Appendix A. Plan Review

Feasibility Studies

Richland Creek Greenway Feasibility Study, 2021

This study analyzed the feasibility of a 1.4-mile section of the Richland Creek Greenway that will connect two community locations in the Town of Waynesville - Waynesville Recreation Park and Lake Junaluska Golf Course.

Otis Duck Greenway Feasibility Study, 2024

This plan recommends alignments to complete a greenway loop from the existing Otis Duck Memorial Greenway to Bailey Mountain Park and Preserve. The study recommends three primary corridors for trail development. Each corridor provides some level of utility, which gives the Town of Mars Hill and its partners some flexibility in pursuing the funding necessary to begin designing and constructing new greenway trails.

Ridgecrest Trail Feasibility Study, 2024

The plan estimated costs for a 10' wide multiuse path along East State Street and Old Highway 70 East, from Black Mountain Primary School to 200 LF east of High Street. The plan proposes replacement of the existing sidewalk along East State Street from the Black Mountain Primary School to Flat Creek Road with a 10' wide concrete path that will preserve the existing planting strip. The plan recommends the MUP from Flat Creek Road to the Black Mountain Town Limit be a 10' wide asphalt path. To reduce right-of-way (ROW) impacts, mid-block crossings, as well as impacts to storm drainage infrastructure, guardrail, and utilities, the typical section will include a monolithic concrete island separating the vehicular lanes from the MUP. The monolithic island will provide 1'-6" of horizontal separation and 6" of vertical buffer between the vehicular lanes and the bicyclists and pedestrians. The monolithic concrete islands have openings every 50' as well as driveway entrances. This approach allows for positive roadway drainage, which will sheet flow over the MUP into the existing roadside ditch. The study includes two alternate solutions at the intersection of Flat Creek Road, East State Street, and Old Highway 70 East.

Saluda Grade Trail Feasibility Study, 2024

This plan evaluated the viability of converting the rail corridor between Zirconia, NC and Inman, SC into a multi-use trail. Led by Conserving Carolina with Play Advocate Live Well (PAL) Spartanburg and Upstate Forever acting as partners, this plan included extensive community engagement and data analysis, which contributed to the recommendations. The study found that all the bridges are salvageable but in need of repairs and treatments for trail use. The study also determined options for trail width and surface materials based on surrounding conditions, best practices, and federal guidelines for multi-use trail development. Construction cost per mile was estimated for each of the typologies recommended in the study. The study proposed that implementation occur in feasible sections for construction over time—nine sections (4 in SC and 5 in NC) were strategically delineated to provide users a stand-alone experience while the complete trail is under development. The Saluda Grade Trail may connect to the Ecusta Trail in Hendersonville in the future, though the project team did not conduct a formal study on the Ecusta Connector.

Other Plans

Town of Mars Hill Pedestrian Plan, 2007

This plan provides the Town with a better understanding of pedestrian needs and priorities. The planners identified key pedestrian corridors, including: North and South Main Streets, 213 through Mars Hill University to Ingles, Mountain View, Bailey Street, the "Loop" (Bailey Street to Bruce Road to North Main Street), and Anderson and Chestnut Streets. Additionally, staff identified the main origins and destinations for pedestrian travel/activity: Mars Hill Elementary, Ingles, Town Hall and Main Street businesses, the library, Mars Hill University, and Moore Auditorium. The plan also identified sidewalk and greenway projects and intersection improvements in the short, medium, and long-term time frame, along with some ancillary facilities and programs for consideration.

Haywood County Bike Plan, 2011

The Recreation and Parks Department conducted the Health Impact Analysis (HIA) and laid the foundation for the bicycle plan by identifying health-based priorities that guided health-specific strategies and funding pursuits. The plan recommended $3-7 million in short term investments in new bicycle lanes, shoulder completion, paved greenways, and shared lane markings in Haywood County.

Madison County CTP, 2012

This plan identifies multimodal system improvements to address future mobility needs and represents a long-term vision for how the transportation network should evolve. The recommendations in the Madison County CTP include recommendations across modes—roadway, transit, and bicycle and pedestrian.

Buncombe County Greenways and Trails Master Plan, 2012

This plan received input from 2,600 people and recommended 102 miles of proposed greenway corridors and multi-use trail investments over the next 10-20 years throughout Buncombe County. Buncombe County will replace this plan with the Parks and Recreation Systemwide Plan scheduled for adoption in Summer 2025.

Hendersonville Bicycle Plan, 2017

The plan proposed 9 priority projects and provided ideas for program and policy recommendations. The policy recommendations proposed creating a bicycle/pedestrian advisory commission, allowing sidewalk bicycling outside downtown, enhancing driver education with bicycle safety, adopting a Complete Streets policy, and updating street design standards to align with national best practices.

ART Transit Master Plan, 2018

This study updated the Plans from previous years, aiming to serve as a guide on topics like how and where ART will provide service while ensuring safety, convenience, and accessibility for all residents, workers, and visitors. The Plan provides a vision for long term service expansion and infrastructure needs with a five-year implementation plan and ten-year vision plan. The goals included improving service on main travel corridors, marketing to choice riders, improving service for non-choice riders, targeting the tourism market, and making transit part of community lifestyle. They recommended establishing additional transfer locations outside of downtown Asheville, improving on-time performance, and converting dial-a-ride service to fixed route service.

Black Mountain by Bike, 2017

This plan aligns with the WalkBikeNC plan recommendations to implement Complete Streets, address multimodal funding, retrofit existing facilities, require more from road users, increase public awareness, connect transportation and land use, and improve laws and strengthen enforcement. The plan's priorities included changing policy to allow bicycling on sidewalks outside of downtown, considering budget allocations for neighborhood greenways, identifying resurfacing projects for potential shoulder widening, continuing to emphasize complete streets, developing a supportive education and enforcement program, becoming a bike tourism hub for WNC, conducting special events, measuring performance, and completing the Bicycle Friendly Community application.

Henderson County Greenway Master Plan, 2019

This plan aimed to serve as guidance for future trail development and to provide a framework for local governments and partners to create a connected greenway network system throughout the County. The plan identified Priority Greenways, Destination Greenways, and Connection Greenways and provided policy recommendations to develop greenways further throughout Henderson County.

Canton Bicycle and Pedestrian Plan, 2019

The plan provided an assessment of and recommendation for the Canton bicycle and pedestrian network. One major emphasis of the plan was the understanding of pedestrian/cyclist safety and access. The plan encouraged identifying resurfacing projects to advocate for shoulder widening, starting on feasible construction projects, adopting a Vision Zero and Complete Streets Policy, establishing a sidewalk Capital Improvement Program, building a regional bicycle and pedestrian task force, developing an education/enforcement program, supporting the Haywood Greenways Coalition, considering budget allocations for regional and local multiuse trails and sidepaths, and implementing other initiatives to promote bicycle and pedestrian infrastructure growth. The plan identified and prioritized over 60 specific projects.

Mars Hill Parks and Recreation Plan, 2019

This plan presents a framework and policy to guide the Town in future planning for its parks, recreation facilities, and programs. The plan identifies short-term strategies that aim to build success over the long-range for the community and focuses on high-level initiatives rather than specific, detailed action. The plan recommends the following implementation items: (1) Renovate and improve existing facilities for a variety of ages and abilities, (2) Develop a maintenance plan for existing facilities, (3) Develop programming based on the needs of the community, (4) Identify financing options for facility improvements, (5) Develop a marketing plan for parks and programs, (6) Implement the site plan for Smith Farm property, (7) Identify additional sites for other needed amenities such as ball fields, gymnasiums, trails, playgrounds, and fitness centers as the community desires, and (8) Improve connectivity options between parks and recreation opportunities and downtown Mars Hill.

Close the GAP, 2022

In October 2022, the GAP Plan, produced through the Close the GAP Planning Process, was adopted by City Council. This plan provides updates to the City's Greenway Plan (G), ADA Transition Plan (A)*, and Pedestrian Plan (P) in one comprehensive document. The planners combined these plans because they will strengthen Asheville's overall pedestrian network if they consider and plan the three aspects – greenways, ADA accessibility, and pedestrian networks – at the same time. The GAP Plan identifies greenway, accessibility, and pedestrian networks for the community as well as programs and policies to support the expansion of these networks. The GAP Plan presents a scoring methodology for prioritization of ADA and pedestrian improvements, a list of 10 priority greenway projects, and recommendations for policy updates.

Buncombe County Regional Hazard Mitigation Plan, 2022

This plan aims to document the region's sustained efforts to incorporate hazard mitigation principles and practices into routine government activities and functions. The plan lists open space management as a tool for floodplain management. It also references the Buncombe County Greenways and Trails Master Plan, which supports the preservation of wetlands and other flood-prone areas throughout the county.

Active Weaverville Bike/Ped Plan, 2023

This plan aims to connect the network, build safe streets, foster safe speeds, improve policy, and promote a culture of walking and biking in the Town of Weaverville. The plan identified challenges that Weaverville faces in connectivity, future growth, street crossings, major physical barriers, latent demand, existing infrastructure, and Weaverville's Main Street. The criteria for ranking projects included vehicle exposure, connectivity, new connection, cost, public sentiment, and equity. Staff categorized projects as achieving one of three goals—Goal 1: Connect the network, Goal 2: Build safe streets, and Goal 3: Foster safe speeds. The top projects were Hillside Improvements (traffic calming and spot improvements), sidewalks on Merrimon Ave. (from Lake Louise to Brown St.), North Main St., Yost St., Creekside Connector, Northcrest Rd., and Weaver Blvd I-26 overpass, a multiuse path on Merrimon Ave. from Reems Creek to Lake Louise, and streetscape work on Main St.

Go Mills River Pedestrian & Bicycle Plan, 2023

This plan identified actions for how to connect key locations for people walking and biking, build connections into a network within the Town, and create a bicycle and pedestrian friendly Mills River through programs and policies. The plan identified three connection strategies for the Town—(1) Mills River Park as a Hub: connecting north to Butler Bridge Road and south to School House Road, (2) Elementary School Connections: Glenn C. Marlow and Mills River Elementary, and (3) Connect with Recreation Assets: Inside and outside the Town limits. The plan suggests upgrading constrained roadway sections with bicycle and pedestrian facilities, including warning signage, flashers, rumble strips, shoulder widening, sight line and intersection improvements, and traffic calming measures. Projects received priority ranking based on four criteria—vehicle exposure, connectivity, public sentiment, and equity. The recommended projects included the following, categorized by whether they achieved Goal 1: Create the network or Goal 2: Build safe streets, recommended projects included the following:

- Multi-use Sidepath from Mills River Elementary School to Mills River Park
- Greenway from Mills River Elementary School to future park (on Banner Farm Rd.)
- Bicycle Lanes on Butler Bridge Road
- Shoulder Widenings on Banner Farm Road, Ladson Road, North Mills River Road, North Fork to South Fork Connector
- Multi-use Sidepath from Mills River Park to Butler Bridge Road
- Multi-use Sidepath – South Mills River Valley Trail
- Greenway – Oklawaha Greenway Connector

Haywood County Greenway Plan, 2023

The plan recommended an interconnected, countywide greenway system, identifying 11.27 miles of priority projects, with a secondary phase adding another 7 miles of greenways. The full buildout of the system recommended in the plan could see more than 75 miles of trail in the next 20 years, and the spine of the system will be the Hellbender Trail.

Walk Hendo Pedestrian Plan, 2023

This plan provided ideas to help create safe, comfortable, and inviting pathways for every mode of travel, supporting residents' well-being, the prosperity of local businesses, and the needs of visitors interested in exploring Hendersonville on foot. The plan recommended several sidewalk projects and prioritized a list of projects, providing an outline for the implementation of the plan.

Apple Country Public Transit Study, 2024

This study identified opportunities to increase Apple Country Public Transit's (ACPT) ridership and optimize service for current and potential riders. The recommendations from this plan included four two-year phases. The modifications proposed are intended to increase ridership by improving the system's convenience through increased frequency and longer service windows. By the end of Phase 4, several vehicles would be necessary to provide service for ACPT during peak periods. This study identified an Asheville Express Route as important. The Express would run between central Hendersonville and the Asheville Regional Transit (ART) transfer center in central Asheville operating during the morning and afternoon peak periods on weekdays. The plan also recommends creating a downtown Hendersonville shuttle, realigning routes, providing more service on weekends, and considering increasing operation hours.

Town of Mars Hill Bicycle and Pedestrian Plan, 2024

This plan identified priority future bicycle and pedestrian projects through collaborative community engagement. The key priorities included: (1) Park Dr. Sidepath, (2) Otis Duck Greenway Realignment, (3) Banjo Branch Rd/Forest St Greenway, (4) Cascade St/NC-213 Sidepath, (5) N. Main St Intersection Improvements, (6) Cascade St/NC-213 Streetscape, (7) Mountain View Rd Sidewalk and Intersection Improvements, (8) Baily St Sidepath, and (9) Athletic St Sidewalk. The plan includes design guidance for future facilities in the Town, intersection improvement measures, and project cutsheets to help with future design and implementation of the prioritized projects.

Above the Mud Greenway Feasibility Study, 2024

This study developed an alignment for a 2.5 mile corridor linking the Ecusta Trail terminus, Oklawaha Greenway at Jackson Park, Downtown Hendersonville via South Main Street, and 7th Avenue Historic District. The recommendations encourage resilient design to protect the infrastructure from flooding along Mud Creek through elevated vulnerable trail sections, streetscape improvements on South Main Street and 7th Avenue, and a shared-use path connecting the two major greenways in Hendersonville.

Swannanoa River Greenway Extension Feasibility Study, 2024

This plan identified an alignment to extend the existing Swannanoa River Greenway. The selected alignment was the least expensive and most direct option, using abandoned rail beds, skirting industrial properties, and connecting to two NCDOT projects (U-4739 and U-5832). This greenway extension will serve as a vital link in the Asheville greenway spine, connecting to regional trails including Fonta Flora State Trail and the Hellbender Regional Trail.

US 70 Corridor Study, 2008

This study aimed to craft a long-term vision for land use and transportation along US 70, balancing corridor capacity with accessibility, walkability, and multimodal options. Stakeholders participated in two workshops. Ultimately, three scenarios emerged from public input--Scenario A. Parallel Centers, Scenario B. Dispersed Centers, and the Trend Scenario. The study recommended improvements across eight priority areas connected by US 70. The recommendations included following Scenario A, which offered a balance of density, accessibility, and walkability while prioritizing nodal, mixed-use development over widespread car-dependent growth. The study also recommended that transportation improvements complement land use to improve safety, multimodal access, and traffic flow with phased implementation.

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Appendix B. Public Involvement

This appendix provides a comprehensive summary of the public involvement for Elevate 2050 by first detailing the phases of engagement and providing the original Public Involvement Plan developed. For detailed comments received during each phase of engagement, please see Appendix H. Public Comments Received.

Phase 1 – Define Our Vision

During the first phase of public engagement (Vision + Goals) for Elevate 2050, the FBRMPO hosted three public meetings. The project team set up these workshops with information regarding what the MTP entails, maps showing the existing conditions in the region, and two interactive activities for participants to identify their priorities and specify their concerns/goals for the transportation network.

Public Meetings

Over the course of the meetings, a total of 86 votes were cast for the eight different goal areas, with the goal of "Increase Bicycle + Pedestrian Infrastructure" receiving more votes followed by "Add More Public Transit Service" and "Protect the Environment".

Public Meeting #1:

- **Location:** Henderson County Public Library (Main Branch)
- **Date:** August 2, 2024
- **Time:** 9am to 11am
- **Number of Attendees:** 12
- **Summary of Comments:** The comments mentioned various aspects including road safety, coordination between transit systems, expansion of transit, connecting pedestrian infrastructure to destinations, and more education/signage for drivers about bicyclists and pedestrians.

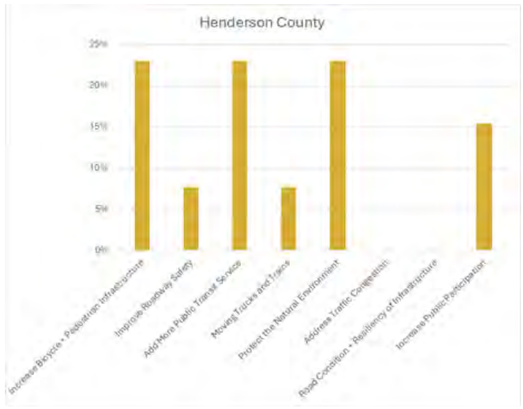

Figure B.1: *Priorities from Henderson County meeting.*

Public Meeting #2:

- **Location:** Mars Hill Town Hall
- **Date:** August 2, 2024
- **Time:** 3pm to 5pm
- **Number of Attendees:** 8
- **Summary of Comments:** One of the key concerns was the size of Monticello Road and Reems Creek Road, which have experienced an influx of residents as new developments are built. Additionally, public comments sought more bike lanes, the addition of passenger rail from Salisbury to Asheville, bringing trolleys back, and expanding greenways and blueways.

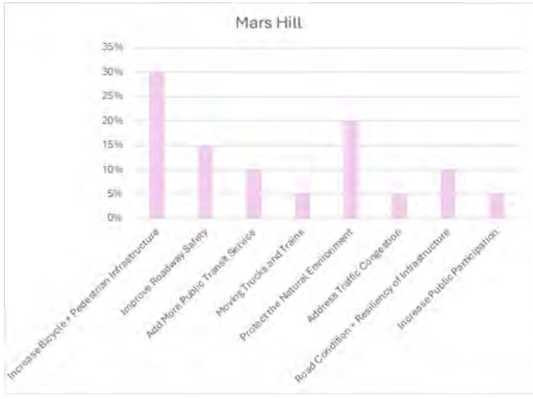

Figure B.2: *Priorities from Mars Hill meeting.*

Public Meeting #3:

- **Location:** North Asheville Public Library
- **Date:** August 6, 2024
- **Time:** 5pm to 8pm
- **Number of Attendees:** 18
- **Summary of Comments:** Residents expressed concerns about induced demand and congestion, supported multimodal infrastructure and safety improvements, and requested better signage, increased transit service, road diets, and sidewalk expansion in Swannanoa in east Buncombe County.

Figure B.3: *Priorities from North Asheville meeting.*

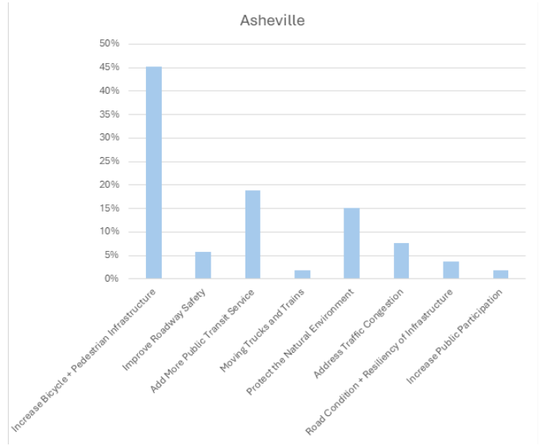

Figure B.4: *Priorities from North Asheville meeting.*

Survey for Phase 1

In addition to the Public Meetings, a public survey was open from July 15 to August 30, 2024. The survey received 523 total participants, a majority of whom (90 percent) lived in the area. The survey responses provided helped identify specific needs that FBRMPO residents have and painted a picture of the voices represented in the survey.

Many respondents expressed interest in improving bicycle/pedestrian infrastructure, increasing public transit, and protecting the natural environment. The exercise allowed participants to select three priorities.

The survey also asked participants what mode of transportation they were most comfortable using and what mode they would prefer to use more than they currently do. The results highlight the region's road infrastructure needs and can serve as a call to action to ensure there is sufficient infrastructure for other modes of transportation, namely biking, walking, and public transit.

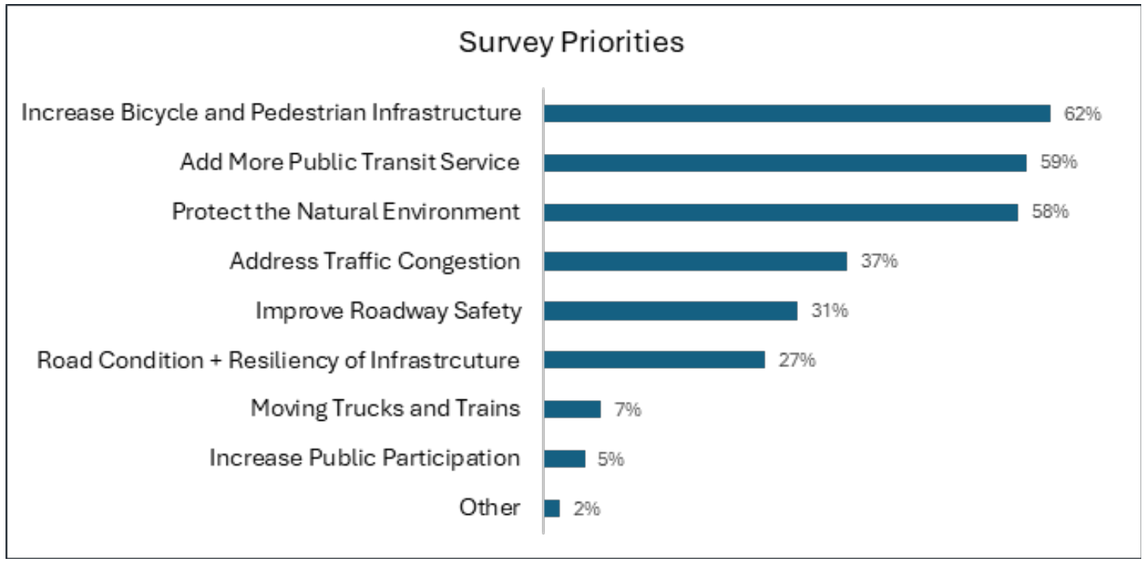

Figure B.5: *Priorities from Phase 1 Public Survey*

Sixty-five percent of respondents reported that they never use transit and fifty percent never bike, which could be the result of limited transit services and bicycle infrastructure outside of Buncombe County and Asheville. Furthermore, forty-two percent of respondents noted that they walk daily or multiple times a day; however, 95 percent of those respondents live in Asheville.

The survey collected data pertaining to participants' home and work ZIP codes. Based on data provided, 11 percent of respondents commute for work and 67 percent of commutes are into Asheville. A large percentage (87 percent) commuters expressed that they would prefer to use transit more than they currently do in their communities.

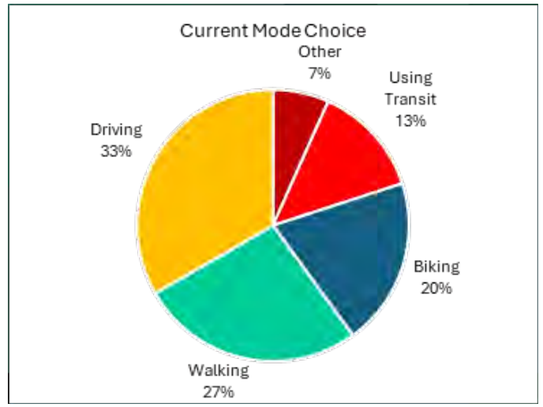

Figure B.6: *Current Mode Choice*

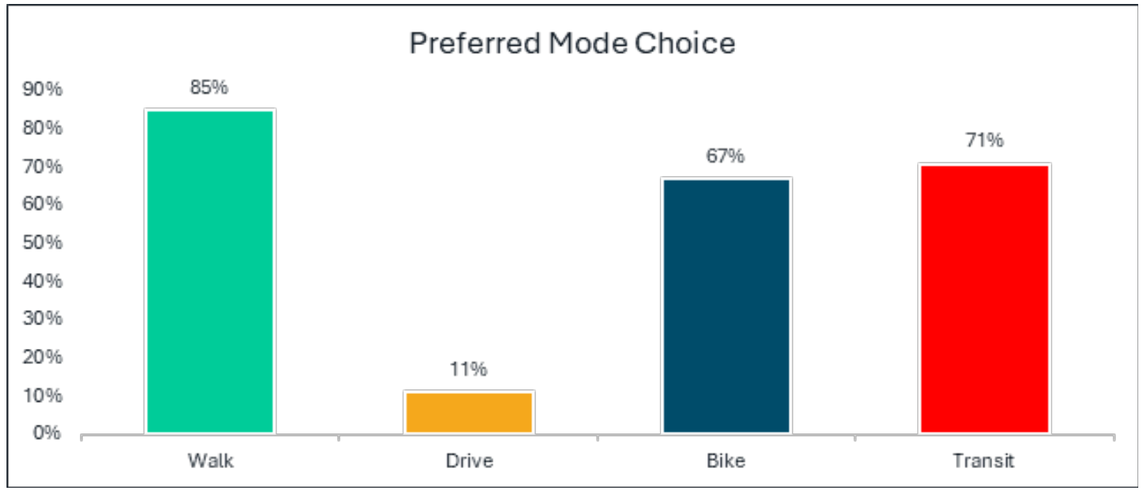

Figure B.7: *Preferred Mode Choice*

Phase 2 – Evaluate Today's Network

The second phase of Elevate 2050's public engagement approach occurred in November and December 2024. It is important to note that initially, the project team scheduled this phase of engagement for September/October of 2024. However, only one Focus Group met before Hurricane Helene hit. This phase involved a multipronged approach including:

- **Focus Groups** for representatives of Civic Organizations, Elected Officials, Transportation and Community Service Providers, Public Agencies, Residents and Communities, and two Regional meetings.
- **Pop-up events** at the Weaverville Tailgate Market, Asheville Holiday Jamboree, and Olde Fashioned Christmas (Hendersonville).
- **Public survey**, which collected input on the draft goals, budgetary priorities, and special projects the public would like the plan to consider.

Focus Groups

A total of 36 individuals participated in the Focus Groups. The project team provided participants with information about what a metropolitan transportation plan is, the work that had been done prior to their meeting, and an overview of the next steps involved in the process. The summary below includes a breakdown of the groups, description of participants, date of their meeting, and number of attendees.

Focus Group	Description	Date	# Participants
Civic Organizations	Nonprofits + Advocacy Groups	25 Sept. 2024	6
Regional Focus Group #1	Catch-all meeting for those who couldn't attend their group's scheduled date	19 Nov. 2024	6
Economic Development	Tourism Development Authorities, Workforce Development + Large Employers	19 Nov. 2024	3
Transportation + Community Service Providers	Transit Agencies	21 Nov. 2024	3
Public Agencies	Local Government Staff	22 Nov. 2024	7
Residents + Communities	Neighborhood Associations, Business Owners, Interested Citizens	22 Nov. 2024	3
Regional Focus Group #2	Catch-all meeting for those who couldn't attend their group's scheduled date	25 Nov. 2024	4
Elected Officials	Representatives, Senators, Council Members + Commissioners	03 Dec. 2024	4

Table B.1: *Focus Group Attendance*

Focus Group attendees were asked to participate in an interactive discussion that used Mentimeter, a live polling platform, to facilitate discussion and participation. The project team asked the following questions:

- What is one thing this plan should or should not do?
- What infrastructure/service considerations are particularly important for the people that you or your organization serves?
- What do you see as the most pressing challenges facing transportation and mobility in the FBRMPO region?
- What are the region's greatest strengths related to transportation and mobility?
- In your experience, what unmet transportation and mobility needs existing in the FBRMPO region?
- Is there enough capacity to address the needs of the region?
- What does an equitable transportation network look like in our region?
- If you had 100 to spend on transportation projects, what types would you invest in? [Highway, Pedestrian, Bicycle, Rail, Resiliency, Transit, Aviation]

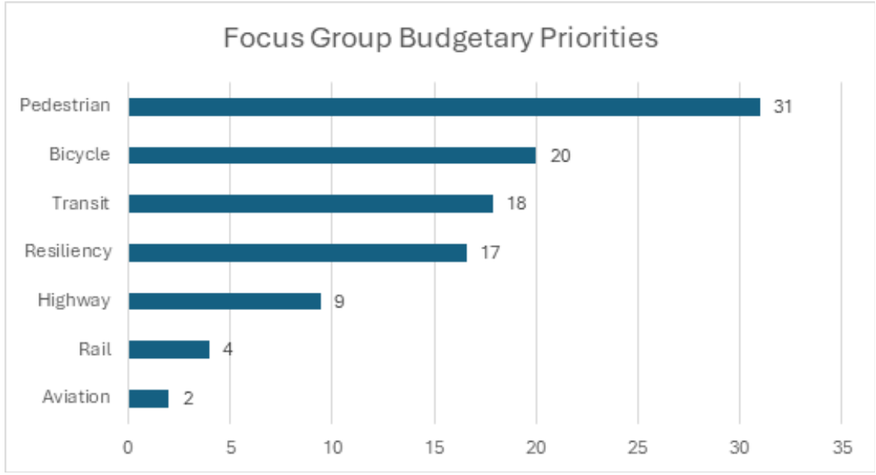

Figure B.8: *Focus Group Budgetary Priorities*

Key Plan Recommendations	Infrastructure/Service Needs	Pressing Challenges	Regional Strengths	Unmet Needs	Capacity	Vision for Equity
Prioritize bike/ped infrastructure; avoid highway expansions.	Safe infrastructure for pedestrians and bicyclists.	Funding limitations for bicycle/pedestrian projects.	Public support for bicycle, pedestrian, and transit projects.	Safe, ADA-compliant sidewalks for vulnerable populations.	Existing infrastructure, personnel, and funding are insufficient to meet growing needs.	Affordable access to better paying jobs.
Improve bus frequency and service areas.	Frequent, reliable transit services.	Topographic challenges (narrow corridors and limited right-of-way).	2 major interstates, expanded airport capacity, active, and dedicated MPO staff.	Expanded public transit capacity. Passenger rail linking the region to other parts of the state.	Significant expansion of public transit is necessary to shift capacity from car-focused to pedestrian-focused infrastructure.	Improved representation by engaging underserved communities.
Incorporate resiliency measures in projects.	Build connected walking/biking networks to improve mobility for users of all ages and abilities.	Sprawling land use and rising housing costs.	Outdoor industry drives tourism and scenic value influences economic development.	Increased connectivity between housing, jobs, and services, especially for underserved communities.	Difficult to attract contractors for smaller projects in the region.	Plan holistically considering housing needs alongside transportation.
Address negative impacts of population growth on transportation infrastructure (like congestion).	Electric Vehicle (EV) infrastructure and bike share programs.	Stormwater management challenges.	Desire to improve the communities in the region.	Education to encourage public acceptance and use of transit systems.	Seasonal fluctuations in capacity further strain the system.	Promote education to foster a culture of active transportation.

Table B.2: *Summary of Key Takeaways from the Focus Groups*

Pop-Up Events

This phase of engagement featured outreach at three pop-up events in the FBRMPO region:

- Weaverville Tailgate Market
- Asheville Holiday Jamboree
- Olde Fashioned Christmas in Hendersonville

Public Survey

The survey was open from mid-November until December 31st. In that time, the survey received a total of 370 participants.

The Phase 2 survey asked participants to rate on a sliding scale how important they considered the draft goals to be. The goals ranked in the following order of importance:

- Improve Access + Connectivity
- Promote Sustainability
- Enhance Safety, Security + System Preservation
- Address Capacity Management + Congestion
- Foster Economic Vitality
- Advance Equity

The survey also asked the public to provide insight on how they would spend $100 on transportation projects and provided definitions of different types of projects to supplement the question.

Furthermore, this survey provided the public with the opportunity to draw lines or place points on a map for new projects. The project team reviewed these projects prior to Phase 3 of public engagement and incorporated them into the draft project list accordingly.

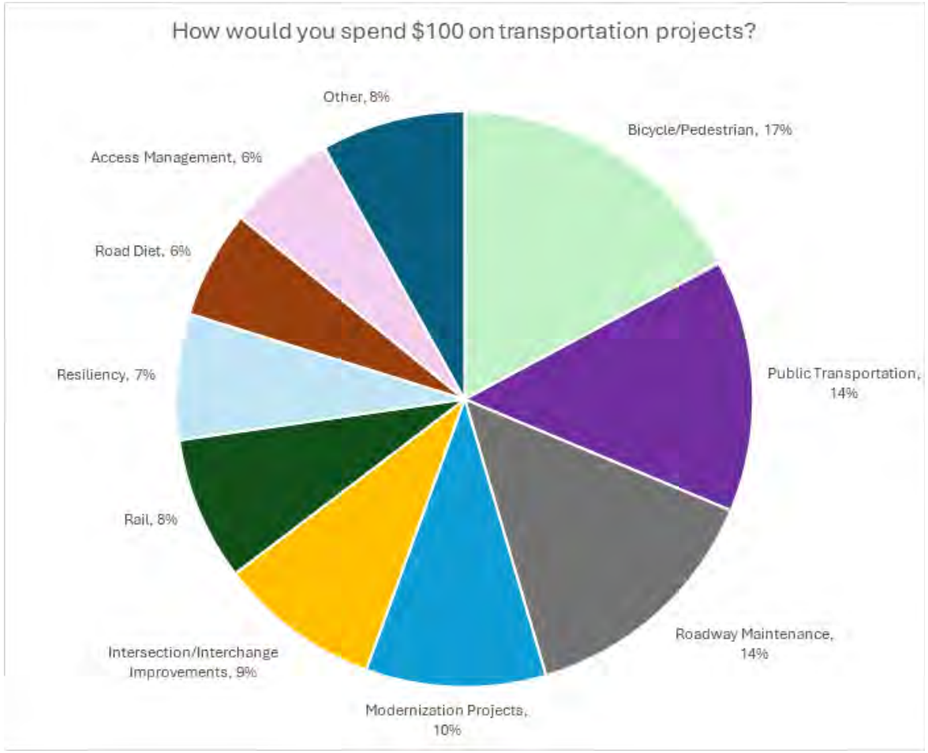

Figure B.9: *How Would You Spend $100 on Transportation Projects?*

Phase 3 – Draft Project List and Scoring

Phase 3 of public engagement seeks input on the draft project list for Elevate 2050 and presents the project scoring methodology to the public. The team held three public meetings during this phase of engagement:

Public Workshop #1:

- **Location:** Henderson County Library (305 N. Washington St.)
- **Date:** Monday, April 7, 2025
- **Time:** 3pm to 6pm
- **Number of Attendees:** 32
- **Summary of Comments:** The attendees at this first meeting in Phase 3 were vocal and passionate about multimodal projects. Most attendees had questions about the future of projects like the Ecusta Trail and the Saluda Grade Trail. Concerns were raised about the widening of I-26 as well.

Public Workshop #2:

- **Location:** Canton Public Library (11 Pennsylvania Ave., Canton, NC)
- **Date:** Wednesday, April 9, 2025
- **Time:** 3pm to 6pm
- **Number of Attendees:** 2
- Summary of Comments: One of the comments received during this meeting was in support of high-occupancy toll (HOT) lanes on I-40.

Public Workshop #3:

- **Location:** East Asheville Public Library (3 Avon Rd., Asheville, NC)
- **Date:** Thursday, April 10, 2025
- **Time:** 3pm to 6pm
- **Number of Attendees:** 14
- **Summary of Comments:** The attendees at this meeting expressed different interests and considerations. One attendee expressed interest in transforming existing rail lines into greenways, specifically to provide a greenway connection between Asheville and Old Fort/Marion. The project team also received feedback regarding possibly weighting comments from the public higher for people who lived in the same county as a given project versus those who commute.

The organizers provided an online map of draft projects for comments at this meeting along with static maps to help attendees visualize where they considered projects. The online map and survey were available for comment after the last public meeting.

Figure B.10: *Attendees at the Asheville Public Workshop.*

Phase 4 – Fiscal Constraints and Final Report

Phase 4 of public engagement sought input on the draft Elevate 2050 plan and presented the future daily volume and volume-to-capacity maps in the unadjusted scenario and the scenario with Elevate 2050 projects. A total of 44 people participated in public workshops for Phase 4 of engagement.

Public Workshop #1:

- **Location:** Dr. Wesley Grant Sr. Southside Center (285 Livingston St., Asheville, NC 28801)
- **Date:** Monday, July 7, 2025
- **Time:** 4pm to 8pm
- **Number of Attendees:** 17
- **Summary of Comments:** The attendees at this first meeting in Phase 4 were vocal and passionate about transit projects. Some expressed concern about widening projects in the region as well.

Figure B.11: *Attendees at the Mills River Public Workshop.*

Public Workshop #2:

- **Location:** Mills River Town Hall (124 Town Center Dr., Mills River, NC 28759)
- **Date:** Tuesday, July 8, 2025
- **Time:** 4pm to 8pm
- **Number of Attendees:** 20
- **Summary of Comments:** The attendees at this second meeting were interested in bicycle/pedestrian infrastructure in Henderson County and expressed concern about the high cost of interstate projects.

Public Workshop #3:

- **Location:** Waynesille Town Hall (16 S. Main St., Waynesvile, NC, 28786)
- **Date:** Wednesday, July 9, 2025
- **Time:** 4pm to 8pm
- **Number of Attendees:** 7
- Summary of Comments: The attendees at this meeting expressed interest in upgrades to Park Dr. in Waynesville and excitement about future greenway projects. One participant expressed interest in

The organizers provided tablets that participants could use to read the draft Elevate 2050 plan or take the survey along with static maps of the fiscally constrained projects and maps of volume-to-capacity with and without Elevate 2050 projects.

Figure B.12: *Attendees at the Waynesville Public Workshop.*

Appendix C. Land Use Study

2050 Land Use and Socio-Economic Data Forecast for the French Broad River Metropolitan Planning Organization

Executive Summary

The 2050 Land Use and Socio-Economic Forecast for the Greater Asheville Region, prepared for the French Broad River Metropolitan Planning Organization (FBRMPO), presents a comprehensive projection of population, employment, and land use change across a five-county area encompassing Buncombe, Haywood, Henderson, Madison, and Transylvania counties. This forecast supports the development of the region's long-range Metropolitan Transportation Plan (MTP) by providing scenario-based insights into future growth patterns and transportation needs.

Current projections assume steady regional growth, with the number of households increasing from 223,100 in 2020 to 297,091 by 2050, and employment rising from 248,972 to 317,553 over the same period. Four alternative land use scenarios were analyzed, representing different ways that growth might be spatially distributed across the region:

1. **Baseline** – A "business as usual" projection based on recent trends and pre-existing policy frameworks.
2. **Consolidated** – A scenario favoring compact, walkable development in transit-accessible areas, aimed at reducing vehicle miles traveled (VMT) and supporting environmental goals.
3. **Dispersed** – A low-density, more rural growth pattern that assumes stricter development limits and encourages greenfield expansion.
4. **Accelerated** – A high-growth scenario that doubles the household growth rate, modeling a more aggressive housing and labor retention policy.

Analysis shows that the **Consolidated** scenario performs best in terms of transportation efficiency, reducing regional VMT by 9% compared to the Baseline by 2050. This reduction implies substantial benefits for air quality, public health, and infrastructure efficiency. Conversely, the Dispersed scenario yields slightly higher VMT than the Baseline due to longer average travel distances, while the Accelerated scenario results in significantly higher VMT due to the increased number of households, despite a reduction in external commuting. As a result of this analysis, the FBRMPO Board adopted the **Consolidated** scenario as the preferred regional growth strategy, prioritizing investment in infrastructure and development policies that support concentrated growth in urban centers and walkable neighborhoods.

Project Overview

Background

The French Broad River Metropolitan Planning Organization (FBRMPO) is the Federally designated long-range transportation planning agency for the Greater Asheville region. Local governments in the MPO planning area include: Buncombe, Haywood, Henderson, and Madison Counties, and the municipalities of Asheville, Biltmore Forest, Black Mountain, Canton, Clyde, Flat Rock, Fletcher, Hendersonville, Laurel Park, Maggie Valley, Mars Hill, Mills River, Montreat, Waynesville, Weaverville, and Woodfin. The FBRMPO is staffed by the Land of Sky Regional Council and includes the Land of Sky Rural Planning Organization, which also serves Transylvania Council, parts of Madison County, and the municipalities of Brevard, Rosman, Marshall, and Hot Springs.

The North Carolina DOT maintains a travel forecasting model for the Greater Asheville Region, including Buncombe, Haywood, Henderson, Madison *and* Transylvania counties. As such the study area of this travel model encompasses both the FBRMPO and Land of Sky planning areas. Since, as described in following sections, the purpose of the 2050 socio-economic land use forecast study is in part to support traffic modeling activities, the same study area is used for both land use forecasting and travel modeling.

Goals & Objectives

The FBRMPO serves the important role of prioritizing transportation improvement projects within its planning area, and developing a long-range Metropolitan Transportation Plan (MTP) every five years. The MTP helps establish a framework for coordination with local (County and City) as well as State government (e.g. NCDOT) partners. The FBRMPO develops its MTP based upon deficiencies and needs identified using the region's travel model, assuming a specific growth scenario, which is selected from among several alternatives.

The objective of the 2050 Socio-Economic Land Use Forecast Study is to develop four alternative land use scenarios and refine these quantitatively to a sufficient level of detail for evaluation using the region's travel demand model, so that high-level performance comparisons can be made. The FBRMPO board then adopts one future land use scenario as its preferred growth pattern, which is used as the basis for project prioritization and needs assessment through the MTP process.

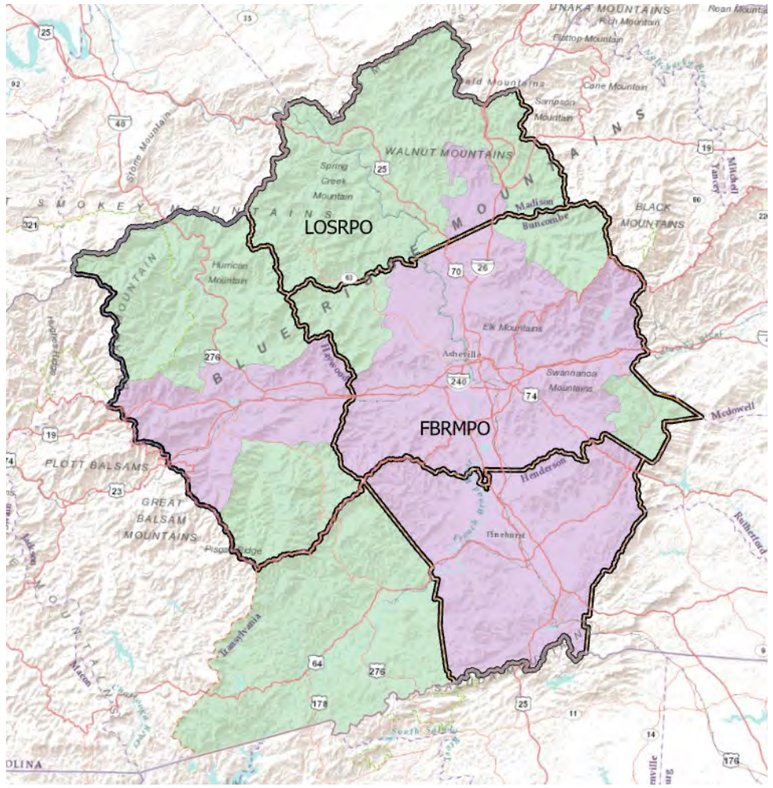

***Figure 1**. Relationship between the forecasting model study area, FBRMPO planning area, and Land of Sky Regional Planning Organization (LOSRPO) areas.*

Unique Challenges

During the conduct of this study, flooding caused by Hurricane Helene decimated parts of the FBRMPO and Land of Sky planning areas, leaving many residents without water and power. The storm caused extensive property damage; entire neighborhoods, such as Asheville's River City Arts District, faced an existential threat. We owe a debt of sincere gratitude to the local staff who kept working with us despite intense disruption in their personal lives, and did their best to get us access to information we could use to make educated guesses about what the land use pattern might begin look like as the region recovered from the storm. Though not in our original scope of work, the consulting team dedicated extra effort to gathering a basic understanding of the storm and its impacts, in order to include some representation of effects in scenario forecasts.

In addition to the above, it is worth noting that this forecast is the first of its kind since the COVID-19 pandemic, which greatly disrupted normal economic activity and travel patterns in 2020. This complicates normal operating procedures: whereas a decennial Census year would typically offer the best possible opportunity to re-calibrate travel and land use forecasting models, the 2020 Asheville region travel demand model is in practice based more upon late 2019 travel patterns, not mid-pandemic conditions. Similarly, the timeframe between 2014 and 2019 provided cleaner comparisons for gauging the sensitivity of development location choices to travel conditions. Since our land use forecast model was developed in 2024, and both Census and TAZ geographies changed in 2020, making direct comparisons between 2019 and 2024 difficult, we did not calibrate our land use forecasting models to post-COVID-19 data. However, we did compare the models' output to available socio-economic data for 2024 and make adjustments to our scenario forecasts based on the results of these comparisons.

Input Data & Assumptions

Population Forecast

Our study utilized population projections provided by the North Carolina State Demographer as a starting point for developing forecasts of households and employment in the region.

At the direction of FBRMPO staff and the FBRMPO Prioritization Sub-Committee, (serving as a technical advisory committee for this study) the consulting team adopted the State Demographer's population projections for all but one scenario, an "Accelerated" growth condition. Consistent with a similar scenario analyzed in the previous EPA-funded resiliency study, the population growth rate was doubled under this scenario, while the employment growth rate remained the same as in the other

scenarios. This was intended to capture a hypothetical case in which the region is able to aggressively recruit and retain workers (perhaps through housing policy or quality-of-life improvements), achieving a more even local balance between jobs and labor supply.

The state projections do not provide information about employment or households. Therefore, we purchased other economic forecast data: the Comprehensive Economic and Demographic Data Source (CEDDS) offered by Woods and Poole, and population, household, and employment data provided by Moody's Analytics (Economy.com). In our previous study, Moody's projections were found to be the most appropriate source for the FBRMPO land use and travel model study area. Both private forecast sources show lower population growth than the State Demographer's forecast; our employment forecast was therefore adjusted to compensate for the differences.

Existing Land Use

FBRMPO staff maintain a parcel-level GIS layer of existing land use conditions, named "ELUSE", which aggregates information from local partners (i.e. counties and cities), applying a simplified land use classification scheme which has remained highly consistent over more than a decade. A table describing this land use classification scheme is shown in Figure 4.

In addition to classification of current land use for each parcel, fields in the layer indicate when and if parcels have been split. The 2020 ELUSE data provided to Manhan by FBRMPO include data for 2015 and 2010 land use designations as well.

U.S. Census Data

Many publicly available Census datasets provide additional understanding of current and recent socio-economic land use patterns in the five-county study area.

Census Tabulation Blocks

The U.S. Census Bureau publishes housing and population counts at a Tabulation Block level for each decennial Census year (e.g. 2010, 2020). These provide a helpful point of comparison to the parcel-level 2020 existing land use data, though the ELUSE parcel boundaries do not precisely align to 2020 Census Block boundaries. The 2020 Census Block boundaries also differ from the 2010-vintage Census Blocks, which form the basis of block group and higher tabulations used for understanding historical trends between 2010 and 2019.

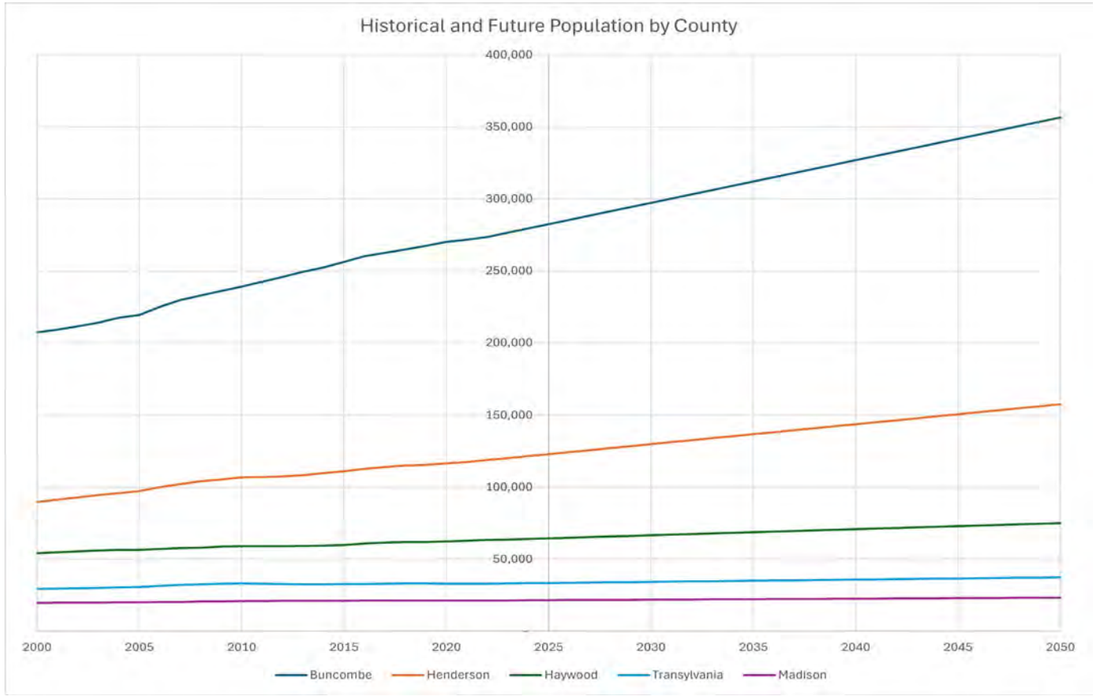

Figure 2. *North Carolina State Demographer population projections for the Study Area*

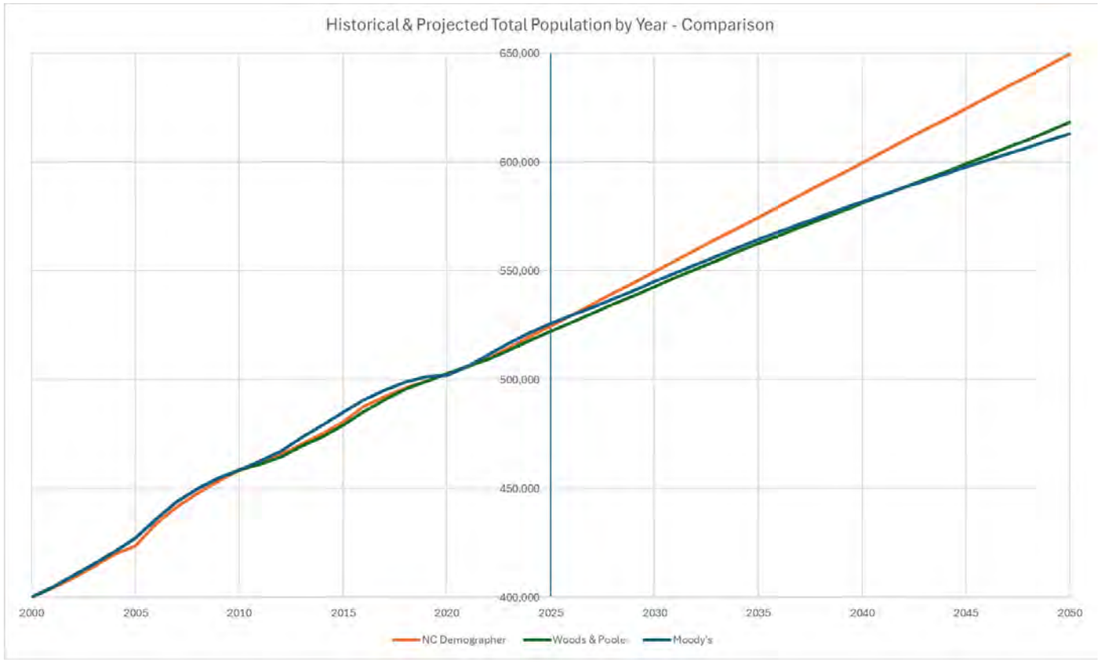

Figure 3. *Comparison between state and private population projections for the study area.*

Aggregate Type	RLUC	Description
Undeveloped	VACANT	Other land without structures
	UTILITY	Well land, water/sewer right-of-way, powerline and other easements; intakes
	FARM	Farmland and Forestland (horticultural and forestry activities)
Undevelopable	WATER	Surface Water (lakes, rivers, ponds)
	NATARA	Protected natural area, mostly undeveloped parks and protected natural areas, excluding lake surface area
	GRNSPC	Developed parks, golf courses, cemeteries
	RDROW	Road right-of-way (not parceled)
Residential	GROUP	Group Quarters (see census definitions)
	SENIOR	Senior Living to see text for description of facilities
	RR	Rural residential (0.50 du/ac)
	VL	Very low residential (0.51 to 1.00 du/ac)
	L	Low residential (1.01 to 3.00 du/ac)
	ML	Low-medium residential (3.01 to 5.00 du/ac)
	M	Medium residential (5.01 to 8.00 du/ac)
	MH	Medium-high residential (8.01 to 12.00 du/ac)
	H	High residential (12.01 to 16.00 du/ac)
	VH	Very high residential (16.01 to 20.00 du/ac)
	UH	Urban high residential (Over 20.00 du/ac)
Industrial	IND	Industrial (Factories, warehouses, storage units,)
Commercial	SERVICE	Service (Restaurant, Bar, Club, Cafeteria, fast-food)
	HWYRET	Highway Retail (Retail adjacent to highway to typically Gas stations, mini-marts, fast-food).
	RETAIL	Retail (Department stores, boutiques, auto shops/dealers, banks)
	MALL	Regional Mall (High Density Retail)
	ENT	Entertainment (Bowling alleys, gymnasiums, theatres)
	COMSTP	Commercial Strip (typical strip center with a combination of retail, highway retail and service jobs).
Lodging	LODGING	Hotels/Motels/Inns
Office	OFFICE	Offices
	HIOFFC	Highrise Office (>3 floors or exceptionally high FAR)
Mixed	MU	Mixed use parcels
Institutional	HOSPTL	Hospital or Medical Complex
	CIVIC	Civic Buildings (churches, Camps, community centers etc.)
	GOV	Community Infrastructure or building that is typically owned by a government entity not a school or handled in the special classification.
	SCHOOL	School (public and private schools serving grades K-12, post-secondary schools and universities)
Special	SPECIAL	Special Class (airport, landfill, quarry, power plant, wastewater treatment plant, parking deck or other requiring special consideration)

Figure 4. *ELUSE land use classification scheme.*

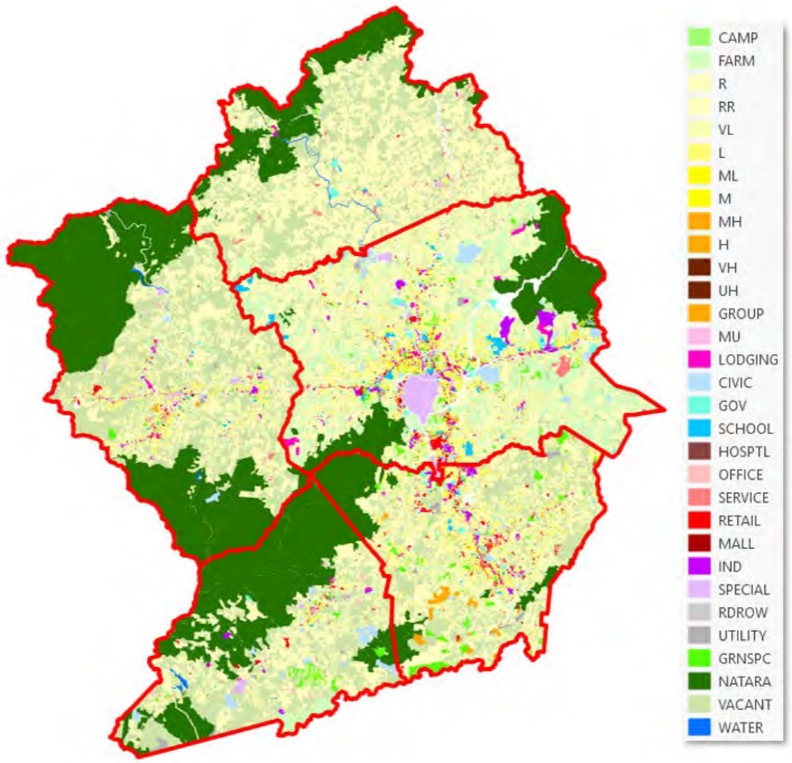

Figure 5. *Parcel-level ELUSE map for the five-county study area.*

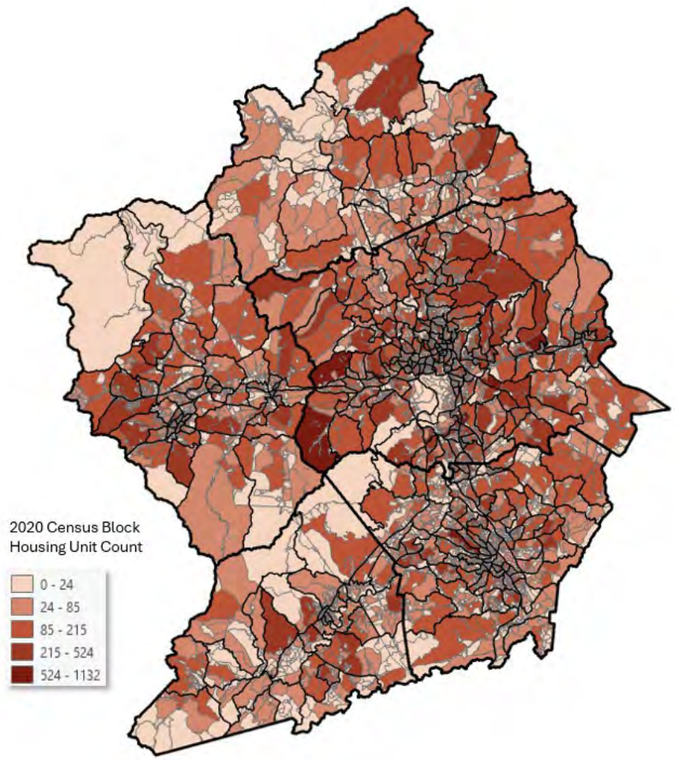

Figure 6. *U.S. Census 2020 Block Groups and Blocks with Housing Unit Counts*

U.S. Census American Community Survey (ACS) Block Group Tabulations

Many useful statistics, such as housing units by number of units in structure, or household counts by size and income category, are available at a block group level from the U.S. Census Bureau. One-year and five-year rolling estimates are published annually for most data series. ACS block group data downloaded and used by the consulting team include:

- Housing units by number of units in structure
- Households by income group
- Median household income

U.S. Census ACS Public Use Microdata Statistics (PUMS)

In addition to block group summary statistics, anonymized individual records from the ACS are available for Public Use Microdata Areas (PUMAs), providing access to customized cross-tabulations and statistics not available through standard block group tabulations. For example, these data allow deeper investigation of vehicle ownership rates, or number of school-age children, by household size and income.

Environmental Protection Agency (EPA) Smart Location Database

The Smart Location Database (or SLD) is a special product developed by consultants to the EPA which leverages U.S. Census ACS block group tabulations and other data sources (such as General Transit Feed Specification, or GTFS data, as well as routable highway networks from the navigation firm HERE) to calculate many metrics which have been found useful by planners. The most recent available edition of this dataset is 2019.

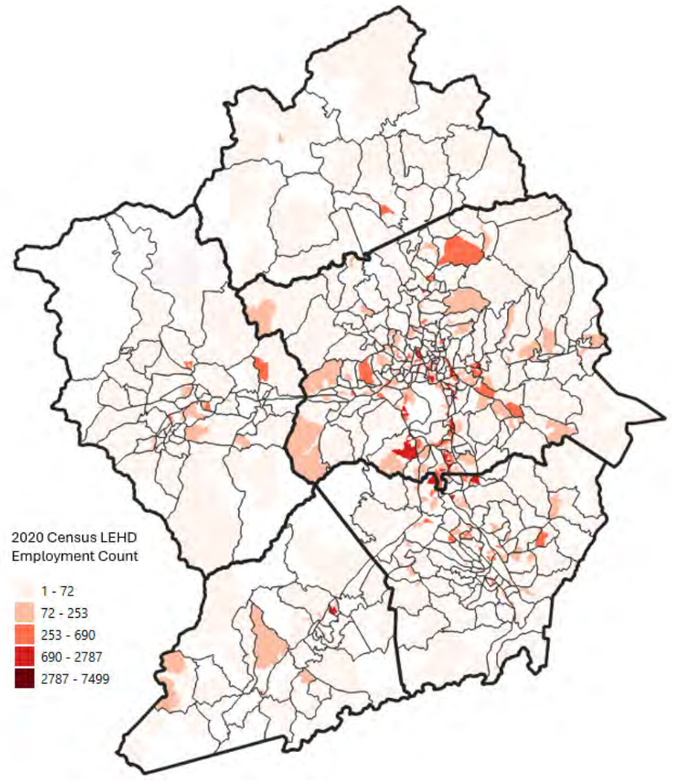

Figure 7. *Block-level 2020 LEHD employment statistics with block group and county boundaries*

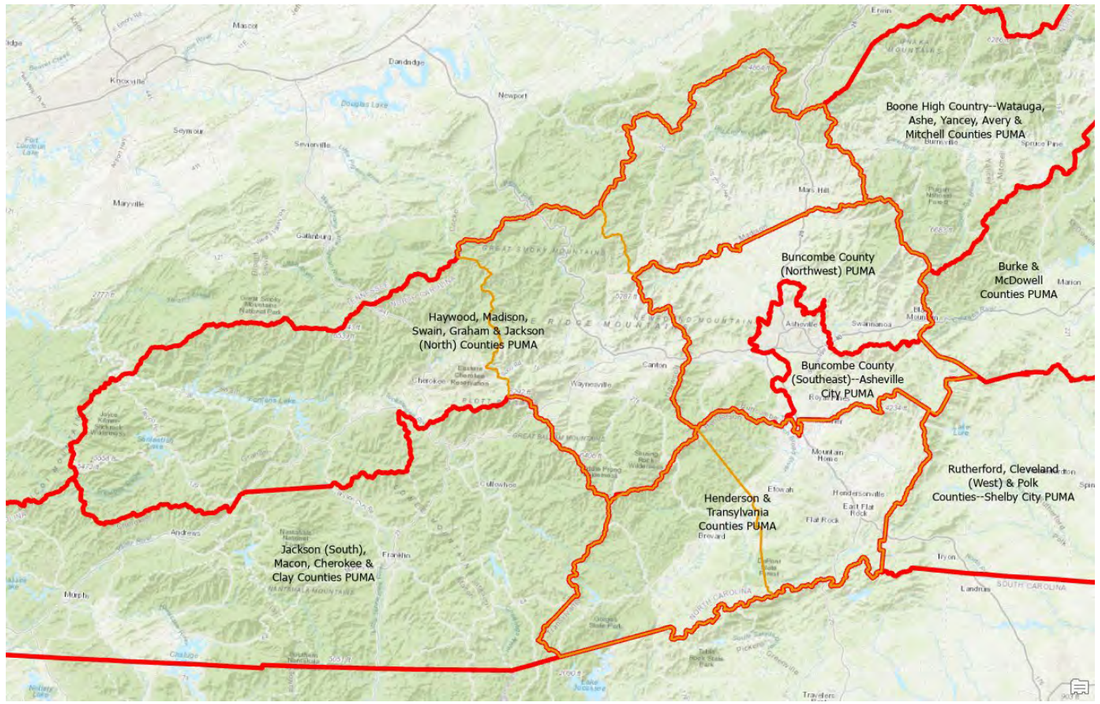

Figure 8. *U.S. Census 2010 Public Use Microdata Areas for the FBRMPO region*

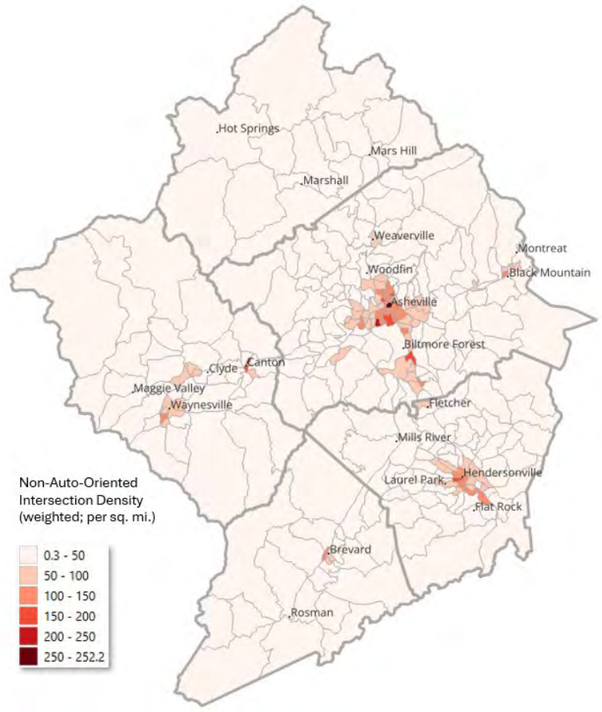

Figure 9. *EPA SLD intersection density data at block group level.*

InfoUSA Business Establishment Point Data

The region's travel demand forecasting model requires as input employment by transportation analysis zone categorized according to super-sectors that are defined as aggregations of three-digit NAICS sectors. This requirement cannot be met by the Census LEHD/LODES employment data noted above, so NCDOT purchased, processed, and made available to the consulting team a privately-developed dataset of business establishment points with five-digit NAICS classification and job counts by site. This dataset formed the basis for compiling base year (2020) employment data for input to the region's travel demand model

Travel Model Base Year

NCDOT and FBRMPO cooperatively develop and maintain a regional Transportation Analysis Zone (TAZ) layer and associated socio-economic data for input to the regional travel demand model for the five-county study area. Prior to the consulting team's notice to proceed, the boundaries of this layer were re-aligned with 2020 Census Tabulation Blocks, for easier comparison between public and private data sources.

It is worth noting that the 2020 travel model base year is closer to 2019 conditions in reality, due to the exceptional and anomalous nature of employment and travel patterns during the COVID-19 pandemic, whose effect was most strongly felt during 2020. The travel model base year condition might be thought of as a counterfactual case in which the COVID-19 pandemic never happened. Though non-essential employment levels did respond very quickly to shutdowns and furloughs triggered in response to the pandemic, and some households made location shifts to facilitate remote work or outdoor recreation during this time, those shifts are probably not captured in the base year data.

The previous (2015) generation travel model was also used to some extent, despite being based on a different TAZ system. Specifically, we derived measures of household access to jobs and labor market access using the calibrated 2015 congested origin-destination highway skim tables and 2015 socio-economic input data. This allowed us to create a predictive model with five-year time lags, such that 2020 transportation network conditions influence 2025 land use, 2025 affects 2030 land use, and so on to the 2050 planning horizon. Standard attribute transfer techniques were applied using GIS software as needed to relate 2015 accessibility measures to 2020 TAZs.

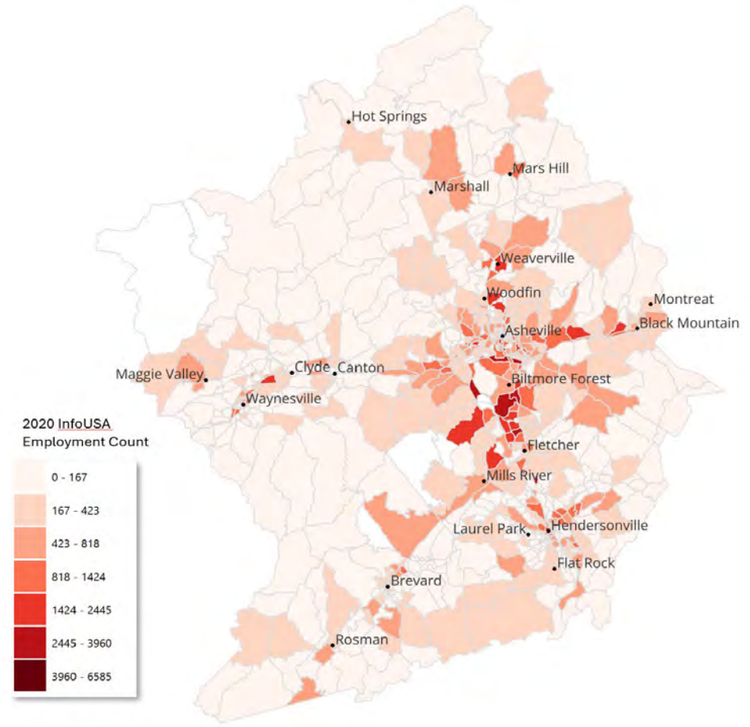

Figure 10. *2020 Transportation Analysis Zones with InfoUSA job counts*

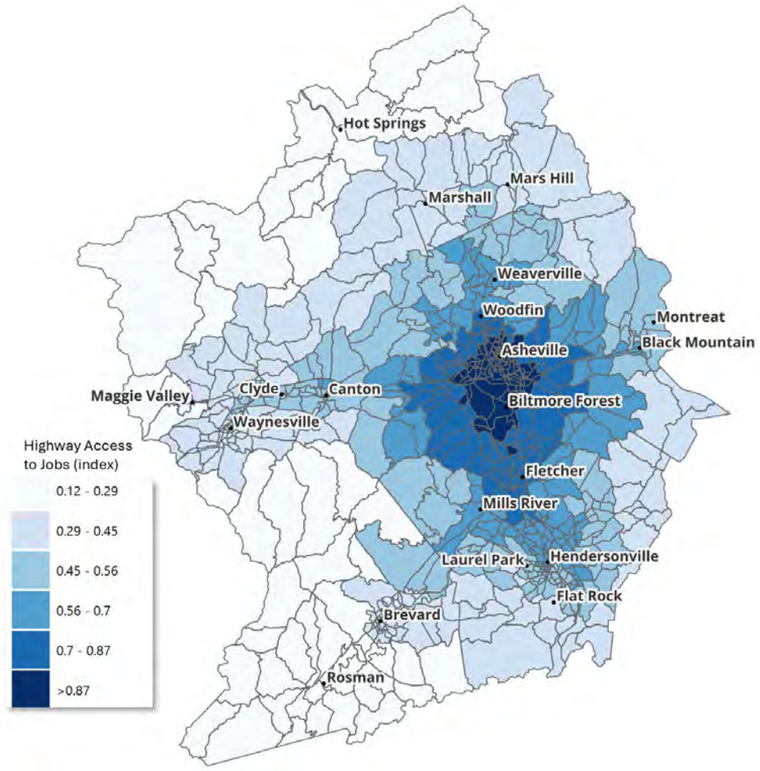

Figure 11. *Year 2015 highway access to jobs, transferred to 2020 TAZ system*

Helene Impacts

In late 2024, Hurricane Helene triggered extensive flooding and landslides throughout the study area, affecting the region's land use patterns. In the immediate aftermath, and as of this writing, the impacts of this natural disaster on land use remain incompletely understood. None of the publicly available data sources mentioned previously (i.e. the 2020 ELUSE data, U.S. Census Data, and 2020 base year travel model input data) capture the impact Helene may have had or will continue to have on land use patterns, moving forward. To provide the consulting team with a better understanding of these impacts, FBRMPO staff arranged to grant limited access to a GIS data source known as ICEYE, which allows for detailed mapping of inundation and flood extent during the hurricane event. We combined these data with unemployment statistics and insights gathered from the FINMAP resources available to the public to build a simulation of hurricane-induced land use impacts, akin to a "digital twin" in that it represents a model of a process in motion, rather than a future or historical condition.

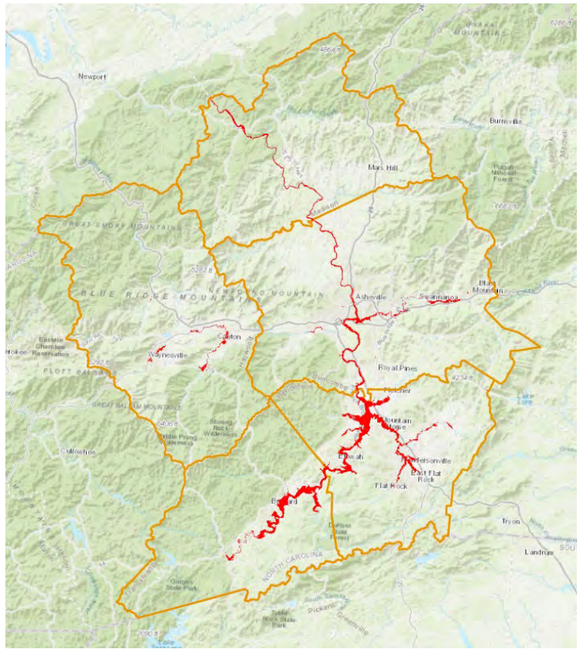

Figure 12. *Helene flood extent (in red, Source: ICEYE)*

Land Use Policies & Regulations

GIS data were provided by FBRMPO to allow mapping of applicable zoning codes where available throughout the study region. Rather than attempt to translate and hard-code these restrictions as explicit rules in our allocation model, we used them as input to the land use change model, which is described in a later section. Zoning data were obtained for the following jurisdictions:

- Asheville
- Biltmore Forest
- Black Mountain
- Brevard
- Buncombe County
- Flat Rock
- Fletcher
- Haywood County
- Henderson County
- Hendersonville
- Hot Springs
- Laurel Park
- Madison County
- Mars Hill
- Mills River
- Montreat
- Weaverville
- Woodfin

The consulting team, with help from FBRMPO staff, also obtained and reviewed comprehensive plans and future land use maps for much of the study area. We found that most such documents offered only qualitative insights regarding aspirational goals held by cities and counties, not hard indications of likely growth patterns. Thus these plans were not directly input to our forecast, but rather relied upon to develop qualitative understanding of the region.

Future Real Estate Development Projects

In most regions, local planners can enumerate a list of real estate development projects that are highly likely to be built within a short-term time range (e.g. 5-10 years). These include permitted projects as well as those that may not have a permit but are nonetheless widely considered to be likely to move forward through the planning and permitting process. The Manhan team working on the 2045 socio-economic land use forecast for the FBRMPO region previously gathered a list of such projects, some of which had expected build dates falling within the post-2020 timeframe of the current study.

For the current study, we planned to use a web-based development data crowdsourcing tool to QA/QC and validate our previously gathered development project list. Unfortunately, our release of this tool to local partners coincided with the Helene event and aftermath, making it almost impossible to solicit local input. Instead, we performed some in-house filtering of our project list and included it as an “index” of recent trends which would influence, but not dictate, short-term allocations. Later, by January 2025, local partners were in fact able to provide some information regarding likely near-term real estate development projects; while the non-residential component of these were too qualitative to include explicitly we did incorporate housing projects from this list in our interim future household allocation process.

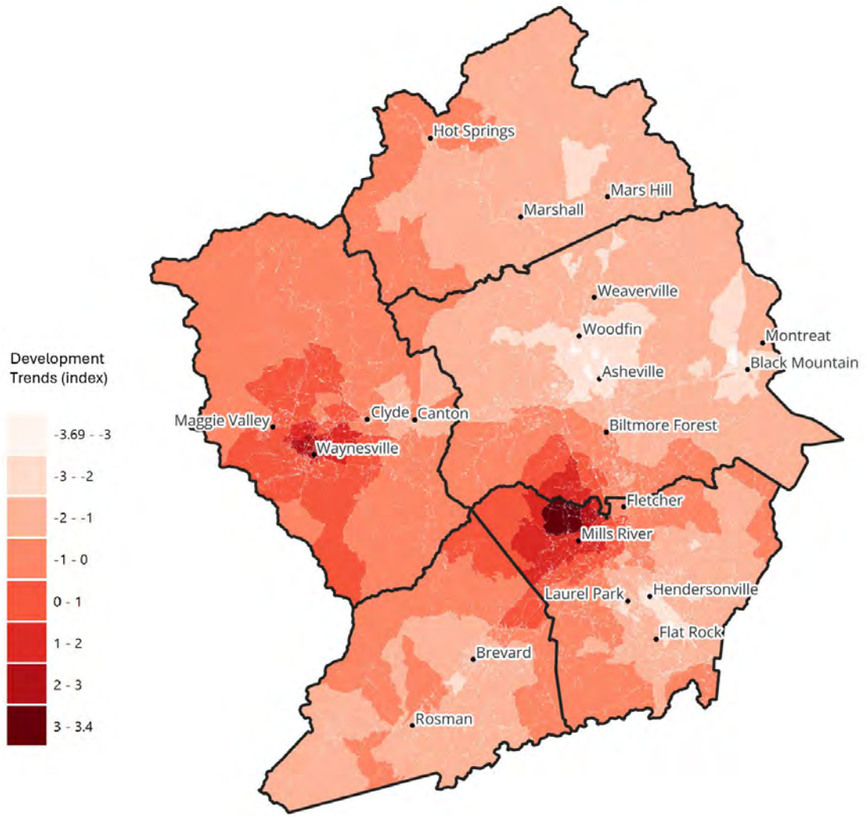

Figure 13. *Development trends index, based upon previously collected inventory of upcoming real estate projects.*

Forecast Methodology

Manhan developed a data-driven approach to preparing socio-economic land use forecasts for the five-county Greater Asheville study area. In so doing, we created a system of interrelated sub-models, which we shall refer to as the Asheville Region Land Use Model (ARLUM). The diagram in Figure 14 provides a high-level overview of the ARLUM system. The following sections provide more technical details about each of the sub-models as well as input and output data flows.

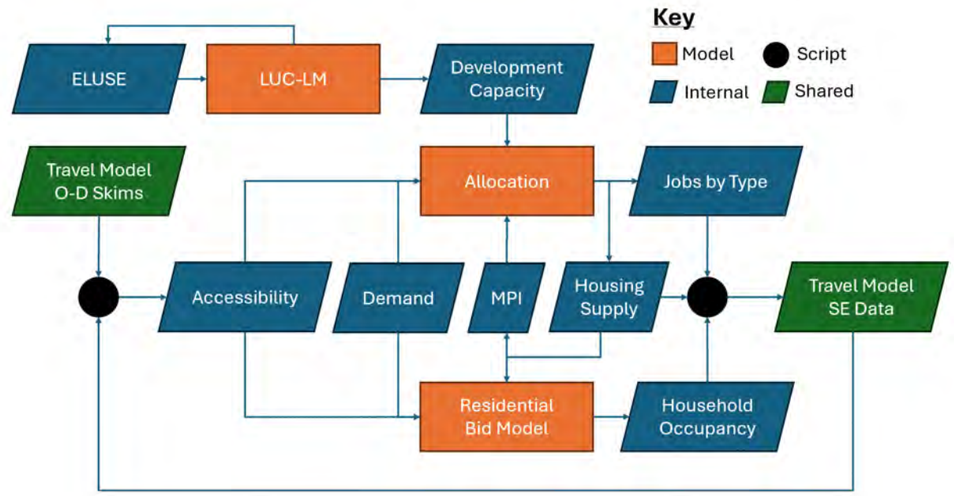

Figure 14. *High-level ARLUM process schematic.*

Employment & Household Forecasts

As noted previously the North Carolina State Demographer does not provide projections of households, nor jobs. Meanwhile, the privately-developed employment and household forecasts that we obtained were based upon population projections that differ from the state's assumptions adopted as the basis for our study. Therefore, we applied the following methodology to adjust the Moody's household and employment forecasts for greater consistency with the State's projections:

1. An adjusted household forecast was computed by multiplying the State population forecast by the average household size (persons per household) given by Moody's.
2. The adjusted employment forecast was then computed by multiplying the adjusted households forecast by the jobs per household ratio found given by Moody's data.

Woods and Poole data were mainly used to further disaggregate the adjusted Moody data. For example, the Woods and Poole CEDDS provides employment projections for 20 industry sectors, as well as breaking out its household forecast by income group.

Prior to allocation, the control totals described above are converted into five-year increments of change, or "deltas", for allocation. This allowed for an allocation process that is additive, rather than multiplicative, starting with the base year spatial distribution of socio-economic land use gathered by NCDOT and FBRMPO, and adding or subtracting increments of change, rather than applying growth rates or shifts in shares of growth over time. Increments of change may be negative under either of two conditions:

5. In the housing market, there is an underlying "churn" of housing being abandoned at the same time as new housing is built, which results in "hidden" declines that are masked by an overall increase in the supply of housing stock across the region. By quantifying this churn and allocating some negative as well as positive growth increments, we are able to capture localized declines as well as redevelopment and housing stock turnover in more dynamic neighborhoods.
6. Certain employment sectors are projected to have declines during the forecast period; in some cases only temporarily, during specific five-year time increments, or in other cases throughout the entire forecast series. We allocate negative increments in these cases; however we do not attempt to quantify and allocate churn in general for the non-residential real estate market.

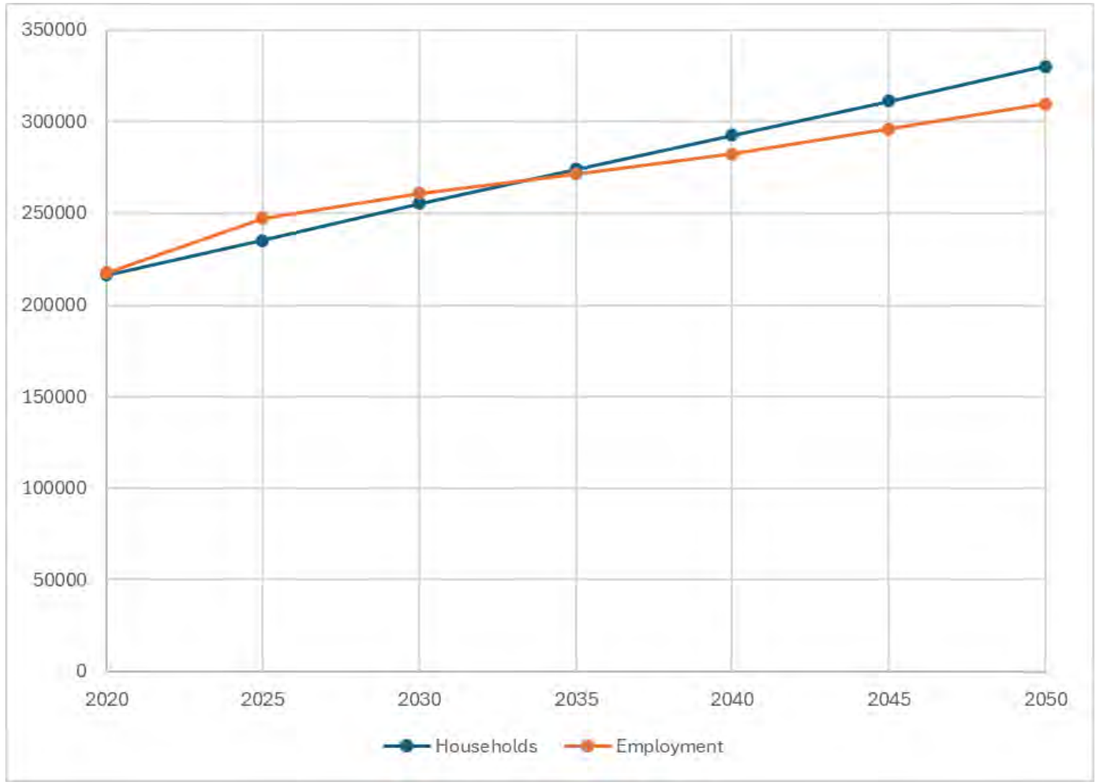

Figure 15. *Total jobs and households, 2020-2050, five-county study area*

Residential Bid-Auction Model

Bid-rent theory is a well-established core principle of urban economics which holds that land, and property built on that land, tends to be occupied to the highest-paying use in a competitive urban real estate market with diverse buyers who value property and location characteristics differently. This principle is embedded in the "highest and best use" criterion used by appraisers to determine how to value property.

The bid-*auction* approach to land use modeling is derived from bid-rent theory, providing a set of mathematical equations for predicting the outcomes of a property auction. In effect, it models the seller's choice of tenant or the landlord's choice of buyer. In either case a key factor determining the outcome of such an auction (which may be implied, rather than a real "auction" as for livestock or on eBay) is the buyer's willingness and ability to pay, and theoretically, the price paid by the buyer or renter is the "expected maximum bid" among all those that might be placed by potential occupants of a property. A complete bid-rent system is created if the output of a bid-auction model is input to a price prediction model.

By themselves, bid-auction models are convenient tools for predicting the occupancy characteristics of real estate units. This is especially helpful in residential real estate markets, where developers and land use planners typically quantify housing in terms of single-family and multi-family unit counts, yet travel models need to know the average size and income of the households living in those units, in order to predict their travel behavior. Bid-auction models translate between housing units and households in an intelligent manner, taking into account the prevailing household size and income distribution as well as the characteristics of housing units and the locations in which they are found. This includes accessibility measures, such as access to jobs from the place of residence. Bid models are especially good at capturing sensitivity to such variables because they allow the response to vary depending upon the specific type of household–larger households generally demand more space, for example, and are willing to trade it for a compensating reduction in access to jobs. See Appendix B for more details regarding bid model parameters; explanatory variables considered in the ARLUM residential bid model include:

- Bidding household size
- Bidding household income
- Zonal household density
- Zonal job density
- Drive access to jobs

The bid model outputs are used to predict two zonal inputs required by the travel model: average household size and median income. Average household size is calculated by taking the joint size and income distribution of households predicted by the bid model, multiplying by persons per household for each size-income category (tabulated from 2019 Census ACS PUMS data), and dividing by the total number of households. The median income is predicted using a regression model based on household income distributions, which was estimated from 2019 Census ACS Block Group tabulations data. Both are corrected to compensate for deviations between model output and base year zonal data.

The ARLUM bid model does not produce "rent", or property value metrics, but rather a Market Pressure Index (MPI), which represents the net effect of competition on the value of a given location and product type in the real estate market. The MPI of the ARLUM bid model is an input to the housing Allocation model, such that more housing of a certain product type will be allocated to areas with greater MPI values for that product type.

Allocation Model

In ARLUM, land uses are spatially allocated using the Open Land Allocation Framework (OLAF), an open-source codebase which was developed by Manhan as a replacement for the CommunityViz Allocator 5 model in the course of a previous study. We had proposed to use CommunityViz, but found that it did not serve our clients' needs due to the following:

- Lack of stable ArcGIS Pro support;
- Inefficient operation at the parcel level of analysis;
- Atypical implementation of location choice models;
- Challenges for integration with travel models; and
- Barriers to model sharing and access due to licensing.

CommunityViz was used by FBRMPO consultants for 2040 long-range land use forecasts made ten years ago, but during the 2045 study, Manhan found that this CommunityViz model was not available in complete operational form. At that time we built a more open-source land use forecasting model based upon the R programming language and the open-source mu-Land bid-rent module created with funding from the Lincoln Institute of Land Policy. The current phase of development continues in that vein, yet the Allocation model is based upon Python, rather than R, to facilitate integration with ArcGIS Pro geoprocessing.

The algorithm implemented coded in the Allocation Python script is as follows:

1. The input dataset and control file are read, including global parameters as well as geographic attributes.
2. Variables are initialized by evaluating a set of expressions coded in the control file on all of the geographies in the input dataset. Hard-coded development (such as scheduled development projects) may be added at this time.
3. A development "queue" comprising all of the real estate units defined in the control file is enumerated and shuffled (so that no one unit type has priority over another). Note that allocation units may not equate to housing units or jobs; one unit may represent five jobs, for example.
4. For each unit in the queue:
   4.1. A sample of possible geographic location options is drawn from the input dataset. This is performed by first applying a query that can be used to exclude ineligible areas (e.g. areas with no development capacity), then sampling from the remaining records.
   4.2. A "value" expression, unique to the current real estate unit type, is evaluated for each viable location option. This is used to compute choice probabilities for each of the sampled locations, using a multinomial logit formula. More detail regarding the value expressions is provided in Appendix A; factors considered include:
      - Residential market pressure index
      - Intersection density
      - Sewer and water service
      - Average elevation and slope (or presence of steep slopes)
      - Proximity to minor arterials and major collectors
      - Proximity to freeway ramps
      - Labor and consumer market access via auto (lagged)
      - Transit service
      - Parcel land use type

   4.3. A location option is selected randomly, with probability determined by the choice model described above. A field defined in the control file for the real estate unit type is incremented by the unit size. (Note: there can be unit types which represent decrease in supply, instead of increase.)
5. After all units are allocated, a set of expressions coded in the control file are evaluated for all geographic areas in the dataset. This is generally used to re-compute total units by type, incrementing and decrementing as needed.

The Allocation control file allows for extensive user configuration in order to handle special cases. For example:

- In the 2020-2025 increment, a "development trend" index, derived from the previously collected list of real estate projects, was incorporated into the value functions, to encourage development to follow actually observed trends.
- In 2025, a specially-configured Allocation run simulates the impacts of flooding caused by Hurricane Helene, removing jobs at affected businesses, and relocating affected households.
- In the 2025-2030 increment, committed real estate development projects are pre-loaded as a fixed offset of growth with known spatial distribution or location, and deducted from the housing increments to be algorithmically allocated.
- Development location preferences were modified slightly between scenarios to create alternative spatial distributions of growth. For example, observed preferences for areas with more walkable street design (measured using intersection density as a proxy) were boosted in the Consolidated growth scenario, as was business preference for locations served by transit.
- The filter function applied before sampling potential candidate locations is implemented as a capacity constraint, with build-out capacity rates derived from analysis of base year ELUSE data. For the Consolidated growth scenario, the capacity of zones previously designated by FBRMPO staff as "Walkable Urban Places" (or WalkUPs) was boosted, whereas in the Dispersed growth scenario, lower build-out densities were assumed across the entire region.
- A secondary, TAZ-level Allocation run is performed as a post-process to the main model, in order to assign growth in lodging to zones within the study area.

Build-Out and Land Use Change Analysis

As noted above, the build-out capacity of a block for each land use type is an important input to the Allocation process, since it strictly constrains the amount of development that can occur there. This input was initially calculated based upon the 2020 ELUSE data, applying a set of maximum expected density rates to each parcel. For undevelopable and natural protected lands, this maximum density would be set to zero, prohibiting any land use of any kind. The residential land use types in the

ELUSE classification scheme are density-based, so the definition of each includes a maximum density value, usable for calculating build-out capacities. For non-residential land uses, the maximum expected density values were estimated in a more analytical manner:

1. InfoUSA business establishment points were combined with ELUSE parcels using GIS to tabulate jobs by land use type. Illogical combinations of land use type and industry code were excluded.
2. The distribution of estimated job density (jobs per acre) by land use type was summarized and the 80th percentile density for each land use type was selected as the assumed build-out rate.

There are multiple reasons for selecting 80th percentile values, rather than the maximum observed values, or 80% of the maximum observed values, such as:

- Though detailed, the InfoUSA and ELUSE data can be unreliable, especially for small businesses and niche land uses. The potential for spatial mismatch between job sites and parcels is also significant. Some extreme outlier density values may be observed due to data quality issues.
- The build-out density rates affect only future allocated growth, not existing. Thus choosing a lower value does not cause the model to eliminate existing development, only control and reduce the potential for over-allocation to already-dense areas.
- The default build-out density rates are intended to represent the normal, "business as usual" baseline case. For certain scenarios, these are selectively increased or decreased; thus choosing an extremely high capacity assumption would leave no room for differentiation between the scenarios based upon changes to policies affecting build-out in certain areas.

The non-residential build-out density rates assumed for each scenario are shown in Figure 16.

	Density (jobs per acre)	
Type	Dispersed Scenario	Other Scenarios
Industrial	16.4	5.2
Commercial	41.6	13.1
Lodging	11.1	4
Office	57.9	19.2
Mixed-Use	30.8	6.1
Institutional	14	3.1
Special	25	1.1

Figure 16. *Build-out (maximum) densities by land use type*

Land Use Change Language Model

Historically, land use change modeling has been implemented using grid-based datasets, where each cell has a land use classification that is evaluated in the context of its neighbors' status. Land use changes are predicted for each gridcell based upon simple rules or using neural networks trained using machine learning techniques. The ARLUM land use change model has some similarities to such models, but leverages modern generative AI technology to add desired capabilities.

Thanks to the continued maintenance of historical land use classification in the ELUSE dataset, it is possible to construct land use histories as sequences of text tokens representing the state of the land use at a given time. The land use change model predicts the next token in each sequence. This next-token prediction is a task that language models have recently been shown to perform well, especially language models based upon the neural network architecture known as the "transformer." Transformer-based language models, even relatively small ones, have also been shown to quickly pick up on examples of the kind of sequence completion desired, and mimic these in their output; so, putting land use transition sequences of neighbor parcels in the string provided to a transformer-based land use sequence prediction model, we can expect those to influence the output, like how neighboring grid cells influence the subject of analysis in a traditional land use change model.

Like the existing land use data, the zoning data consist of a set of textual values in character fields of GIS layers that can be related spatially to parcels. Other potentially relevant information which was not originally stored as text can be converted easily, as shown in Figure 17.

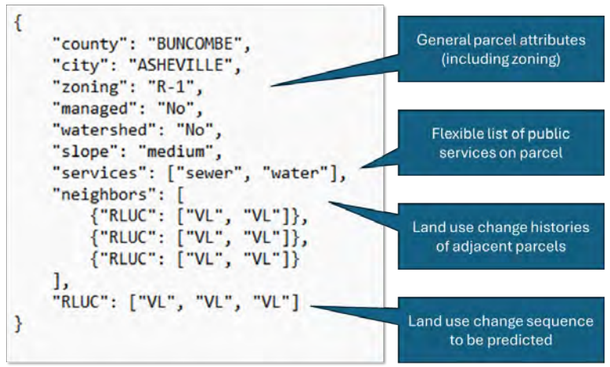

Figure 17. *Excerpt from the LUC-LM training dataset.*

We decided to base our model on a pre-trained language model from the StarCoder series trained by the BigCode consortium, for a variety of reasons:

- fine-tuning a model is far more efficient than training one from scratch, generally speaking;
- StarCoder is trained only on code repositories, so it has seen many examples of structured data stored as text, in formats similar to that of our corpus, with relatively less irrelevant general English language training material;
- furthermore the StarCoder models pose little or no risk of exposing either Manhan or FBRMPO to claims of copyright infringement, since their developers put significant effort into including only "permissively licensed" (e.g. open-source) code repositories in their training dataset. This should be especially un-concerning given the limited and highly technical scope of the task being performed by the language model in this case.

Note that this application of generative AI is different from the way commercially available large language models (LLMs) are commonly used today: we did not seek to "chat" with an AI about how land use patterns would evolve in the Greater Asheville region over the next thirty years. In particular, the use case described here does not require nor in fact benefit from the kind of "one-shot" or "zero-shot" behavior for which language models with billions of parameters are praised (in which they appear to perform arbitrary tasks with few or no examples provided by the user). Accordingly, we selected the smallest possible model in the StarCoder series (one with 117 million parameters) so as to minimize run times and energy costs.

In our validation tests, the Land Use Change Language Model (or LUC-LM) achieved 92.2% accuracy predicting non-residential development outcomes and over 80% accuracy for residential cases. This out-performed a gridcell-based model we previously trained using a more conventional neural network. However, even with optimizations applied, LUC-LM was too slow to apply by evaluating every parcel in the region at every five-year interval. This would also be unnecessary and unrealistic, because many parcels cannot change (due to protected or undevelopable status) or are very unlikely to change (due to mature or stable land use patterns). Note also that a parcel may increase its intensity of land use (i.e. adding jobs or households) without changing its basic land use type according to the ELUSE scheme.

To recognize these realities and limit the number of parcels evaluated by the land use change model, a screening model was developed to predict the likelihood that a parcel would change land use type. Job and household densities are input variables to this model, as well as the parcel's current land use, such that when there is increasing household density surrounding a parcel which is non-residential, that potentially creates pressure on the non-residential parcel to switch to residential. This creates a kind of feedback loop from the allocation outputs to the land use change model, and makes LUC-LM more sensitive to demand.

The parcel-level outputs of LUC-LM for each five-year time step are aggregated to the Census Block level used by the Allocation process, and the same maximum density assumptions described previously are applied in order to re-calculate build-out density. What the addition of LUC-LM to the system allows is the "unlocking" of extra capacity in later forecast years due to developers and governments making decisions that result in land use changes. Note that these are sensitive to zoning codes where those apply, but the model also works where few or no zoning laws exist, representing normative developer and local government behavior.

Tourism-Related Activity

The Greater Asheville region is a popular tourist destination thanks to its beautiful mountains and other natural scenery as well as a thriving downtown and attractions such as the Biltmore mansion. The COVID-19 pandemic temporarily suppressed visitor activity, yet it surged back and spurred a wave of hotel construction in the region.

A post-process allocates lodgings by type to TAZs within the region, based upon a measure of highway access to special attractions derived from the travel model, and the amount of service employment in each respective zone. While not 100% equivalent to hotel and accommodation lodging, the Service category does contain the NAICS sector(s) which correspond to hotels and related employment. Recognizing this relationship prevents the model from allocating hotels to zones with little or no service employment.

Alternative Scenarios

Initially, seven candidate scenarios were discussed with FBRMPO staff and the Prioritization Subcommittee. These were narrowed down to focus on the following four scenarios:

- **Baseline**: a "business as usual" growth pattern based upon continuation of trends.
- **Consolidated:** a growth pattern that seeks to place more development in low VMT areas.
- **Dispersed:** a growth pattern characterized by strict density limits and more rural development.
- **Accelerated**: a hypothetical condition assuming a higher than expected population growth rate.

All of the above scenarios, except the Accelerated scenario, utilize household and employment forecasts based upon the state demographer population projections presented earlier. All scenarios also start from the same base data and do not differ in outputs for the historical years from 2020 to 2025.

Baseline Scenario

There are certain stages at which assumptions regarding "business as usual" development change significantly. These include:

- From 2020 to ~2024 (which is actually a pre-Helene 2025 run), a "recent development trends" index, representing shares of committed development identified in the previous 2045 forecast study, is included. Most of those projects were found to have likely been completed between 2020 (the model base year) and the present year. The index serves to improve the quality of the forecast by allowing the simulation during this first timestep to be informed by what we know about actual development during that period.
- In addition, a "correction factor" was applied to compensate for initial deviations in 2024 output from observed spatial distributions (sourced from the ESRI Current Demographics dataset). These deviations likely stem from changes in behavior due to the impact of the COVID-19 pandemic, which was otherwise not captured in any of our parameter estimation datasets.
- For 2025, a special Helene-only iteration of the land use model was run. This run removes about 10,000 workspaces in areas affected by flooding, without re-allocation. An index representing likelihood and severity of flooding, derived from ICEYE and FINMAP data, drives the selection of jobs for removal. A similar index also drives relocation of households; however these are re-allocated to other locations within the region based upon the same site suitability index used in normal allocation processes. This is based upon research we reviewed finding that most households affected by natural disasters that choose to move do not relocate very far from where they lived before the disaster, and are likelier to move if they believe that they can upgrade their housing situation in the process.
- High-probability housing projects submitted to FBRMPO by local governments are pre-loaded to the blocks where they are located for the 2030 allocation time period. Most of this was approved or planned prior to Helene and the project information was gathered after Helene, implying that it probably was not canceled due to economic uncertainty following the storm.
- From 2025 to 2035, development capacity that falls within "floodway" zones is removed from consideration by the Allocation model, based upon the assumption that growth will not be allowed by cities in areas that were flooded by Helene or at high risk of future flooding. The restriction is relaxed from 2035 to 2050, based on the hypothesis that some communities may choose to allow such development again as the memory of the Helene disaster fades.

From 2035 on, the second half (or last 15 years) of the 30-year forecast is model-driven, meaning that the output is generated based upon interactions between the travel model and the land use change, allocation, and bid-auction sub-models of the land use forecasting system. To the extent that these models have parameters calibrated to match observed recent historical behavior (prior to 2020 in most cases), the output reflects a "business as usual" approach to real estate development and land use management. It may also be considered a "positive" forecast describing a likely future if no major changes were to occur, rather than a "normative" forecast that seeks to achieve a desired outcome.

Consolidated Scenario

In contrast to the Baseline scenario, the Consolidated scenario is defined with a specific policy goal in mind of guiding growth in such a manner as to reduce vehicle-miles traveled and improve resident quality of life by concentrating development in more walkable neighborhoods as well as other areas which offer alternatives to private auto mobility. More specifically, it differs from the Baseline scenario in the following assumptions:

- The general residential developer preference for neighborhoods with walkable street design (measured by intersection density, a proxy metric commonly adopted by transportation planners and available in the EPA Smart Location Database for 2019) was boosted under this scenario. Note that we did not assert a preference where one did not previously exist, nor turn a negative term into a positive one; we simply increased an observed preference. Most members of the FBRMPO Prioritization Subcommittee commented that this is likely representative of actual shifts in behavior, a plausible shift given the nationwide surge in outdoor recreation during the COVID-19 pandemic, not captured in our pre-2020 calibration data. However, if the preference shifts did not materialize in the future, the boost reflected in our forecast could be taken to represent any of a variety of possible economic incentive or subsidies that could be offered to households and housing developers in reward for locating in walkable communities.
- Service employment, the largest growth sector in the Asheville region, was found in our analysis to have some preference for workplace locations in areas served by public transit; we boosted this preference. Some other sectors were found to be slightly aversive to public transit; we zeroed out those parameters so that those jobs would at least not avoid areas well-served by the bus system. Again, if this change in preferences should not materialize organically, there are mechanisms for offering developers and businesses financial incentives to locate in such areas, working through Transportation Management Associations (TMAs) or local economic development organizations.
- FBRMPO staff had previously identified a set of geographic areas called “Walkable Urban Places”, or “WalkUPs”, which were key to the formulation of the growth scenario that was adopted in the 2045 MTP. For this round, we boosted the development capacity of blocks located within WalkUP areas. This may require action on the part of local planning and zoning officials to allow up-zoning or increase density limits within walkable neighborhoods.
- In the land use change model, we added a penalty to deter development of hitherto undeveloped land. This should generally prevent the creation of large amounts of capacity on the exurban outskirts of the region, limiting supply to areas that are more well-served by existing infrastructure. The implementation of this measure would largely depend upon the favorability of local government planning, zoning, and permitting actions towards greenfield development; regional coordination would be required to communicate the shift in policy and build consensus around conservation and preservation of open and green space as a community goal.
- The Baseline and other scenarios reflect continuation of the observed trend towards an increasing share of single-family housing in the available supply stock. By contrast, in the Accelerated scenario a 50/50 balance between new single-family and multi-family unit types is asserted for new housing. There is some basis for this in the fact that the “scheduled” development, or known near-future housing projects submitted by local partners, is heavily weighted in type towards multi-family housing. Additionally, the continued existence of a housing affordability crisis generally indicates pent-up latent demand for more housing that can be most economically provided as housing units in multi-family buildings (or auxiliary units, which are not really distinguishable from multi-family housing in our analysis due to limitations in how residential land uses are classified in the ELUSE dataset).

Dispersed Scenario

This scenario examines the hypothesis that density causes congestion and other urban problems; as such, it is diametrically opposite the Consolidated scenario in many ways. Key differences in assumptions from the Baseline include:

- Maximum allowed density constraints were lowered across the entire region for all land use types. Since these constraints are only checked when new units are allocated to a block, the modified limits do not remove or demolish existing high-density urban places; however, these would not be allowed to grow and no new development would be allowed to reach similar levels of density.
- Conversion of undeveloped, unprotected land is given a boost in the land use change model. This means that while development is limited in already-dense areas, creation of new capacity is encouraged via greenfield development.

No changes to behavioral parameters or preferences were assumed in this scenario. The split of single-family and multi-family housing development is the same as in the Baseline scenario.

Accelerated Scenario

As discussed previously, both of the private-sector population forecasts we reviewed showed lower population growth than the adopted forecast developed by the North Carolina State Demographer. Investigation of the reasons for this revealed that the Woods & Poole projections show lower working-age population than the official projections. This may drive some of the difference betweeen the public and private forecast data sources.

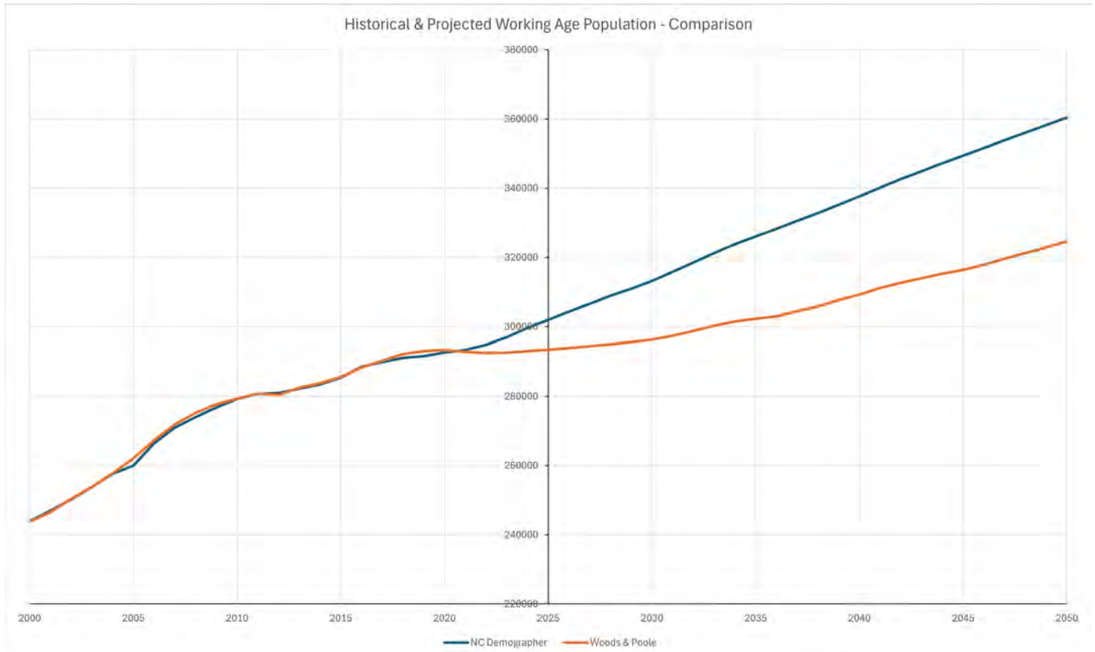

Figure 18. *Comparison between state and private working-age population projections for the study area.*

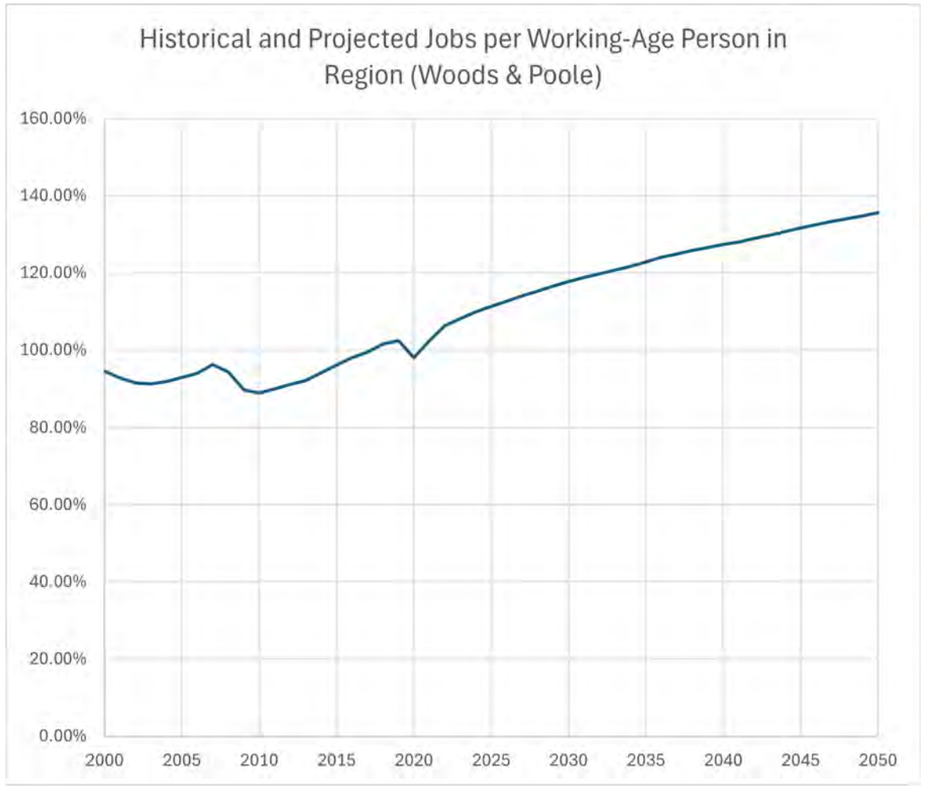

Figure 19. *Historical and projected jobs per working-age resident in the study area, according to Woods & Poole CEDDS.*

As shown in Figure 19, Woods & Poole also appears to be extrapolating a trend of increasing jobs per working-age resident in the region, which began in 2010 and passed the 100% mark just prior to 2020. This means that the region is likely currently importing workers from outside the five-county area, e.g. via supercommuting, or telecommuting, or migration of workplaces to exurban locations on the fringe of the region.

According to 2016-2020 5-year ACS Commuting Flows data, over 11,000 workers commute into the study area from counties within a 10-mile straight-line buffer of the border. This is actually more than the 7,000-person gap between area jobs and working-age residents reported by Woods and Poole for 2019, so the hypothesis that some workers may be leaving the region for more affordable housing is plausible. High ratios of jobs per working-age resident seems to be a relatively recent trend, however, and given the state demographer's methodology it is not surprising that this trend wouldn't play a major role in their future projections.

The Accelerated growth scenario asks what would happen if the trend of importing workers were reversed, rather than extrapolated as in the Woods & Poole forecast. As such it contains the following major differences in assumptions from the Baseline:

- The household growth rate is doubled, starting in 2030. This assumption was taken from the "higher demographic growth rates" scenario tested in a 2022 Environmental Protection Agency (EPA) study examining "Resilience Under Scenarios of Global Change".
- External-internal trip volumes were reduced in the travel model, reflecting the idea that, with greater housing capacity within the region, fewer workers would be living outside the region and commuting into it every day.

The Accelerated scenario is also a useful sensitivity test of the model system as a whole. By pushing beyond the limits of observed growth trends this scenario may provide insights into how congestion–which is driven by household travel activity–shapes the spatial distribution of growth in a land-use/transportation interaction (LUTI) model like the one developed for FBRMPO.

Summary Findings

Our most decisive metric for distinguishing the transportation performance impact of these different land use scenarios is vehicle-miles traveled, or VMT. VMT is strongly correlated with many highway system externalities, such as air pollution and CO2 emissions, traffic safety impacts, and overall dependence on automotive transportation, which implies less active transportation and concomitant community health impacts.

			VMT Difference From Baseline Scenario					
Facility Type	**Baseline VMT**	**Share**	**Accelerated**		**Consolidated**		**Dispersed**	
Centroid Connectors	2,115,519	9%	679,230	32%	-318,758	-15%	72,140	3%
Minor Thoroughfares	4,314,834	19%	2,030,186	47%	-727,453	-17%	158,636	4%
Boulevards	626,299	3%	141,164	23%	-18,890	-3%	22,696	4%
Expressways	409,089	2%	56,442	14%	-55,633	-14%	460	0%
Freeways	9,318,213	41%	706,615	8%	-228,810	-2%	59,643	1%
Other Major Thoroughfares	5,928,666	26%	1,425,369	24%	-645,109	-11%	118,935	2%
All Types	**22,712,619**		**5,039,006**	**22%**	**-1,994,654**	**-9%**	**432,511**	**2%**

Figure 20. *Baseline scenario VMT by highway system element as well as differences between scenarios.*

As shown in Figure 20, the Consolidated scenario achieves a 9% reduction from Baseline 2050 levels. The Dispersed scenario shows slightly higher VMT than the Baseline 2050 level, due to the generally sprawling pattern associated with lower density levels and greater propensity for greenfield development, creating longer average trip lengths. The Accelerated scenario has higher VMT than all other scenarios due to the much greater number of households generating trips.

Another key metric of system performance is the share of regional trips made by auto, bus transit, and non-motorized modes of travel such as walking or biking. Utilization of non-auto modes is generally associated with better public health outcomes. The Asheville regional travel demand model predicts that the Consolidated land use scenario would yield the highest walk/bike and transit mode shares of the four scenarios tested, though cars would still be used for the vast majority of trips.

	Auto		Walk/Bike		Transit	
Scenario	**Trips**	**Share**	**Trips**	**Share**	**Trips**	**Share**
Baseline	1,917,718	94.2%	107,785	5.3%	11,011	0.5%
Consolidated	1,726,887	93.2%	113,127	6.1%	12,800	0.7%
Dispersed	1,935,389	94.5%	102,162	5.0%	9,844	0.5%
Accelerated	2,528,672	94.9%	123,871	4.6%	11,750	0.4%

Figure 21. *Year 2050 trips by mode and mode shares for the four scenarios (daily total, all trip purposes).*

The FBRMPO board approved the adoption of the Consolidated scenario as the preferred growth pattern for the region, per the recommendation of FBRMPO staff, the MPO's Prioritization Subcommittee, and the Technical Coordination Committee (TCC). Figure 21 provides a high-level summary of the growth characteristics of this scenario in tabular format, showing households and employment for 2020, 2030, 2040 and 2050 broken down by county as well as the largest city in each county. In general, the assumptions input to the Consolidated scenario result in a pattern where, in each county, the share of households in the largest city increases over time, i.e. households are concentrated in cities. For example, in 2020, Asheville had a roughly 37% share of Buncombe County households; in the 2050 Consolidated scenario, that share rises to 45%. Hendersonville's share of Henderson County households also increases, from 45% to 50%. The picture for employment, however, is more complex: Hendersonville, Mars Hill, and Brevard increase their shares of Henderson and Madison County jobs, yet Asheville and Waynesville decrease in share of their respective counties' employment bases (despite increasing overall).

	2020		2030			2040			2050		
	#	%	Δ	#	%	Δ	#	%	Δ	#	%
Buncombe	**129,142**		**16,333**	**145,475**		**16,778**	**162,253**		**15,932**	**178,185**	
Asheville city	47,686	36.9	9,289	56,975	39.2	12,338	69,313	42.7	10,486	79,799	44.8
Other Buncombe towns	81,456	63.1	7,044	88,500	60.8	4,440	92,940	57.3	5,446	98,386	55.2
Haywood	**34,887**		**6,200**	**41,087**		**4,893**	**45,980**		**4,375**	**50,355**	
Waynesville township	11,515	33.0	2,120	13,635	33.2	2,707	16,342	35.5	2,084	18,426	36.6
Other Haywood towns	23,372	67.0	4,080	27,452	66.8	2,186	29,638	64.5	2,290	31,929	63.4
Henderson	**56,439**		**9,374**	**65,813**		**4,735**	**70,548**		**5,001**	**75,550**	
Hendersonville township	25,117	44.5	5,347	30,464	46.3	3,916	34,381	48.7	3,037	37,418	49.5
Other Henderson towns	31,322	55.5	4,027	35,349	53.7	819	36,168	51.3	1,964	38,132	50.5
Madison	**11,044**		**489**	**11,533**		**(569)**	**10,964**		**44**	**11,008**	
Mars Hill township	2,032	18.4	133	2,165	18.8	(4)	2,161	19.7	84	2,244	20.4
Other Madison towns	9,012	81.6	356	9,368	81.2	(565)	8,803	80.3	(40)	8,763	79.6
Transylvania	**19,020**		**549**	**19,570**		**(110)**	**19,460**		**535**	**19,995**	
Brevard township	5,703	30.0	366	6,069	31.0	344	6,413	33.0	442	6,855	34.3
Other Transylvania towns	13,317	70.0	184	13,501	69.0	(454)	13,047	67.0	93	13,140	65.7
Grand Total	**250,532**		**32,945**	**283,477**		**25,728**	**309,205**		**25,887**	**335,092**	

Figure 22. *Households by County and largest cities/towns, 2020-2050, Consolidated scenario. Note: U.S. Census County subdivisions used for tabulations by city and/or township. Key: "#" denotes the number or count of households within the designated geography, "Δ" denotes change between years, and "%" denotes the share of county totals for a given year.*

	2020		2030			2040			2050		
	#	%	Δ	#	%	Δ	#	%	Δ	#	%
Buncombe	**176,494**		**16,848**	**193,343**		**11,710**	**205,052**		**13,869**	**218,921**	
Asheville city	118,964	67.4	7,879	126,843	65.6	7,432	134,275	65.5	8,175	142,450	65.1
Other Buncombe towns	57,530	32.6	8,969	66,499	34.4	4,277	70,777	34.5	5,694	76,471	34.9
Haywood	**26,623**		**3,313**	**29,936**		**2,059**	**31,995**		**2,941**	**34,936**	
Waynesville township	14,256	53.5	863	15,119	50.5	854	15,972	49.9	1,164	17,137	49.1
Other Haywood towns	12,367	46.5	2,450	14,817	49.5	1,205	16,022	50.1	1,777	17,799	50.9
Henderson	**58,549**		**8,796**	**67,345**		**5,419**	**72,763**		**6,521**	**79,284**	
Hendersonville township	32,064	54.8	5,420	37,484	55.7	3,588	41,072	56.4	4,078	45,150	56.9
Other Henderson towns	26,485	45.2	3,376	29,861	44.3	1,831	31,692	43.6	2,443	34,135	43.1
Madison	**5,978**		**1,397**	**7,375**		**516**	**7,892**		**896**	**8,788**	
Mars Hill township	1,509	25.2	492	2,001	27.1	207	2,208	28.0	325	2,532	28.8
Other Madison towns	4,469	74.8	906	5,375	72.9	309	5,684	72.0	572	6,256	71.2
Transylvania	**15,833**		**2,947**	**18,780**		**1,698**	**20,477**		**2,480**	**22,957**	
Brevard township	9,248	58.4	1,712	10,960	58.4	1,138	12,098	59.1	1,616	13,714	59.7
Other Transylvania towns	6,585	41.6	1,235	7,820	41.6	559	8,379	40.9	864	9,243	40.3
Grand Total	**283,477**		**33,301**	**316,778**		**21,401**	**338,179**		**26,707**	**364,886**	

Figure 23. *Employment by County and largest cities/towns, 2020-2050, Consolidated scenario. Note: U.S. Census County subdivisions used for tabulations by city and/or township. Key: "#" denotes the number or count of jobs within the designated geography, "Δ" denotes change between years, and "%" denotes the share of county totals for a given year.*

Caveats and Next Steps

Though current general plans and future land use maps were reviewed by the consulting team during the preparation of this forecast, they did not directly inform any of the allocation scenarios, due to the lack of any specific quantitative information found in these documents of sufficient detail for use as input to the forecast model system. The consultant recommends that general plans be reviewed in relationship to block-level and TAZ-level allocation outputs for the Consolidated for consistency in the future, as part of ongoing dialogue and coordination between local and regional government agencies.

By delivering a user-configurable land use forecasting system, rather than simply a static forecast, the consultant hopes to allow modifications to the Consolidated scenario as needed in the future, within the broad set of community preferences that it reflects. This may especially be necessary as information regarding Helene impacts becomes clearer. Future real estate projects and transportation infrastructure improvements can be added and evaluated to determine their real estate impact.

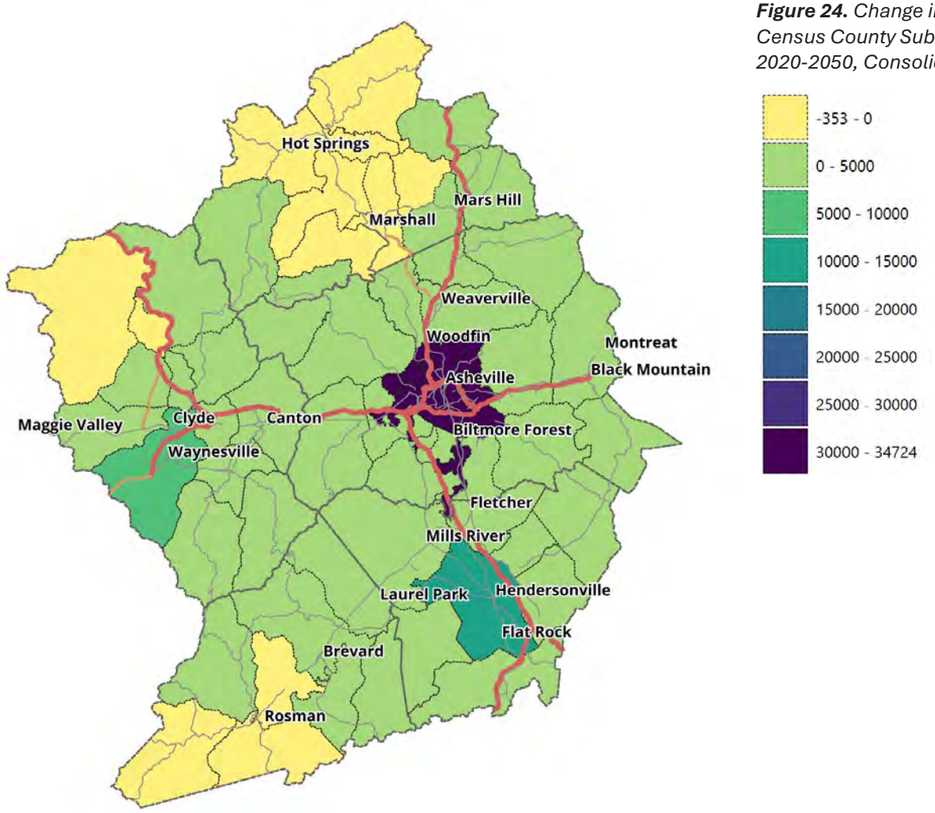

Figure 24. *Change in households, Census County Subdivisions, 2020-2050, Consolidated Scenario*

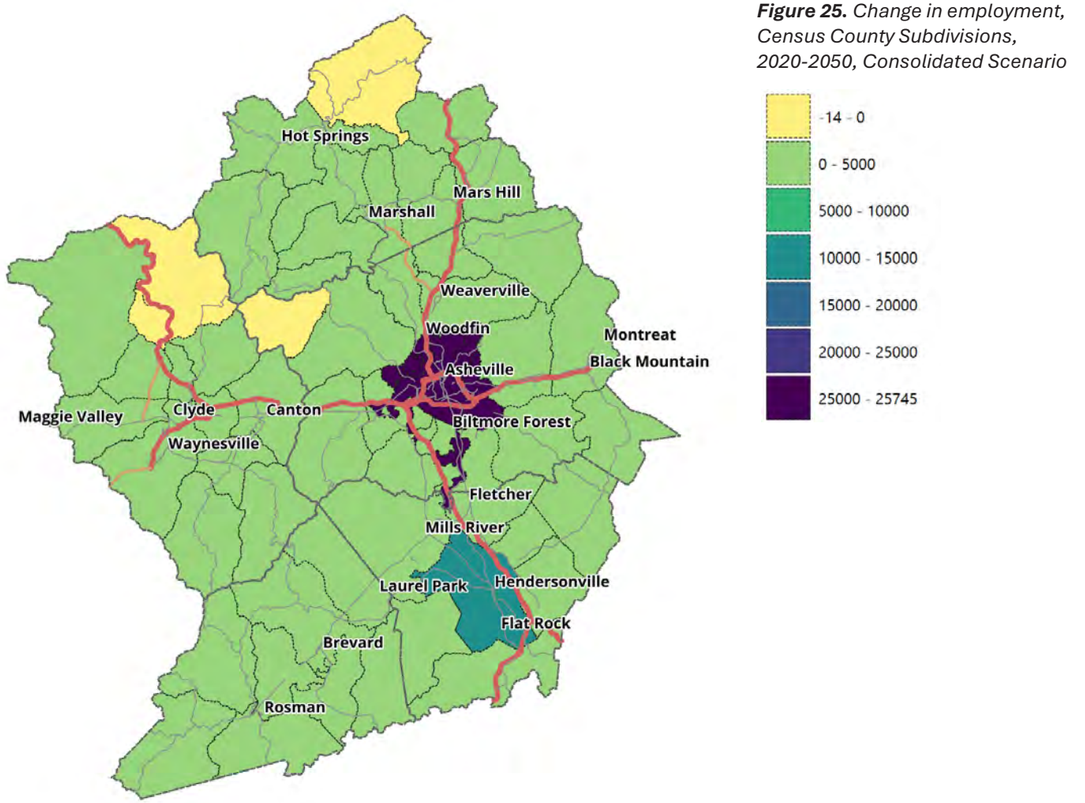

Figure 25. *Change in employment, Census County Subdivisions, 2020-2050, Consolidated Scenario*

Appendix A. Allocation Model Parameters

At the core of the allocation model is a mathematical representation of how developers choose where to locate housing and workspace in the region. Developers are assumed to specialize in a particular real estate product type, such as single-family housing or retail floorspace, and evaluate potential locations based on their suitability for that type of development. The equation predicting how much developers of a certain real estate product type value a given location is sometimes called a "site suitability function".

While some land use models use site suitability functions asserted based on expert knowledge or local understanding, the consultant for this study applied a more data-driven approach, as follows:

1. Data regarding the spatial distribution of housing and non-residential development were gathered for 2014 and 2019, in order to calculate changes, or shifts, in the shares of development by product type over a five-year period. For the housing site suitability function, 5-year U.S. Census American Community Survey block group tabulations were used as the source for these data, because it included structure type details not provided in the FBRMPO travel model input files (i.e. counts of housing units by single-family, multi-family and other types). For non-residential development, we used the socio-economic zonal input data for the travel model.

2. For housing, the build-out potential of each block group or zone for each development type was also calculated. This is an important input because, all else being equal, development is likelier to go where there is capacity. In effect, the "excess" capacity, or available capacity after deducting existing 2014 development, was used to pre-weight the location options in the estimation process, taking into account their higher likelihood of selection before other factors are considered.

3. Explanatory variables were gathered, describing the characteristics of each location option (block group or TAZ). For non-residential development, these include the total area by non-residential land use type in the 2015 ELUSE dataset, playing a similar role to the build-out potential defined for housing. Other sources of data included FBRMPO GIS data, travel model outputs, and the housing market pressure index (MPI) calculated using the bid model described in Appendix B.

4. A multinomial logit model was fitted in R to estimate sensitivity of shifts in shares to location characteristics.

The estimated GLM model coefficients for the housing market site suitability function are presented below, in Figure A-1.

Variable	Meaning	Source	Estimate	Std. Error	z value	Pr(>|z|)	
logsum	Market pressure index	Bid model	0.187583	0.001617	116.035	< 2e-16	***
intdens.N	Intersection density (normalized)	EPA SLD v.3	1.540372	0.016445	93.669	< 2e-16	***
pct_sewer	Percent of CBG with sewer service	FBRMPO GIS	0.019317	0.008533	2.264	0.02358	*
is_MF	1 if multi-family (MF), 0 otherwise		0.657856	0.061943	10.62	< 2e-16	***
is_OR	1 if not MF nor single-family, else 0		3.248328	0.041661	77.97	< 2e-16	***
elevation	Average CBG elevation	USGS DEM	4.947418	0.04183	118.275	< 2e-16	***
avg_slope	Average CBG elevation	USGS DEM	-1.27185	0.067136	-18.944	< 2e-16	***
pct_water	Percent of CBG with water service	FBRMPO GIS	0.326802	0.010966	29.801	< 2e-16	***
elevation:pct_steep	Elevation * percent steep slopes	USGS DEM	-0.01628	0.000376	-43.274	< 2e-16	***
elevation:is_MF	Elevation (MF-specific effect)	USGS DEM	2.552743	0.113463	22.498	< 2e-16	***
is_MF:avg_slope	Slope (MF-specific effect)	USGS DEM	-2.09495	0.108083	-19.383	< 2e-16	***
is_MF:pct_water	Water service (MF-specific effect)	FBRMPO GIS	0.197213	0.025849	7.629	2.36E-14	***
elevation:is_OR	Elevation (other housing units)	USGS DEM	-1.82757	0.089468	-20.427	< 2e-16	***
is_OR:avg_slope	Slope (other housing units)	USGS DEM	0.274398	0.097456	2.816	0.00487	**
is_OR:pct_water	Water service (other housing)	FBRMPO GIS	-0.13997	0.018835	-7.431	1.08E-13	***

Figure A-1. *Estimated coefficients, housing site suitability model.*

All coefficients are highly significant. While there is no equivalent to the R-squared measure of fit for multinomial logit models, the McFadden Rho-squared for this model is extremely high (95%). Note that:

- The "logsum" variable, or market pressure index, is derived from the bid model, and as such includes the net effect of variables which are valued differently by different household types. These variables and their effects are listed in Appendix B.

- The coefficients representing effects specific to multi-family and other non-single-family housing unit types must be added to the baseline effect to get the true effect. For example, while the other-specific effect of water service is negative, the net effect is still positive (0.326802-0.13997=0.186832).

The non-residential model parameters are presented below, in Figure A-2. Due to the high number of variable interactions, the table is formatted differently, with the different non-residential land use types arrayed across columns. Though not shown, all estimated coefficients are highly significant (p < 2e-16, ***).

Row Labels	HTRET	IND	OFF	RET	SER	Meaning
Constant	-7.343613	-8.540735	-7.549109	-7.098898		Bias constant for each workspace type (except Service)
ma_mc_shr	0.322564	-0.059508	0.901185	-0.18525	-0.402948	Share of zone area close to minor arterials and major collectors
mkt_access_lag	0.937357	2.792779	1.260383	1.43287		Lagged labor and consumer (household) market access via auto
pct_steep	-0.407564	-0.485591	-0.536263	-0.927859	-8.838052	Percent of zone area that has steep slopes (30% or more)
ramp_shr	0.396426	-0.485176	-0.107142	0.664613	-0.372877	Share of zone area close to freeway/highway ramps (1 mile)
sewer_pct	0.38011	0.253665	0.61074	0.344077	0.518	Percent of zone area with sewer service
shr_Commercial	1.214567	1.873853	-0.643416	1.600973	-11.87021	Share of zone area classified as “Commercial” in ELUSE
shr_Industrial	0.489804	2.910368	-1.884893	-0.744662	-7.829837	Share of zone area classified as “Industrial” in ELUSE
shr_Institutional	-0.557212	0.573033	0.666865	-0.846898	-5.685225	Share of zone area classified as “Institutional” in ELUSE
shr_Lodging	0.004509	-1.688257	0.213098	-2.360163	-5.494106	Share of zone area classified as “Lodging” in ELUSE
shr_Mixed	-5.170282	6.040875	0.764729	-2.463273	-9.439943	Share of zone area classified as “Mixed-use” in ELUSE
shr_Office	-0.772683	1.862934	0.697896	-0.237846	-4.562582	Share of zone area classified as “Office” in ELUSE
shr_Residential	-0.208622	-0.05977	-1.117999	-1.111405	-9.097148	Share of zone area classified as “Commercial” in ELUSE
shr_Special	0.455217	0.029488	-0.299634	-1.202912	-4.971938	Share of zone area classified as “Commercial” in ELUSE
transit_pct	-0.124981	-1.213921	-0.088398	-0.507519	1.369714	Percent of zone within transit walk-shed

Figure A-2. *Estimated coefficients, non-residential site suitability model.*

Again, the McFadden Rho-squared for this model is extremely high (99%). Note that:

- There is no non-residential bid model, since none was needed, and hence no “logsum” nor “market pressure” term.
- Whereas in the residential market, highway jobs access is indirectly considered via the bid model, here auto access to the workplace by households (playing the role of either workers or consumers) is considered directly.
- Many of the explanatory variables represent different shares, proportions or percentages of total zone area; this may also be interpreted as the probability that a given parcel in that zone has the characteristic in question (e.g. steep slopes or sewer service)

Two “special case” Allocation runs are performed: one around the 2024-2025 timestep in the forecast series, to simulate damage and relocations caused by Hurricane Helene, and another TAZ-level allocation run in every year to allocate lodging-related growth. These are described in the sub-sections that follow.

Flood Damage Sub-Model

After extensive research and consideration, we determined that the same algorithm which was used to allocate normal development and turnover of real estate supply stock could also simulate the likely changes brought by Hurricane Helene. It is worth noting that at the time of performance of this study, situational awareness remained tentative; it was not possible to determine exactly which parcels suffered catastrophic damage nor who would ultimately leave and under what terms (i.e. a FEMA buyout versus simply selling or abandoning property). A more simulation-based approach provided a way to represent likely disaster impacts, without hard-coding these using only limited knowledge.

The first stage of our simulation is to evaluate the likelihood of severe and catastrophic damage to property in a given Census block. To do this, we obtained flood impact simulation data from the North Carolina Flood Inundation Mapping and Alert Network (FINMAN). Though themselves simulated, these data are appealing because the service provides estimates of dollar value damage which can be related to property values at the building level, for different hypothetical flood levels. We assume that as the dollar value of property damage approaches the building value, the likelihood of the property being abandoned or sold rather than repaired increases. We furthermore found that we could use a binomial logit (logistic regression) function to model this ratio as it is affected by development type and flood depth, as presented in Figure A-3.

Coefficients	Estimate	Std. Error	z value	Pr(>|z|)	
(Intercept)	-1.93979	0.21219	-9.142	< 2e-16	***
Flood_Depth	0.11669	0.01938	6.021	1.73E-09	***
is_residential	0.88505	0.24347	3.635	0.000278	***

Figure A-3. *Estimated catastrophic flood damage prediction model.*

All coefficients in the damage model are highly significant and the McFadden Rho is acceptable, at 41.8%. Note that only properties within the inundated area were included in the estimation sample. Thus the probability of catastrophic damage is calculated as the probability of being within the inundation area, times the probability of catastrophic damage, predicted using the above function of property type and flood depth. We were grateful to receive permission to use ICEYE inundation and flood depth data for this exercise.

The mere likelihood of catastrophic damage does not necessarily predict how households or businesses will respond to that circumstance. Based upon our literature review, we found evidence that in other disasters of a similar nature, households that moved did not tend to go very far nor leave the region; rather they would seek to find somewhere close to their original neighborhood, ideally with somewhat preferable characteristics compared to their affected home. Thus we did not deduct households in properties that we believed would be severely affected from the regional control totals, but simply removed them from the affected area and gave them the opportunity to relocate elsewhere, following their usual site suitability preferences. The assumed total relocation potential by product type was determined in consultation with FBRMPO staff.

To understand the magnitude of impact on workplaces, we reviewed monthly employment statistics for the region, and found a gap of around 10,000 jobs between pre-Helene and post-Helene conditions. This matches well with our best estimate of jobs within the inundated area (determined by overlaying ICEYE and InfoUSA business establishment point data). The drop in reported employment seems to imply that jobs within the impacted areas were simply lost, not moved to other worksites. This is supported by anecdotal evidence.

The Allocation model is used to both pseudo-randomly select households and jobs to remove from within the impacted area, with a likelihood driven by the catastrophic damage function described above, as well as relocating households outside that area.

Lodging Post-Process Allocation

A TAZ-level application of the Allocation algorithm was used to spatially assign growth in hotel/resort rooms, short-term rental units, cabins, campgrounds, and bed and breakfast lodgings. Key to this model is the development of an index of auto access to tourist attractions. This index is calculated similarly to other accessibility variables in the model system, such as access to jobs, except that in place of the employment total at the destination zone, the index sums the YearlyViz (yearly visitors) field, weighted by a value decaying from 1 to 0 depending on travel time to the destination. In effect this metric represents the net accessibility to tourist attractions of a given potential lodging site. We also noted that, since accommodations employment overlaps with the combination of NAICS three-digit sectors in the travel model's employment classification scheme, it would make sense for hotel and resort rooms to be located in the same zones as Service employment. Finally, given the character of the Greater Asheville region, we considered elevation as a potential component in the lodging site suitability function.

After gathering zonal statistics on average elevation, we were able to directly use the travel model input zonal socio-economic data as an estimation dataset for a simple multinomial logit location choice model. Resulting coefficients are presented in Figure A-4, below.

Coefficients	Meaning	Estimate	Std. Error	t value	Pr(>|t|)	
special_attr_access_n.diff	Auto access to special attractions	1.340459	0.242788	5.521	5.06E-08	***
ln_service.diff	Service employment in zone	0.329729	0.075977	4.34	1.68E-05	***
mean_elevation.diff:is_RV_Camp	Elevation effect, RV campgrounds	0.001918	0.000279	6.879	1.54E-11	***
mean_elevation.diff:is_BnB	Elevation effect, bed and breakfasts	0.000816	0.000365	2.239	0.025558	*
mean_elevation.diff:is_STR	Elevation effect, short-term rentals	0.000255	0.000167	1.528	0.12716	
ln_service.diff:is_STR	Service jobs effect discount, STR	-0.26541	0.077035	-3.445	0.000611	***
ln_service.diff:is_RV_Camp	Service jobs effect discount, RV camps	-0.23388	0.081083	-2.884	0.004065	**
ln_service.diff:is_BnB	Service jobs effect discount, BnBs	-0.38114	0.157482	-2.42	0.015814	*
ln_service.diff:is_Cabins	Service jobs effect discount, Cabins	-0.2658	0.075834	-3.505	0.000491	***

Figure A-4. *Lodging site suitability function(s).*

Most of the coefficients in this model are statistically significant. We included one term which is not significant because it was logical in comparison with other parameters: the net effect of elevation on site suitability for short-term rentals is less than that for bed and breakfasts or RV campgrounds, which makes sense because AirBnB is as much an urban phenomenon as a clearinghouse for getaway lodgings. A much stronger association with Service employment was found for hotel and resort rooms than other lodgings, which makes sense given the number and variety of staff that such facilities employ.

Appendix B. Bid Model Parameters

A "bid model" is a multinomial logit model choice model representing a property seller's choice of buyer (or landlord's choice of tenant), taking into account real estate market segmentation. The residential bid model serves two roles within ARLUM:

- It disaggregates households by size and income category, supporting the calculation of zonal population and median income estimates required for input to the travel model;
- It generates a Market Pressure Index (MPI) representing the net desirability of each housing type and location given the differential preferences and prevalence of the various household market segments, which is an input to the housing allocation model.

The residential bid model that was previously implemented for FBRMPO by Manhan in the 2045 Socio-Economic Land Use Forecast Study was an instance of a "standard" set of functions estimated using nationwide Census data. We developed a new residential bid model for the 2050 Socio-Economic Land Use Forecast Study in order to make the tool more localized, as well as to test inclusion of highway access to jobs in the model specification. This was not possible using the previous set of bid functions, because they had been developed using individual-level Census Public Use Microdata Samples (PUMS), which lack geographic specificity; sensitivity to highway accessibility metrics had been added at the level of overall spatial allocation without differential sensitivity by household type.

The bid model estimation dataset used in the current study was also derived from PUMS; however these data were aggregated and re-weighted using an iterative proportional fitting (IPF) process to match the marginal distribution of households by size and income category at the Census Block Group level. This allowed linking a variety of location-specific variables such as the jobs access variable noted previously. Interactions with household size and income were considered for all such variables. The full model specification with estimated coefficients is presented in Figure B-1.

Variable	HH Size effect	Income effect
hhDensity_N	-0.617885	
Is_MFH	-1.93155	-3.490095
Is_OTH		-5.367755
job_access_lag	0.480175	2.57672
jobDensity_N	-3.34148	2.57805

Figure B-1. *Residential bid function.*

All estimated coefficients were statistically significant. Additionally, they have intuitive interpretations, such as:

- Larger households (e.g. families as opposed to singles and couples) prefer less dense neighborhoods, i.e. places with higher average lot sizes and/or more public open space;
- The likelihood of living in multi-family housing decreases with both household size and income, as families seek larger, more private housing options; higher-income households have more financial means to achieve this goal;
- Other housing units (neither single-family nor multi-family housing, e.g. low-cost mobile homes) are less likely to be inhabited by higher-income households;
- Access to jobs via auto increases in priority with both household size and income, both of which imply a higher potential number of workers; and
- Higher-income households actually prefer greater job density, likely because it implies a more urban environment with more services, dining, and entertainment activities which require disposable income; however, larger households (e.g. families) do not share this preference, possibly due to more constrained time budgets or overall preference for less dense neighborhoods (as mentioned previously).

Note that alternative-specific constants were also estimated for household income groups one, two, three, and four, leaving the highest income group as the "reference alternative". These are not presented here since they lack any real intrinsic interpretation, but are simply a necessary part of any multinomial logit model specification.

Appendix C. Land Use Change Screening Model

Though deliberately scaled-down in parameter count and optimized to the maximum extent possible, the land use change language model represents a computationally intensive process that would take a prohibitive amount of time to evaluate if every parcel were considered, even using a computer with a fast GPU. Thus we developed a screening model to select only parcels with a high chance of changing *at all*, since most parcels do not change their land use type in any given five-year period. A binomial logit (logistic regression) model was fitted using historical ELUSE data, based in the current land use classification as well as household and job densities in the immediate vicinity. This model is presented in Figure C-1; higher and/or positive coefficients imply greater likelihood of land use transition.

Term	Meaning	Estimate	Std. Error	z value	Pr(>|z|)	
(Intercept)	Bias constant	-1.56454	0.012936	-120.947	< 2e-16	***
hh_density	Neighborhood household density	0.962146	0.017661	54.478	< 2e-16	***
is_Residential	Parcel is residential (any density)	-2.52896	0.03135	-80.668	< 2e-16	***
is_Industrial	Parcel is industrial	-1.34502	0.26574	-5.061	4.16E-07	***
is_Commercial	Parcel is commercial	-1.62668	0.158686	-10.251	< 2e-16	***
is_Lodging	Parcel is lodging	2.344859	0.10996	21.325	< 2e-16	***
is_Office	Parcel is office	-1.00268	0.216564	-4.63	3.66E-06	***
is_Mixed	Parcel is mixed	-2.05671	0.564637	-3.643	0.00027	***
is_Institutional	Parcel is institutional	-1.13638	0.127022	-8.946	< 2e-16	***
hh_density:is_Residential	Residential interaction with HH density	-0.94471	0.034163	-27.653	< 2e-16	***
hh_density:is_Industrial	Industrial interaction with HH density	-1.1743	0.246286	-4.768	1.86E-06	***
hh_density:is_Commercial	Commercial interaction with HH density	-1.60729	0.172385	-9.324	< 2e-16	***
hh_density:is_Lodging	Lodging interaction with HH density	-1.32617	0.142867	-9.283	< 2e-16	***
hh_density:is_Office	Office interaction with HH density	-1.03178	0.135836	-7.596	3.06E-14	***
hh_density:is_Institutional	Institutional interaction with HH density	-0.9426	0.08525	-11.057	< 2e-16	***
is_Residential:emp_density	Residential interaction with job density	0.076173	0.006551	11.628	< 2e-16	***
is_Lodging:emp_density	Lodging interaction with job density	-0.35076	0.09297	-3.773	0.000161	***
is_Institutional:emp_density	Institutional interaction with job density	0.055377	0.019714	2.809	0.004969	**

Figure C-1. *Land use change screening model.*

All coefficients are statistically significant. Due to interactions, the interpretation of some effects may be a bit complex; for example:

- All else being equal, lodging is the likeliest land use type to change to something else; however density of either housing or employment discounts this effect significantly. This implies that downtown hotels, for example, are much less likely to change land use classification than bed and breakfast or cabin lodgings.
- Parcels with a mixture of uses are least likely to change, probably because their definition already implies a combination of uses—hence addition of more employment or housing wouldn't necessitate a reclassification.
- Density—of either housing or employment—tends to increase the likelihood that residential parcels will change to something else. This aligns with the consumer preferences identified via residential bid function estimation.
- Institutional land uses seem to follow a pattern of sensitivity to density that is similar to residential uses, being more likely to change into something else with higher housing or employment density.

Note that the density values are updated at each time step in response to outputs of the Allocation sub-model. This means that there is a feedback loop in place, giving the land use change model some sensitivity to market dynamics and demand.

Appendix D. Input Data Dictionary

The ARLUM software can be found on Github (ManhanGroup/ARLUM: Asheville Region Land Use Model). Input data for the four scenarios described herein are also stored in the project Github repository, within the "inputs" folder. Beneath this folder, there are sub-folders named "allocation", "bid_model", "luc_model", and "travel_model", each of which contains inputs specific to the referenced portion of the model system. This section attempts to provide an inventory of important input data, focusing on those which might need to be updated for a future model of an alternative or revised scenario.

Allocation Working Table Format

The input data file for the Allocation sub-model is a flat table stored in comma-separated-values (CSV) format. Versions of this file can be found in the allocation sub-folder of the input folder in the ARLUM repository. Each record represents a 2020 Census block, such that the table can be joined to a block shapefile for mapping. The output of this model is also stored in the same format, with updated values for some fields. A listing of fields and their source is given in Figure D-1.

Field	**Description**	**Source**
GEOID20	Census geographic identifier for block	
NEWTAZ	TAZ number (v.1)	FBRMPO "final TAZ" layer (March 2024)
hh_init	Initial estimate of housin units located in the block	U.S. Census 2020
HH_add	Households added to the block's inventory (initially zero)	
HH_del	Households removed from to the block (initially zero)	
HH_final	Final estimate of households located in the block	
SF_init	Initial estimate of single-family housing units	

Field	Description	Source
SF_add	Single-family housing units added (initially zero)	
SF_del	Single-family housing units deleted (initially zero)	
SF_final	Final estimate of single-family housing units	
MF_init	Initial estimate of multi-family housing units	
MF_add	MUlti-family housing units added (initially zero)	
MF_del	Multi-family housing units deleted (initially zero)	
MF_final	Final estimate of multi-family housing units	
OR_init	Initial estimate of other residential units	
OR_add	Other residential units added (initially zero)	
OR_del	Other residential units deleted (initially zero)	
OR_final	Final estimate of other residential units	
ws_init	Initial estimate of total workspaces/jobs in block	InfoUSA and U.S. Census LEHD LODES data
EMP_final	Final estimate of total block employment	
IND_init	Initial estimate of industrial jobs	
IND_add	Industrial jobs added	
IND_del	Industrial jobs deleted	
IND_final	Final estimate of industrial jobs	
RET_init	Initial estimate of retail jobs	
RET_add	Retail jobs added	
RET_del	Retail jobs deleted	
RET_final	Final estimate of retail jobs	
HTRET_init	Initial estimate of retail jobs	
HTRET_add	Retail jobs added	
HTRET_del	Retail jobs deleted	
HTRET_final	Final estimate of retail jobs	
SER_init	Initial estimate of service jobs	
SER_add	Service jobs added	
SER_del	Service jobs deleted	
SER_final	Final estimate of service jobs	

Field	Description	Source
OFF_init	Initial estimate of office jobs	
OFF_add	Office jobs added	
OFF_del	Office jobs deleted	
OFF_final	Final estimate of office jobs	
hh_cap	Build-out capacity for housing units	FBRMPO parcel ELUSE dataset & LUC-LM
ws_cap	Build-out capacity for workspaces/jobs	FBRMPO parcel ELUSE dataset & LUC-LM
intdens_N	Intersection density, normalized to 0-1 range	EPA Smart Location Database (SLD) v.3.0
ma_mc_shr	Share of block area near major arterials and minor collectors	FBRMPO GIS
ramp_shr	Share of block area within a buffer distance of freeway ramps	FBRMPO GIS
p_water	Share of block area with water service	FBRMPO GIS
p_sewer	Share of block area with sewer service	FBRMPO GIS
p_transit	Share of block area within transit walkshed	FBRMPO GIS
elevation	Average block elevation (normalized)	Derived from USGS DEM
avg_slope	Average block slope (normalized)	Derived from USGS DEM
p_steep	Share of block area with steep slopes	Derived from USGS DEM
mkt_access_lag	Access to labor and consumer markets (households) via auto, AM peak period	Derived from NCDOT FBRMPO travel model
job_access_lag	Access to jobs via auto, congested AM peak period	Derived from NCDOT FBRMPO travel model
logsum_SFH	Residential market pressure index, single-family housing	Residential bid model
logsum_MFH	Residential market pressure index, multi-family housing	Residential bid model
logsum_OTH	Residential market pressure index, other housing units	Residential bid model
shr_Commercial	Share of block area classified as Commercial	FBRMPO parcel ELUSE dataset & LUC-LM
shr_Industrial	Share of block area classified as Industrial	FBRMPO parcel ELUSE dataset & LUC-LM
shr_Institutional	Share of block area classified as Institutional	FBRMPO parcel ELUSE dataset & LUC-LM
shr_Lodging	Share of block area classified as Lodging	FBRMPO parcel ELUSE dataset & LUC-LM
shr_Mixed	Share of block area classified as Mixed	FBRMPO parcel ELUSE dataset & LUC-LM
shr_Office	Share of block area classified as Office	FBRMPO parcel ELUSE dataset & LUC-LM
shr_Residential	Share of block area classified as Residential	FBRMPO parcel ELUSE dataset & LUC-LM
shr_Special	Share of block area classified as Special	FBRMPO parcel ELUSE dataset & LUC-LM
p_floodway	Share of block area in designated floodway area	FEMA

Field	Description	Source
flood_impact_res	Probability of catastrophic Helene flooding damage, residential properties	Modeled based on FINMAN and ICEYE data
flood_impact_oth	Probability of catastrophic Helene flooding damage, other properties	Modeled based on FINMAN and ICEYE data
pipeshr_sqft_mean	Region-wide percent of non-residential square footage "pipeline"	2045 Land Use Forecast Study
pipeshr_units_mean	Region-wide percent of housing unit "pipeline" (planned projects)	2045 Land Use Forecast Study
ln_sqft_pipeshr	Logarithm of above (transform used to adjust allocation in 2020-2025	2045 Land Use Forecast Study
ln_units_pipeshr	Logarithm of above (transform used to adjust allocation in 2020-2025	2045 Land Use Forecast Study
WalkUP	Walkable urban place classification (short)	2045 Land Use Forecast Study
WalkUPType	Walkable urban place type classification (long)	2045 Land Use Forecast Study
is_walkup	Indicator variable equal to one if WalkUPType="Walkable"	2045 Land Use Forecast Study
SF_commit	Committed single-family housing units added in 2025-2030	Data submitted by local planning agencies
MF_commit	Committed multi-family housing units added in 2025-2030	Data submitted by local planning agencies
tractID	Census Tract identifier	
ln_hu_factor	Adjustment factor based on comparison to 2024 observed housing units	Derived from ESRI Updated Demographics dataset
ln_emp_factor	Adjustment factor based on 2024 daytime population (workers)	Derived from ESRI Updated Demographics dataset
ModelTAZ	Travel model transportation analysis zone number	NCDOT travel model (Fall 2024)

Figure D-1. *Allocation working dataset (both input & output).*

Note that:

- The total amounts of housing units and workspace by type to be added and/or removed within a given five-year forecast time step are input in a separate control file defining parameters for the model run.
- Some attributes are estimated at a higher level of geographic resolution, such as block group, tract, or TAZ, and associated with each block within that larger area. Those values may be updated by ARLUM models.
- For all time steps except the base year, the initial housing unit and workspace count fields are set to the previous time step's output value, and the added/deleted fields are initialized to zero before a model run. The final estimate is based upon the initial value, plus the added amount, minus the deleted amount, truncated at zero.
- The block-level estimates may vary slightly from TAZ-level amounts. In cases where they disagree, the TAZ numbers should be viewed as more authoritative. The block-level file mostly serves as a record of the allocation process.

Residential Bid Model Data

A copy of the calibrated bid model is stored in the bid_model sub-folder. This "calibration_run" directory has its own input sub-folder which has multiple input files of its own, all of which are semicolon-delimited text CSV tables:

- *agents*: characteristics of household types
- *agents_zones*: location-specific characteristics of agents (not used)
- *bids_adjustments*: calibration adjustments to make the bid model match observed distribution of households by size & income category (according to U.S. Census ACS block group data)
- *bids_functions*: bid function parameters, as described in Appendix B, in a tabular format
- *demand*: regional control totals of households by type
- *demand_exogenous_cutoff*: a table controlling which households may compete for which housing units (not used)
- *real_estates_zones*: location-specific characteristics of housing units
- *rent_adjustments*: adjustments to output rent values (not used)
- *rent_functions*: a function to convert bid logsums or market pressure indices into money "rents" (not used)
- *subsidies*: a table that can be used to input taxes or developer subsidies (not used)
- *supply*: real estate supply stock inventory by type and zone
- *zones*: zone-specific variables

In general, directly editing these tables is not recommended; the ARLUM python scripts will copy the calibration run and automatically update fields that need to be modified based upon changes in other input data sources. For example, to run scenarios involving alternative demand forecasts, such as a different households size and income group distribution, the user may work with the tables found in the demand_series sub-folder of the bid_model directory. Each table in this folder is a copy of the *demand* table found in the calibrated residential bid model input folder, with two fields:

- *H_IDX*: housing type index
- *DEMAND*: region-wide number of households (total, not incremental)

The H_IDX values are related to size and income categories according to the table in Figure D-2

INCOME GROUP	ONE-PERSON	TWO PEOPLE	THREE PEOPLE	FOUR OR MORE
UNDER $10,000	1	2	3	4
$10,000 TO $35,000	5	6	7	8
$35,000 TO $75,000	9	10	11	12
$75,000 TO $125,000	13	14	15	16
$125,000 OR MORE	17	18	19	20

Figure D-2. *Allocation working dataset (both input & output).*

The values in the agent-specific characteristics table are generally derived from base year 2020 U.S. Census American Community Survey Public Use Microdata Samples (ACS PUMS). In very specific cases, such as modeling changing trends in vehicle ownership, it may be desirable to modify these values manually. If needed, the fields in the *agents.csv* table are defined as follows:

- *IDAGENT*: ID number of household type (see above)
- *IDMARKET*: ID number of real estate market (always 1 since only residential real estate is modeled for FBRMPO)
- *IDAGGRA*: aggregate household type (in this case, income group number)
- *UPPERBB*: internally-used upper bound on bid values
- *avg_size*: average household size
- *ln_income*: natural logarithm of average household income (the log transformation is used because income distributions have a more log-normal than normal shape; hence the transformed values have a normal shape)
- *vehicles*: average number of vehicles per household (used to create travel model socioeconomic input data)
- *k12enroll*: average number of children aged 5-18 years old in household (used in creating travel model input data)

Travel Model Data

The travel_model sub-folder contains data imported from the FBRMPO TransCAD model for the base year and forecast years in which the travel model is run to obtain updated highway accessibility (job and household access) measures. For the base year, this includes the 2020 input socio-economic data file prepared by NCDOT for model calibration purposes. These data are replaced by the output from ARLUM to calculate accessibility for 2025 and future years. Origin-destination travel times, however, must be manually imported from future year TransCAD model runs. The “skim” table format used by ARLUM is a comma-separated-values (CSV) text file with at least the following three columns:

- Origin zone
- Destination zone
- Highway travel time

Additional columns for other skim values may be included but are not used by the highway accessibility calculation scripts. Note that there are no column headings in the table format as exported from TransCAD, and none are required by ARLUM.

A decay curve based upon National Household Travel Survey (NHTS) data is used to convert travel times to “weights” applied to jobs or households reachable from a given origin. This lookup table can be found at the root of the inputs folder and should generally not be modified unless new travel survey are supplied. The decay curve is related to the trip length distribution for a given trip purpose (in this case, home-based work or commute travel).

Land Use Change Working Data

Similar to the Allocation model, the inputs and outputs to LUC-LM are in essentially the same format; whereas Allocation modifies existing columns, LUC-LM appends additional columns. The core working data file is a subset of the 2020 ELUSE parcel GIS data exported to CSV format (to conserve storage space and facilitate file versioning). The initial set of fields in this file are listed in Figure D-3. The land use change model appends RLUC_20XX and TYPE_20XX fields corresponding to the new, predicted land use classification (XX being the last two digits in the year being evaluated). Input fields for the land use change screening model (i.e. housing and employment density variables as well as indicator variables for aggregate land use types) are also updated as the land use change model moves from one time step to another.

A parcel adjacency matrix was built using PostGIS to store relationships between neighboring parcels, so that these do not have to be calculated on the fly. This CSV-format table has only two fields:

- *OBJECTID*: the geographic identifier for a parcel
- *NEIGHBOR_ID*: the geographic identifier for a neighboring parcel

Note that values may be repeated in either of these fields, based on the many-to-many spatial relationships between parcels. If ARLUM is updated in the future with new base year parcel data, including changes to parcel boundaries, then the adjacency matrix must be updated as well in order to run the LUC-LM component.

In addition, because the ELUSE parcels do not nest perfectly within U.S. Census blocks, a geographic crosswalk file is included based upon the output of a spatial intersection between these two layers, containing the following fields:

- *OBJECTID*: the geographic identifier for a parcel
- *GEOID20*: the geographic identifier for a 2020 U.S. Census Block
- *area*: the amount of overlap between the two geographic entities

This table must also be updated if the base year parcel or block boundaries change.

Build-out capacity is determined using a lookup table that may include other columns, but must at minimum include the RLUC_Code field, an HH_Cap_Acre field, and a Job_Cap_Acre field giving maximum household and job values per acre for the specified land use type.

Field	Description
OBJECTID	Geographic ID of the parcel
COUNTY	County name
City	City name
Zoning	Zoning code
Managed	Managed wildlife area status
Watershed	Watershed status (Yes/No)
Slope	Average slope
Sewage	Sewer service status (Yes/No)
Water	Water service status (Yes/No)
Transit	Transit service status (Yes/No)
ACRES_2015	Parcel acreage in 2015
ACRES_2020	Parcel acreage in 2020
RLUC_2020	Regional land use classification code in 2020
RLUC_2015	Regional land use classification code in 2015
RLUC_2010	Regional land use classification code in 2010
GEOID	U.S. Census block geographic identifier
hh_density	Neighborhood household density
emp_density	Neighborhood job density
Type_2020	Aggregate land use classification
is_Residential	Indicator variable for residential land use
is_Industrial	Indicator variable for industrial land use
is_Commercial	Indicator variable for commercial land use
is_Lodging	Indicator variable for lodging
is_Office	Indicator variable for office land use
is_Mixed	Indicator variable for mixed-use parcels
is_Institutional	Indicator variable for institutional land uses
is_Special	Indicator variable for "special" land uses
is_Undeveloped	Indicator variable for undeveloped land
NEWTAZ	TAZ number (based on March 2024 FBRMPO shapefile)
ModelTAZ	TAZ number (based on Fall 2024 NCDOT travel model)

Figure D-3. *Initial Land Use Change model input dataset.*

Appendix D. Project Scoring

The Project Scoring fulfills several needs in the metropolitan planning process. In order to spend federal dollars on local transportation projects and programs, a metropolitan area must have a MTP and a TIP. Federal regulations require both of these documents to be performance-based and fiscally constrained. Fiscal constraint has been a key component of transportation planning and program development since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

Elevate 2050 is a long-range plan, outlining long-term goals for the region's transportation sytem. Included in the MTP is a list of projects that, over the long-term, will meet the objectives of the plan. The projects listed in Elevate 2050 are grouped into three horizon year periods: Near-Term, Mid-Term, and Long-Term. These horizon year periods and associated projects are detailed in Chapter 08. Project Selection and Evaluation.

Fiscal constraint means that the cost of the projects selected for inclusion in Elevate 2050's planning horizon must reasonably match the expected funding levels for that time period. Furthermore, the cost of those projects included in the TIP must equal projected funding available. Due to limited resources, a process is needed to evaluate and score projects in Elevate 2050.

Projects were scored based on developed methodology detailed in Chapter 08. Project Selection and Evaluation. The scoring served as a tool to help determine the fiscally constrained list of Elevate 2050 projects.

Project Scoring Criteria

Project scoring included different methodologies based on the STI Tier of a project. The Statewide Mobility tier was scored differently than Regional Impact and Division Needs tier in the methodology. This determination was made because Statewide Mobility projects occur on interstates, which feature significantly different roadway characteristics than US Routes, NC Routes, or local roads.

Tier 1 Criteria

The Tier 1 Criteria, described in this section were the key considerations. All projects recieved Tier 2 scores as well to account for additional priorities.

Safety (50 points)

This criteria addressed safety concerns on roadways, varying by the STI Tier.

- Statewide Mobility
  - Projects received up to 25 points if they fell on one of the FBRMPO's High-Injury Network roadways (top 3% in the region).
  - Projects also received up to 25 points based on their scores through STI Prioritization.
- Regional Impact and Division Needs
  - 15 points if a project was on the HIN or if the project included Comlete Street elements
  - 5 points if the roadway crash severity is 85th percentile on roadways with 40+ mph speed limits
  - 5 points if the AADT of the roadway was over 10,000
  - 10 points if the project fell within the top 10% of TAZs or 5 points if the project fell within the top 20% of all injury crash TAZs in 2045

Projects also received either:

- 10 points for projects overlapping with corridors ranked as low/medium risk of bike/ped crashes in WNC Safe Streets Data
- 15 points for projects on a corridor ranked as high/very high risk of bike/ped crashes in WNC Safe Streets data

Congestion (40 points)

Scores were scaled based on the range of volume-to-capacity ratios within the Statewide Mobility Tier and the Regional Impact and Division Needs Tiers.

- Projects closer to the upper limit of V/C received the full 40 points, whereas projects closer to the lower limit of V/C received less points.

Connectivity to Existing Bike/Ped (40 points)

This criteria only applied to bicycle and pedestrian projects, which all fall under the Division Needs tier.

Projects over 1.5 miles and over $10 million were excluded from being scored with this criteria. Projects received points based on how many existing or funded bike/ped facilities fell within 500 feet of the project.

- 40 points for 10+ connections
- 30 points for 7-9 connections
- 20 points fo 4-6 connections
- 10 points for 1-3 connections

Volume (30 points)

Project scoring criteria varied based on the STI Tier.

- Statewide Mobility
  - Projects received up to 30 points within the range of 11,500 to 76,000 with higher AADT roadways receiving higher scores.
- Regional impact/Division Needs
  - Projects received up to 30 points within the range of 5,000 and 30,000 AADT, with higher AADT roadways receiving higher scores.

Access to Employment (30 points)

Projects were scored the same way regardless of tier for this criteria.

- 20 points if the project fell within a top 10 employment TAZ (2,367+ jobs)
- 10 points if wihtin top 20 employment TAZ (1,679 jobs)
- 5 points if within or crossing a TAZ with at least 500 employment opportunities or within 0.25 miles of a downtown area.

Freight (30 points)

This criteria was only applied to Statewide Moblity roadway projects.

- Up to 15 points based on the roadway's total AADT
- Up to 15 points based on the percent of total daily volume from NCDOT truck count data

Resilience (30 points)

This criteria only applied to Regional Impact and Division Needs Projects.

- Flood Isolation
  - 15 points if within or crossing a census block group with high risk of flood isolation
  - 10 points for medium risk
  - 5 points for low risk
- Landslide Isolation
  - 15 points if within or crossing a census block group with high risk of landslide isolation
  - 10 points for medium risk
  - 5 points for low risk

TIER 2 CRITERIA

Communities of Concern Analysis (25 points)

This scoring criteria accounted for proximity to key destinations, crash severity, air quality, noise pollution, and community destinations within one mile.

For scoring details, see Appendix E. Communities of Concern Scoring.

Per Mile Cost (25 points)

This criteria applied to Statewide Mobility projects and accounted for STI Prioritization Cost Results.

For projects without STI Prioritization cost estimates, a per mile cost was estimated and applied. Lower cost projects received higher scores.

Per Mile Cost by Project Type (25 points)

For Regional Impact and Division Needs projects, projects were scored on their per mile cost calculated based on project type.

Projects with lower per mile by project type costs received higher scores.

Multimodal Access and Connectivity (20 points)

Project scoring criteria varied based on STI Tier.

Statewide Mobility

Projects received points based on the type of project.

- 10 points if includes HOT or Express Lane
- 5 points for providing a new interchange with Complete Street elements (assumption that projects within city limits include Complete Street elements)
- 5 points if includes additional truck rest areas.

The points were totaled to produce the score for Statewide Mobility projects.

Regional Impact and Division Needs

Projects received points based on Access in Appalachia opportunity scores.

- 20 points for high scores
- 10 points for moderate or low scores
- 0 points for very low opportunity scores

Natural Resource Impacts (15 points)

Projects were evaluated based on protected land designations and major stream data. The projects were scored the same regardless of STI Tier.

- 15 points if no overlap with protected lands OR if within a planned wildlife crossing corridor
- 10 points if no overlap with protected lands but involved a major stream crossing
- 5 points if crossing a major stream and overlapping with one or more protected land categories
- 0 points if at least one major stream crossing fell within the corridor and/or the project overlapped with at least two protected land categories

Community and Historic Resource Impacts (15 points)

Projects were scored the same across STI Tiers; however, bike/ped projects were not penalized for proximity to historic resources or community destinations.

- 5 points if project was not within 250 feet of a historic resource

Projects also received either:

- 10 points if not within 250 feet of a community destination
- 5 points if within 250 feet of a community destination
- 0 points if within 250 feet of two or more community destinations.

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Appendix E. Communities of Concern Scoring

Transportation improvements can support an enhanced quality of life for the region's residents, and can provide the foundation for future economic growth in the region. At the same time, some types of transportation improvements can have a significant negative effect on local communities, even as they are providing benefits in terms of faster travel and accessibility to key destinations and job centers shared by the larger region. This section reviews the Communities of Concern analysis, which evaluated the potential for negative impacts from transportation projects to areas of the region with a higher than average prevalence of transportation disadvantaged populations. For example, areas of the region with a higher than regional average concentration of minority and low-income populations would be considered as "Communities of Concern" under the framework selected for Elevate 2050. In the history of interstate highway system construction, too often low-income and African-American neighborhoods bore the brunt of interstate construction, which often divided successful, vibrant communities.[1]

Elevate 2050 incorporates Communities of Concern analysis in order to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on transportation disadvantaged populations in the region including areas with a higher than regional presence of minority and low-income populations; Limited English Proficiency populations, youth, seniors, individuals with a disability, zero vehicle populations, and those areas with a higher than average presence of adverse health outcomes such as prevalence of chronic disease.

Analytical Framework

In order to better understand which communities across the region are facing significant transportation disadvantages, several data categories were reviewed to identify the "Communities of Concern" at the block group level. The French Broad River MPO has approved a two-tier approach for Elevate 2050 based on demographic and health outcomes data to identify Communities of Concern populations across the regional planning area. These populations and health outcomes include the following: For Communities of Concern (CoC) Tier 1 categories,[2] Block Groups were selected if the following populations were present at one standard deviation or more above the regional average:

- **Minority Populations (non-Hispanic or Latino):** People who are African-American, Asian American, American Indian and Alaskan Native, and Native Hawaiian and other Pacific Islander. Excludes Hispanic and Latinos.
- **Hispanic or Latino Populations:** People who are of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
- **Low-Income Populations:** a person whose household income (or in the case of a community or group, whose median household income) is up to 150% of the U.S. Department of Health and Human Services poverty guidelines

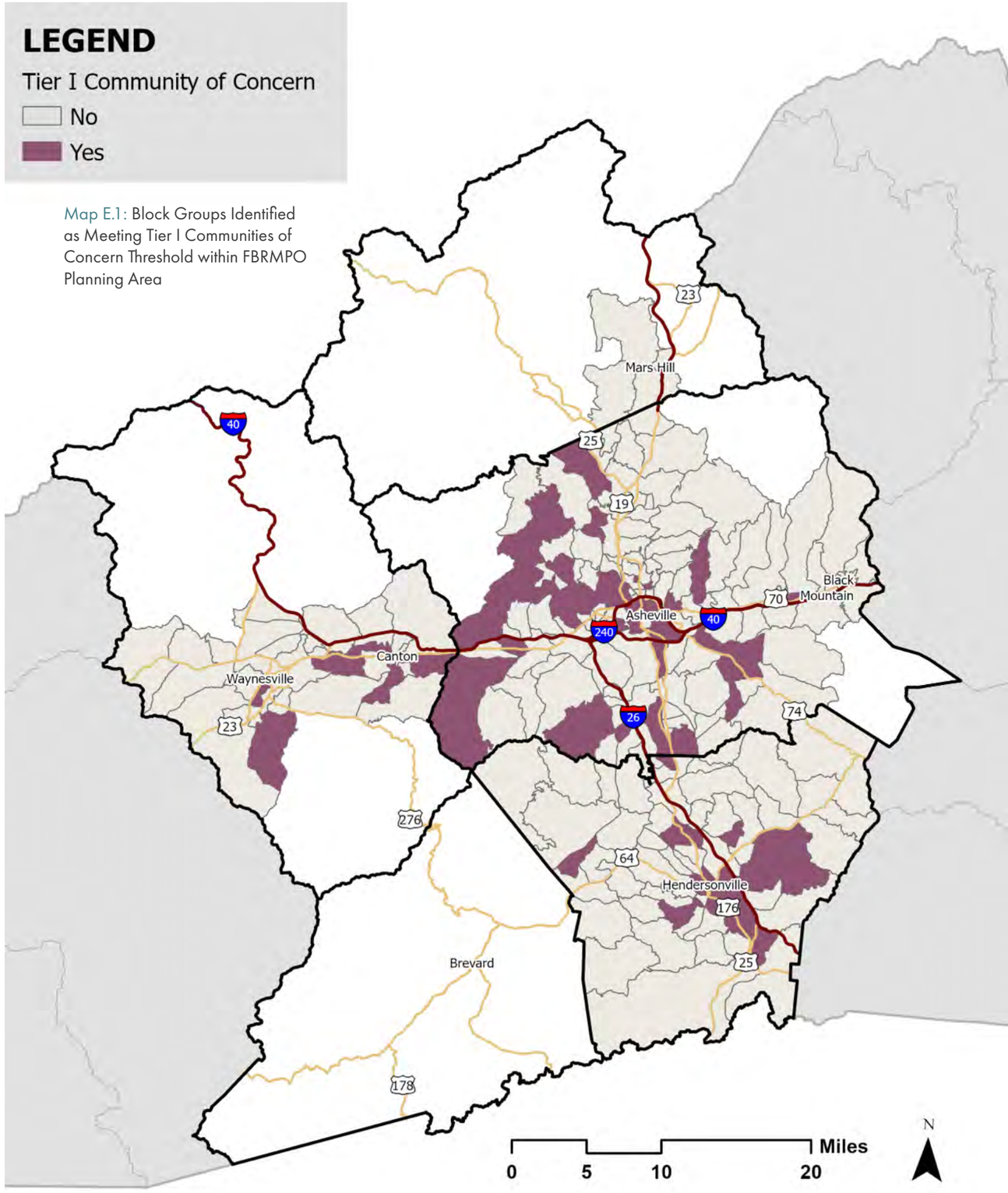
	Minority Population (Non-Hispanic or Latino)	Hispanic or Latino Population	Low-Income Population
Buncombe County	12%	7%	22%
Haywood County	5%	4%	22%
Henderson County	9%	10%	19%
Madison County	5%	2%	24%
FBRMPO	11%	7%	21%
Statewide	32%	10%	23%

Source: United States Census Bureau American Community Survey 2018-2022 5-Year Estimates

Table E.1: Regional Population Figures for CoC Scoring.

1 Karas, D. (2015). *Highway to Inequity: The Disparate Impact of the Interstate Highway System on Poor and Minority Communities in American Cities.* New Visions for Public Affairs, Vol. 7, April 2015. Retrieved from https://www.nashville.gov/Portals/0/SiteContent/Planning/docs/trans/EveryPlaceCounts/1_Highway%20to%20Inequity.pdf

2 United States Census American Community Survey 2018-2022 5-Year Estimates



Map E.1: Block Groups Identified as Meeting Tier I Communities of Concern Threshold within FBRMPO Planning Area

For Communities of Concern (CoC) Tier 2 categories, Block Groups were selected if the following populations were present at two or more standard deviations above the regional average;[3] or one standard deviation above the regional average for Health Risk Score (9-Indicator Score):[4]

- Senior Populations: Individuals aged 65 and over
- Youth: Individuals aged 15 and under
- Limited English Proficiency (LEP): the Census Bureau has a range of four classifications of how well people speak English. The classifications are 'very well', 'well', 'not well', and 'not at all'. For Communities of Concern analysis, people that speak English less than "very well" were categorized as Limited English Proficient persons.
- Zero-Vehicle Households: Households where no cars, vans, pickups, or trucks are owned and available to be used by household members.
- Persons with a Disability: Individuals with mobility impairments aged 18 years or older (physical, mental, or self-care disability).
- Areas with a Health Risk Score "of concern" or "poor": based on nine chronic disease and health outcomes, see additional description further below.

Health Risk Score

A population's health equity is dependent on policy and planning decision-making. The determinants of health vary widely by place, and much of the place-based disparity is due to differences in demographics and regional economies. However, research also shows that affordability, urban design, the availability and quality of active means of transportation, and the accessibility of public services all play a large role in education outcomes, economic mobility and other determinants of health. The influence of the environment on health necessitates the integration of population health into urban planning to improve related-policymaking decisions, foster healthier lifestyles and environments, and avoid major health risks. Urban form can be a health advantage- residential density, walkable and safe streets, and public transit use are related to benefits such as greater physical activity and healthier lifestyles, which are related to the rates of a variety of health outcomes.

Within the United States, health outcomes are largely dependent on socioeconomic and environmental factors, with healthcare only shaping 20 percent of a community's overall health.[5] The built environment, such as access to jobs, cultural institutions, healthcare, housing and active transportation; community design conducive to walking; and environmental pollutants can support healthy behaviors or create obstacles that contribute to health inequities, leading to populations with a disproportionate burden of chronic disease.

	Senior	Youth	LEP	Zero-Vehicle Household	Persons with a Disability	Health Risk Score
Buncombe County	20%	16%	4%	6%	16%	-11.44
Haywood County	25%	16%	1%	4%	20%	-2.30
Henderson County	26%	17%	3%	4%	17%	-7.49
Madison County	22%	16%	0%	4%	21%	0.15
FBRMPO	22%	16%	3%	5%	17%	-9.32
Statewide	16%	20%	4%	6%	16%	-6.01

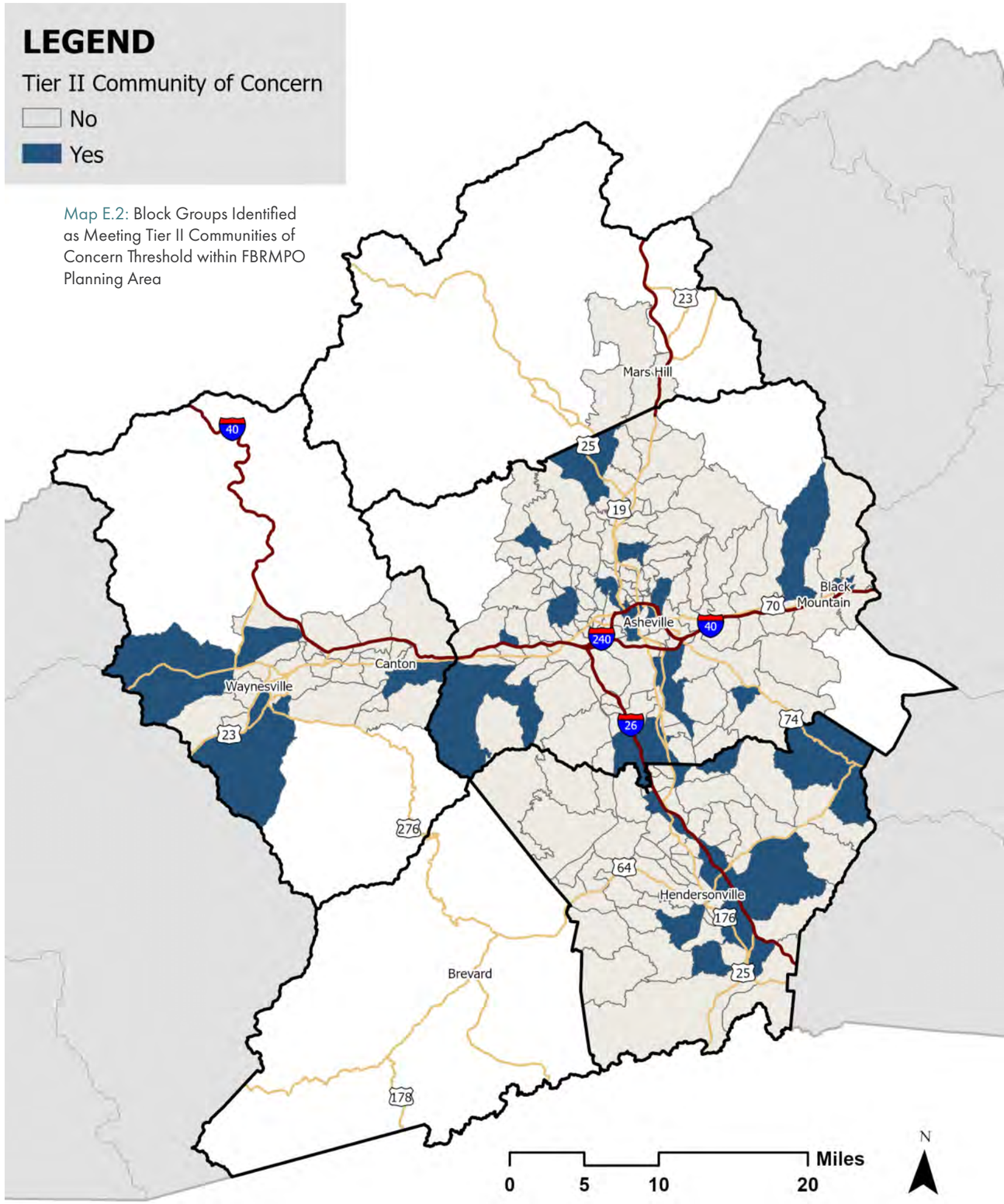
Source: United States Census Bureau American Community Survey 2018-2022 5-Year Estimates

Table E.2: Communities of Concern Tier II Sociodemographic Mean Densities

3 United States Census American Community Survey 2018-2022 5-Year Estimates

4 CDC Places, Centers for Disease Control and Prevention, 2021

5 University of Wisconsin Population Health Institute and Robert Wood Johnson Foundation, County Health Rankings Model | County Health Rankings & Roadmaps



Map E.2: Block Groups Identified as Meeting Tier II Communities of Concern Threshold within FBRMPO Planning Area

Nine chronic diseases and health outcome indicators were included for the purposes of Health Risk Score. These chronic diseases are:

- 1. High Blood Pressure: Also known as hypertension, high blood pressure is a risk factor for heart disease. Environmental factors that have been found to influence blood pressure include lead exposure and air pollution. Environmental factors can also influence related behavioral factors such as diet, stress, and lack of physical activity.[6]
- 2. Asthma: An inflammatory condition of the lungs and one of the most common long-term diseases in children. Environmental factors that influence asthma include air pollution exposure, and exposure to allergens and pests. Other related factors include weight.[7]
- 3. Coronary Heart Disease: A type of heart disease where the arteries of the heart cannot deliver enough oxygen rich blood to the heart and is often caused by high cholesterol. Air pollution, physical inactivity, stress, and unhealthy diet can all increase risk for coronary heart disease.[8]
- 4. Diabetes: A chronic health condition that influences how the body produces or uses insulin and therefore how the body's cells have access to energy. Risk factors for diabetes include being overweight, physical inactivity, stress, and exposure to pollution.[9]
- 5. High Cholesterol: When total blood cholesterol for adults who have been screened in the past 5 years is greater than 200 mg/dL. This is a risk factor for heart disease and stroke. Physical activity and healthy weight and eating can help prevent high cholesterol. It has also been found that fine particulate matter can contribute to high cholesterol levels.[10]
- 6. Obesity: A chronic disease defined as an excessive amount of body fat, that puts people at risk for other diseases including those listed above as well as others. Environments lacking health food options, that do not promote physical activity, and that contribute to high stress have been found to influence obesity.[11]
- 7. Physical Inactivity: Defined by the CDC as adults reporting no physical activity in their leisure time. This may not cover physical activity undertaken commuting or in daily life but may capture much of the population that is not getting the CDC recommended amount of exercise. Physical inactivity increase risk for heart disease, diabetes, colon cancer, high blood pressure, obesity, osteoporosis, muscle and joint disorders, and symptoms of anxiety and depression.[12]
- 8. Poor Physical Health: Defined by the CDC as adults who spend more than 14 days a month with poor physical health, including physical illness and injury. This self-reported measure may overlap with Chronic Disease, but also capture other aspects of health.
- 9. Mental Health: Defined by the CDC as adults who spend more than 14 days a month with poor mental health, which includes emotional, psychological and social wellbeing.

A nine-indicator Health Risk Score with a comparison to the statewide average has been created and applied as part of the FBRMPO Communities of Concern analysis. This combined risk takes the percent change from the statewide average of each of the 9 chronic diseases and health outcomes outlined above and adds them together for a combined score. The combined score is distributed along a normal curve. Tracts categorized as "good" are greater than 1.5 standard deviations above the average combined score, and tracts categorized as of "concern" are 1.5-2.5 standard deviations below the combined average score, with tracts identified as "poor" with combined scores lower than that.

	Number of CoC Block Groups	Percent of CoC Block Groups
Tier I CoCs	87	30.4%
Tier II CoCs	47	16.4%
All CoCs	108	37.8%

Table E.3: Communities of Concern Tier II Sociodemographic Mean Densities

6 High Blood Pressure References: How Cumulative Risks Warrant A Shift In Our Approach To Racial Health Disparities: The Case Of Lead, Stress, And Hypertension | Health Affairs; Environmental Hypertensionology The Effects of Environmental Factors on Blood Pressure in Clinical Practice and Research (umich.edu); Prevent High Blood Pressure | cdc.gov

7 Asthma References: Asthma | CDC; Understanding How Environmental Factors Affect Children's Asthma | US EPA

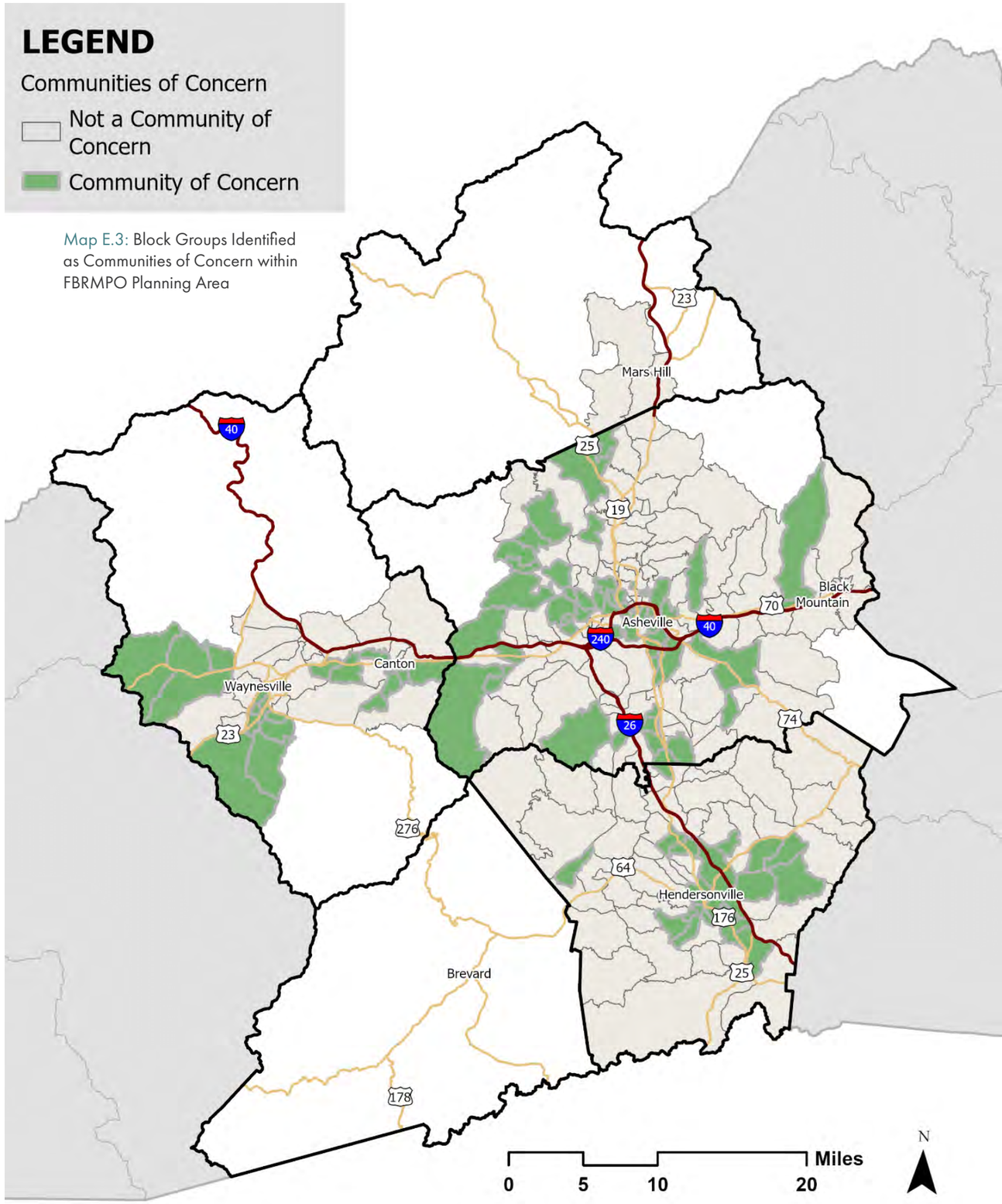
8 Coronary Heart Disease - Causes and Risk Factors | NHLBI, NIH

9 Diabetes References: Environmental Risk Factors for Developing Type 2 Diabetes Mellitus: A Systematic Review - PMC (nih.gov); What is diabetes? | CDC

10 High Cholesterol References: Cholesterol Information | cdc.gov; Study Shows Possible Link Between Air Pollution and Higher Cholesterol Levels | US EPA

11 Social and Environmental Factors Influencing Obesity - Endotext - NCBI Bookshelf (nih.gov)

12 Monthly Estimates of Leisure-Time Physical Inactivity -- United States, 1994 (cdc.gov)



Map E.3: Block Groups Identified as Communities of Concern within FBRMPO Planning Area

Upon identification of Tier 1 and Tier 2 Community of Concern block groups, the tiers were overlaid to identify the combined Community of Concern (CoCs) areas for the region. Table E.3 and Map E.3 shows the block groups associated with a Community of Concern and the share of all block groups within the study area. Due to overlapping sociodemographic concentrations of targeted populations, some block groups are identified as CoCs in both Tier 1 and Tier 2, resulting in 108 block groups identified as CoCs instead of the sum of Tier 1 and Tier 2.

FBRMPO Communities of Concern and NCDOT Transportation Disadvantage Index

The North Carolina Department of Transportation has created a Transportation Disadvantage Index (TDI) for the purposes of identifying vulnerable populations as part of transportation planning and project evaluation. The TDI tool focuses on race (Black, Indigenous and persons of color), income, personal vehicle access, people with mobility impairments, the elderly and youth. Recently, Limited English Proficiency was added as a 7th indicator to address stakeholder requests.

The TDI measure is a composite score based on seven (7) indicators of potential transportation disadvantage. Each indicator is scored based on the relative concentration (scores of 0, 1, 2, or 3 points) of the indicator using the Jenks Natural Breaks method. The scores for each block group are summed and normalized to produce a potential cumulative TDI score ranging from 0 – 21. Table E.4 shows these population groups' share of each of these indicators for the MPO and State.

Critical TDI scores were determined relative to geography and identified as approximately 1 standard deviation from the mean (closest 0.5 point). Therefore, if a block group meets or exceeds the High TDI Threshold value, it is considered to be a high TDI block group. The High TDI Threshold for North Carolina is 14.5, which was used for this assessment.

	FBRMPO	Statewide
Senior	22%	16%
Youth	16%	20%
Low-Income	21%	23%
BIPOC	16%	37%
LEP	3%	4%
Zero-Vehicle Household	5%	6%
Persons with a Disability	17%	16%

Table E.4: Statewide and FBRMPO TDI Indicator Averages

Considering Communities of Concern as Part of Project Scoring and Evaluation

Proposed roadway and bicycle and pedestrian improvements included a Communities of Concern score as part of overall project scoring, in order to review for accessibility, safety, environmental health, and social equity as those related to the presence of transportation disadvantaged populations in the region. These four performance metrics were made up of smaller measures with associated scores between -2 to +2 points. Across all four performance metrics, a project can earn a score between -8 to +9, in which a lower score indicates a greater potential for net negative environmental outcomes while a higher score indicates a greater potential for net positive environmental outcomes.

The accessibility performance metric measures the connectivity of the network, including access to key destinations and bicycle and pedestrian connections. Key community destinations include: affordable housing, multi-family housing, senior housing, nursing homes, schools, daycare, gyms, parks, recreation centers, and places of worship from the FBRMPO destination database; SNAP retailers (grocery); and government offices (subject to local data available, except for USDA SNAP locations), and existing bus stops. Projects are scored based on the following measures for a total score between -2 to +2 points:

Communities of Concern Performance Metric	Description	Potential Score
Accessibility	Connectivity of network including access to key community destinations and bike/ped connections	+2/-2
Safety	Project addresses high automobile and/or bike/ped crash locations	+2/-1
Environmental Health	Air Quality	+2/-2
	Noise	+2/-2
Social Equity	Does project disproportionately affect community destinations in CoC communities	+1/-1
Total CoC Score		+9 to -8

Table E.5: Communities of Concern Performance Metrics

- -1 point: Project removes existing roadway connections
- -1 point: Project removes existing bicycle and/or pedestrian links
- -½ point: Project adds one or multiple reduced conflict intersection(s) (lack of direct connection from cross streets could be more difficult for pedestrians and bicyclists to cross)
- +1 point: Project creates a new roadway link (other than interstate highway) or new interstate interchange
- +1 point: Project adds a bicycle or pedestrian link as part of a roadway project or stand-alone bicycle and/or pedestrian project within ¼-mile of key community destinations or existing transit stops

The safety scoring metric addresses high automobile and/or bicycle and pedestrian crash locations. Measures for this metric were developed alongside the Safe Streets for WNC Land of Sky Regional Transportation Safety Action Plan. The High Injury Network (HIN), Bicycle and Pedestrian HIN, and additional safety-related scoring for all projects are to be applied separately as part of the MTP projects scoring and evaluation. Projects are scored based on the following measures for a total score between -1 to +2 points:

- -1 point: Project is a roadway capacity or new location without complete street elements that overlaps with the Bicycle and Pedestrian HIN
- 0 points: Project is an interstate widening and/or freeway new location
- +1 point: Project is a roadway project that overlaps with the High Injury Network (HIN)
- +1 point: Project is a bicycle and/or pedestrian project that overlaps with the Bicycle and Pedestrian HIN, or roadway modernization or access management project that overlaps with the Bicycle and Pedestrian HIN

The environmental health metric addresses both air quality and noise pollution. Measures for this metric are from the US EPA EJ Screen Tool (National Block Groups), Version 2.3 (vintage 08/06/2024). Projects are scored between the two measures for a total score between -4 to +4 points. Air quality measures may earn -2 to +2 points based on the following measures:

- -2 points: Project is a roadway widening and overlaps with the top 20% of FBRMPO Block Groups for diesel particulate matter (PM2.5)
- -1 point: Project is a roadway widening
- 0 points: Project is a roadway widening for turn lanes or access management / operations improvement
- +1 point: Project is a bicycle and/or pedestrian project or a transit project
- +2 points: Project is a bicycle and/or pedestrian project or a transit project and overlaps with the top 20% of FBRMPO Block Groups for diesel particulate matter (PM2.5)

Noise quality measures may earn -2 to +2 points based on the following measures:

- -2 points: Project is a roadway widening and overlaps with the top 20% of FBRMPO Block Groups for traffic proximity
- -1 point: Project is a roadway widening
- 0 points: Project is a roadway widening for turn lanes or access management / operations improvement
- +1 point: Project is a bicycle and/or pedestrian project or a transit project
- +2 points: Project is a bicycle and/or pedestrian project or a transit project and overlaps with the top 20% of FBRMPO Block Groups for traffic proximity

The social equity metric addresses disproportionate impacts to the spaces where residents who reside in Communities of Concern (CoCs) live, recreate, or spend a lot of time. This metric identifies projects where takings would be required within 100 feet of key community destinations in a Community of Concern. Key destinations include: affordable housing, multi-family housing, senior housing, nursing homes, schools, daycare, gyms, parks, recreation centers, and places of worship from the FBRMPO destination database; SNAP retailers (grocery); and government offices (subject to local data available, except for USDA SNAP locations), and existing bus stops. Projects are scored based on the following measures for a total score between -1 to +1 points:

- -1 point: Project is likely to require takings (roadway widening or conversion to freeway, access management)
- +1 point: Project is unlikely to require takings (modernization, road diet, transit expansion) or is a bicycle and/or pedestrian project)

Project scores are summed across the four performance measures for a total score between -8 to +9 points. The Communities of Concern prorated scores were then converted into prioritization scores between 0 to 25 points, see Table E.6.

The selected Elevate 2050 projects were overlayed with the Communities of Concern maps to help illustrate where it may be necessary to conduct enhanced study of either the proposed transportation network, or specific projects. Table E.7 documents the breakdown of projects in the fiscally constrained list by impact on block groups with a presence of transportation disadvantaged populations as indicated through Communities of Concern analysis.

Communities of Concern Initial Score	New CoC Project Evaluation Score, Prorated for a Scale of up to 25
+6 to +9	25
+3 to +5	20
+1 to +2	15
0	10
-1 to -2	5
-3 and lower	0

Table E.6: Communities of Concern Score Conversion to a Prorated Score of up to 25

Opportunities to Mitigate Negative Impacts to Communities of Concern

Where some negative impacts from future transportation investments are unavoidable, opportunities to mitigate the negative effects and to improve a more equitable outcome for the transportation disadvantaged members of the region should be considered.

The following strategies are considered as potential mitigation strategies:

- In-depth community engagement: where a transportation improvement project is likely to have potential negative impacts in an area recognized as a Community of Concern, an in-depth public engagement process is recommended to identify community concerns and enhancements /additional to the project which could help mitigate the problems and would be desirable to the local community
- Consideration for pedestrian safety as part of roadway widenings and new locations: where road widenings and reconstruction require intersection improvements to support increased capacity, the safety of intersections can be improved by prioritizing pedestrian signals, adding median refuge islands for pedestrian crossings, and adding a "no turn on red" restriction in areas with high probability of pedestrian crossings; opportunities for safe mid-block crossings should be considered on arterial corridors with transit service and a variety of land uses and destinations
- Manage access and speeds: road widenings and interchange projects require access and speed management in order to improve safety for all users; reducing curb cuts and adding medians helps with limiting conflicts; further adding a median can help reduce speeds due to the perceived reduction in roadway width;
- Transit improvements: areas with a variety of existing land uses and with existing transit service warrant a consideration for potential enhancements to existing transit routes and stops, including bus stop amenities and mid-block pedestrian crossing improvements in proximity to bus stops
- Provide separation for cyclists: multi-lane arterials and corridors with high speed of travel should be considered for additional separation for cyclists, including shared use paths and separated bicycle lanes
- Improve pedestrian network: review roadway improvements for potential negative impacts to pedestrian network, and improve sidewalks and crossings as part of the project, especially in areas recognized as a Community of Concern

Review of Projects for Potential Environmental and Cultural Resources Impact

The matrix that is included in this appendix summarizes the project-level environmental analysis that was performed in support of Elevate 2050 planning process. Each element included in the matrix was utilized as part of preliminary environmental screening for fiscally constrained MTP projects. This appendix presents the screening results in the form of a table, along with a brief description of the processes used to generate the environmental and cultural resources impacts table, as well as any assumptions that were made in the process.

Environmental Factors

The following environmental factors were identified and assessed at the project level. In the matrix, environmental factors that are in geographic proximity and/or overlap with a project are indicated with a circle. A color-coded bar in the column titled "Potential Environmental Conflict" was utilized to convey varying intensity of combined environmental factors and issues present for a given project, with dark green representing projects with fewer environmental factors and potential conflicts, and red representing a project with higher presence of environmental factors and potential conflicts. Circles are utilized to convey overlap or proximity of a project to an environmental factor.

Factor	Definition/Description
Issues Overlap	A total count of project overlaps with various environmental screening layers. This score was calculated to identify the areas of highest potential for environmental concerns during project development and implementation.
Potential Environmental Conflict	The gradient, ranging from green to orange, offers a visual representation of the relative level of environmental challenge that may arise during project implementation. It reflects the potential complexity associated with impacts to locally and federally protected resources. This column provides a practical indicator of which projects may require more intensive coordination, mitigation, or permitting efforts as the MPO moves forward with implementation.
Community of Concern	Elevate 2050 incorporates Communities of Concern analysis in order to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on transportation disadvantaged populations in the region. Communities of Concern were defined at the block group level based on areas with a higher than regional presence of minority and low-income populations; Limited English Proficiency populations, youth, seniors, individuals with a disability, zero vehicle populations, and those areas with a higher than average presence of adverse health outcomes such as prevalence of chronic disease.
Historic Resource	Project buffer intersects a SHPO (State Historic Preservation Office) Boundary (any SHPO resource polygon with NR, DOE, or SL Status – excluding "Gone" properties).
Continually Disadvantaged Community	Project is within a Continually Disadvantaged Community (Area of Persistent Poverty).
Community Destinations	Project overlaps a key community destination, including: affordable housing, multi-family housing, senior housing, nursing homes, schools, daycare, gyms, parks, recreation centers, places of worship; SNAP retailers (grocery); and government offices (based on MPO data available, except for USDA SNAP locations).
100-Year Flood; 500-Year Flood	100-Year Floodplain Areas identified by the Federal Emergency Management Agency with a 1% probability flood risk. 500-Year Floodplain Areas identified by the Federal Emergency Management Agency with a 0.025% probability flood risk.
Floodway	Floodway, or a "Regulatory Floodway" is identified by the Federal Emergency Management Agency and means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Communities must regulate development in these floodways to ensure that there are no increases in upstream flood elevations.
NWI Wetland	A wetland identified in the National Wetlands Inventory.
Major River or Stream	Project crosses any FEMA identified stream or standing waterbody.
Impaired Water	Surface waters included in the 303(d) List of Impaired or Threatened Waters as determined by the NC DEQ.
Diesel Particulate Matter	Project overlaps a "High Diesel Particulate Matter" area, defined as an area in the 4th or 5th Quantile for the FBRMPO (0.08176 and higher). Based on US EPA EJ Screen Tool (National Block Groups), Version 2.3 (vintage 08/06/2024).
Traffic Proximity	Project Overlaps a "High Traffic Proximity" area, defined as an area in the 4th or 5th Quantile for the FBRMPO (521,882.677810 and higher). Based on US EPA EJ Screen Tool (National Block Groups), Version 2.3 (vintage 08/06/2024).
Managed Area	Project overlaps a property or easement where conservation of biodiversity and ecosystem function are outlined in the goals of the varying land management programs. Based on NC Natural Heritage Program Managed Areas (Updated 04/23/25).
National Forest	Project intersects any United States Forest Service (USFS) owned parcel categorized as "forest". Based on USFS Open Data Administrative Forest Boundaries (Last refreshed 06/22/25).
National Park	Project intersects any National Park Service (NPS) owned parcel. Based on NPS Open Data boundaries for North Carolina (Last refreshed 06/22/25).
Wildlife Crossing Corridor; Wildlife Crossing Location	Wildlife Crossing Corridors and potential Wildlife Crossing Locations were determined based on a previous study by the Land of Sky Regional Council, "Potential Wildlife Crossings for the French Broad River MPO & Land of Sky RPO Planning Areas."
State Forest / Open Game Land	Project intersects one or more state-owned game lands or forests. Based on NC Division of Parks and Recreation's "North Carolina State Parks – Main Map" (Published 02/10/23).
Landslide Isolation Risk, Parcel-Level	Project intersects a parcel that is likely to be isolated in a landslide.
Flood Isolation Risk, Parcel-Level	Project intersects a parcel that is likely to be isolated in a flood.
High Block Group-level Landslide Isolation Risk	Project is within the 4th or 5th Jenk for total land area at risk of landslide isolation by block group (0.329446 and higher).
High Block Group-level Flood Isolation Risk	Project is within the 4th or 5th Jenk for total land area at risk of flood isolation by block group (0.04939 and higher).
Comprehensive Environmental Analysis	Project has a high number of overlapping environmental concerns and may require extensive coordination with state and federal agencies. Projects in the top 50th percentile of projects with "Potential Environmental Conflict" and Issue Overlap" were flagged.
Flood Mitigation and Prevention	Project intersects a flood-prone area--particularly AE floodplains or designated floodzones--potentially requiring detailed hydrologic studies and coordination to minimize adverse impacts to current and future flood conditions.
Water Quality Preservation	Project intersects any wetland, impaired water body, major river or stream as those resources are typically federally protected and disturbance may trigger additional permitting or mitigation.
Air Quality	Project may result in higher levels of diesel particulate emissions, worsening regional air quality and causing increased traffic volumes.
Wildlife and Habitat Management	Project intersects with protected habitats, wildlife corridors, or managed areas.
Resiliency	Project intersects resiliency screening layers including high flood or landslide isolation risk.

Table E.7: Environmental Factors

Projects		Environmental Analysis		Sociocultural Resources				Water Resources						Air Quality		Habitat and Environment						Resiliency				Advancing Opportunities					
Project ID	Facility	Issue Overlap	Potential Environemntal Conflict	Community of Concern	Historic Resource	Continually Disadvantaged Community	Community Destination	100 Year Flood	500 Year Flood	Floodway	NWI Wetland	Major River or Stream	Impaired Water	Diesel Particulate Matter	Traffic Proximity	Managed Area	National Forest	National Park	Wildlife Crossing Corridor	Wildlife Crossing Location	State Forest / Open Game Land	Landslide Isolation Risk, Parcel-Level	Flood Isolation Risk, Parcel-Level	High Block Group-level Landslide Isolation Risk	High Block Group-level Flood Isolation Risk	Comprehensive Environmental Analysis	Flood Mitigation and Prevention	Water Quality Preservation	Air Quality	Wildlife and Habitat Management	Resiliency
T-SPT01	Norfolk Southern AS Line	■	■	●	●	●	●	●	●	●	●	●		●	●								●			●	●	●			●
R-SPT14	Sand Hill Road	■	■											●	●														●		
R-SPT21	US 25B (Asheville Highway)	■	■		●		●				●			●	●													●	●		
R-MTP56	I-26/I-40/I-240	■	■					●	●	●	●	●		●	●								●			●	●	●	●		●
R-SPT35	I-26	■	■			●								●	●										●				●		●
B-ODG02	Otis Duck Greenway	■	■	●				●	●	●	●																●	●			
R-MTP53	US-176	■	■	●		●	●	●	●	●	●	●		●	●										●	●	●	●	●		●
B-SPT02	Champion Dr	■	■	●			●	●	●	●	●	●		●		●							●			●	●	●	●	●	●
B-SPT08	NC 251 (Riverside Drive)	■	■	●		●		●	●	●	●			●	●								●				●	●	●		●
B-SPT10	US 74A (Fairview Road)	■	■	●	●		●	●	●	●	●	●		●	●	●							●			●	●	●	●	●	●
B-SPT12	US 19 (Merrimon Avenue)	■	■					●	●	●	●			●													●	●	●		
B-SPT14	North Blue Ridge Road	■	■				●	●	●																		●				
B-SPT25	N Main/Clear Creek Road	■	■	●	●	●		●	●	●	●	●		●	●				●							●	●	●	●	●	
B-SPT26	NC 63 (New Leicester Highway)	■	■			●					●			●	●													●	●		
B-MRP01	Park Dr Sidepath	■	■				●				●																	●			
B-WHP02	North/South King Street	■	■		●	●	●	●	●	●	●			●	●											●	●	●	●		
B-CTG12	Swannanoa River East C	■	■	●	●			●	●	●	●	●		●	●	●										●	●	●	●	●	
B-HGP02	Raccoon Creek Greenway	■	■	●		●		●	●	●	●																●	●			
B-HGP05	Richland Creek Greenway (Northern Section)	■	■	●		●		●	●	●	●												●				●	●			●
R-MTP04	North Louisiana Ave (SR 1332)	■	■	●		●		●	●	●	●			●	●												●	●	●		
R-MTP30	US-19	■	■	●	●		●	●	●	●	●	●		●		●							●			●	●	●	●	●	●
R-MTP33	Berkeley Rd (SR-1508)	■	■	●		●		●	●	●	●	●		●	●				●							●	●	●	●	●	
R-MTP35	Butler Bridge Rd (SR-1345)	■	■	●				●	●	●	●	●		●	●								●				●	●	●		

R-MTP46	Elkwood Ave (SR-1674)			●		●		●	●	●	●			●	●														
R-CTP30	Hoopers Creek Rd (SR 1553)						●	●	●	●	●												●							●
R-CTP42	US 64			●	●	●	●	●	●	●	●	●		●	●	●									●					●
R-CTP63	US 23B (South Main Street)			●	●	●	●	●	●	●	●												●	●	●					●
B-WBP10	Main Street Streetscape				●		●				●																			
B-CTP02	NC 225 (Greenville Highway)			●	●	●	●	●	●	●	●	●		●	●										●					●
B-OWEO7	Oklawaha Northern Greenway - Section 4-A			●	●	●		●	●	●	●	●		●	●			●												
B-CBP04	Old Clyde Rd Sidewalk						●				●			●									●							●
B-FBR04	Lee's Creek Road			●				●			●			●	●															
B-FBR07	Asheland Avenue Road Diet					●					●			●	●															
R-MTP23	Blue Ridge Road (SR 2500)			●				●	●	●	●	●																		
R-MTP25	US-70				●		●	●	●	●	●														●					●
R-SPT12	Reems Creek Road			●				●	●	●	●			●									●	●	●					●
R-SPT19	Fanning Bridge Road			●	●	●	●	●	●	●	●			●	●	●										●				
B-SPT15	Reems Creek Greenway			●			●	●	●	●	●			●																
B-SPT16	Bent Creek Greenway			●	●			●	●	●	●	●		●	●	●							●			●				●
B-SPT17	Bent Creek Greenway				●						●			●	●	●														
B-ATM01	Above the Mud Trail			●		●	●	●	●	●	●	●		●	●	●								●		●				●
B-SPT22	Oklawaha Greenway			●		●	●	●	●	●	●			●	●	●								●		●				●
B-SPT23	Allen Branch Greenway					●		●	●	●	●	●		●	●											●				
B-SPT29	US 70 (Tunnel Road)										●				●			●					●	●						●
B-WHP05	Duncan Hill Road (SR 1525)					●					●			●	●															
B-CTG09	Patton Ave from Johnston Blvd to Old Haywood Rd			●	●	●		●	●	●	●	●		●	●										●					
B-CTG10	West Asheville Rail Trail - 2			●	●	●		●	●	●	●	●		●	●								●			●				●
B-CTG49	Lake Julian					●	●	●	●	●	●	●		●	●			●								●				
R-MTP15	US 19/23			●	●	●	●	●	●	●	●	●		●	●								●			●				●
R-MTP08	Kanuga Rd (SR-1127)			●	●	●		●	●	●	●			●	●											●				
R-CTP06	I-26 (US-19/23)			●	●	●		●	●	●	●			●	●	●		●					●			●				●

R-CTP25	NC 81 (Swannanoa River Road)																												
R-CTP86	NC 215																												
B-FBP01	Fanning Bridge Road Sidewalk																												
B-FBP06	Rutledge Road Multiuse Side Path																												
B-CTP19	US 70																												
B-CBP09	Blackwell Dr Sidewalks																												
R-CTP102C	I-40																												
R-CTP35	US 25 ALT (Sweeten Creek Road)																												
B-FBR05	US-70/Swannanoa Greenway																												
B-FBR06	Mills River Valley Trail																												

Buffer Assumptions

To accurately assess potential environmental interactions, buffer distances were applied to project features prior to proximity analysis. For linear projects (e.g., roadway widenings or extensions), a 250-foot buffer was used. This distance was selected based on both practical and regulatory considerations: it reflects a commonly used buffer size in NCDOT project screening, and it is generally sufficient to capture the typical construction footprint, staging areas, and temporary disturbances associated with linear infrastructure projects.

Point-based projects, such as intersection or interchange improvements, were buffered at 1,000 feet. This larger buffer ensures that the analysis captures environmental features in the broader area that could reasonably be affected by such projects—especially in cases where grading, drainage improvements, or temporary construction access could extend well beyond the physical footprint of the intersection itself. The chosen buffer distance also had the greatest success in capturing cross-streets and parcels along all directions of an intersection's approaches when compared to smaller or larger values.

These buffer distances were uniformly applied to ensure consistency across the screening process, while also accounting for the differing spatial impacts associated with project types.

Environmental Screening and Matrix Creation

Once buffer distances were applied to each project feature (250 feet for linear projects and 1,000 feet for point-based projects), a spatial intersection analysis was performed between each buffered project area and a suite of environmental datasets. For each environmental layer, if any part of the buffered project area intersected the feature, a score of 1 was assigned. If no intersection occurred, a score of 0 was recorded.

Combined Environmental Impact

The following layers were screened at varying thresholds by category. The section below describes parameters associated with each variable that would yield a flag in the matrix:

Note: Any reference to the term "project" references the entire buffered project boundary.

Sociocultural:

- Project is within a Community of Concern
- Project intersects a SHPO Boundary (any SHPO resource polygon with NR, DOE, or SL status - excluding "Gone" properties)
- Project is within a Continually Disadvantaged Community (Area of Persistent Poverty)
- Project overlaps with a Community Destination identified by the MPO

Water Resources:

- Project overlaps 100-Year, 500 Year, or Immediate Floodway
- Project overlaps any wetland identified by the National Wetland Inventory (NWI)
- Project crosses any FEMA identified stream or standing waterbody
- Project intersects a 303d or 305b stream, where said stream is "exceeding criteria" for one or more pollutants, referred to as "impaired water"

Air Quality:

- Project overlaps a "High Diesel Particulate Matter" area, defined as an area in the 4th or 5th Quantile for the MPO (0.08176 and higher)
- Project Overlaps a "High Traffic Proximity" area, defined as an area in the 4th or 5th Quantile for the MPO (521,882.677810 and higher)

Habitat and Environment:

- Project overlaps any of the following critical areas,
  - Regulated/Managed areas
  - National Forests
  - National Parks
  - Wildlife Crossing Corridors
  - State Forests or Open Game Land

Resiliency:

- Project intersects a parcel that is likely to be isolated in a flood or landslide
- Project is within the 4th or 5th Jenk for total land area at risk of flood isolation by block group (0.04939 and higher)
- Project is within the 4th or 5th Jenk for total land area at risk of landslide isolation by block group (0.329446 and higher)

Matrix Development

Once the projects had been successfully screened using identified environmental screening layers, a total count of overlaps was calculated to identify the areas of highest concern. This is represented by the "Issue Overlap" column. To better represent the level of agency coordination and resource management that may be required during project development, a second scoring column was introduced, titled "Potential Environmental Conflict". This gradient-based score focuses specifically on nine key environmental variables that are most likely to trigger additional screening, permitting, or consultation for projects administered by NCDOT or federal agencies:

- 100 Year Flood
- Regulatory Flood
- Managed Area
- National Forest
- National Park
- Historic District (NR, DOE, SL)
- NWI Wetlands
- Major Hydrography (streams and rivers, excluding NWI Wetlands)
- Impaired Waters

The gradient, ranging from green to orange, offers a visual representation of the relative level of environmental challenge that may arise during project implementation. It reflects the potential complexity associated with impacts to locally and federally protected resources. This evaluation is captured in the "Potential Environmental Conflict" column, providing a practical indicator of which projects may require more intensive coordination, mitigation, or permitting efforts as the MPO moves forward with implementation.

Understanding Opportunity

The final section of the table, titled "Advancing Opportunities," addresses potential long-term needs and strategic considerations associated with each project. This portion of the analysis highlights opportunities to improve resilience, mitigate risk, and plan proactively for future environmental and community outcomes. The following variables were used to generate this portion of the assessment:

Comprehensive Environmental Analysis:

- Projects with a high number of overlapping environmental concerns may face greater implementation challenges. These projects are more likely to require extensive coordination with state and federal agencies.
- A project received a flag in this category if the combined total of "Issue Overlap" and "Potential Environmental Conflict" scores placed it in the top 50th percentile. Any project above this threshold was flagged for additional review.

Flood Mitigation Prevention:

- Projects intersecting flood-prone areas—particularly AE floodplains or designated floodways—may require detailed hydrologic studies and coordination to minimize adverse impacts to both current and future flood conditions.
- A project was flagged if it intersected either the existing floodway or the 100-Year Floodplain.

Water Quality Preservation:

- Activities near or within wetlands, impaired waters, or major streams may pose long-term risks to regional water quality. These resources are typically federally protected, and disturbance could trigger additional permitting or mitigation.
- A flag was assigned if the project intersected any wetland, impaired water body, or major river or stream.

Air Quality:

- Increased traffic volumes may contribute to higher levels of diesel particulate emissions, worsening regional air quality—particularly near sensitive receptors. While especially relevant to interstate or capacity-enhancing projects, noise and air quality should be considered for all projects.
- Projects were flagged if either air quality indicator (Diesel Particulate Matter or Traffic Proximity) had a value of "1".

Wildlife and Habitat Mitigation:

- Projects that intersect protected habitats or conservation areas can contribute to habitat fragmentation, affecting wildlife corridors and ecological balance.
- A flag was assigned if any wildlife corridor, managed area, or sensitive habitat layer returned a value of "1".

Resiliency:

- Planning for resiliency is critically important in the French Broad River MPO region. Projects that intersect areas with high flood or landslide isolation risk may either help connect communities with a high potential isolation risk, or increase exposure to future hazard conditions.
- A project received a flag in this category if it intersected any of the resiliency screening layers.

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Appendix F. Unfunded Projects (CTP)

Bicycle and Pedestrian Projects

Project ID	Improvement Type	Recommendation Name	Description	Estimated Cost	County
B-ATM02	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	7th Ave Streetscape Improvements	10 ft concrete sidewalk/brick replacement to create safer, more accessible connection between historic neighborhoods and downtown.	$8,300,000.00	Henderson
B-ATM03	7 - Protected Linear Pedestrian Facility (Pedestrian)	Festival Street	Full road and sidewalk replacement with permeable pavers to revitalize South Main St and improve multimodal facilities.	$10,400,000.00	Henderson
B-BRB01	3 - On-Road Designated Bicycle Facility (Bicycle)	Swannanoa River (NC81)	Bicycle lanes are recommended along with the greenway as part of the Wilma Dykeman RiverWay.	$3,911,000.00	Buncombe
B-BRB02	3 - On-Road Designated Bicycle Facility (Bicycle)	Reems Creek Rd	Bike lanes (in-town) and bikeable shoulders are recommended for recreational riders. A greenway is planned from Weaverville to Karpen Fields and the Vance Birthplace.	$2,840,000.00	Buncombe
B-BRB03	4 - On-Road Bicycle Facility (Bicycle)	Sand Hill Rd	Bicycle lanes and shared lane markings are recommended along the route with a parallel greenway in some areas.	$1,089,000.00	Buncombe
B-BRB04	5 - Multi-Site Bicycle Facility (Bicycle)	US 74A	A feasibility study is required to determine best use of existing streets as well as I-40 and Blue Ridge Parkway right-of-way.	$75,000.00	Buncombe
B-BRB06	3 - On-Road Designated Bicycle Facility (Bicycle)	Lyman St	Bicycle lanes similar to what exists along Lyman St north of Amboy are recommended in addition to the planned greenway as part of the Wilma Dykeman RiverWay.	$1,538,000.00	Buncombe
B-BRB07	3 - On-Road Designated Bicycle Facility (Bicycle)	Charlotte St	Street is under study for a road diet with bicycle lanes and/or shared lane markings considered as part of the reconfiguration.	$11,650.00	Buncombe
B-BRB08	5 - Multi-Site Bicycle Facility (Bicycle)	Patton Ave (Smokey Park Hwy)	Proposals to reconstruct the I-240/I-26 interchange may provide an opportunity for an on-street connection in this area to link West Asheville to downtown Asheville. A feasibility study is required to identify appropriate facility type(s).	$75,000.00	Buncombe
B-BRB09	4 - On-Road Bicycle Facility (Bicycle)	Haywood Road	The City Bicycle Plan recommended climbing lanes, shared lane markings and lane diets to accommodate bicycle lanes on this 3-mile route.	$131,330.00	Buncombe
B-BRB10	4 - On-Road Bicycle Facility (Bicycle)	College Street to Beaucatcher Tunnel	A feasibility study is needed to determine design options through the Tunnel.	$75,000.00	Buncombe
B-BRB11	4 - On-Road Bicycle Facility (Bicycle)	Old Clyde Rd	Bikeable shoulder and signage to address safety issues.	$2,094,000.00	Haywood
B-BRB12	3 - On-Road Designated Bicycle Facility (Bicycle)	Dellwood Rd (US 19)	Restriping for bicycle lanes to improve visability.	$1,088,000.00	Haywood
B-BRB17	4 - On-Road Bicycle Facility (Bicycle)	US 176/Spartanburg Highway	Bikeable shoulders and signage to address safety issues.	$1,591,000.00	Henderson
B-BRB18	3 - On-Road Designated Bicycle Facility (Bicycle)	US 64	Bicycle lanes or parallel greenway	$1,481,000.00	Henderson
B-BRB19	3 - On-Road Designated Bicycle Facility (Bicycle)	Howard Gap Rd	Add bike lanes as a part of R-5207, signage, bikeable shoulder to improve safety for cyclists.	$3,577,000.00	Henderson
B-BRB29	3 - On-Road Designated Bicycle Facility (Bicycle)	S. Main St	Adding bike lanes to improve safe facilities for cyclists.	$584,000.00	Madison
B-BRB42	3 - On-Road Designated Bicycle Facility (Bicycle)	NC 225/US25	Bike lanes through urban sections and bikeable shoulders and signage outside of municipalities	$4,950,000.00	Henderson
B-BRB43	3 - On-Road Designated Bicycle Facility (Bicycle)	US 25	Bike lanes through northern section, buffered bike lanes or greenway from I-40 to Airport Rd and bikeable shoulder south of Airport Rd	$8,439,000.00	Henderson, Buncombe

Project ID	Improvement Type	Recommendation Name	Description	Estimated Cost	County
B-BRB44	3 - On-Road Designated Bicycle Facility (Bicycle)	US 25	Bicycle lane, with shared lane markings along low speed, low volume segments in downtown Weaverville	$2,906,000.00	Buncombe
B-BRB46	4 - On-Road Bicycle Facility (Bicycle)	US 64 Corridor	Bikeable shoulder in rural areas, bike lanes withing town limits and shared lane markings low speed/volume segments in town centers	$579,440.80	Henderson
B-BRB47	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	NC 280/Asheville Hwy	Buffered bike lane or parallel greenway to NC 280 to provide safe facilities for pedestrians/cyclists.	$1,862,462.40	Henderson
B-BRB49	3 - On-Road Designated Bicycle Facility (Bicycle)	US 70/Old US 70	Bike lanes inside the city, bikeable shoulders outside of municipal boundaries and signage the full distance	$10,599,500.00	Buncombe
B-BRB50	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Brevard Rd (NC 191)	Combination of bike lane, bike shoulder and greenway facility type.	$59,288,386.40	Henderson, Buncombe
B-CBP01	3 - On-Road Designated Bicycle Facility (Bicycle)	Reed Street Bike Lanes	Use existing ROW to widen Reed St and construct 5' bike lanes with 2' painted buffers on both sides from the Park/Main St intersection to Penland St.	$200,000.00	Haywood
B-CBP02	7 - Protected Linear Pedestrian Facility (Pedestrian)	Sorrells Street Shared Use Path	Construct a 10'-12' paved side path along west side of Sorrells Street from Main St to Park St, with trail crossing standards (crosswalk stripes and pedestrian signal across both Park St and Main St) and signs.	$20,000.00	Haywood
B-CBP03	7 - Protected Linear Pedestrian Facility (Pedestrian)	Pisgah High Pedestrian Improvements	Construct a sidewalk on the east side of Pigeon St (to connect to existing sidewalk, which should be replaced with ADA curb ramps), with pedestrian lane striping through the school's parking lot. Make a pedestrian connection from the east side of the school campus down to Pisgah Dr. Construct stairs down to the intersection of Pisgah Dr and Crestview and/or a sidewalk down the access road to Pisgah Dr.	$22,000.00	Haywood
B-CBP05	7 - Protected Linear Pedestrian Facility (Pedestrian)	Substation Road Sidewalk	Construct a 5' sidewalk on the north side (westbound) of Substation Rd from Pigeon St to the existing sidewalk at the small bridge.	$350,000.00	Haywood
B-CBP06	7 - Protected Linear Pedestrian Facility (Pedestrian)	Pisgah School Road Sidewalk	Construct a 6' minimum sidewalk on the south side (eastbound) of Pisgah School Road from Penland St/Old River Rd (215) to Pigeon Street Pisgah High School entrance) with a 6' minimum vegetated buffer.	$60,000.00	Haywood
B-CBP07	8 - Multi-Site Pedestrian Facility (Pedestrian)	Academy Street Crosswalks	Paint new crosswalks on Academy St at the east side of Maple St (1), west end of Hampton Heights Rd (2), east end of Bailey St (3), and near the Spring Street intersection (4,5). Crosswalks 1, 3, and 5 should be raised speed tables, as there is frequent high-speed traffic coming from Spring St and Dutch Cove Rd.	$20,000.00	Haywood
B-CBP08	7 - Protected Linear Pedestrian Facility (Pedestrian)	Pigeon River Greenway	Construct a 10'-12' paved shared use path along the Pigeon River (south side) from Fiberville St to the Town of Clyde (River's Edge Park). Pedestrian bridges and other connections should be planned to ensure maximum usefulness of this trail.	$3,500,000.00	Haywood
B-CTG04	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	South Asheville Rail Trail-S	Greenway adjacent to the rail line that utilizes existing railroad right-of-way. North of Ascot Point Circle, the alignment follows Hendersonville Rd to Rock Hill Rd.	$15,792,129.10	Buncombe
B-CTG05	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	South Asheville Rail Trail-N	Greenway adjacent to the rail line that utilizes existing railroad right-of-way. Above West Chapel Rd, the alignment follows Robinson Ave and Medical Park Dr to connect to Sweeten Creek Rd.	$7,100,637.90	Buncombe
B-CTG06	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Chunns Cove Connector	Multi-use sidepath along Chunns Cove Rd to provide safe facilities for pedestrians and cyclists.	$1,280,442.90	Buncombe
B-CTG07	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Swannanoa River West	Greenway running along Meadow Rd. North Carolina Department of Transportation Project.	$7,527,452.20	Buncombe

Project ID	Improvement Type	Recommendation Name	Description	Estimated Cost	County
B-CTG08	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Tunnel Road West	Multi-use sidepath running along the south side of Tunnel Rd to provide safe facilities for bicyclists/pedestrians.	$6,635,022.30	Buncombe
B-CTG100	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Airport Road Connector	Multi-use sidepath or off road connection to connect Arden to the future Henderson County Greenway along NC 280.	$6,596,221.00	Buncombe
B-CTG101	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Swannanoa River East B	Greenway running along the south side of the Swannanoa River, under Wood Ave and I-240, to Swannanoa River Rd via Bleachery Blvd. This trail is completed in the Riverbend Park section.	$4,384,546.90	Buncombe
B-CTG102	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Wilma Dykeman	Separated bicycle facility	$7,255,843.10	Buncombe
B-CTG103	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Lakeshore	Neighborhood greenway along Gracelyn Rd, Colonial Place, Mt Vernon Circle and Lakeshore Dr.	$2,832,494.90	Buncombe
B-CTG104	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Overlook Road	Multi-use sidepath following Overlook Rd for safety.	$3,104,104.00	Buncombe
B-CTG105	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Downtown Connector Loop - East	Neighborhood greenway connector loop following McCormick Place, South Charlotte St, College St, Woodfin St and Lexington Ave to the Reed Creek Greenway alignment on Cherry St.	$5,897,797.60	Buncombe
B-CTG106	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Downtown Connector Loop - West	Neighborhood greenway connection using Coxe, Hilliard and Clingman Avenues to Haywood Street Pedestrian Bridge and continuing along Hill St to Montford Ave.	$4,888,963.80	Buncombe
B-CTG107	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Beaucatcher	Neighborhood Greenway running along McCauley Dr, Samuel Ashe Dr and Faulkner Ave.	$4,112,937.80	Buncombe
B-CTG108	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Overlook Road	Neighborhood greenway connection following Bend Oak Lane and Deerhaven Lane.	$620,820.80	Buncombe
B-CTG109	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Tunnel Road East	Multi-use sidepath along the south side of Tunnel Road, utilizes existing sidewalk over the I-240 Interchange.	$2,832,494.90	Buncombe
B-CTG11	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Swannanoa River East A	Greenway connection running along the north side of the Swannanoa River.	$4,345,745.60	Buncombe
B-CTG110	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Weaver Park	Neighborhood greenway along Central Ave, Chestnut St, Madison Ave, Hillside St and Murdock Ave.	$5,664,989.80	Buncombe
B-CTG111	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Oakley West	Neighborhood greenway following Merchant St and Glendale Ave.	$5,315,778.10	Buncombe
B-CTG112	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Reynolds (BC)	Regional greenway connection to improve connectivity.	$9,661,523.70	Buncombe
B-CTG113	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Hominy Creek (BC)	Regional greenway connection to improve connectivity.	$1,629,654.60	Buncombe
B-CTG114	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Lake Julian/Arden Spur (BC)	Regional greenway connection to improve connectivity.	$5,121,771.60	Buncombe
B-CTG115	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Lake Julian/Arden (BC)	Regional greenway connection to improve connectivity.	$2,483,283.20	Buncombe
B-CTG116	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Sweeten Creek	Multi-use sidepath along Sweeten Creek Rd. to provide facilities for pedestrians/ cyclists.	$5,509,784.60	Buncombe
B-CTG117	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Hominy Creek-West	Regional Connection, development led by Buncombe County	$18,547,021.40	Buncombe

Project ID	Improvement Type	Recommendation Name	Description	Estimated Cost	County
B-CTG118	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Oteen Church Connector	Neighborhood greenway connection following Oteen Church Rd to connect to the proposed natural surface trails that will connect to Azalea Park.	$2,832,494.90	Buncombe
B-CTG119	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Falconhurst Greenway	Connection through easement of private development south of Smith Mill Creek Greenway near New Leicester Highway and connecting into the Falconhurst Reserve.	$1,086,436.40	Buncombe
B-CTG120	4 - On-Road Bicycle Facility (Bicycle)	Rhododendron-Falconhurst Connector	Neighborhood on-road from West Asheville Park running along Vermont Ave, Olney Rd, Lanvale Ave, Haywood Rd and then extending north along Blue Ridge Ave, Craggy Ave and Tanglewood Dr.	$76,063.20	Buncombe
B-CTG121	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	College Street Connector	Neighborhood greenway following College St.	$1,629,654.60	Buncombe
B-CTG122	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Biltmore Village Sidepaths	Widen sidewalk to provide multi-use sidepath along west side of All Souls Crescent (north of Vanderbilt Road) to Lodge Street sidepath on north side and Hendersonville Road (either side).	$1,396,846.80	Buncombe
B-CTG123	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Biltmore McDowell Option A	Remove a travel lane on Biltmore Ave to provide a sidepath or separated bicycle and pedestrian facilities between Southside and Caledonia Rd. Then follow Roebling Circle to Huntsman Place with an advisory shoulder.	$5,315,778.10	Buncombe
B-CTG124	7 - Protected Linear Pedestrian Facility (Pedestrian)	Biltmore McDowell Option B	Remove one travel lane on McDowell St to provide a sidepath on one side of the street.	$3,962,700.00	Buncombe
B-CTG125	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Hendersonville Road Sidepath	Multi-use sidepath along Hendersonville Rd.	$3,220,507.90	Buncombe
B-CTG126	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Hendersonville Road Sidepath	Multi-use sidepath along Hendersonville Rd.	$2,793,693.60	Buncombe
B-CTG127	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	West Asheville River Arts Connector	This neighborhood greenway connection runs from the area of the existing Bowen Bridge, along W. Haywood St, Craven St and Hazel Mill Rd to connect to a spur greenway that is planned with the I-26 NCDOT project.	$1,125,237.70	Buncombe
B-CTG128	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	West Asheville River Arts Connector	This neighborhood greenway connection runs from the area of the existing Bowen Bridge, along W. Haywood St, Craven St and Hazel Mill Rd to connect to a spur greenway that is planned with the I-26 NCDOT project.	$194,006.50	Buncombe
B-CTG129	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Beaver Lake	Utilizes existing pathways and provides connections	$3,530,918.30	Buncombe
B-CTG13	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Beaverdam Extension	Greenway extension from Woodfin, along Elkwood Ave and east to Sareva Place and the Beaverdam Connector.	$853,628.60	Buncombe
B-CTG14	9 - Improved Pedestrian Facility (Pedestrian)	Karen Cragnolin Park	Proposed as part of the construction of Karen Cragnolin Park being led by RiverLink	$381,622.08	Buncombe
B-CTG15	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	South Slope Connector	Neighborhood greenway connection along Southside Ave, Short Coxe Ave, Biltmore Ave and Buchanan Ave near Asheville Memorial Stadium.	$2,056,468.90	Buncombe
B-CTG16	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	River Arts Connector Neighborhood Greenway	Neighborhood greenway runs along Lyman St, Clingman Ave Extension and Depot St in the River Arts District.	$3,181,706.60	Buncombe
B-CTG17	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Shiloh North-South	Neighborhood greenway connector following Caribou Rd to add multimodal accomodations.	$8,070,670.40	Buncombe
B-CTG18	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	UNCA	Neighborhood greenway along Mt. Clare Ave and Barnard Ave with a small off road connector south of WT Weaver Blvd.	$5,936,598.90	Buncombe
B-CTG19	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Lakeshore	Greenway or sidepath along Lakeshore Dr.	$4,772,559.90	Buncombe

Project ID	Improvement Type	Recommendation Name	Description	Estimated Cost	County
B-CTG20	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Kimberly	Neighborhood greenway connection from College St downtown following Charlotte St, Evelyn Place and Kimberly Ave and Beaverdam Rd.	$11,291,178.30	Buncombe
B-CTG21	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Haw Creek Connector	Neighborhood greenway following Avon Rd and Beverly Rd.	$1,513,250.70	Buncombe
B-CTG22	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Fairway Connector	Neighborhood greenway following Fairway Dr, Gladstone Road, Edgewood Rd and Governors View Rd.	$4,074,136.50	Buncombe
B-CTG23	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Kensington	Neighborhood greenway following Kensington Dr.	$2,289,276.70	Buncombe
B-CTG24	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Malvern	Neighborhood greenway along Manila St to Buttermilk Creek, Malvern Hills Park, Sulphur Springs Rd to Bear Creek Rd. Crossing Patton Ave, it follows 20th St.	$3,918,931.30	Buncombe
B-CTG25	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Emma East	Neighborhood Greenway along Emma Rd, Emma Hills Dr, Canary Court and Wren Ln.	$1,668,455.90	Buncombe
B-CTG26	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Richmond Hill Connector	Neighborhood greenway following Emma Rd, Bingham Rd, and Richmond Hill Dr.	$8,187,074.30	Buncombe
B-CTG27	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Emma North-South	Neighborhood greenway running along North Louisiana Ave and Adams Hill Rd.	$3,492,117.00	Buncombe
B-CTG28	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Hazel Mill Connector	Neighborhood Greenway following Hazel Mill Rd and North Louisiana Ave.	$3,453,315.70	Buncombe
B-CTG29	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Thompson Street	Neighborhood greenway connector following Thompson St.	$4,151,739.10	Buncombe
B-CTG30	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Rock Hill Road	Neighborhood greenway connection following Rock Hill Rd.	$2,000,000.00	Buncombe
B-CTG31	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Beaverdam Connector	Neighborhood greenway along Glen Falls Rd, Carjen Ave and Sareva Place.	$970,032.50	Buncombe
B-CTG32	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Shiloh East-West	Neighborhood greenway connector following Shiloh Road, Brooklyn Rd and Hampton St.	$2,328,078.00	Buncombe
B-CTG33	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Shiloh East-West	Neighborhood greenway connector following W. Chapel Rd.	$1,707,257.20	Buncombe
B-CTG34	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Oakley East	Neighborhood greenway following Liberty St, Cedar St, Wood Ave and Cheerio Ln and Future Dr.	$4,423,348.20	Buncombe
B-CTG35	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Kenilworth	Neighborhood greenway running along Old Chunns Cove Rd, Beaucatcher Rd, Aurora Dr, Kenilworth Rd, Warwick Rd, Forest Hill Dr, Castle St and Caledonia Rd to Biltmore Ave	$10,321,145.80	Buncombe
B-CTG36	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Beverly Hills	Greenway connecting Haw Creek to Azalea Park and the Swannanoa River Greenway following Swannanoa River Rd and East Hawthorne Dr to Fairway Dr. Connects to Haw Creek Trail at Tunnel Rd.	$3,647,322.20	Buncombe
B-CTG37	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Rhododendron Creek	Connects south into West Asheville Park then south along Talmadge St to the Hominy Creek Greenway, connecting all of West Asheville to the French Broad River and riverfront parks.	$3,918,931.30	Buncombe
B-CTG38	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Canie Creek	Follows Canie Creek south of Patton Ave and follows Old Haywood Rd to the north of Patton Ave.	$4,694,957.30	Buncombe

Project ID	Improvement Type	Recommendation Name	Description	Estimated Cost	County
B-CTG39	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Montford	Runs along the creek from Montford Ave to Hill St (behind Isaac Dickson Elementary School) and along Hill St to Riverside Dr with an off road spur to the Montford Recreation Complex.	$4,888,963.80	Buncombe
B-CTG40	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Nasty Branch	Greenway connection from Depot St through Livingston Street Park to Choctaw and Phifer Streets.	$2,793,693.60	Buncombe
B-CTG41	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Bartlett Arms	Greenway connects Bartlett Arms to the River Arts District through Murray Hill Park.	$931,231.20	Buncombe
B-CTG42	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Oakley East Off Road	Greenway connection running behind the River Hills Shopping Center and along McArthur Ln and Glendale Ave.	$2,444,481.90	Buncombe
B-CTG43	1 - Grade Separated Bicycle Facility (Bicycle)	Richmond Hill	Crosses the river at Pearsons Bridge Rd and extending north along the west side of the river before connecting to Richmond Hill Park.	$55,593,208.00	Buncombe
B-CTG44	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Hominy Creek (BC)	Regional Connection, development led by Buncombe County	$5,858,996.30	Buncombe
B-CTG46	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	French Broad River West		$698,423.40	Buncombe
B-CTG47	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Glenn's Creek	Greenway following north side of WT Weaver Blvd along Glenn's Creek.	$8,031,869.10	Buncombe
B-CTG50	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	French Broad River (BC)	Regional greenway extending north along the east side of the French Broad River.	$49,044,843.20	Buncombe
B-CTG52	3 - On-Road Designated Bicycle Facility (Bicycle)	French Broad River West		$53,750.00	Buncombe
B-CTG53	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Bent Creek	Proposed multi-use path along Brevard Rd, being led by County	$33,446,720.60	Buncombe
B-CTG55	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Lake Julian/Arden (BC)	Regional greenway connection	$13,153,640.70	Buncombe
B-CTG57	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Beaucatcher	Greenway through Mountainside Park connecting Memorial Stadium to Helen's Bridge.	$7,799,061.30	Buncombe
B-CTG58	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Bent Creek	Proposed multi-use path along Brevard Rd, being led by County	$465,615.60	Buncombe
B-CTG59	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Smith Mill Creek	Greenway along Smith Mill Creek that runs south from Emma Rd to Patton Ave and then west along the south side of Patton Ave.	$6,250,000.00	Buncombe
B-CTG60	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	French Broad River West	Spur to Riverview Dr to provide connections to residential areas.	$271,609.10	Buncombe
B-CTG61	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	French Broad River West	Spine connection	$3,259,309.20	Buncombe
B-CTG62	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Enka Heritage Trail (BC)	This greenway follows the south side of Hominy Creek from Enka Village area into Buncombe County Sports Park before running south to Sand Hill Rd near Warren Haynes Dr.	$6,712,624.90	Buncombe
B-CTG63	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	West Asheville	Greenway to be completed as part of I-26 redesign that will follow the south side of the new I-26 alignment.	$6,751,426.20	Buncombe
B-CTG64	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	French Broad River East	Follows the east side of the French Broad River.	$4,927,765.10	Buncombe
B-CTG65	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Beverly Hills	Greenway connection from Tunnel Rd to Avon Rd near Lynnstone Court.	$1,164,039.00	Buncombe

Project ID	Improvement Type	Recommendation Name	Description	Estimated Cost	County
B-CTG66	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Swannanoa River East E	Greenway connecting the Mountains-to-Sea Trail to Tunnel Rd near Porters Cover Rd, following the north side of the Swannanoa River.	$4,345,745.60	Buncombe
B-CTG68	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Hominy Creek Spur (BC)	Regional connection	$2,522,084.50	Buncombe
B-CTG69	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	French Broad River West	Runs along the west side of the French Broad River.	$1,746,058.50	Buncombe
B-CTG70	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Elsie's Bridge Connector	Greenway connection along a creek south of the 372 Depot St address.	$194,006.50	Buncombe
B-CTG71	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Smith Mill Creek Connector	Greenway to be completed as part of I-26 redesign	$2,599,687.10	Buncombe
B-CTG72	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	West Asheville River Arts Connector	This neighborhood greenway connection runs from the area of the existing Bowen Bridge, along W. Haywood St, Craven St and Hazel Mill Rd to connect to a spur greenway that is planned with the I-26 NCDOT project.	$970,032.50	Buncombe
B-CTG73	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	French Broad River Park		$77,602.60	Buncombe
B-CTG75	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Merrimon-Beaver Lake Sidepath	Multi-use sidepath (greenway) along Merrimon Ave on the west and south side.	$5,160,572.90	Buncombe
B-CTG76	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	French Broad River North	Greenway sidepath along Riverside Dr.	$2,172,872.80	Buncombe
B-CTG77	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Beaverdam Creek (BC)	Town of Woodfin's proposed Beaverdam Greenway that will connect to the French Broad River Greenway	$5,742,592.40	Buncombe
B-CTG78	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Swannanoa River (BC)	Regional connection	$31,545,456.90	Buncombe
B-CTG79	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Lake Julian/Arden Greenway (BC)	Regional connection	$12,300,012.10	Buncombe
B-CTG80	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Jake Rusher Arterial Greenway	Greenway connection to Jake Rusher Park following Sycamore Dr.	$1,552,052.00	Buncombe
B-CTG81	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Hominy Creek-East	Runs south from Shelburne Rd to connect across the Hominy Creek.	$465,615.60	Buncombe
B-CTG82	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Hominy Creek-East	Greenway connection from Hominy Creek River and Picnic Areas to the north along the Hominy Creek.	$1,280,442.90	Buncombe
B-CTG83	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Ragsdale Creek	This greenway follows the Ragsdale Creek from Smokey Park Highway, running north of I-40 to the east to cross South Bear Creek Rd before shifting to run north to the Hominy Creek.	$9,312,312.00	Buncombe
B-CTG84	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Deaverview Greenway	Follows a green space area north of Westmore Apartments that runs East toward the Roger D Farmer Park.	$3,414,514.40	Buncombe
B-CTG85	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Bacote Branch	Greenway (possibly natural surface) running to Aston Park.	$1,590,853.30	Buncombe
B-CTG86	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Busbee Road Connector	Neighborhood greenway connector following Busbee Rd.	$931,231.20	Buncombe
B-CTG87	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Center Street Extension	Greenway connection from the end of Center St to Hendersonville Rd	$232,807.80	Buncombe
B-CTG88	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Eastwood Road Connector	Neighborhood greenway connector following Eastwood Rd	$698,423.40	Buncombe

Project ID	Improvement Type	Recommendation Name	Description	Estimated Cost	County
B-CTG89	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Yorkshire Connector	Neighborhood greenway connection following Yorkshire St and greenway connection to London Rd.	$1,164,039.00	Buncombe
B-CTG90	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Lower Grassy Branch	Neighborhood greenway connection following Azalea Rd, Lower Grassy Branch Rd, Miller Branch Rd and Old Farm School Rd.	$5,742,592.40	Buncombe
B-CTG91	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	South Tunnel Road Greenway	Greenway along the west side of I-240 behind the South Tunnel Rd shopping centers. The alignment shifts to a sidepath along South Tunnel Road before the intersection with Swannanoa River Rd, through Overlook Village shopping mall.	$2,871,296.20	Buncombe
B-CTG92	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Beachwood Connector	Neighborhood greenway following Beechwood Rd and Crockett Ave.	$2,405,680.60	Buncombe
B-CTG93	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Biltmore Village Connector	Greenway connection across the railroad following Reed St and Decatur St.	$853,628.60	Buncombe
B-CTG94	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Oakley South	Greenway connection following Crayton Rd.	$1,940,065.00	Buncombe
B-CTG95	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Oakley East-Option B	Off road greenway alternative to the neighborhood greenway portion on Wood Ave, Cheerio Ln and Future Dr.	$1,668,455.90	Buncombe
B-CTG96	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Tunnel Road Connector	Greenway along Shawnee Trail and the north side of Trinity Baptist Church.	$1,668,455.90	Buncombe
B-CTG98	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Schenck	Neighborhood greenway connection following Schenck Parkway to Biltmore Park.	$426,814.30	Buncombe
B-CTG99	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Hendersonville Road Sidepath	Multi-use sidepath along Hendersonville Rd to improve safety along the corridor.	$14,977,301.80	Buncombe
B-CTP01	8 - Multi-Site Pedestrian Facility (Pedestrian)	US 64	Complete streets improvements along US 64	$989,730.00	Henderson
B-CTP03	8 - Multi-Site Pedestrian Facility (Pedestrian)	NC 251	Upgrade roadway and add complete streets elements to improve safety along corridor.	$5,152,880.00	Buncombe
B-CTP23	9 - Improved Pedestrian Facility (Pedestrian)	US 19/23 (Patton Avenue)	Access Management with Complete Streets Improvements to improve safety along the corridor.	$3,720,815.28	Buncombe
B-FBP02	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Town Hall to Bill Moore Park Off-Road Trail	12′ wide trail to connect to Town Hall in Fletcher	$465,000.00	Henderson
B-FBP03	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Cane Creek West Off-Road Trail	Future Oklawaha Greenway to Bill Moore Park, 12′ wide trail	$7,579,052.00	Henderson
B-FBP04	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Underwood Road Multiuse Side Path	NC 280 to Fanning Bridge Rd, 10′ multi-use sidepath separated from road by 5′ grass buffer	$3,001,500.00	Henderson
B-FBP05	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Old Airport, Mills Gap & Hooper's Creek Roads Multiuse Side Path	US 25 to Jackson Rd, 10′ multi-use sidepath separated from road by 5′ grass buffer	$11,855,000.00	Henderson
B-FBP07	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Hooper's Creek Off-Road Trail	Bill Moore Park to Jackson Rd, 12′ wide trail	$4,506,500.00	Henderson
B-FBP08	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Rutledge Connector Off-Road Trail/Multiuse Path	Rutledge Rd to US 25, 12′ wide trail	$4,741,500.00	Henderson
B-FBP09	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Fernleaf Off-Road Trail/Multiuse Side Path	Bill Moore Park to Sycamore Cottages, Future Fernleaf School, Fletcher Elementary School. 12′ wide trail	$5,606,500.00	Henderson
B-FBP10	3 - On-Road Designated Bicycle Facility (Bicycle)	Jackson Road Bike Lanes	Howard Gap Rd to Hoopers Creek Rd; 5′ wide (minimum) bicycle lanes	8,262,430.00	Henderson

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B-FBP11	7 - Protected Linear Pedestrian Facility (Pedestrian)	Old Hendersonville Road Sidewalk	Bill Moore Park to Old Brickyard Rd; 5' wide sidewalk separated by 5' grass buffer	3,407,630.00	Henderson
B-FBP12	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Old Salem Church Off-Road Trail/Multiuse Side Path	Blake Rd / Seasons at Cane Creek to Town Hall; 12' wide trail	$2,077,980.00	Henderson
B-FBP13	7 - Protected Linear Pedestrian Facility (Pedestrian)	Souther Road Sidewalk	Hoopers Creek Rd to Town Limits; 5' wide sidewalk separated by 5' grass buffer	1,663,620.00	Henderson
B-FBP14	7 - Protected Linear Pedestrian Facility (Pedestrian)	Fletcher Hills Sidewalk	Underwood Rd to Fanning Bridge Rd; 5' wide sidewalk separated by 5' grass buffer	$4,390,960.00	Henderson
B-HAB02	4 - On-Road Bicycle Facility (Bicycle)	US 276—Jonathan Creek Road	Add six-foot wide shoulders from I-40 to US 19 intersection. If rumble strips are installed, follow guidelines outlined in this Plan. Designate as state bicycle route.	$1,100,000.00	Haywood
B-HAB03A	5 - Multi-Site Bicycle Facility (Bicycle)	US 276—Pigeon Road / Cruso Road	Short-term—add share the road signs & climbing shoulders where possible between Waynesville & Bethel.	$1,000,000.00	Haywood
B-HAB06	4 - On-Road Bicycle Facility (Bicycle)	US 19—Soco Road	Re-stripe existing cross-section from US 276—Russ Ave. to old Ghost Town entry to have 10-foot travel lanes as shown in NCDOT Complete Streets: Rural Boulevard with 4-foot bicycle lanes (not counting gutter pan).	$200,000.00	Haywood
B-HAB07A	4 - On-Road Bicycle Facility (Bicycle)	US 23 Business: S. Main Street—Waynesville	Short-term—Add Share the Road signs & designate as bicycle route.	$2,250,000.00	Haywood
B-HAB08	4 - On-Road Bicycle Facility (Bicycle)	Newfound St-Rd / Bridge St / Beaverdam Rd	Shared route facility via lane markings. ADA improvements to the corridor. Designate Beaverdam Road as bicycle route.	$1,100,000.00	Haywood
B-HAB10	4 - On-Road Bicycle Facility (Bicycle)	Raccoon Road / Ratcliff Cove Road	Add four-foot shoulders where possible along each route and designate as bicycle lanes if width is available. Shared lane marking may be used in constrained areas. Designate as a bicycle route.	$1,200,000.00	Haywood
B-HAB11	4 - On-Road Bicycle Facility (Bicycle)	Jones Cove Road & Hospital Drive	Increase visibility of the presence of bicyclists by installing Share the Road and wayfinding signs identifying access to Haywood Community College, MedWest Haywood and Tuscola High School.	$139,758.40	Haywood
B-HAB12	4 - On-Road Bicycle Facility (Bicycle)	Broad Street & Charles Street	Re-stripe Broad Street for bicycle lanes as identified in the corridor recommendations. Increase visibility of the presence of bicyclists with Share the Road and wayfinding signs related to access to bicycle routes. Pursue funding to move utility poles out of the sight triangle.	$77,300.00	Haywood
B-HAB13	5 - Multi-Site Bicycle Facility (Bicycle)	US 23/74 & NC 209 Interchange	Improve visibility for bicyclists, install bicycle lanes and eliminate merging conflicts as part of NCDOT project R-4047 to widen NC 209 from the interchange to Old Clyde Rd.	$965,000.00	Haywood
B-HAB14	5 - Multi-Site Bicycle Facility (Bicycle)	I-40 & NC 209 Interchange	Stripe shoulders near interchange as bicycle lanes and continue them through the on/off ramps and on the bridge. Install advanced warning signs on ramps to alert to potential for bicycle traffic traveling on NC 209.	$193,000.00	Haywood
B-HAB15	4 - On-Road Bicycle Facility (Bicycle)	US 276/Pigeon Road at NC 110 & Poindexter/ Lake Logan Road	Shoulders (potentially marked as bike lanes) are recommended for US 276 in this area. The designation of nearby routes as bicycle routes, along with Share the Road signage can increase visibility. Future intersection improvements should include additional width for bicyclists, either via shoulders or lanes. Install bicycle marking on loop detectors at US 276 / NC 110.	$50,000.00	Haywood
B-HAB16	4 - On-Road Bicycle Facility (Bicycle)	US 276/Walnut Street & US 23 Business/North Main Street	Install shared lane markings on intersection approaches and consider climbing lane on westbound leg of US 19 Business. Alternate routes in the area may also be designated and signed as bicycle routes along with wayfinding signs to draw bicyclists away from the intersection to lower volume streets.	$6,184.00	Haywood

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B-HAB17	5 - Multi-Site Bicycle Facility (Bicycle)	US 276 (Russ Ave) & US 19 (Dellwood)	Improvements included in restriping of US 19—Dellwood project extension to this location. Evaluate full-scale intersection improvements with future corridor study along Russ Avenue, as recommended under Corridors. Short-term improvements could include Share the Road signage and wayfinding.	$193,000.00	Haywood
B-HAB18	3 - On-Road Designated Bicycle Facility (Bicycle)	NC 215—Blackwell Drive & Old Clyde Road	Consider width for bike lanes across railroad tracks and up to intersection of NC 215 & US 19/23. Install bicycle route signage on Old Clyde Road.	$215,000.00	Haywood
B-HBP01	8 - Multi-Site Pedestrian Facility (Pedestrian)	4th Avenue	Traffic Calming to improve safety along corridor.	$51,000.00	Henderson
B-HBP02	3 - On-Road Designated Bicycle Facility (Bicycle)	7th Avenue	Restriping for improved visibility	$230,000.00	Henderson
B-HBP03	4 - On-Road Bicycle Facility (Bicycle)	Ashe Street	Restriping for improved visibility	$100,000.00	Henderson
B-HBP04	4 - On-Road Bicycle Facility (Bicycle)	Bearcat Boulevard	Marking and Restriping for improved safety and visibility	$208,000.00	Henderson
B-HBP05	4 - On-Road Bicycle Facility (Bicycle)	Fleming Street	Marking for improved safety	$14,000.00	Henderson
B-HBP06	3 - On-Road Designated Bicycle Facility (Bicycle)	Grove Street	Add bike facilities and roundabout. This is a future Above the Mud connection.	$3,416,000.00	Henderson
B-HBP07	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Locust Street/Maple Street	Restriping, Marking, and New Shared Use Path for improved safety	$286,000.00	Henderson
B-HBP08	4 - On-Road Bicycle Facility (Bicycle)	Washington Street	Marking and Restriping for improved safety and visibility	$236,000.00	Henderson
B-HBP09	5 - Multi-Site Bicycle Facility (Bicycle)	Whitted Street	Signage and Traffic Calming Measures to improve safety.	$145,000.00	Henderson
B-HGP01	9 - Improved Pedestrian Facility (Pedestrian)	Park St. Promenade	Park St currently has three one-way lanes for vehicles and a surplus of on-street parking. This project better accommodates walking and biking though reducing a lane.	$715,541.40	Haywood
B-HGP03	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Pigeon River Park & Pathway	12ft paved multiuse path through natural setting, with several sections of 10-12ft sidepath along roadway.	$5,587,387.20	Haywood
B-HGP04	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Dellwood Rd. Crossing Improvement	This section of Dellwood Rd has heavy traffic, a 50mph speed limit, and curves that reduce sight distance, making it difficult for bike/ped.	$2,599,687.10	Haywood
B-MRB01	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Mills River elementary School to Mills River Park	10-foot wide paved multi-use sidepath	$2,715,000.00	Henderson
B-MRB02	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Mills River Elementary School to Future Park (on Banner Farm Road)	10-foot wide paved trail. Mills River Valley Trail.	$3,000,000.00	Henderson
B-MRB04	4 - On-Road Bicycle Facility (Bicycle)	Banner Farm Road	Strategic shoulder widening and signage	$1,400,000.00	Henderson
B-MRB05	4 - On-Road Bicycle Facility (Bicycle)	Ladson Road	Strategic shoulder widening and signage	$1,400,000.00	Henderson
B-MRB06	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Mills River Park to Butler Bridge Road	10-foot multi-use sidepath	$3,825,000.00	Henderson
B-MRB08	4 - On-Road Bicycle Facility (Bicycle)	North Fork to South Fork Connector	Strategic road shoulder widening and signage	$500,000.00	Henderson
B-MRB10	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Oklawaha Greenway Connector	10′ wide paved path	$2,700,000.00	Henderson
B-MRP02	8 - Multi-Site Pedestrian Facility (Pedestrian)	Main St Pedestrian Crossing	Addition or enhancement of pedestrian crossings	$322,000.00	Madison
B-MRP03	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Otis Duck Greenway Realignment	Realign the greenway connector in open space within school property to improve user safety and provide a more gradual grade to accommodate riders of all ages and abilities	$766,000.00	Madison

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B-MRP05	7 - Protected Linear Pedestrian Facility (Pedestrian)	Athletic St. Sidewalk	Add sidewalk on one side of the street	$266,000.00	Madison
B-MRP06	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	NC-213 Sidepath to Stone Cottage Rd/Beth-Hanan Community	Add sidepath on one side of the street to improve safety	$1,255,000.00	Madison
B-MRP07	8 - Multi-Site Pedestrian Facility (Pedestrian)	Carl Eller Rd Sidewalk	Add a new at-grade pedestrian connection	$659,820.00	Madison
B-MRP08	9 - Improved Pedestrian Facility (Pedestrian)	Cascade St Traffic Calming and Streetscape	Reduce the travel lane widths from 18 ft to 12 ft, adding 6 ft of space to widen sidewalks, plant street trees, or implement other streetscape enhancements	$702,000.00	Madison
B-MRP09	7 - Protected Linear Pedestrian Facility (Pedestrian)	Mountain View Rd Sidewalk	Add sidewalk on one side of the road	$669,000.00	Madison
B-MRP13	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Extension of Otis Duck Greenway	Extend greenway to improve connectivity	$1,727,000.00	Madison
B-MRP14	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	S. Main St. Sidepath	Build sidepath to accomodate multimodal users	$4,151,739.10	Madison
B-MRP15	7 - Protected Linear Pedestrian Facility (Pedestrian)	Woodhaven Rd/Woods Ammons Rd	Construct sidewalk on north side	$1,445,850.00	Madison
B-MRP16	7 - Protected Linear Pedestrian Facility (Pedestrian)	Roy Edwards Rd	Construct sidewalk on west side	$2,249,100.00	Madison
B-MRP17	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Anderson St	Construct greenway parallel to Anderson St along stream corridor	$620,820.80	Madison
B-MRP18	7 - Protected Linear Pedestrian Facility (Pedestrian)	Pine Ridge Rd	Construct sidewalk on south side	$1,499,400.00	Madison
B-MRP19	7 - Protected Linear Pedestrian Facility (Pedestrian)	Riddle Hill Rd	Construct sidewalk on south side	$1,285,200.00	Madison
B-MRP20	7 - Protected Linear Pedestrian Facility (Pedestrian)	Parkway View Rd	Construct sidewalk on south side	$2,998,800.00	Madison
B-MRP21	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Gabriel Creek connection	Construct greenway	$3,100,000.00	Madison
B-MRP22	7 - Protected Linear Pedestrian Facility (Pedestrian)	Wall Rd	Construct sidewalk on east side	$240,975.00	Madison
B-MRP23	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Duck Dr connection	Natural surface trail	$388,013.00	Madison
B-MRP24	4 - On-Road Bicycle Facility (Bicycle)	Park Dr/Woods Ammons Rd	Install signage to designate rural bicycle route	$134,811.20	Madison
B-MTP02	8 - Multi-Site Pedestrian Facility (Pedestrian)	Blythe St (SR-2162)	Modernize roadway. Add turn lanes, widen shoulders, and improve geometrics and intersection operations as appropriate. Include complete streets improvements. Blythe St has no shoulder currently.	$1,225,380.00	Henderson
B-MTP04	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	NC-280 (Airport Rd)	NC-280 (Airport Rd) is a 5 lane facility in a commercial area with high traffic volumes.	$6,247,009.30	Buncombe
B-MTP13	8 - Multi-Site Pedestrian Facility (Pedestrian)	Caribou Rd	Caribou Rd is a two lane roadway with no bicycle and partial pedestrian accommodations. It has 9-10ft lanes.	$1,602,420.00	Buncombe
B-ODG01	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Corridor 1	Stream corridor with limited development along west bank and sections forest on its east bank offers a scenic trail corridor separated from the roadway	$6,510,000.00	Madison
B-ODG03	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Corridor 4	A partially forested hillside and a roadway flanked by large-plot homes, offering potential for scenic vistas and a signature trailhead	$5,461,000.00	Madison

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B-OWEO1	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Oklawaha Northern Greenway - Section 1-A	Continue Oklawaha Greenway cross section from Westfeldt Park to Butler Bridge Rd	$3,872,880.00	Henderson
B-OWEO10	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Oklawaha Greenway / Section 6-A	Continue Oklawaha Greenway cross section from Glover St to New Hope Rd	$636,255.00	Henderson
B-OWEO11	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Oklawaha Southern Greenway - Boardwalk Alternate	Realignment of existing greenway	$436,587.00	Henderson
B-OWEO12	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Oklawaha Southern Greenway / Section 5-F	Continue Oklawaha Greenway cross section from New Hope Rd to Airport Rd	$1,088,830.00	Henderson
B-OWEO13	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Oklawaha Greenway/ Section 6-B	Continue Oklawaha Greenway cross section Airport Road Connection between 6-C & 5-G	$560,152.00	Henderson
B-OWEO14	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Oklawaha Southern Greenway - Section 5-A	Oklawaha Greenway at 4th Ave to Henderson County Athletics and Activity Center	$1,222,140.00	Henderson
B-OWEO15	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Southern Oklawaha Greenway Section 5-E	Continue Oklawaha Greenway cross section Henderson County Athletics & Activities Center to King Creek	$2,078,688.00	Henderson
B-OWEO2	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Oklawaha Northern Greenway - Section 1-B	Continue Oklawaha Greenway cross section Butler Bridge Rd to N. Rugby Rd	$2,895,895.00	Henderson
B-OWEO3	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Oklawaha Northern Greenway - Section 1-C	Connect North Rugby Road to northern connection just short of Bus 25	$2,051,522.00	Henderson
B-OWEO4	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Oklawaha Northern Greenway - Section 3-A	Continue Oklawaha Greenway cross section US-25 (Asheville Hwy) to Mud Creek bridge	$4,865,077.00	Henderson
B-OWEO5	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Oklawaha Northern Greenway - Section 3-F	Continue Oklawaha Greenway cross section Mud Creek bridge to Brookside Camp Rd	$3,621,928.00	Henderson
B-OWEO6	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Oklawaha Northern Greenway - Section 3-J	Continue Oklawaha Greenway cross section Brookside Camp Rd crossing to Mud Creek Bridge	$3,046,343.00	Henderson
B-OWEO8	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Oklawaha Greenway/ Section 5	Continue Oklawaha Greenway cross section 4th Ave to Glover St	$910,094.00	Henderson
B-PS02	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Ecusta Trail/Okwalaha Greenway	Creating a link between the two greenways/trails to improve connectivity.	$6,000,000.00	Henderson
B-PS04	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Overlook Rd	Provide connectivity to schools and close gap between other planned multiuse paths.	$4,151,739.10	Buncombe
B-PS17	8 - Multi-Site Pedestrian Facility (Pedestrian)	Wall Street	Make Wall St pedestrian only	$219,940.00	Buncombe
B-SPT01	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	US 19/23	Construct a multiuse path from Bridge St to Chestnut Mountain Rd in Canton.	$2,396,000.00	Haywood
B-SPT05	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	US 70 (Tunnel Road)	Construct MUP and fill-in sidewalk gaps from New Haw Creek Rd to the Blue Ridge Parkway.	$5,000,000.00	Buncombe
B-SPT06	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Reed Creek Greenway	12' Greenway Trail/Sidepath or Neighborhood Greenway	$3,597,000.00	Buncombe
B-SPT07	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Lake Julian Greenway	Construct multi-use path from Lake Julian to the French Broad River	$3,782,000.00	Buncombe
B-SPT09	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Reed Creek Greenway	12' Greenway Trail/Sidepath or Neighborhood Greenway. Extend Reed Creek Greenway from existing termini near WT Weaver Blvd to planned Riverside Drive Sidepath on NC 251	$4,838,000.00	Buncombe

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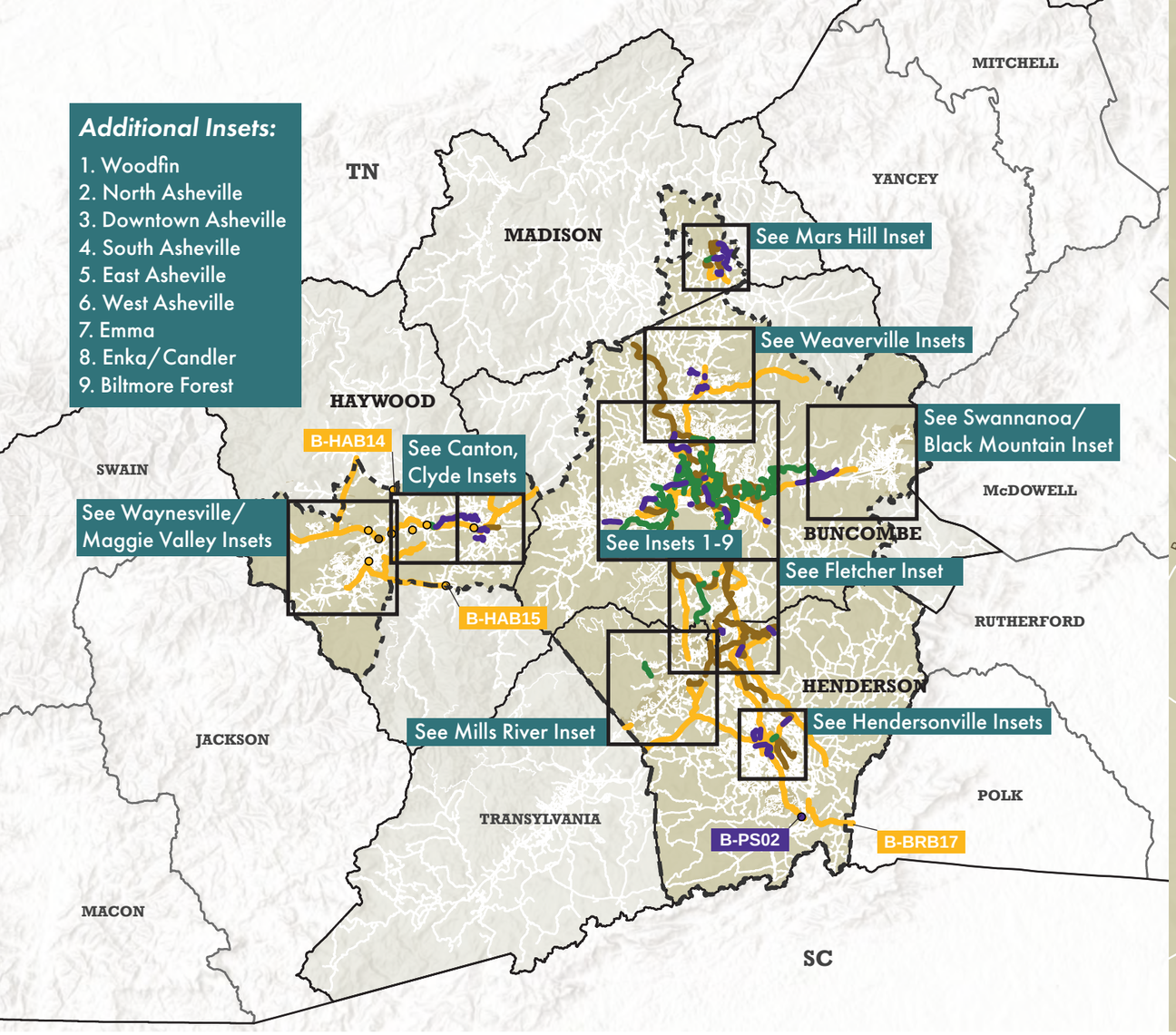
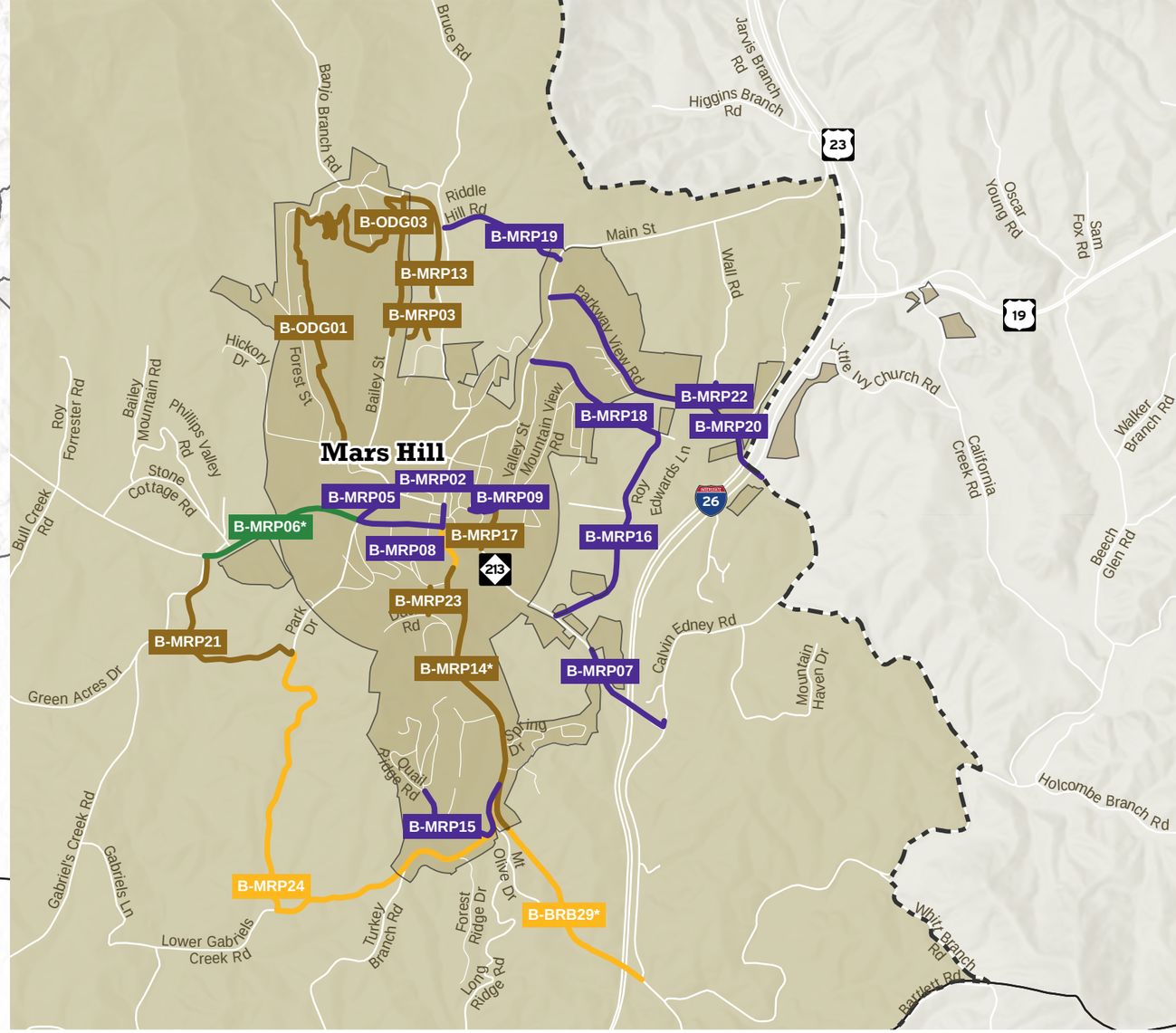
B-SPT13	7 - Protected Linear Pedestrian Facility (Pedestrian)	Old Haywood Road	Construct new sidewalks from Patton Ave to Smokey Park Hwy to improve safety.	$2,080,400.00	Buncombe
B-SPT24	7 - Protected Linear Pedestrian Facility (Pedestrian)	North Louisiana Avenue	Construct sidewalks from Mallard Dr to Adams Hill Rd to improve safety.	$314,400.00	Buncombe
B-SPT27	7 - Protected Linear Pedestrian Facility (Pedestrian)	US 74A (Charlotte Highway)	Construct sidewalks along US 70A (Charlotte Hwy) from Charles Lytle Ln to Olde Eastwood Village Blvd to improve safety.	$253,200.00	Buncombe
B-SPT28	7 - Protected Linear Pedestrian Facility (Pedestrian)	US 19/23 (Smokey Park Highway)	Construct a sidewalk along US 19 (Smokey Park Hwy) from Rutherford Rd to NC 151 to improve safety.	$1,073,600.00	Buncombe
B-SWA01	7 - Protected Linear Pedestrian Facility (Pedestrian)	Grovemont Ave from Old US 70 to Marion Ave	Construct sidewalk along Grovemont Ave to improve safety	$1,073,000.00	Buncombe
B-SWA02	7 - Protected Linear Pedestrian Facility (Pedestrian)	Old US 70 from Riverwood Rd to Grovemont Ave	Construct sidewalks along Old US 70 in Swannanoa to improve safety	$2,614,000.00	Buncombe
B-SWA03	7 - Protected Linear Pedestrian Facility (Pedestrian)	Riverwood Rd from US 70 to Bee Tree Road	Construct sidewalks along Riverwood Rd in Swannanoa to improve safety	$1,191,600.00	Buncombe
B-SWA04	7 - Protected Linear Pedestrian Facility (Pedestrian)	Bee Tree Road from Riverwood Rd to Old US 70	Construct sidewalk along Bee Tree Rd to improve safety	$988,000.00	Buncombe
B-SWA05	7 - Protected Linear Pedestrian Facility (Pedestrian)	US 70 Sidewalk from Warren WIlson Rd to Whitson Ave	Construct sidewalk along US 70 in Swannanoa	$6,033,000.00	Buncombe
B-WBP01	8 - Multi-Site Pedestrian Facility (Pedestrian)	Hillside Street Improvements	Traffic calming and spot improvements to improve safety	$155,000.00	Buncombe
B-WBP02	7 - Protected Linear Pedestrian Facility (Pedestrian)	Merrimon Ave: Lake Louise to Brown Street Sidewalks	Sidewalk connection to increase connectivity.	$355,000.00	Buncombe
B-WBP03	7 - Protected Linear Pedestrian Facility (Pedestrian)	Main Street Elementary School Sidewalks	Complete sidewalk and better define parking lot	$110,000.00	Buncombe
B-WBP04	7 - Protected Linear Pedestrian Facility (Pedestrian)	North Main Street Sidewalks	5 ft sidewalks and intersection improvement	$240,000.00	Buncombe
B-WBP05	7 - Protected Linear Pedestrian Facility (Pedestrian)	Yost Street Sidewalks	5 ft sidewalk connection to improve safety	$525,000.00	Buncombe
B-WBP06	7 - Protected Linear Pedestrian Facility (Pedestrian)	Merrimon Ave: Creekside Connector Sidewalks	5-foot sidewalks to improve safety	$570,000.00	Buncombe
B-WBP07	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Merrimon Avenue: Reems Creek to Lake Louise Multi-use Sidepath	Upgrade of existing gravel path to widen (10') and pave	$555,000.00	Buncombe
B-WBP08	7 - Protected Linear Pedestrian Facility (Pedestrian)	Northcrest Road Sidewalks	5-foot sidewalk to improve safety.	$305,000.00	Buncombe
B-WBP09	7 - Protected Linear Pedestrian Facility (Pedestrian)	Weaver Blvd I-26 Overpass Sidewalks	5-foot sidewalk to improve safety.	$870,000.00	Buncombe
B-WHP01	7 - Protected Linear Pedestrian Facility (Pedestrian)	South Church Street	Fill sidewalk gap on west side near W. Barnwell St, Additional Crossings at signalized intersection, Driveway modifications for accessibility, 5 foot (minimum) sidewalk with 2 foot utility strip.	$431,000.00	Henderson
B-WHP03	7 - Protected Linear Pedestrian Facility (Pedestrian)	Kanuga Road (North)	Fill sidewalk gaps from South Main St to Huff St, Intersection and driveway modifications for accessibility, 5 foot (minimum) sidewalk with 2 foot utility strip.	$897,000.00	Henderson
B-WHP04	7 - Protected Linear Pedestrian Facility (Pedestrian)	Greenville Highway (NC 225)	Fill sidewalk gaps from Copper Penny St to Chadwhick Square Court/Chadwick Ave, Driveway modifications for accessibility, 5 foot (minimum) sidewalk with 2 foot utility strip.	$380,000.00	Henderson

Project ID	Improvement Type	Recommendation Name	Description	Estimated Cost	County
B-WHP06	8 - Multi-Site Pedestrian Facility (Pedestrian)	South Main Street	Phased implementation of sidewalk and bicycle improvements, intersections and driveway modifications for accessibility, 5 foot (minimum) sidewalk with 2 foot utility strip, where needed.	$2,530,000.00	Henderson
B-WHP07	7 - Protected Linear Pedestrian Facility (Pedestrian)	Orleans Avenue	Sidewalk from Clairmont Dr to schools and 9th Ave. crossing treatment at Haywood Rd, Driveway and property modifications, Bridge over Brittain Creek, 5 foot (minimum) sidewalk on one side w/ curb and gutter.	$3,351,000.00	Henderson
B-WHP08	7 - Protected Linear Pedestrian Facility (Pedestrian)	North/South Washington St	Sidewalk gaps between 2nd Ave W to West Allen St, Additional Crossings, Intersection and driveway modification for accessibility. 5 foot (minimum) sidewalk with 2 foot utility strip, where applicable.	$358,000.00	Henderson
B-WHP09	7 - Protected Linear Pedestrian Facility (Pedestrian)	Highland Square Drive	Multi-use sidepath connection from Lakewood Dr to Chimney Rock Rd, 8ft (minimum) greenway with 5ft grass buffer, Some sections have existing sidewalk that will require widening and crossing upgrades.	$3,394,000.00	Henderson

Table F.1: Unfunded Bicycle and Pedestrian Projects (CTP)





BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

Map F.1 Sheet 1

a program of Land of Sky
FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

Municipality
FBRMPO
County

Basemap Date: April 30, 2025

Legal Disclaimer

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N 0 2.5 5 7.5 10 Miles

BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

Mars Hill Inset

Map F.1 Sheet 2

a program of Land of Sky
FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality
FBRMPO
County

Basemap Date: April 30, 2025

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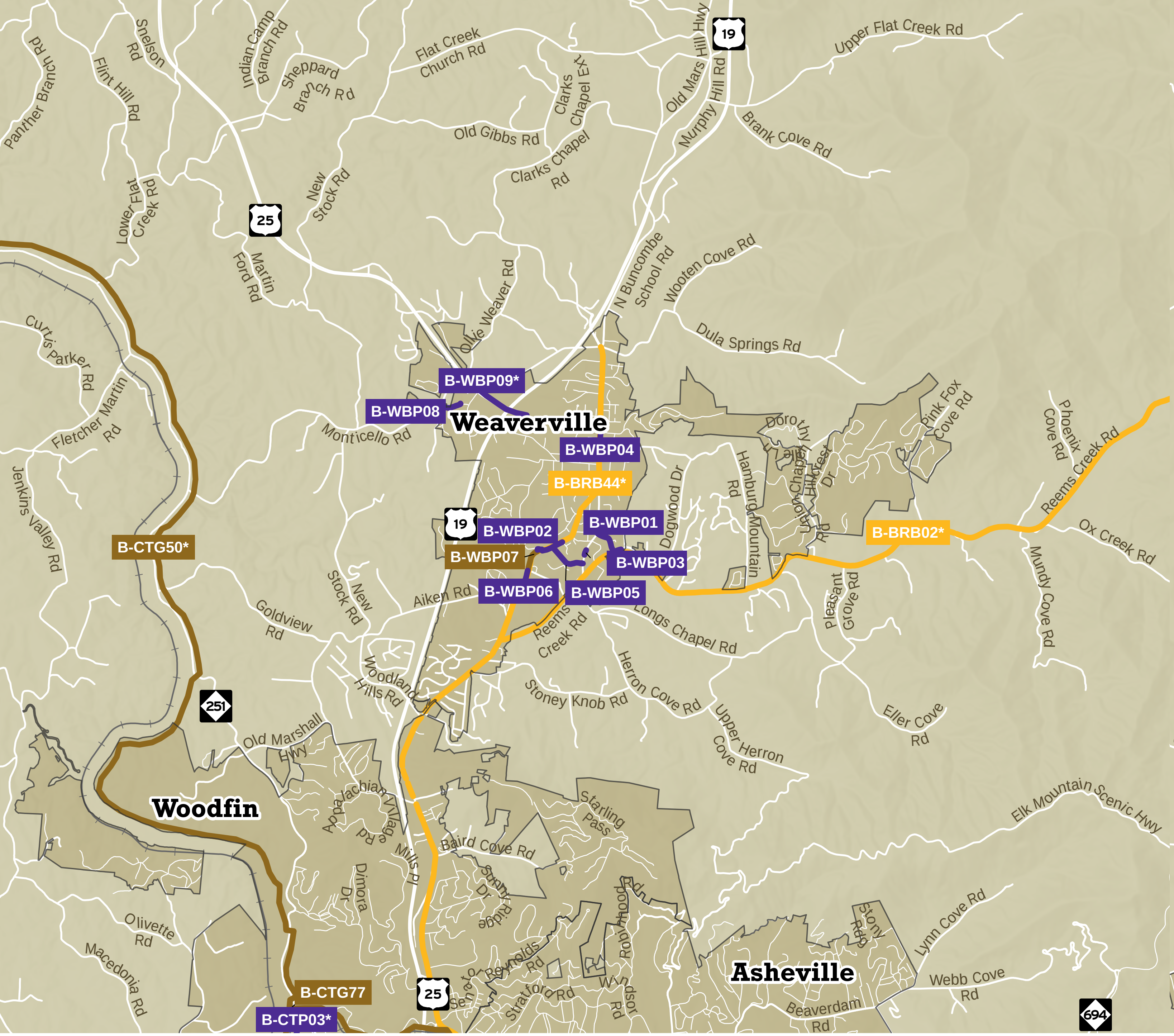
N 0 0.25 0.5 Miles



BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

Weaverville Inset

Map F.1 Sheet 3

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality
FBRMPO
County

Basemap Date: April 30, 2025

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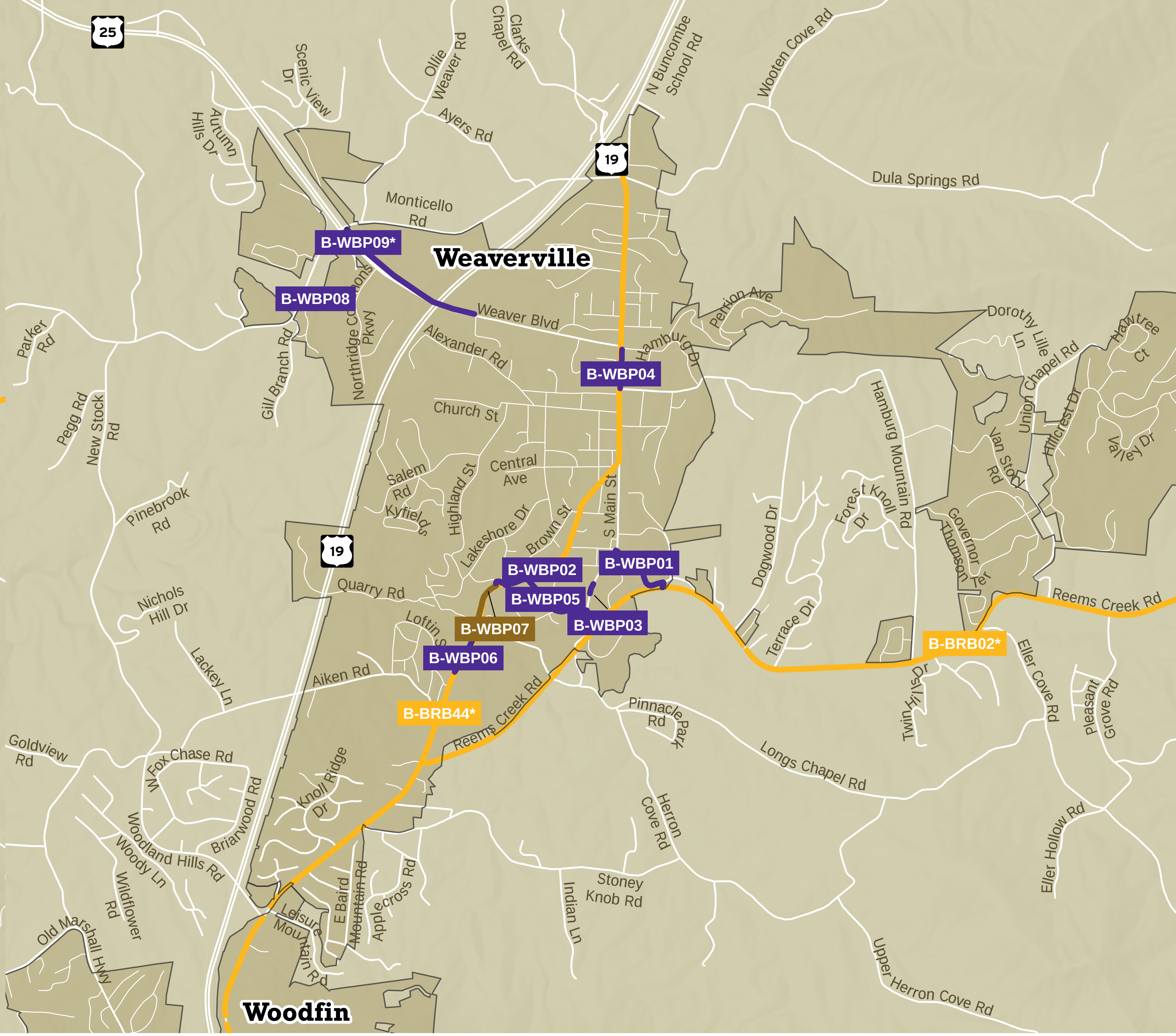
N 0 0.25 0.5 0.75 1 Mile



BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

Downtown Weaverville Inset

Map F.1 Sheet 4

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality
FBRMPO
County

Basemap Date: April 30, 2025

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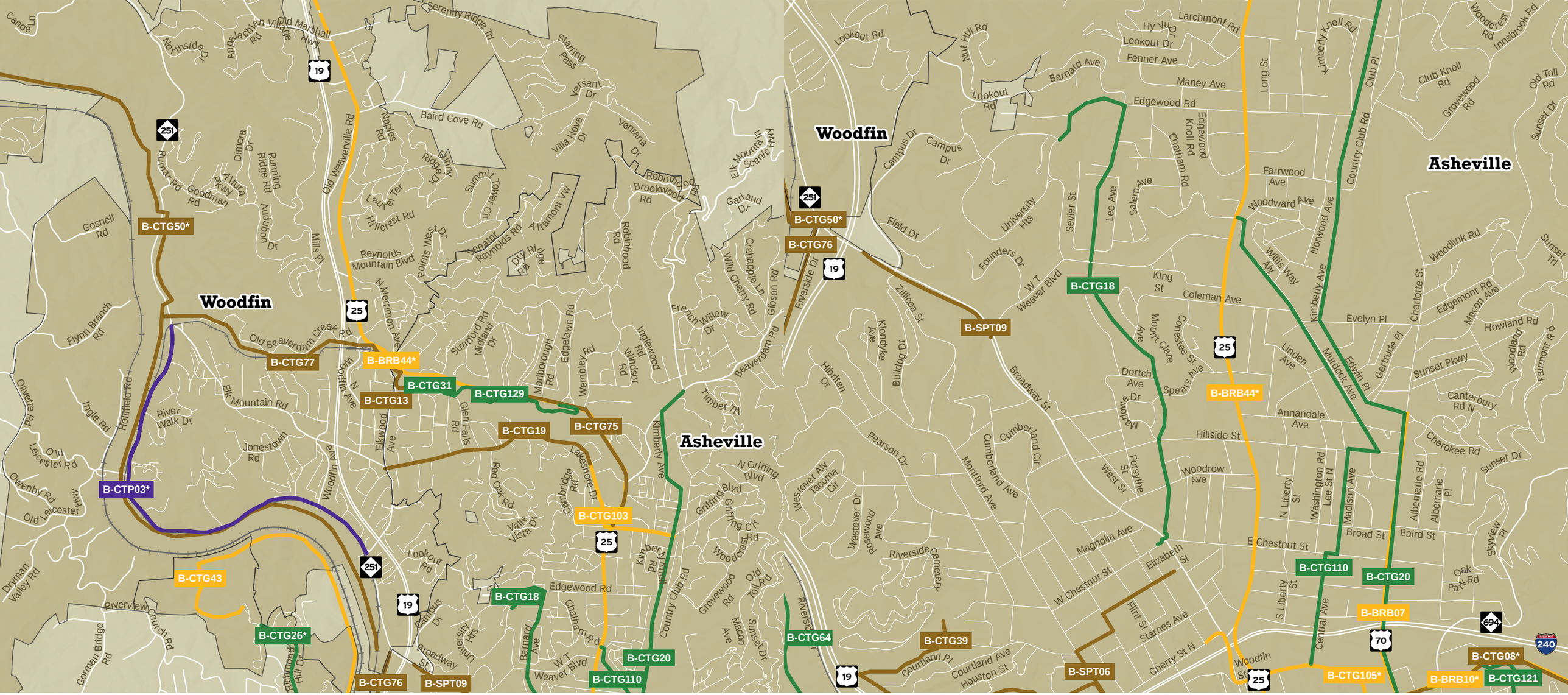
N 0 0.25 0.5 Miles



BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

Woodfin Inset

Map F.1 Sheet 5

a program of Land of Sky
FRENCH BROAD RIVER
METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality
FBRMPO
County

Basemap Date: April 30, 2025

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N 0 0.25 0.5 Miles

BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

North Asheville Inset

Map F.1 Sheet 6

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FRENCH BROAD RIVER
METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality
FBRMPO
County

Basemap Date: April 30, 2025

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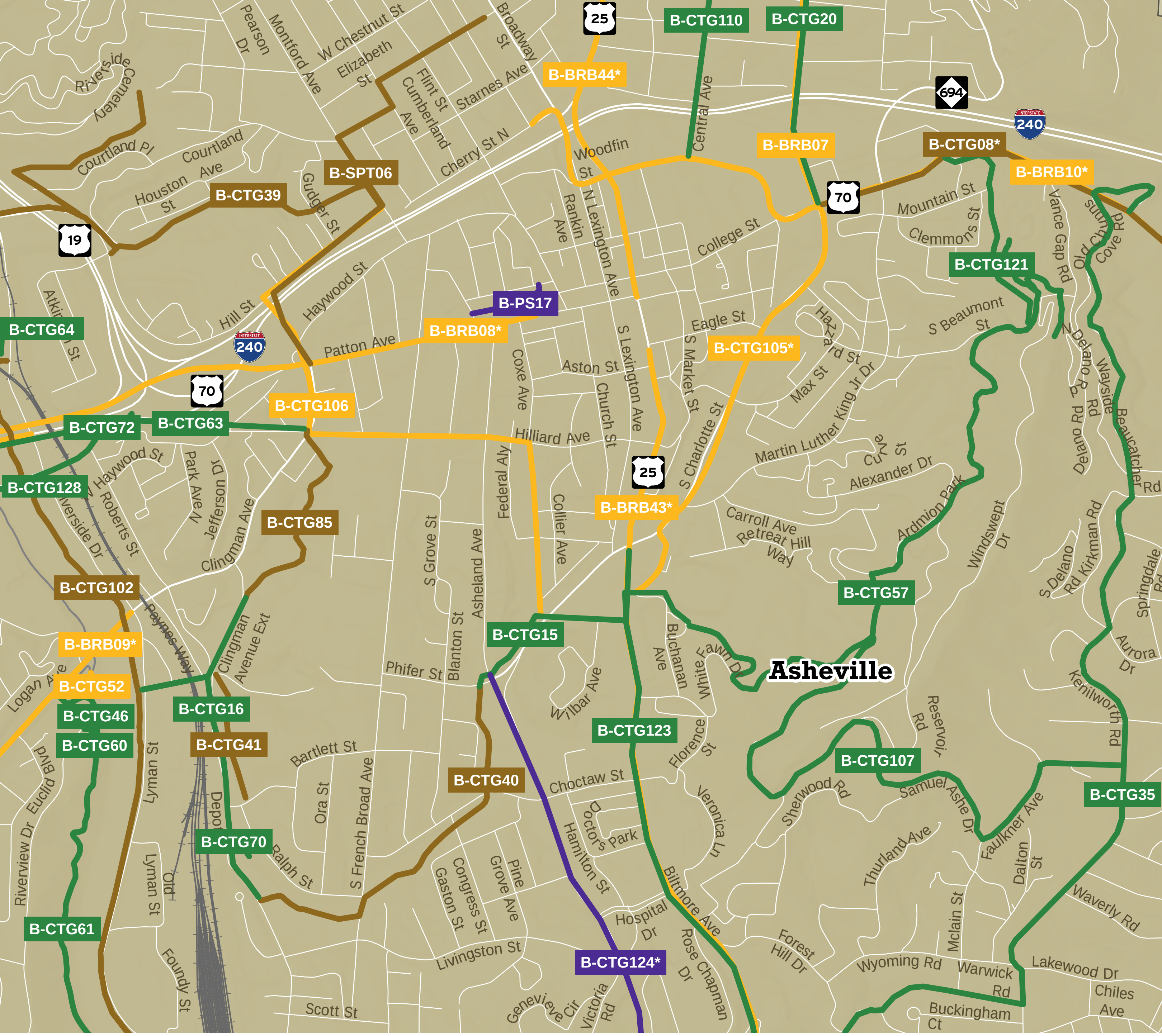
N 0 0.1 0.25 Mile



BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

Downtown Asheville Inset

Map F.1 Sheet 7

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality
FBRMPO
County

Basemap Date: April 30, 2025

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N 0 0.1 0.25 Mile

BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

South Asheville Inset

Map F.1 Sheet 8

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality
FBRMPO
County

Basemap Date: April 30, 2025

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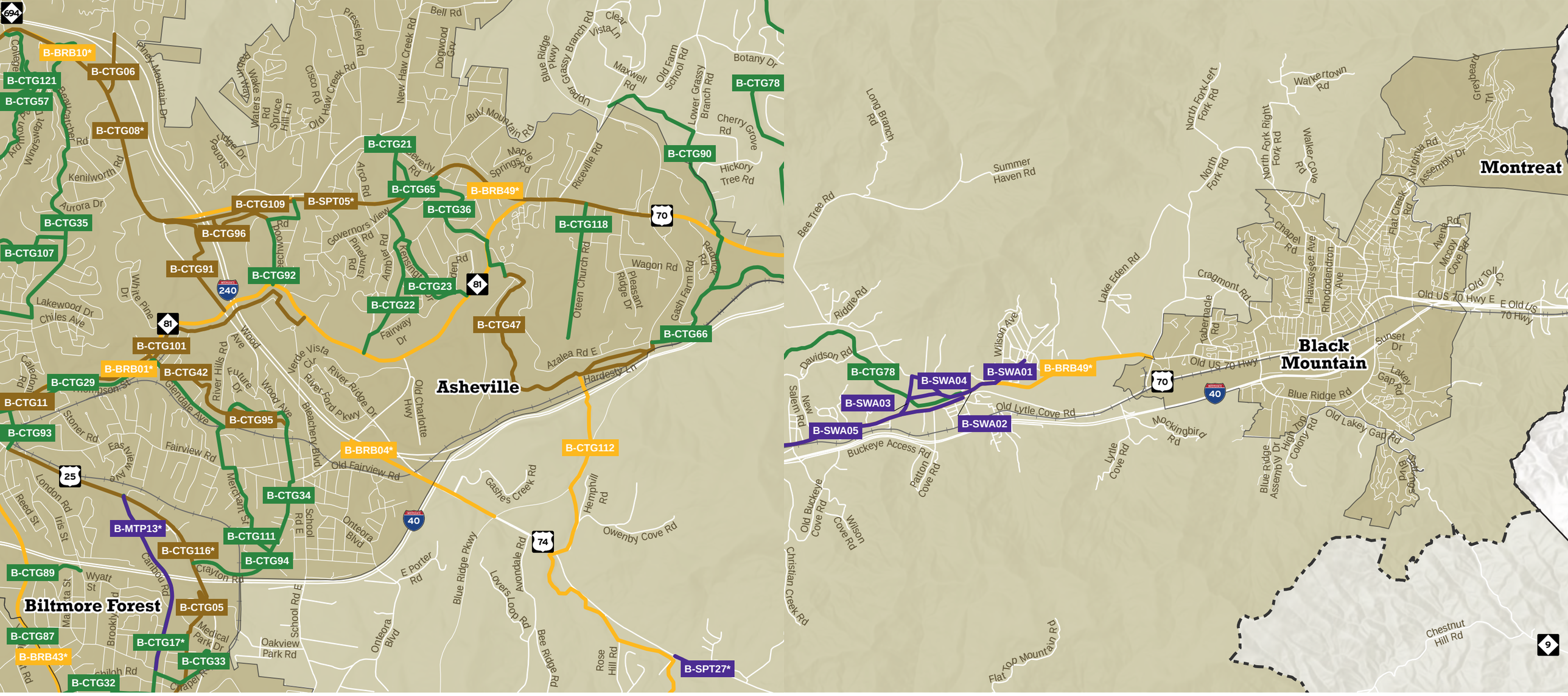
N 0 0.1 0.25 Mile



BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

East Asheville Inset

Map F.1 Sheet 9

a program of Land of Sky
FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality
FBRMPO
County

Basemap Date: April 30, 2025

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N 0 0.25 0.5 Miles

BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

Swannanoa/Black Mountain Inset

Map F.1 Sheet 10

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FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality
FBRMPO
County

Basemap Date: April 30, 2025

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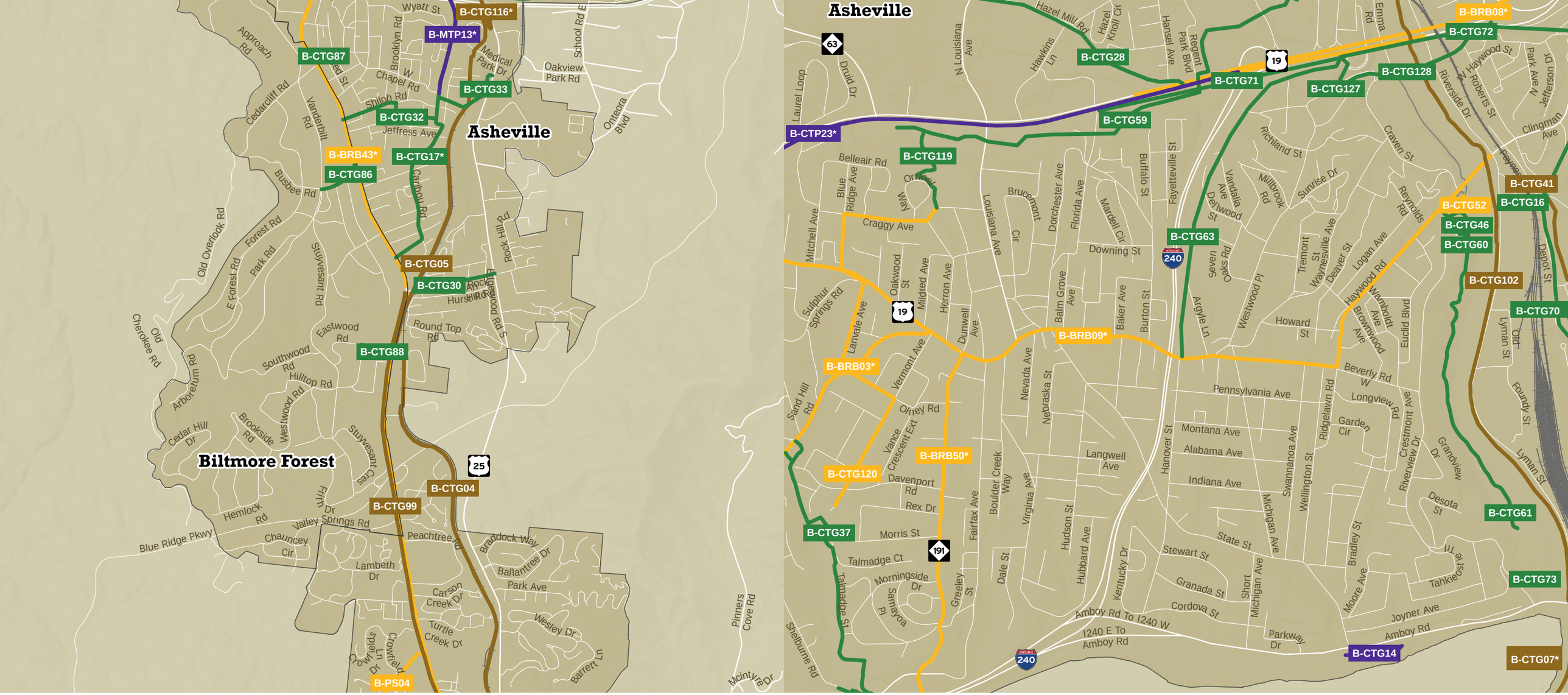
N 0 0.25 0.5 0.75 1 Mile



BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

Biltmore Forest Inset

Map F.1 Sheet 11

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FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality
FBRMPO
County

Basemap Date: April 30, 2025

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N 0 0.25 0.5 Miles

BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

West Asheville Inset

Map F.1 Sheet 12

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FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality
FBRMPO
County

Basemap Date: April 30, 2025

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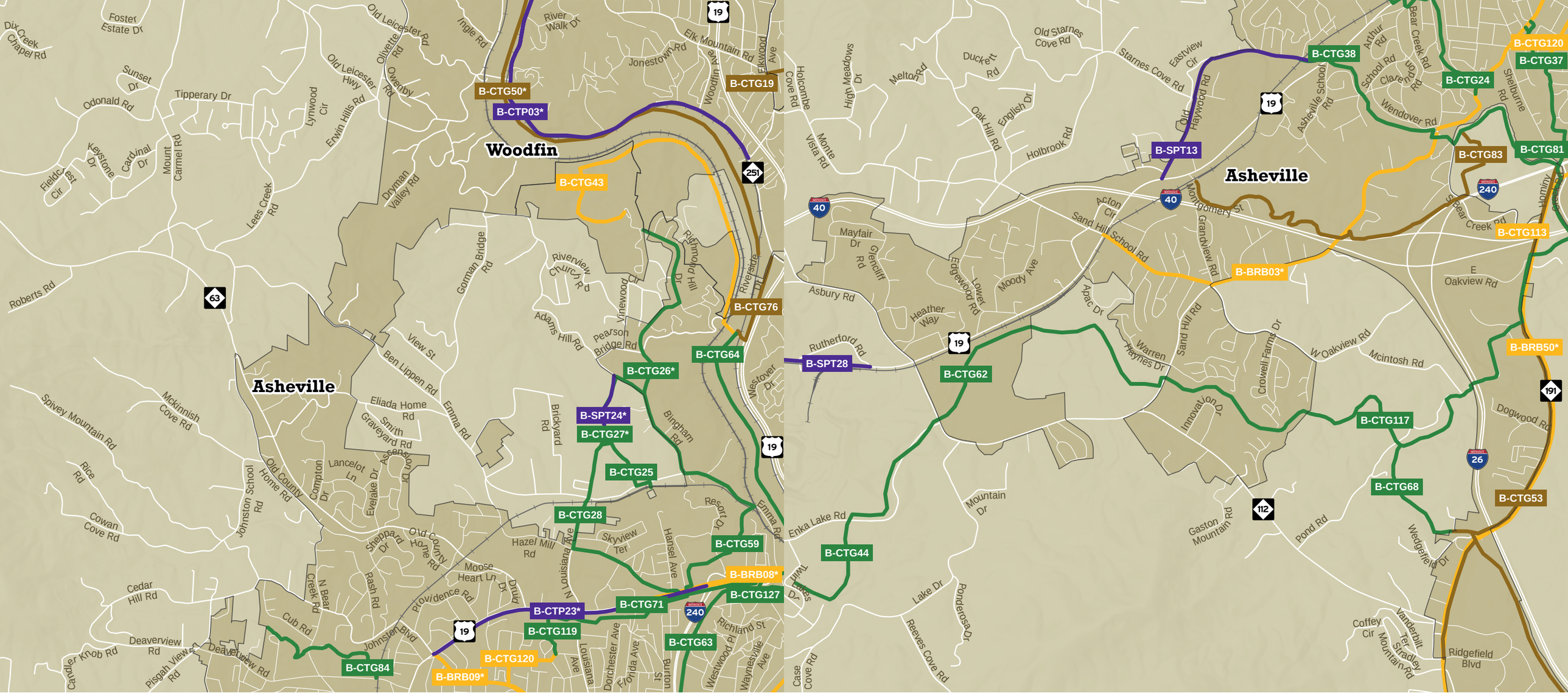
N 0 0.1 0.25 Mile



BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

Emma Inset

Map F.1 Sheet 13

a program of Land of Sky

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan

RECOMMENDED

Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality

FBRMPO

County

Basemap Date: April 30, 2025

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N 0 0.25 0.5 Miles

BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

Enka/Candler Inset

Map F.1 Sheet 14

a program of Land of Sky

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan

RECOMMENDED

Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality

FBRMPO

County

Basemap Date: April 30, 2025

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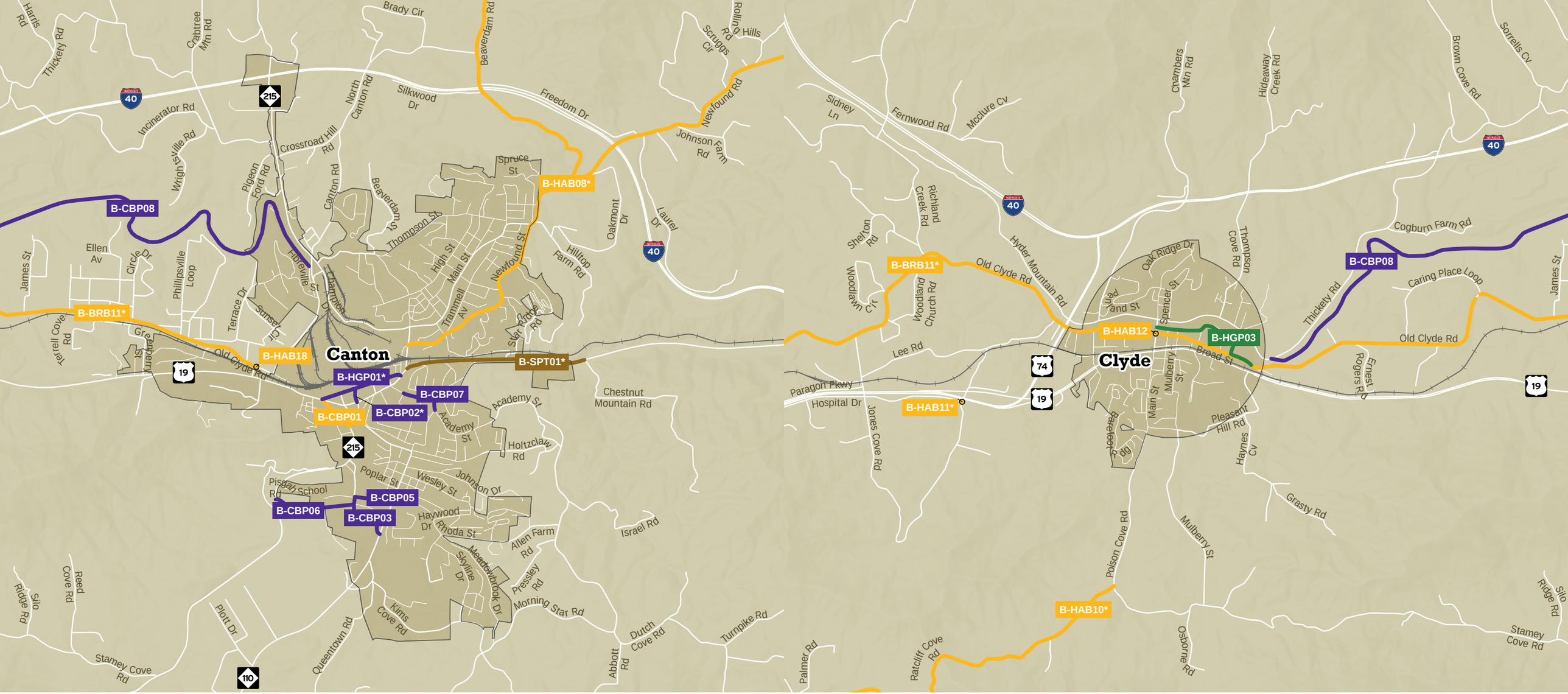
N 0 0.25 0.5 Miles



BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

Canton Inset

Map F.1 Sheet 15

a program of Land of Sky

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan

RECOMMENDED

Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality

FBRMPO

County

Basemap Date: April 30, 2025

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N 0 0.25 0.5 Miles

BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

Clyde Inset

Map F.1 Sheet 16

a program of Land of Sky

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan

RECOMMENDED

Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality

FBRMPO

County

Basemap Date: April 30, 2025

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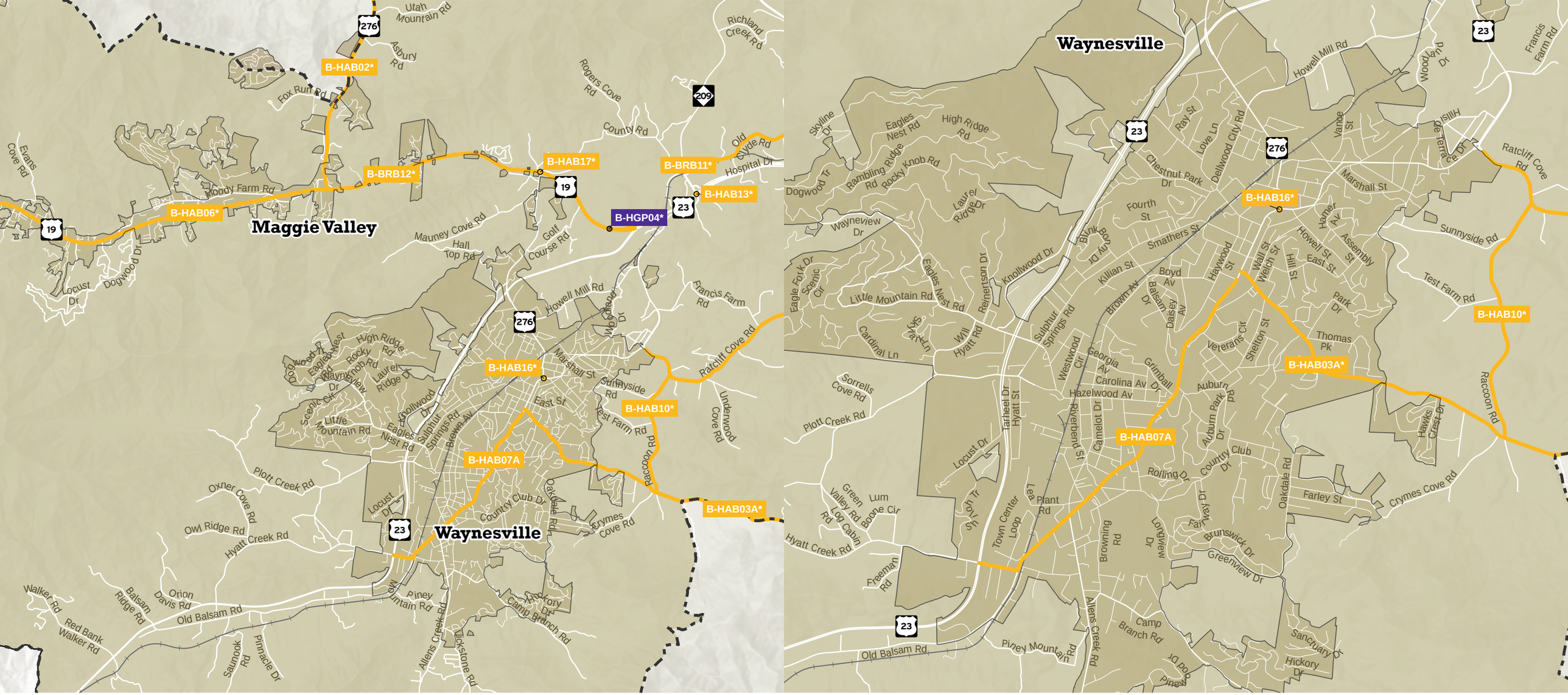
N 0 0.25 0.5 Miles



BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

Waynesville/ Maggie Valley Inset

Map F.1 Sheet 17

a program of Land of Sky

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality
FBRMPO
County

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N 0 0.25 0.5 0.75 1 Mile

BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

Downtown Waynesville Inset

Map F.1 Sheet 18

a program of Land of Sky

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality
FBRMPO
County

Basemap Date: April 30, 2025

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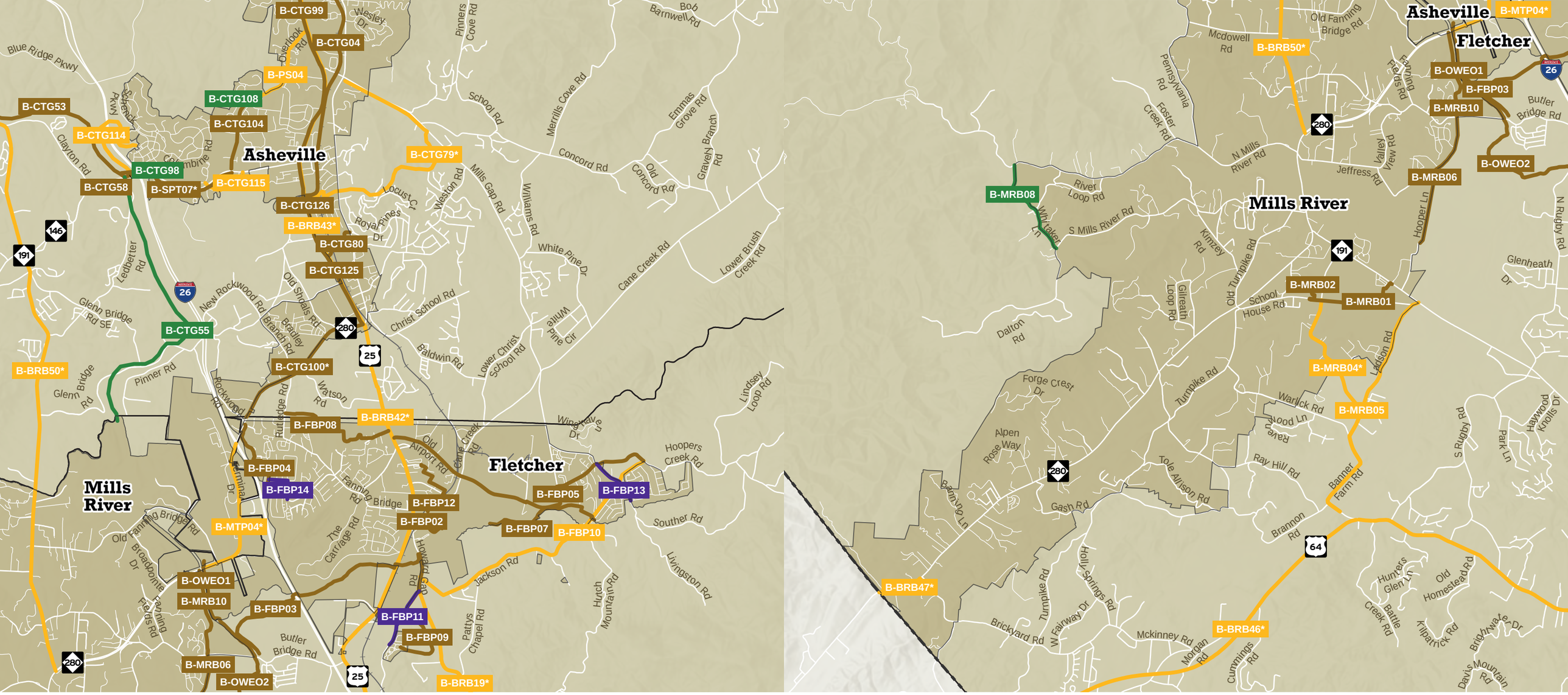
N 0 0.25 0.5 Miles



BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

Fletcher Inset

Map F.1 Sheet 19

a program of Land of Sky

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan

RECOMMENDED

Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality	
FBRMPO	
County	

Basemap Date: April 30, 2025

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

N

0 0.25 0.5 0.75 1 Mile

BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

Mills River Inset

Map F.1 Sheet 20

a program of Land of Sky

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan

RECOMMENDED

Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality	
FBRMPO	
County	

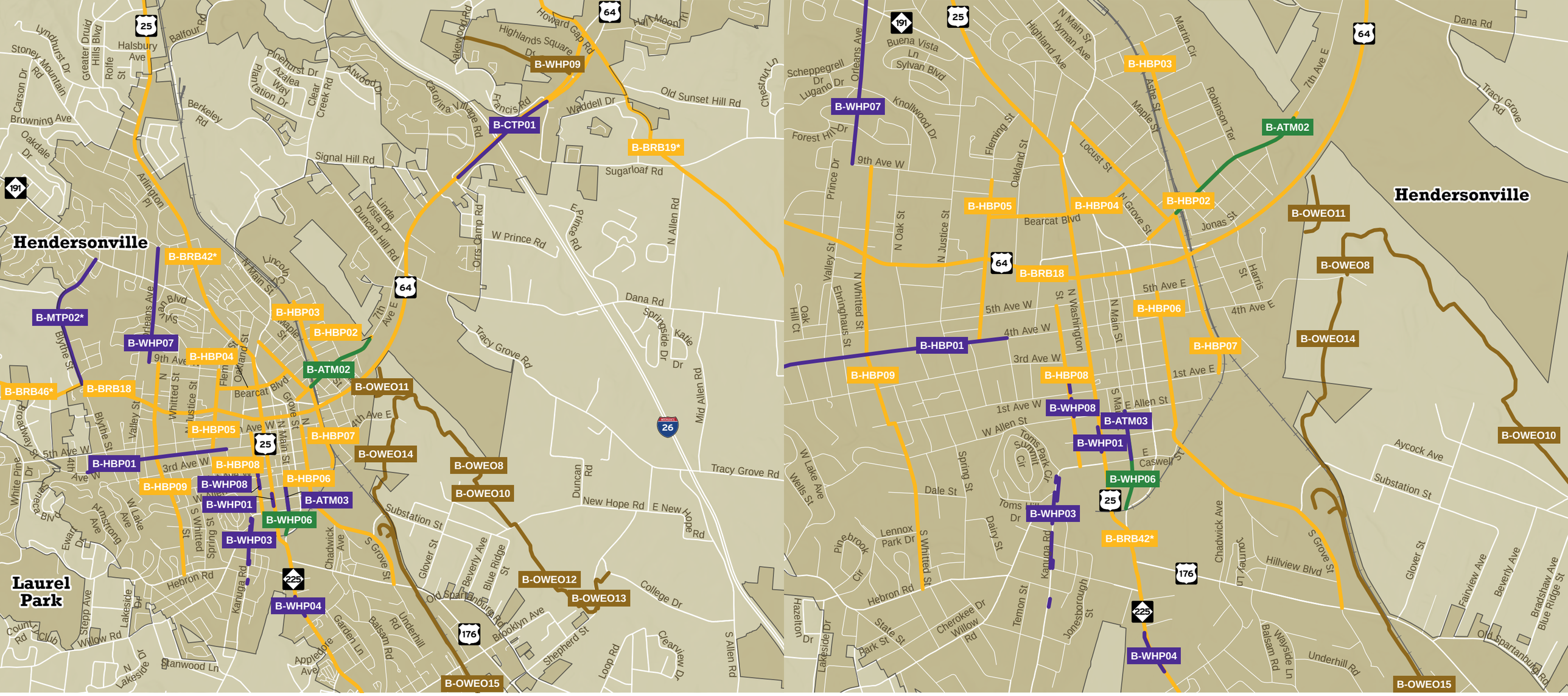
Basemap Date: April 30, 2025

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

N

0 0.25 0.5 0.75 1 Mile



BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

Hendersonville Inset

Map F.1 Sheet 21

a program of Land of Sky

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality
FBRMPO
County

Basemap Date: April 30, 2025

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

N 0 0.25 0.5 Miles

BICYCLE/PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

Downtown Hendersonville Inset

Map F.1 Sheet 22

a program of Land of Sky

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	Proposal ID	Proposed
Bicycle	#	
Pedestrian	#	
Bicycle and Pedestrian	#	
Multi-Use Path	#	

* Denotes Highway Incidental

Municipality
FBRMPO
County

Basemap Date: April 30, 2025

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

N 0 0.1 0.25 Mile

Roadway Projects

Project ID	Improvement Type	Recommendation Name	Limits	Description	Estimated Cost	County
A-0010AF	8 - Improve Interchange	I-26/US-25/US-70 interchange improvements	I-26/US-25/US-70 interchange	US 25/US 70 Interchange. Improve interchange.	$41,793,000.00	Buncombe
I-4409	16 - Modernize Roadway	SR 2500 (BLUE RIDGE ROAD)		Convert I-40 / SR 2500 (Blue Ridge Road) grade separation to interchange. Widen SR 2500 (Blue Ridge Road) to three lanes from US 70 to south of I-40 and upgrade roadway south of I-40 to SR 2713 (South Blue Ridge Road).	$9,150,000.00	Buncombe
R-CBP10	10 - Improve Intersection	Main/Park/Reed Roundabout	Main St/Park St/Reed St intersection	Construct a one-lane roundabout at the intersection of Park St, Main St, and Reed St.	$600,000.00	Haywood
R-CTP01	1 - Widen Existing Roadway (segment)	I-26	From US 64 to US 25	Add additional lanes to address congestion, projected to be over capacity by 2050.	$116,900,000.00	Henderson
R-CTP07	11 - Access Management	US-64	From Blythe St (SR 1180) to White Pine Dr (SR 1186)	This Project is underway. Please contact the NCDOT Division 14 office for details.	$31,750,000.00	Henderson
R-CTP08 / U-6049	1 - Widen Existing Roadway (segment)	US-25 BUS	From US 176 to South Main Street	Widen to 5 Lanes, US 25 BUS projected to be over capacity by 2050.	$12,600,000.00	Henderson
R-CTP09	11 - Access Management	NC 280 (Boylston Highway)	From NC 191 (Haywood Rd) to NC 191 (Old Haywood Rd.)	Construct access management and intersection improvements. Construct multiuse trail from NC 191 to NC 191. P7 Survey Priority	$40,500,000.00	Henderson
R-CTP10	11 - Access Management	NC-63 (New Leicester Rd)	From US 19/23 (Patton Ave) to Newfound Rd	Access management for roadway with complete streets, NC 63 projected to be over capacity by 2050.	$104,517,000.00	Buncombe
R-CTP100	1 - Widen Existing Roadway (segment)	I-40	From US 25 (Hendersonville Road) to US 74 ALT (Charlotte Highway)	Widen existing roadway	$50,182,795.00	Buncombe
R-CTP102A	1 - Widen Existing Roadway (segment)	I-40	From US 74 to NC 215	Widen roadway. Proposed Park and Ride at Exit 39 + Express Lane considerations.	$207,001,821	Haywood
R-CTP102B	1 - Widen Existing Roadway (segment)	I-40	From NC 215 to Wiggins Rd	Widen existing roadway	328,018,270	Haywood
R-CTP104	16 - Modernize Roadway	County Rd	From US 19 to NC 209	Modernization project with complete streets improvements	$5,319,000.00	Haywood
R-CTP105	16 - Modernize Roadway	Crabtree Mountain Rd	From NC 215 to Upper Crabtree Rd (SR 1503)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$16,632,000.00	Haywood
R-CTP106	16 - Modernize Roadway	Thickety Rd (SR 1513)	From US 74 to Crabtree Mountain Rd (SR 1509)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$15,930,000.00	Haywood
R-CTP107	16 - Modernize Roadway	Ratcliff Cove Rd (SR 1818)	From Raccoon Rd (SR 1812) to Stamey Cove Rd (SR 1823)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$9,369,000.00	Haywood
R-CTP108	16 - Modernize Roadway	Hyatt Creek Rd (SR 1160)	From US 23 to Old Balsam Rd (SR 1243)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$7,587,000.00	Haywood
R-CTP11A	16 - Modernize Roadway	I-26	From Elk Mountain Rd to New Stock Rd	Upgrade to interstate design standards, I-26 projected to be over capacity by 2050.	$25,317,000.00	Buncombe
R-CTP11B	16 - Modernize Roadway	I-26	From Aiken Rd to Weaver Blvd	Upgrade to interstate design standards, I-26 projected to be over capacity by 2050.	$38,229,000.00	Buncombe
R-CTP11C	16 - Modernize Roadway	I-26	From Weaver Blvd to N Buncombe School Rd	Upgrade to interstate design standards, I-26 projected to be over capacity by 2050.	$204,000,000.00	Buncombe
R-CTP113	16 - Modernize Roadway	Main St (SR 1609)	From NC 213 to Calvin Edney Rd (SR 1549)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$11,340,000.00	Madison

Project ID	Improvement Type	Recommendation Name	Limits	Description	Estimated Cost	County
R-CTP114	16 - Modernize Roadway	Beech Glen Rd (SR 1540), Paint Fork Rd (SR 1530), Clyde Brown Rd (SR 1527), Crooked Creek Rd (SR 1526), and Paint Fork Rd (SR 1530)	From I-26 to US 19	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$33,858,000.00	Madison
R-CTP116	16 - Modernize Roadway	Main St (SR 1609)	From Bruce Rd (SR 1354) to I-26	Modernization of roadway, complete streets elements	$8,295,075.00	Madison
R-CTP117	16 - Modernize Roadway	Stockton Branch Rd (SR 2148)	From NC 197 to I-26	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$4,563,000.00	Buncombe
R-CTP118	16 - Modernize Roadway	Lower Flat Creek Rd (SR 1742)	From NC 251 to Jupiter Rd (SR 1756)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$8,289,000.00	Buncombe
R-CTP119	16 - Modernize Roadway	Old Mars Hill Hwy (SR 2207)	From US 19 to Jupiter Rd (SR 1756)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$5,886,000.00	Madison
R-CTP12	16 - Modernize Roadway	I-26	From North Buncombe School Rd (SR 2207) to Stockton Branch Rd (SR 2148)	Upgrade to interstate design standards, I-26 projected to be over capacity by 2050.	$59,200,000.00	Buncombe
R-CTP120	16 - Modernize Roadway	Monticello Rd (SR 1727)	From NC 251 to US 25	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$11,826,000.00	Buncombe
R-CTP121	16 - Modernize Roadway	NC 251	From Fletcher Martin Rd (SR 1620) to Old Burnsville Hill Rd (SR 1674)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$26,919,000.00	Buncombe
R-CTP122	16 - Modernize Roadway	Fletcher Martin Rd (SR 1620) and Jenkins Valley Rd (SR 1641)	From NC 251 to Old NC 20 Highway (SR 1622)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$15,147,000.00	Buncombe
R-CTP123	16 - Modernize Roadway	Old Marshall Hwy (SR 1839)	From NC 251 to US 19 BUS	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$4,428,000.00	Madison
R-CTP124	16 - Modernize Roadway	Elk Mountain Scenic Hwy (SR 2230)	From Beaverdam Rd (SR 2230) to Ox Creek Rd (SR 2109)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$19,953,000.00	Madison
R-CTP125	16 - Modernize Roadway	Ox Creek Rd (SR 2109)	From Reems Creek Rd (SR 1003) to Elk Mountain Scenic Hwy (SR 2230)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$11,259,000.00	Madison
R-CTP126	16 - Modernize Roadway	Dana Rd (SR 1525)	From Tracy Grove Rd (SR 1793) to Upward Rd (SR 1783)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$13,635,000.00	Henderson
R-CTP127	16 - Modernize Roadway	Old Spartanburg Rd (SR 1803)	From US 25 BUS to Upward Rd (SR 1783)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements, including sidewalks	$121,700,000.00	Henderson
R-CTP128	16 - Modernize Roadway	Upward Rd (SR 1783), Ridge Rd (SR 1783), Piney Mountain Rd (SR 1733), Sugarloaf Rd (SR 1902), Pilot Mountain Rd (SR 1783)	From Howard Gap Rd (SR 1006) to US 64	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$22,464,000.00	Henderson
R-CTP129	16 - Modernize Roadway	Old Kanuga Rd / E Prince St (SR 1138)	From Kanuga Rd (SR 1127) to Willow Rd (SR 1171)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$6,129,000.00	Henderson
R-CTP13	16 - Modernize Roadway	Old Country Home Rd (SR-1373 / SR-1369)	From NC 63 (New Leicester Hwy) to NC 63 (New Leicester Hwy)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$8,358,024.00	Buncombe
R-CTP130	16 - Modernize Roadway	Alexander Rd (SR 1620)	From NC 63 to NC 20	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$9,855,000.00	Buncombe

Project ID	Improvement Type	Recommendation Name	Limits	Description	Estimated Cost	County
R-CTP131	16 - Modernize Roadway	Old Leicester Hwy (SR 1002) and Gorman Bridge Rd (SR 1357)	From Emma Rd (SR 1338) to Jenkins Valley Rd (SR 1641)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$11,313,000.00	Buncombe
R-CTP132	16 - Modernize Roadway	Riceville Rd (SR 2002)	From Clear Vista Ln (SR 2285) to Warren Wilson Rd (SR 2416)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$17,361,000.00	Buncombe
R-CTP133	16 - Modernize Roadway	Pisgah View Rd (SR 1403) and Starnes Cove Rd (SR 1255)	From Old Haywood Rd to Deaverview Rd	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$7,155,000.00	Buncombe
R-CTP134	16 - Modernize Roadway	Johnston Blvd (SR 1319)	From US 19 to Old Country Home Rd (SR 1315)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$5,940,000.00	Buncombe
R-CTP135	16 - Modernize Roadway	Old County Home Rd (SR 1315)	From NC 63 to NC 63	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$3,888,000.00	Buncombe
R-CTP136	16 - Modernize Roadway	Sand Hill Rd (SR 3412)	From NC 112 (Sardis Rd) to Bear Creek Rd (SR 3413)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$6,291,000.00	Buncombe
R-CTP137	16 - Modernize Roadway	Monte Vista Rd (SR 1224)	From Dogwood Rd (SR 1220) to Holbrook Rd (SR 1238)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$7,749,000.00	Buncombe
R-CTP138	16 - Modernize Roadway	Onteora Blvd / School Rd (SR 3075)	From US 25 ALT to I-40	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$5,400,000.00	Buncombe
R-CTP139	16 - Modernize Roadway	Rose Hill Rd / Pinners Cove Rd (SR 3121)	From Mills Gap Rd (SR 3116) to US 64 ALT	Upgrade facility to current design standards to include wider lane widths, paved shoulders. Improved geography, where possible is also desire. Consider bike/ped infrastructure.	$16,173,000.00	Buncombe
R-CTP14	16 - Modernize Roadway	Ben Lippen Rd (SR-1338)	From Old Country Home Rd (SR-1373 / SR-1369) to Gorman Bridge rd (SR 1357)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$11,916,390.00	Buncombe
R-CTP142	16 - Modernize Roadway	Garren Creek Rd (SR 2806) and Flat Creek Rd (SR 2786)	From US 74 ALT to Chestnut Hill Rd (SR 2776)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$24,057,000.00	Buncombe
R-CTP143	16 - Modernize Roadway	Old Fort Rd (SR 2776)	From US 74 ALT to NC 9	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$27,243,000.00	Buncombe
R-CTP144	16 - Modernize Roadway	NC 9	From Chestnut Hill Rd (SR 2776) to Blue Ridge Rd (SR 2500)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$12,771,000.00	Buncombe
R-CTP145	16 - Modernize Roadway	Reems Creek Rd / Maney Branch Rd / Paint Fork Rd (SR 1003)	From Moody Cove Rd (SR 2118) to NC 1997	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$14,391,000.00	Buncombe
R-CTP15	11 - Access Management	US-25 BUS	From I-26 to NC 191	Improvements to traffic flow and Complete Streets Improvements	$66,000,500.00	Henderson
R-CTP150	16 - Modernize Roadway	New Stock Rd (SR 1740)	From Monticello Rd (SR 1727) to US 25	Modernization and Complete Streets improvements From Monticello Rd (SR 1727) to US 25	$14,255,263.00	Buncombe
R-CTP151	16 - Modernize Roadway	Hamburg Mountain Rd (SR 2123)	From Reems Creek Rd (SR 1003) to US 19 BUS (Main St)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$6,804,000.00	Buncombe
R-CTP152	16 - Modernize Roadway	N Louisiana Ave (SR 1332)	From Emma Rd (SR 1338) to Richmond Hill Dr (SR 1345)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$3,591,000.00	Buncombe
R-CTP153	16 - Modernize Roadway	Emma Rd (SR 1338)	From Gorman Bridge Rd (SR 1357) to Boone St	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$5,535,000.00	Buncombe
R-CTP154	16 - Modernize Roadway	Liberty Rd (SR 1228)	Interchange at I-40	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$2,997,000.00	Buncombe
R-CTP155	16 - Modernize Roadway	Mills Gap Rd (SR 1551)	From Hoopers Creek Rd (SR 1553) to Cane Creek Rd (SR 3136)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$1,863,000.00	Henderson

Project ID	Improvement Type	Recommendation Name	Limits	Description	Estimated Cost	County
R-CTP156	16 - Modernize Roadway	5th Ave West and Blythe St	From US 64 to White Pine Dr (SR 1173)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$2,241,000.00	Henderson
R-CTP157	16 - Modernize Roadway	Stoney Mountain Rd (SR 1383)	From US 25 BUS to NC 191	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$6,210,000.00	Henderson
R-CTP158	16 - Modernize Roadway	N Clear Creek Rd (SR 1622)	From Clear Creek Rd (SR 1503) to Lancaster Rd (SR 1582)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$4,860,000.00	Henderson
R-CTP159	16 - Modernize Roadway	N Main St / Clear Creek Rd (SR 1503)	From US 25 BUS to N Clear Creek Rd (SR 1622)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements such as bike lanes	$9,045,000.00	Henderson
R-CTP16	16 - Modernize Roadway	Dellwoood Rd (SR 1247)	From US 276 to Commerce Street	Modernize Roadway and Complete Streets Improvements. Dellwoood Rd (SR 1247) is a two lane facility. It lacks biking accommodations and shoulders. Sidewalks are not offset from road.	$5,875,443.00	Haywood
R-CTP160	16 - Modernize Roadway	Will Hyatt Rd (SR 1175)	From Plott Creek Rd (SR 1173) to Eagles Nest Rd (SR 1177)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$1,188,000.00	Haywood
R-CTP161	16 - Modernize Roadway	Richland Creek Rd (SR 1519) and Old Clyde Rd (SR 1523)	From NC 209 to US 74	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$9,072,000.00	Haywood
R-CTP162	16 - Modernize Roadway	Jones Cove Rd (SR 1800)	From US 19 to US 19	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$5,157,000.00	Haywood
R-CTP163	10 - Improve Intersection	Intersection of NC 213 and Ingles/ CVS driveways		Improve access and safety with intersection treatments.	$2,100,000.00	Madison
R-CTP17	11 - Access Management	US-23 BUS	From East St to Ratcliff Cove Rd (SR 1818)	Improvements to address traffic flow related to land use along corridor with Complete Streets Improvements	$39,720,665.00	Haywood
R-CTP18	11 - Access Management	US-25	From Sheppard Branch Rd (SR 1741) to Spouse Town Rd (SR 1588)	Upgrade to expressway with high mobility and low to moderate access. Aims to accomodate for growth in the region.	$73,946,687.00	Buncombe
R-CTP19	1 - Widen Existing Roadway (segment)	US-25	From US 19 BUS to Monticello Rd (SR 1727)	Construct addition lanes as needed and provide Complete Streets improvements. New developments will impact level of service.	$30,497,185.00	Haywood
R-CTP20	16 - Modernize Roadway	Reems Creek Rd (SR 1003)	US 19 BUS to Moody Cove Rd (SR 2118)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$38,290,775.00	Buncombe
R-CTP21	1 - Widen Existing Roadway (segment)	Woodland Hills Rd (SR 1882)	US 19 BUS to Aiken Rd (SR 1883)	Widen roadway to increase capacity, aligning with projected traffic volume increases related to growth.	$12,848,600.00	Buncombe
R-CTP22	25 - Improve Multiple Intersections along Corridor	US 25 (Merrimon Ave)	From Beaverdam Rd (SR 2230) to Elkwood Ave (SR 1674)	Access management and Spot Intersection Improvements with Complete Streets elements to address driveway density and lack of turn lanes.	$33,284,164.00	Buncombe
R-CTP23	16 - Modernize Roadway	NC 251 (Riverside Dr)	From I-26 to Beaverdam Rd (SR 2230)	Access management with Complete Streets Improvements to improve traffic flow on corridor with many access points.	$2,070,560.00	Buncombe
R-CTP24	16 - Modernize Roadway	Roberts St/Lyman Ave	From Riverside Dr to Riverside Dr	Modernize roadway to meet community vision with complete street elements included	$2,137,305.00	Buncombe
R-CTP26	26 - Upgrade Roadway	US-70	From I-40 to Flat Creek Rd (SR 2515)	Modify the cross-section to taper from I-40 to existing three lane. Reconfigure the paired Old US 70 intersections at Padgettown and Flat Creek Roads as modern roundabouts. Maintain access control.	$17,909,024.00	Buncombe
R-CTP27	25 - Improve Multiple Intersections along Corridor	US 74 ALT (Charlotte Highway)	From I-40 to June Sayles Road (SR 2772)	Intersection improvements will address traffic flow along corridor.	$6,365,040.00	Buncombe

Project ID	Improvement Type	Recommendation Name	Limits	Description	Estimated Cost	County
R-CTP28	16 - Modernize Roadway	Fruitland Rd (SR 1574)	From US 64 to Sugar St (SR 1581)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$5,643,930.00	Henderson
R-CTP29	25 - Improve Multiple Intersections along Corridor	Howard Gap Road (SR 1006)	From US 64 to Upward Road (SR 1783)	Access management and intersection improvements as needed to maintain the function of the road.	$36,117,200.00	Henderson
R-CTP31	26 - Upgrade Roadway	Christ School Rd (SR 3188)/ Baldwin Rd (SR 3189)	From US 25 ALT to Lower Christ School Rd (SR 3197)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$34,323,700.00	Buncombe
R-CTP32	26 - Upgrade Roadway	Mills Gap Road (SR 3116)	Sweeten Creek Rd to Cane Creek Road	The facility is generally 2-lane without turn lanes and in many locations there is poor sight distance, no shoulder and little horizontal clearance.	$70,221,983.30	Buncombe
R-CTP33	16 - Modernize Roadway	Concord Road (SR 3150)	From Mills Gap Road (SR 3116) to School Road East (SR 3117)	The facility is generally 2-lane without turn lanes and in many locations there is poor sight distance, no shoulder and little horizontal clearance	$2,295,000.00	Buncombe
R-CTP34	16 - Modernize Roadway	US 64	From White Pine Dr (SR 1173) to Brickyard Rd (SR 1424)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$18,198,000.00	Henderson
R-CTP36	16 - Modernize Roadway	Brookside Camp Rd (SR 1528)	From US 25 to Howard Gap Rd (SR 1106)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$4,347,000.00	Henderson
R-CTP37	16 - Modernize Roadway	NC 191	From I-26 to Blue Ridge Parkway	Where possible, the TWLTL should be converted to a median. Additionally, improved access control and spot intersection improvements will likely be warranted to maintain an acceptable level of service. Include Complete Streets improvements.	$6,750,000.00	Buncombe
R-CTP38	16 - Modernize Roadway	NC 191	From NC 146 to NC 280	Intersection improvements along 191 with complete streets elements	$13,905,000.00	Buncombe, Henderson
R-CTP39	1 - Widen Existing Roadway (segment)	NC-191	From Blue Ridge Parkway to NC 146	Widen to multi-lanes with bicycle lanes	$42,236,132.70	Buncombe
R-CTP40	1 - Widen Existing Roadway (segment)	NC-112	From NC 191 to US 19/23	Widen to multi-lanes with sidepath, currently 8 ft lanes and narrow unpaved shoulders.	$175,800,000.00	Buncombe
R-CTP41	16 - Modernize Roadway	NC-191	From Mountain Rd to US 25 BUS	Modernize to increase capacity, reduce travel time, improve regional connectivity, adding complete streets elements.	$30,308,040.00	Henderson
R-CTP43	11 - Access Management	NC 225 (Greenville Highway)	US 25 BUS (King St) to Campbell Dr (SR 1217)	Access Management. Bike lanes through urban sections and bikeable shoulders and signage outside of municipalities	$48,822,000.00	Henderson
R-CTP44	16 - Modernize Roadway	West Blue Ridge Rd (SR 1812)	From NC 225 (Greenville Highway) to Roper Road (SR 1807)	Add turn lanes, widen shoulder and improve geometrics as appropriate. Safety concerns on this significant east-west connection serving Flat Rock and East Flat Rock.	$3,294,000.00	Henderson
R-CTP45	11 - Access Management	NC 280	From NC 191 (at southern intersection with NC 280) to Transylvania County Line	In addition to safety benefits, the management of access is far easier and more effective if medians are in place. Where feasible, conversion of two-way left-turn lanes to medians is recommended. Include multiuse path proposed in Mills River Bike and Pedestrian Plan west of Presbyterian Church Rd. Anticipated developments along corridor.	$162,203,000.00	Henderson
R-CTP46	16 - Modernize Roadway	US 276	From US 23 BUS to J R Sayles Rd (SR 1895)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$31,671,000.00	Haywood
R-CTP47	16 - Modernize Roadway	NC 151	From US 19/23 (Smokey Park Highway) to Upper Glady Fork Road (SR 3452)	As appropriate, turn lanes should be added at intersections, typically as development occurs. Additionally, the shoulder should be widened, possibly paved, and where feasible geometrics and sight distance should be improved.	$8,424,000.00	Buncombe

Project ID	Improvement Type	Recommendation Name	Limits	Description	Estimated Cost	County
R-CTP48	11 - Access Management	US 19/23	From NC 151 to Williams St (in Haywood County)	Appropriate improvements to provide sufficient capacity to provide a desirable level of traffic service and safety for anticipated automobile and truck traffic.	$92,667,000.00	Haywood
R-CTP49	11 - Access Management	NC 215	From Fiberville Rd (SR 1643) to NC 215 (Champion Rd)	Upgrade intersection as warranted by safety or capacity concerns. Reconfiguration or movement restrictions may ultimately be considered. Current design is unsafe and complicated.	$42,660,000.00	Haywood
R-CTP50	26 - Upgrade Roadway	Newfound Rd (SR 1104)	From N Main Street to NC 63 (New Leicester Highway)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$219,572,152.66	Buncombe, Haywood
R-CTP51	11 - Access Management	W Lake Ave (SR 1173)	From Blythe Street to Hebron Road (SR 1172)	Add turn lanes, widen shoulders, and improve geometrics and intersection operations as appropriate. Add bike lanes and sidwalks. Improve continuity on road nearing capacity.	$14,931,000.00	Henderson
R-CTP52	1 - Widen Existing Roadway (segment)	NC-63 (New Leicester Rd)	From Newfound Rd (SR 1104) to Turkey Creek Road (SR 1380)	The corridor should be widened to a 4-lane facility with median. Roadway is nearing capacity, resulting in recurring congestion.	$62,326,833.66	Buncombe
R-CTP53	11 - Access Management	NC 209 (Crabtree Rd)	From Old Clyde Rd (SR 1523) to I-40	Appropriate improvements to provide sufficient capacity to provide a desirable level of traffic service and safety for anticipated automobile and truck traffic.	$76,551,000.00	Haywood
R-CTP54	16 - Modernize Roadway	Old Clyde Rd (SR 1523)	From NC 209 (Crabtree Rd) to Richland Creek Rd (SR 1519)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$5,076,000.00	Haywood
R-CTP55	16 - Modernize Roadway	US 23 BUS (Walnut St)	From US 276 (Walnut St) to East St	Manage driveway access, and upgrade roadway with spot intersection and signal improvements, as needed, as well as bike facilities. Provides access to commercial development.	$3,132,000.00	Haywood
R-CTP56	16 - Modernize Roadway	N Rugby Rd (SR 1309 / 1365)	From US 64 to I-26	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$19,791,000.00	Henderson
R-CTP57	11 - Access Management	Tracy Grove Rd (SR 1793)	From Airport Road (SR 1755) to Dana Road (SR 1525)	Add turn lanes, widen shoulders, and improve geometrics and intersection operations as appropriate.	$36,261,000.00	Henderson
R-CTP58	11 - Access Management	NC 146 (Long Shoals Rd)	From NC 191 (Brevard Rd) to US 25 (Hendersonville Rd)	TWLTL convert to median, access control measures, spot intersection improvements, multimodal accomodations. Traffic volumes projected to exceed cacacity by 2050.	$53,799,000.00	Buncombe
R-CTP59	16 - Modernize Roadway	Mountain Rd (SR 1381)	From US 25 to NC 191	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$5,076,000.00	Henderson
R-CTP60	16 - Modernize Roadway	Sugarloaf Road (SR 1734)	From US 64 to Pace Road (SR 1726)	Add turn lanes, widen shoulders, and improve geometrics and intersection operations as appropriate.	$7,992,000.00	Henderson
R-CTP61	11 - Access Management	Hazelwood Ave (SR 1173)	From US 23 to US 23 BUS (S Main St)	Add turn lanes and improve intersection geometrics/signalization. Address skewed intersections and frequent driveways.	$22,278,000.00	Haywood
R-CTP62	16 - Modernize Roadway	Jupiter Rd (SR 1756)	From I-26 to US 25	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$18,738,000.00	Buncombe
R-CTP64	5 - Construct Roadway on New Location (segment)	New Frontage Rd (S of I-40)	From Blue Ridge Road (SR 2500) to Patton Cove Road (SR 2740)	Construct two-lane/three-lane connectors on new alignments, designed for 35 – 45 mph speed limits. Where practical, tie into and improve existing roads, such as Old Lytle Cove Rd, Dillingham Panoview Rd, Buckeye Access Rd, or Mockingbird Road. Planned residential growth will increase volumes.	$62,623,915.56	Buncombe
R-CTP65	16 - Modernize Roadway	School House Rd (SR 1426)	From NC 280 to NC 191	Upgrade facility to current design standards to include wider lane widths and paved shoulders with complete streets improvements	$5,454,000.00	Henderson
R-CTP66	16 - Modernize Roadway	Crab Creek Rd (SR 1127)	From Little River Rd (SR 1123) to Transylvania County	Upgrade facility to current design standards to include wider lane widths and paved shoulders with complete streets elements	$20,547,000.00	Henderson

Project ID	Improvement Type	Recommendation Name	Limits	Description	Estimated Cost	County
R-CTP67	16 - Modernize Roadway	Little River Rd (SR 1123)	From US 225 to Kanuga Rd (1127)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$10,935,000.00	Henderson
R-CTP68	16 - Modernize Roadway	Rutledge Dr (SR 1166)	From US 225 to US 225	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$4,104,000.00	Henderson
R-CTP69	11 - Access Management	Cummings Rd (SR 1171)	From US 64 to Hebron Road (SR 1171)	Add turn lanes, widen shoulders, and improve intersection geometrics and traffic control as appropriate.	$58,539,000.00	Henderson
R-CTP70	11 - Access Management	State St / Erkwood Dr (SR1164)	From Hebron Road (SR 1172) to Kanuga Road (SR 1127)	Add turn lanes, widen shoulders, and improve geometrics and intersection operations as appropriate.	$48,111,000.00	Henderson
R-CTP71	11 - Access Management	US 19 (Soco Rd)	From US 276 to Fie Top Road at Ghost Town in the Sky (SR 1304)	Access management and Complete Streets improvements, as well as intersection safety modifications at US 276 to improve visibility for bicyclists.	$55,800,000.00	Haywood
R-CTP72	16 - Modernize Roadway	S Mills Gap Rd (SR 1586) / Terrys Gap Rd (SR 1565)	From US 64 (Chimney Rock Rd) to Terrys Gap Road (SR 1565)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$18,306,000.00	Henderson
R-CTP73	16 - Modernize Roadway	Ninevah Rd/Country Club Dr/ Crymes Cove Rd (SR 1134) / Raccoon Rd (SR 1812)	From US 23 Bus (S Main St) to Ratcliff Cove Rd (SR 1818)	"Add turn lanes, widen lanes/shoulders, and improve alignment and intersection geometrics as warranted. Add sidewalks"	$10,773,000.00	Haywood
R-CTP74	11 - Access Management	Legion Drive	From US 23 Business (South Main St) to US 276 Pigeon St	A combination of signing, turn lanes, and modified intersection design/traffic control should divert a significant number of trips out of the intersection, reducing delays. These improvements have already been identified in TIP Project U-3466.	$6,162,000.00	Haywood
R-CTP75	1 - Widen Existing Roadway (segment)	US 23/74 (Great Smokey Mountains Expressway)	From I-40 To Blue Ridge Parkway	Widen to six-lane	$300,592,000.00	Haywood
R-CTP76	16 - Modernize Roadway	Old Balsam Road (SR-1243)	From US 23 (Main St) to US 23/74 (Great Smoky Mountain Expressway)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$8,343,000.00	Haywood
R-CTP77	16 - Modernize Roadway	Pack Square Plaza Visioning and Improvements	Pack Square, Market St, College St, Spruce St, and Court Plaza	This initiative is being conducted by the City of Asheville and Buncombe County. Please Contact them for latest design concepts.	$1,100,000.00	Buncombe
R-CTP78	11 - Access Management	Mount Carmel Road (SR 1369)	From Old Leicester Highway (SR 1002) to Old Country Home Road (SR 1373)	Turn lanes should be added at intersections. The shoulder should be widened, possibly paved, and where feasible geometrics and sight distance should be improved. Currently poor sight distance, no shoulder, and little horizontal clearance.	$77,262,000.00	Buncombe
R-CTP79	11 - Access Management	New Stock Road (SR 1882)	From Aiken Road (SR 1720) to Monticello Road (SR 1727)	Turn lanes should be added at intersections. Additionally, the shoulder should be widened, possibly paved, and where feasible geometrics and sight distance should be improved. Currently, poor sight distance, no shoulder, and little horizontal clearance.	$44,793,000.00	Buncombe
R-CTP80	16 - Modernize Roadway	Asbury Road (SR1234)/Liberty Road (SR 1228)	From US 23 to I-40	As appropriate, turn lanes should be added at intersections. Additionally, the shoulder should be widened, possibly paved, and where feasible geometrics and sight distance should be improved. With construction of Liberty Rd interchange, this will be most direct route between NC 112 and I-40.	$3,402,000.00	Buncombe
R-CTP81	16 - Modernize Roadway	Clayton Road (SR 3501)	From NC 191 (Brevard Road) to NC 146 (Long Shoals Road)	Turn lanes should be added at intersections. The shoulder should be widened, possibly paved, and where feasible geometrics and sight distance should be improved. Corridor connects NC 191 to NC 146. Noticeable development anticipated.	$3,510,000.00	Buncombe

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R-CTP82	16 - Modernize Roadway	Bennett Road (SR 3446)	From Beaverdam Road (SR 3449) to Lower Glady Fork Road (SR 3449)	As appropriate, turn lanes should be added at intersections. Additionally, the shoulder should be widened, possibly paved, and where feasible geometrics and sight distance should be improved.	$9,909,000.00	Buncombe
R-CTP83	16 - Modernize Roadway	Enka Lake Rd	From Queen Rd (SR 3447) to NC 112	Modernize roadway and include complete streets elements as needed. Serves Enka High School and Enka Village.	$4,455,000.00	Buncombe
R-CTP84	16 - Modernize Roadway	Presbyterian Church Rd	From NC 280 to School House Rd (SR 1426)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$1,161,000.00	Henderson
R-CTP85	16 - Modernize Roadway	US 70	From Blue Ridge Parkway to Old 70 (SR 2435) / College Street (SR 2501)	Upgrade facility to current design standards to include wider lane widths and paved shoulders. Improved geometry, where possible, is also desired. Volumes will exceed capacity by 2050.	$115,027,628.00	Buncombe
R-CTP88	16 - Modernize Roadway	Caribou Rd	From US 25 to US 25 Alt	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$5,616,000.00	Buncombe
R-CTP90	16 - Modernize Roadway	NC 110	From US 23 to US 276	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$15,039,000.00	Haywood
R-CTP91	16 - Modernize Roadway	Locust St (and connections)	From NC 110 to US 19/23	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$1,917,000.00	Haywood
R-CTP92	1 - Widen Existing Roadway (segment)	I-40	From Patton Cove Road To US 74 ALT	Widen roadway, adding travel lanes. Volumes will exceed capacity by 2050.	$133,708,000.00	Buncombe
R-CTP93	16 - Modernize Roadway	East St	From US 23 BUS to US 23 BUS	Modernize roadway and include complete streets elements as needed. Currently insufficient multimodal accomodations.	$3,483,000.00	Haywood
R-CTP94	Modernization	Cane Creek Rd	From Lower Christ School Rd (SR 3197) to US 74 ALT	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$173,721,000.00	Buncombe
R-CTP95	11 - Access Management	Banner Farm Rd	From NC 191 to US 64	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$85,320,000.00	Henderson
R-CTP96	11 - Access Management	US 25	From I-26 to Butler Bridge Rd (SR 1345)	Improve access along this corridor with high projected traffic volumes. Volumes projected to exceed capacity by 2050.	$8,206,324.00	Henderson
R-CTP97	16 - Modernize Roadway	Bear Creek Rd	From Sand Hill Rd (SR 3412) to NC 191	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$2,943,000.00	Buncombe
R-CTP98	16 - Modernize Roadway	US 74 ALT	From Fairview Rd (SR 3238) to June Sayles Rd (SR 2772)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements.	$23,645,341.00	Buncombe
R-CTP99	1 - Widen Existing Roadway (segment)	I-40	From Monte Vista Rd to US 25	Widen existing roadway, adding travel lanes. Volumes projected to exceed capacity by 2050.	$85,481,500.00	Buncombe
R-FBR01	11 - Access Management	US 25 (Hendersonville Road)	NC 280 (Airport Road) to I-26	Implement access management along the corridor with complete streets improvements.	$52,140,000.00	Buncombe
R-FBR02	16 - Modernize Roadway	Patton Avenue	Haywood St/Clingman Ave to Broadway St.	Access management with complete streets elements on corridor with numerous access points.	$13,000,000.00	Buncombe
R-FBR03	16 - Modernize Roadway	College St.	Between S. Charlotte Street and the Tunnel	Modernize roadway to address safety and include complete streets elemetns	$10,000,000.00	Buncombe
R-MTP01	16 - Modernize Roadway	Riceville Rd (SR 2002)	From US 70 (Tunnel Rd) to Clear Vista Lane (SR 2285)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements.	$2,473,780.00	Buncombe
R-MTP02	16 - Modernize Roadway	Amboy Rd (SR 3556); U-4739 - Carryover Project	From I-240 to NC 81 (Biltmore Ave)	Upgrade facility to current design standards to include wider lane widths and paved shoulders. Improved geometry, where possible, is also desired. Complete Streets improvements.	$94,600,000.00	Buncombe

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R-MTP03	5 - Construct Roadway on New Location (segment)	Enka Access Road	From US 19/23 to NC 112 (Sand Hill Rd)	New access road for Enka Commerce Park	$1,607,960.00	Buncombe
R-MTP05	16 - Modernize Roadway	NC 81 (Swannanoa River Rd)	From US 70 (Tunnel Rd) to US 74 (South Tunnel Rd)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements. Improved geometry, where possible, is also desired.	$53,000,000.00	Buncombe
R-MTP06	16 - Modernize Roadway	US-23/74	From Balsam View Dr (SR 1777) to Old Balsom Rd (SR 1158)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements. Improved geometry, where possible, is also desired.	$4,000,000.00	Haywood
R-MTP07	16 - Modernize Roadway	US 276 (Jonathan Creek Rd)	From US 19 to I-40	Modernize Roadway and Complete Streets Improvements. This project is underway. Please contact the NCDOT Division 14 office for details.	$25,603,600.00	Haywood
R-MTP09	16 - Modernize Roadway	US 19/23	From Wiggins Rd to Chestnut Mountain Rd (SR 1836)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements. Improved geometry, where possible, is also desired.	$40,200,000.00	Haywood, Buncombe
R-MTP10	11 - Access Management	US-276 (Russ Ave)	From US 23/74 to US 19	Construct Access Management and Complete Streets Improvements. US 276 currently has narrow, unpaved shoulders.	$39,000,000.00	Haywood
R-MTP12 / U-5887	16 - Modernize Roadway	Highland Lake Rd (SR 1783)	From NC 225 to US 176	This Project is underway. Please contact the NCDOT Division 14 office for details.	$3,834,360.00	Henderson
R-MTP13	11 - Access Management	US-25	From NC 146 (Long Shoals Rd) to Blue ridge Parkway	Construct Access Management and Complete Streets Improvements. Include Hendersonville Corridor Study recommendations for bike/ped elements	$94,004,587.00	Buncombe
R-MTP14	16 - Modernize Roadway	Biltmore McDowell Offset Couplet	From All Souls Cresent to Hilliard Ave	Project generally intends to better accommodate multimodal infrastructure while maintaining or improving traffic flows and safety.US 25 (McDowell St) and US 25A (Biltmore Ave) are multilane facilities without medians. Principle gateway into Asheville and provide key access the hospital. Survey priority P7.	$75,100,000.00	Buncombe
R-MTP16	11 - Access Management	US-25 ALT (Sweeten Creek Rd)	From I-40 to Rock Hill Rd (SR 3081)	Access management with Complete Streets improvements. Multimodal connection at the North end of Sweeten Creek to complement future sidepath on sotuh section and create a safe connection for most of South Asheville and Biltmore Village	$55,733,945.00	Buncombe
R-MTP17	11 - Access Management	US-70 (Tunnel Rd)	From I-240 to Blue Ridge Parkway	Access management and Complete Streets improvements. Project in commercial area with many access points.	$46,878,000.00	Buncombe
R-MTP18	16 - Modernize Roadway	Weaverville Highway	From Elkwood Dr to Reems Creek Rd	Modernization and intersection improvements with sidepath	$147,200,000.00	Buncombe
R-MTP19	11 - Access Management	US 19/23	From NC 215 to Midway Crossings Rd	Access management and Complete Streets improvements on corridor in commercial area with many access points.	$10,245,170.00	Haywood
R-MTP20	11 - Access Management	US-19 (Dellwood Rd)	From US 276 (Russ Ave) to US 276 (Jonathan Creek Rd)	Access management and Complete Streets improvements on corridor in commercial area with many access points.	$19,777,900.00	Haywood
R-MTP22	16 - Modernize Roadway	Bruce Rd (SR 1354)	From N Main St to Bailey St	Modernize roadway. Include sidewalks proposed in Mars Hill Bicycle and Pedestrian Plan. Complete Streets.	$7,085,050.00	Madison
R-MTP24	24 - Implement Road Diet to Improve Safety (segment)	Woodfin St (NS-908)	From Central Ave to Lexington Ave	Road diet and Complete Streets.	$6,184,450.00	Buncombe
R-MTP26	16 - Modernize Roadway	US 25 ALT (Sweeten Creek Road)	From I-40 to London Rd	Modernize roadway, access management, upgrade intersections, and Complete Streets improvements, currently lacks walking/ biking accomodations.	$4,747,190.00	Buncombe

Project ID	Improvement Type	Recommendation Name	Limits	Description	Estimated Cost	County
R-MTP27	11 - Access Management	US-70 (Tunnel Rd)	From NC 81 (Swannanoa River Rd) to The Tunnel	Construct access management (consolidate/relocate driveways, intersection improvements, etc) and Complete Streets Improvements. Currently a 4/5 lane undivided facility.	$64,095,700.00	Buncombe
R-MTP28	11 - Access Management	US-25 (Hendersonville Rd)	From I-40 to Blue Ridge Parkway	Construct access management (consolidate/relocate driveways, intersection improvements) and Complete Streets Improvements	$82,327,500.00	Buncombe
R-MTP29	16 - Modernize Roadway	US-19	From Blue Ridge Parkway to Fie Top Road (SR 1304) at Ghost Town in the Sky	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$32,913,700.00	Haywood
R-MTP32	16 - Modernize Roadway	White Pine Dr (SR-1172)	From US 64 to Kanuga Rd (SR 1127)	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$22,115,600.00	Henderson
R-MTP34	16 - Modernize Roadway	Blythe St (SR-2162)	From US 64 to NC 191	Add turn lanes, widen shoulders, and improve geometrics and intersection operations as appropriate, and complete streets improvements.	$8,858,114.00	Henderson
R-MTP36	16 - Modernize Roadway	Duncan Hill Road (SR-1525)	From US 64 to Signal Hill Rd	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$6,988,430.00	Henderson
R-MTP38	11 - Access Management	US 19/23 (Patton Avenue)	From I-40 to US 19 BUS (Haywood Rd)	Access management and Complete Streets improvements. Sidewalks from Old Haywood Rd to Johnston Blvd along Patton Ave.	$68,969,000.00	Buncombe
R-MTP39	16 - Modernize Roadway	Rock Hill Rd (SR-3081)	From US 25 to US 25 ALT	Modernize roadway and Complete Streets improvements. Narrow bridge over railroad is only connection to US 25.	$3,484,320.00	Buncombe
R-MTP40	16 - Modernize Roadway	US-19 BUS (Haywood Rd)	From US 19/23 (Patton Ave) to Craven St	Modernize roadway and Complete Streets improvements	$19,097,600.00	Buncombe
R-MTP41	16 - Modernize Roadway	Broadway St (SR-1781)	From I-240 to existing divided section at Chestnut St	Modernize roadway and Complete Streets Improvements. Road diet on Broadway between Chestnut and I-240. Bike lanes and sidewalks are priority.	$16,537,200.00	Buncombe
R-MTP42	11 - Access Management	NC-280 (Airport Rd)	From I-26 to US 25	Modernize roadway and Complete Streets improvements. High volumes, high speeds, limited bike/ped facilities.	$36,896,500.00	Buncombe
R-MTP43	16 - Modernize Roadway	Beaverdam Rd (SR-2053)	From US 25 (Merrimon Ave) to Webb Cove Rd (SR 2053)	Modernize roadway and Complete Streets improvements. Limited walking/biking accomodations.	$9,541,380.00	Buncombe
R-MTP45	5 - Construct Roadway on New Location (segment)	Peachtree Rd Extension	From US 25 (Hendersonville Rd) to US 25 ALT (Sweeten Creek Rd)	New roadway with Complete Streets improvements	$27,285,800.00	Buncombe
R-MTP47	11 - Access Management	NC-280 (Airport Rd)	From I-26 to existing 5 lane section at the French Broad River	Construct access management (consolidate/relocate driveways, intersection improvements, etc) and Complete Streets improvements with bicycle lanes	$33,804,200.00	Buncombe
R-MTP48	16 - Modernize Roadway	Walnut St	From US 23 BUS (Main St) to US 276 (Russ Ave)	Modernize roadway and Complete Streets Improvements. Corridor provides important access to community destinations.	$7,421,350.00	Haywood
R-MTP49	16 - Modernize Roadway	Sulphur Springs Rd / Smathers St (SR-1176)	From Hazelwood Ave (SR 1173) to Miller Street	Upgrade facility to current design standards to include wider lane widths and paved shoulders with Complete Streets improvements	$9,670,010.00	Haywood
R-MTP50	16 - Modernize Roadway	Brown Ave	From Hazelview Drive to Boyd Avenue	Modernization with Complete Streets improvements	$3,710,670.00	Haywood
R-MTP51	16 - Modernize Roadway	US-64	From Fruitland Rd (SR 1574) to Gilliam Rd (SR 1577)	Modernize roadway and Complete Streets Improvements on corridor with high traffic volumes.	$99,800,000.00	Henderson
R-MTP52	16 - Modernize Roadway	Elysinia (SR-1177)	From US 23/74 to Hazelwood Ave (SR 1173)	Modernize roadway and Complete Streets Improvements	$3,092,230.00	Haywood

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R-MTP54	16 - Modernize Roadway	Shepherd St (SR 1779) / Airport Rd (SR 1775)	From NC 225 to Tracey Grove Rd (SR 1793)	Modernize roadway and Complete Streets Improvements in commercial district serving airport, AB Tech, and high school.	$14,582,900.00	Buncombe
R-MTP55	5 - Construct Roadway on New Location (segment)	White Street	From Willow Road To US 176 (Spartanburg Highway)	Modernize roadway partially on new location	$41,275,100.00	Henderson
R-MTP57	8 - Improve Interchange	I-240/US 25		Interchange improvement, including recommendations from Hendersonville Corridor Study for bike/ped improvements	$118,500,000.00	Buncombe
R-MTP58	8 - Improve Interchange	I-40/I-240/US74A		Interchange improvement	$175,600,000.00	Buncombe
R-PS06	10 - Improve Intersection	Bear Creek Rd/Sand Hill Rd		Improved intersection for safety	$2,100,000.00	Buncombe
R-PS10	11 - Access Management	Smokey Park/Sand Hill		Traffic turning left to sand hills backs up into previous intersection; Intersection Improvements	$1,240,600.00	Buncombe
R-PS17	10 - Improve Intersection	US 25, NC 191, Justice St Intersection		Reconfigure intersection to improve safety.	$2,100,000.00	Henderson
R-SPT01	1 - Widen Existing Roadway (segment)	US 25 Alternate (Sweeten Creek Rd)	US25 (Hendersonville Rd) to SR3116 (Mills Gap Rd)	Alleviate congestion along Sweeten Creek Rd (US 25A) from Hendersonville Rd (US 25) to Rock Hill Rd (SR 3081). The project is intended to bring the peak hour operations at the study area signalized intersections to an overall LOS D (or better).	$135,000,000.00	Buncombe
R-SPT02	24 - Implement Road Diet to Improve Safety (segment)	US 70 (Tunnel Road)	Beaucatcher Tunnel to US 74A (South Tunnel Road)	Implement a road diet with intersection improvements on US 70 (Tunnel Road) from Beaucatcher Tunnel to US 74A (South Tunnel Road)	$58,300,000.00	Buncombe
R-SPT03	11 - Access Management	US 19	US 23/74 to Dayton Dr	Construct median and side path. Construct 2 lane roundabouts at intersections with South Lakeshore Drive, Golf Course Road, North Lakeshore Drive, and Dayton Drive.	$130,100,000.00	Haywood
R-SPT04	16 - Modernize Roadway	US 276	NC 110 to S Main St - verify with SPOT Score re: extents of project	Bring road up to standards, add paved shoulder and buffered bike lanes per Haywood Bike Plan. Construct "peanut roundabout" at Lake Logan Rd intersection and NC 110 intersection.	$97,600,000.00	Haywood
R-SPT05	11 - Access Management	US 19 (Carolina Blvd)	Smathers St to Pleasant Hill Rd	Construct median along corridor and bring road up to complete streets standards. Construct multi-use side path on one side and sidewalks on the other.	$84,000,000.00	Haywood
R-SPT07	11 - Access Management	US 25 (Hendersonville Road)	NC 146 (Long Shoals Road) to NC 280 (Airport Road)	Implement access management along the corridor with complete streets improvements.	$132,200,000.00	Buncombe
R-SPT08	11 - Access Management	US 70 (Tunnel Road)	I-240 to Blue Ridge Parkway	Roadway improvements and access management to include complete streets elements.	$102,000,000.00	Buncombe
R-SPT13	16 - Modernize Roadway	Old Fort Road	US 74A (Charlotte Highway) to Whitaker Road	Upgrade facility to current design standards to include wider lane widths and paved shoulders. Improved geometry, where possible, is also desired. Priority for County.	$66,800,000.00	Buncombe
R-SPT15	16 - Modernize Roadway	Cane Creek Road	US 74A (Charlotte Highway) to Mills Gap Road	Upgrade facility to current design standards to include wider lane widths and paved shoulders. Improved geometry, where possible, is also desired.	$99,000,000.00	Buncombe
R-SPT16	16 - Modernize Roadway	White Pine Drive	US 64 to Hebron Road	Upgrade facility to current design standards to include wider lane widths and paved shoulders. Improved geometry, where possible, is also desired.	$45,200,000.00	Henderson

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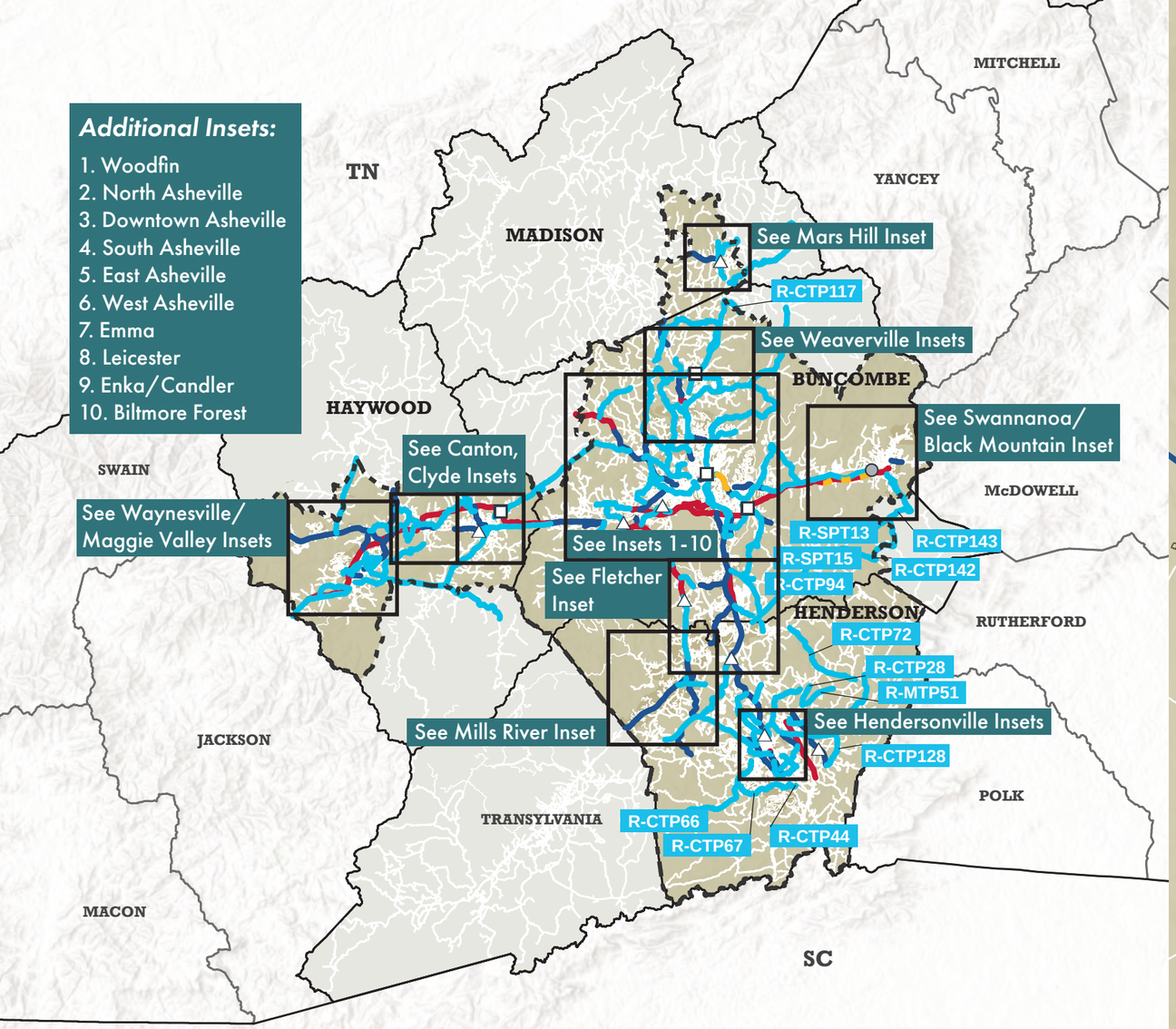
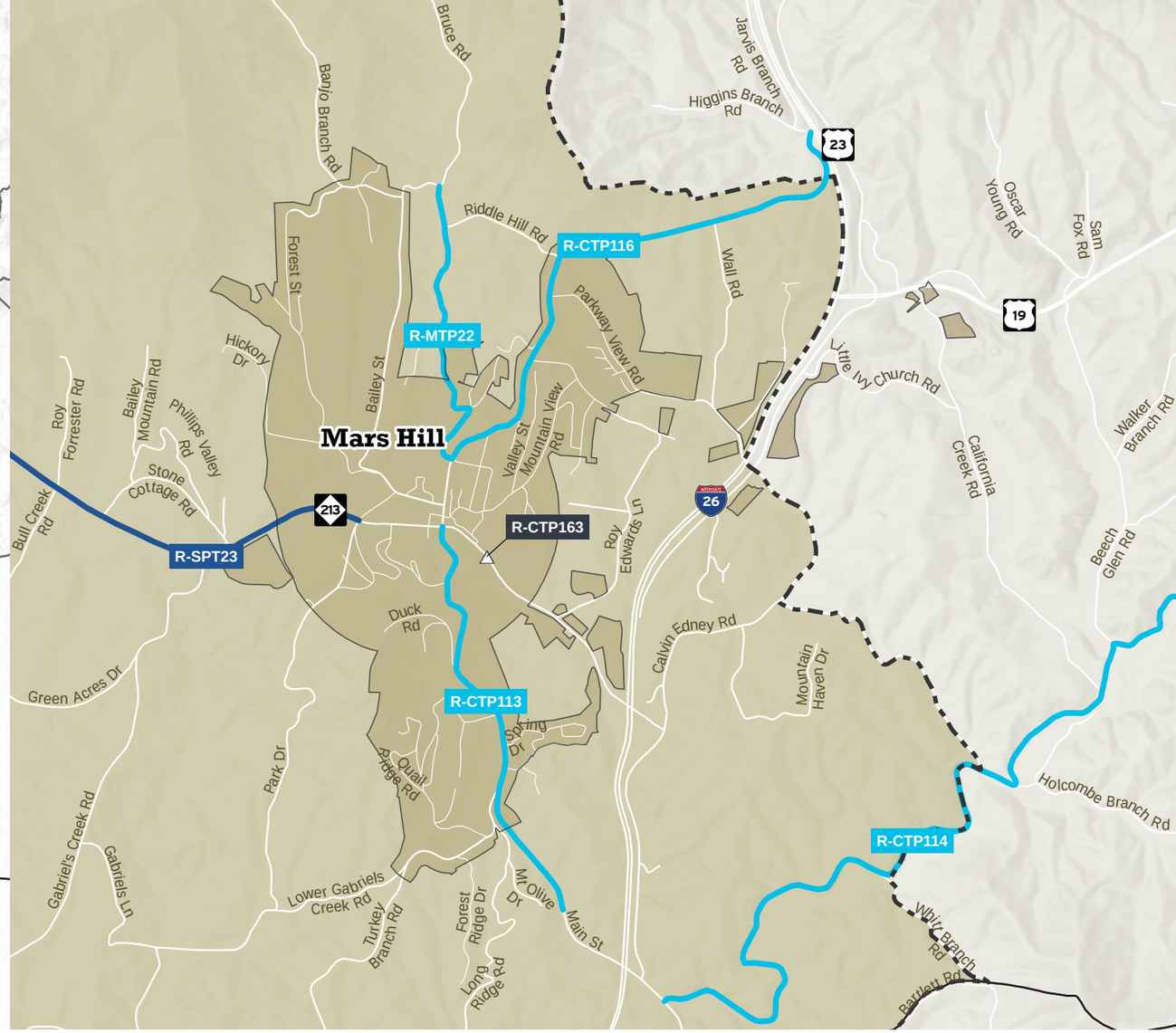
R-SPT22	10 - Improve Intersection	US 25	Butler Bridge Road	Upgrade intersection, constructing right turn lanes and a median on US 25 and dedicating an extra lane to left turn movements on US 25 northbound. Construct right turn lanes on Butler Bridge Rd and dedicate a lane to left turn movements. Construct sidepath on east side of US 25 with pedestrian crossings at the intersection.	$6,400,000.00	Henderson
R-SPT23	11 - Access Management	NC 213	Athletic Street to Bone Camp Road	Access management and include bicycle facilities proposed in Blue Ridge Bike Plan.	$44,300,000.00	Madison
R-SPT25	25 - Improve Multiple Intersections along Corridor	NC 63 (New Leicester Highway)	Newfound Road to Gouges Branch Road	Improve the intersections of NC 63 with SR 1004 (Newfound Rd), SR 1302 (Ramsey Rd) and SR 1377 (Gouges Branch Rd)	$7,800,000.00	Buncombe
R-SPT26	26 - Upgrade Roadway	US 25 (Merrimon Avenue)	Beaverdam Road to I-240	Upgrade Merrimon Ave. Include road diet with complete streets elements and intersection improvements.	$56,500,000.00	Buncombe
R-SPT27	16 - Modernize Roadway	US 19/23	Chestnut Mountain Road to NC 215	Modernization of roadway including Complete Streets elements and improving intersection operations as appropriate. This is a priority project for Haywood County per P7 survey and engagement .	$40,200,000.00	Haywood
R-SPT28	11 - Access Management	Old US 19/23	US 19/23 (Smokey Park Highway) to Youngs Cove Road	Construct a raised median that precludes across-roadway movements along NC 280 (Airport Rd). Incorporate complete streets elements and other access management strategies such as driveway limited-movement designs and reduced conflict intersection designs.	$35,596,946.00	Buncombe
R-SPT29	11 - Access Management	US 19/23 (Smokey Park Highway)	NC 151 (Pisgah Highway) to Wiggins Road	Perform access management along US 19/23 within the project limits. Include complete streets elements.	$95,500,000.00	Buncombe
R-SPT30	8 - Improve Interchange	I-40	Newfound Road	Upgrade interchange to a diamond interchange with roundabouts at the junctions	$34,300,000.00	Haywood
R-SPT31	10 - Improve Intersection	Howard Gap Road	Tracy Grove Road	Improve Intersection by constructing a 1 lane roundabout.	$6,100,000.00	Henderson
R-SPT32	10 - Improve Intersection	Patton Avenue	NC 63 (New Leicester Highway) to Louisiana Avenue	Construct intersection improvements.	$42,000,000.00	Buncombe
R-SPT34	10 - Improve Intersection	NC 191	Glenn Bridge/Southwick/Avery Creek	Realign Glenn Bridge Rd to Laurel Park Dr to covert to 4-leg intersections. Add exclusive left turn lanes on NC 191 at both intersections. Cul-de-sac Glenn Bridge Rd SE to maintain access to parcels near existing 5-leg intersection.	$4,004,000.00	Buncombe
R-SPT44	3 - Highway-rail crossing improvement (point)	Norfolk Southern AS Line	SR 2500 (Blue Ridge Rd), Buncombe County	Construction of grade separation of SR 2500 (Blue Ridge Rd) and closure of existing at-grade crossing (Crossing # 729 426N) in Black Mountain	$30,400,000.00	Buncombe

Table F.2: Unfunded Roadway Projects (CTP)





HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

Map F.2 Sheet 1

a program of Land of Sky

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	ID	Improve Location	New
Congestion/Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development	#		
Interchange	#	□	□
Bridge/Overpass	#	○	○
Intersection	#	△	△
Municipality			
FBRMPO			
County			

Basemap Date: April 30, 2025

Legal Disclaimer

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N 0 2.5 5 7.5 10 Miles

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

Mars Hill Inset

Map F.2 Sheet 2

a program of Land of Sky

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	ID	Improve Location	New
Congestion/Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development	#		
Interchange	#	□	□
Bridge/Overpass	#	○	○
Intersection	#	△	△
Municipality			
FBRMPO			
County			

Basemap Date: April 30, 2025

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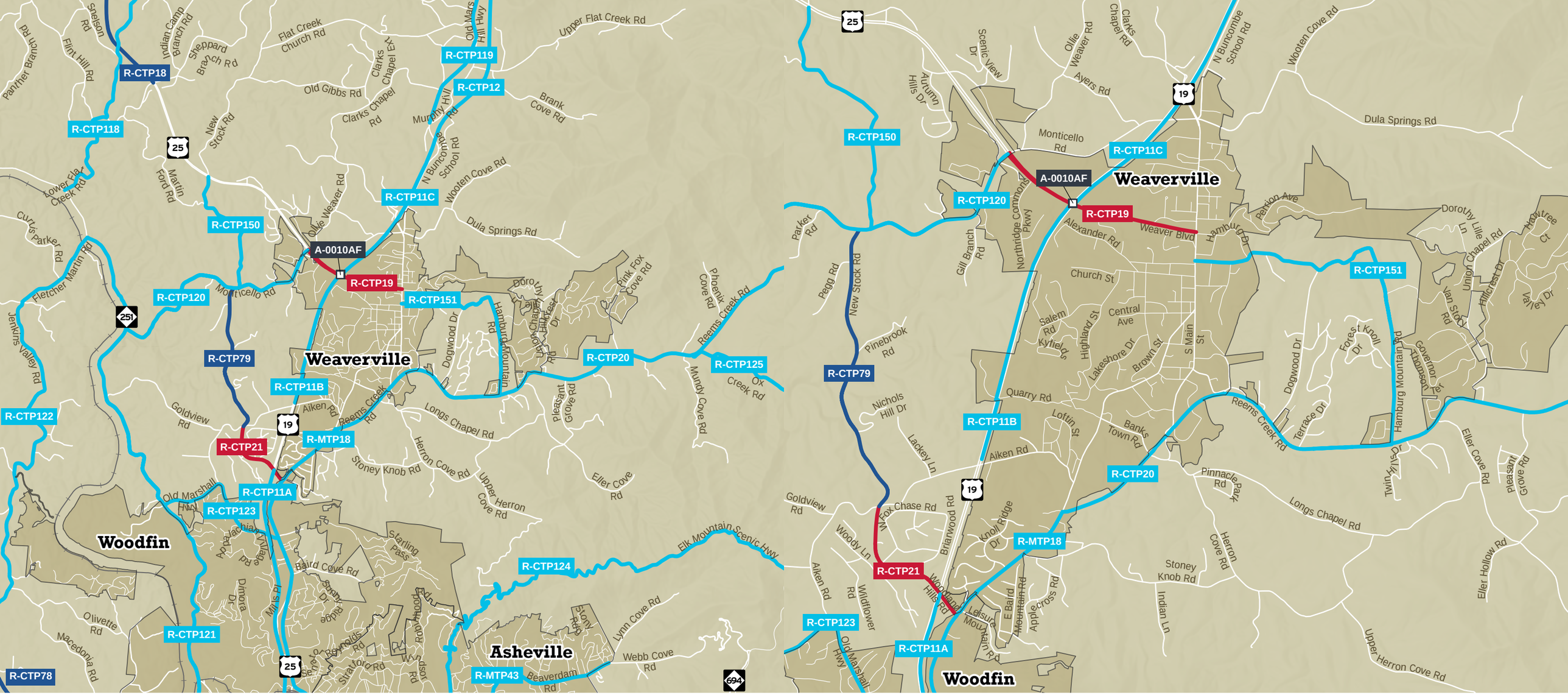
N 0 0.25 0.5 Miles



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

Weaverville Inset

Map F.2 Sheet 3

a program of Land of Sky
FRENCH BROAD RIVER
METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	ID	Improve	New Location
Congestion/Mobility *(e.g., add lanes)*	#	●	●
Access Management / Operations *(e.g., add median)*	#	●	●
Modernization *(e.g., widen lanes, add turn lanes)*	#	●	●
Other *(e.g., safety, economic development*	#	●	●
Interchange	#	□	■
Bridge/Overpass	#	○	●
Intersection	#	△	▲
Municipality		■	
FBRMPO		▨	
County		□	

Basemap Date: April 30, 2025

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N 0 0.25 0.5 0.75 1 Mile

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

Downtown Weaverville Inset

Map F.2 Sheet 4

a program of Land of Sky
FRENCH BROAD RIVER
METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	ID	Improve	New Location
Congestion/Mobility *(e.g., add lanes)*	#	●	●
Access Management / Operations *(e.g., add median)*	#	●	●
Modernization *(e.g., widen lanes, add turn lanes)*	#	●	●
Other *(e.g., safety, economic development*	#	●	●
Interchange	#	□	■
Bridge/Overpass	#	○	●
Intersection	#	△	▲
Municipality		■	
FBRMPO		▨	
County		□	

Basemap Date: April 30, 2025

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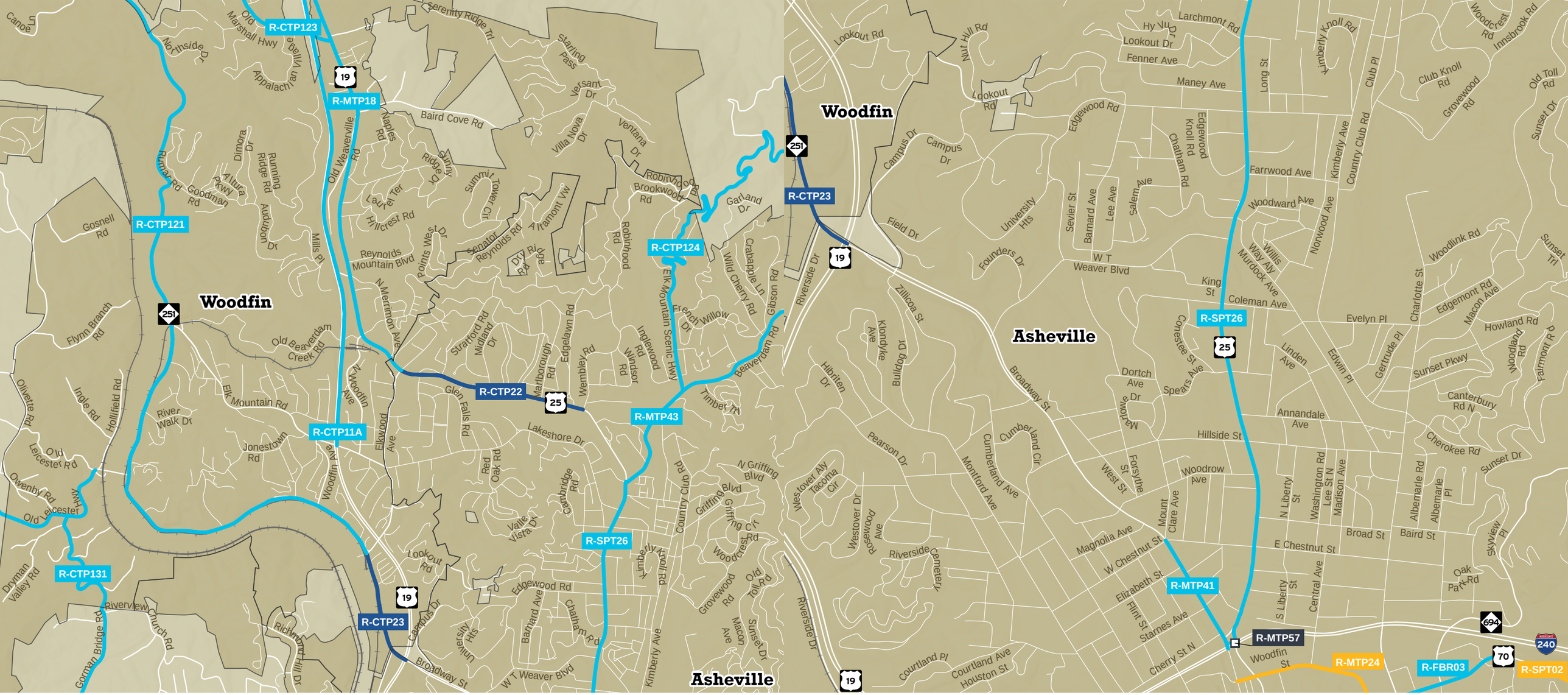
N 0 0.25 0.5 Miles



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

Woodfin Inset

Map F.2 Sheet 5

a program of Land of Sky

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan

RECOMMENDED

Date: September 18, 2025

	ID	New	Improve	Location
Congestion/Mobility *(e.g., add lanes)*	#	●	▬	▬
Access Management / Operations *(e.g., add median)*	#	●	▬	▬
Modernization *(e.g., widen lanes, add turn lanes)*	#	●	▬	▬
Other *(e.g., safety, economic development)*	#	●	▬	▬
Interchange	#	□	■	
Bridge/Overpass	#	○	●	
Intersection	#	△	▲	
Municipality			▬	
FBRMPO			▬	
County			▬	

Basemap Date: April 30, 2025

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N 0 0.25 0.5 Miles

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

North Asheville Inset

Map F.2 Sheet 6

a program of Land of Sky

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan

RECOMMENDED

Date: September 18, 2025

	ID	New	Improve	Location
Congestion/Mobility *(e.g., add lanes)*	#	●	▬	▬
Access Management / Operations *(e.g., add median)*	#	●	▬	▬
Modernization *(e.g., widen lanes, add turn lanes)*	#	●	▬	▬
Other *(e.g., safety, economic development)*	#	●	▬	▬
Interchange	#	□	■	
Bridge/Overpass	#	○	●	
Intersection	#	△	▲	
Municipality			▬	
FBRMPO			▬	
County			▬	

Basemap Date: April 30, 2025

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N 0 0.1 0.25 Mile

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

Downtown Asheville Inset

Map F.2 Sheet 7

a program of Land of Sky

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan

RECOMMENDED

Date: September 18, 2025

	ID	New	Improve Location
Congestion/ Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development	#		
Interchange	#		
Bridge/ Overpass	#		
Intersection	#		
Municipality			
FBRMPO			
County			

Basemap Date: April 30, 2025

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N 0 0.1 0.25 Mile

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

South Asheville Inset

Map F.2 Sheet 8

a program of Land of Sky

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan

RECOMMENDED

Date: September 18, 2025

	ID	New	Improve Location
Congestion/ Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development	#		
Interchange	#		
Bridge/ Overpass	#		
Intersection	#		
Municipality			
FBRMPO			
County			

Basemap Date: April 30, 2025

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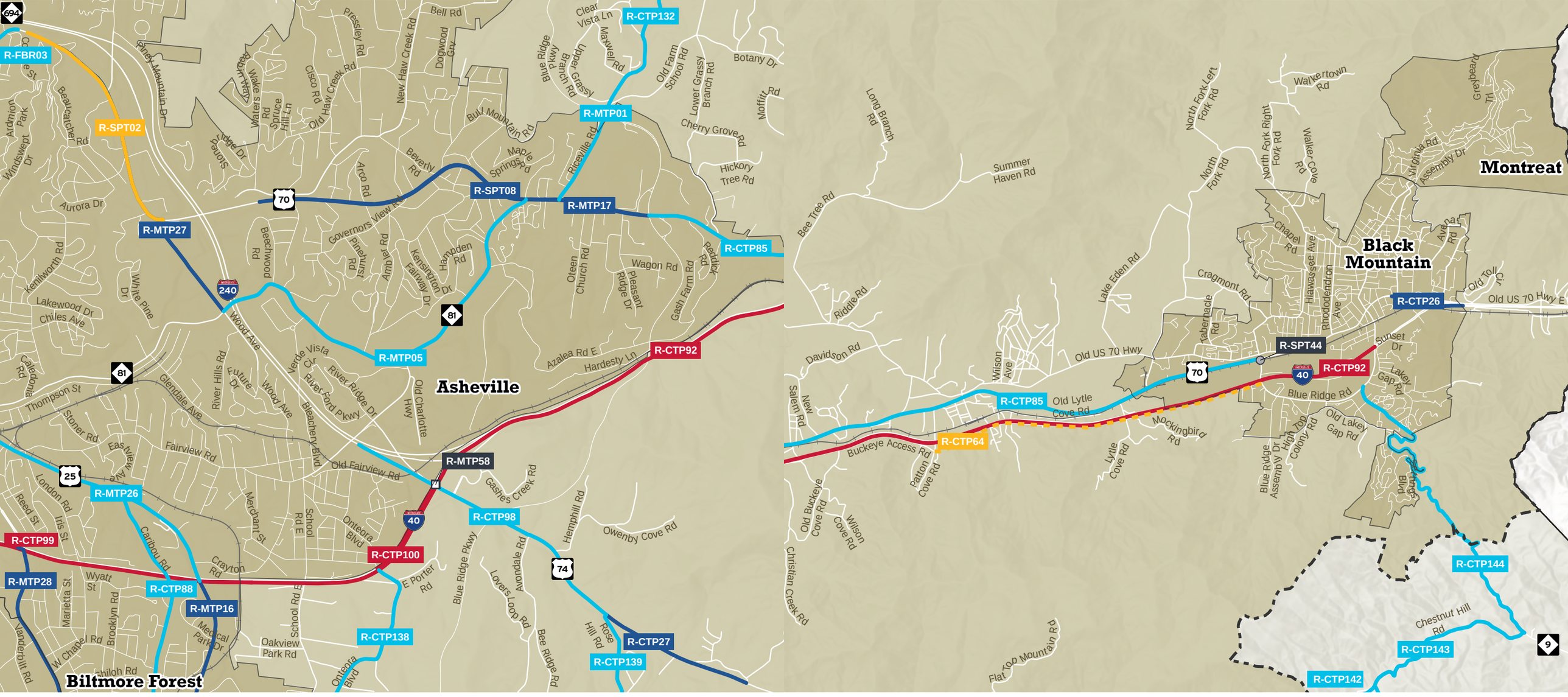
N 0 0.1 0.25 Mile



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

East Asheville Inset

Map F.2 Sheet 9

a program of Land of Sky
FRENCH BROAD RIVER
METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	ID	New	Improve Location
Congestion/Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#		
Bridge/Overpass	#		
Intersection	#		
Municipality			
FBRMPO			
County			

Basemap Date: April 30, 2025

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N 0 0.25 0.5 Miles

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

Swannanoa/Black Mountain Inset

Map F.2 Sheet 10

a program of Land of Sky
FRENCH BROAD RIVER
METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	ID	New	Improve Location
Congestion/Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#		
Bridge/Overpass	#		
Intersection	#		
Municipality			
FBRMPO			
County			

Basemap Date: April 30, 2025

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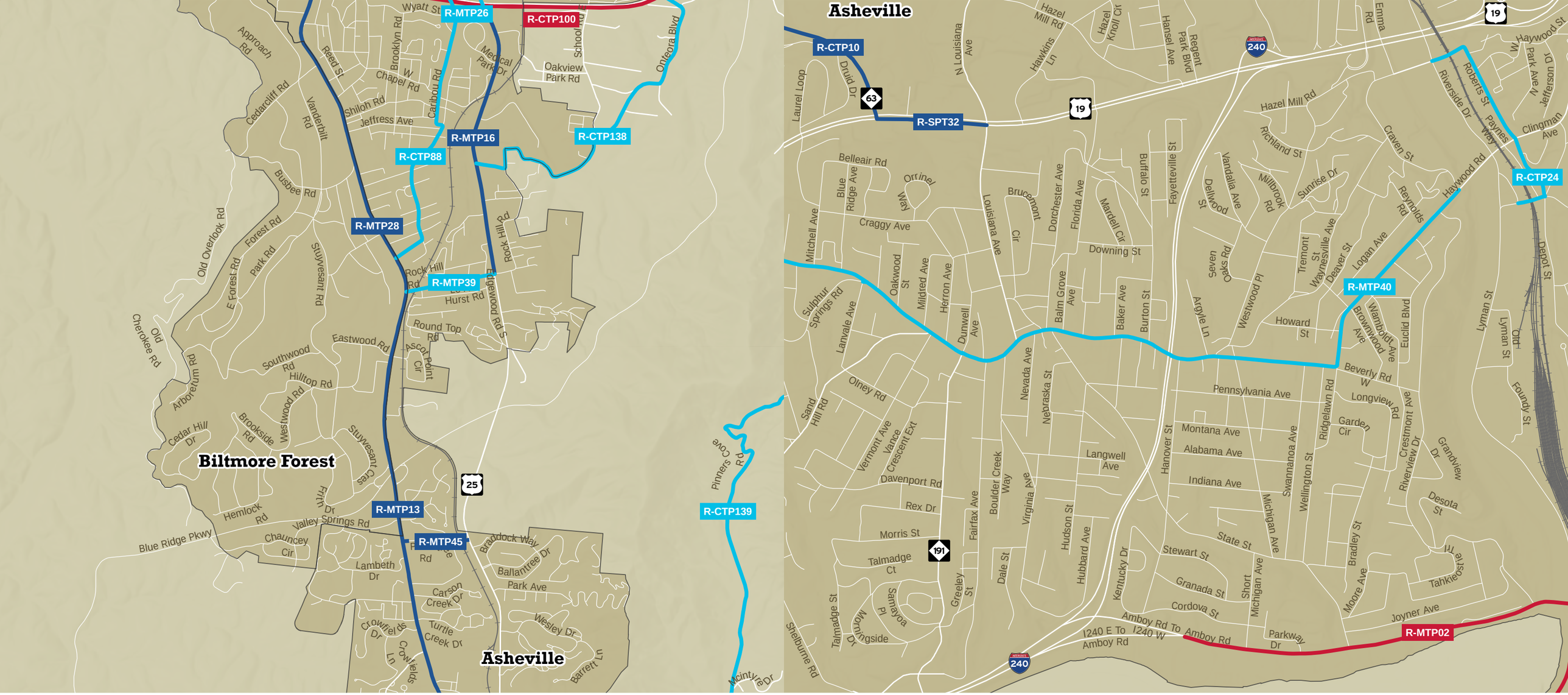
N 0 0.25 0.5 0.75 1 Mile



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

Biltmore Forest Inset

Map F.2 Sheet 11

a program of Land of Sky
FRENCH BROAD RIVER
METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	ID	Improve	New Location
Congestion/ Mobility *(e.g., add lanes)*	#	●	●
Access Management / Operations *(e.g., add median)*	#	●	●
Modernization *(e.g., widen lanes, add turn lanes)*	#	●	●
Other *(e.g., safety, economic development*	#	●	●
Interchange	#	□	■
Bridge/Overpass	#	○	●
Intersection	#	△	▲
Municipality		■	
FBRMPO		▭	
County		▭	

Basemap Date: April 30, 2025

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N 0 0.25 0.5 Miles

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

West Asheville Inset

Map F.2 Sheet 12

a program of Land of Sky
FRENCH BROAD RIVER
METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	ID	Improve	New Location
Congestion/ Mobility *(e.g., add lanes)*	#	●	●
Access Management / Operations *(e.g., add median)*	#	●	●
Modernization *(e.g., widen lanes, add turn lanes)*	#	●	●
Other *(e.g., safety, economic development*	#	●	●
Interchange	#	□	■
Bridge/Overpass	#	○	●
Intersection	#	△	▲
Municipality		■	
FBRMPO		▭	
County		▭	

Basemap Date: April 30, 2025

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N 0 0.1 0.25 Mile

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

Emma Inset

Map F.2 Sheet 13

a program of Land of Sky
FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	ID	Improve Location	New
Congestion/Mobility *(e.g., add lanes)*	#		
Access Management / Operations *(e.g., add median)*	#		
Modernization *(e.g., widen lanes, add turn lanes)*	#		
Other *(e.g., safety, economic development*	#		
Interchange	#		
Bridge/Overpass	#		
Intersection	#		
Municipality			
FBRMPO			
County			

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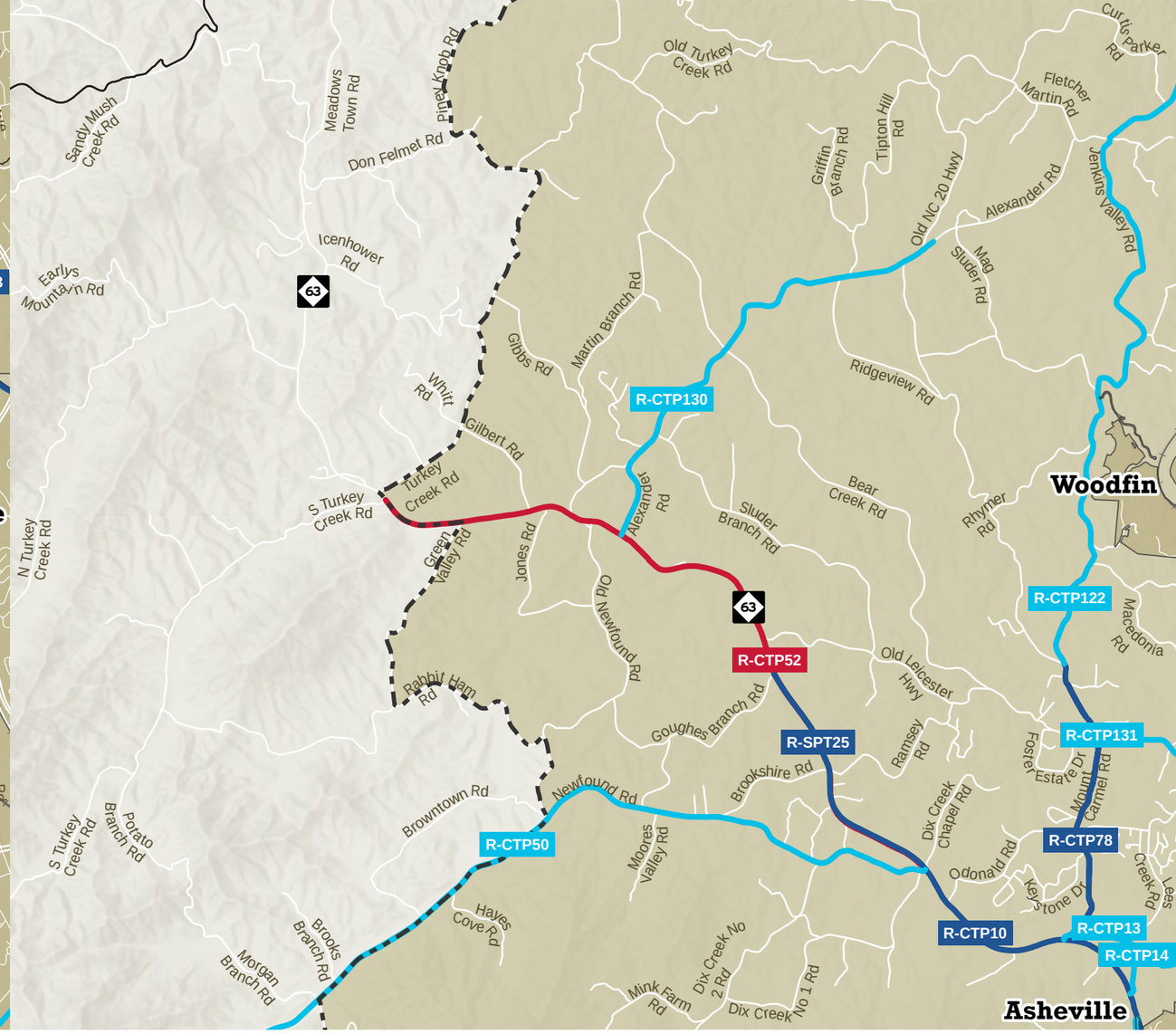
N 0 0.25 0.5 Miles



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

Leicester Inset

Map F.2 Sheet 14

a program of Land of Sky
FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	ID	Improve Location	New
Congestion/Mobility *(e.g., add lanes)*	#		
Access Management / Operations *(e.g., add median)*	#		
Modernization *(e.g., widen lanes, add turn lanes)*	#		
Other *(e.g., safety, economic development*	#		
Interchange	#		
Bridge/Overpass	#		
Intersection	#		
Municipality			
FBRMPO			
County			

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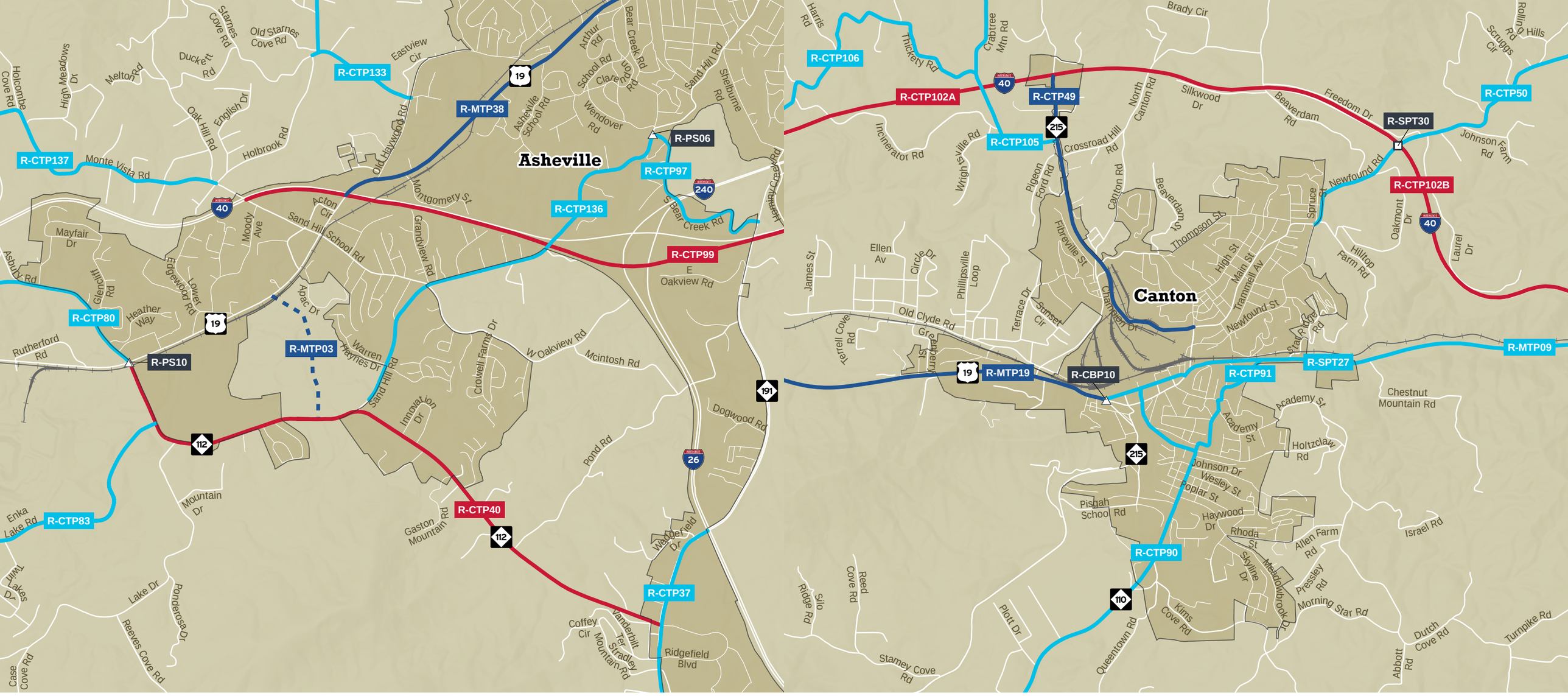
N 0 0.25 0.5 0.75 1 Mile



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

Enka/Candler Inset

Map F.2 Sheet 15

a program of Land of Sky

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	ID	Improve	New Location
Congestion/Mobility *(e.g., add lanes)*	#		
Access Management / Operations *(e.g., add median)*	#		
Modernization *(e.g., widen lanes, add turn lanes)*	#		
Other *(e.g., safety, economic development*	#		
Interchange	#	□	□
Bridge/Overpass	#	○	○
Intersection	#	△	△
Municipality			
FBRMPO			
County			

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N 0 0.25 0.5 Miles

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

Canton Inset

Map F.2 Sheet 16

a program of Land of Sky

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	ID	Improve	New Location
Congestion/Mobility *(e.g., add lanes)*	#		
Access Management / Operations *(e.g., add median)*	#		
Modernization *(e.g., widen lanes, add turn lanes)*	#		
Other *(e.g., safety, economic development*	#		
Interchange	#	□	□
Bridge/Overpass	#	○	○
Intersection	#	△	△
Municipality			
FBRMPO			
County			

Basemap Date: April 30, 2025

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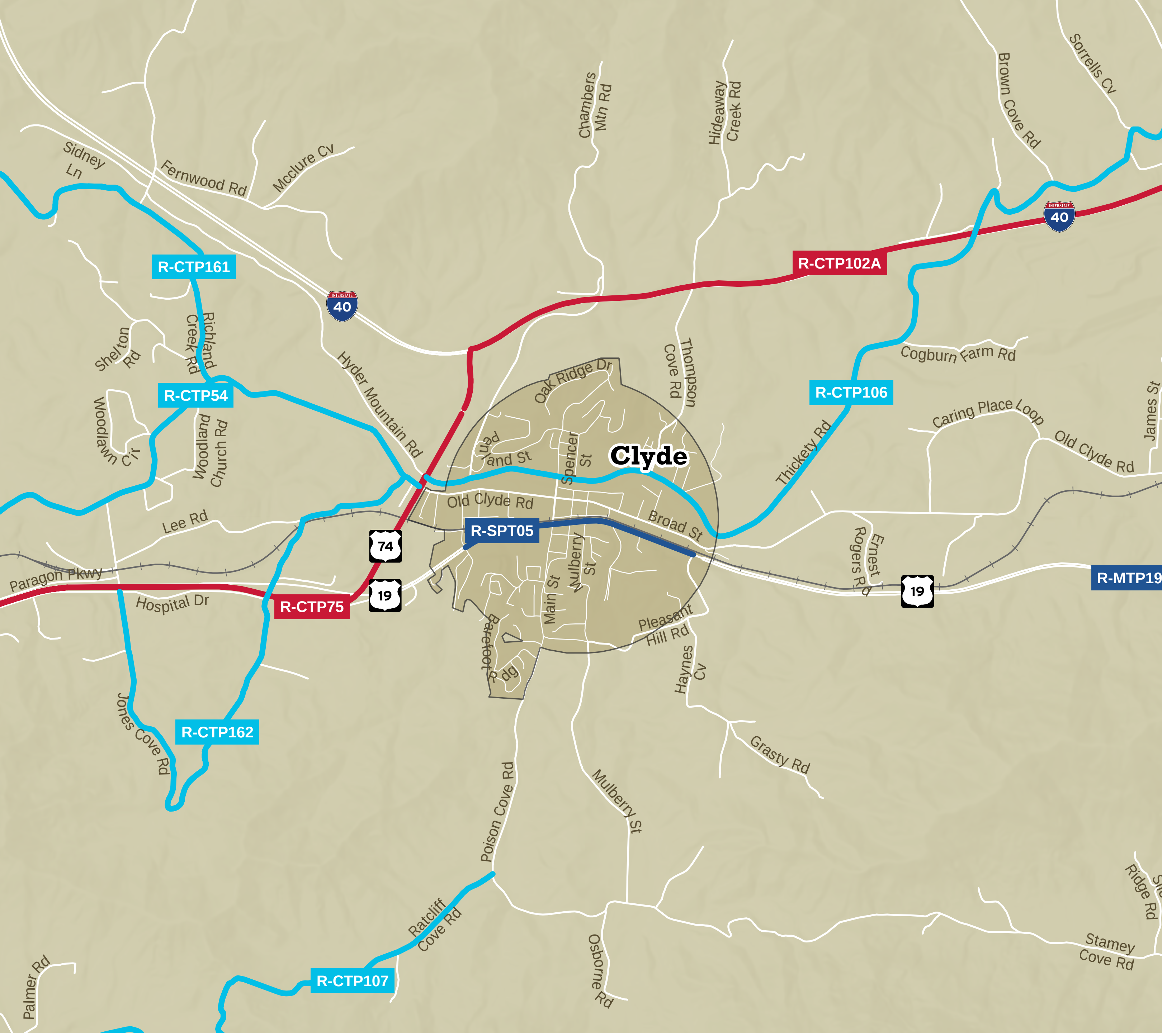
N 0 0.25 0.5 Miles



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

Clyde Inset

Map F.2 Sheet 17

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan

RECOMMENDED

Date: September 18, 2025

	ID	Improve	New Location
Congestion/ Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development	#		
Interchange	#		
Bridge/ Overpass	#		
Intersection	#		
Municipality			
FBRMPO			
County			

Basemap Date: April 30, 2025

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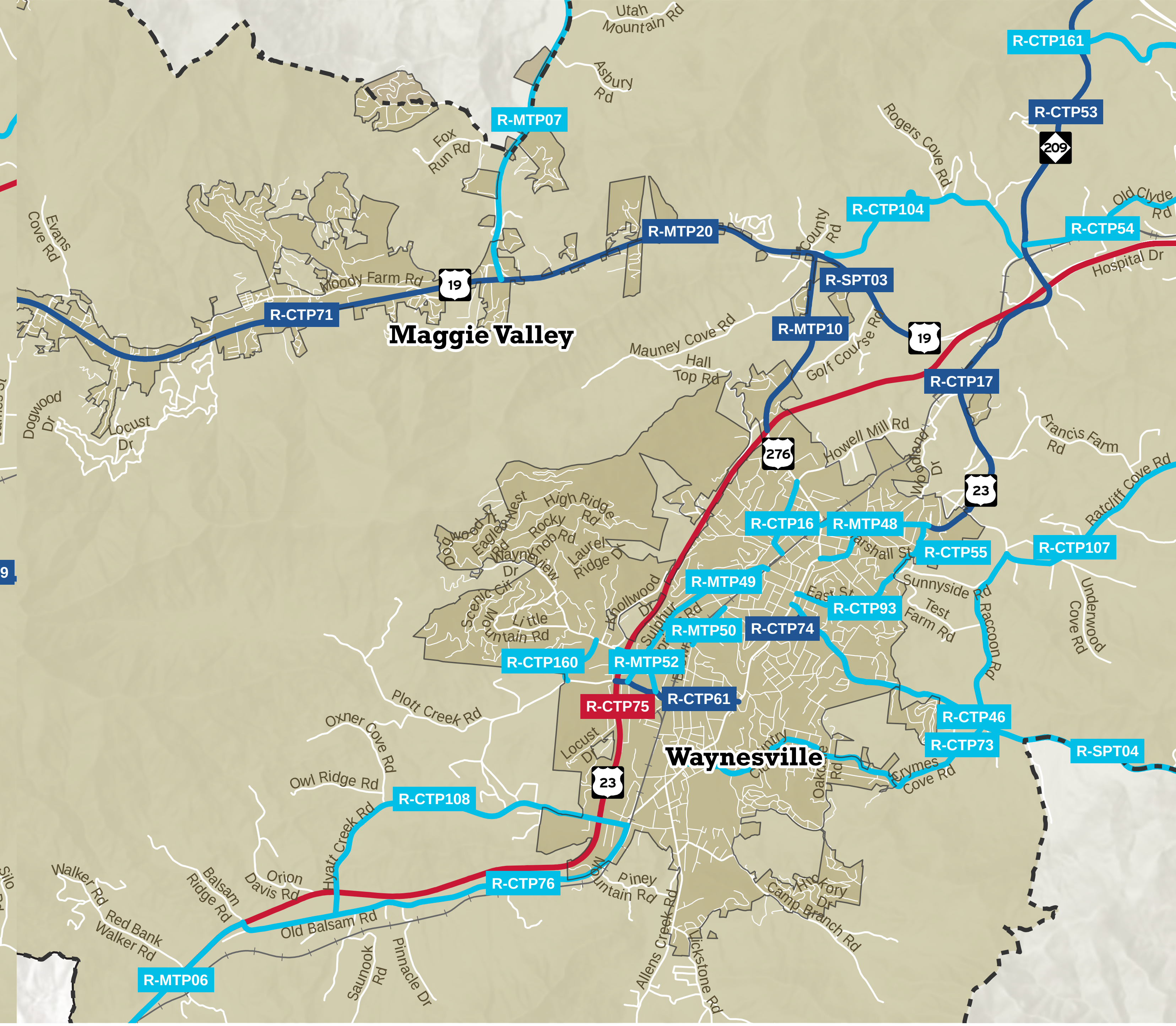
0 0.25 0.5 Miles



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

Waynesville/ Maggie Valley Inset

Map F.2 Sheet 18

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan

RECOMMENDED

Date: September 18, 2025

	ID	Improve	New Location
Congestion/ Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development	#		
Interchange	#		
Bridge/ Overpass	#		
Intersection	#		
Municipality			
FBRMPO			
County			

Basemap Date: April 30, 2025

Legal Disclaimer

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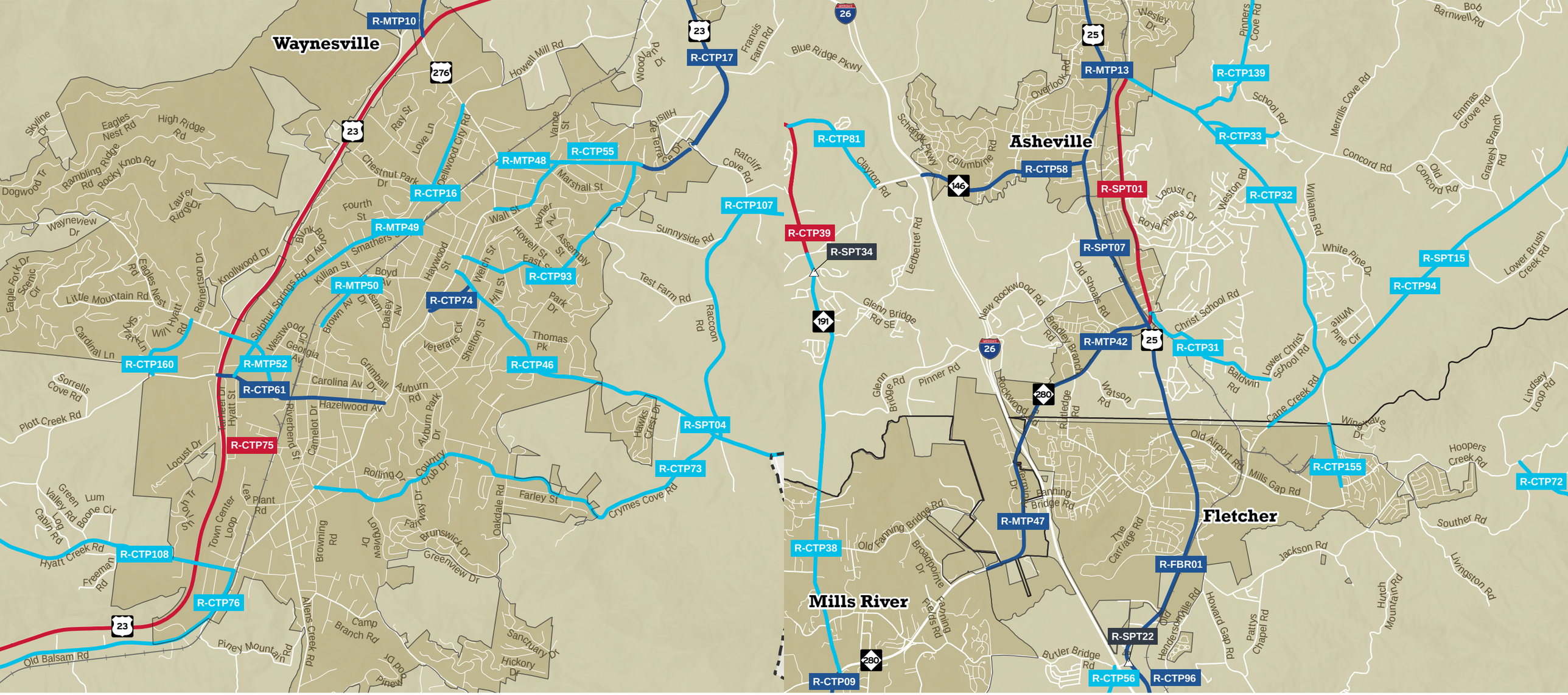
0 0.25 0.5 0.75 1 Mile



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

Downtown Waynesville Inset

Map F.2 Sheet 19

a program of Land of Sky

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	ID	Improve	New Location
Congestion/Mobility *(e.g., add lanes)*	#		
Access Management / Operations *(e.g., add median)*	#		
Modernization *(e.g., widen lanes, add turn lanes)*	#		
Other *(e.g., safety, economic development)*	#		
Interchange	#	□	■
Bridge/Overpass	#	○	●
Intersection	#	△	▲
Municipality			
FBRMPO			
County			

Basemap Date: April 30, 2025

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N 0 0.25 0.5 Miles

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

Fletcher Inset

Map F.2 Sheet 20

a program of Land of Sky

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	ID	Improve	New Location
Congestion/Mobility *(e.g., add lanes)*	#		
Access Management / Operations *(e.g., add median)*	#		
Modernization *(e.g., widen lanes, add turn lanes)*	#		
Other *(e.g., safety, economic development)*	#		
Interchange	#	□	■
Bridge/Overpass	#	○	●
Intersection	#	△	▲
Municipality			
FBRMPO			
County			

Basemap Date: April 30, 2025

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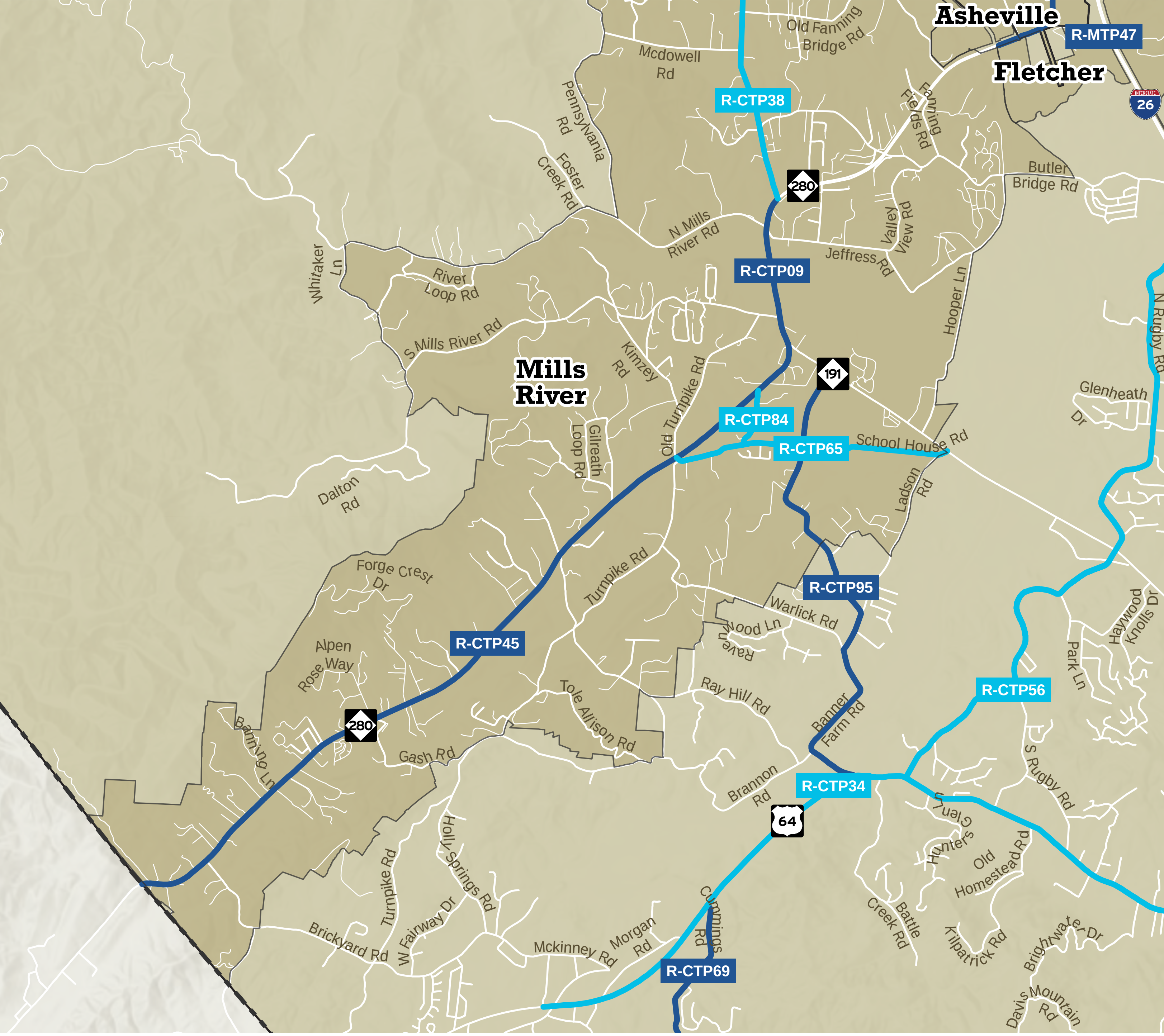
N 0 0.25 0.5 0.75 1 Mile



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

Mills River Inset

Map F.2 Sheet 21

a program of Land of Sky
FRENCH BROAD RIVER
METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	ID	Improve	New Location
Congestion/ Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development	#		
Interchange	#		
Bridge/ Overpass	#		
Intersection	#		
Municipality			
FBRMPO			
County			

Basemap Date: April 30, 2025

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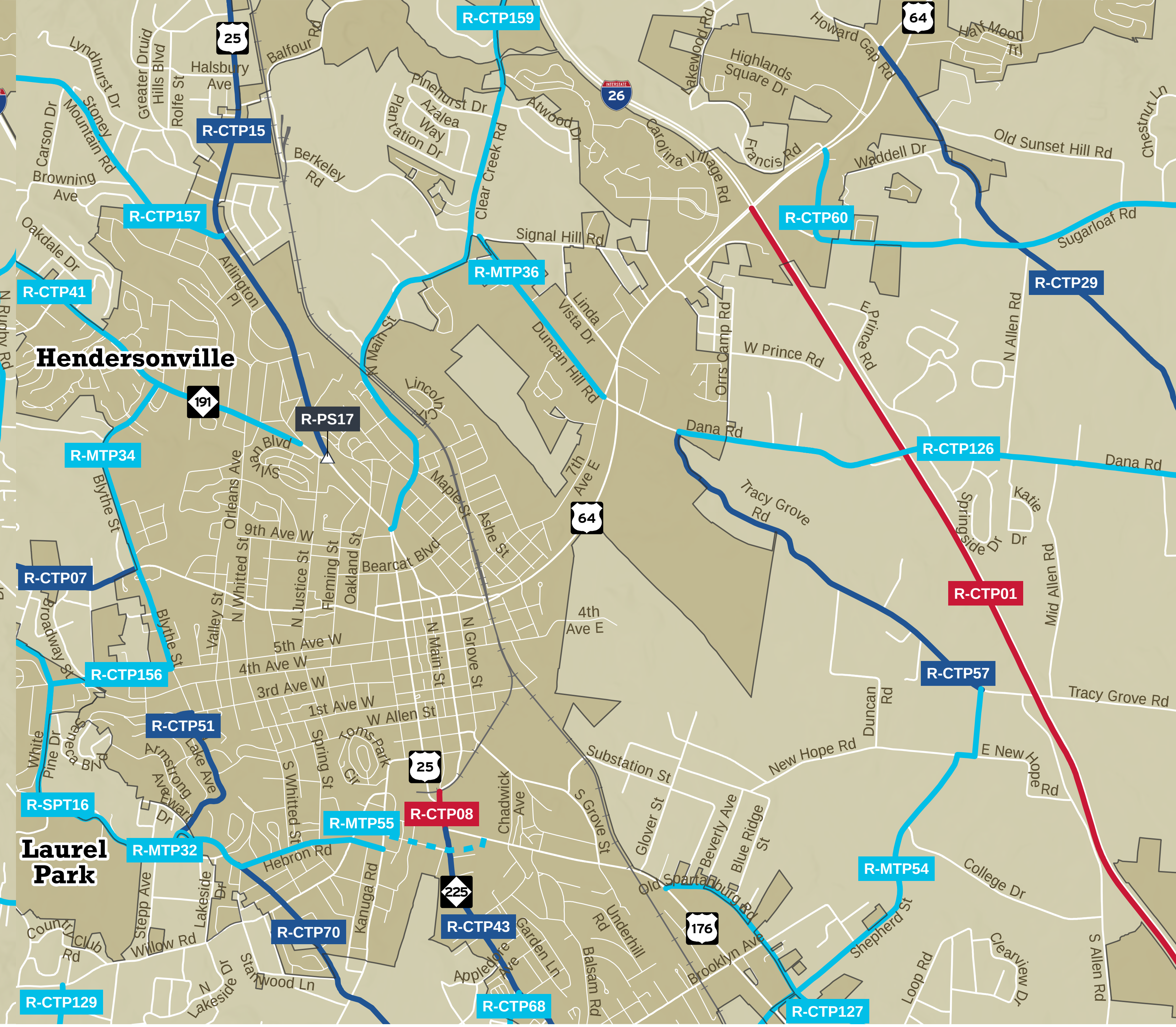
N 0 0.25 0.5 0.75 1 Mile



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

Hendersonville Inset

Map F.2 Sheet 22

a program of Land of Sky
FRENCH BROAD RIVER
METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	ID	Improve	New Location
Congestion/ Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development	#		
Interchange	#		
Bridge/ Overpass	#		
Intersection	#		
Municipality			
FBRMPO			
County			

Basemap Date: April 30, 2025

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N 0 0.25 0.5 Miles

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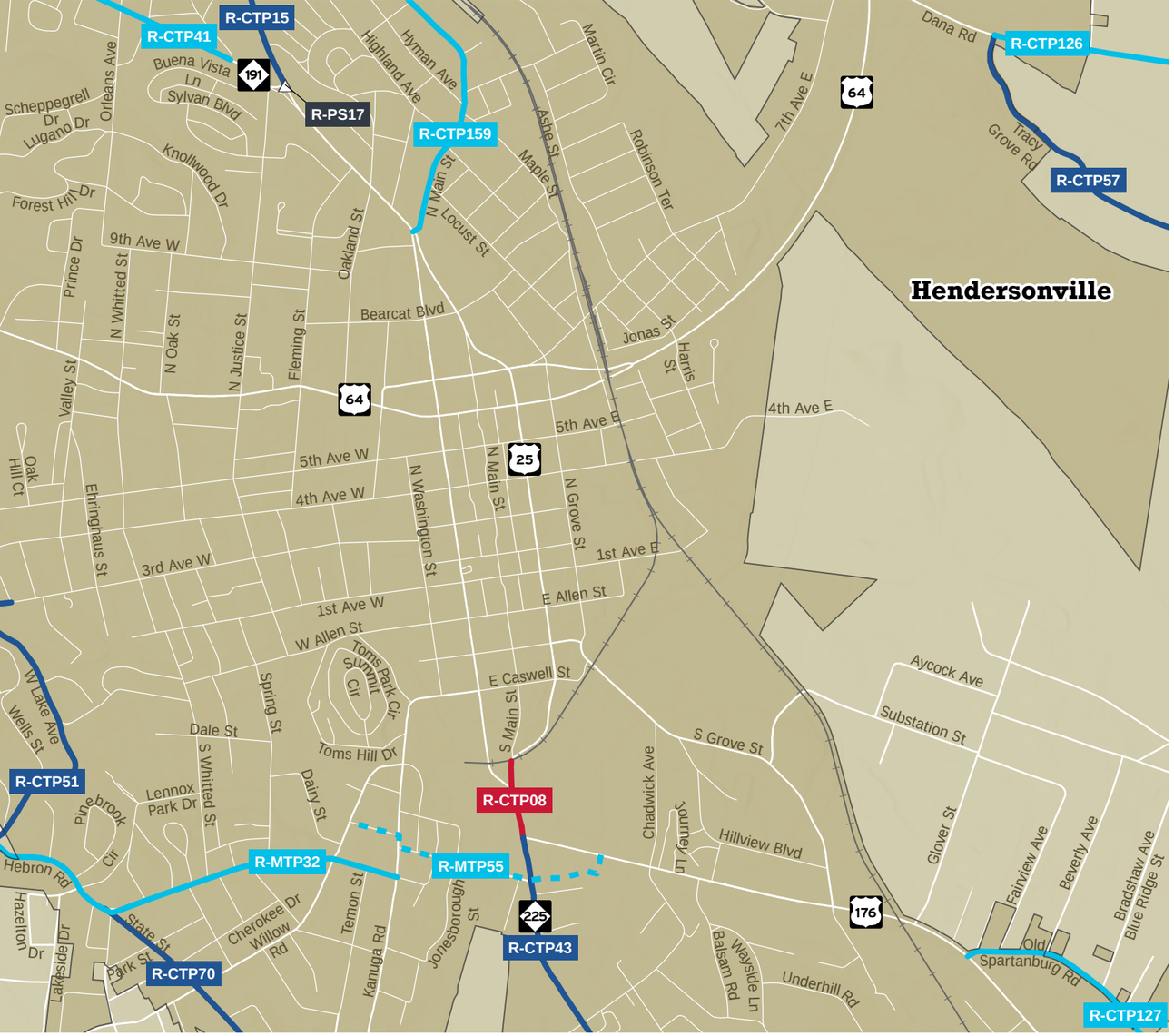

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

Downtown Hendersonville Inset

Map F.2 Sheet 23

a program of Land of Sky
FRENCH BROAD RIVER
METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	ID	Improve	New Location
Congestion/ Mobility *(e.g., add lanes)*	#		
Access Management / Operations *(e.g., add median)*	#		
Modernization *(e.g., widen lanes, add turn lanes)*	#		
Other *(e.g., safety, economic development*	#		
Interchange	#		
Bridge/ Overpass	#		
Intersection	#		
Municipality			
FBRMPO			
County			

Basemap Date: April 30, 2025

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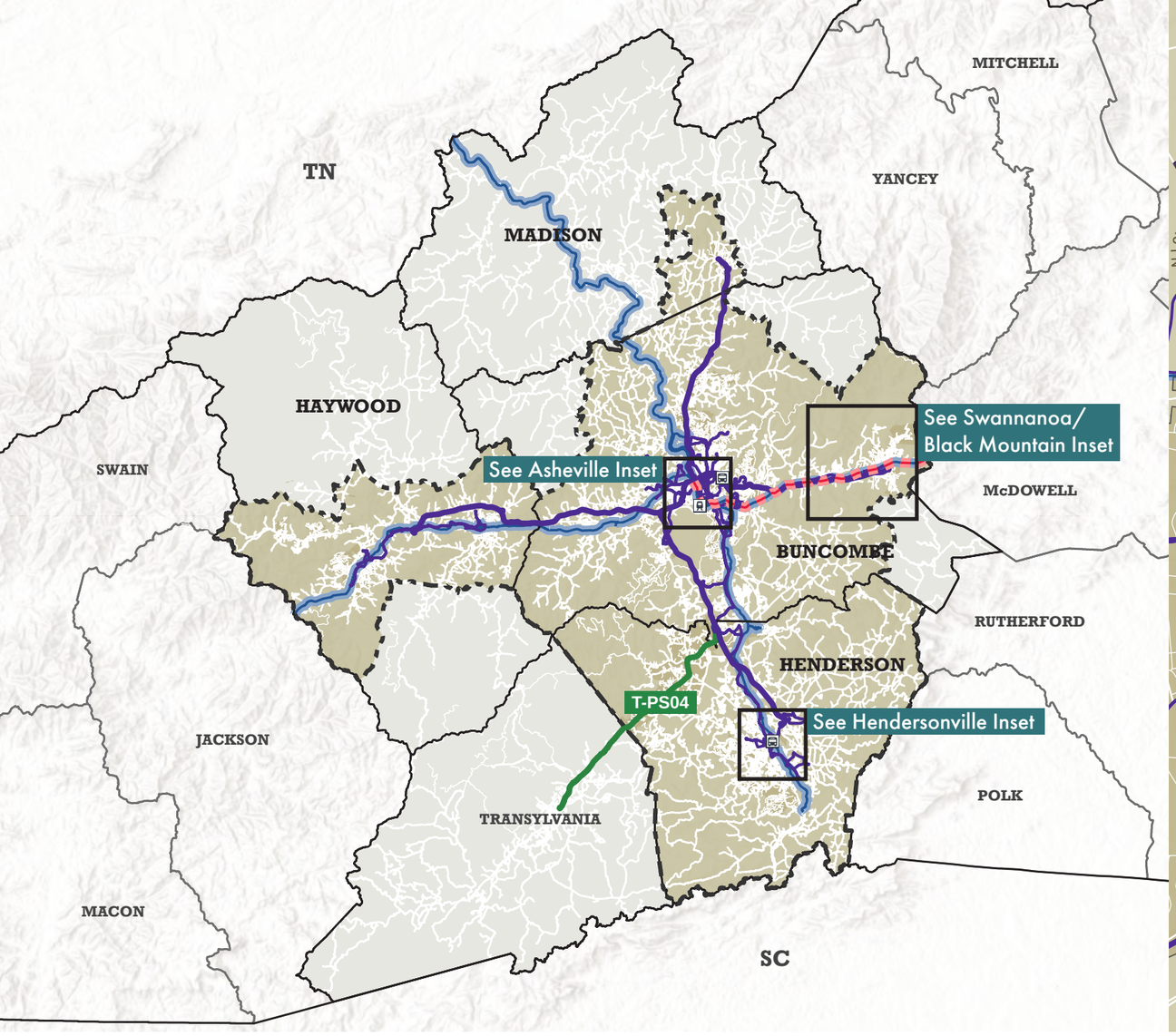
N

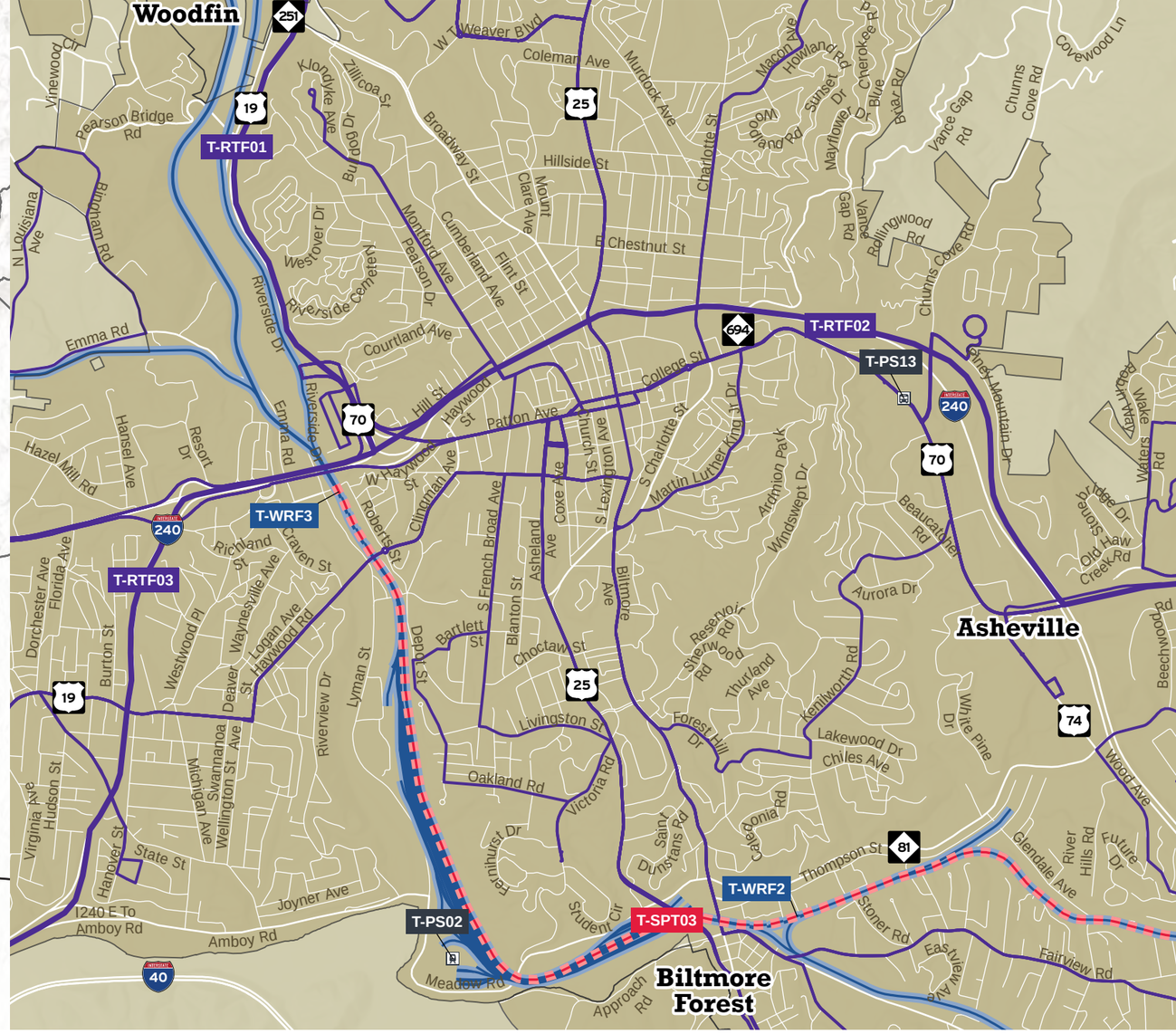
0 0.1 0.25 Mile

Public Transportation and Rail Projects

Project ID	Improvement Type	Recommendation Name	Limits	Description	Estimated Cost	County
T-RTF01	1 - Mobility - New Service	Express route to Mars Hill and Weaverville	Weaverville Park and Ride, Madison County Visitors Center, ART Transfer Center	Add a new regional express route that connects the ART Transfer Center to Mars Hill and Weaverville.	$331,500.00	Buncombe, Madison
T-PS04	1 - Mobility - New Service	Bus from Brevard to Asheville	Asheville Regional Airport to Brevard	Add a new regional express route that connects the ART Transfer Center to Brevard.	$11,426,040.00	Henderson
T-WRF3	7 - Corridor modernization (line)	Station Track	Milepost 141.6-141.8	Construct River Arts District Station Track	$151,470.00	Buncombe
T-PS08	5 - Facility - Passenger Station	Downtown Hendersonville		Transit Center	$1,500,000.00	Henderson
T-WRF2	7 - Corridor modernization (line)	Station Track	Milepost 138.7-138.9	Construct Biltmore Village Station Track	$162,690.00	Buncombe
T-RTF02	1 - Mobility - New Service	Express route to Black Mountain and Swannanoa	Ingles on Tunnel Road, Parking lot behind Starbucks in Black Mountain, ART Transfer Center	Add a new regional express route that connects the ART Transfer Center to Black Mountain and Swannanoa.	$358,020.00	Buncombe
T-SPT03	5 - Passenger rail service (line)	Norfolk Southern AS Line (WNC Passenger Rail)	Salisbury to Asheville	Upgrade rail infrastructure to support new intercity passenger service from Salisbury to Asheville on the AS Line. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. This project would also include a maintenance facility at one endpoint. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void.	$130,000,000.00	Buncombe
T-RTF04	1 - Mobility - New Service	Express route to Waynesville and AB Tech	Canton Park and Ride, Haywood Community College, ART Transfer Center	Add a new regional express route that connects the ART Transfer Center to Waynesville and AB Tech.	$457,470.00	Buncombe, Haywood
T-WRF1	6 - Other Passenger rail improvements	Siding	Milepost 126.5-127.9	Rehabilitate Siding at Grovestone	$757,350.00	Buncombe
T-RTF03	1 - Mobility - New Service	Express route to Hendersonville and Asheville Regional Airport Park and Ride	Asheville Regional Airport, Parking lot across from Big Lots off Thompson St. in Hendersonville, ART Transfer Center	Add a new regional express route that connects the ART Transfer Center to Hendersonville and the Asheville Regional Airport	$430,950.00	Buncombe, Henderson
T-PS02	4 - Passenger rail station improvement or construction (point)	Amboy Rd/Meadow rd		Create a passenger rail terminal here instead of Biltmore Village	$5,000,000.00	Buncombe
T-PS13	6 - Facility - Stop/Shelter	Tunnel Rd		Including bus bays for stops	$250,000.00	Buncombe

Table F.3: Unfunded Public Transportation and Rail Projects (CTP)





PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2050

Map F.3 Sheet 1

a program of Land of Sky
FRENCH BROAD RIVER
METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	Proposal ID	Existing	Proposed
Urban Fixed Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Amtrak Station	#		

Municipality	
FBRMPO	
County	

Basemap Date: April 30, 2025

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N 0 2.5 5 7.5 10 Miles

PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2050

Downtown Asheville Inset

Map F.3 Sheet 2

a program of Land of Sky
FRENCH BROAD RIVER
METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	Proposal ID	Existing	Proposed
Urban Fixed Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Amtrak Station	#		

Municipality	
FBRMPO	
County	

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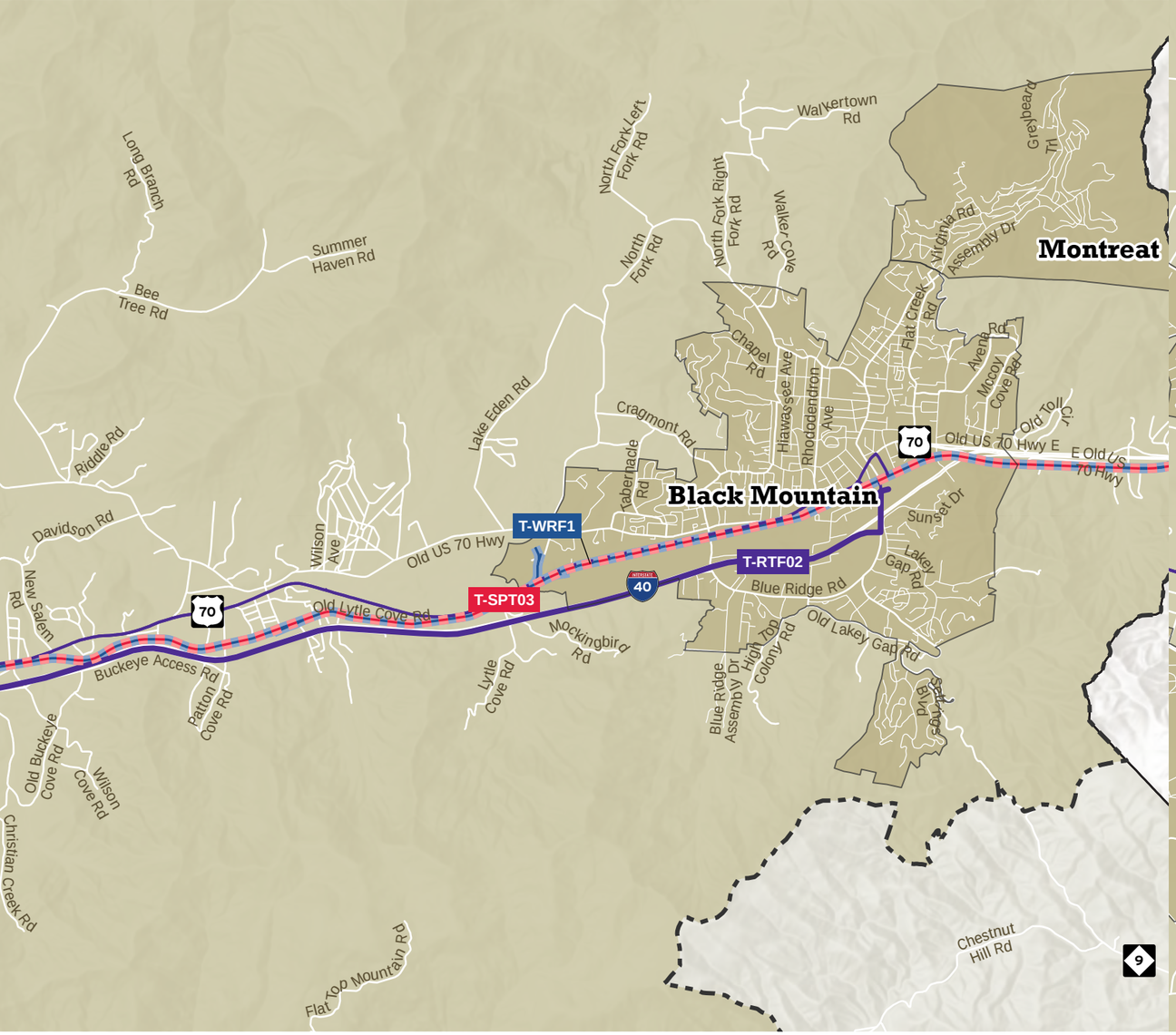
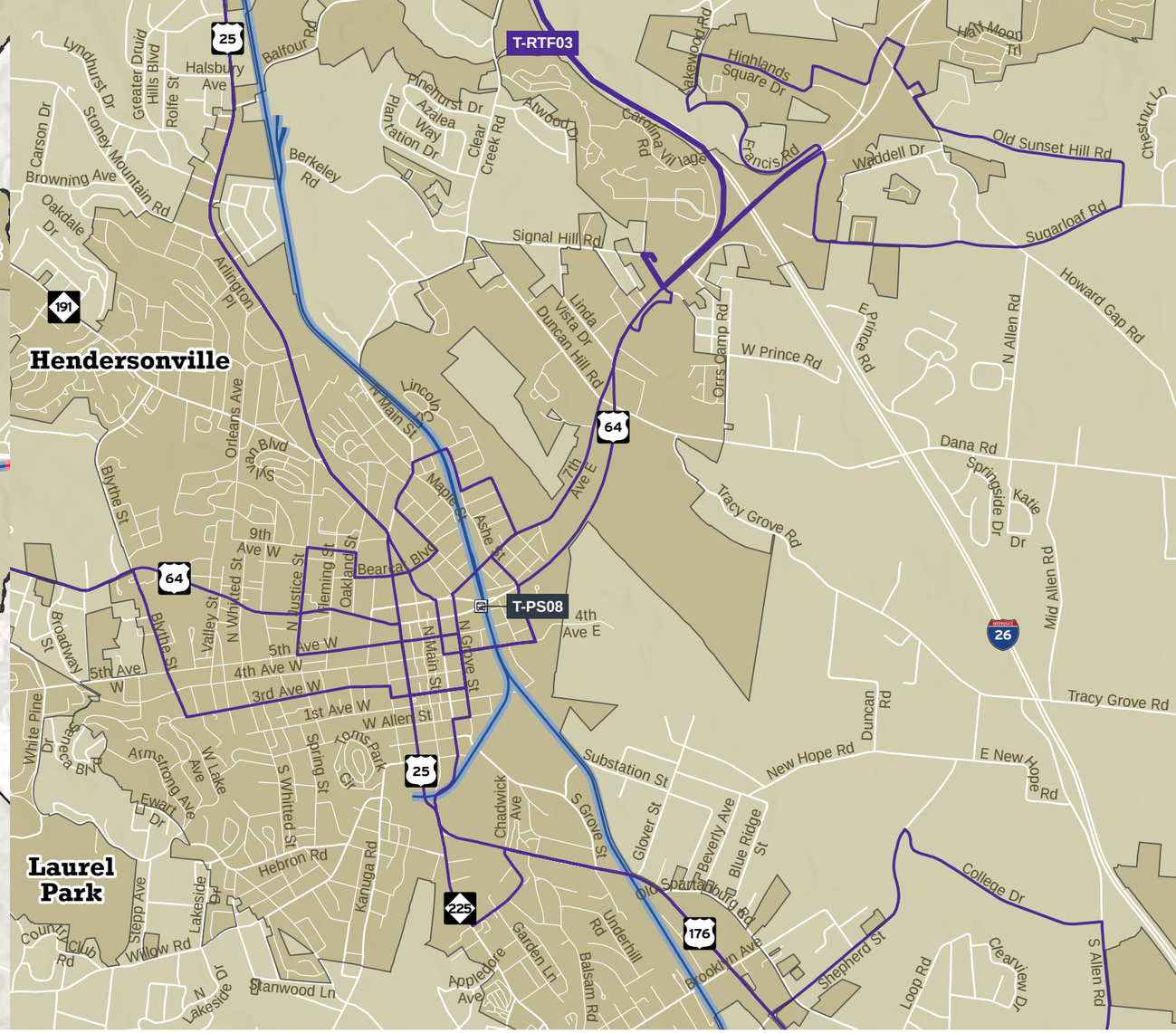
N 0 0.25 0.5 Miles





PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2050

Swannanoa/Black Mountain Inset

Map F.3 Sheet 3

a program of Land of Sky
FRENCH BROAD RIVER
METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	Proposal ID	Existing	Proposed
Urban Fixed Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Amtrak Station	#		

Municipality	
FBRMPO	
County	

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N 0 0.25 0.5 0.75 1 Mile

PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2050

Hendersonville Inset

Map F.3 Sheet 4

a program of Land of Sky
FRENCH BROAD RIVER
METROPOLITAN PLANNING ORGANIZATION

Comprehensive Transportation Plan
RECOMMENDED
Date: September 18, 2025

	Proposal ID	Existing	Proposed
Urban Fixed Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Amtrak Station	#		

Municipality	
FBRMPO	
County	

Basemap Date: April 30, 2025

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N 0 0.25 0.5 Miles

Appendix G. Model Output Summary

The French Broad River MPO collaborated with NCDOT Transportation Planning Division on updates to the Regional Travel Demand Model for Elevate 2050. The Elevate 2050 project list was incorporated into the model to forecast traffic volume and flows in 2050 as "MTP" scenario. This appendix provides details on future year total volumes, future year volume to capacity ratio (V/C), and the increase in total volumes and change in V/C between 2020 and 2050. As part of the Elevate 2050 process, the regional travel demand model applied socioeconomic, employment, and land use data (Appendix C. Land Use Study), as well as other inputs to estimate regional mobility needs. Modeling helps plan for population growth, fluctuation or decline, changes in industry mix and employment, future land uses, and more. These factors impact trip generation and origin/destination patterns. Travel Demand models are a tool to understand the expected growth patterns, transportation needs and characteristics in a community. The goal is not to predict the future, but rather, to evaluate the impacts of various futures to help identify needs, strategies, and projects that prepare the region for these impacts.

Future Travel Demand and Transportation Growth in the Asheville Urbanized Area

Building on socio-economic projections that forecast **significant increases in population and employment** between 2020 and 2050, the Asheville Urbanized Area is preparing for a substantial rise in travel demand. Regional comprehensive plans — developed by communities throughout Buncombe, Haywood, and Henderson counties — anticipate this growth and envision **denser urban centers, expanding suburban communities, and increased regional connectivity**. As a result, the volume of travel within the region is expected to rise **in parallel with residential and economic expansion**.

The regional Travel Demand Model, which simulates future travel behavior based on anticipated growth, indicates a clear trend: **increasing congestion and higher traffic volumes across nearly all roadway facilities** by 2050. Model outputs show that **many corridors are projected to experience daily traffic increases of at least 2,500 vehicles**, while **key arterial routes and interstate segments may see increases of 5,000 vehicles per day or more**. These projections highlight the growing stress on the region's transportation infrastructure if no improvements or changes are made.

When comparing projected traffic volumes against the current capacity of roadways, the analysis emphasized corridors with the highest expected growth and areas with existing bottlenecks or congestion issues. Special attention was given to **major commuting routes** such as I-26 and I-40, which already carry significant traffic and are expected to serve even more residents, workers, and visitors in the coming decades.

To ensure that future investments align with community values and regional goals, the model results were used to evaluate and compare alternative transportation strategies. Additionally, projects were prioritized using a framework that considered several key criteria, including:

- Traffic Volume Increases
- Congestion Levels
- Access and Equity for Communities of Concern
- Impacts on Natural, Community, and Historic Resources

This structured, data-driven process allowed for identification and prioritization of projects that provide the greatest benefit in relieving congestion, support sustainable growth, and advance equity and environmental stewardship.

As the Asheville Urbanized Area continues to grow as both a regional hub and a nationally recognized destination, this travel demand analysis provides a critical foundation for planning a resilient and efficient multimodal transportation network — one that meets the needs of a changing and growing population while preserving the unique character and natural beauty of the region. The fiscally constrained projects included in Elevate 2050 directly address capacity and travel demand model projections through the horizon year of 2050, as depicted in the maps in this Appendix.

Travel Demand Model Outputs and Elevate 2050 Projects

The FBRMPO Regional Travel Demand Model is a tool maintained by NCDOT to help understand how future growth and planned roadway projects in the region impact transportation facilities and services. The model incorporated the results of the Socioeconomic and Land Use Study (Appendix C. Land Use Study) and the fiscally constrained Elevate 2050 Statewide Mobility projects to project future traffic volumes and V/C. The model ultimately helps identify the location and scale of future transportation problems and proposed solutions. The model produces summary statistics including:

- Vehicle Miles Traveled (VMT)
- Vehicle Hours Traveled (VHT) based on free flow time
- VHT based on congestion time
- Average free flow speed
- Average congested speed
- Total delay
- Average work commuter distance and time for work person trips
- Total work production trips
- Daily trips between each county (all trip purposes)
- Mode share for all trip ends (drive alone, shared ride 2, shared ride 3+, transit, walk, and bike)
- VMT for trucks and non-trucks
- Percent of VMT that are trucks

The model output computes trip statistics for each of the traffic analysis zones. Model outputs were analyzed for two different scenarios: Existing plus Committed (EC) scenario based on projects currently funded in the STIP; and the MTP scenario based on additional projects in the Elevate 2050 project list. The following data parameters were exported from the Regional Travel Demand model:

- 2050 Existing plus Committed (EC) Daily Volumes
- 2050 EC with Elevate 2050 Projects (MTP) Daily Volumes
- 2050 EC Adjusted Volume to Capacity (V/C)
- 2050 Adjusted V/C Ratios with Elevate 2050 Projects (MTP)
- Increase in Daily Volumes - 2020 to 2050 EC
- Increase in Daily Volumes - 2020 to 2050 with Elevate 2050 Projects (MTP)

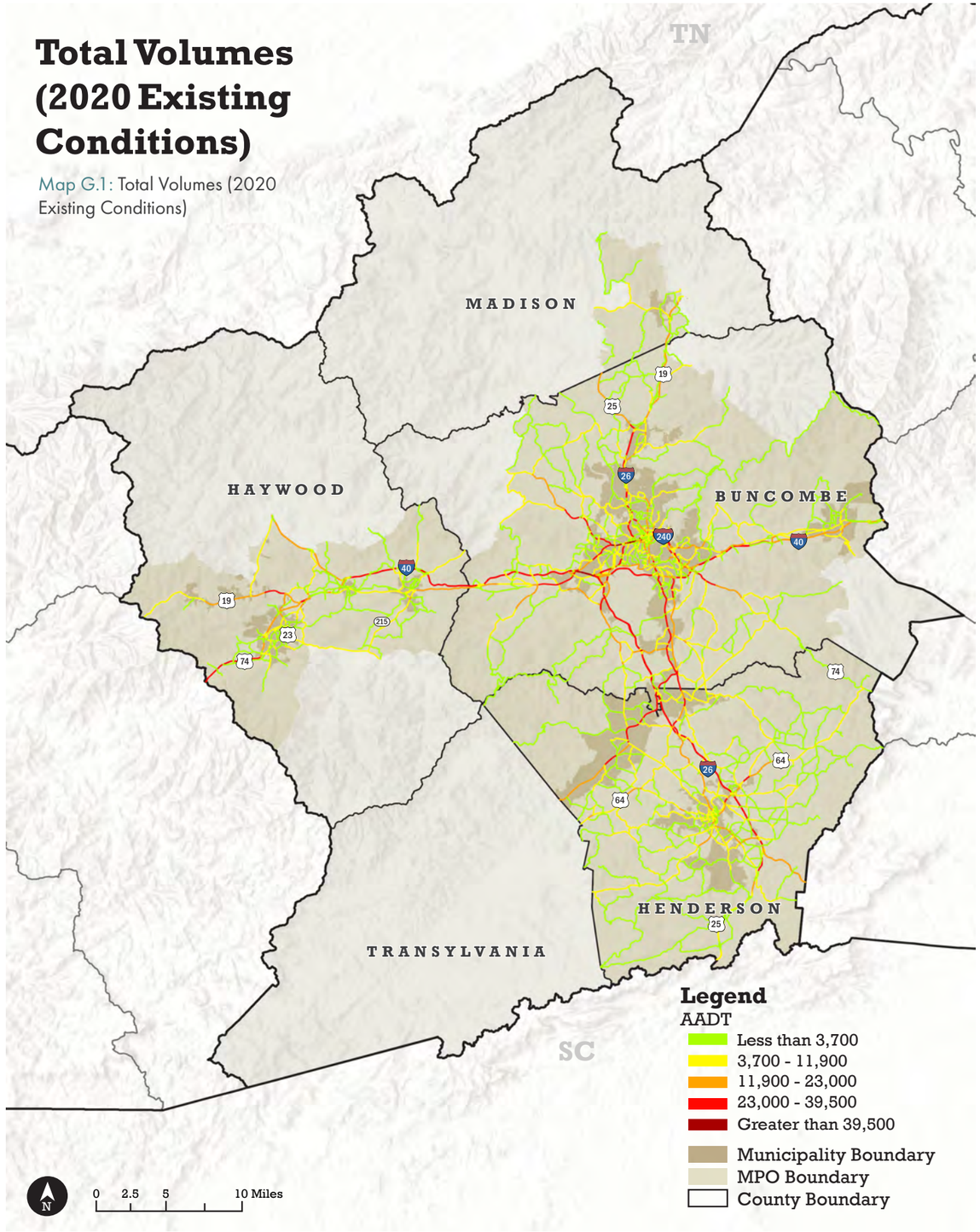
Chapter 04. Existing Conditions of Elevate 2050 depicts base year (2020) volume to capacity on roadways in the FBRMPO region. Existing V/C shows how traffic flows on roads and highways in the current state of the transportation network, highlighting where traffic already occurs.

The figures in this appendix display the modeled roadway volumes and V/C for 2020 baseline, the 2050 horizon years with Elevate 2050 projects, and 2050 EC scenarios.

The key improvements in projected volumes and V/C ratios after incorporating the Elevate 2050 projects can be observed along I-26 and I-40, as there is a difference in projected volumes and improved V/C in Maps G.6 and G.7 with Elevate 2050 projects incoporated than in maps that depict existing conditions or projections with existing and committed projects.

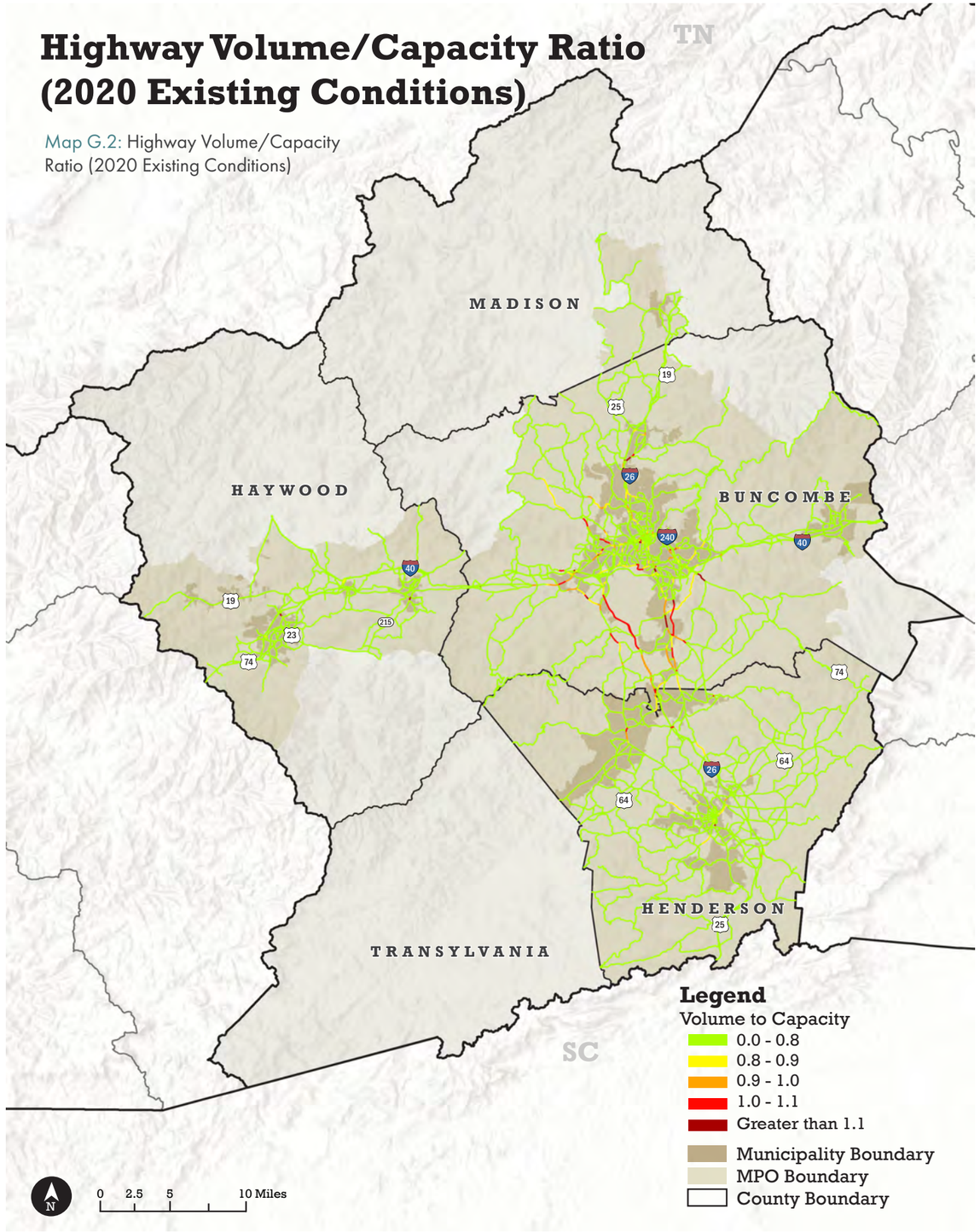
Total Volumes (2020 Existing Conditions)

Map G.1: Total Volumes (2020 Existing Conditions)



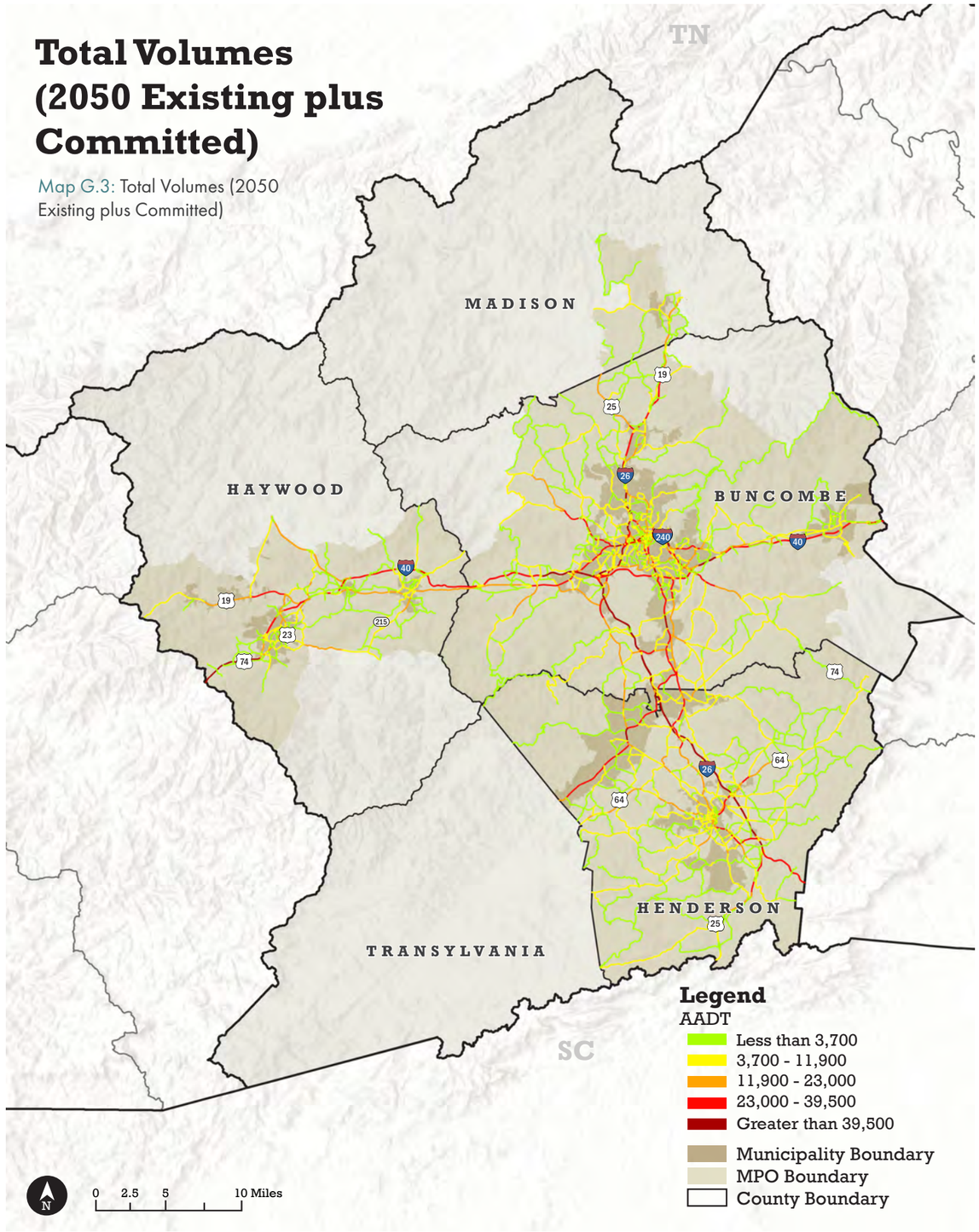
Highway Volume/Capacity Ratio (2020 Existing Conditions)

Map G.2: Highway Volume/Capacity Ratio (2020 Existing Conditions)



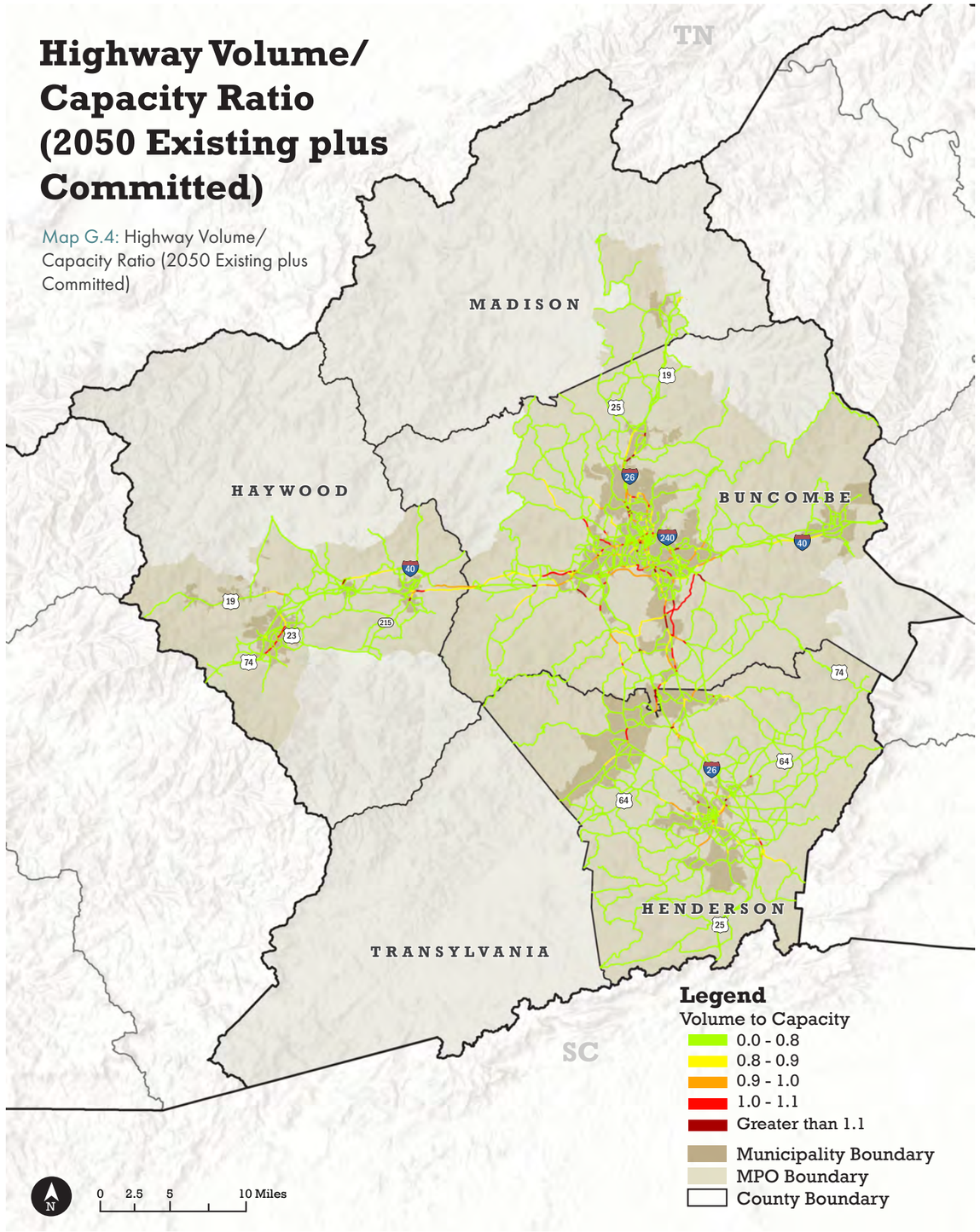
Total Volumes (2050 Existing plus Committed)

Map G.3: Total Volumes (2050 Existing plus Committed)



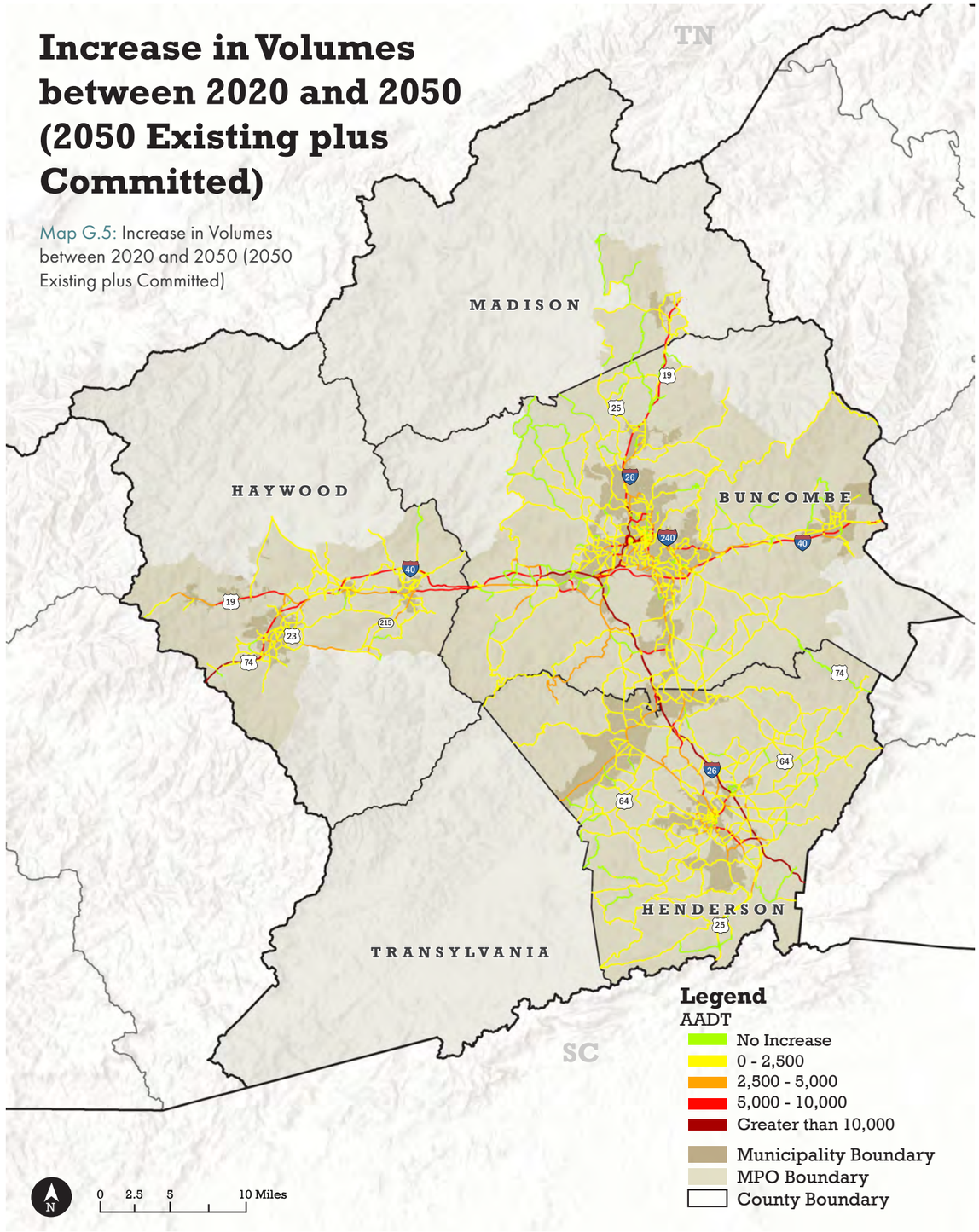
Highway Volume/ Capacity Ratio (2050 Existing plus Committed)

Map G.4: Highway Volume/ Capacity Ratio (2050 Existing plus Committed)



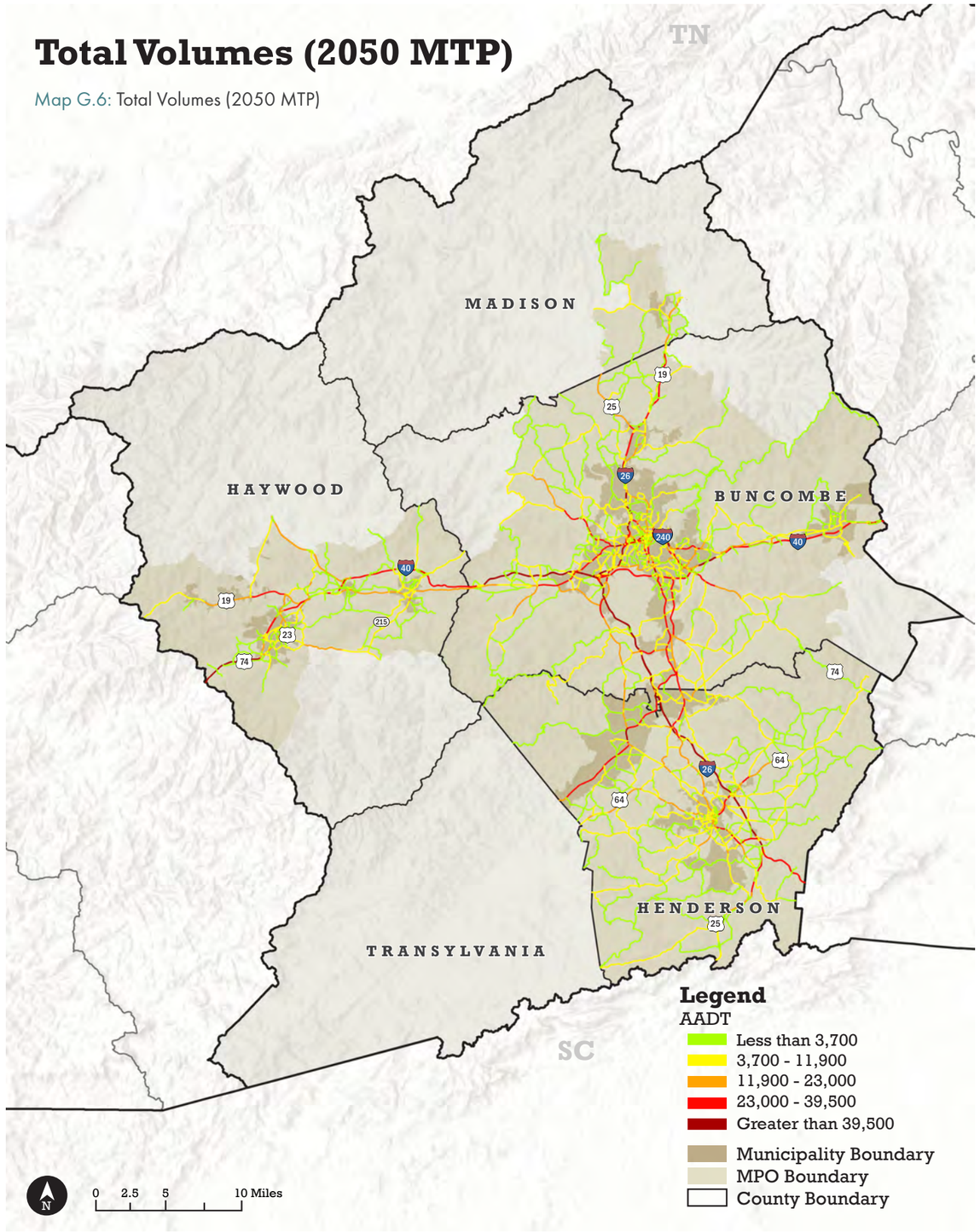
Increase in Volumes between 2020 and 2050 (2050 Existing plus Committed)

Map G.5: Increase in Volumes between 2020 and 2050 (2050 Existing plus Committed)



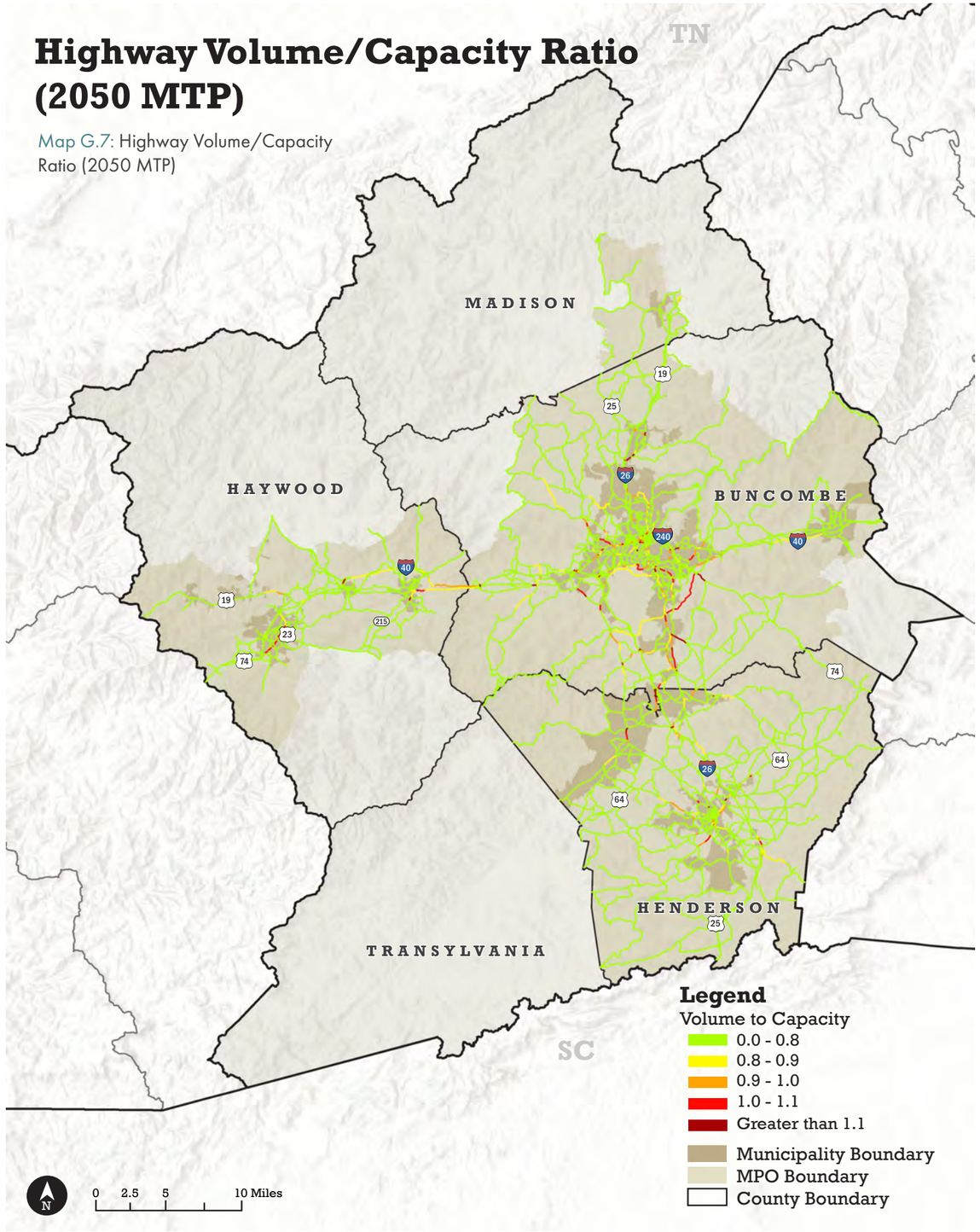
Total Volumes (2050 MTP)

Map G.6: Total Volumes (2050 MTP)



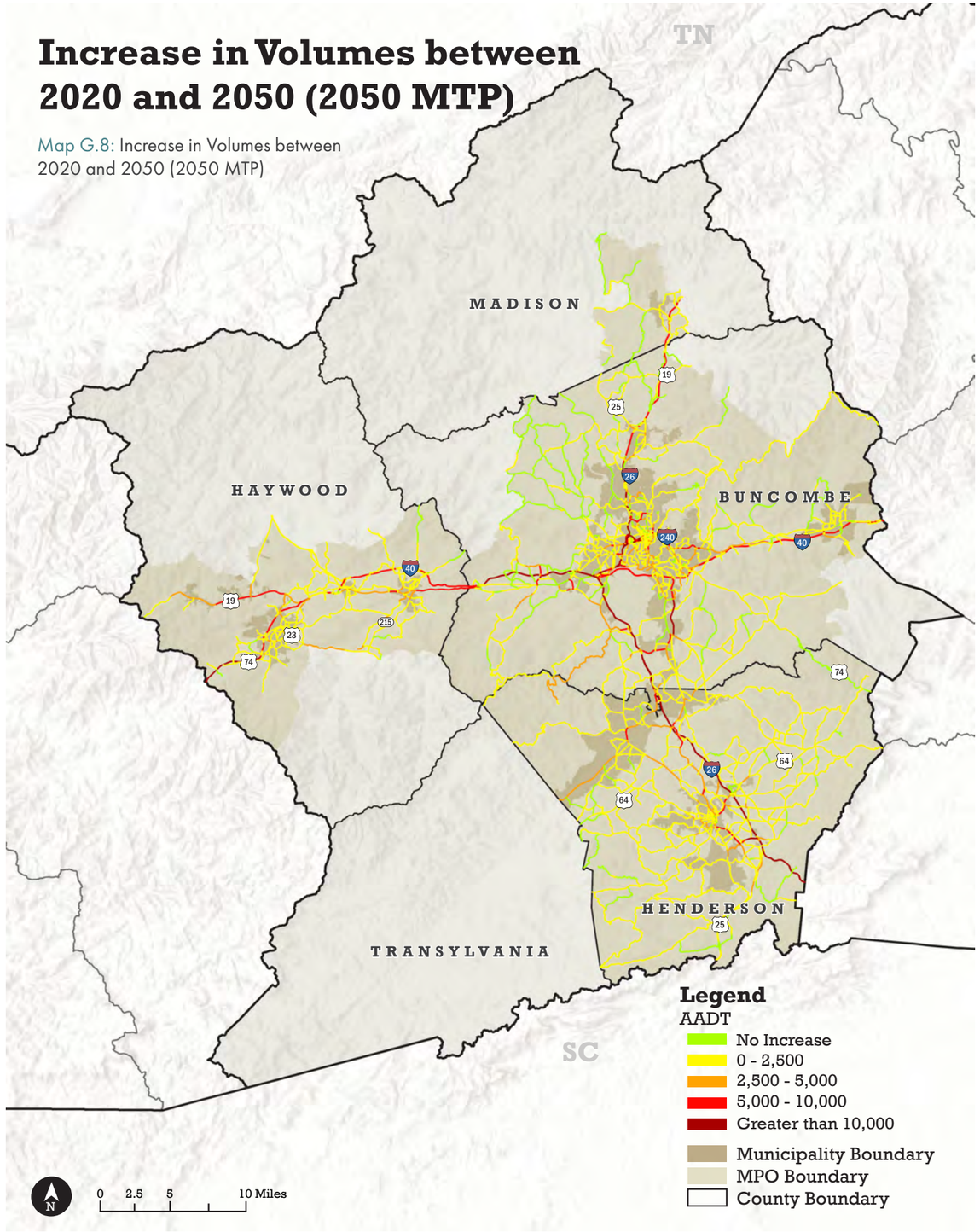
Highway Volume/Capacity Ratio (2050 MTP)

Map G.7: Highway Volume/Capacity Ratio (2050 MTP)



Increase in Volumes between 2020 and 2050 (2050 MTP)

Map G.8: Increase in Volumes between 2020 and 2050 (2050 MTP)



Appendix H. Public Comments Received

Phase 1 - Define Vision

This phase of engagement contributed to the vision and goals, which guided the Elevate 2050 planning process. Public survey results are included here.

2050 MTP Vision/Goals Survey

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
1,971	523	12,332	1,117	141

What is your relationship to the French Broad River MPO planning area? Select all that apply.

90%	I live in the area	458 ✓
47%	I own property in the area	241 ✓
47%	I work in the area	239 ✓
32%	I visit/spend time in the area	165 ✓
11%	I own a business in the area	56 ✓
1%	Other (please explain)	7 ✓
0%	None of the above	2 ✓

509 Respondents

What are your top three highest priorities for the 2050 Metropolitan Transportation Plan and the transportation system over the next 25 years?

62%	Increase Bicycle + Pedestrian Infrastructure	312 ✓
59%	Add More Public Transit Service	297 ✓
58%	Protect the Natural Environment	291 ✓
37%	Address Traffic Congestion	186 ✓
31%	Improve Roadway Safety	159 ✓
27%	Road Condition + Resiliency of Infrastructure	134 ✓
7%	Moving Trucks + Trains	37 ✓
5%	Increase Public Participation	27 ✓
2%	Other	10 ✓

505 Respondents

What is your vision for the transportation system in the area?

What is your vision for the transportation system in the area?

Reduce congestion on highways, move freight and improve the condition of existing roads.

8 months ago

Repair and widen current roads

8 months ago

Build/modify roads to prepare for the growth the area is experience to avoid catastrophic situations in case of emergency and to promote safety

8 months ago

Better travel time and better road conditions. Nice to have more connected streets.

8 months ago

Better public transportation to reduce traffic.

8 months ago

The traffic/parking is so horrible that I live in Asheville and consider going to Asheville the same way if consider going to Greenville or Charlotte

8 months ago

Improving transit, making much safer. Better road conditions. Widen some streets, so streets are barely wide enough for 2 compact cars, then you have those people that ride their bikes everywhere

8 months ago

Better travel time. With all the apartments and houses being built, current highways cannot handle the traffic. Asheville is infrastructure cannot handle the current population.

8 months ago

Building continues and road infrastructure continues to decline

8 months ago

Reduced impact to the environment

8 months ago

More connected and safe sidewalks and bike lanes, train to the airport

8 months ago

Pedestrian safety, less road congestion, wildlife crossing corridors on major 4 lanes and interstates, road conditions and improvements

8 months ago

mproved bicycle/pedestrian safety, More transit, Passenger rail, Better travel time with reduced impact to the environment

8 months ago

Improve transport corridor along Reems Creek Road where home construction and density is overwhelming the current system

8 months ago

The crossover on Patton Ave to get to I-26 West toward Johnson City is very dangerous.

8 months ago

multi-modal utility

8 months ago

Look at plans for Reems Creek road. more and more houses and thus entering the road in unsafe olaces

8 months ago

Passenger rail that truly supports riders (multiple destinations, frequency of trains, affordability) and sidewalks/walking paths.

8 months ago

Improved bicycle/pedestrian safety, reduced environmental impact, passenger rail

8 months ago

Need more multi lane roadways better highways to accommodate the increased traffic and population growth

8 months ago

Due to dramatic increase in traffic on Reems Creek Rd., an addition of left hand turn lanes, with improved shoulders.

8 months ago

Multi Lane divided roadways to decrease traffic, congestion

8 months ago

Protect the environment, improved bicycle and pedestrian safety, control traffic congestion and more public participation.

8 months ago

The safety of citizens is currently very concerning. I would want to see full access bike/sidewalk all down us-70. Even better a greenway that is accessible for commuters and tourism.

8 months ago

Improved bicycle/pedestrian safety, More transit, Passenger rail, Better travel time, Reduced impact to the environment, Connected streets, More

8 months ago

Better pedestrian infrastructure, protection of environment, larger road lanes on back roads

8 months ago

Bicycle and pedestrian infrastrucure; walkable and connected neighborhoods and communities

8 months ago

Improved bicycle and pedestrian infrastructure

8 months ago

Decrease traffic through downtown

8 months ago

Prevent being overtaken by chain fast food and dollar stores

8 months ago

Mixed use zoning for residential and business

8 months ago

Dedicated light rail

8 months ago

Public transport from airport to city

8 months ago

More public transportation options in the city including trams and light rail in order to decrease road congestion and reliance on private vehicle ownership which congests roads.

8 months ago

That the infrastructure challenges be addressed before they become critically unsafe issues. No more planning after the fact.

8 months ago

Better transit for rural seniors

8 months ago

Improved bicycle & pedestrian safety, more transit options especially for tourists to use so they aren't driving all over, more sidewalks!

8 months ago

Light rail between major areas, supported by pedestrian and bike paths/Greenway. This will increase mobility and independence for people who don't drive for financial, health, or age reasons.

8 months ago

DC has a wonderful bike system. The built-in limits of Asheville roadways make that an impossibility, sadly.

8 months ago

Coverage that is widespread (downtown to Weaverville and Candler), AND reliable--missed transfers are a bus-killer.

8 months ago

More transit with higher frequency and better access in the county, train that easily connects to CLT or GVL or RDU

8 months ago

Improved cycling routes, ideally not tied to roadways. Trolly downtown & remove almost all non-garage parking.

8 months ago

Passenger rail to and from the city and way more pedestrian and bicycle lanes

8 months ago

Bicycling in Asheville is the most dangerous of anywhere I have lived, ever. Fix it!

8 months ago

Frequent and reliable public transportation

8 months ago

More sidewalks and bike lanes, better road condition, more walkable areas

8 months ago

Passenger rail, expanded bus routes/services, high density mixed use development, commuter rail.

8 months ago

Well maintained multi model transportation infrastructure with safe and extensive pedestrian, bicycle, auto and delivery / commercial routes, surrounded by nature and highly accessible.

8 months ago

Convenient transport to the Charlotte airport. Passenger rail connection to Amtrak

8 months ago

Better streets and roads with faster flow of traffic.

8 months ago

Protected bicycle Lanes and pedestrian sidewalks. Adding crosswalks with lights to stop car traffic. Full bike path connections reducing having to ride on the road intermittently.

8 months ago

More bike lanes, extension of greenway

8 months ago

Passenger rail or trolley. Bike lanes that are completely separate from roadways.

8 months ago

Create density, but also improve infrastructure to reduce congestion in those areas like Haywood road

8 months ago

Intercity passenger rail connecting the region together. Wider sidewalks and protected bike lanes. Safe places to lock up bikes.

8 months ago

I think our infrastructure and roads already can't handle the traffic so adding more buses or a train is just gonna make things worse.

8 months ago

Connected bicycle infrastructure which makes it possible to travel between areas of the city and county safely by bike.

8 months ago

Improved bicycle/pedestrian safety, More transit, Passenger rail

8 months ago

Passenger rail, wide sidewalks and pedestrian only areas. A fast and reliable bus network. Dense housing.

8 months ago

Improve pedestrian safety while protecting the natural beauty that is abound in the area.

8 months ago

We need alternative transportation enhancements. I love the greenways and trails, but those are all recreational. We need focus on developing an infrastructure for removing cars from the road.

8 months ago

So many traffic lights in town are exceedingly long and poorly timed. They need to be assessed and reset.

8 months ago

Improved pedestrian walkways. Many AVL feel too close to moving traffic and have impediments like utility poles that block strollers and wheelchairs. More protected bike lanes are needed

8 months ago

More/better bike lanes and safety. Public Ebike rental program. Connected greenways. Preserving natural environment. A zip line from west Asheville downtown.

8 months ago

Better handicap accessibility. Many areas are unusable even when marked wheelchair accessible. Broken or disappearing sidewalks, or telephone poles through sidewalks, etc

8 months ago

- Safe bike lane for Riverside Drive + Old Leicester Rd + other areas, expanded public transport, 15 min city or walkable city, mixed use development zones

8 months ago

passenger rail

8 months ago

Improved bicycle safety

8 months ago

Comprehensive public transit including rail lines, reduced car infrastructure, more urban development.

8 months ago

Pedestrian and bike safety

8 months ago

Light rail from airport to Asheville... Will significantly cut down on commuting

8 months ago

We need passenger rail between Hendersonville and Asheville.

8 months ago

Passenger Rail would be awesome

8 months ago

More transit with more frequent and later run times. More connections to the county. Rail service. Dedicated separated bike lanes that can be used for scooters too.

8 months ago

Passenger rail, more transit, real bicycle and pedestrian infrastructure, reduced dependence on cars

8 months ago

a robust, protected bike network, more transit, slower vehicle speeds encouraged by better road design. Traffic calming installations, roundabouts, NO MORE STROADS

8 months ago

I would love passenger rail and other reliable and abundant public transport

8 months ago

More transit options

8 months ago

Improve public transit & pedestrian access to eliminate traffic congestion. Eliminate public vehicular access to downtown, making it only accessible via public transit/pedestrian/bike.

8 months ago

Improved bicycle/pedestrian safety.

8 months ago

Reduced impact to the environment, Improved bicycle/pedestrian connectivity and safety.

8 months ago

More walkable infrastructure connected by more public transportations, with options like high speed rail to nearby metropolitan areas that make the interstate less mandatory

8 months ago

More frequent and convenient public transit, to the point where it's more convenient to do that instead of driving downtown. This will help traffic overall. Bus payment by credit card would be huge

8 months ago

Improved public transit and bicycle/pedestrian safety

8 months ago

More sidewalks, passenger rail, traffic calming in areas of high pedestrian traffic, street repair equity (compare north AVL's largely pristine street surfaces to anywhere else in town, it's telling))

8 months ago

I think hubs with more frequent buses would help folks get around more. Finding ways to encourage folks to used share infrastructure versus driving everywhere would ease traffic while with Les parking

8 months ago

Desperately need more bike infrastructure in areas where it's meaningful (RAD and downtown, not Merrimon and highways)

8 months ago

More transportation alternatives than car investments, more walking traffic technology, more bike/walking safety, more affordable housing

8 months ago

All of these^

8 months ago

More roads, more sidewalks

8 months ago

Improved safety and crossings. Many areas have the need for, but no sidewalks or safe roadway crossings. Sidewalks and safe routes to schools so more kids could walk to school. Ease congestion

8 months ago

Passenger rail

8 months ago

Back before the 1940s Asheville had Street cars, another rail, base transport for around downtown and west Asheville it would be great to see that back

8 months ago

Extended hours of operation for trips later than 5pm and on weekends, both Apple Country Transit and Paratransit. Concerned about traffic congestion with recent approvals for mega-dense housing .

8 months ago

Get cars off the road. That will help a lot of the other things.

8 months ago

Passenger rail, increased bus routes and frequency, improved bicycle and pedestrian safety and infrastructure, general safety in parks and on greenways

8 months ago

Increased safety, protected and accentuating the natural environment.

8 months ago

Please use the CFI and NEVI federal programs/grants to build more level 2 or 3 charging infrastructure for EVs at parks and attractions.

8 months ago

more transit options, passenger rail, reduced impact to the environment

8 months ago

Safer ped/bicycle additions, passenger rail, protect environment

8 months ago

Sidewalks, bike lanes, better travel between Asheville and Hendersonville, public transit at least to the airport, AMTRAK😭😭, safer roads

8 months ago

Much more expanded bicycle/pedestrian infrastructure, passenger rail with reasonable connections to other major cities, more transit opportunities for the carless, more housing on transit route

8 months ago

No reason we can’t have a decent rail connection from AVL > Henderson and down to char.

8 months ago

Passenger rail would be amazing. More pedestrian friendly as well

8 months ago

Less traffic congestion

8 months ago

Monorail from Asheville to hendersonville. Improved travel time,

8 months ago

Better connectivity between different neighborhoods and areas, even different towns (i.e. Asheville to Weaverville, Weaverville to Mars Hill, etc...)

8 months ago

Safe roads less congestion.

8 months ago

Less traffic

8 months ago

Protected bike ways, more pedestrian only areas downtown,

8 months ago

Ideally we would prioritize effective public transit and make biking much safer with barriers to prevent cars from hitting pedestrians/bicyclists. Passenger rail would be amazing, too.

8 months ago

better public transport. Possible usage of rail lines to bring people from outer parts like Alexander and Woodfin into town, like a place we can park our cars and get on a tram into town

8 months ago

Micro transit

8 months ago

Better bicycle/pedestrian safety, access, & maneuverability and more public transit/passenger rail, all while preserving nature. Generally reducing the need for cars responsibly and sustainably.

8 months ago

Better bicycle and pedestrian safety, access, and maneuverability, and more public transit/passenger rail, all while preserving nature. Generally reducing the need for cars responsibly & sustainably.

8 months ago

Improved bicycle/pedestrian safety and access.

8 months ago

More sidewalks connecting residential areas to commercial areas

8 months ago

Sidewalks and bike lanes everywhere

8 months ago

Improved road infrastructure and safety, with intentional, accessible, connected ped and bike options throughout.

8 months ago

I want this area to be top tier for bike commuters

8 months ago

Better road conditions and reducing congestion

8 months ago

Widen route 25 toward south Asheville

8 months ago

Bike trail that connects the south side to downtown and brevard.

8 months ago

Functional roads while reducing the environment impact and visibility of the urban spraw.

8 months ago

Better public transportation! A rail system or improved bus system

8 months ago

I ride my bike from my downtown apartment to YAM yoga on Brevard Rd and fear for my life turning onto Brevard. We need bicycle lanes on the highways (Brevard, Haywood, and Asheville Hwys).

8 months ago

Sidewalks

8 months ago

better multimodal infrastructure. people should not need to own/drive a car to do normal things here.

8 months ago

better multimodal infrastructure. people should need to own/drive a car to do normal things here.

8 months ago

Improved bicycle/pedestrian lanes & greenways, passenger rail & buses, pedestrian only areas of downtown cities (not just Asheville)

8 months ago

Stop building on undeveloped land, make the city walkable and rideable for bikes. Safe lanes that cars cannot accidentally hit bike riders.

8 months ago

Widen roads. We will continue to grow, make room. Build high-rises. Fix zoning to allow more than 3-6 stories tall buildings.

8 months ago

Would love to see passenger rail connected to other areas. More public transportation options would be nice as well, all while protecting the natural beauty around us

8 months ago

More multi-modal devleipment for transportation including but not limited to more walking and biking infrastructure, expanded bus ranges, higher frequency, and times, and connecting areas via non car

8 months ago

Passenger Rail. Streetcars. Buses. EVERYWHERE and between regional cities: Charlotte, Hendersonville, parts north such as Weaverville

8 months ago

A rail would be awesome. With the intense level of tourism this region constantly sees it would be a great way to get a lot of people off the road who are driving unsafely because they're unfamiliar

8 months ago

More bicycle friendly routes, better public transit (at low or no cost for residents to encourage use), reduced impact to environment

8 months ago

Light rail or transit along major corridors, especially south from Asheville to airport, Hendersonville, etc

8 months ago

Actual sidewalks that connect for more than one block on the entirety of Asheville. Or a setup like Boulder CO where you can actually get somewhere, i.e airport, on a bus and it doesn't take 2+hrs

8 months ago

Passenger rail, Better travel time, Reduced impact to the environment

8 months ago

Better road condition, improved pedestrian safety, more transit

8 months ago

Passenger rail, more bus lines

8 months ago

streetcars

8 months ago

Passenger rail

8 months ago

We need a train system!

8 months ago

I would love to see more public transit options, a passenger rail would be amazing, airport shuttles. I-26 from Hendersonville to Asheville improvements, safe biking options

8 months ago

Reduce downtown traffic by implementing future-friendly strategies to keep automobile presence minimized and increase public exposure to business and recreation.

8 months ago

More public transportation, actual bike lanes (physically separated from car lanes, not like the "bike lanes" Merrimon currently has).

8 months ago

Passenger rail and more public transit in general, more connected bike lanes and streets for walkability, less stroads (like the Merrimon diet) ,

8 months ago

Sidewalks bike paths and light rail/more public transport. Also more connected streets

8 months ago

Passenger rail to all(!) surrounding urban areas. Quick public transport travel times. Car-free downtown. More multi-level parking decks instead of sprawling multi-acre car parks.

8 months ago

A passenger rail system running through Asheville and the surrounding areas would do wonders for the area. Denser development would also help to improve the housing crisis and the dependency on tranpo

8 months ago

Less cars and more public transportation or bikes

8 months ago

Cycling lanes on major arteries such as 191, hendersonville rd, etxc. Long shoals / Brevard Rd intersection needs turn lanes badly.

8 months ago

Greater infrastructure for pedestrians and bicycles that is separate from roads for vehicles! More mass transit trains.

8 months ago

Walk ability to reach the greenways from downtown

8 months ago

Less traffic congestion, faster travel times and reduced impact on the environment. We need less traffic, faster lights and better road conditions.

8 months ago

more transit, passenger rail, environmental impact

8 months ago

flexible and frequent public transport-- increased pedestrian access to various areas

8 months ago

More transit, Passenger rail, Better travel time, Reduced impact to the environment, Increased public participation, Better road condition, Connected streets

8 months ago

Passenger Rail

8 months ago

More connected pedestrian trails/greenway - currently many areas in close proximity would only be accessible by walking along a busy highway. Safe and connected sidewalks

8 months ago

would like to see a rail system that can link rural areas, Waynesville, Sylva, Hendersonville, Marion, etc, with downtown asheville, and then an Amtrek stop for passengers

8 months ago

That people don't require a car to exist in asheville

8 months ago

Rideable town

8 months ago

Create more access points for pedestrian infrastructure, ensure the area is natural and green, make traffic-wise decisions

8 months ago

A connected multimodal system that allows families to make choices relative to transportation that do not require every adult own a car in order to be a viable participant in the local economy.

8 months ago

Passenger rail, better road conditions

8 months ago

Passenger transportation (rapid transit) from Asheville to surrounding areas as the population increases. Rail system to connect to other cities like Charlotte, Nashville.

8 months ago

Passenger rail; Trolleys downtown

8 months ago

A public transit system with more routes and frequent stops that runs so well that that it becomes the popular choice for travel

8 months ago

Public transportation improvements and regional commuter options.

8 months ago

Bicyclists can create severe traffic slowdowns and lead to cars passing them in dangerous conditions, including blind curves. Bicyclists need their own lanes for their safety and that of others.

8 months ago

Improve the connectivity of bike paths and safer travel.

8 months ago

Passenger rail, divided 4 lane roads with trees and plants, increased public transit

8 months ago

Light Rail from outlying towns to Asheville

8 months ago

Increased mass transit to reduce traffic and increase accessability to various communities in downtown Asheville and surrounding areas.

8 months ago

8 months ago

We NEED Passenger rail!!

8 months ago

More dense development, improved bicycle/pedestrian safety, more transit

8 months ago

bring passenger trains to Asheville!

8 months ago

Improved bicycle/pedestrian safety; this includes reducing speeds on roads which pedestrians and bikers frequently use.

8 months ago

Improved road conditions, additional lanes for congestion, and better travel times

8 months ago

Safe multimodal transportation options that accommodate our growing region.

8 months ago

Complete streets in all jurisdictions' CBD and main arterial roads. A connected greenway network.

8 months ago

I think that our buses are currently mostly empty and despite having them, no one is willing to ride the bus because the buses rarely come. If perhaps we had smaller buses that came more frequently...

8 months ago

Improved bicycle/pedestrian safety, more transit

8 months ago

Road conditions. Traffic studies and corrections for dangerous areas and frequently bottlenecked areas.

8 months ago

Address increased traffic in downtown Weaverville and Reems Creek Rd.

8 months ago

every major neighborhood is connected by transit.

8 months ago

Improved pedestrian and bicycle safety, add local public transportation as well as passenger rail to major cities on the east coast

8 months ago

Reduced impact to the environment, make walking/cycling places more accessible

8 months ago

Less reliance on individual cars, a more accessible community for different modalities, connecting people with the environment

8 months ago

More efficient traffic management as city grows

8 months ago

passenger rail, improved bicycle safety, reduced impact to environment

8 months ago

Better/safer public transport, a public transit option to the airport, more bike lanes, more sidewalks. Safer interstate in Westgate/downtown area, lower speed limit?

8 months ago

Better travel time on 26

8 months ago

A regional transportation system where people are prioritized so that everyone feels like they can safely and comfortably travel from point A to point B regardless of what mode they use

8 months ago

Create safe options for non vehicle transit

8 months ago

Improved bus network/frequency

8 months ago

Preserving the river corridor environment, sustainable resilience for flood events, better public transportation to decrease traffic, better walkability

8 months ago

Improved bicycle/pedestrian safety, Increase wildlife passage (underpass/overpass), Increase electric vehicle infrastructure, Reduce noise pollution

8 months ago

Focus dense housing on areas that minimize land clearings, i.e. river arts district, Riverside Drive.

8 months ago

Passenger rail, more transit (look at alternatives to buses), more cross city connector roads, dense development, protected bike lanes, removing car traffic from CBD, unified aesthetic around city

8 months ago

Proceed without delay on interstate improvements to comply with current highway standards. Merge lanes, interstate connections in central Asheville area are unsafe, note the thousands of accidents.

8 months ago

Reduce stigma of public transit, more services to promote biking, safer bike lanes

8 months ago

See above

8 months ago

Improved non-personal car transportation (bikes, walking, buses, light rail)

8 months ago

Animal corridors and ways to travel without a car (bikes, walking, public transport)

8 months ago

Transition away from industrial uses along the river and develop more publicly accessible buildings and spaces along river corridor

8 months ago

Improved bicycle/pedestrian safety

8 months ago

bicycle safety

8 months ago

Most roads in the Reems Creek area need to be widened to accomodate traffic

8 months ago

More public transportation options, more connected bike lanes

8 months ago

A safe, comprehensive network of cycle routes, complemented by convenient, safe, and comfortable public transportation.

8 months ago

Passenger rail

8 months ago

Better foot trafic, Public transit, traffic reduction, good enviromental impact

8 months ago

Repurpose the rail lines into public transportation or repave for bike paths. SIDEWALKS PLEASE. PLEASE LET'S GET SOME SIDEWALKS.

8 months ago

More bike lanes. Passenger rail pleeeease. Reduced congestion.

8 months ago

Reduce the long term impact of road construction. Get projects done faster!

8 months ago

I would like to see more public transit, in order to accomplish basic tasks (groceries, recreation, etc.) without the use of a car

8 months ago

Passenger rail, generally more public transportation

8 months ago

Pedestrian water and areas that are car free with accessible public transportation

8 months ago

Connecting greenways to let bikers and peds be able to get all around the city and stay off roads. Bike lanes that are respected. Public transport that later.

8 months ago

Streamline ART, address congestion and plan for growth.

8 months ago

Improved bicycle safety, separated bike paths with physical barriers between cyclists and cars. Increasing pedestrian space downtown, reintroducing street cars downtown.

8 months ago

Connect communities with walking, biking, and transit options. Provide parking infrastructure for congested areas.

8 months ago

Protected bike lanes and sidewalks. Street cars connecting north south east and west. Mixed use zoning in larger areas of the city. Eliminate/ reduce parking minimums

8 months ago

More options for travel such as train, bus, bicycle, and walking

8 months ago

Accessibility without a car

8 months ago

Regional transit. Increased population density for more TOD in urban centers

8 months ago

passenger rail to other rail hubs and fixing the poor road conditions

8 months ago

Preservation of natural spaces, safe bikability, safe pedestrian crossings. We have to make it easier to operate without a car.

8 months ago

Improved bike safety, reduced on street parking, denser development, bike lanes, greenways

8 months ago

Add protected bike lanes to decrease car dependency which will help alleviate traffic congestion.

8 months ago

Continue to keep any improvements green as well. I love our green roadways here

8 months ago

More sidewalks and bike lanes for sure. Bus routes that serve more parts of the county.

8 months ago

We need better public transit! We need buses downtown on merrimon that don’t make the stupid loop around campus. Give UNCA their own separate bus loop

8 months ago

Less car reliance. More human/environmental sustainability.

8 months ago

Public transportation - no need for cars

8 months ago

Passenger rail connecting parts of the city.

8 months ago

More public transportation, better pedestrian safety

8 months ago

Passenger rails & a more robust bus system would be a great starting point, as well as more SAFE sidewalks.

8 months ago

Passenger light rail, a long distance rail connection, segregated bike/walkways in more areas, high frequency bus connections with improved public safety measures at stops

8 months ago

Rail link with Charlotte/GSP. Finish the construction on 26. Add pedestrian infrastructure and sidewalks as a priority.

8 months ago

passenger rail to NSEW and DT city areas, including future plans for suburb connectors. support walkability and accessibility infrastructure throughout city

8 months ago

Connected streets, don't just rubber stamp every out of state developers plans. Airport and Downtown Asheville need to be connected via light rail. Reduce traffic lights on majr corridors, less ingles

8 months ago

Improved sidewalk access in rural areas and more local transit options, such as Amtrak

8 months ago

Passenger rail, service to surrounding counties. I live in Canton and there is currently no way for me to get to work in South Asheville if my car is down as not even Ubers are available here.

8 months ago

Better roads. Wider, more space for pedestrians and improved sight condition for safe driving

8 months ago

Increase mass transit

8 months ago

Increase availability of public transportation, and also pedestrian and bicyclist infrastructure.

8 months ago

Safety

8 months ago

Safety and better road conditions

8 months ago

better ways to do construction on highways vs having the concrete barriers for long distances where one accidents shuts everything down

8 months ago

Create a safe, efficient, and accessible system by expanding public transit, improving road conditions and exits, and expand alternate routes to reduce congestion for a connected community.

8 months ago

Reduced impact to the environment

8 months ago

I would like greenways reaching to outlying towns, that are safe. I would also like the Trolley that used to go from Lake Louise to Downtown AVL to be redirected with a big parking lot to ease DT traf

8 months ago

Bicycle and pedestrian safety, road safety, passenger rail, resilient infrastructure, environmental conservation, and parking in densely developed areas

8 months ago

Higher density corridors that support pedestrian cycling and more public transit.

8 months ago

Interconnection, safety

8 months ago

help with vehicular congestion

8 months ago

More bike lanes, pedestrian safety/more walk signals and crosswalks, better travel time/less congestion on I-26, change 240/patton ave/26 intersections to be safer

8 months ago

Reduced impact to the environment

8 months ago

Improved bicycle and prdestrian safety, more dense development, passenger rail with ample/affordable parking connecting henderson & buncombe & Haywood countirs.

8 months ago

Connectivity for bikes and pedestrians. More transit, passenger rail!

8 months ago

Light rail options for connecting rural communities with city centers, more land bridges for pedestrians/wildlife, more road safety education initiatives

8 months ago

bicycle/pedestrian safety and a passage rail

8 months ago

Increase/improve pedestrian/bicycle options. Better public transportation options in henderson cnty w/ access to asheville. Imoroved road conditions. Urban Housing development, not rural.

9 months ago

Inetrconnected system of protected bicycle and pedestrian infrastructure, multi use trails, greenways, sidewalks, throughout the county and the region

9 months ago

Hugely improve public transportation to make it viable for the majority of residents, increase bike lanes, increase sidewalks, increase pedestrian crossings.

9 months ago

Better travel time

9 months ago

Better road condition. Let's maintain the infrastructure we have.

9 months ago

That more than half of my trips would allow me to travel without driving my personal vehicle, and my travel time not be more than double the time.

9 months ago

Interconnected greenways, sidewalks and bike lanes connecting infill development with Asheville's services and amenities. Complete streets within 10 minutes of downtown. No more sprawl. No more autos.

9 months ago

Protect properties form traffic noise and congestion, protect neighborhoods from sprawl

9 months ago

Improve bicycle and pedestrian safety. Pedestrian safety especially for people with disabilities, children, people with young children. Nice bus system like bus rapid transit with dedicated bus lanes.

9 months ago

People should have more options to travel without needing a car. Pedestrian and bicycle infrastructure should be safe, connected, and accessible everywhere. Vehicle speeds should be reduced.

9 months ago

Rapid transit to connect commuters with downtown, passenger rail would be AMAZING, reduced dependence on automobile infrastructure to improve quality of life and protect the environment that we love

9 months ago

Passenger Rail, Reduce impact to the environment, better road conditions, cameras for automatic tickets for poor driving including improper left turns

9 months ago

More dense development and non-passenger vehicle dependent ways to get around. More public transportation. Passenger Rail, sidewalks, bike paths, other ways to get off main roads and not use a car.

9 months ago

Improve Bicycle and pedestrian traffic, invest in public transit, safer road design, passenger trains, greenways, sidewalks, roundabouts

9 months ago

we the people have no say in what is planned and that is not a Republic. time to let the people know of all the plans and stop changing the plans to fit council . take care of the masave road project

9 months ago

Cleaning up river is a must. but no more trails Keep bicycles off the streets, and stop building in flood plains.

9 months ago

Connected bike lanes. Two way protected bike lane on broadway connecting greenway to river. So easy and obviously needed.

9 months ago

Bike lanes that connect across the city. I live near UNCA and to get back and forth from the river I have to take broadway and I feel like I’m gonna die. Put a two-way bike lane on one of the lanes.

9 months ago

Pedestrian safety, walkable infrastructure, would love a passenger rail that could replace the i26 commute

9 months ago

Improved connectivity and safety for commuting by bicycle and passenger rail. TRAINS TAINS TRAINS, PLEASE, TRAINS

9 months ago

15 minute or less wait time for public transportation, dense mixed housing and commercial development, and safe quick and shaded pedestrian walking, and bike lanes connecting all main roads

9 months ago

I would love to be able to commute SAFELY without a car, ideally by e-bike in good weather and public transport in bad.

9 months ago

Improved bike safety & more transit that reaches into more communities than it currently does.

9 months ago

A signature bridge over the French Broad entering Asheville from the West. 240 must be less of a clusterfuck for traffic just passing through. We need to add bicycle and pedestrian paths.

9 months ago

Improved bicycle/pedestrian safety (greenways, crosswalks, bike paths, protected bike lanes, crosswalk signs, cut curbs for accessibility), passenger rail. No highway expansions.

9 months ago

More and better public transit, with park & ride options for those in rural areas and commuters. Brevard Road and Sweeten Creek Road need to be widened to 4 lanes of traffic

9 months ago

Enhanced bus services, passenger rail, improved pedestrian safety, GREENWAYS AND MIXED-USE TRAILS, safer intersection and interchange design

9 months ago

A connected, cohesive plan that incorporates multiple modes of transportation - ex. bike lanes and sidewalks to access public transit points. I would also love to see the addition of passenger rail.

9 months ago

Better travel time better road conditions

9 months ago

Local residents shouldn't feel second class if they don't own a car. This means improved pedestrian, bicycle, and transit options, and minimizing car-centric development.

9 months ago

Increased connectivity for bikes and pedristians. Do to the flat terriane the French Broad River Corridor is a key throughfare for biking and could

9 months ago

bike sharing system, pedestrian/bike networks and green pathways

9 months ago

I would like to see more multi-modal transportation options including more bicycle and pedestrian options, improved safety for all users, more transit, and passenger rail service.

9 months ago

Safe bike paths and sidewalks for areas with natural beauty like along rivers and in more urban downtown areas. Easy buses into the city. Improved traffic in busy areas where cars are taking side sts

9 months ago

Walkable neighborhoods

9 months ago

More dense development so that transportation funding can be focused on a more narrow geographic footprint, while still serving a majority of the population. Also, multi-modal transportation

9 months ago

Better travel time and road conditions

9 months ago

I want to be able to bike or run from anywhere in Woodfin to anywhere in Asheville.

9 months ago

Better walking and biking trails improve the physical and mental health of our citizens

9 months ago

Stop removing public transport for a dream of pedal power we live in the mountains.

9 months ago

Improved bicycle infrastructure and safety

9 months ago

Complete all Greenway projects, without gaps. Provide more frequent transit to more locations, with emphasis on EVs. Continuing solicitation of public and neighboring municipalities input

9 months ago

Multimodal transit options to reduce car dependence & contribute to a sustainable, people-friendly, & environmentally sound infrastructure

9 months ago

Fully connected pedestrian greenways that get you to every area

9 months ago

Decrease VMT, reduce car dependency, separate facilities for bikes and pets from autos, slow automobiles anywhere humans are present, stop subsidizing/start charging for car parking

9 months ago

Improved bicycle pedestrian safety. Passenger rail. Infill development.

9 months ago

Lightrail from Asheville to Greenville with a stop in Hendersonville.

9 months ago

Add more sidewalks and bike lanes. Make all neighborhoods in the metro area walkable, especially near low income neighborhoods where cars are not an option.

9 months ago

Extend public transportation to Weaverville

9 months ago

More signage for pedestrians/cyclists & flashing crosswalk lights. Train to AVL. Traffic light cams. Fewer potholes & rough roads. Outreach to BIPOC communities. Remove bushes obstructing road view.

9 months ago

More public transportation between downtown and major facilities such as the AVL and GSP airports

9 months ago

Improve mass transit via trams and a larger number of smaller more efficient buses in addition to improving pedestrian and bike thoroughfares; this will reduce need for cars.

9 months ago

More frequent transit and widely accessible transit. Bus connection to future Asheville-Salisbury Amtrak line. Increased public participation. Better bus stop maintainence. HVL-Flat Rock bike lane.

9 months ago

More and faster bus routes, preserving nature as a priority over New construction, planting more trees, having better traffic lights for flow

9 months ago

decrease development of total river area and to protect the natural environment

9 months ago

More bike lanes, greenways, sidewalks and safe roadways where cyclists can ride. People who are willing to bike commute aren't able to do so currently because it is not safe to ride here.

9 months ago

Passenger rail and protect the environment

9 months ago

Provide best infrastructure to encourage alternative transportation. Make Asheville more Green by incorporating green space in all planning.

9 months ago

Safety, less need for cars

9 months ago

reliable, accessible and easy to use public transportation, passenger rail, sidewalks that connect neighborhoods to businesses (grocery stores).

9 months ago

It is important in this region to increase public transportation. Many people are not able to drive for health or financial reasons challenging them and their health and economical wellbeing.

9 months ago

improved public transit, improved and increased bicycle paths

9 months ago

Better bus and rail that actually connect with each other.

9 months ago

Why not light rail on this maze of tracks we see all over the area?!

9 months ago

I wish bicycling to destinations in the city and for work and shopping were perceptively safer for the public. This would increase bicycle and reduce car use. Improving other public transportation.

9 months ago

bicycle infrastructure, sidewalk connection from points of interest

9 months ago

Safety all around - ZERO FATALITIES!

9 months ago

Zero fatalities! (I suppose that means slower cars, roundabouts, and separated bike lanes and greenways and sidewalks).

9 months ago

I want transortation to be walkable and non car-dependent.

9 months ago

Protected bike lanes and increased greenway construction. Regional passenger rail (to Waynesville and Hendersonville). Bus lines to Marshall weavervilMore mixed use developments(incentives for them).

9 months ago

Better ped/bike system, design for people not cars, more integration of ped/bike into NCDOT projects. More grid system streets, less sprawl style street system.

9 months ago

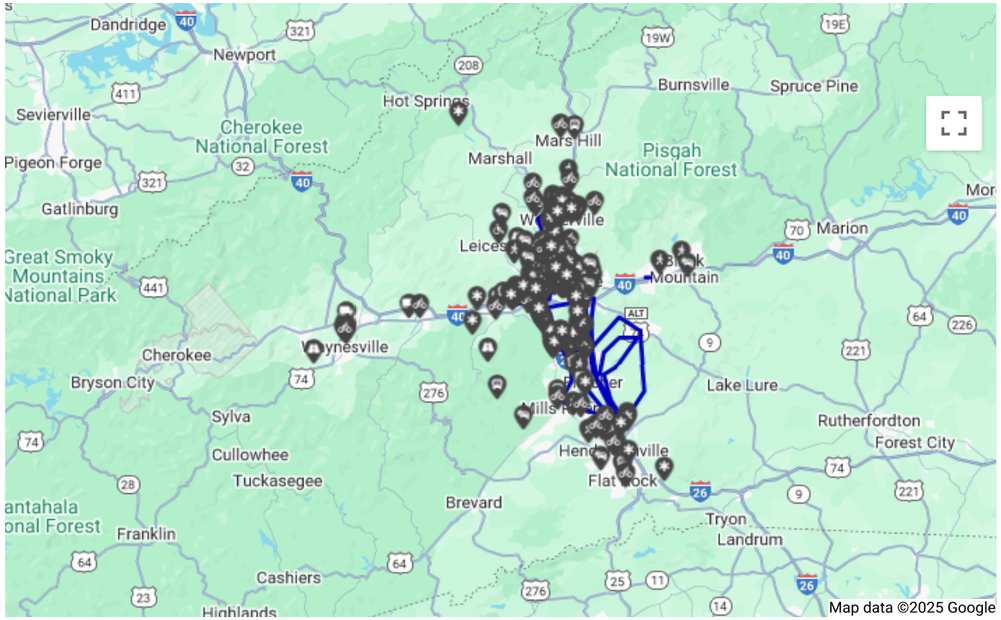
Increased pedestrian/bicycle corridors and safety, decreased cut through traffic in neighborhoods, decreased speed on highly residential roads including road diets, conservation of green space

9 months ago

Improved bike/ped safety and protected corridors away from cars. More street trees, reduced heat island effect via tree canopy. Denser development, more frequent public transit

9 months ago

Identify specific areas of concern for in the region:



Reduce congestion

8 months ago

Land purchase and development needs to take place to extend Reems Creek Rd to one of two places----over I-26 to the access road by Walmart (Northridge Commons) OR to come out by McDonalds (Fairfield Approach Dr).
This is imperative

8 months ago

The Admin of the town of Weaverville must recognize that forcing all traffic down tiny Main Street is dangerous to pedestrians and will result in chaos in an emergency. There must be another route developed to get to Weaver Blvd. without going onto I-26

8 months ago

The design of this ramp and related intersections is not going to meet future growth and the increased traffic of the new I-26.

8 months ago

probably safety too at some point in the future. maybe a candidate for a future traffic light or traffic circle?

8 months ago

this has been a safety issue since we moved here in 1980. many accidents resulting from very poor sight distance looking east from south main street.

8 months ago

same issue here as with Vintage Kave

8 months ago

blind curves with and entrance/exit to this establishment are unsafe

8 months ago

hopefully, planned improvements will resolve my concerns

8 months ago

Congestion

8 months ago

Congestion

8 months ago

Congestion

8 months ago

Crosswalks on Haywood road are not safe.

8 months ago

becoming very congested.

8 months ago

The need to cross all lanes of Patton Ave to get to the left side exit for I-26 West toward Johnson City is very dangerous.

8 months ago

Limited sidewalks in the town esp if not on main road, need more protected crosswalk esp near CVS and Cragmont Rd and Sutton and Broadway

8 months ago

No sidewalks, poor road condition, dangerous
Crosswalks

8 months ago

Very narrow road with poor sidewalks, unsafe for pedestrians, very congested during rush hour

8 months ago

Very congested esp during certain times of day. Long travel times, unsafe drivers and not very pedestrian friendly

8 months ago

Congestion, safety merging onto and off of 240

8 months ago

I 26 is a nightmare and the 240 I 26 exchange should have been replaced decades ago. it is the most dangerous intersection of the state or anywhere I've ever traveled

8 months ago

Lots of new housing is being built along reems creek rd, and the road is going to get very busy when they are all completed.

8 months ago

Side walks and wider lanes for traffic

8 months ago

Bringing back light rail/street cars between downtown and west Asheville would not only add to the character of the city bringing more tourism but would also greatly reduce the need for commuters to use their cars and would reduce congestion.

8 months ago

Horrible area to rise a bicycle or walk though.

8 months ago

People run this red light constantly. We need red light cameras.

8 months ago

Please provide intercity rail or bus routes

8 months ago

NCDOT has torn out all the sidewalks

8 months ago

No bike lanes in town

8 months ago

Great place for an intercity passenger rail stop

8 months ago

Sidewalks are thin and abut the street

8 months ago

More mass transit to and from downtown is needed.

8 months ago

Horrendously long light

8 months ago

Congested sidewalks by the new hotels. Why didn't the city require larger setbacks for walkways and improvement of this intersection ? Really poor planning here.

8 months ago

This road was closed to thru traffic with no explanation, cutting me off from my most efficient route to work in the RAD. Can this road be reopened?

8 months ago

Terrible potholes and deteriorating road

8 months ago

Try biking or walking from Haywood road to the greenway down Brevard or state street. It's a death trap

8 months ago

continuing protected bike lanes and merrimon style road diet

8 months ago

continuing protected bike lanes + merrimon style road diet would be so amazing for residents

8 months ago

protected bike lanes here would be SO awesome, along with a merrimon style road diet. it would be a huge service to the people who actually live in the area

8 months ago

I just wanted to mention that the road diet on merrimon has been a HUGE success. It is so much safer to drive on! People drive the speed limit! I see lots more pedestrians for sure. I no longer have to worry about crazed drivers making frantic last-minute turns and nearly smashing into me, which used to happen all the time. I sincerely hope more city streets with tons of residential areas nearby get similar road diets.

8 months ago

protected bike lanes all over downtown, give up a few parking spaces in the garages for bikes (but let them park for free). getting people out of cars is good for public health, it gets people exercising, bikes take up far less space and don't require nearly as much infrastructure and that infrastructure is cheaper to install and to maintain. it also changes how people interact with their environment and also it is SO much safer - people on bicycles are not mowing down pedestrians but people in vehicles do that an awful lot...

8 months ago

Look bike lanes in downtown HAVE to be connected in order for people to use them. And they need to be protected with concrete barriers and such, I've seen cars intentionally drive AT people on bikes.

8 months ago

PROTECTED bike lanes for residents, tourists, employees for the wnc farmers market. this place has a huge draw. there's even at least one hotel nearby. connect this with the proposed bike stuff at hominy creek river park, so they can buy fancy foods and enjoy them at the park.

8 months ago

to elaborate, transit for employees, residents, and tourists who all go to visit this place all the time it's usually very busy. and if they could get rid of some parking areas to sell more stuff? even better

8 months ago

super frequent transit to WNC farmers market

8 months ago

ok this tag is for the proposed amtrak train line to asheville, not too picky about exactly where the station is, some sort of transportation hub would obviously be ideal but not sure how feasible it would be to get it into downtown where all the busses could then take train people further onto their journeys without the only option of just getting into a car. so yes go amtrak go passenger rail.

8 months ago

protected bike lanes all in the biltmore area to ease traffic congestion, tourists would love it too

8 months ago

bike lanes along the river so it's safe for all the folks who bike. the bike lanes need to not just be painted lines they'll just be smushed, they need actual physical barriers protecting them from all the vehicles that drive way too fast

8 months ago

Transit on I-26 / along I-26 connecting Weaverville to Asheville (and beyond to Mars Hill)

8 months ago

Add transit all along 1-26. Not adding passenger rail was a huge mistake, they're already ripping the thing up to make a giant mess. We need to design for the future and also stop cities and munipalities from wasting space on parking spaces, they'll make way more money from occupied buildings be they mixed use / dense residential / commercial

8 months ago

bring transit, along with bike lanes, over to these major shopping hubs

8 months ago

Bring the bike lane along main street at least up to the post office, but preferably up the road to the schools, so it is useful. bike lanes that don't go far / don't go anywhere won't get used

8 months ago

Bring the bike lane from main street down to lake louise park so people can safely travel there and have options aside from cars.

8 months ago

Transit on Main STreet and from Weaver Blvd connecting downtown Weaverville to Walmart / Lowes shopping area to the west would help unify a space that is chopped up and made unsafe for any sort of pedestrians and bikes. Weaverville has had huge growth but it's not well planned and the vehicle traffic - usually one person per vehicle - has gotten worse. We need to plan appropriately now for growth that will continue.

8 months ago

Need safe bike lanes all through this area, will help alleviate the already too-heavy car traffic on Main Street and Weaver Blvd

8 months ago

Bike infrastructure is needed, there are zero bike lanes anywhere in or around Asheville and zero options to commute

8 months ago

Better pedestrian and bike infrastructure is needed badly. More public transportation options are needed

8 months ago

protected bike facilities from bent creek all the way to town

8 months ago

for once, implement a corridor study. The tunnel study is excellent

8 months ago

finish the greenway. Alex Rozos would still be alive if the greenway was completed

8 months ago

protect the bike lane

8 months ago

protected bike facilities

8 months ago

Needs traffic calming. High speeds even though speed limit was dropped. People drive the design not the sign

8 months ago

Opportunity for bicycle lanes on Broadway

8 months ago

Need for crosswalks to connect greenway with 5 points neighborhood.

8 months ago

Unsafe traffic crossings for high traffic pedestrian area.

8 months ago

Would be nice to have the riverside bike/walk path continue this direction. Lots of wasted riverside space behind Grainger, self storage, gymnastics place, mulch yard, etc.

8 months ago

Have pedestrian bridge crossings been considered to connect the new greenways on either side of the river?

8 months ago

amboy around the parks here is scary as a pedestrian, would love to see this addressed somehow. Carriar and FB park are amazing resources and well-used but it can feel a little dicey being on foot in the area, especially around the bridge.

8 months ago

lots of rough streets around here. Some of them are getting new sewer lines and asphalt patches that make the surfaces even worse.

8 months ago

Brevard is a death trap

8 months ago

Insane that there's no bike lane on Haywood given the width of the road and nature of the businesses there

8 months ago

I 26!!!!

8 months ago

Not a specific location, but Sidewalks needed!

8 months ago

Pedestrian infrastructure connecting UNCA/Montford to River Arts District

8 months ago

congested a lot of the time, will be worse with Advent Health coming in

8 months ago

Need bike/ped connection to Farmers Market and West Asheville

8 months ago

South Asheville/Arden especially needs improved bicycle and pedestrian access and safety, and more public transit. That said I could draw lines all over this map and make comments for each part of town. Unfortunately, this map tool is very difficult to use on an iPhone, so I can't take the time. It took over 5 minutes just to draw the line that I made for South Asheville.

8 months ago

Sidewalks needed in all neighborhoods north of Patton, especially on Deaverview between Deaverview apts and the store at the intersection of Deaverview rd/pisgah view rd and generally along Deaverview all of the way to Patton Ave. The city bought 60 acres to rebuild the Deaverview apartments and could feasibly add sidewalks through much of this area as part of that plan

8 months ago

Need sidewalks in Swannanoa! Ideally we'd have sidewalks along 70 the whole way from Black Mountain into the City of Asheville

8 months ago

Sidewalks!

8 months ago

The entire length of Sweeten Creek Raod

8 months ago

The entire length of 25 (Hendersonville Road)
The entire length of Sweeten Creek Road

8 months ago

Connect with better transit

8 months ago

This stretch of Patton remains one of the most dangerous, anxiety inducing drives in Asheville.

Much like parts of Merrimon, drivers are either going over the speed limit treating it like a highway or traveling to a business along the stretch and needing to slow down to make a turn.

8 months ago

Tons of people ride their bikes on Beaverdam, and it's currently dangerous to do so. Adding a physically separated bikes-only lane would help a lot, and also increase bike ridership!

8 months ago

Need to remove access to either southwick or glenn bridge from this intersection. The 5-way cycle wrecks this whole zone daily.

8 months ago

Always a mess, could really user right turn lanes on long shoals and Brevard Rd northbound.

8 months ago

Worst intersection in Asheville needs major help

8 months ago

Extend Greenway from RAD to Broadway Street

8 months ago

Merrimon needs bicycle lanes

8 months ago

Weaverville needs a sidewalk connecting Lake Louise to Downtown

8 months ago

This area needs bike accommodations to allow for safe passage of cyclist along 213 between Marshall and Mars Hill. The absence of such accommodations deters cycling from economic development. There is considerable demand for these connections for both residents and tourists.

8 months ago

This entire corridor needs bicycle accommodation. There are very few options to move east in Buncombe County.

8 months ago

No bicycle facilities along this corridor

8 months ago

Road congestion

8 months ago

Weaver Blvd and Main street in Weaverville are constantly congested at their intersection.

8 months ago

Road in this neighborhood are in terrible condition, pot holes broken asphalt, patch job after patch job

8 months ago

Need Passenger Trains!!

8 months ago

ADA violations: driveway non-compliant; cannot be crossed by wheelchairs due to old, non compliant designs. Need to be replaced so that everyone uses equitably

8 months ago

Merrion sidewalks are NOT ADA accessible! There are old and current driveways that are steep across the sidewalk that causes wheelchairs to go into traffic!!

8 months ago

need sidewalks ADA accessible

8 months ago

need passenger trains

8 months ago

Merrimon ave is not wheelchair accessible

8 months ago

Short McDowell St in need of repaving. Riddled with pot holes and crumbling asphalt.

8 months ago

biking on merriman is dangerous

8 months ago

Glendale Ave is desperate need of repaving. Sections of asphalt are gone exposing the concrete underneath. Pot holes throughout.

8 months ago

Broadview Dr is riddled with pot holes and crumbling asphalt. The road is in serious need of repaving.

8 months ago

Add additional lanes to improve travel time.

8 months ago

A Bike Box on Broadway an RIverside.

8 months ago

Biltmore Ave from Hospital Drive to Meadow needs a road diet and better pedestrian facilities.

8 months ago

Greenway extension from RAD To Swannanoa River Rd.

8 months ago

Complete Street into Biltmore Village on Sweeten Creek.

8 months ago

Swannanoa RIver Rd and Thompson St are in terrible condition and too close to the river. The NCDOT should consider moving the road out of the floodway.

8 months ago

Improved pedestrian and bike facilities on the Elk Mt Rd
Sidewalk and greenway connectors on Elkwood

8 months ago

Public transit to the RAD and Swannanoa River Rd

8 months ago

Merrimon needs a diet extension. It also needs improved accessibility throughout the corridor.

8 months ago

Lots of businesses here. No way to bike to them

8 months ago

No benches sidewalks or anything for pedestrians

8 months ago

This corridor is terrible to bike on

8 months ago

How do people walk through here?

8 months ago

Sidewalks are intermittent and offer little shade

8 months ago

Speed limit is 20
Cars go 40

8 months ago

Riding bikes here is insane

8 months ago

Bicycle riding here is dangerous

8 months ago

Increased Traffic on Reems Creek Rd. with multiple new housing developments with no plan to ease congestion.

8 months ago

Way too much traffic for infrastructure on Weaver Blvd. and Main Street

8 months ago

Patton Avenue / Smokey Park Highway needs complete, safe, and comfortable bike/ped facilities

8 months ago

Dangerous intersection

8 months ago

Tunnel Road needs reconfigured to improve bike/ped connections and to be a fully ADA-compliant corridor

8 months ago

Dangerous intersection for anyone not in a car

8 months ago

Need more pedestrian (and bike) connectivity from neighborhoods to and along main corridors

8 months ago

Hendersonville Road is very dangerous for all users

8 months ago

Reconfigure Asheland to include a protected bike facility

8 months ago

Need sidewalks to extend further beyond City limits as more development and density come to the area

8 months ago

Finish constructions on 26 of the additional lanes so there is less congestion

8 months ago

Sidewalk severely damaged.

8 months ago

Bike lane cannot be used here. Plants grow into bike lane and cut back too infrequently.

8 months ago

Sidewalk is severely damaged here.

8 months ago

Vehicles do NOT stop for pedestrian/bicycle crossing

8 months ago

Get it done

8 months ago

Biltmore Avenue is constantly busy as it is pretty much the only way to get from N to S Asheville for local traffic

8 months ago

Traffic is progressively getting more congested earlier in the days on 240 in morning in afternoons

8 months ago

What is norfolk southern's long - term plan for this land? Will it always be rail?

8 months ago

Need bike lane or cycle track. Shoulder of Meadow rd is wide enough for it

8 months ago

New residential construction will increase traffic on Reems Creek Rd. It is already at an unsafe level.

8 months ago

Patton is needlessly congested. Its the worst planning seen in this city. Fix this road and bring back business and economy back to the other side of the river. No one wants to go on Patton. It's ugly, trashy, homeless run the streets. Beautify the city, create incentives, create tax breaks, let business flourish on Patton but fix the traffic flow. Empty vacant buildings in Asheville = homeless issues. Fix the traffic flow on Patton and allow customers to spend money. Frontage Roads.

8 months ago

The new flow on 26E at long shoals during this construction is widely unsafe

8 months ago

"Sharrows" are inadequate and not separated from traffic

8 months ago

Bicycle infrastructure is not protected or separated from vehicles

8 months ago

Transit does not make it this far and is not accessible by any other means

8 months ago

Stadium foot traffic tends to jay walk in the day and night

8 months ago

Improving bicycle safety in the Candler area would allow a significant reduction in traffic as the current greenway plan allows access via Enka but not the western half of Candler

8 months ago

Parking access

8 months ago

Need public transit options to reduce traffic trying to get into the city via limited corridors.

8 months ago

No sidewalks. Very dangerous for pedestrians

8 months ago

terrible road conditions up in this area

8 months ago

Super difficult for pedestrians to cross here

8 months ago

Public transportation to local communities. Better public transportation will ease congestion

8 months ago

Public transportation to Asheville

8 months ago

Public transportation to Asheville

8 months ago

Hazel Mill Rd is literally falling apart due to poor storm water controls in the area

8 months ago

this area of south asheville is very scary to traverse as a pedestrian, even via bus. When I was in college there was a 30-45 minute walk to the ART bus stop, and it was frequently late which was truly awful in extreme weather.

8 months ago

This is a thoroughfare from the Reems Creek communities to downtown Weaverville - it's a very narrow, winding road in a residential area. Very limited sight distances and increasing congestion create hazardous conditions for vehicles, pedestrians, and cyclists.

8 months ago

Increasing traffic volume, limited sight distance in some areas. Narrow road and bicycle traffic is a concern as some drivers get frustrated and pass cyclists in a dangerous manner.

8 months ago

There is currently no buses that run from Weaverville to Asheville, and the public Mountain transit only goes to 5pm. We need a bus that can come to Weaverville every hour for transportation.

8 months ago

There needs to be a sidewalk extending from Flat Creek tavern to downtown Weaverville. There are multiple people who walk to the dollar general that almost get hit including children. It is very dangerous.

8 months ago

Please begin construction of greenway from flat creek exit 17 to Downtown Asheville

8 months ago

This intersection is highly congested every weekday, causing significant traffic backups on both Brevard Road and Long Shoals Road. The congestion often extends for miles. It seems that the primary cause of this congestion is the five-way intersection. Implementing a solution such as a roundabout might help reduce the traffic congestion and improve the flow of vehicles.

8 months ago

This intersection is highly congested every weekday, causing significant traffic backups on both Brevard Road and Long Shoals Road. The congestion often extends for miles, leading to delays and frustration for commuters. It seems that the primary cause of this congestion is the five-way intersection. Implementing a solution such as a roundabout might help reduce the traffic congestion and improve the flow of vehicles.

8 months ago

Many cyclists access the Blue Ridge Parkway from the exit off Reems Creek Rd.

8 months ago

40 new townhomes are being built on both the west and east side of Pleasant Grove Rd - adding 80 new townhomes that will feed onto Reems Creek Rd. - MORE CONGESTION

8 months ago

There are 138 new townhomes planned for a development off Ponder Rd - adding to the significant traffic on Reems Creek Rd.

8 months ago

The two-lane, no shoulder aspect of Reems Creek Rd is extremely dangerous to cyclists, but may cyclists use Reems Creek to access Blue Ridge Parkway or their homes

8 months ago

the exit from 26 needs to be reworked. The light appears to be a 3-way, but in reality functions as a 4-way

8 months ago

East Asheville and the Hendersonville Asheville corridor along US-25

8 months ago

poorly planned, always congested even prior to construction making it worse

8 months ago

very dangerous merge

8 months ago

dangerous crossing

8 months ago

Bike lanes on River Road to marshal

9 months ago

Need sidewalks and or bike lanes to Newfound rd, or better to Leicester

9 months ago

I would also love to see sidewalks included along both sides of Sweeten Creek. I'm unable to safely walk my dogs without driving them to a park.

9 months ago

Really all of Sweeten Creek. I have to commute on this road - it is a main thoroughfare and desperately needs to be widened to more lanes. There are major apartment development being built that are only going to exacerbate this issue. Major clogs happen around the Mills Gap intersection

9 months ago

The lights around this bridge get so backed up and the turn onto 240 East blocks traffic and is not very safe.

9 months ago

Craven Street by the connector is crumbling.

9 months ago

this curve is often taken by vehicles at high speeds. Several vehicles over the last couple years have flipped over or fallen down the hill, including a teenage driver last year who suffered injuries. There is a 30 mph slow down sign but a speed bump or other calming method might be needed

9 months ago

Dangerous blind curve right before a traffic light. Multiple vehicles have come off the road here including a West Buncombe Fire Dept vehicle

9 months ago

bridge here is dilapidated and looks dangerous to cross. 18 wheelers come through here regularly from Costa Farm on Bear Creek Rd and this bridge does not look suitable to withstand that type of load. 18 wheelers should have to go north to Alexander Rd

9 months ago

congestion on Riverside. Lights have odd timing and back up traffic. Bicyclists take up the road during peak traffic hours and the road is narrow.

9 months ago

People drive way too fast down these neighborhood streets. Many cats have been killed by cars here. Children play and are at risk of cars speeding. 25 miles an hour is too fast here.

9 months ago

This area is so dangerous. There needs to be a crosswalk from the neighborhood to the greenway at all the intersections. And like the flashing lights that calm traffic enough to cross. People drive so fast on Broadway and pedestrians cross over all the time because the greenway is right there and is lovely.

9 months ago

RAD TIP is a success for what other areas in and around downtown could be.

9 months ago

This whole area has amazing potential to be a walkable commercial strip, but the roads are designed for high speed traffic. It is impossible to walk between uses.

9 months ago

Continue the recent merrimon avenue road diet all the way into downtown. The northern portion has improved vehicle safety immensely, but the southern portion is still a nightmare to drive and terrible for pedestrian crossings.

9 months ago

Old Haywood Road needs better pedestrian access. There are many low income individuals in this area who could walk to the grocery store and transit stop across the street at Goodwill, but both old Haywood Road and Patton avenue are extremely dangerous.

9 months ago

We need better pedestrian options down Hazel Mill Road. There are many lower income people who do not have cars, plus apartments and more housing going into this area, but Hazel Mill is dangerous to walk down in order to get to the grocery store and transit stops along Patton avenue.

9 months ago

Pedestrian facilities, crosswalks, and bicycle infrastructure is desperately needed along this section of Patton. Once the Jeff Bowen Bridge is changed to a local connection and the highway is redirected it will become even more important for Patton Avenue to be multi-modal. Individuals living along this section of road should have enough facilities to not have to own a car if they choose not to.

9 months ago

Despite residential neighborhoods on both sides of Patton Avenue, this road is unsafe for bike riders and extremely unpleasant for pedestrians. There are no crosswalks or bike lanes, the traffic speeds are too high, and people zip in and out of traffic because there is no middle turn lane.

9 months ago

Traffic backs up badly on Asbury road due to Enka Middle schools dropoff and pickup times because there is no right turn lane designated at this intersection.

9 months ago

When the Enka Greenway gets constructed we need to be able to safely ride bikes in this area to access it, otherwise all of the residential neighborhoods surrounding the greenway will have to drive their cars to get onto the greenway.

9 months ago

Smokey Park Hwy is too wide and needs traffic calming. It is like a highway despite there being many curb cuts in and out of businesses along the road.

9 months ago

Many children walk along the road way to get to and from Enka Middle School on Asbury road. There are no sidewalks despite past plans for a Safe Routes to School sidewalk which was never funded. Despite its small size, the traffic on Asbury is increasing in speed and becoming more dangerous due to no pedestrian sidewalks. In addition, more residents are walking down this road to get to the Food Lion strip mall. The sides of the road are often muddy or uneven, making people have to walk in the road with fast traffic going by. There have been many car accidents at the intersection of the strip mall and Asbury.

9 months ago

This intersection is extremely dangerous and impassible for pedestrians and bicyclists. Smokey Park Hwy separates residential areas from a grocery store, schools, ABTech, and the future Enka Greenway connection. This intersection is a barrier to accessing all of those resources because of the road width, traffic speed, and lack of pedestrian infrastructure.

9 months ago

Merging north from Haywood road onto 26 is dangerous. Although there is a yield sign, you can't come to a complete stop because you are merging into highway speed. But at the same time, you can't see over your left shoulder until right near the yield sign, so you have to trust others will see you merging and not hit, since there is no extra merging space on the road.

9 months ago

Long waiting times for pedestrians with no shade at lights, especially at intersection of Merrimon and Edgewood road, and north of this intersection on Merrimon

9 months ago

Bike lane ends after going north from River arts district, which slows 2-lane traffic and is unsafe for bicyclers

9 months ago

No crosswalk or light for pedestrians, instead engage to run in front of Merrimon traffic merging onto the highway

9 months ago

The bridge at Montford over 240 is a traffic nightmare. The left turning lane to Haywood backs up too quickly. The lights don't seem to be timed especially well. The traffic often gets backed up because what is happening on Haywood. Seems like the road capacity is too small for the amount of traffic at this intersection.

9 months ago

The turn into Haw Creek from Tunnel Road is a mess. Pedestrians have no safe zones. The turning lane going in to Haw Creek backs up. The people leaving the north part of Haw Creek assume right of way and block traffic. It is a dangerous mess that is in a critical juncture between housing and business areas.

9 months ago

There is a whole lotta stuff happening at the intersection of S. Tunnel and Swannanoa River Road. The bus stop makes a mess of traffic. There are many pedestrians and a lot of car traffic intending to get some place fast.

9 months ago

West Asheville congestion is a deterrent to visiting the area. Could we look at ways to make this more of a walking/riding district?

9 months ago

The entrance ramp to 240 West from Patton is too shallow for safe yielding.

9 months ago

The connection between Patton Ave/W Asheville and downtown is congested, dangerous and bewildering to the many tourists in town.

9 months ago

Overlook Road is unsafe for cars and almost suicide for pedestrians or bicyclists. This is an important road to connect housing to business district.

9 months ago

So many schools in the area, safety for students, buses and drivers.

9 months ago

Let's prioritize connecting Smokey Park Hwy via greenway on Canie Creek to the Hominy Creek Greenway system. This would fully connect Smokey Park to downtown via greenways. Thus increasing the pedestrian and bicycle infrustruce of our city, connecting people with services, jobs, and recreation.

9 months ago

Cycling and pedestrian bridge to cross the river

9 months ago

Unsafe road conditions for people walking on patton- congestion and lack of crosswalks

9 months ago

pedestrian crossings and signals needed on patton- very dangerous panhandling here- I'm always worried someone will try to cross in front of my car. Ideal situation: multi-use protected bike/walking path on the side of Patton and across the bridge

9 months ago

congestion at 40 exit interchange to exit onto Patton and/or smoky park hwy

9 months ago

Bike lane needed in both directions on Haywood rd

9 months ago

Protect the bike lanes on riverside

9 months ago

Make current bike lanes protected from traffic

9 months ago

Protected bike lanes needed

9 months ago

Worthless, unprotected bike lane ends. Paint is not infrastructure. Add protected bike lanes

9 months ago

Telephone poles in sidewalks

9 months ago

A road diet on Weaver Boulevard between N Main St and Future I-26 would help, as well as enhancements to the Future I-26 interchange

9 months ago

Reconfigure this Charlotte Street and I-240 interchange to reduce congestion arising from vehicular traffic turning left.

9 months ago

Enhance pedestrian infrastructure in areas around Clayton/Long Shoals roads to accommodate recent (and upcoming!) residential development.

9 months ago

I would love to see an express bus service between AVL Airport, Biltmore Village, and Downtown

9 months ago

The current design of this intersection results in frequent congestion.

9 months ago

No transit options to travel around Weaverville or between Weaverville and Asheville.

9 months ago

No opportunities to travel via bike or transit from the northern parts of Buncombe County (Weaverville, Woodfin, or even further north) into town.

9 months ago

It's unsafe to walk anywhere in this area.

9 months ago

Zero bike infrastructure in this community, within miles

9 months ago

There is no good way to walk from neighborhoods just west of Bowman Bridge to downtown or RAD.

9 months ago

Patton Ave road conditions are terrible here

9 months ago

Connect Woodfin Greenway to RAD bike system

9 months ago

Find traffic calming measures for Riverside Drive
Allocate funding do a more permanent upgrade to Old Leicster Road.

9 months ago

No connection from South Asheville up to Biltmore Village leads to residents of South having only one reliable option for transportation, cars. Adding pedestrian infrastructure from either Hendersonville or Sweeten Creek corridors connecting to the RAD Greenway would greatly increase the bike ability of the region

9 months ago

Traffic always backs up between 4 and 6 in this area.

9 months ago

The light takes a full 15 minutes if you're trying to escape Ingles, and only lasts 15 seconds.

9 months ago

Add sidewalk on bear creek to patton

9 months ago

Add sidewalk on bear creek road connecting to patton

9 months ago

Vehicles passing on an incline in a blind curve. There is no way a driver can see around a blind curve to pass safely. Have been passed numerous times here on my bike
as well as the hill before the waterworks in Woodfin. This is common throughout the region. Signage would help.

9 months ago

Rough and narrowing road with cars
going over the yellow line.

9 months ago

Road is in terrible condition and very dangerous due to it narrowing.

9 months ago

Since Feb 24 I have had to yell and wave my arms on three different occasions to avoid being hit in the crosswalk at All Day Darling. Today, 7.19, a SUV went a round a car turn left and got within 6” of the crosswalk before stopping. A flashing light like in the Rivers Arts District is desperately needed at this crosswalk, especially with the popularity of All Day Darling and Montford.

9 months ago

walking paths from botanical gardens down to the river and over to the RAD

9 months ago

I would love to take the bus into Downtown

9 months ago

(If bus stop is here, a "Park and Ride" lot for commuters would also be effective.)

9 months ago

Bike lane from Flat Rock to Zirconia needed.

9 months ago

Bike lane from Flat Rock to Zirconia

9 months ago

Needed bus stop for Flat Rock community.

9 months ago

How could an engineer design an 80 degree over the shoulder merge angle with a hill blocking the view for major corridor? And then, NC has held on to it forever (political discord with AVL) Help!

9 months ago

Road diet may be reducing accidents but is adding to congestion to the only alternative to 19/23 future I-26 corridor to the west. When construction upgrade occurs (FINALLY after about a 30 year delay) this will be a huge problem. Icy days over the mountain on future I-26 at before New Stock Road exit or accidents are a big problem with this alternate route now

9 months ago

This has been a longstanding eyesore and neglected roadway as a main entrance into downtown AVL. Also, Power station property /future appearance and sidewalk/property line building requirements by the city create a very unwelcoming, cold closed in atmosphere. Compare to downtown Greenville, SC

9 months ago

Constant beggars interrupting and blocking traffic. Often people smzoom through this exit just to get away from panhandlers, but visibility to turn right is limited

9 months ago

Back up of Oatton

9 months ago

Traffic flow/ safety issues

9 months ago

Flow of traffic and congestion

9 months ago

still an unsafe crossings for pedestrians

9 months ago

Pedestrian and car safety at this intersection

9 months ago

Sidewalks down School Road

9 months ago

Sidewalks all the way from Fairview to Target

9 months ago

need bike paths

9 months ago

Why no public transit in Woodfin?

9 months ago

Riverside Drive is a nightmare!

9 months ago

A left turn lane would reduce congestion here going into town.

9 months ago

No pedestrian and poor bicycle access in this area.

9 months ago

Bus stops in this area are unsheltered and uninviting for General Public use.

9 months ago

This intersection is bonkers. So weird. A roundabout would be perfect.

9 months ago

This intersection needs a pedestrian signal (or conversion to an all-way stop).

9 months ago

Broadway between Chestnut and I-240 needs bicycle infrastructure. Please do a road diet on this segment.

9 months ago

Instead of Biltmore Village, passenger rail should come here at the old roundhouse location. There needs to be room for parking, drop-offs, multimodal connections, etc.

9 months ago

Meadow Road NEEDS a bike/pedestrian connection. This street needs to be multimodal (a greenway along its length from RAD to Biltmore Village would be great).

9 months ago

Please build wider sidewalks (on both sides). It's such a key part of the river recreational system.

9 months ago

This intersection is a little silly. Seems like a roundabout would be much simpler to navigate and better (even for the big New Belgium trucks).

9 months ago

A roundabout here would be good to alleviate rush hour congestion.

9 months ago

A roundabout here would be great to keep cars moving at rush hour.

9 months ago

This bus stop needs to be better - shelter, seating, etc.

9 months ago

It's crazy to have a bus stop that NO ONE CAN SAFELY ACCESS and that has NO SAFE WAY TO CROSS THE STREET!!!! Insane.

9 months ago

This intersection could use a roundabout! Safer for everyone.

9 months ago

We need a high visibility pedestrian crossing to access the park.

9 months ago

Sidewalks along this road are important for Woodfin residents so they can access Silver-Line Park and the future greenways.

9 months ago

Bike lanes needed!

9 months ago

Sidewalks needed!

9 months ago

The crossing here needs to be much more robust for greenway users, specifically bicycle riders.

9 months ago

The crossing here needs to be much more robust for greenway users.

9 months ago

Please add pedestrian crossings here! The new apartment building needs it, and so does everyone who lives in 5 Points who want to get to the greenway.

9 months ago

This crossing is stupid. Please add a signalized pedestrian crossing or at least a refuge island (on the east side of Broadway) so people can get halfway across).

9 months ago

Increasing development is making Weaver Blvd very congested.

9 months ago

Work on extending the Greenway up to the farmers market and down along Brevard road to Bent creek

9 months ago

Work with Duke to get the utility poles out of the sidewalks. Also, repave the sidewalks and eliminate curbcuts where possible

9 months ago

Passenger rail to Hendersonville!!

9 months ago

Passenger rail to Waynesville!!

9 months ago

Need bus access to Weaverville or Asheville.

9 months ago

NEED SAFE PEDESTRIAN AND BIKE ACCESS TO THE REST OF WEAVERVILLE

9 months ago

Need a bus connection to Asheville

9 months ago

We NEED better pedestrian and bicycle infrastructure in this area. Weaverville is doing very poor planning for connectivity. Change 25/70 to have less lane width from here to I-26.

9 months ago

IMplement Park Street Road Diet

9 months ago

Consider purchasing rail line if Watco is loosing money on line after industry leaving. Whether for freight or a rail-trail

9 months ago

This area really needs ped bike facilities

9 months ago

Please build Swannanoa Greenway and Fonta Flora Trail to Black Mountain and beyond

9 months ago

Downtown to W Asheville connection is critical

9 months ago

This area is NUTSO!

9 months ago

Area needs to have decreased speed due to high percentage of resistances and reduced freight traffic

9 months ago

Need a new transit stop

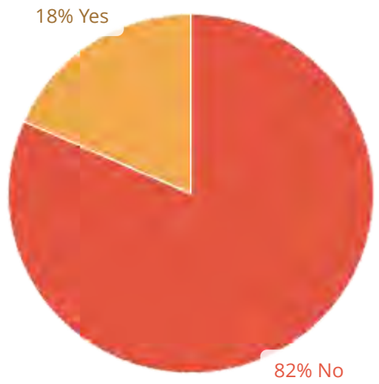
10 months ago

What policies are most important to serving the growing French Broad River MPO population?

99%	Encourage walking/biking	Rank: 3.02	167 ✓
100%	Increase transit service	Rank: 3.08	168 ✓
100%	Enhance the link between land use + transportation	Rank: 4.35	168 ✓
99%	Decrease congestion + address bottlenecks	Rank: 4.43	166 ✓
7%	Other	Rank: 5.17	12 ✓
99%	Prioritize maintenance of existing facilities	Rank: 5.30	166 ✓
99%	Innovative funding strategies for transportation projects	Rank: 5.72	167 ✓
99%	Prepare for emerging technologies	Rank: 6.16	167 ✓
99%	Increase electric vehicle (EV) or zero emission vehicle (ZEV) infrastructure + incentives	Rank: 6.58	167 ✓
99%	Promote carpool or rideshare services	Rank: 6.63	167 ✓

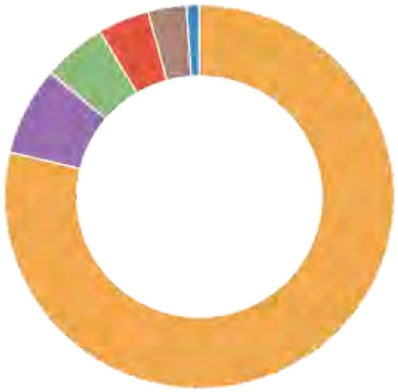
168 Respondents

I currently use public transporation:



402 respondents

If you currently use public transportation, which system do you primarily take?



79 **Asheville Rides Transit (ART)**
%
7% **Other**
5% **Apple Country Public Transit**
4% **Mountain Mobility**
3% **Haywood Public Transit**
1% **Madison County Transportation Authority**

94 respondents

If you do not use transit, why not?

Transit does not serve the area in which I work. Transit in the region serves only captive riders and them poorly. FTA reports show that transit in the MPO is declining for all providers.

8 months ago

Limited, dirty & inconvenient

8 months ago

Does provide services where I live, no options available

8 months ago

I really go very few places that I don't walk too.

8 months ago

no access to public transportation in my area.

8 months ago

It's too inconvenient, it is always late by 20-30 minutes due to traffic.

8 months ago

Buses have the same downsizes as driving and do not currently have big enough terminals. Why take a shower 1 hour bus to go fifteen minutes

8 months ago

Not available where we live

8 months ago

Not available

8 months ago

Not as convenient as automobile

8 months ago

No need.

8 months ago

I live in a rural area and have no need for it

8 months ago

No public transportation between Montreat, Black Mountain and Asheville

8 months ago

no availability nearby

8 months ago

I'm from out of town and drive to Asheville.

8 months ago

Inconvenient and limited

8 months ago

linkages missing

8 months ago

not available

8 months ago

none in weaverville

8 months ago

Not convenient and doesn’t go to the areas that I frequent

8 months ago

Because it is in adequate limited service and doesn’t serve the entire bumpkin county area

8 months ago

It is not available to us.

8 months ago

To erratic

8 months ago

It doesn't make it out to my house on Reems Creek road, and I live a way from there.

8 months ago

I do you Transet. I have a car but sometimes it makes more sense to just take the bus.

8 months ago

I have a car. Nor convenient

8 months ago

I own a car, and would not be able to get where I need to go in a timely manner

8 months ago

Own vehicle

8 months ago

Not convenient. Inadequate bus stops and frequency of service.

8 months ago

Busses are unreliable and cause motion sickness. A light rail system would allow businesses and houses to grow around stops. This does not happen around bus stops, because of the fear that they could be changed on a whim because most are only a sign.

8 months ago

It’s not practical for me. When I lived over seas it was much easier to use public transportation because buses/trams would always arrive every 15 minutes and it bus/tram stops were clearly marked. Later hours of operation would incentivize me to use

8 months ago

The low level of service doesn't align with my needs. I'd like to use transit as a first preference, but what we have won't get me to where I need to go in a timely way.

8 months ago

No public transit points anywhere near where I live.

8 months ago

Live in rural area and drive

8 months ago

No convenient stops for where I want to go

8 months ago

Not available

8 months ago

Inadequate for my needs currently. This can and should change.

8 months ago

No relevant routes for my needs

8 months ago

I live in Candler, and work in food delivery using my own car. I road transit, without a care, 2006-2012, when I lived in West Asheville.

8 months ago

Not dependable for times needed (frequency)

8 months ago

It doesn't stop near my home, and parking is plentiful. It has to be more convenient than driving for people to switch

8 months ago

My local bus stop is an unprotected patch of grass next to the fog line on New Haw Creek Rd. No way I'm getting killed standing there

8 months ago

Very limited access from where I live in Weaverville to other areas I would want to go for work or commerce elsewhere in Buncombe County

8 months ago

I live i Waynesville and work in Asheville. There are no transportation options between the two. Inside Waynesville, public transit is very limited.

8 months ago

There is not a bus stop near my house, and even when I lived in the Asheville city limits the commute time was almost an hour to my job.

8 months ago

I only use it occasionally. Reasons not to- timing, multiple stops needed, health issues, carrying a bunch of stuff, convenience, convenience, convenience

8 months ago

I live way off the bus line. It's quicker to drive

8 months ago

It's not reliable or fast and the bus is dangerous people

8 months ago

Inconvenient, especially with small kids

8 months ago

Because I have a car

8 months ago

i have a car and buses run times and routes are confusing, infrequent and don't work with my life

8 months ago

Inadequate service points.

8 months ago

I have a vehicle

8 months ago

It would take too long to get to work.

8 months ago

Slow and feels unsafe

8 months ago

I live in a rural area that doesn't have public transpop

8 months ago

Not convenient.

8 months ago

I drive, walk, and bike everywhere I need to go

8 months ago

It's way too slow and unpredictable. It doesn't go the places I need or want to go.

8 months ago

Nothing goes to my house. I would have to take my car to get to public transit.

8 months ago

Not available

8 months ago

Too slow to get to the airport

8 months ago

Not available in Mills River

8 months ago

Not convenient as currently set up / need WAY more routes / need routes to run more often

8 months ago

I could drive to Charlotte fast than getting from Enka to downtown using public transit, crazy.

8 months ago

Doesn't come by often enough to make it worth it. It also seems sketchy

8 months ago

No route between my home & work (E.Asheville to Candler)

8 months ago

It sucks and doesn't go where or when I want to go somewhere. The riders are also scary.

8 months ago

Not frequent enough service to make it more convienient than driving.

8 months ago

I work from home. But also, I know that there is no personal time advantage to using public transit for in town activities

8 months ago

I have a car and know that my car will be more direct and faster than public transit.

8 months ago

faster and easier to walk or drive.

8 months ago

Not regular enough stops for public transportation vehicles nor quick enough to be worth not driving for

8 months ago

Not convenient enough. Service isn't often enough to make it convenient, since I'll have to plan out my rides. I love using public transit in cities where I can go to a station and know a bus/subway will be there every few minutes.

8 months ago

Service isn't frequent enough. Double it.

8 months ago

Difficult to use in my area of town

8 months ago

It is not efficient or reliable in Asheville

8 months ago

limited availability especially to surroundings areas

8 months ago

The closest stop to my house is a mile away and there are no sidewalks. I would love to use it if I could feel safe walking to and from

8 months ago

Live in Haywood County, work in Hendersonville. No options.

8 months ago

It is not available in my current area

8 months ago

Own a car and bike.

8 months ago

I have an EV and drive long distances primarily.

8 months ago

I live pretty far away from town / population centers

8 months ago

unsafe, no infrastructure

8 months ago

It’s not convenient to Old Fort, and times don’t accommodate our needs

8 months ago

Does not reach my residence and the walk is too steep to get to where it stops.

8 months ago

Honestly I just don't plan ahead far enough to be able to catch a bjs. Also safety fears regarding others on buses and at bus stops.

8 months ago

It doesn't come to where I live. But even when I'm in town, I don't use it because it feels unsafe.

8 months ago

It's inconvenient.

8 months ago

I drive myself.

8 months ago

A scam, unsafe, u reliable. ASHEVILLE is not a city

8 months ago

Not available where I live

8 months ago

not reliable/available for my current needs

8 months ago

Doesn't make sense for me to. After a certain distance from city center, it isn't worth it.

8 months ago

There are not enough routes and it takes too long to get anywhere on our public transit. I would like more express lines to get to other major areas such as the airport. It takes way too long to take transit to the airport.

8 months ago

It’s not convenient and is often quicker to walk or bike.

8 months ago

I tried to use the city bus a couple weeks ago and had to Uber because I didn't have cash

8 months ago

Don't need to

8 months ago

Less convenient than using my car

8 months ago

In AVL it's sketchy, outside of AVL it doesn't exist

8 months ago

Live in a walkable neighborhood, have a car for other trips. The times I've explore public transit options, the options and timetables were not convenient.

8 months ago

Unreliable and takes too long. I'd prefer to hop on my bike and ride to places I want to go

8 months ago

I drive from a more rural area

8 months ago

I have a vehicle, I don't feel safe on public transport and I would bike if it were safe

8 months ago

Not convenient

8 months ago

Takes to long or not available.

8 months ago

it is not accessible, and does not make sense for me to use it

8 months ago

Unreliable and safe

8 months ago

I have a car and it is inconvenient

8 months ago

It is not convenient for me

8 months ago

not relevant when living in the county. I can't imagine trying to get from deep candler to say, The VA, on "public Transit" there are no park and rides to make a shuttle station reasonable.

8 months ago

Bus line doesn't extend to where I want to go

8 months ago

It doesn't come anywhere near my home

8 months ago

I own a car

8 months ago

Have my own vehicle; not interested in using the bus system

8 months ago

I'd rather drive, other people are creepy on buses

8 months ago

It doesn't feel reliable enough/like it goes to enough places. I would love to take public transportation to work but that doesn't feel like something I can depend on, especially as I now live in Hendersonville and work in Asheville.

8 months ago

It's not convenient and I don't know the routes or times.

8 months ago

Bc it is not accessible or effecient

8 months ago

Nothing is convenient to me

8 months ago

Frequency and number of routes prevents me from using it as often as I'd like

8 months ago

I have a car, and public transit options are not close to my home

8 months ago

It's not easily accessible and doesn't go where I need to go

8 months ago

Only comes every hour, so if time is tight (e.g., if I have to be downtown at 10, and the bus only arrives there at 10:30), it's not an option (

8 months ago

Does not go where I need to go. Does not run late enough.

8 months ago

Have personal car. Transit not available in county

8 months ago

Not enough routes/times

8 months ago

Not available for my commute

8 months ago

My schedule requires I drive

8 months ago

Too inconvenient/slow. Not intuitive/accessible from my area (Avery's Creek)

8 months ago

Not practical

8 months ago

I work from home, and it is too much hassle for short trips to the store. I would rather have safe walking/biking infrastructure

8 months ago

Not enough stops, too sporadic.

8 months ago

Homeless population around the bus station feels dangerous

8 months ago

No public transport where I live-- nearest access would be two miles away

8 months ago

Unsafe. Too slow.

8 months ago

No public transit between Mars Hill and Asheville.

8 months ago

I have a car.

8 months ago

Because the bus stop nearest me serves as a homeless encampment and I feel unsafe using it

8 months ago

There is no public transportation where I live, so I have no choice but to own a car. I would much rather be able to use public transportation and get rid of my car

8 months ago

It is not useful for anywhere I need to get to

8 months ago

Takes to long

8 months ago

No access where I live

8 months ago

Takes too long to get where I need to go

8 months ago

Inconvenient

8 months ago

Not convenient enough to consider.

8 months ago

Unsafe to many people on drugs

8 months ago

None where I live

8 months ago

Not convenient

8 months ago

It's not easily accessible areas of interest to me and also takes much longer than getting in my car

8 months ago

Headways are too long to use when I visit town

8 months ago

Ease of access and routes times are too long. Some routes take up to 1 hour and 30 minutes.

8 months ago

I bike or walk almost everywhere

8 months ago

It comes once an hour! I would be able to walk where I'm going faster than transit. Also: lack of routes

8 months ago

I use bicycle or car. I live where transit does not go.

8 months ago

N/a

8 months ago

I own a car

8 months ago

It’s not convenient

8 months ago

Accesibility

8 months ago

Time availability, family demands (getting kids to school, activities)

8 months ago

No stops near my house

8 months ago

Challenging to access from home

8 months ago

It doesn’t feel like a safe option from west Asheville to downtown, there isn’t a public transit option to the airport

8 months ago

I have a car and public transportation is not easily accessible for where I live and where I normally travel to

8 months ago

Access from Weaverville

8 months ago

I've tried. I have to walk a mile to the nearest bus stop (on Beaverdam), the buses are infrequent and the route circuitous. I thought it would be a great option to go downtown without worrying about parking - it seemed purposefully difficult & long.

8 months ago

It takes too long to get places. Infrequency of routes. No bus shelters.

8 months ago

Convenience

8 months ago

Not efficient enough for use

8 months ago

Not at all convenient

8 months ago

Bad experiences previously, not safe or reliable or efficient

8 months ago

Doesn't exist where I live.

8 months ago

It doesn't cover where I live and go

8 months ago

Unsafe

8 months ago

Dangerous and dirty

8 months ago

Current options are not convenient/do not meet my needs

8 months ago

It’s not reliable or safe

8 months ago

No trains, bus stops are all horrible to walk to and offer no seating or shelter or safety from the road

8 months ago

I have access to a car and public transit does not come close to where I live

8 months ago

Own a car. Not enough public transport to even be remotely reliable

8 months ago

Not effective or widespread enough.

8 months ago

Commute to another county. Ease of travel with own car.

8 months ago

Bus times too infrequent

8 months ago

Not convenient

8 months ago

I have a car and the public transport is not super convenient

8 months ago

It’s too inconvenient, sporadic, and inefficient in its current form

8 months ago

Lack of infrastructure, Candler does not have many public transit options that are more convenient than a personal vehicle.

8 months ago

Not easily available in the areas I access. Not well advertised or supported.

8 months ago

No options nearby

8 months ago

Able to walk to most places I need to go

8 months ago

Live too far out (Leicester) to make it work.

8 months ago

Public transit in Asheville is sketchy

8 months ago

Dangerous public transit. Also not as plentiful and frequent to be used.

8 months ago

It does not go to close enough to my work, and since I don’t use it for that I don’t ever even think about it.

8 months ago

No transit options for where I need to go

8 months ago

No useful train lines or metro

8 months ago

It sucks

8 months ago

No safely accessible bus stops nearby, also my commute would drastically increase.

8 months ago

Because it’s terrible and doesn’t go to places I need to go

8 months ago

The Bus routes do not have enough stops nor times available for me to use it.

8 months ago

Because there is very little public transit between my home and job, and using it would take significantly longer than driving

8 months ago

Lack of options and frequency. Limited flexibility in the system.

8 months ago

NoService

8 months ago

it does not efficiently get me to my destination

8 months ago

Times don't work and don't go to where I need to go. 1.5 Miles to bus stop.

8 months ago

It is not widely accessible in Haywood County in a way that actually benefits me.

8 months ago

It’s too limited. Not enough

8 months ago

Don’t need to.

8 months ago

It;s not available in my area.

8 months ago

Impractical given commute

8 months ago

Not available

8 months ago

Not accessible in my area

8 months ago

There is jo bus that runs in Weaverville currently.

8 months ago

I drive myself so that I do not need to adhere to a bus stop schedule. Also, I sometimes carry a lot with me in my car.

8 months ago

None available in my area; also, we have purchased a plug-in EV to significantly reduce our carbon footprint

8 months ago

Personal vehicle, bike and walking

8 months ago

I walk and I have my own vehicle I can drive

8 months ago

Limited access between Henderson County and Black Mountain where i work.

8 months ago

Commute from Weaverville to Asheville doesn't provide public transit option

8 months ago

Dangerous people

8 months ago

If we had efficient public transportation between hendersonville & asheville I would use it on a regular basis. I do like bicycle & walking in hendersonville.

9 months ago

No public transportation to anywhere close to where I live

9 months ago

I do not have access to public transit to the locations i go. I would love to see train services and expanded bus services.

9 months ago

privacy, convenience

9 months ago

Public transit will never be as attractive or useful as having a car. I think planners must recognize that. The ART clientele is also unsettling, and I was a daily transit commuter in 2 major cities. Too high a proportion of disturbed people.

9 months ago

Access to a car, no public transit stops near home, public transit can be quite longer than taking a drive.

9 months ago

I commute 14 miles from Leicester area to downtown and there is not a transit route available.

9 months ago

Too inconvenient. Not high enough frequencies.

9 months ago

I walk to work and drive to the grocery store. Sometimes I walk to the store. There is no transit line that would take me to the grocery store.

9 months ago

Not practical. Not near a stop. Not convenient. Prioritize ART near downtown.

9 months ago

It is not time effective for me to use transit, it takes less time to walk to destinations than to use public transit

9 months ago

I wish I could use public transportation, but it is not timely for me to do so. It takes less time to walk to designations than it would to take public transportation

9 months ago

Often the places I need to go would take 10 minutes in a car but by transit would take 1.5 hours or more.

9 months ago

I did not use transit when I lived closer to downtown and could walk, but was pushed out due to development. I DO use transit between West AVl/RAD/downtown/sometimes UNCA. For me, routes other than W/N aren't convenient or frequent enough.

9 months ago

The bus stop areas are not safe. I have witnessed open needle use at bus stops. The downtown terminal is teaming with criminal activity.

9 months ago

Doesn't go where I need to go

9 months ago

I live too far outside of the transit routes.

9 months ago

Not frequent enough. Doesn’t reach our street. Free/cheap parking in town

9 months ago

little to none run in Henderson Ct. no electric bus's allowed. Time for people to be considered in all project. no bike lanes in town . more building brings more traffic to get to anywhere. finish a project before starting mult ones. nature 1.

9 months ago

New to town. Not familiar with routes or schedules.

9 months ago

Not convenient for my commute

9 months ago

I rarely use ART. Primarily because it is unpleasant and not efficient.

9 months ago

Wait times for buses are too long. Many routes don’t run late enough to attend social music/dances.

9 months ago

I live physically close to Hendersonville Road, but I cannot access it safely as a pedestrian. Also, I find ART routes and schedules to be incredibly inefficient for where I go.

9 months ago

I used to own a car, which was more convenient.

9 months ago

live outside of large municipal area

9 months ago

If it ran more frequently, I'd consider it.

9 months ago

I work from home and don't commute. Also, I would have to walk multiple miles from my home on roads without a sidewalk in order to reach a bus station. Not safe and not practical.

9 months ago

Inconvenience

9 months ago

just a small reason.... called safety concerns

9 months ago

I've tried using ART, but it takes over 2 hours to go from my home to work using public transit. The drive takes 11 minutes.

9 months ago

Drug addicts and mentally insane

9 months ago

No Need

9 months ago

Because it isn't available anywhere near my home. I wish it was. I very much prefer to use it.

9 months ago

I am living partially and working in Weaverville and connections to AVL not efficient . Prior to here i used Wavetransit in Wilmington , NC

9 months ago

I live close enough to downtown that I can walk to many places.

9 months ago

Routes and frequency. Currently easier to drive bc of timing, proximity, and availability. Would use a bicycle route if available.

9 months ago

The routes are poorly designed. There should be a West loop so you could go from somewhere on Patton to somewhere on Haay wood rd without transfer

9 months ago

I work from home and thus don't need to leave the house very much. But I also have zero public transit options near where I live, and no way to get to things like bus stops without driving to them.

9 months ago

We live in the mountains not new York the cost is to high

9 months ago

Does not provide service convenient to where I live

9 months ago

Service inconsistent in my area, doesn’t run late enough

9 months ago

Bike is faster

9 months ago

Retired and have my own vehicle.

9 months ago

I cycle, drive or walk most places. Asheville Rides Transit service is too infrequent

9 months ago

Not available in Weaverville

9 months ago

I walk to where I can and have an EV. I plan to buy an e-bike in the next 3 years for small/medium haul shopping. Main reason I don't ride the bus is amount of time v driving.

9 months ago

Not available

9 months ago

I have limited access and do not understand all of my options.

9 months ago

takes longer/not enough buses

9 months ago

Have access to private vehicle and live in neighborhood that is walkable to many areas in West Asheville

9 months ago

I'm a middle class American enjoy the leisure of going where I want and when. Love train in Europe where a glass doesn't move on table at 180 mph. Nothing close here.

9 months ago

Too infrequent times, confusing routes, I don't know how to pay

9 months ago

Availability, locations, but mostly safety/smells

9 months ago

have a car

9 months ago

It is not convenient

9 months ago

Bike

9 months ago

I walk & bike frequently

9 months ago

I live within two miles of most of my interests

9 months ago

bus stops are exposed to the elements (no roofs!?) routes are complex, schedules are too limited, no easily accessible way of navigating

9 months ago

Not enough destinations that I use provide public transit in Madison county and North Asheville.

9 months ago

NO INTEREST

9 months ago

It does not exist in Woodfin, except the Mountain Mobility Bus, which isn't even publicized

9 months ago

Bus stops are distant and routes are slow.

9 months ago

not safe/clean, or convenient (consistent, predictable, timely, etc.)

9 months ago

I use it to get to the library. I would use it MUCH MORE if buses came more frequently. It's crazy to wait an hour between buses - that makes the whole system not worth using.

9 months ago

Need to take a child to school.

9 months ago

It is inconvenient for my departure times and destinations.

9 months ago

No easy access/schedule to use. Madison County Transit has no planned stops. No advertisement is there are stops. If there was a bus or train to Asheville I would take it instead of my car.

9 months ago

Not convenient

9 months ago

Work from home

9 months ago

How often do you use the following types of transportation?

Car	35% Multiple times a day	38% Daily	21% 2-3 times a week	2% Once a week	2% 2-3 times per month	1% Once a month	- A few times a year	1% Never
Carpool	1% Multiple times a day	2% Daily	10% 2-3 times a week	11% Once a week	11% 2-3 times per month	9% Once a month	16% A few times a year	40% Never
Taxi/Rideshare	- Multiple times a day	1% Daily	1% 2-3 times a week	2% Once a week	5% 2-3 times per month	10% Once a month	42% A few times a year	40% Never
Walk	18% Multiple times a day	26% Daily	18% 2-3 times a week	5% Once a week	5% 2-3 times per month	4% Once a month	7% A few times a year	16% Never
Bike	4% Multiple times a day	4% Daily	12% 2-3 times a week	6% Once a week	6% 2-3 times per month	3% Once a month	15% A few times a year	50% Never
Transit	2% Multiple times a day	2% Daily	2% 2-3 times a week	3% Once a week	3% 2-3 times per month	4% Once a month	20% A few times a year	65% Never

399 responses

I am most comfortable _____ in my community.

100%	Driving	Rank: 1.73	174 ✓
100%	Walking	Rank: 2.03	174 ✓
100%	Biking	Rank: 3.17	174 ✓
99%	Using transit	Rank: 3.25	173 ✓
11%	Other	Rank: 3.32	19 ✓

174 Respondents

I would prefer to _____ more than I currently do in my community:

Walk	6% Strongly disagree	2% Disagree	7% Neutral	25% Agree	60% Strongly agree
Drive	37% Strongly disagree	32% Disagree	21% Neutral	5% Agree	6% Strongly agree
Bike	12% Strongly disagree	6% Disagree	14% Neutral	23% Agree	44% Strongly agree
Use transit	5% Strongly disagree	5% Disagree	18% Neutral	30% Agree	41% Strongly agree
Other	4% Strongly disagree	2% Disagree	78% Neutral	6% Agree	9% Strongly agree

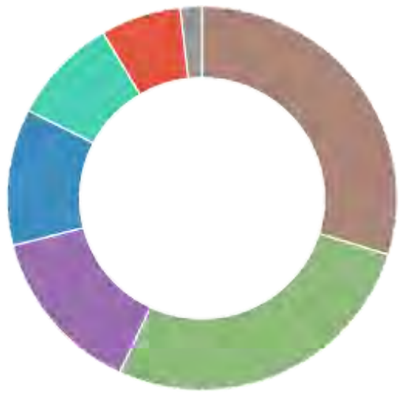
382 responses

No data to display...

What zip code do you live in?

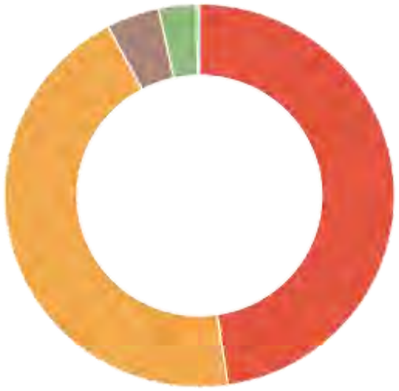
What zip code do you work in?

What is your age?



390 respondents

With which gender do you identify?



48 %	**Man**
45 %	**Woman**
4%	**Non-binary**
3%	**Prefer not to answer**
0%	**Other**

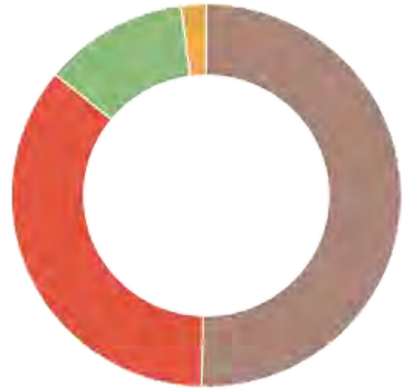
386 respondents

What is your race/ethnicity?

92%	White	294 ✓
7%	I prefer not to answer	23 ✓
5%	Hispanic, Latino, or Spanish	17 ✓
3%	Other	8 ✓
2%	American Indian or Alaska Native	7 ✓
2%	Asian	5 ✓
1%	Black or African-American	4 ✓
1%	Native Hawaiian or Other Pacific Islander	4 ✓

318 Respondents

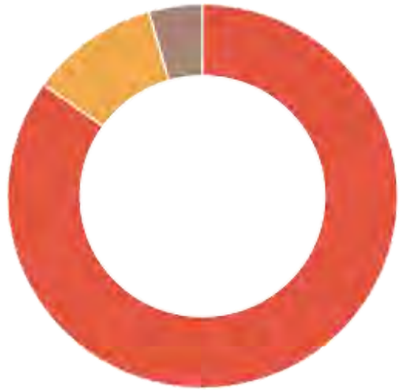
How many household vehicles do you have access to?



50 %	**2 vehicles available**
36 %	**1 vehicle available**
12 %	**3 or more vehicles available**
2%	**No vehicle available**

383 respondents

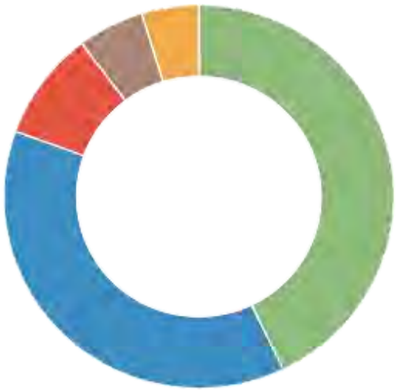
Do you have a disability?



85 %	**No**
11 %	**Yes**
4%	**Prefer not to answer**

383 respondents

What is your highest formal education level?



- 43% **Bachelor's Degree**
- 38% **Graduate or Professional Degree**
- 9% **Some College**
- 6% **Associate's Degree**
- 5% **High School/GED**

380 respondents

What is your annual household income?

- 22% **$100,000 to $149,999**
- 22% **$150,000 or more**
- 16% **$50,000 to $74,999**
- 13% **$75,000 to $99,999**
- 12% **$25,000 to $49,999**
- 10% **Prefer not to answer**
- 4% **Less than $25,000**

380 respondents

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Phase 2 - Evaluate Today's Network

This phase of public engagement was three pronged, featuring Focus Groups, pop-up events, and a public survey. This section includes the comments received via the public survey.

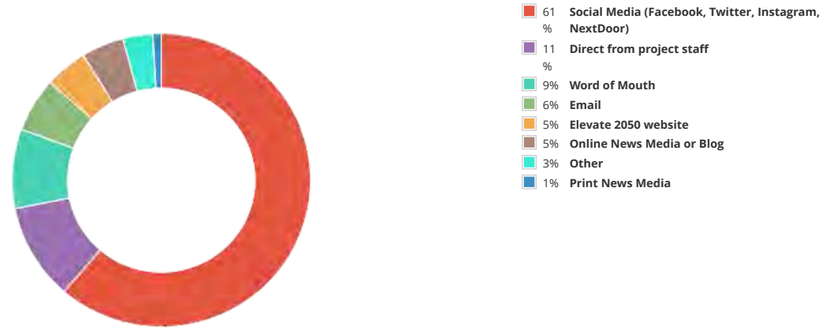
It is important to note that Phase 2 of engagement was originally planned for September 2024. However, only one Focus Group convened before Hurricane Helene devestated the FBRMPO planning area. The public engagement efforts were postponed until November/ December 2024 as the region prioritized recovery from the destruction casued by Hurricane Helene.

Public Survey

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
726	372	2,449	312

How did you hear about this survey?



217 respondents

What is the zip code where you **live**?

What is the zip code where you **work** or **attend school**?

When considering the region's future transportation network, how important is it to include the following goal, **Improve Access + Connectivity**?

Average

Not Important Very Important

When considering the region's future transportation network, how important is it to include the following goal, **Advance Equity**?

Average

Not Important Very Important

When considering the region's future transportation network, how important is it to include the following goal, **Promote Sustainability**?

Average

Not Important Very Important

When considering the region's future transportation network, how important is the following goal, **Address Capacity Management + Congestion**?

Average

Not Important Very Important

When considering the region's future transportation network, how important is it to include the following goal, **Enhance Safety, Security, + System Preservation**?

Average

Not Important Very Important

When considering the region's future transportation network, how important is it to include the following goal, **Foster Economic Vitality**?

Average

Not Important Very Important

Please provide any public comment on the draft Goals + Objectives here:

Our elected officials should be focusing on getting functional roads again before worrying about 'equity'.

3 months ago

More biking infrastructure in South Asheville, please!

4 months ago

More of everything. Everywhere. The bus system is a disconnected mess. Bike lanes are a disconnected mess. We are so close to having reliable and robust transportation options that benefit locals and all of the tourists trying to fit on our streets. Give the downtown workers bus vouchers. Incentivize the use of public transportation. More busses. And connect the bike lanes! The bike lanes in particular are dangerous due to the unfortunate politicization of public transport. IE getting coal rolled by giant trucks or being forced off the road by people trying to scare the biker etc. We need these bike lanes to connect in places they are not as this helps avoid unfortunate incidents that frustrate both the biker or commuter and the car drivers. Thank you!

4 months ago

Please, for the love of all you find dear and holy, no more "road diets". Merrimon Avenue is a disaster that has led to massive congestion along neighboring roads and is almost impassible during certain times of day. Expand access throughout Asheville. Don't create more artificial barriers.

4 months ago

These were pretty broad questions that it seems all systems would be addressing at some level. I'm not sure what you do with this data.

4 months ago

WE. DON'T. WANT. ANY. MORE. ROUNDABOUTS.

4 months ago

We need more sidewalks and a rail network!

4 months ago

Your survey questions are loaded, e.g. aviation has no relation to improving access for non-motorized users, yet your question commingles these. Roads we have should be maintain and repaired. Non-motorized transit prioritized, and unfortunately because cars are jerks, that means separate lanes for pedestrians and bikes. Using gravel paths would greatly reduce the cost of these.

4 months ago

I like where this train of thought is going, but like so many other things, I worry about crime…and the homeless that settle around these places. Just take a drive around town and look at the current stops and the surrounding area. Homelessness needs to be addressed along with this.

4 months ago

I think that all things are interconnected including the region's housing problem. While transportation equity is very important, it must be recognized that public investments in historically underserved neighborhoods can be a catalyst for gentrification. This is a double edged sword that planners and elected officials must contend with to combat displacement.

4 months ago

Making sure people can get where they need to go, while protecting the future environment of the region, and the planet is what matters most.

4 months ago

Any future transportation plan needs to prioritize multi-modal options as the impacts of inflation, gas prices and global instability, and climate change will continue to make car ownership extremely expensive and a growing burden on even more households. Traffic congestion is already unbearable, so we need to get people out of their cars and into other more efficient options.

4 months ago

I see climate change mitigation and carbon reduction a key consideration in our future transportation planning - yet there are conflicts among the goals above such as fostering economic vitality - at what cost? Considering the impact Tropical Storm Helene has had on our region and the manner in which the storm decimated lives and our regonal transportation infrastructure, I think we need to redouble our efforts with a hightened focus on ZERO EMISSION transportation even at the cost of traditional transportation. We're already way too late.

4 months ago

It is time to induce demand for a variety of transportation options, it is estimated in the USA that 25 percent of the population does not have access to a motor vehicle. Yet the vast majority of the area's transportation budget only goes to the automobile, it is time to recognize this failed policy. Public transportation and dedicated multi mode transportation within the region is imperative to end the pollution of the air, water and noise residents are subjected to.

4 months ago

dont over think things 1 of the worst things that happened in Henderson county was killing the balfour parkway project with very little push back, and then complain about congestion along four seasons blvd

4 months ago

Safe bike infrastructure should be a primary focus, as it does all of the things noted above: reduces congestion, enhances access for all people to safe transportation and makes the region more attractive to visitors.

4 months ago

Less cyclists on roads, less traffic, less tourists, less people moving here, less crowded housing

4 months ago

The questions regarding "equity" and "sustainability" make critical assumptions based upon unproven theories.

4 months ago

It is my hope that a priority is given to developing safe alternative transportation, most notably increased bike infrastructure.

4 months ago

Bicycle paths throughout the region would be great.

4 months ago

...

4 months ago

It's important to develop a transportation plan that connects our community with transportation options in our neighboring communities—-Brevard, Hendersonville and Asheville that provides access to schools, healthcare and social programs.

4 months ago

We need more sidewalks. Walkability is a virtue that every community should have. With the increase of tourism and car/bus/truck traffic, the region should look at other possibilities such as train travel.

4 months ago

Foster Economic Vitality section 5b and 5c should be separate sections. It specifically speaks of bicycle and pedestrian. The city of Mills River has limited accessibility to safe bicycle and pedestrian passage.

4 months ago

Skip

4 months ago

If you want public transport out to rural parts of the county it should be to designated areas example: Ingles parking lot.

4 months ago

need public transport to cut down on use of personal vehicles. need tk be more like Europe's public transport systems.

4 months ago

Personally, I'd be happy to chip in for a fund for the demolition of the current Patton Ave bridge (champagne toast!), and construction of a proper cloverleaf. Would also like to see actual sidewalks throughout Buncombe Co., so that humans can actually move about.

4 months ago

Na

4 months ago

extremely important to have the concerns and logistical issues faced by older adults and people with disabilities in the discussion

4 months ago

We need bike lanes!

4 months ago

Public transport usually fails when open to all demographics. Making it open and accessible to everyone without security and enforcement will result in failure.

4 months ago

Consider possible flooding and storms when planning and building roads. People should be able to exit their homes and neighborhoods safely if there is a storm.

4 months ago

We need sustainable transportation. Expanding the number of lanes to adapt to more car traffic is not sustainable. Invest more in public transportation both local and regional.

4 months ago

we need public transit county wide

4 months ago

n/a

4 months ago

No comment

4 months ago

It would be nice if the navigation was at the BOTTOM of the screen instead of the top. When I finished the demographics it took me a bit to figure out what to do next.

5 months ago

These questions felt black and white

5 months ago

I hope endless funding can come about so we can buck the trend of congestion and high pedestrian fatality rates.

5 months ago

Everything on the list is of utmost importance, so I can't fathom the purpose of sliders. Public transport has to be cheap and efficient and frequent and safe and equitable for people to leave their cars behind. Start with free rides, pay later. (how much does payment system cost, anyway?)

5 months ago

More trains, please. I need train/light rail stations in bigger town with shorter and more concise bus routes servicing smaller areas. "Oh no, trains require new infrastructure and would take a while to build", and? Invest in the future of the city and build a light rail system

5 months ago

Making ALL roads bikeable/walkable would be great. So many rural roads have no shoulder at all, and I would bike more frequently if I wasn't courting death every time I left my neighborhood.

5 months ago

Resilience and proper long-term planning and infrastructure investment to be prepared to survive and thrive through potential future storms, weather events, climate and demographic changes, population increases, and wealth disparity and local community outreach must all be considered and planned for. Integrated strategies and logistical planning for wind, water, treefall, fire danger, and managing ingress and egress, as well as considering the roads and modes of transportation themselves. More electric and interconnecting options for people from trams to funiculars to trains, more wide and safe walkways and bike paths which are separated from where cars are, and sidewalks and guardrails and visible paint and reflectors in more of the neighborhoods of the WNC region would be great.

5 months ago

Please extend intercity transit to Brevard to and from Asheville!

5 months ago

…

5 months ago

Support for personal active transport (walking, biking, rollerblades, skateboards, small personal electric vehicles, etc.) should be a priority in the area. Automotive transport options are doing just fine, the gaps are all in infrastructure for those smaller scale personal transport options. These modes are far more energy and carbon efficient and they promote healthy habits in residents. The way to support them is with more connections between the currently disconnected portions of infrastructure and by reducing points of conflict with automotive traffic. Ebikes have the potential to greatly reduce the carbon emissions in the region and put a smile on everyone's face while they use them.

5 months ago

Thx

5 months ago

Improve bus waiting areas, map bus routes and bike lanes to better serve economic development, prioritize bike safety.

5 months ago

No come

5 months ago

Shift survey emphasis to transit-dependent communities through greater resources devoted to independent outreach strategies ... e.g., "door knocking" to obtain specific data and educate users and potential users.

5 months ago

Please consider reduced costs for older adults.

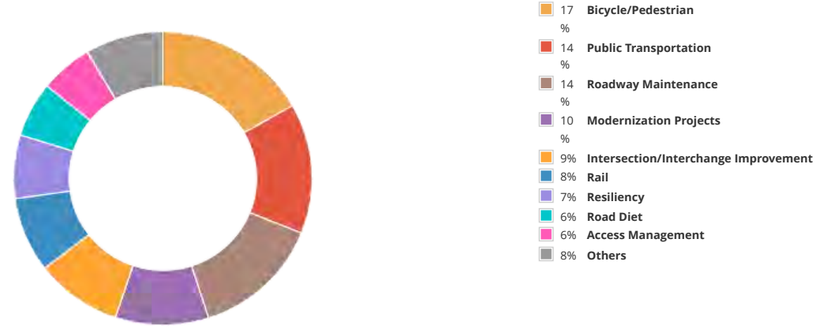
5 months ago

5 months ago

I think it would be very helpful to have more options for transit in and around Asheville. It would make going places more accessible for people who don't have cars.

5 months ago

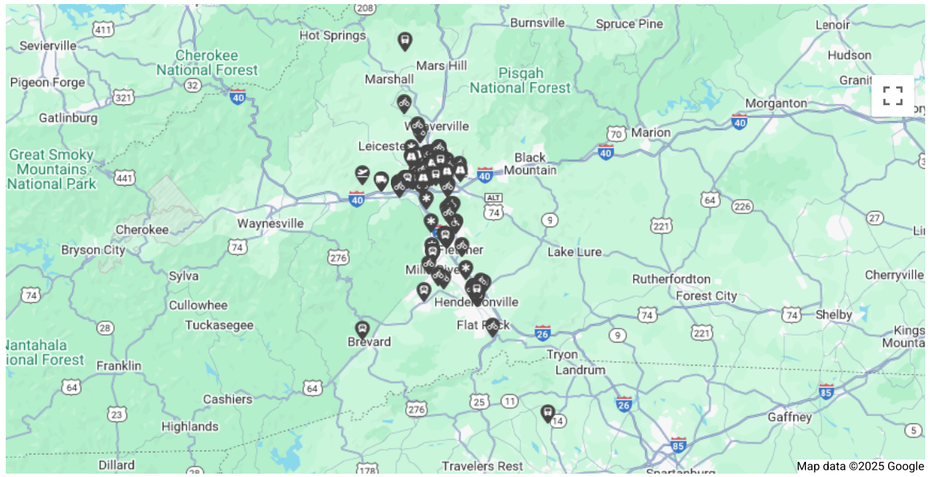
If you have $100 to spend on transportation projects, what types of projects would you choose?



114 respondents

Identify up to 5 projects (**points**) that you want to see in the region to improve the transportation network across Buncombe, Henderson, Haywood, and Madison counties:

If you have more than 5 projects, please provide comments on the main page of the Elevate 2050 website.



-Greenways/paths in the Fairview / Cane Creek area. There are currently none!
-Repaving and lane widening of Emma's Grove Rd
-Public transit options in Fairview

3 months ago

Fix this on ramp and signage- 2 on ramps from the left and right onto 26 at the same time with signage indicating that the merge lanes from the right end when it does not, but late signage from the left (40) and a quick blind merge with people also trying to clear the middle lane for the other traffic leads to many close calls.

4 months ago

Bike lanes and sidewalks

4 months ago

Congestion along Sweeten Creek Road is extremely bad most times of the day. This is due to several apartment complexes being built that has placed a ton of traffic along a two lane road that was not designed for it. This congestion needs to be addressed by widening the road.

4 months ago

Something needs to be done to improve the intersection leading into Texas Roadhouse. Between the gas station, the restaurant, and the hotel there is a surprising amount of traffic. Taking a left turn onto Hendersonville Hwy from here in order to get onto the interstate is one of the most frightening situations in Asheville.

4 months ago

This section of Swannanoa River Road was destroyed by Helene, and should be fixed as quickly as possible.

4 months ago

Merrimon Avenue is downright unnavigable during certain times of day after its road diet. This leads people to take circuitous paths around Merrimon either through Kimberly, down Riverside Drive and Broadway Street, or along I-26 into the Westgate Bridge junction (which has only exasperated the existing problems there). The Merrimon Avenue road diet has had the singular biggest net negative effect on traffic congestion around Asheville, and should be reversed immediately.

4 months ago

Greenway for RAD connection

4 months ago

Painted bike lanes to connect park and enable access to bus routes.

4 months ago

Speeding is an issue. Often cars go 40+ in a 20 mph zone

4 months ago

Improved road safety, speeding is an issue.

4 months ago

Greenway that runs along the River connecting RAD, WAVL, Downtown, Richmond Hill and Broadway via bike lanes

4 months ago

Including bus bays for stops along busy, single-lane roads (esp. Tunnel rd directly before the Tunnel) to allow for safe, continued traffic flow and increased pedestrian visibility when buses make stops.

4 months ago

Depot street needs to be resurfaced

4 months ago

Connecting river arts to Bent Creek

4 months ago

Increased, or at the very least consistent, pedestrian access to sidewalks on both sides of streets downtown and surrounding areas (Lexington, Tunnel rd.)

4 months ago

Light rail access from downtown/surrounding areas to the airport to reduce car traffic.

4 months ago

Improved maintanence concerning potholes and other uneven road conditions on Charlotte street and other roads.

4 months ago

Bike Lanes needed on Biltmore Ave

4 months ago

The traffic turning left from Smokey Park to Sand Hill backs up all the way past the prior intersection on a daily basis.

4 months ago

This doesn't work on my phone. So I will just say a traffic circle at Asheland and Southside. Then traffic circles anywhere else they would fit.

4 months ago

So many accidents all along this section of Spartanburg Hwy from the intersection of 25 to Grove Street. Terrible experience driving and I would NEVER want to take my life into my hands and try to navigate this mess as a pedestrian. Always seem to be a lot of people walking a crossing the road and it is dangerous.

4 months ago

Hwy 64/4-seasons is bad all around. So much congestion, too many driveway cuts, impossible to safely bike or walk, crosswalks are non-existent. A terrible pedestrian experience from downtown all the way out 64 to Howard Gap.

4 months ago

This intersection is a big issue for motorists - I've seen wrecks and close-calls here. It is VERY uncomfortable as a pedestrian to try to get through this area.

4 months ago

Rail connection to GSP

4 months ago

I sure hope the White St project works!

4 months ago

Critical that bike/ped connections are made on the southside to access the Ecusta Trail

4 months ago

Make this corridor safer for all modes/users

4 months ago

Roundabout Please!

4 months ago

Build a bike path to Jump Off Rock. It is dangerous to have cyclist on Laurel Park's roads.

4 months ago

You might as well start widening I-26 to the SC line into six lanes. It will need it soon.

4 months ago

I-26 should have been completed through Asheville 25 years ago. Do it now!

4 months ago

The Asheville Airport needs to grow to handle bigger planes and more flights. People want to visit us and we want to visit them.

4 months ago

Henderson County needs a good transit center in downtown Hendersonville.

4 months ago

DRAMATICALLY improve bus service from AVL Regional to Downtown Asheville and select locations in surrounding areas. There should be a bus leaving every 20 min from 4:30am to 12am

4 months ago

Bus stop in this neighborhood to increase access

4 months ago

Need lines on road to show that people can turn right. Pedestrians are scarily close to vehicles on these sidewalks.

4 months ago

Main thoroughfare in N Asheville where people drive very fast and side swipe cars all the time. I used to live here and had my car swiped twice in two months. Slow down traffic and better manage parked cars with lines/etc.

4 months ago

Pedestrian/bike crossing here is scary and one of the few ways to get to downtown AVL from north AVL

4 months ago

We need more traffic calming, sidewalks, crosswalks, road diets, and roundabouts.

4 months ago

This road around the old vance monument should be closed to car traffic permanently

4 months ago

Wall street should be closed to car traffic

4 months ago

This intersection is terrible. It needs to be a roundabout or something. We have to xut through the Food Lion parking lot otherwise you cant leave Candler. It takes 2 or 3 light changes before you can get through, and theres no way to safely walk across to avoid having to drive it.

4 months ago

Need the city's bus line to come this far to candler and go downtown. At the moment goodwill is the closest bus line which means you need a car to drive into town to get on the bus. Even if you can get on the bus, it either doesnt come on time (bus stop across from asheville high school), or it takes 1.5 hours to get downtown when in a car it takes 15 minutes.

4 months ago

This intersection on smokey park across from the ingles is the worst. There is no way for pedestrians or bikers to walk from Asbury road neighborhoods across the street. This needs to be a priority when the Enka greenway gets constructed so people dont have to drive to the greenway. Also, many people are turning right onto smokey park but there is no turn lane so it backs up the entire road.

4 months ago

We need to redouble our efforts on ZERO EMISSION transportation and reconsider subsidizing major pollutants and greenhouse gas emitters.

4 months ago

Airplanes are massive contributors to global warming and green house gas emissions, yet our local tourism economic gets giddy and gleeful about more and more people flying here. Why? Do we want to have our cake and eat it too? Do we want to celebrate the economic benefit of more travel to our area, despite the MAJOR climate impact it has while also virtue signaling with public declarations that we are in a 'Climate Emergency'. Is this not deeply hypocritical?

4 months ago

Let's stop subsidizing parking downtown. Let's stop allowing an hour or more of free parking in our downtown garages. Why are we paying for the ART transit system while also propping up practices and systems that undermine public transit? Why do we provide incentives for people to drive individually in a car, to our downtown and allow them to park for free? How does this help the ART system? We're handicapping public transt out of the gate. It makes no sense.

4 months ago

I'd love to see more protected bike lanes throughout our city, especially on major arteries. I don't understand why cars have such primary in our local transportation planning. Cars are getting larger and are killing more and more people.

4 months ago

We really need better bicycle access/lanes on major thoroughfares and Meadow Road is a prime example. While there have been some improvements, they are half hearted and half assed, making these areas continually dangerous for bicyclists.

4 months ago

Patton Avenue/Smoky Park Highway is a death trap for pedestrians and motorcyclists.

4 months ago

Make Wall Street pedestrian only from Otis Street to Battery Park Avenue

4 months ago

Protected sidewalks and bike lanes crossing Craven Street bridge and the French Broad Greenway and Wilma Dykeman Greenway

4 months ago

Dedicated multi modal lanes connecting downtown Asheville to West Asheville along the Haywood Road Corridor

4 months ago

on-ramp is too short and has poor visibility when joining 240.

4 months ago

Bike lanes along Haywood Road in west Asheville
Bike path on Beaverdam Rd/Webb Cove Rd to connect the bike lane on Merrimon Ave to the Blue Ridge Parkway
Bike lane on Broadway Ave

4 months ago

Finish the i26 construction.

4 months ago

Make Haw Creek/Tunnel Road area more accessible to downtown.

4 months ago

Extend Merrimon Road diet to downtown.

4 months ago

Need a bridge to connect sections of the greenway so people don't have to go around on Amboy.

4 months ago

Fix Craven Street bridge

4 months ago

Crossing signal with button needed for cyclists that commonly get stuck waiting for a light change

4 months ago

Crosswalk needed here for pedestrian safety. Very dangerous intersection.

4 months ago

Improve this intersection to deal with increasing congestion from airport traffic

4 months ago

Improve this intersection to deal with increasing congestion from airport traffic

4 months ago

Turn this 5-way intersection into a roundabout to improve traffic flow through this congested area

4 months ago

None

4 months ago

Greenway extension north from carrier park to marshall would be an amazing draw for the city

4 months ago

There are currently no safe connections for cyclists between fairview/fletcher and the Blue ridge parkway/ asheville. Protected bike lanes, or ideally a full seperate greenway is needed south of the blue ridge parkway along/paralleling hendersonville road, sweeten creek and Mills gap.

4 months ago

...

4 months ago

Banner farm rd mills River nc
Bridge is to narrow and floods.

4 months ago

Eliminate current Westgate bridge in favor of actual cloverleaf, add sidewalks to all streets so that people can travel without risking their safety, add public bikes & scooters

4 months ago

Improve cycling on Howard Gap Road -- add signage or sharrows. Enforce speed limit.

4 months ago

Public options to the Airport

4 months ago

Bike options from and to Hendo

4 months ago

improve interchange at I40 and Newfound

4 months ago

see map

4 months ago

Widen old haywood road (NC-191) within Mills River to Buncombe County line and further north. Road is congested with new developments and only one lane in each direction and lack of turn lanes.

4 months ago

Provide connection to the Ecusta Trail to Mills River Park.

4 months ago

Extend Henderson County public transit to include a stop within Mills River. Best place seems to be the center of Town at the Ingles shopping mall. Currently, there is no access to public transit in Mills River.

4 months ago

bike lanes

4 months ago

Greenway in Woodfin
Greenway on Reems creek Weaverville
Greenway between Weaverville and mars hill
Bike lanes north on merrimon

4 months ago

The corner of Bear Creek and Sand Hill is extremely dangerous. Someone has already been killed there. The flashing light is not enough. The painted crosswalk is not enough. Perhaps a roundabout or a traditional red, yellow, green light system would improve the safety.

4 months ago

I can't get the pins to work or can't tell if they are working. The corner of Mimosa Dr. and Bear Creek Road is unsafe. It's a five way stop and no place for pedestrians to walk safely. My husband was nearly hit walking there.

4 months ago

The "gauntlet" intersection between Bear Creek and Sand Hill needs to be safer. There has already been a death there. Put a light in there or a roundabout- something. Please.

4 months ago

rail service to Asheville and Amtrack in Ashville to the existing Amtrack network

4 months ago

need public transite to Hendo, Mission, and Brevard

4 months ago

Consider additional off ramps or dedicated non stopping lanes to exit from i40 at the Farmers Market.

4 months ago

The merging lane heading west is nowhere near long enough for weigh station traffic. The through traffic is also blinded by the sun on this stretch of road. Better signage is needed.

4 months ago

Off ramp needs to be dedicated to moving traffic onto arterial roads without stopping. Please consider the on ramp at the 44 to I40 for evaluation. It is not long enough and terminates at the Bridge with competing merging traffic on the left from I26 and passing through motorists. Horrible design.

4 months ago

There should be an additional on/off ramp between exit 44 and exit 37 off of I40 to reduce congestion and commute times. Old Asheville Highway going into Haywood County is slated for modernization (last I checked) but there should be considerations of the ongoing flooding in that area to raise the road. When it floods and I40 has slides the area is a nightmare to navigate and is dangerous. The entrance to Canton coming off of Asheville highway at the Lamp Factory should be reworked to keep traffic moving toward the rear of the Mill and back out to I40 to avoid downtown congestion. The lights are too long and speed is ridiculously too slow in Canton. This should be addressed to alleviate congestion.

4 months ago

There is not enough room for tractor trailers to merge into i40. They need a longer lane to get up to speed when exiting the weigh station headed west. The sun blinds motorists in the afternoon on this section and poses a huge safety issue when you cant tell how slow a tractor trailer is moving. More signage and lighting (not the led blinding kinds either) is needed in this area at night.

4 months ago

People from 240 are only merging into malfunction junction to get to exit 44. It would be nice to have a dedicated ramp built just for 240 and another one for the traffic coming off of I40 and I26.

4 months ago

If removing is not an option you could use stop lights like they do in Atlanta that holds the merging traffic and releases them to enter the highway at intervals.

4 months ago

Remove this on ramp. There is not enough room to merge due to the bridge constraints and competing traffic from I26 headed west on 40.

4 months ago

Congestion and Safety improvements are needed. The addition of off ramps that do not stop or terminate in a stop sign or stop light would greatly reduce congestion and assist with reduced crashes. Also the far left lane needs "merge" or "lane ends" signage or painting on it WAY before you get to the end. This is poorly done and causes mass issues for people trying to merge on both sides at the bridge. The on ramp heading west needs to be longer or relocated all together since the bridge is a constraint.

4 months ago

Better pedestrian greenways in East Asheville (Reynolds area)

4 months ago

No

5 months ago

Nada

5 months ago

This intersection of the Glenn Creek and Reed Creek greenway is difficult to navigate.

5 months ago

This intersection of the Glenn Creek and Reed Creek greenway is difficult to navigate.

5 months ago

The new bike lanes/road diet on Merrimon Ave has been great!

5 months ago

Improve crosswalk access along Haywood Rd. Current crosswalks are inconveniently spaced to provide adequate safe pedestrian access to businesses on both sides of Haywood Rd.

5 months ago

This on-ramp has terrible site lines and is difficult to merge onto the interstate at.

5 months ago

These lights are not in sync. Heading south on Broadway, the light at College St will be green while the light at Patton is Red. Traffic is at a stand still for almost a full minute before the Patton light turns green and traffic moves through the two intersections

5 months ago

Bike lane and better crosswalk locations

5 months ago

Road diets

5 months ago

Road diets in west Asheville

5 months ago

River road bike lanes

5 months ago

More walkable streets

5 months ago

Divided bike lanes that connect job centers

5 months ago

Transit Center.

5 months ago

If all local Patton Avenue traffic could take the “Westgate Bypass” then it would be much easier to allow merging I26 traffic clear access to the far left lane to continue past the city.

I know they’ve got it all figured out in these last twenty years, so it’s a bit late for this suggesting. However, heaven forbid the project fails…

5 months ago

It’s a wonder that people manage this intersection on a regular basis without wrecks, though the intersection to the South claimed the life of a pedestrian recently. So much traffic comes from Pensacola trying to access Northbound Hendersonville road via Buck Shoals, drivers might favor Sweeten Creek if there was easier access onto Northbound Hendersonville road from there. Currently the right turn lane is only accessible to the first two cars. Or maybe make a gigantic roundabout.

5 months ago

Nearly every intersection on Hilliard is a potential hazard to pedestrians. Similarly so down Asheland, though there have been improvements in recent years.

5 months ago

Bus from Brevard to Asheville and back, especially for morning and evening commute and late nights for nightlife and service industry workers!

5 months ago

Bus from Brevard to Asheville and back!

5 months ago

Demolish I-240 through West Asheville and reconnect the community

5 months ago

Demolish 240 in West Asheville!

5 months ago

Connectivity is key!

5 months ago

Trail network has no safe connection to north side of French Broad.

5 months ago

Bridge ends with stairs. No wheelchair or wheeled vehicle accessibility.

5 months ago

Bike lanes entering into the traffic circle end abruptly with no indication to drivers to make way for bicycles.

5 months ago

Bike lanes!

5 months ago

Bike lanes on haywood connect greenways

5 months ago

Connect greenways

5 months ago

Bike lane merge into traffic here is abrupt with no indication to drivers that the cycling lane ends.

5 months ago

Pedestrian walkway has stairs here and no ramp.

5 months ago

Add bicycle lane to Craven St. Bridge.

5 months ago

Close the gap in the sidewalk between the end of Westwood Pl. and the sidewalk that goes the length of the south side of Westwood Pl.

5 months ago

Connect the sidewalk that ends here to the Westgate shopping center along Craven Connector and Westgate Pkway

5 months ago

Currently there are no safe ways to access downtown from the Arden area by bike. Bike Lanes or a multiuse path along Hendersonville road or Sweeten Creek road would drastically improve access and safety to residents south of the Blue Ridge Parkway.

5 months ago

We treat bicycle and pedestrian facilities as an "extra" for recreation rather than as an essential transportation component to a vital and equitable city. People should have safe options to get to services without relying on motorized transportation.

5 months ago

Dedicated bicycle facilities need to be included on McDowell. This is a vital transportation corridor through and to important services.

5 months ago

As Swannanoa River Road is being rebuilt, it needs to have sidewalks and dedicated bicycle facilities. This is a transportation corridor that needs to be available to all forms of transportation.

5 months ago

Dedicated bike/ped facilities on Overlook Road. This is a transportation corridor to the school complex, yet there is no way to get to the schools except by motor vehicle. Sidewalks and dedicated bicycle facilities MUST be provided.

5 months ago

Dedicated bicycle facilities on Long Sholes Road. It is unacceptable not to have access to the school complex by bicycle.

5 months ago

Consider adding "downtown circulator" to better connect fixed route transit routes with attractions and work sites to improve frequency and reliability.

5 months ago

Dedicated bicycle facilities on Hendersonville Road. People want to ride to services not, necessarily through areas.

5 months ago

Consider traffic circle and better signage to improve safety at this critical intersection

5 months ago

Complete intersection improvements adding traffic circle as proposed!

5 months ago

Widen Sweeten Creek Rd.
Roundabout at Ledbetter and Long Shoals
Roundabouts on Weaver Blvd to reduce traffic lights

5 months ago

New railway and public transit. Affordable parking for locals in city areas. More public transportation to swannanoa and other outer areas.

5 months ago

Give us more passenger trains!!

5 months ago

The intersection of US 25, NC 191, and Justice Street needs to be reconfigured into a single roundabout.

5 months ago

Have the S3 ART bus go all the way through the airport terminal access to make it easier for people to get to/from the airport on the bus.

5 months ago

Redesign Swannanoa River Road to work with the river - not impermeable structures, riparian buffers, stormwater BMPs, a greenway, etc.

5 months ago

Redesign Swannanoa River Road to work with the river - not impermeable structures, riparian buffers, stormwater BMPs, a greenway, etc.

5 months ago

Road diet on Broadway south of 5 Points (Chestnut Street). 4- to 3-lanes with bike lanes please! And crosswalks!

5 months ago

Create a passenger rail terminal here in the RAD instead of Biltmore Village.

5 months ago

Rethink the Swannanoa River Road corridor to be flood-resilient (move it away from the river, take out the impermeable structures, create a greenway, and add stormwater BMPs).

5 months ago

Create a link between the Ecusta Trail/Oklawaha Greenway to the Saluda Grade Trail.

5 months ago

Move the S3 bus route to swoop through the Asheville Airport terminal in order to drop off and pick up passengers closer to the check-in and/or baggage claim.

5 months ago

Road diet along this section of Broadway in order to accommodate bike lanes.

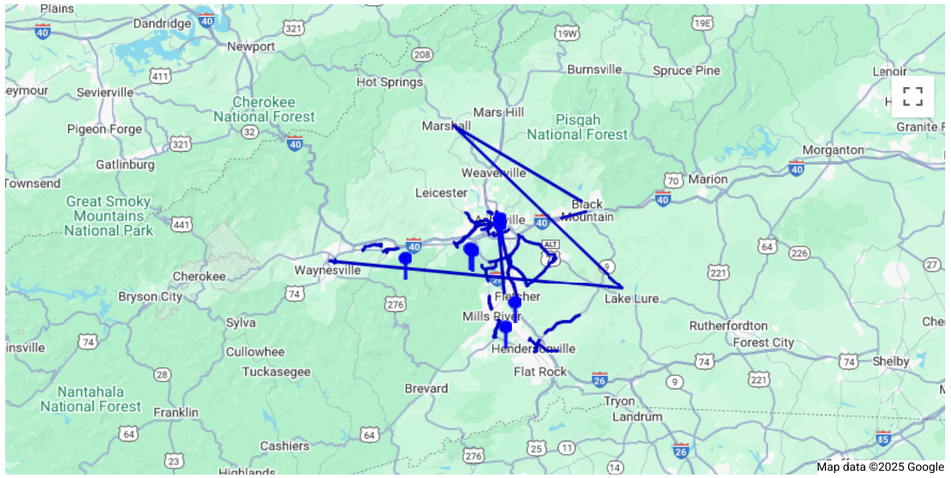
5 months ago

dont

5 months ago

Identify up to 5 projects (**lines**) that you want to see in the region to improve the transportation network across Buncombe, Henderson, Haywood, and Madison counties:

If you have more than 5 projects, please provide comments on the main page of the Elevate 2050 website.



-Greenways/paths in the Fairview / Cane Creek area. There are currently none!
-Repaving and lane widening of Emma's Grove Rd
-Public transit options in Fairview

3 months ago

Add and connect sidewalks all along both sides of Leicester Hwy at least as far as the Ingles parking lot on the corner of Leicester Hwy and Mt. Carmel Road. Possibly even further.

4 months ago

Greenway/sidewalks for more access to the river from RAD.

4 months ago

Impossible to traverse via foot safely.

4 months ago

Bike lane or other form of improvement for pedestrian and biker safety.

4 months ago

Biltmore Ave needs a bike lane - from Biltmore Village up through (at least) McCormick Stadium

4 months ago

25 is a mess lol

4 months ago

Rail Connections to Airport

4 months ago

We need separated bike lanes up smokey park highway. We also need a sidewalk from Enka middle school down asbury road and across the intersection to the Ingles parking lot and future Enka greenway entrance

4 months ago

Traffic calming on smokey park highway

4 months ago

Make it easier to get from WAVL downtown and to other areas of the city by bike.

4 months ago

We must make it easier and safer to navigate our city by bike. The current bike lane and greenway network is inadequate for commuting, unsafe for children, and riddled with gaps. We would never accept such deficiencies for cars. If a major roadway used by vehicles were disrupted, the city or DOT would work urgently to resolve the issue. Yet when it comes to bicycles, delays stretch on for years. It's inconsistent and unacceptable.

4 months ago

Bike lanes along Haywood Road in west Asheville
Bike path on Beaverdam Rd/Webb Cove Rd to connect the bike lane on Merrimon Ave to the Blue Ridge Parkway
Bike lane on Broadway Ave

4 months ago

This is a highly trafficked cut through. it should either be engineered to handle the traffic it sees or to discourage it, but right now is a weird in between.

4 months ago

Re-route route 23 traffic off main st. utilizing park st only for two way traffic.

4 months ago

Long term funding for a express bus route from down town to the airport

4 months ago

this corridor needs re imagined to make the sidewalks desirable to be on, the current sidewalks are not utilized regularly because of the extreme prioritization of automobile traffic. I would love to see a road diet with a dedicated transit lane and funding for a rapid bus service as more housing in being developed through here.

4 months ago

More direct Pedestrian and Bike connection through the interior of East west Asheville to separate this traffic from automobile traffic.

4 months ago

Connect the BRP/US-25 intersection to downtown with a greenway to allow easy bicycle and pedestrian access to the BRP corridor.

4 months ago

Connect Mills River Park to the Ecusta Trail with a greenway or at least a bike lane and sidewalks.

4 months ago

Add bike lane(s) to this incredibly dangerous section of 191 between the Arboretum and Avery Creek

4 months ago

None.

4 months ago

Bike lane/greenway along charlotte highway connecting Fairview to the blue ridge parkway. This provides access from fairview to the local schools (Fairview elementary, and AC Reynolds Highschool) and commuter/recreational access to the BRP, and asheville/swannanoa.

4 months ago

Bike Lane/greenway along Cane creek connecting fletcher and Fairview. This road is relatively flat with a wide area on either side that would be Perfect for a greenway/separated bike lane. Also provides access to Cane Creek middle school and would allow biking to school which is otherwise too dangerous currently

4 months ago

Bike Lanes connecting fletcher to asheville/Blue ridge parkway.

4 months ago

...

4 months ago

Bridge is to narrow and floods

4 months ago

For goodness sake - why take out the public scooters? And if you can add/widen a road, why can't you add sidewalks beside them?

4 months ago

3rd option into Hendo from the west...Haywood blocked by school traffic, and then they do road work on 64, life is a mess

4 months ago

19/23 to 215 in Haywood

4 months ago

see map

4 months ago

Improve intersection safety / reallign intersection. Dangerous intersection right now.

4 months ago

Widen road to more than 2 lanes.

4 months ago

Widen four way stop intersection to allow for safer turning near school.

4 months ago

Pedestrian / bicycle connection from Mills River Park to Ecusta Trail.

4 months ago

Bike/pedestrian facilities connecting Enka Village, Biltmore Lake, the Buncombe County Sports Park, and nearby schools and businesses would be welcome.

4 months ago

Greenway in Woodfin
Greenway on Reems creek Weaverville
Greenway between Weaverville and mars hill
Bike lanes north on merrimon

4 months ago

Make the roads pedestrian friendly. Haywood and Patton and Smokey Park Highway are dangerous. Pedestrians should have equal access to safety.

4 months ago

Haywood Street is dangerous. There have been a couple of deaths on this road. There are many cyclists and pedestrians that use this road. Make it safe. Speed bumps. Bike lanes with physical barriers that protect riders and pedestrians from cars.

4 months ago

The addition of sidewalks in existing neighborhood communities will slow traffic and promote walkability. We have loads of families and young people moving to our area and the roads were never designed with any pedestrian in mind. Please find more sidewalk connections in the rural areas.

4 months ago

Sidewalks terminate at the end of Academy St. It would be nice to have a sidewalk extending onto Dutch Cove to Allen Farm Rd and back into the City. This would complete a loop and make several low income neighborhoods walkable. Dutch Cove speed limit is 35 and traffic often moves at 50mph. There is nowhere safe for pedestrians/families to walk in this area. It makes ZERO sense to get in a car to drive to a place to walk.

4 months ago

Connect Black Mountain to Swannanoa with sidewalks all along US70 for safety. Many people walk this area and Black Mountain has greenway connections through Veterans Park that could tie into this. The Fonta Flora State Trail could also be connected to Asheville.

4 months ago

This area is very dangerous to drive and merge on

4 months ago

No

5 months ago

Nada

5 months ago

This drag and drop thing is too fiddly and difficult to use.

5 months ago

Re-stripe and extend bike lane from Riverside Dr intersection to Reed Creek Greenway. The existing bike lane was taken away when sidewalk was installed.

5 months ago

extend bike lane south on Merrimon Ave into downtown.

5 months ago

Traffic light patterns need to be optimize for flow. Time based pattern during the day and sensor based at night would improve flow of traffic.

5 months ago

Road diets

5 months ago

Bike lanes on Riverside road

5 months ago

Sidewalks everywhere

5 months ago

Bike lanes into west Asheville

5 months ago

Bike lands on river road

5 months ago

Light rail would get Marshall back on it’s feet.

5 months ago

Greenway (without the elevated boardwalk)

5 months ago

Hilliard should be the backbone of a pedestrian throroughfare.

5 months ago

Light Rail.

5 months ago

Roads should safely withstand storms and the volume of people that use them, and trams and funiculars could serve areas of limited road access/quality. Sidewalks should be more present and safe everywhere, you should not be able to have a (non-interstate) road without building a sidewalk and proper drainage and visibilty along it and maintaining them, statewide.

5 months ago

Sidewalks should be everywhere, you should not be able to have a (non-interstate) road without building a sidewalk and proper drainage and visibilty along it and maintaining them, statewide

5 months ago

Brevard-Asheville Transit link badly needed!

5 months ago

Add bike lanes to bridge.

5 months ago

Add counterflow bike lane between Hilliard and Patton to enable gentle sloping connection to downtown.

5 months ago

Add bike lanes to Craven St. bridge.

5 months ago

Connect sidewalks.

5 months ago

Add sidewalk to connect to Westgate shopping center.

5 months ago

Add counter-flow bike lane to enable gentle slope connection for bicycles between bike lane on Hilliard and downtown.

5 months ago

Greenways and bike lanes

5 months ago

Bike lanes that connect greenways and sidewalks that connect

5 months ago

Side walks in swannanoa.

5 months ago

I propose access management improvements along US 64 from Carolina Village Road and Orr’s Camp Road and Carolina Village Road to Ashe Street and Harris Street. This proposal would include a raised median and multi-use paths as well as roundabouts and turnarounds to improve connectivity and safety.

5 months ago

I propose constructing an extension of I-240 from its current terminus at the I-40 interchange east of Asheville to I-26 near the Blue Ridge Parkway overpass. This would include the following: improvements to the Blue Ridge Parkway and Mountain-to-Seas Trail, interchanges at US 25 and US 25A, and spur routes connecting to NCDOT’s proposed interchange near mile marker 35 on I-26 and to a reconfigured intersection with NC 191 and Clayton Road. The goal is to improve connectivity in the area and alleviate traffic on surrounding roads and highways.

5 months ago

I propose upgrading US 64 to a four-lane road with a grade-separated median from its split near Mt. Pisgah Lutheran Church to the intersection with St. Pauls Road and Gilliam Mountain Road. This proposal would also include multi-use paths on both sides of the road as well as roundabouts and turnarounds at various locations.

5 months ago

I propose widening Tracy Grove Road to a four-lane road with a grade-separated median and multi-use paths on both sides of the road starting at Howard Gap Road and terminating at its original intersection with US 64. This proposal would include a brand-new partial-cloverleaf interchange at I-26 as well as an overpass to replace the intersection of US 64 and Dana Road. A potential extension of Orrs Camp Road from Dana Road to Tracy Grove Road could be explored.

5 months ago

I propose a limited-access bypass around downtown Hendersonville starting at a reconfigured intersection of South Grove Street, Barnwell Street, and Caswell Street and running parallel to Mud Creek and terminating at the intersection of US 25 and Chelsea Street with a spur route connecting to Berkeley Road to the north. A revamped Oklawaha Greenway as well as flood mitigation measures would also be included in this proposal.

5 months ago

Prioritize SAFETY on our roadways, please! And invest in resilient infrastructure, greenways, transit.

5 months ago

Signalized pedestrian crossing or at least a refuge island.

5 months ago

Road diet along this section of Broadway to accommodate bike lanes. We don't need 4 lanes of traffic on this corridor, which is becoming denser and more walkable every year.

5 months ago

Extend the road diet south! Safety is our #1 metric of success.

5 months ago

Connect North Asheville to the river with a multiuse path!

5 months ago

Swannanoa River Greenway should be a top priority.

5 months ago

Rail-trail here, please!

5 months ago

Pigeon River Greenway, linking Canton and Clyde.

5 months ago

A greenway connecting the Rec Center park facilities to Junaluska Elementary School.

5 months ago

Multiuse sidepath from downtown Canton to Chestnut Mountain Nature Park.

5 months ago

Select all the options that apply to you:

42%	I identify as a woman	78 ✓
37%	I identify as a man	69 ✓
35%	I am 45-64 years old	65 ✓
23%	I am 35-44 years old	43 ✓
22%	I am 25-34 years old	41 ✓
17%	My household total income is under $53,000 per year	32 ✓
17%	I am 65 years or older	31 ✓
4%	I am or am considered to be disabled	7 ✓
3%	I am 18-24 years old	6 ✓
3%	I represent a minority race or 2+ races (African-American, Asian, South Asian, American Indian, Alaska Native, Middle Eastern, Hawaiian, Pacific Islander)	6 ✓
3%	I identify as non-binary or other gender	5 ✓
2%	My household has zero cars	4 ✓
2%	I am of Hispanic, Latino, or Spanish origin	3 ✓
1%	I do not speak, read, or write English well	1 ✓
0%	I am 17 years old or younger	0 ✓

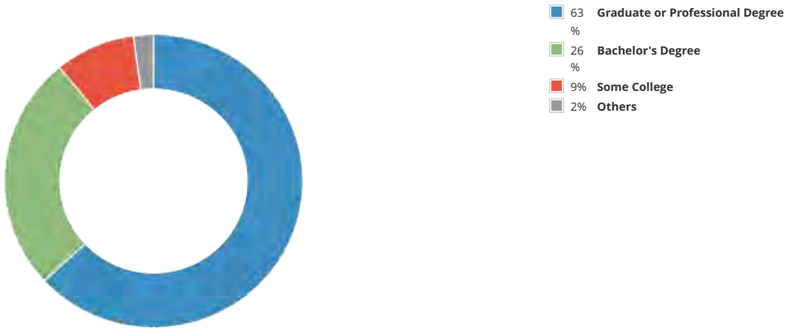
187 Respondents

What is your race/ethnicity?

98%	White	57 ✓
7%	Hispanic, Latino, or Spanish	4 ✓
7%	I prefer not to answer	4 ✓
3%	American Indian or Alaska Native	2 ✓
2%	Black or African-American	1 ✓
2%	Other	1 ✓
0%	Asian	0 ✓
0%	Native Hawaiian or Other Pacific Islander	0 ✓

58 Respondents

What is your highest formal education level?



46 respondents

Identify specific areas of concern for in the region:

No data to display...

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Phase 3 - Draft Project List and Scoring

The comments received at public workshops during Phase 3 of engagement are included here.

SHARE YOUR THOUGHTS

We'd love to hear from you! Use this card to share any comments, ideas, or questions you have about the **Elevate 2050** plan or the future of transportation in our region. Your input will help shape the final plan.

Sidewalks needed on South Grove St from Barnwell to the County Rec Center. Many pedestrians and youth walking on this road.

SHARE YOUR THOUGHTS

We'd love to hear from you! Use this card to share any comments, ideas, or questions you have about the **Elevate 2050** plan or the future of transportation in our region. Your input will help shape the final plan.

Are there specific plans to widen Howard Gap Rd between CLEVELAND + RT 64? The road is dangerous very dangerous especially at night.

SHARE YOUR THOUGHTS

We'd love to hear from you! Use this card to share any comments, ideas, or questions you have about the **Elevate 2050** plan or the future of transportation in our region. Your input will help shape the final plan.

Are there specific plans to widen Howard Gap Rd between CLEVELAND + Rt 64? The road is dangerous very dangerous especially at night.

SHARE YOUR THOUGHTS

We'd love to hear from you! Use this card to share any comments, ideas, or questions you have about the **Elevate 2050** plan or the future of transportation in our region. Your input will help shape the final plan.

Concerns around the Multigreat Sports Complex Berkley Park & the roads in the area - Signal Hill, Balfour, Berkley Rd, Oklawaha Pathways & Parking Lots

SHARE YOUR THOUGHTS

We'd love to hear from you! Use this card to share any comments, ideas, or questions you have about the **Elevate 2050** plan or the future of transportation in our region. Your input will help shape the final plan.

Develope a tourist + commuter line between Hendersonville + Asheville using the existing line.

Also contact the Applecounty Model Railroad Club President for his insight + ideas.

SHARE YOUR THOUGHTS

We'd love to hear from you! Use this card to share any comments, ideas, or questions you have about the **Elevate 2050** plan or the future of transportation in our region. Your input will help shape the final plan.

Replace Bridge at EXT 49 US64-I-26

Improve ~~Shepherd~~ Shepard Street Between US-176-NC225

Replace Bridge on New Hope Road next to Hendersonville Airport

Improve Nix Road Between North Main Street and Howard Gap Road

Improve Erkwood Drive, Need to Modernize Intersection of Kanuga & State St. & Stan + Erkwood

SHARE YOUR THOUGHTS

We'd love to hear from you! Use this card to share any comments, ideas, or questions you have about the **Elevate 2050** plan or the future of transportation in our region. Your input will help shape the final plan.

BIG FAN OF COMPLETE (SMART) STREETS FOR ALL NEW ROAD CONSTRUCTION + RESURFACING

HARLEY JACOBSON - CYCLIST

HSJ123@AOL.COM

SHARE YOUR THOUGHTS

We'd love to hear from you! Use this card to share any comments, ideas, or questions you have about the **Elevate 2050** plan or the future of transportation in our region. Your input will help shape the final plan.

Greenville Hwy very congested

no room for bikers.

Locals do not want to expand.

no sidewalk ☹

Phase 4 - Fiscal Constraints and Final Report

During Phase 4 of public engagement, communities were asked to review the draft Elevate 2050 plan and provide comments. A total of 485 individuals visited the plan survey website, and the project team received 14 comments, which are included in this section.

Publc Comment	Date Received	Comment Addressed
General comment: The readability and review ability of this plan is hampered by the method of publication (flip book). The pages with double map placement are nearly useless for viewing due to the zoom controls and low resolution of the zooms. You all have done good work, it would be better consumed and used if published in a different format. Also, consider publishing the maps (in addition to plan inclusion) with ArcGIS online for interactivity and view ability.	July 7, 2025	Thank you for your feedback. We appreciate your recognition of the work and understand that the flipbook format can limit readability and map usability. We're exploring alternative formats to improve accessibility. Spatial data will be provided to the FBRMPO, which can be used to create an ArcGIS Online map for better interactivity. Your input helps us make the plan more user-friendly and impactful — thank you for sharing it.
Re: Ch 6 Bicycle & Pedestrian - it would be great for this document to propose a comprehensive network of trails, greenways, and onstreet PROTECTED bicycle infrastructure that connects as much of Asheville as possible. Asheville needs to get serious about bicycle safety. It's a huge missed opportunity for reducing traffic and increasing livability.	July 9, 2025	Thank you for your feedback. The team added to the list of recommendations the following: "Prioritize connecting existing infrastructure wherever possible through a comprehensive network of trails, greenways, and on-street protected bicycle infrastructure" with guidance to encourage connecting infrastructure within and throughout unincorporated portions of the region as well as within and throughout municipalities.
The links on the document don't take me to the corresponding information. This format is difficult to use.	July 9, 2025	Thank you for your feedback. This helps us enhance the readability and accessibility of the final document.
Metropolitan transportation plan I am solely dependent on bike for my commutes. It's terrifying to read about the multiple fatalities happening every year. We need safe roads for everyone.	July 9, 2025	Thank you for your feedback. We understand how critical it is to feel safe while biking, especially for those who rely on it for daily transportation. The number of annual fatalities is deeply concerning, and this plan is committed to prioritizing safer road design for all users — including protected bike infrastructure, traffic calming, and improved driver awareness. Your input reinforces the urgency of these changes, and we appreciate your voice in this process. In addition to the emphasis placed on safety in Elevate 2050, the FBRMPO completed a regional Safety Action Plan - Safe Streets for WNC, adopted in August 2025.
Bicycle and Pedestrian Mobility pg. 75: Following the results of examples like the road diet on merrimon, which are supported by nationwide successful stories, narrow roads in order to add bike lanes and/or widening sidewalks (which my disabled and non-disabled community members agree is absolutely necessary to fix this travesty). Also, decreasing roadway speed signs statistically does little to affect the psychology of drivers. What does is the width of the road. A narrower road MAKES drivers drive slower. This would in turn create some of the space needed for adjustments to bike lanes and sidewalks. Rails pg. 79: Absolutely reconnect passenger rail system to wider area. I have multiple friends and family members who take a train to other major cities in NC and have to be picked up from there rather than making the entire trip straight to Asheville.	July 9, 2025	Thank you for your thorough review of the draft Elevate 2050 plan. The project team added to the recommendations for Bicycle and Pedestrian: "Conduct an evaluation of lane and shoulder width on High Injury Network (HIN) roads in the region and, depending on the results of the evaluation, coordinate with NCDOT to evaluate roadway design standards' impact on safety. " Additionally, the team added greater specificity to Rail recommendations that the FBRMPO should "Support and contribute to the expansion of passenger rail to Asheville."

Publc Comment	Date Received	Comment Addressed
Please make Asheville streets and roads more pedestrian and bike friendly, and design roads for slower driving in as many locations and as much as possible. I live on Old County Home Road which is very harrowing to walk on, and see many U.S. veterans and others walk from their housing to the bus stop on New Leicester Highway every day. People drive too fast on Old County Home Road and there's nowhere safe to walk. There are too many accidents on Old County Home Road. This is just one example but this is sadly the norm all across Asheville.	July 10, 2025	Thank you for sharing your experience. We agree — roads like Old County Home Road must be safer for pedestrians and bicyclists. The lack of sidewalks, high vehicle speeds, and frequent crashes are serious concerns, especially for residents walking to transit. This plan prioritizes safety improvements in areas with high pedestrian activity and crash risk. Traffic calming, sidewalk infill, and better transit connections are key strategies. Your input reinforces the need for these changes, and we're committed to designing streets that support slower speeds and safer travel for everyone. Recommendations in Elevate 2050 encourage prioritizing safety. Additionally, the FBRMPO completed a regional Safety Action Plan - Safe Streets for WNC, which was adopted in August 2025.
I have reviewed this plan and am awe-struck with the integration of information, inclusion, and aspirational qualities of the plan. I am amazed that I have no constructive feedback. Great work! I hope that we can be a part of bringing this plan to life in WNC. Rebecca Chaplin, AARP NC	July 15, 2025	Thank you so much for your kind words and thoughtful review, Rebecca. We're thrilled to hear that the plan resonated with you and appreciate your support. AARP NC's partnership and advocacy are invaluable, and we look forward to working together to bring this vision to life in Western North Carolina.
.04 Existing Conditions/Bicycle + Pedestrian Mobility. Pg. 75. Limited Funding. Ensuring WNC's roads are safer for bicyclists is my main concern. In light of the recent tragic deaths of bicyclists Jacob Hill and Leonard Antonelli on NC 251 just north of the Buncombe-Madison County line, the safety of roads and the behavior of drivers clearly has to change — to prioritize both bicyclist AND motorist interests. This past year, my bicyclist son endured a lengthy rehabilitation from a collision on his bike with a motorist — admittedly, this didn't happen in WNC, but it did raise my awareness of how life-altering such a collision can be. On a recent visit to Amsterdam, where bike culture is seamlessly integrated into the life of the city and its citizens, we observed our two-year-old granddaughter traveling on her mother's bike each morning to daycare — routinely and safely. Why can't our country make serious progress toward such goals -- where sustainability and quality-of-life goals supersede fossil-fuel guzzling, behemoth vehicles? I understand that funding for bicycle-focused prjects is an issue, and it is definitely not easily obtained. But if we could shift our thinking away from the status quo, we could move in the direction of a future that emphasizes safety and minimizes negative environmental impacts. Then the funding could be found. If this country can find hundreds of billions of dollars for freeways and other motor vehicle infrastructure, why can't it find a fraction of the cost to fund much-needed bicycle projects?	July 26, 2025	Thank you for your heartfelt and powerful comment. We are deeply sorry to hear about your son's collision and both his collision and every other bicyclist/motorist crash underscores the importance and urgency of improving safety for all road users. The FBRMPO remains deeply committed to safety. In August 2025, the FBRMPO adopted a regional Safety Action Plan - Safe Streets for WNC. Your observations about Amsterdam's integrated bike culture and your granddaughter's safe daily commute are inspiring. They reflect a vision we share — one where active transportation is not only viable but safe, accessible, and prioritized. We agree that shifting our collective mindset away from car-centric infrastructure toward more sustainable, human-centered mobility is essential. You're absolutely right that funding for bicycle infrastructure is a challenge, but it's not insurmountable. The plan aims to lay the groundwork for that shift by identifying key safety concerns, proposing strategic investments, and advocating for policy changes that elevate the importance of active transportation. We also recognize that this must be paired with cultural and behavioral change — including driver education, enforcement of traffic laws, and clearer roadway designations — to truly protect bicyclists. Your comment will help us strengthen the plan's emphasis on safety and equity. We are committed to ensuring that the final document reflects the seriousness of these issues and the need for bold, actionable steps. Thank you again for your advocacy and for reminding us what's at stake.

Publc Comment	Date Received	Comment Addressed
This comment focuses on Mars Hill. Instead of doing only the Bailey Mountain Preserve greenway extensions, we can provide more walking/biking access to many more parts of Mars Hill. Instead of current fiscally constrained B-0DG02, we can add: B-BRB29 B-MRP02 * B-MRP03 B-MRP05 * B-MRP06 * B-MRP07 * B-MRP08 * B-MRP09 * B-MRP17 * B-MRP19 B-MRP20 * B-MRP22 B-MRP23 * B-MRP24 * T-RTF01 * and still have 2.276 MILLION left over to build B-MRP18, B-MRP16, or B-ODG02 (Corridor 2 of BMP extensions, see note 1 in excel sheet). My favorite projects above are starred. Including these projects will give all of Mars Hill a facelift in terms of bike and ped infrastructure. I do like the idea of the BMP greenway extensions, but the money going towards one side of town for recreation could be used all over Mars Hill. I will be sending an excel file with this list, some notes, and other lists for partial builds of the BMP to (Kristy Carter) kcarter@mcadamsco.com and Tristan@landofsky.org	July 31, 2025	The project team has taken note of this comment and appreciates the thoughtful response to projects in Mars Hill. For the purposes of the September 2025 federal deadline, the fiscally constrained projects in Mars Hill remain unchanged as they were previously presented to the Board and the public. It is also important to note that the projects identified as priority in these comments are represented in other adopted planning efforts. The Elevate 2050 plan is a living document and may be amended in the future with guidance from the FBRMPO.
A lot of words that don't say too much. This reads more like "a plan for a plan" rather than an actual, concrete document with actionable and deliverable outcomes. The maps are obtuse, undetailed, and indefinite, making it hard to comment. There are technical definitions to be found in "the technical appendix" which seems to be neither included nor linked. In short, this seems more like a long-term money suck than anything that will actually address the problem. Over 40% of collisions come from "lane departure". This practically screams "distracted driving" (aka "looking at cell phone") yet "improved awareness and attentiveness" is a Tier 4 action item. That seems like a really easy one, particularly given that the suggestion seems to be nothing more than a PR campaign. How about enforcing speed limits and traffic laws? Or deciding whether 251 is ultimately a scenic highway or a heavy commercial truck thoroughfare? Hardly a word. The document is bureaucratic pablum.	August 10, 2025	Thank you for taking the time to review the document and share your thoughts. We appreciate your candid feedback and undersand your concerns regarding clarity, specificity, and the perceived lack of actionable outcomes. This document is intended to seBrve as a strategic framework that guides future investments and policy decisions. While it may read as a "plan for a plan," it lays the groundwork for more detailed implementation. We will ensure the technical appendix is clearly linke in the final plan. We are committed to making this plan as actionable and impactful as possible. Your insights are helping us get there.
Please clarify: Is B-CTG78 Regional Connection Off-Road/Separated Linear Bicycle Facility along the Swannanoa River the Fonta Flota State Trail segment in Swannanoa? Is there a way to list it as such, for clarity? If that's not what this is, the Fonta Flora State Trail in Swannanoa needs to be listed somewhere. Friends and Neighbors of Swannanoa submitted to the MPO, NCDOT, and County a conceptual sidewalk plan of short-term, mid-term, and long-term sidewalk needs in the Swannanoa Valley. This includes the US-70 corridor, Old-70 corridor, and spurs along Grovemont Ave, Riverwood Road, and Bee Tree Road/Warren Wilson Road. We believed these routes would be listed under the Unfunded section, to qualify them for funding in the future, if funding becomes available. Please include these routes under unfunded projects. Thank you!	August 11, 2025	Thank you for your review of the draft Elevate 2050 plan. In order to address your comments, B-CTG78's description was updated to say "Trail in Swannanoa from Tunnel Road to Whitson Ave. Fonta Flora Trail segment in Swannanoa." Additionally, the sidewalk plan projects created by Friends and Neighbors of Swannanoa (FANS) were added to the CTP in Appendix F. Unfunded Projects as B-SWA01, B-SWA02, B-SWA03, B-SWA04, and B-SWA05.
The plan is too hard to find, why is it not on the main website?	August 13, 2025	Thank you for your feedback. The final Elevate 2050 plan will be posted on the FBRMPO's website directly.
1. Friends and Neighbors of Swannanoa (FANS) submitted a proposed sidewalk map that we understood was going to be included in the Elevate 2050 plan, but we don't see it on the list. Please add this plan as a CTP project. 2. B-CTG78 (Appendix F) - Off-Road Separated Linear Bicycle Facility for Regional Connection, listed as being in the Swannanoa/ Swannanoa River area, with no further detail given. Estimated cost is $31, 545, 456. FANS is funding a Greenway Feasibility Study covering a 6.9 mile area from Grovestone Rd in the east to the western edge of the Warren Wilson College campus. This will be a significant segment in the future Fonta Flora State Trail network. Is B-CTG78 referring to this project? If so, can this be more clearly stated and identified? And if not, please add this project to the CTP. 3. I noted that none of the pre-existing Swannanoa studies (2010 Swannanoa River Greenway Feasibility Study, US 70 Corridor Study, etc) are included in the list in Appendix A.	August 13, 2025	Thank you for your thorough review of the Elevate 2050 plan. We have addressed your comments as follows: 1. The FANS proposed sidewalk map was integrated into the CTP project list with the project IDs B-SWA01, B-SWA02, B-SWA03, B-SWA04, and B-SWA05. 2. The B-CTG78 project description was updated to say "Trail in Swannanoa from Tunnel Road to Whitson Ave. Fonta Flora Trail segment in Swannanoa." 3. The Swannanoa River Greenway Extension Feasibility Study (2024) is included in Appendix A. Plan Review. The project team added the US 70 Corridor Study to the plan review as well.
Much more needs to be done for Asheville and Weaverville to keep up with the demands of their growing population. Please invest in rigorous public transit options to alleviate traffic, implement inter-town bike lanes between cities and the parkway and trailheads as well as alongside the river and please connect our Greenways better. Both daily activities and recreation demand a much higher investment into public infrastructure to keep our area attractive. Other areas aren't sleeping on this, and Asheville is falling strongly behind.	August 15, 2025	The project team appreciates this thoughtful comment. The Elevate 2050 plan recommends pursuing transit expansion (Chapter 06. Modal and Policy/Program Recommendations) and recognizes the importance of alternative transportation infrastructure. The FBRMPO remains committed to improving connectivity throughout the region.
City of Hendersonville requests the following projects be added to the CTP list: ▮ Nix Rd modernization, focused on the bridge over Clear Creek ▮ Brittain Creek Greenway Spur ▮ Pardee Creek Spur ▮ Cherry Branch Greenway	September 5, 2025	The project team appreciates the City of Hendersonville sharing these additional project considerations for inclusion in the CTP. Due to the federal deadline for adoption of Elevate 2050, the projects will not be incorporated in September 2025; however, the recommendations are valuable and will be documented for review during the first round of updates to Elevate 2050 and the CTP.

Appendix I. Plan Revisions

This Appendix provides an overview of the changes incorporated into the Elevate 2050 plan between the release of the draft Elevate 2050 for comment on July 7, 2025 and the close of public comment on August 15, 2025.

Sections Added

Following review from the FBRMPO staff and the public, the following sections were added to the Elevate 2050 plan to provide additional information about the region and the future plans for the region.

High Ocupancy Toll (HOT) Lanes

Due to the ongoing HOT Study led by NCDOT, a summary of efforts and considerations for future toll lanes in the region was added to **Chapter 04. Existing Conditions**.

Electric Vehicle (EV) Infrastructure

Additional information about the EV infrastructure in the FBRMPO region was added to the section on Emerging Trends in Technology in Chapter 04. Existing Conditions.

Environmental Mitigation Activities

The team added a section on Environmental Mitigation into Chapter 06. Modal and Policy/ Program Recommendations at the request of FBRMPO staff. This addition acknowledges the importance of resilience planning and encourages the FBRMPO to maintain momentum with regards to ongoing efforts.

Intercity Bus Route Information

In July 2025, NCDOT announced that two intercity bus routes between Asheville and Raleigh would resume operations. These routes stopped running after Hurricane Helene in September 2024. The routes connect Asheville via Greyhound to Hickory, Statesville, Winston-Salem, Greensboro, Chapel Hill, and Raleigh on I-40 and Forest City, Shelby, Gastonia, Charlotte, Albemarle, Sanford, and Raleigh via US-74. This information was added to Chapter 04. Existing Conditions.

Transit Information

Details regarding ART's ongoing projects, such as the Comprehensive Operational Analysis, and past successful grants were added to Chapter 04. Existing Conditions to provide greater clarity on the current state of transit in the FBRMPO region.

Project Descriptions

The project descriptions listed in the fiscally constrained project list (Chapter 08. Project Selection and Evaluation) were revised and updated to provide greater detail on project cross-sections. This will serve to guide future implementation efforts.

Near-Term Elevate 2050 Projects

Following comments made by the FBRMPO, the project team revised the Elevate 2050 project list in Chapter 08. Project Selection and Evaluation to include Near-Term projects (e.g. projects programmed for funding in the STIP/ TIP).

Appendix G. Model Output Summary

An analysis of the Travel Demand model outputs with Existing plus Committed (EC) projects as well as outputs with Elevate 2050 (MTP) projects were reviewed and summarized in this added appendix. This provides a visual understanding of the impact that the Elevate 2050 projects will have on traffic volumes in 2050.

Appendix H. Public Comments Received

After the final public comment period closed, the project team added a summary of the public comments received. This includes full survey results from Phases 1 through 3 of public engagement as well as a table identifying the comments made on the draft Elevate 2050 plan and notes on how those comments were incorporated into the final Elevate 2050 plan.

Project Updates

In addition to text updates, the final Elevate 2050 plan incorporated some changes to the project list provided for public comment. The details of these changes are included here.

Statewide Mobility Projects

The key change to fiscally constrained projects arose in the I-26 Statewide Mobility projects.

Project ID	Improvement Type	Recommendation Name	Limits	Cost
Previous Project List				
Previous R-CTP06	1 - Widen Existing Roadway	I-26 (US 19/23)	From Broadway Ave to US 25/70	$350,169,000
Revised Project List				
Updated R-CTP06	1 - Widen Existing Roadway	I-26 (US 19/23)	From Broadway Ave to Elk Mountain Rd	$41,832,369
A-0010AB	8 - Interchange Improvements	I-26 (US 19/23)	Broadway Ave interchange	$102,000,000
A-0010AC	8 - Interchange Improvements	I-26 (US 19/23)	Elk Mountain Rd interchange	$66,503,000
A-0010AD	8 - Interchange Improvements	I-26 (US 19/23)	Merrimon Ave interchange	$122,400,000
Total Updated Cost				$332,735,360

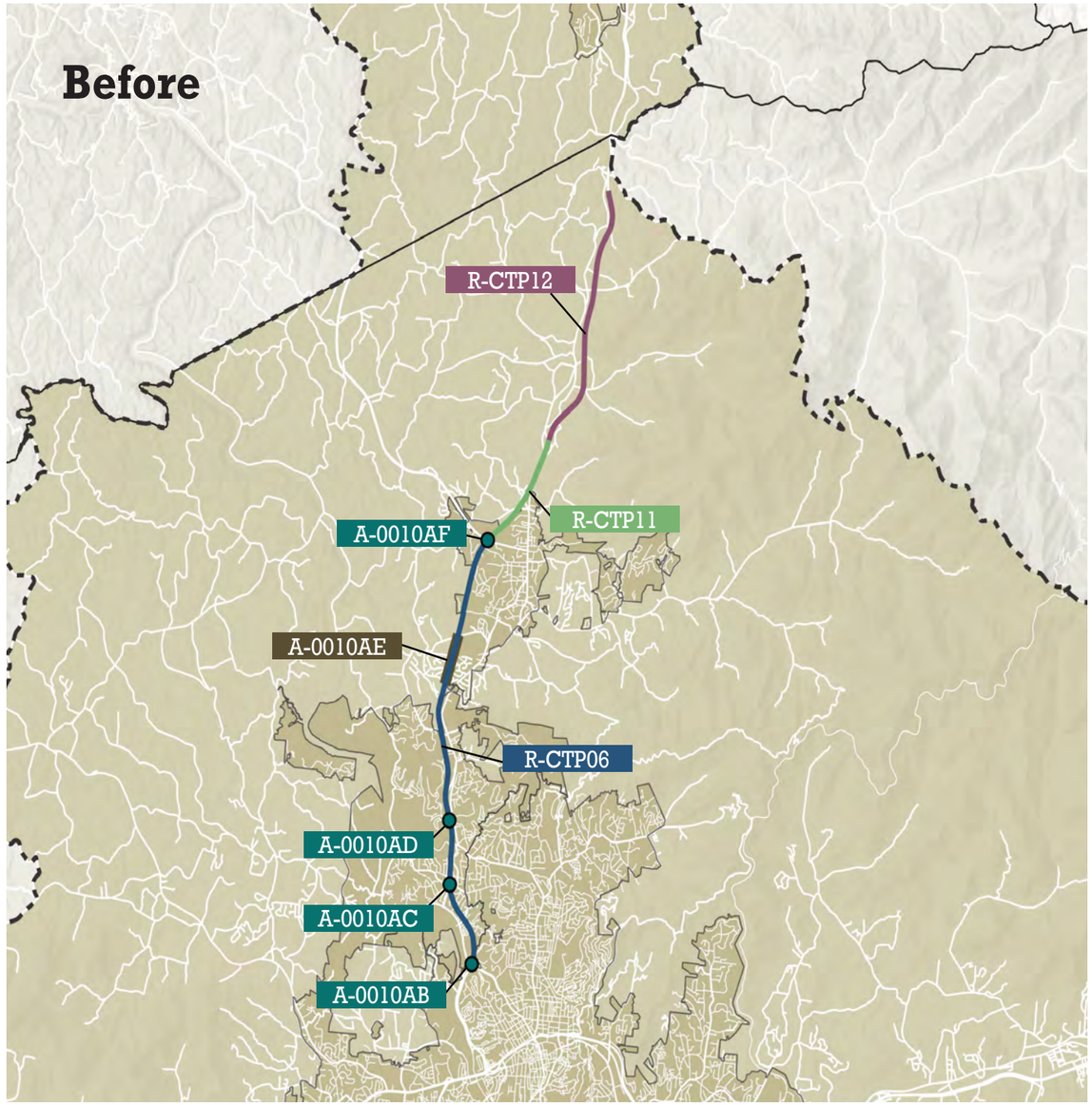
Table I.1: Changes to I-26 Statewide Mobility Projects

Note that A-0010AE (New Stock Road interchange improvements including widening of I-26 to the north of Aiken Road) is funded in the NCDOT STIP, which takes the widening of I-26 to Aiken Road. The new R-CTP06 project covers widening of the road between the three interchange improvement projects. Project cost estimates reflect the most updated STIP (August 2025). In addressing the list in this way, the project team stayed within the total cost estimates presented to the public and the Board in July 2025.

To account for the shortening of the R-CTP06 project, an unfunded project (R-CTP11) was expanded and segmented to include:

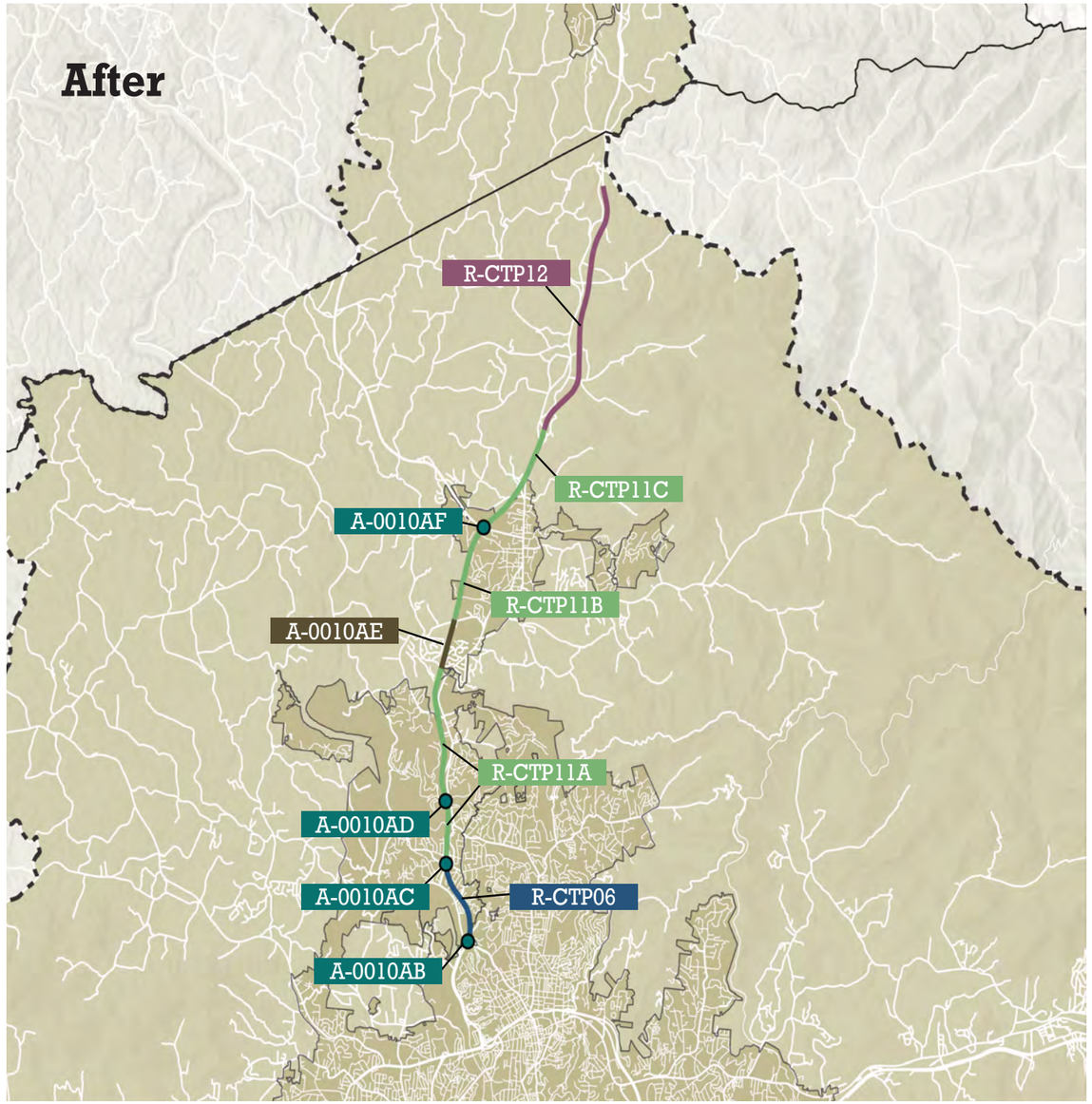
- R-CTP11A: Elk Mountain to New Stock Road
- R-CTP11B: Aiken Rd to Weaver Blvd
- R-CTP11C: Weaver Blvd to N. Buncombe School Rd

This map shows the projects approved before the revisions were made.



Map I.1: I-26 Statewide Mobility Projects Before Changes

This map shows the projects approved after the revisions were made.



Map I.2: I-26 Statewide Mobility Projects After Changes