a walkway, and also near frog level. Many people who are poor or homeless use the walkway. Greenways would probably benefit them too, and they are our neighbors. Since frog level was cleaned up, I think about the people who disappeared all the time. The greenways should be for everyone.

Waste of my tax dollars

Riverside in Crabtree would benefit from a greenway designation and bike path. in fact, a bikepath, pedestrian train from Canton to Crabtree would be GREAT for tourism. Promoting river use, clean up of the paper mill, etc.

improving green way and bicycle lanes is always good investment for now and future

Please!!! This would be such an asset to the community
Our community would benefit so much from Greenway and trails.
Very supportive of getting Canton Greenway connected to Lake Junaluska Greenway with spur to Clyde Elementary School. How does the Champion Drive project support Hellbender?
The more greenways, the better!
It's disappointing that there are not more sidewalks and greenways included here. Please do more and connect them all up!!
Raccoon Creek Greenway is a great idea! Connect our schools first! Get kids biking and walking safely.
Build greenways. We absolutely need these to attract and retain talented young people.
Please, please, please prioritize greenways! This is such a nice area, but it is significantly lacking in safe greenways for bikes, walking, and running. It would also be nice for a paved, closed to traffic path to connect Lake J and downtown Waynesville

Haywood County Transit Projects Public Comments

We need more public transportation here.
I personally have a vehicle. I see plenty of people walking down the road to work and such. Would be nice to help them out, but not sure how. Referring to old Clyde Road primary and paragon Parkway
Rural transportation is so different than urban areas. Mass transit would work better with an Uber type ride service like a few other nc rural communities have implemented. Having to schedule rides 24-48 hours in advance can be problematic. Community health workers could be trained in transport and have smaller fleet vehicles that can access more rural areas
Regional rail?
We absolutely need to offer transit services. This would have the potential to alleviate many of the problems that our county faces because a car is required to get anywhere.
A passanger station is worthless without significant improvements to public transport. Two expansion vehicles seems pointless, but maybe it's a place to start. Without reliable public transport, people will not give up their vehicles. Buses, trains, metros, etc need to run regularly and widely through the community or else it's pointless. See the European model for public transport. That's what we need to emulate.

Henderson County Highway Projects Public Comments

Growth is out of control and unsustainable.
Please leave our small town a small town.

Bike lanes will save lives, these roads are filled with bicycles on blind turns and hills, any additional shoulder space for them is vital.

Our roads are overcrowded chronically. Stop encouraging people to move here.

Add Banner Farm Rd from 64 to 191. This road is too narrow for the all the commercial traffic it gets!

Please stop trying to make our small town into a big city

Hwy 191 north Old Haywood road needs to be widened. It's very congested and area is growing with added growth on Buncombe County line area next to High Vista development. Large development is being built at present time with 440 units.

GET RID OF THE GRAFFITI NOW!!!!

Traffic circles would be a great idea at intersections where they are feasible.

Deeply opposed to the current plan for 191 in Mills River just south of 280. Area near West High needs immediate help!

No

I hope that once these projects start that the DOT doesn't have too many going on at the same time because that will gridlock the traffic flow throughout our county.

Can we just get everything we have fixed and resurfaced before we do anything new!?!

Why put bike lanes in when they still use the roads to ride...

Look at 64 and all the railway taken up for them yet they still ride on the road.

Such a waste of time and tax payer money.

Jeffress road is dangerous-it was never meant for the amount of traffic that uses it and several large new developments will increase this. There are dangerous curves that need guard rails and shoulders are unsafe.

We love the funky intersection of 280/191!

Why only one project on the North side of town?????

some need bike paths along road and sidewalks

Please put a sidewalk on Fanning Bridge Rd! There would be more pedestrians on this road if it were safe to walk on!

People can't drive right on a straight road, so let's make 100 roundabouts

Please stop expanding and destroying our small town.

Please preserve trees, streams, farmland, natural resources, historic character and utilize green infrastructure as much as possible

All roads need updating Especially with the increase of apartments & new homes being added to surrounding areas.
Please use this opportunity to improve aesthetics of US 64 and 176. Reduce or standardize the plethora of roadside signs to reduce visual clutter, plant shade trees (future generations will thank us), bury overhead wires. Thanks!
No GD round about
I have never seen any road crew make more of a mess than these locals. Highland Lake road mess is an example - a year of mess for a few curbs. Plus - go look at the paint - been there for a month - wearing off already. Get someone who knows what they are doing.
Stop installing Round-abouts on the roadways. The busier they get the harder it is to get through. The northeast has removed most of the ones they had due to congestion and accidents.
Old Haywood rd needs widening. It's already overrun with heavy traffic and a huge development is being built just past Henderson County line in Buncombe County off Brevard rd.
Need better resiliency. For example, a better way to move traffic between I-26, US-25, and US-64 to make traffic more resilient as traffic accidents or construction projects occur.
NCDOT needs to provide adequate sidewalks and improve pedestrian safety/buffers/safer intersections. Our area has a ton of pedestrian-involved accidents.
What about the Etowah area?
280 is a commuter hell through Mills River. The intersections at Schoolhouse/Old Turnpike, at N. Mills and at 191 (Haywood) are dangerous to deadly. Fix them! At least add appropriate signals, and address the fiasco at N. Mills caused by horrible planning for an inconvenience store at everyone's expense but the politically connected and their connections.
I am opposed to changes that will encourage greater density and population growth in our area.
I-26 widening should be top priority as it was originally part of the ongoing widening project. Kanuga Rd. modernization should be dropped as it is broadly unpopular with residents and business owners along the route.
In the county, Etowah, there are many roads where the lines have faded and are very hard to see at night.
I really like the "roundabouts". Less red lights and stop signs is always good.
Fanning Bridge Road should be considered for full modernization w/ sidewalk and bike lane.
Bike lanes and pedestrian paths especially to retail and grocery centers please!
Stop favoring tourists over residents! Prohibit AirBNB! Stop all new developement for 2 years.

Brevard rd and Cummings road intersection needs a fre light
no
many bridges and road widening are needed that are not on this list. Thank you for your work
Where are questions on roundabouts on 64?
A middle turning lane for all of 64 from Buncombe rd to Transylvania county. Roads improved/ Widened on Banner farm and Rugby, N&S
More bicycle and pedestrian infrastructure!!!
As our community's population grows our roads must keep pace. Roundabouts are very efficient. A roundabout should be built at the intersection of Kanuga and Erkwood. Imminent domain.
Every new road project in Henderson Co should involve bike lanes to support healthy lifestyles and easier commutes for cyclists.
Improvements are welcome but traffic and business interruptions should be kept to as minimal as possible during construction
I am not in favor of modernization of an existing road unless the traffic volumes either owed or vehicles substantially demands it. Kanuga Road does not demand it and the impact to this road and the character is not worth it. Improvements if made should be suitable to the setting
Please make sure you add Bike and Pedestrian routes on any improvements, particularly around the schools. Think about how much traffic on 191 could be prevented if many of those kids could walk or bike to school.
On project B - Butler Bridge. Please consider elevating the road from bridge to Jeffress. This dip in the road floods and is closed for days at a time. By elevating this small stretch of the road it will significantly reduce the impact of flooding on what is and will become even more a major critical traffic routing path. Honestly the road should be considered for a widening project due to the amount of traffic flow and development.
Left turn signal on Bolyston Hwy at Ingles intersection going toward Brevard.
Leave the back roads alone!!! widening them is unnecessary and COMPLETELY changes the feel of the area. You want Atlanta suburbs, these types of projects will achieve that. :-)
Just work on these faster! It takes way too long for road improvements here!
No I wish y'all would leave these intersections alone
These projects need to incorporate roundabouts where feasible as well as accommodate for other forms of transportation such as walking and bicycling. Speed limits should also be lowered as much as possible
Put a roundabout at Hunter's Crossing. There's a big new neighborhood on the south side of 64. It's already difficult leaving Hunters Crossing.
Add more beautification!

Modernization on 191 should NOT include widening. Just safer to walk and bike.
Fanning Bridge Road has entirely too much traffic, there are no businesses so 18 wheeler trucks and dump trucks should not be permitted at all
Just pave the roads! They're all in terrible condition. Until you can maintain what we have the rest is irrelevant
Typical DOT survey. Nobody really knows what in the world modernization, access improvement is. Questions should be more clear to the general public.
White Pine Dr is a major cut through road which is used to avoid RT 64 traffic. It is a narrow road and borders the new Ecusta Trail. I use this shortcut 4-5 X per week. If 64 is being worked on, this shortcut becomes critical. Construction can't begin until improvements on RT 64 are completed.
These are all needed. Please don't listen to the NIMBYs. They are loud but I firmly believe the majority of citizens understand the need for these improvements.
Pave roads and consider tractor trailers when making roundabouts, they are too small, it damages the roundabouts and the trucks.
Widen them all and put in roundabouts.
Not all roads need to be modernized. While making improvements we should keep in mind the character of our region and the historic properties of the existing infrastructure
All improvements are with the caveat that it makes intersections and roads bike friendly meaning wide enough to accommodate bikes safely and/or a shoulder wide enough to support cyclists, similar to Howard Gap from US 25 to US 64
Henderson County Bicycle & Pedestrian Projects Public Comments
BIKE LANES ARE NEEDED EVERYWHERE!!!!
Please start to understand where money for projects comes from and stop wasting funds.
Bike lanes will save lives. Any additional space along the road would be beneficial. Bikes are too often in the middle of the road in a blind turn or hill.
Keep our communities healthy and safe.
This is not a big city. We do not need more sidewalk concrete. Greenways are good
GET RID OF THE GRAFFITI NOW!!!!
Connect MR Park safely to surrounding areas.
Too many bikes and pedestrians and dogs colliding together bikes need to obey rules
YES sidewalks and add bike lane
Please stop expanding and destroying our small town

<p>please save trees, Ag land and wildlife habitat. Utilize federal funding for wildlife crossings when updating road culverts</p>
<p>Fanning bridge could possibly use another traffic light at the intersection of St John's. Due to increase traffic on Fanning Bridge seems like an increase in accidents.</p>
<p>Above the Mud would be a transformational project for the region, leading to 25 miles of continuous greenway.</p>
<p>Fix potholes</p>
<p>Waste of time and money - and in the way of traffic. Get someone who knows what they are doing and how to do it - these people do not.</p>
<p>Bring more support for greenway projects</p>
<p>Please make the connection from the south side of downtown Hendersonville to Blue Ridge Community College. This is an absolute must.</p>
<p>What about Etowah area?</p>
<p>SAFE and efficient Connectivity of our greenways is key to making them the valuable and useful community resource that they should be</p>
<p>Greenways and Sidewalks improve quality of life and encourage recreation and emission-free movement. I would much rather see these projects funded than roadway "improvements."</p>
<p>I am for as many greenways, sidewalks, etc that can be completed to increase a more walking/biking friendly area.</p>
<p>I support pedestrian safety and access. I trust the above projects anymore not "sidewalks to nowhere."</p>
<p>Entire county roadways need safe lanes for bicyclists and walkers.</p>
<p>The mills river hub and spoke bike path plan would be awesome</p>
<p>Bikeable and walkable communities foster healthy lifestyles and support community growth.</p>
<p>Residents of Hendersonville are very outdoor centric yet I'm not sure there is a single bike lane anywhere! They are much needed!!</p>
<p>The more pedestrian and bike infrastructure the better!</p>
<p>Spend on the roads not a bike trail</p>
<p>The City of Hendersonville charges enough taxes, vehicle fees, parking, on top of Powell bill funding they should not receive any more funding for other projects when they current repair of roads is hazardous.</p>
<p>Bike trails/sidewalks are important. However, use funding (except specific grants) for road improvements.</p>

There needs to be pedestrian/bike access along business 25 North of Berkeley Rd to get to Greenway at Berkeley Park. Greenways are awesome but having to drive to get to Greenways sucks!!!

Work faster!

I recently rode the Oklawaha greenway and was a massive fan! My biggest concern was that it is seperated by a massive stroad which I didn't feel comfortable crossing across on bike.

I do not want bike paths

whatever it takes to increase/support pedestrian movement

The Church and King Streets project should incorporate bicycle facilities

I'm for any funding formula 'modernization' that would provide more per capita sidewalk and greenway and public transit funding. It will be the only way to take the steps necessary to help solve the housing crisis and climate change.

Sidewalks (outside of a downtown area) only make sense when implemented with traffic calming. Using a sidewalk on the side of a busy road with speeding cars and trucks is a very unpleasant experience.

Active Transportation would be greatly enhanced by extending the Oklawaha Greenway to Blue Ridge Community College, along the Rail ROW to Fletcher and to connect to the Ecusta Trail.

Henderson county is ready for multimodal safety and accessibility improvements. Please continue to invest here!

What we have isn't maintained. We don't need more until we learn to manage properly what we have

More bike friendly lanes please

Connectivity between greenways is of paramount importance.

Oklawaha Greenway and Ecusta Trail linkage is necessary in order to maximize trail usage and investment. This is by far the best ROI rather than building smaller trails that go nowhere.

These are all much needed.

Please work in the county, the city has had enough improvements

More sidewalks and bike trails please.

These are all great! Do them all! (yesterday)

SIDEWALKS ON FANNING BRIDGE RD?? Yes please!! It is a perfect way for suburban neighborhoods to be connected to the major shopping areas. I also love greenways coming to Hendersonville and mills river, these need to be connected to make a network, or else they are just parks.

Making Hendersonville and Henderson County more conducive to active transportation will not only improve quality of life for humans but will contribute positively to sustaining the health of our environment - while drawing in more tourists and new residents who care about such things and have the wherewithal to contribute positively to our economy.

Greenways need to be prioritized to allow safer movement for families and commuters who don't trust Vehicular traffic to keep make bike and pedestrian safety a priority

Madison County Projects Public Comments

C: I would strongly support bike/ped facilities but not other modernization

All: I strongly oppose any additional lanes for cars other than short extensions to turn lanes

What about the I 26 corridor?

Please aggressively and actively divert non-local traffic during all these.construction projects, for everyone's safety. Stop non-local 58' trailers completely!

More greenways are needed in Madison County. We need sidewalks so people can get outside and walk and not have to drive so far away to get exercise, or walk in the middle of the street. Also, bike lanes so that people can bike for exercise.

We are still shaken in this county over the fatal accident of a bright and promising high school senior in late January. Thank you for doing all you can to make our roads safe.

Public transportation options need to be increased

NC 209 was improved some time ago with the installation of guard rail. However, the rail was so close to the pavement that truck, including some farm equipment and local construction vehicles did not have room to be on their side of the road without damaging the guard rail. Hopefully, the proposed improvement with consider this issue.

Might consider a three lane for NC 213

The area near the national forest between Haywood county to Madison county is literally about to slide off the mountain but yet we encourage car clubs, motorcycles to ride those curvey ass roads and wonder why they are fucking sink holes everywhere

Very much hope for greenway, road improvements for bikes in the Marshall area.

Many of the roads in Madison county are in major need of modernization and access management upgrades. Widening projects will not help alleviate traffic unless they provide limited access. If roads are widened, they will become exponentially more dangerous and threaten to ruin how the county develops. Widening the bypass in Marshall would impact many businesses, create more safety issues for traffic pulling into the road, and make the areas develop in a way that severs community in the area. This all applies to NC 213 as well. Safety improvements like pedestrian options, separated bike lanes, wider shoulders, and turning lanes will help these areas develop safely while allowing traffic to move freely.

More sidewalks and bike lanes

Transylvania County Highway Projects Public Comments

More SAFE biking and walking options, more sidewalks, more roundabouts, please.

Quit putting roundabouts in stupid places. Use the money to repave roads that desperately need it.

No round a bout at the pishah national forest entrance

Why from five circles

Would love to see more data on how proposed intersection improvements area intended to improve traffic flow with roundabouts (specifically thinking of G) when the newest addition last year doesn't seem to have helped much.

PLEASE NO MORE ROUNDABOUTS on Asheville Highway! Please pay attention to comments on Facebook on the We Are Brevard and We Really Are Brevard pages -- we DO NOT need the planned three or four roundabouts between downtown Brevard and the existing roundabout at the Ecusta bypass to 64. THIS IS A SMALL TOWN and these needless disruptions to businesses, traffic, etc., are totally out of line with the character of Brevard. NO ONE Wants more roundabouts!

No more roundabouts/traffic circles

Why are so many projects done at the same time

I would like to see S. Broad one lane in each direction and have angle parking to get more parking downtown.

Intersections need studied & developed. Surfaces & view ahead need improvement.

Intersection of Wilson, Old Hendersonville, and Ecusta roads must be made safe!!!!!!!!!!!!!!

No roundabouts and bicycling should be restricted on major roads.

Intersection improvements at carolina ave/ Forest Hill and US 64 west.

There are already too many round abouts being made and planned! We need wider shoulders and a bike path to get the bikes off the roads before someone is killed, or badly injured. If you run out of the road, there is no shoulder to keep you from wrecking.

I believe the plans are already set, no matter what these surveys tell you

Do not touch Pickens Hwy. You had the opportunity to when you repaved it 2-3 years ago.

If anything add turning lanes to the entrance of Morgan Mill Rd and Clement Rd on US 64/Rosman Hwy, (where all the wrecks occur. It's time we start getting things that make sense done in our county, not just "beautification".

Restrict all landfill traffic to landfill entrance on US64

No more roundabouts in this area of Western NC

Please rethink the addition and placement of new roundabout projects. My experience is that most of the locals hate them.

Areas outside of Brevard need better resources and support from NCDOT

Brevard does not need roundabouts.

It's well over time to make Neely Rd./ Park Ave. a walkable Road.

Let's concentrate on making our roads smoother and thereby safer. Making round about just for the sake of roundabouts is a waste. Making roads and destroying businesses and homes for these roads is making us lose our quite happy feel. We don't need to be like a big city, but it would be nice to have our roads smoother again.

Driving anywhere in Brevard is frustrating. Does "modernizing" mean patching or repaving the roads locals travel? Horrible planning & horrible representation. That's being nice.

Residents of Neely have been waiting for the proposed sidewalk for 30 years.

I am opposed to all changes that would increase growth and population density in our area. Every road and highway "improvement" is such a change.

Not a fan of roundabouts. Probably won't come into Brevard in the future.

My whole family bikes around town. There are also more drivers and longer busy times in Brevard since we moved here in 2017. We welcome the improvements.

This county needs to join 2021 and realize people live here primarily for the outdoor access to hiking, biking, fishing and general appreciation of nature. Stop the foot dragging hoping some major factory/manufacturing is coming and get on board with growing a robust non-vehicular infrastructure.

More bicycle and pedestrian infrastructure. Bike path to connect Brevard and Mills River

Please fix the lumpy and potholes in the roads. I can't continue to repair my car from the damage

Short term roadway disruption is important to the economy of Trans. Cty,---both to the local Community and Visitors

Add bike lanes, many cyclists are in this area and will ride the roads anyway, adding bike lanes reduces traffic slowing for cyclists and improves safety for all.
I hate round-abouts. Lights are better. They slow the traffic down.
Very excited to have the trail
No more roundabouts. Turn lanes & traffic signals are welcomed.
All activities for bicycles should be put on hold until the bicyclists pay a road use tax and register their vehicles.
These projects are only for benefit of tourists. Again, nobody cares about those who live and work here.
Don't mind widening certain narrow roads but we need more re-paving than round-a-bouts.
We need leading green lights at all intersections, not flashing yellow because of increased traffic in Brevard and Pisgah Forest
Anything at all that can help the intersection of Ecusta Rd and Old Hendersonville Hwy will be welcome.
Let's fix what we got before we start on new stuff. To many potholes
If roundabouts are added please make them large enough to accommodate the traffic flow including larger commercial vehicle/trailers
City-wide there needs to be better signage, especially at traffic circles. Intersections in town need to have better crosswalks and light timings.
Some of these categories are very broad. In general, I support more bike and pedestrian paths/access. Thank you.
you may want to try using a satellite image instead of whatever type of map your using now that has zero reference points, unless you're trying to hide what you're wanting to do. Most people have a hard time reading a map without recognizable reference points.
Make ways to keep the bicycles off our curvy mountain roads.
"Modernization" for bike/ped probably means taking away peoples' front yards and making their HOMES --yards where kids play-- less livable. Not needed! Please, please, please stop chopping away at our properties!
Roundabouts are not a priority
Neely Road by Bungalow Way needs attention to make crossing accessible and safe. Lowering the speed limit has helped but crossing near the church (widest shoulder available) is still incredibly dangerous due to speed and drivers.
What happened to the Brevard bypass that was proposed 40 years ago? This would alleviate traffic congestion downtown and stop the wasteful spending on several of horns roundabouts.
This community has a core competency in bicycling. While some might not engage, the cycling community brings a lot to this community. It's a worthy investment that will yield value (benefit/cost).

More round a bouts are a waste of money. Ask the town of Ocean Isle Beach how well theirs works on a Saturday in peak season. They are not meant to handle high levels of traffic such as we see here in peak tourist season. Our roads need to be resurfaced as well.

This is going to completely mess everything and everyone up. We all know it's already going to take YEARS to finish. If ANYTHING needs to be done, the railroad tracks on Ecusta rd need to be dealt with. Other than that, leave everything alone. It's fine! We just have stupid people coming from everywhere that's never driven backroads. Leave things be.

We love bike lanes!

No roundabouts

Streets need repaved—our streets are disgrace to this city and county

I think most of these issues are secondary. The big problems are Caldwell Road, Old Hendersonville Hwy and N Country Club Rd

From Indian Creek to Flat Creek would uproot to many families and there are no reasonable property to relocate.. would be so unfair to a small community.

We need more public transportation options and also education about the impact of current transportation systems to our economy and environment. We also need more bike lanes

"Modernization" used without any other context is vague and potentially misleading. Do all modernization projects include bike/ped? Unclear. For this reason, I've left all proposed modernization projects blank.

The roads need fixed as in pot holes and broken pavement before anything else! (All over the county)

No more round about stopping trying to fix something that doesn't need improvement

We do not need any "modernization" or road wiring in Rosman.

We don't need bicycle paths. They use our roads unfortunately. Quit wasting money on tourists activities. Locals don't ride.

The roads are fine, leave them alone. Use the taxpayer dollars for something more useful.

Many of Our roads are in terrible condition and it's dangerous! The lines in the road are so faded you cannot even see them, especially when it rains or at night.

Please. Don't make "improvements." Lower the speed limit. Enforce it. And maintain the roads. That's what this county wants and needs

Intersection in need of improvement is where lines 'I' and 'H' meet - depending on available space, this may be a good location for a single lane peanut roundabout to help with the flow of traffic from/to Wilson Rd onto/off of Old Hendersonville Hwy and Ecusta Rd.

Project E, very opposed to modernization as defined above on this stretch of roadway. Concerned that widening the shoulder in this area would only embolden drivers to speed more and pass cyclists in unsafe/limited visibility zones because of the wider roadway.

If going to prioritize a project in/around Rosman, would greatly prefer Project D as increased bike/pedestrian infrastructure on this road would directly connect more folks to the heart of town and to County services including but not limited to schools, the park, recycling center, and the animal shelter.

No more roundabouts. People can't drive them and too costly

No more roundabouts, stop catering to bicyclists, more parking in town

So far the so called improvements have been a waste of taxpayers money resulting in making more County residents homeless and created a major inconvenience to little or no advantage.

No more roundabouts please

These roads were originally built for much less traffic. Keep up the good work, and I may complain a little about traffic delays, but I support your work.

Some of these roads just need to be paved.... These (some) can't be widened for bicycles and some are not pedestrian friendly. Fix the roads in the city and stop worrying about the roads for bicycles for these are mountain roads that a car can't see around the curves in the roads. We have bigger problems for school and just the main highways.

These projects are a waste of money. No more roundabouts are needed please. A highway around the town is needed to bypass the mess of downtown and the roundabouts

Please no more traffic circles on trucking routes. I am a local CDL driver in town and I have struggled with drivers who don't understand the room we need. I have had a significant uptick in close calls recently, more so than before.

We need safe bike lanes and wider shoulders on all the roads in this area.

For the love of God, we need sidewalks for in-town walkability on Neely Rd

Please do not continue to accommodate out of state or even local bicyclers. We do not want their business nor do we want to make road improvements for them. Keep them off the road and prioritize safety over money for once please.

Most secondary roads in the county are fine as they are. It's the main corridor of hwy 64 from Rosman to Pisgah Forest that needs modernization to help traffic issues.

Fix the potholes with the money instead of destroying the little town I use to know

Bike paths, crosswalks, lights changing when you hit the button, etc. overall more pedestrian friendly.

Neely Road needs pedestrian accommodations (bike and walk). Intersection of Park Ave/Parkview Dr/Outland Ave needs a stop sign. It is dangerous for pedestrians and traffic never yields.

Wilson Road and Pisgah Forest post office is awful. Something needs to be done there!!!!

Add more walkways and pedestrian crossing along Broad Street in Brevard. Especially near library

Rosman Hwy near Brevard is in desperate need of a road diet and modernization. It has no bike/ped infrastructure and is a death trap.

Overall, we do not need additional widening of roads. We need more pedestrian facilities and infrastructure that supports multimodal transportation.

215 from US 64 to Blue Ridge Parkway

Add pedestrian crosswalks and safety where Caldwell and Broad run into 64 & N Country club!!

Please don't tear up the Pisgah Entrance intersection in the middle of tourist season.

Intersection of S Caldwell to Rosman Hwy needs added sidewalk infrastructure and ADA compliant crosswalk
Quit putting in roundabouts!
Absolutely no need to widen US 64 / Rosman Hwy. I know the DOT will tell you they are trying to add capacity for anticipated growth but we on the City of Brevard Planning Board and Department are trying to mitigate demand for sprawl by increasing capacity in town, and we do not wish to incentivize further sprawl or induce further automotive demand.
Once DOT gets started on a project it seems to grow into things not needed and monstrous.
a round-about at L. SBroad/SCaldwell/NCountryClub makes so much sense. Traffic here needs to flow.
Do not put anymore roundabouts in the intersections they make it hard for the bigger vehicles to travel through and nobody seems to know how to maneuver them
How do they overlap with the existing plans for roundabouts and such?
Neely/Park Ave/chestnut sidewalk is long over due because of the increased residential housing in the area and having the senior living facility along the route. This should be the first priority.
Maintain the current roads, no new projects
The only real improvements needed on Brevard/ETJ end of Rosman Hwy involve bike and pedestrian access. The road easily accommodates vehicle traffic (these are, of course, my own anecdotal observations from driving this road daily for the last half-decade), but trying to ride down the road for just a mile or so feels incredibly unsafe.
NO MORE ROUNDABOUTS !!!!!!! THEY DO NOT WORK
The Ecusta Rd. modernization is probably the most important.
If it's not broken don't fix it. The round about in Pisgah Forest tells me all we need to know.
Widen them all and put in roundabouts.
Do not widen.
I think the more heavily used areas (i.e. sections K, L, and D) should be prioritized.
I would like to see bike/ped improvements added to the new roundabout (Project G) 64/276. Traffic will increase, both volume and speed, down Deavor rd, a residential road that is used as a connector between hendersonville and asheville hwys. I would like to see the speed limit reduced, traffic calming implemented, and a sidewalk added for bikes/peds down this corridor.
Greater focus on active transportation is needed
Hopefully, additional roundabouts are not included as "intersection improvements." Thanks.
Transylvania County Bicycle & Pedestrian Projects Public Comments
More SAFE multi-use bike and walk paths!

<p>We already have plenty of places to walk and ride bikes with the numerous trails already in place. Use the money instead to pave and update the existing roads. Crossing Rosman Highway at that very very busy area is a bad idea. If we have to connect those trails create a pedestrian bridge instead.</p>
<p>All roads designated as bike ways need to have bicycle lanes.</p>
<p>Greenways are great but usage is dismal - still have to avoid cyclists in roadway alongside. IMPROVE & ENFORCE cyclist laws re: road usage & traffic lights.</p>
<p>Whenever possible, greenways and paths must be connected, one to another. "Sidewalks to nowhere" are useless!!!!</p>
<p>Get the bikes off the road! Our roads are not made for bicycles and vehicles!</p>
<p>Some of these projects are repetitive. If there already exists a sidewalk, converting to a greenway is a lower priority in these areas than creating pedestrian access in places where it does not yet exist.</p>
<p>Just keep the bikes and people off the roads. You can build all the bike paths you want, but if they do not connect, people will not use them. Also, road bikes still use the road, no matter what lanes you build for them.</p>
<p>Do not impede US 64 traffic at the Estatoe trail !</p>
<p>Do not waste taxpayers money, not every one in Brevard is from Florida</p>
<p>Making Brevard and Transylvania County accessible and safe for cyclists and pedestrians should be a top priority.</p>
<p>No need to destroy current business or homes just for bike paths.</p>
<p>Whether some like it or not - Brevard/Transylvania is an established and growing cycling community. We need more infrastructure to keep our citizens safe (both cars and bikes)</p>
<p>Crossing the main roads by bike or on foot anywhere other than downtown is extremely unsafe, especially if going in an east-west direction on the south end of town. Connect the greenways east-west with roundabouts and or brightly lit pedestrian crossings with bunkers/islands in the middle of the road for protection. The plastic posts and flashers near the college help, but they should be concrete and planters to guard pedestrians in the middle of the road.</p>
<p>Sidewalks, Greenways, and multi-use paths improve quality of life for everyone, supporting safe recreation and encouraging emission-free movement.</p>
<p>Every road improvement should include bike lanes and sidewalks. We need more multi use paths and greenways. Add those everywhere!!</p>
<p>Waste of money - could be better spent elsewhere; paving should be a priority.</p>
<p>Osborne needs a sidewalk now.</p>
<p>Bike path Brevard to Mills River!</p>

Safety!
Greenways are great but simply adding official bike lanes along roads is also good and probably cheaper to do in some cases
More sidewalks and bike paths will make our city cleaner and safer
Anything pedestrian and out of doors is good. Assure bathroom facilities where the bike stop is. Let's be healthy! Too much traffic here- don't want to suck up fumes when walking.
More sidewalks, greenways & bike paths, separate from vehicle routes whenever possible and minimal impact to vehicle traffic. C'mon Brevard!!
There are enough sidewalks
Eliminate the Ecusta Trail project
Yes, please! More biking and pedestrian access is amazing!
Osborne Road project is a waste of tax dollars with low foot traffic.
Off road paths are preferred
same as before
Keep bicycles off the curvy mountain roads.
Make bicycles have tag and insurance just like motorcycles! If they're going to use the roads, make them pay for it!
Please more bike lanes!
The proposed path through the college from Neely is a great idea. The terminus on Neely is extremely dangerous and pointless as there is nowhere to safely go from there. If you end a path at Neely it forces people to cross and go up/down Neely where there is no sidewalk and very, very narrow shoulders. I live in Bungalow Way and crossing/going along Neely is dangerous. Neely needs a bike path to run parallel to it to connect those neighborhoods (Bungalow, Broadview, Oak, Summit, Cedarcrest) and houses along Neely to the existing bike path and schools.
These greenway projects will be great for our community. People of all ages will live healthier lives by walking, running, and cycling vs going in the car.
Again, too many people don't understand simple road laws. Or respect others. This is going to ruin everything already done, and let's not even take in account the people who live around there and their daily commute. This ain't Asheville, stop trying to make it like Asheville. Why not help the local businesses and farms or the community itself instead of throwing away money on primarily people who ride bicycles? It's ridiculous.
A bike path along the road leading into Pisgah National Forest would make that area so much safer and more enjoyable for both bikers and vehicle drivers!
More bike paths

Too much money is spent on bicycle trails. Should consider a YMCA for all ages in city and county!
I am always amazed when visiting other towns/cities at the amount of sidewalks/greenways they have compared to the few we have, especially those near schools.
So happy to see some initiatives that promote bike lanes
Again, very vague - it's hard to say much with so little background, but I'm hoping it's reasonable to assume that the bike/ped projects are only bike/ped (and don't include added capacity for cars).
I am a biker and it is extremely hazardous to ride on the road. If the future of this town is ecotourism, you have to think of biker safety
I greatly appreciate Greenways for bike travel, and improvement to infrastructure that supporting travel by bike
I'm so excited to have more easy, carbon-neutral ways to travel around my town, either by bike or foot.
None are needed or wanted.
If it is in the city and increases bike/walking traffic, do it.
Please put a sidewalk or Greenway along Rosman Hwy from Caldwell to Cashiers Valley. I often see people walking along the busy Roadside and there are always bikers going from Cashiers Valley to somewhere. Maybe they go across to Illahee. Not sure, but I definitely see people walking w groceries from Savmor along the road in the weeds.
If you insist on adding bike paths, ENFORCE their use and keep the bikes off our main roads, clogging up traffic where they ignore traffic laws
They built a bicycle path in Brevard that is used by very few people. Taxpayeroney could be used in more productive areas
Fixing the landscape around leaking moldy schools ! That's a insult
Please, please, please add more greenways and multi-use paths. Let's connect groceries to schools to downtown to our forest for walkers, hikers, bikers. More bike paths, more multi-use trails. We cannot have too many!!!!
Crossing a 5 lane hwy with a bike path is dangerous and irresponsible especially if the target is children to BHS.
To many dang bikes
Desperately need more sidewalks!
Prioritize pedestrians, tired of catering to bicyclists who do not obey laws .
No money should be spent on bike paths or trails until all roads are fixed
Anything you can do to make things easier, and safer after construction, I'm for.
Where is the money coming from for these projects....

<p>Bike paths are a waste of money. The local tax payers do not use them and these out of towners you cater to do not use them either the out of towners ride in the street right next to the bike paths in packs making the bike paths a waste of tax payers money. Just letting local officials pay themselves on the back instead of fixing potholes. The bike riding “tourists” do not even spend money in town so stop spending money on them</p>
<p>Osbourne Road desperately needs a multi-use trail or sidewalk. There's no shoulder and lots of pedestrians/cyclists.</p>
<p>Please get all these projects completed ASAP</p>
<p>We have enough paths & Greenways as it is and many simply go unused. Most bicycles use the roads instead so I simply don't see the need in wasting money for more unused spaces.</p>
<p>When you hit the button to get the right away to cross on foot or bike it would be nice if it changed over quicker instead of having to wait 5+ minutes to cross</p>
<p>Osborne Rd needs a greenway or sidewalk asap! There are constantly pedestrians trying to get to the bike path, mostly elderly and young families. It's a huge safety concern because there's no shoulder. Please prioritize Osborne Rd before someone gets hit. Thank you!!</p>
<p>Neely Rd needs pedestrian accommodations (bike and walk). Intersection of Park Ave/Parkview Drive/Outland Ave needs a stop sign. It is dangerous because of limited sight distances and speeding traffic. Nobody yields to pedestrians in walk.</p>
<p>All of these projects should be a high priority. Transylvania County and Brevard has become known worldwide for cycling. Unfortunately our facilities don't live up to that reputation.</p>
<p>Please prioritize the sidewalk on Osborne Rd in Brevard. My family walks to the bike path often and we are constantly having to dodge cars on that narrow road.</p>
<p>Osborne road is already heavily trafficked with walkers and cyclists. The new neighborhoods on this road will benefit from better and safe multi use access.</p>
<p>Intersection of S Caldwell to Rosman Hwy needs added sidewalk infrastructure and ADA compliant crosswalk</p>
<p>Finish the Estatoe Trail! But also please add sidewalks and fix sinkholes in the Mclean-Fisher-Burrell-Tinsley neighborhoods (historically known as "Truman Park," near the Brevard Middle School. There is also a dramatic need for access and safety improvements on the Estatoe Trail along North Broad Street between Deer Lake Road and Osborne Road (in front of the Enmarket and Arbys, where there are frequent cyclist-driver collisions or near-misses).</p>
<p>I realize Brevard is growing immensely but - leave it as Brevard, we are quickly becoming “little Asheville “.</p>
<p>There needs to be a safe way to cross us 64 such as a walk bridge across the highway.</p>
<p>Sad these projects are not already happening</p>

If bicycles get there own road then they need a permit/license to pay for their improvements.
More work for students to get to school such as bhs and rosman. Rosman could use a path from the county park to school area. Many residents and students walk along the road which is very dangerous
Protected greenways are the only safe greenways. Don't have greenway/bike paths where where have to cross over them to get into a turning lane or cross a business entrance/exit that goes into a 4 way highway where vehicles are only looking in one direction - and ignoring greenway users coming from a different direction. The greenway in Brevard that passes cvs/tons of gas stations is a highly unsafe example.
Connecting schools and other major facilities via the Estatoe Trail and existing sections of sidewalk is absolutely crucial and will go a long way in improving the community's quality of life.
STOP CATERING TO THE BICYCLIST AND FIX ROADS THAT ARE BAD LIKE 215 WE HAVE ALOT OF ROADS THAT NEED REPAVING AND WIDING NOT BYCYCLE PATHS ROUNDABOUTS OR PEDISTION PATHS. CARS ARE WHAT USE THE ROADS AND OUR TAX DOLLARS NEED TO BE USED TO KEEP THEM UP.
I support natural surface greenways over paved greenways
Yes - please prioritize walking and biking for the benefit of all community members of all ages!
Old Rosman Road, from Old Turnpike Road to Corey Lane is the most needed sidewalk or greenway improvement needed in the County for safety purposes.
Never had a need for all the paths it's wasted money just to please a few people.
More greenways, bike paths and sidewalks.
These look great!! Try to have them connect through town with bike lanes. Also more options going parallel with US 62 would be great. I wish that there could be more across the county
Transylvania County Transit Projects Public Comments
Realizing this may be tangentially related, but would love to see transit routes to public lands and waters/recreation sites added to existing routes.
We need more push for transit usage. MORE PUBLIC INFO!
There needs to be better bus options in Transylvania County!
No bus stops. That's what is bringing in the homeless population.
Is the plan here to coordinate with Henderson county transit and they would also pick up at location "A"?
More than 2-3!
Focus on the mess & decaying streets in town.
Transit busses into the forest from parking areas would elevate a lot of car/bike congestion on the roads and greenways.

Why is a park and ride if there are no transport vehicles. Again, a waste of money.
Any "transit" upgrades in the County are important---transit is so limited in the County!
Bus shelter would pose a higher risk with the local homeless population. Please address safety concerns for young families with children who may encounter during traveling using this system.
Make use accessible for aging and persons with disabilities
Do we have busses/public transit of any sort here? Other than the senior shuttle?
Why are these even on the list? Initial cost in dollars, maintenance, liability, security, all have a cost. I also noticed that none of these projects have a dollar amount attached to them, why?
Keep bicycles off curvy mountain roads.
I definitely agree the areas need to be updated, and maybe have signs for warning what's ahead. And maybe more parking too.
Add bus route to Quebec Community Center.
We don't have transit transportation in Transylvania County????
Waste of money.
I don't feel this area needs there projects. It is still a rural area!
Transit shelters are not a vision we want in Transylvania County. Not something seen in a beautiful mountain town. There is not a need for them here and not something anyone wants or needs. I can not imagine nor believe there is enough need for public transportation that we need three that sit shelters. I'm really baffled by this. Who the heck is going to be using transit from Turkey Pen anyway?? Shaking my head on this one. Sorry.
The parking at Turkey Pen trailhead is insane. Crowded and hard to get in and out. Having a place at the hwy where folks could park and carpool is a great idea.
Again. Money could be better used in other areas.
None of this is needed
These may also help with the Ecusta trail too, so I'm all for it.
This is a joke!
Not worth tax payer funds
I'm unsure what transit options this is about as we don't have buses in our county. There are some county owned vans that give disabled folks rides but most are picked up at homes or parking lots from cars. If we had more public transit options I'd be more supportive but at this point I'm unsure.

Anything we can do to improve the accessibility, availability, and ease of our transit system. And hopefully this is part of broader plans to finally (please) connect Brevard to Asheville and Hendo by bus! We sorely need it! Many Brevard locals complain about this lack of intercity transit, which, if created, would create much better employment and housing security.

We have transportation already, here we are trying to copy Asheville again. Leave Brevard the smaller quaint town that people fell in love with!

AGAIN FIX THE ROADS WE HAVE SOME THAT REALLY NEED WORK STOP WITH THE SIDEWALKS AND ROUNDABOUTS AND OTHER USELESS MONEY WASTING PROJECTS

Shelters are a huge need with bus routes and schedules

Not enough people use the transit so why waste the money?

Great ideas!! Have a park and ride closer to brevard. This will make it so much better for people going to asheville. Try to have express bus lines going to downtown Asheville.

While Park and Ride programs are important, we need more to support our fixed route users who have no other means of transportation.