

**PLANNING AND
COMMUNITY DEVELOPMENT**

Jeff Adams, Director
Darby Terrell, Planner
Ashley Minery, Planner



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**TRANSYLVANIA COUNTY
TRANSPORTATION ADVISORY COMMITTEE SPECIAL MEETING**
August 8, 2023 at 6:00 PM in the County
Commissioners Chambers, 101 South Broad Street

AGENDA

Call to Order

- I. Welcome**
- II. Public Comment** (15-minute time limit. Speakers are limited to three minutes.)
- III. New Business**
 - A. Discuss and approve Prioritization 7.0 List
 - B. Comprehensive Transportation Plan (CTP) Update
- IV. Public Comment** (15-minute time limit. Speakers are limited to three minutes.)
- V. Board Members' Comments**

ADJOURNMENT

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Agenda Item: II-A

Memorandum

From: Darby Terrell, Planner

To: Transylvania County Transportation Advisory Committee

Date: August 1st, 2023

Meeting Date: August 8th, 2023

Subject: Prioritization 7.0

Contact Info: darby.terrell@transylvaniacounty.org or (828)884-1870

Attachment(s): 1. NCDOT Slides on Statewide Improvement Program

Purpose: Vicki Eastland will be presenting the committee with the potential list of improvement project list (roads, intersection, bridges, etc.) to be considered as Transylvania County's list.

Background: The list is to be discussed by members to present the most needed projects in Transylvania County for the next 10 years. Ms. Eastland will be presenting the list and helping the committee walk through the process of selecting the projects as well as describing the next steps.

Financial Impact: None

Strategic Plan Goal & Strategy: Goal 6: "County government is service driven, transparent and performance based with more active and engaged citizens."

Strategy 6E: "Provide timely, accurate, transparent and informative communication to the public and across the organization with superior customer service delivery."

Recommendations: Staff has no recommendations at the time this memo was prepared as this update is intended to be informative with no known actionable items.

STI Law Eligibility Definitions

- NCDOT funds six modes of transportation
- Annual budget of approximately \$5B (\$3B for STI)

Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> • Interstates (existing & future) • NHS routes (July 1, 2012) • STRAHNET • ADHS Routes • Uncompleted Intrastate projects • Designated Toll Facilities 	Other US and NC Routes	<ul style="list-style-type: none"> • All County (SR) Routes • Federal-Aid Eligible Local Roads
Aviation	Large Commercial Service Airports (\$500K cap)	Other Commercial Service Airports not in Statewide (\$300K cap)	All Airports without Commercial Service (General Aviation) (\$18.5M cap)
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state funds)
Public Transportation	N/A	Service spanning two or more counties (10% cap)	All other service, including terminals and stations
Ferry	N/A	Vessel or infrastructure expansion	Replacement vessels
Rail	Freight Service on Class I Railroad Corridors	Rail service spanning two or more counties not in Statewide	All other service, including terminals and stations (no short lines)

How STI Works

Projects Submitted
in SPOT Online



Statewide Mobility

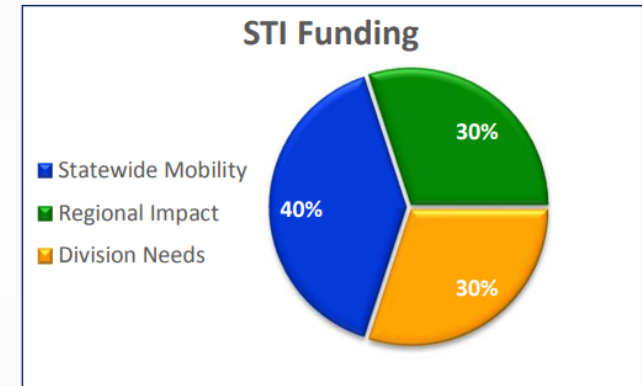
- Selection based on **100% Data**
- Projects Programmed prior to Local Input Ranking

Regional Impact

- Selection based on **70% Data & 30% Local Input**
- Funding based on population within Region (7)

Division Needs

- Selection based on **50% Data & 50% Local Input**
- Funding based on equal share for each Division (14)



Local Input Points

Funding Category	QUANTITATIVE	LOCAL INPUT		
	Data	Division	MPO/RPO	
Statewide Mobility	Criteria 1 = 30%	100%	--	--
	Criteria 2 = 25%			
	Criteria 3 = 15%			
	Criteria 4 = 10%			
	Criteria 5 = 15%			
	Criteria 6 = 5%			
Regional Impact	Criteria 1 = 20%	70%	15%	15%
	Criteria 2 = 20%			
	Criteria 3 = 10%			
	Criteria 4 = 10%			
	Criteria 5 = 10%			
Division Needs	Criteria 1 = 15%	50%	25%	25%
	Criteria 2 = 15%			
	Criteria 3 = 10%			
	Criteria 4 = 5%			
	Criteria 5 = 5%			

- All areas receive a minimum of 1,000 LIP.
- Areas receive an additional 100 points per 50,000 people.
- Maximum number of LIP is 2,500
- Areas receive separate allocation of points per Regional Impact and Division Needs categories
- **Local Input Point Methodology** is required by state law and must be approved by each organization's governing board.

Funding Category	QUANTITATIVE	LOCAL INPUT		
	Data	Division	MPO/RPO	
Statewide Mobility	Congestion = 10% Safety = 25% Freight = 25% Lane Width = 10% Shoulder Width = 20% Pavement Condition = 10%	100%	--	--
Regional Impact	Congestion = 5% Safety = 25% Freight = 10% Lane Width = 10% Shoulder Width = 10% Pavement Condition = 10%	70%	15%	15%
Division Needs	Safety = 20% Freight = 5% Lane Width = 5% Shoulder Width = 10% Pavement Condition = 10%	50%	25%	25%

Highway Modernization Scoring (Default)

Funding Category	QUANTITATIVE	LOCAL INPUT		
	Data	Division	MPO/RPO	
Statewide Mobility	Congestion = 30% Benefit-Cost = 25% Safety = 10% Freight = 25% Economic Comp. = 10%	100%	--	--
Regional Impact	Congestion = 20% Benefit-Cost = 20% Safety = 10% Freight = 10% Accessibility/Connectivity = 10%	70%	15%	15%
Division Needs	Congestion = 15% Benefit-Cost = 15% Safety = 10% Freight = 5% Accessibility/Connectivity = 5%	50%	25%	25%

Highway *Mobility* Scoring (Default)

Aviation Criteria & Weights

Statewide Mobility		Regional Impact		Division Needs	
40%	NCDOA Project Rating	30%	NCDOA Project Rating	25%	NCDOA Project Rating
30%	FAA ACIP Rating	15%	Benefit/Cost	10%	Benefit/Cost
20%	Benefit/Cost	15%	FAA ACIP Rating	10%	FAA ACIP Rating
10%	Constructability Index	10%	Constructability Index	5%	Constructability Index

Bicycle/Pedestrian Criteria & Weights

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)		(not eligible)		20%	Safety
				15%	Accessibility/Connectivity
				10%	Demand/Density
				5%	Cost Effectiveness

Non-Highway Scoring

Non-Highway Scoring

Rail Criteria & Weights

Statewide Mobility		Regional Impact		Division Needs	
35%	Benefit-Cost	25%	Benefit-Cost	15%	System Opportunities
30%	Safety	15%	Safety	10%	Benefit-Cost
15%	System Opportunities	10%	Capacity and Diversion	10%	Capacity and Diversion
10%	Capacity and Diversion	10%	Economic Competitiveness	10%	Safety
10%	Economic Competitiveness	10%	System Opportunities	5%	Economic Competitiveness

Ferry Criteria & Weights

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)	20%	Capacity/Congestion	15%	Asset Condition	
	15%	Asset Condition	15%	Asset Efficiency	
	15%	Asset Efficiency	10%	Accessibility/Connectivity	
	10%	Accessibility/Connectivity	10%	Benefits	
	10%	Benefits			

Non-Highway Scoring

Public Transportation Criteria & Weights

Mobility Projects:

Statewide Mobility	Regional Impact		Division Needs	
(not eligible)	25%	Cost Effectiveness	20%	Cost Effectiveness
	20%	Demand/Density	10%	Demand/Density
	15%	Impact	10%	Efficiency
	10%	Efficiency	10%	Impact

Demand Response Projects:

Statewide Mobility	Regional Impact		Division Needs	
(not eligible)	25%	Cost Effectiveness	15%	Cost Effectiveness
	20%	Demand/Density	15%	Demand/Density
	15%	Efficiency	10%	Efficiency
	10%	Impact	10%	Impact

Facility Projects:

Statewide Mobility	Regional Impact		Division Needs	
(not eligible)	(not eligible)		15%	Cost Effectiveness
			15%	Impact
			10%	Demand/Density
			10%	Efficiency

Land of Sky Rural Planning Organization DRAFT Project List for NCDOT Project Prioritization,
SPOT 7.0

SPOTID	Local ID	Project Category	Improvement Type	Specific Improvement	Specific Improvement Number	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local P7.0 ID	First MPORPO	First MPORPO %	Second MPORPO	Second MPORPO %	First Division	First Division %	First County	SPOT 7 Status
	BC01	Regional Impact	Upgrade Roadway				US 19/23	Smokey Park Hwy	NC 151 (Pisgah Hwy)	SR 1200 (Wiggins Road)		BC01	FBRMPO	100%			13	100%	Buncombe	New Submittal
	BC02	Division Needs	Modernization	16- 'Modernize Roadway	16		SR 1130	SR 1130 Old US 19	US 19/23 (Smokey Park Hwy)	SR 1120 (Youngs Cove Road)	Moderize roadway, address intersections, include bike lanes or paved shoulders	BC02	FBRMPO	100%			13	100%	Buncombe	New Submittal
H171587	BC03/MC08	Regional Impact	Improve Multiple Intersections along Corridor	25 - 'Improve Multiple Intersections along Corridor	25		US 25/70		SR 1584 (Tillery Branch Road)	SR 1727 (Monticello Road)	Reduce Intersection Conflicts	BC03/MC08	FBRMPO	64%	LOSRPO	36%	13	100%	Buncombe	Carryover
SPOTID	Local ID	Project Category	Improvement Type	Specific Improvement	Specific Improvement Number	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local P7.0 ID	First MPORPO	First MPORPO %	Second MPORPO	Second MPORPO %	First Division	First Division %	First County	SPOT 7 Status
	HC01	Regional Impact	Intersection Improvement	10 - 'Improve Intersection	10		US 276	Jonathan Creek Road	SR 1395 (Cove Creek Road)		Improve Intersection	HC01	LOSRPO	100%			14	100%	Haywood	New Submittal
	HC02	Regional Impact	Modernization	16- 'Modernize Roadway	16		NC 209	Crabtree Road	East Bound Ramps for I 40	SR 1355 (Riverside Drive)	Moderize roadway, address intersections, include paved shoulders	HC02	LOSRPO	100%			14	100%	Haywood	New Submittal
	HC03	Regional Impact	Modernization	16- 'Modernize Roadway	16		NC 209	Rush Fork Road	SR 1355 (Riverside Drive)	SR 1334 (Max Patch Road)	Moderize roadway, address intersections, include paved shoulders	HC03	LOSRPO	100%			14	100%	Haywood	New Submittal
SPOTID	Local ID	Project Category	Improvement Type	Specific Improvement	Specific Improvement Number	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local P7.0 ID	First MPORPO	First MPORPO %	Second MPORPO	Second MPORPO %	First Division	First Division %	First County	SPOT 7 Status
	MC01	Regional Impact	Modernization	16- 'Modernize Roadway	16		NC 213		US 25/70			MC01	LOSRPO	100%			13	100%	Madison	New Submittal
H192570	MC02	Regional Impact	Modernization	16 - 'Modernize Roadway	16	R-2426	NC 209		US 25/70 Hot Springs	SR 1173 (Bluff Mtn Rd)	Modernize roadway to NCDOT standards, adress both horizontal and vertical curvature, include paved shoulders	MC02	LOSRPO	100%			13	100%	Madison	Holding Tank
H192572	MC04	Division Needs	Modernization	16 - 'Modernize Roadway	16			SR 1143 (Sharp Hollow Road) SR 1151 (Barnard Road)	US 25/70	French Broad River	Modernize roadway to NCDOT standards, adress both horizontal and vertical curvature, include paved shoulders	MC03	LOSRPO	100%			13	100%	Madison	Holding Tank
H111159-B	MC05	Regional Impact	Widen Existing Roadway	1 - 'Widen Esisting Roadway	1	R-5924	US 25/70		US 25/70 Business (North main St)	NC 251	Widen US 25/70 to 4-lane median divided facility.	MC05	LOSRPO	100%			13	100%	Madison	Carryover
H191972	MC06	Regional Impact	Intersection Improvement	10 - 'Improve Intersection	10		US 25/70/NC 213		NC 213		Improve Intersection and Interchange	MC06	LOSRPO	100%			13	100%	Madison	Carryover
H111159-C	MC07	Regional Impact	Improve Multiple Intersections along Corridor	25 - 'Improve Multiple Intersections along Corridor	25	R-5837	US 25/70		US 25/70 Business (North main St)	SR 1143 (Brush Creek Road)	Improve Multipule Intersections along Corridor	MC07	LOSRPO	100%			13	100%	Madison	Edit to Carryover

SPOTID	Local ID	Project Category	Improvement Type	Specific Improvement	Specific Improvement Number	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local P7.0 ID	First MPORPO	First MPORPO %	Second MPORPO	Second MPORPO %	First Division	First Division %	First County	SPOT 7 Status
H171587	BC03/MC08	Regional Impact	Improve Multiple Intersections along Corridor	25 - 'Improve Multiple Intersections along Corridor	25		US 25/70		SR 1584 (Tillery Branch Road)	SR 1727 (Monticello Road)	Reduce Intersection Conflicts	BC03/MC08	FBRMPO	64%	LOSRO	36%	13	100%	Madison	Carryover
SPOTID	Local ID	Project Category	Improvement Type	Specific Improvement	Specific Improvement Number	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local P7.0 ID	First MPORPO	First MPORPO %	Second MPORPO	Second MPORPO %	First Division	First Division %	First County	SPOT 7 Status
H190724	TC01	Regional Impact	Access Management	11 - Access Management	11		NC 280	Asheville Highway	Northern Termini of R-5799	(SR 1323) Brickyard Road	Convert existing four lane undivided roadway to four lane divided w/ 17.5' median, bikeable shoulders and SUP.	TC01	LOSRO	100%			14	100%	Transylvania	Holding Tank
H190361	TC02	Division Needs	Modernization	16 - 'Modernize Roadway	16		SR 1504 Old US 64	Old Hendersonville Road	US 64	SR 1533 Everett Road	Modernize Roadway, improve intersections, include curb/gutter, bikelanes, sidewalk and or SUP.	TC02	LOSRO	100%			14	100%	Transylvania	Holding Tank
H190332	TC03	Division Needs	Modernization	16 - 'Modernize Roadway	16		SR 1512	Ecusta Road	US 64	SR 1504 Old 64 Old Hendersonville Hwy	Modernize Roadway, improve intersections, include curb/gutter, bikelanes, sidewalk and or SUP.	TC03	LOSRO	100%			14	100%	Transylvania	Holding Tank
H190748	TC04	Regional Impact	Modernization	16 - 'Modernize Roadway	16		US 276	Greenville Hwy	Elm Bend	Wilson Road	Modernize roadway, Improve select intersections and construct Bike Ped accommodations based on locally adopted Bike Ped plans.	TC04	LOSRO	100%			14	100%	Transylvania	Holding Tank
H190393	TC05	Regional Impact	Access Management	11- Access Management	11		US 64	Rosman Highway	Intersection of South Broad street and North Country Club Rd.	Median (Red Sky Knoll, private Dr.)	Convert existing TWLTL facility into four lane divided w/17.5' median. Include Bicycle and pedestrian accommodation based on locally adopted Bike/Ped plans.	TC05	LOSRO	100%			14	100%	Transylvania	Holding Tank
H192658	TC06	Regional Impact	Modernization	16 - 'Modernize Roadway	16		SR 1388	Old Rosman Hwy	US 178	US 64	Modernize roadway, Improve select intersections and construct Bike Ped accommodations based on locally adopted Bike Ped plans.	TC06	LOSRO	100%			14	100%	Transylvania	Holding Tank
H190370	TC07	Regional Impact	Widen Existing Roadway	1- Widen Existing Roadway	1		US 64	Rosman Highway	SR 1337 Clement Road	Park N Ride lot Approx.. 800' past US 178	Widen existing two--three lane facility into four lane divided facility. Include SUP in locally adopted Bike plan.	TC07	LOSRO	100%			14	100%	Transylvania	Holding Tank
H129079-D		Regional Impact	Modernization	16 - 'Modernize Roadway	16		US 64	Rosman Hwy	Indian Creek (East end of R-2409C)	East of the East Intersection w/ SR 1147 (Flat Creek Valley Road)	Widen Realign, climbing lanes, bike-able paved shoulders		LOSRO	100%			14	100%	Transylvania	Carryover
H170394		Regional Impact	Intersection Improvement	10 -' Improve Intersection	10		US 64	South Broad Street	US 64 Business (South Caldwell Street), SR 1116 (North Country Club Road)		Improve Intersection alignment		LOSRO	100%			14	100%	Transylvania	Carryover
H192420		Regional Impact	Intersection Improvement	10 -' Improve Intersection	10		US 276, US 64	Asheville Hwy	SR 1512 (Ecusta Road)		Upgrade intersection, remove full access to and from Ecusta Road from US 276/64. Ecusta would be right in right our. Eliminate signal phase.		LOSRO	100%			14	100%	Transylvania	Carryover
H090858		Regional Impact	Modernization	16 - 'Modernize Roadway	16		US 178	Pickens Hwy	SR 1156 (Main Street) in Rosman	SR 1133 (Middlefork Road)	Modernize roadway, improve intersections, include bike-able paved shoulders.		LOSRO	100%			14	100%	Transylvania	Carryover

SPOTID	Local ID	Project Category	Improvement Type	Specific Improvement	Specific Improvement Number	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local P7.0 ID	First MPORPO	First MPORPO %	Second MPORPO	Second MPORPO %	First Division	First Division %	First County	SPOT 7 Status
H190326		Division Needs	Modernization	Modernization	16		SR 1546, SR 1610, SR 1612	Neely Road, Parkview Road, Chestnut Street	US 64	US 276 Greenville Hwy	Modernize Roadway, improve intersections, include curb/gutter, bikelanes and sidewalk, or SUP		LOSRPO	100%			14	100%	Transylvania	Carryover

Bicycle and Pedestrian Transit Projects

SPOTID	Local ID	Project Category	Improvement Type	Specific Improvement	Specific Improvement Number	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local P7.0 ID	First MPORPO	First MPORPO %	Second MPORPO	Second MPORPO %	First Division	First Division %	First County	SPOT 7 Status
B171159		Division Needs	Bike/Ped	Off-Road/Separated Linear Bicycle Facility (Bicycle)	2		US 64	Rosman Hwy	SR 1116 North Conuntry Club Rd		Construct Off Road multi use Path from US 64 Rosman HWY, near the SUBWAY RESTAURANT along NORTON and NICHOLSON CREEKS SR 1116 North Country Club Rd across from the Brevard High School		LOSRPO	100%			14	100%	Transylvania	Holding Tank
B171356		Division Needs	Bike/Ped	Off-Road/Separated Linear Bicycle Facility (Bicycle)	2			Off road along Kings Creek crossing Brevard College	SR 1546 ('Neely Road)	Railroad Ave	Construct a Multi-use-path from Neely Road to Railroad Ave. Along or near existing service road from Neely crossing between the athletic fields at Brevard College, along King Creek Loop then along King Creek crossing US 64 and continuing to Railroad Ave.		LOSRPO	100%			14	100%	Transylvania	Holding Tank
B171358		Division Needs	Bike/Ped	Off-Road/Separated Linear Bicycle Facility (Bicycle)	2			Hillview Circle/Rout Drive along Norton Creek to Holbombe Road	Intersection of Mills Ave and Cashiers Valley Road	SR 1350 (Probart Street)	Construct a Multi-use-path along Hillview Circle to Rout Drive then off road along Norton Creek to Holcombe Rd ending at Probart Street near the Brevard Music Center entrance.		LOSRPO	100%			14	100%	Transylvania	Holding Tank
B171360		Division Needs	Bike/Ped	Off-Road/Separated Linear Bicycle Facility (Bicycle)	2			Probart St/Music Camp Rd/Pinnacle Rd	SR 1350 (Probart Street)	Bracken Preserve	Construct a Multi-use-path along Probart Street to Music Camp Road then along Pinnacle Road to Bracken Preserve.		LOSRPO	100%			14	100%	Transylvania	Holding Tank
B192926		Division Needs	Bike/Ped	Protected Linear Pedestrian Facility (Pedestrian)	7			Morris Road	US 276 US 64 Asheville Hwy	SR 1512 Ecusta Road	Construct sidewalk along both sides of Morris Road between Asheville Hwy and Ecusta Road		LOSRPO	100%			14	100%	Transylvania	Holding Tank
B192927		Division Needs	Bike/Ped	Protected Linear Pedestrian Facility (Pedestrian)	7			Osborne Road	US 276 US 64 Asheville Hwy	SR 1504 Old Hendersonville Road	Construct a sidewalk along Osborne Road between Us 64 Asheville Hwy and SR 1504 Old Hendersonville Road		LOSRPO	100%			14	100%	Transylvania	Holding Tank

SPOTID	Local ID	Project Category	Improvement Type	Specific Improvement	Specific Improvement Number	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local P7.0 ID	First MPORPO	First MPORPO %	Second MPORPO	Second MPORPO %	First Division	First Division %	First County	SPOT 7 Status
B171358		Division Needs	Bike/Ped	Off-Road/Separated Linear Bicycle Facility (Bicycle)	2		SR 1350	Probart Street		Mills Ave	Construct a multi use path along the north side of Hillview Circle to Rout Drive (near the Transylvania County Head-start). Then along Norton Creek to Holcombe Road to SR 1350 (Probart Street)		LOSRPO	100%			14	100%	Transylvania	Holding Tank

T192944		Division Needs	Transit	Construct a Park n Ride	7		NC 280	This Park n Ride lot will be located just south of Turkey Pen round on the East side of NC 280 just inside Transylvania County.			Construct a Park n Ride with bus shelter, lighting and trash receptacles.		LOSRPO	100%			14	100%	Transylvania	
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SPOT ID	Project Category	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)	Primary Purpose	P7.0 Status (April Draft)	Comments
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Carryover Projects NO ACTION REQUIRED

H129079-D	Regional Impact	US 64	Indian Creek (East end of R-2409C)	East of the east intersection with SR 1147 (Flat Creek Valley Road)	Widen Realign and Climbing Lanes	16 - Modernize Roadway	28.70	20.04	Increase Mobility, Reduce travel time	Carryover	Does not Count as a Submittal
H170394	Regional Impact	US 64 (South Broad Street)	US 64 Business (South Caldwell Street), SR 1116 (North Country Club Road)		Improve Intersect alignment	10 - Improve Intersection	36.75	27.20	Increase Mobility, Reduce travel time, Relieve congestion caused by poor alignment	Carryover	Does not Count as a Submittal
H192420	Regional Impact	US 276 (Asheville Highway), US 64 (Highway US 64 Asheville Highway)	SR 1512 (Ecusta Road)		Upgrade intersection remove full access to and from Ecusta road From US 276/64. Ecusta would be right in right out. Eliminate signal phase.	10 - Improve Intersection	43.84	32.72	Eliminate full movement intersection/signal phase to improve traffic flow and mobilization, eliminating back up into the intersection at US 64/276 and NC 280 Pisgah Forest due to the functionally obsolete bridges and substandard turn lane on US 64/276 on to Ecusta road. Reduce conflicts with pedestrians as the main Entrance for the Brevard Multi Use Path into the Pisgah National Forest.	Carryover	Does not Count as a Submittal
H090858	Regional Impact	US 178	SR 1156 (Main Street) in Rosman	SR 1133 (Middlefork Road)	SR 1156 (MAIN STREET) IN ROSMAN TO SR 1133 (MIDDLEFORK ROAD) MODERNIZE ROADWAY.	16 - Modernize Roadway	N/A	N/A	Improve mobility,safety and connectivity for all modes of transportation.	Carryover	Does not Count as a Submittal
H190326	Division Needs	SR 1546 (Neely Road), SR 1610 (Parkview Drive), SR 1612 (Chestnut Street)	US 64	US 276 (Greenville Highway)	Modernize roadway, improve intersections, include curb and gutter, bike lanes and sidewalk	16 - Modernize Roadway	N/A	23.23	Improve connectivity between neighborhoods, schools, parks, provide alternate route for intra-city traffic	Carryover	Does not Count as a Submittal

H190724	Regional Impact	NC 280 (Asheville Highway)	Northern Termini of R-5799	SR 1323 (Brickyard Road)	Upgrade roadway, Eliminate 5 lane section to 4 lane divided add multi use path on one side and bike lanes. Widen 4 lane undivided section to four lane divided with a 17.5' median. Continue Multi use path and bike lanes.	11 - Access Management	26.61	19.32	Improve mobility between Transylvania, Henderson, and Buncombe Counties, Provide pedestrian facilities, safety for all users.	Holding Tank	Counts as a Submittal
H190361	Division Needs	SR 1504 (Old Hendersonville Highway)	US 64	SR 1533 (Everett Road)	Upgrade roadway to NCDOT standards with Bike facilities	16 - Modernize Roadway	N/A	26.08	Improve connectivity for all modes of transportation	Holding Tank	Counts as a Submittal
H190332	Division Needs	SR 1512 (Ecusta Road)	US 64	SR 1504 (Old NC 94)	Modernize Roadway, improve intersections, include curb/gutter, bike-lanes, sidewalk and or SUP.	16 - Modernize Roadway	N/A	16.75	Upgrade roadway to current NCDOT standards to improve safety for all users	Holding Tank	Counts as a Submittal
H190748	Regional Impact	US 276 (Greenville Highway)	SR 1540 (Wilson Road)	SR 1543 (Elm Bend Road)	Upgrade roadway to current standards Modernize roadway, and construct Bike Ped accommodations based on locally adopted Bike Ped plans.	16 - Modernize Roadway	24.23	18.00	upgrade roadway to improve mobility and safety for all users	Holding Tank	Counts as a Submittal
H190393	Regional Impact	US 64 (Rosman Highway)	Intersection of South Broad street and North Country Club Road	Existing median near Red Sky Knoll Drive	Widen & upgrade roadway, Convert existing TWLTL facility into four lane divided w/17.5' median. Include Bicycle and pedestrian accommodation based on locally adopted Bike/Ped plans.	11 - Access Management	28.74	20.86	Improve mobility and safety for all users	Holding Tank	Counts as a Submittal
H192658	Division Needs	SR 1388 (Old Rosman Highway)	US 64 (Rosman Highway)	US 178 (Pickens Highway)	Upgrade Roadway to current NCDOT standards, and construct Bike Ped accommodations based on locally adopted Bike Ped plans.	16 - Modernize Roadway	N/A	15.61	Upgrade roadway to current NCDOT standards, include a shared use path. To increase mobility and safety for all users	Holding Tank	Counts as a Submittal
H190370	Regional Impact	US 64 (Rosman Highway)	SR 1337 (Clement Road)	Park-n-Ride lot approximately 800 feet past US 178	Widen roadway to 4 lane divided, include Shared Use Path	1 - Widen Existing Roadway	23.18	17.51	Improve mobility and safety	Holding Tank	Counts as a Submittal

	Division Needs	SR 1356 (McLean Road)	(Railroad Avenue)		Improve intersection proposed roundabout	10 - Improve Intersection			Improve traffic flow, connectivity and safety for all users. Consider high volume of pedestrians and bicycles as well as high number of freight vehicles.	New submittal	Counts as a Submittal
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SPOT ID	Project Category	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)	Primary Purpose	P7.0 Status (April Draft)	Comments
H190385	Regional Impact	US 64 (Asheville Highway)	From Northern Termini of R-5800, Fortune Cove Road	To Southern Termini of R-5799, Pisgah Forest intersection	Upgrade roadway to improve mobility, connectivity and safety for all users. To include replacement of bridges over The Davidson River.	16 - Modernize Roadway	22.56	19.74	improve mobility, connectivity and safety for all users add bike and pedestrian facilities	Holding Tank	Counts as a Submittal
H192416	Regional Impact	US 276 (Greenville Highway)	SR 1610 (Parkview Drive), SR 1543 (Elm Bend Road)		Construct a roundabout at intersection provide bike and pedestrian facilities.	10 - Improve Intersection	21.30	16.12	Address intersection alignment issues, improve traffic flow from down town Brevard , Brevard high school & Brevard middle school, provide bike & pedestrian facilities, and safety.	Holding Tank	Counts as a Submittal
H190316	Division Needs	SR 1533 (Everett Road)	SR 1528 (Crab Creek Road)	SR 1504 (Old Hendersonville Highway)	Modernize Roadway, include bike-lanes or bike-able paved shoulder	16 - Modernize Roadway	N/A	20.12	Upgrade roadway to current NCDOT standards to improve safety for all users.	Holding Tank	Counts as a Submittal
H190826	Division Needs	(Railroad Avenue)	US 64/276 at SR 1346 (Nicholson Creek Road)	US 64/276 at Jackson Court / SR1610 (Chestnut Street)	Construct two lane road, Part on new location, Railroad Avenue Extension Minor Thoroughfare	6 - Widen Existing Roadway and Construct Part on New Location	N/A	11.37	Improve connectivity by offering an alternate route for intra-city traffic. Improve connectivity for schools and neighborhoods on west side of Brevard.	Holding Tank	Counts as a Submittal
NEW Project	Regional Impact	US 276 (Greenville Highway)	SR 1535 Cascade Lake Road		Improve intersection proposed roundabout	10 - Improve Intersection			Improve traffic flow, connectivity and safety for all users.	New submittal	Counts as a Submittal (Not submitting this round, Pursuing other funding source)

Transylvania County, August 2023, Project Development Update

Project ID	County	Description	R/W Acq Begins	Let Date	Project Manager
BP14.R022	TRANSYLVANIA	Replace Bridge #11 on SR1559 over Walker Creek	2/11/2024	2/11/2025	Zach Shuler
BP14.R012	TRANSYLVANIA	Replace B-5972 over trib to Tucker Creek on SR 1324	1/9/211/13/20	1/25/2028	Zach Shuler
17BP.14.R.181	TRANSYLVANIA	Bridge NO. 61 on SR 1309 (Silversteen Rd.) over Parker Creek.	1/15/2021	1/9/2024	Zach Shuler
17BP.14.R.183	TRANSYLVANIA	West Fork French Broad River on SR 1309 (Silversteen Rd.)		8/8/2023	Zach Shuler
BP14.R039	TRANSYLVANIA	Replace Bridge over French Broad River on SR 1135 (Old Turnpike Rd.)	11/11/2024	11/11/2025	Zach Shuler
HB-0026	TRANSYLVANIA	REPLACE BRIDGE 870030 OVER FRENCH BROAD RIVER ON SR 1533 (EVERETT ROAD)	5/15/2024	2/16/2025	Zach Shuler
EB-6037B	TRANSYLVANIA	ECUSTA RAIL TRAIL	9/30/2021	Not Programmed	Lonnie Watkins
R-5763	TRANSYLVANIA	SR 1540 (WILSON ROAD)FROM SR 1504 (OLD US 64) TO US 276.UPGRADE ROADWAY	3/21/2022	11/19/2024	Barry Mosteller
R-5799	TRANSYLVANIA	INTERSECTIONS OF US 64, US 276 and NC 280 CONSTRUCT INTERSECTION IMPROVEMENTS.	8/19/2021	8/15/2023	Barry Mosteller
R-5800	TRANSYLVANIA	US 64 FROM US 276, FORTUNE COVE RD TO US 64 BUSINESS (N. CALDWELL ST). CONSTRUCT MEDIAN AND ACCESS CONTROL MEASURES.	3/1/2023	4/15/2025	Barry Mosteller
HA-0002	TRANSYLVANIA	MOUNTAIN INDUSTRIAL DRIVE EXTENSION CONSTRUCT ROAD EXTENSION IN JENNINGS INDUSTRIAL PARK.	4/7/2022	1/23/2024	Garrett Higdon
HF-0004	TRANSYLVANIA	US276, INSTALL GUARDRAIL AND CONSTRUCT SIDEWALK AND INSTALL GUARDRAIL FROM SLIDING ROCK TO PROPOSED OFF-SITE PARKING		9/22/2026	Garrett Higdon

NCDOT, Transylvania County, July 2023, Construction Updates

County	TIP#	Route	Location Description	Completion Date	Revised Completion Date	Completion Percent
Transylvania	R-5605	US-64	DAVIDSON RIVER VILLAGE CONNECTOR FROM US-64 TO US-276/US-64 IN PISGAH FOREST.	4/30/2018	12/1/2023	92%
Transylvania	17BP.14.R.182	SR 1131	Bridge No. 108 on SR 1131 (Middlefork Rd.) over Middle Fork French Broad River.	4/19/2023		90%
Transylvania	R-5794I, U-5104	US-64	US 64 BUS S. CALDWELL ST APPROXIMATELY 70 FEET SOUTH OF INT WITH BRACKEN LN, US 64 FROM JUST WEST OF BREVARD ACADEMY	6/25/2023	10/21/2023	75%
Transylvania		US-64	RESURFACING ON US 64 (ROSMAN HWY) AND VARIOUS SECONDARY ROUTES THROUGHOUT TRANSYLVANIA COUNTY	10/15/2023		3%
Transylvania	B-5550	SR 1351	BRIDGE OVER KING CREEK ON SR 1351 (RAILROAD AVE.)	6/14/2024		4%

**PLANNING AND
COMMUNITY DEVELOPMENT**

Jeff Adams, Director
Darby Terrell, Planner
Ashley Minery, Planner



106 East Morgan Street, Suite 207
Brevard, NC 28712
828-884-3205
planning.transylvaniacounty.org

Agenda Item: II-B

Memorandum

From: Darby Terrell, Planner

To: Transylvania County Transportation Advisory Committee

Date: August 1st, 2023

Meeting Date: August 8th, 2023

Subject: Comprehensive Transportation Plan Update

Contact Info: darby.terrell@transylvaniacounty.org or (828)884-1870

Attachment(s):

1. CTP ppt
2. Transylvania County Survey Comment List

Purpose: Daniel Sellers will be presenting the committee with a breakdown of the comments received during the Public Comment period of CTP.

Background: The presentation will be divided up in comments for each type of category, such as multi-use path, transit, and highway project, etc. Mr. Sellers also sent staff the breakdown of the comments that were received, please see attached all documents.

Financial Impact: None

Strategic Plan Goal & Strategy: Goal 6: "County government is service driven, transparent and performance based with more active and engaged citizens."

Strategy 6E: "Provide timely, accurate, transparent and informative communication to the public and across the organization with superior customer service delivery."

Recommendations: Staff has no recommendations at the time this memo was prepared as this update is intended to be informative with no known actionable items.



NORTH CAROLINA
Department of Transportation

Transylvania County CTP

Public Comment Summary

August 8, 2023

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

Previous Public Involvement Efforts

The table below lists core working group as part of the Transylvania County CTP. In order to ensure we are receiving input that is representative of the county as a whole, we ask that you identify which group(s) you associate with, attend meetings, or regularly communicate with. Please add a group at the bottom if there are additional communities of interest.

CTP Working Group Members	Alan Justice	Sean Shelton	Clark Loveless	David Carter	David Joyce	ERIC Caldwell	Gloria McCannon	Jeff Owenby	Jeffrey Merrill	Judith Nichols	Kate Hayes	Karen Shook	Lee McMan	Mica McNeely	Mark Burrows	Mark Tooley	Richard Hock	Scott McCall	Jeff Carter	Amy Freeman	Patricia Tebeira	Sylvia Peitt	Kenneth Coker	Jimmy Whitnize	Don Surette
Agriculture /Forestry			X		X													X		X					X
Environment/Natural Resource					X					X	X	X				X	X								
Pisgah National Forest												X	X				X								
Senior Citizens				X													X			X	X	X			X
Children																				X	X				
Pedestrian advocate																				X	X				
Bicycle/Greenways advocate										X	X	X			X	X									
Medical/Hospital Community											X									X	X				
Transit Provider																									
Transit Rider																									
Minority Group: Latine/Hispanic																				X	X				
Minority Group: Other																				X	X				
Rosenwald Community																									
Limited English Proficiency																						S	P		
Schools (K-12)																							X		
College/Higher Education											X	X													
Economic Development					X								X	X								X			X
Workforce /Lower Income Advocates (WCCA)																						X			
Utilities - Water /Sewer /Power						X					X														
Freight Movement																X									
Emergency Services			X							X	X						X					X			
Industrial /Commercial						X							X	X											
Tourism										X	X							X							
Special Destinations									X															X	
Military/Veterans												X					X								
Summer Camps																				X					
Medically Uninsured / High Risk																					X				
DuPont State Forest			X																						
Rosman				X																					
Blue Ridge Pkwy			X																						
Lake Toxaway			X																						

13. Are there areas where improved?

No

If Yes, Where?

14. Do you use any local

No

If Yes, Where?

15. Would you use design

No

If Yes, Where?

16. Are there any areas in the day, week, or year?

17. Is there a specific transportation plan work

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Thank you!

Thank you for taking time to provide feedback. Please share this survey

Surveys may be returned by mail to:

Land of Sky Rural Planning Org
330 New Leicester Hwy # 140,
Asheville, NC 28806

RPO@landofsky.org
(828) 251-6022

Deadline to submit the survey

If you would like to be contacted please provide us a way to go

The questions below are optional, and your answers will be kept anonymous and strictly confidential. The answers are helpful for analysis purposes, and some of the questions are being asked because federal funds are used for this study.

Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

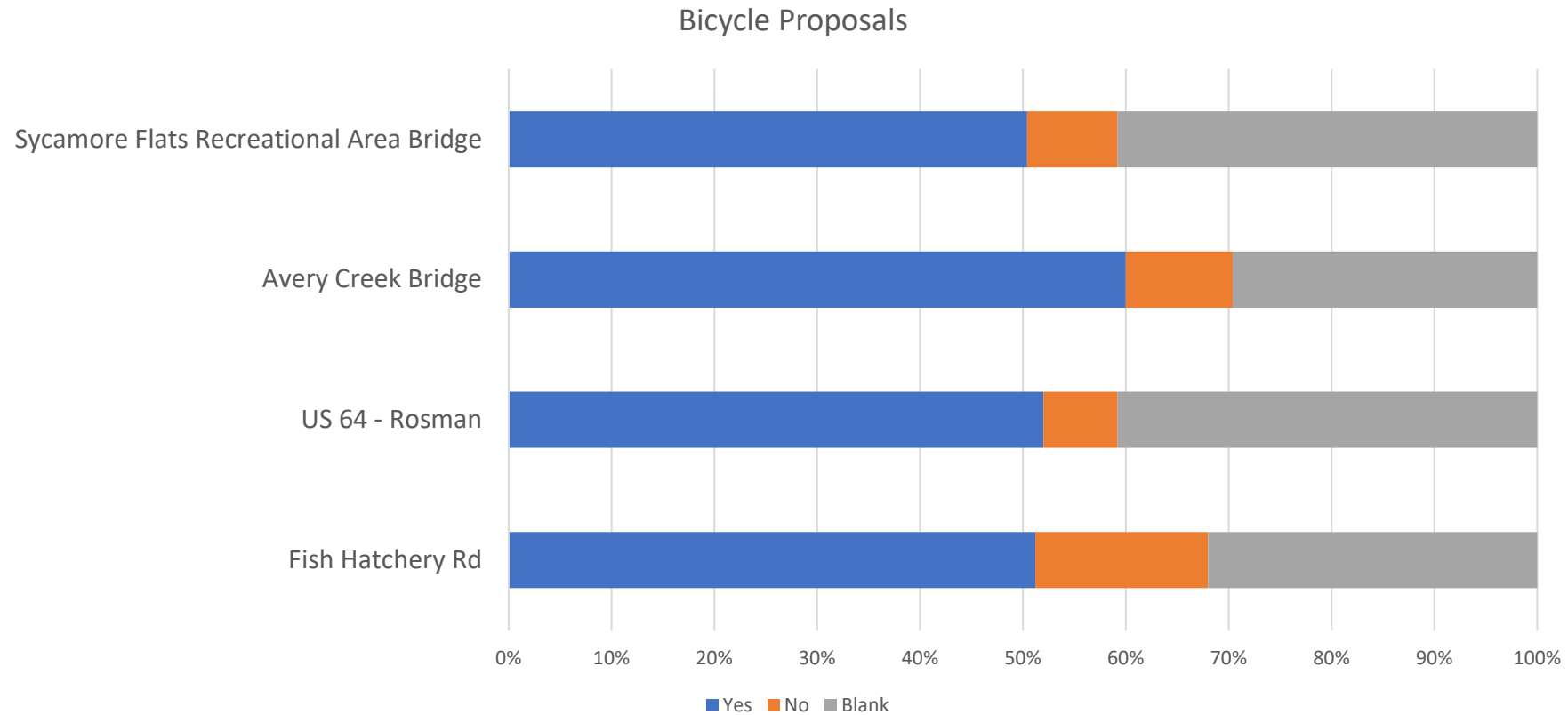
Thank you for participating in our survey. Your feedback is important. Transylvania County, the City of Brevard, the Town of Rosman, the Land of Sky Rural Planning Organization (LOS RPO), and the North Carolina Department of Transportation -Transportation Planning Division (NCDOT TPD) are working together to develop a Comprehensive Transportation Plan (CTP) that will identify transportation needs and long term solutions for the next 25 to 30 years. The study includes alternative modes of transportation (bicycle, pedestrian, and public transportation). Your participation is essential in identifying transportation needs for Transylvania County.

Please use this map of towns and townships in Transylvania County to tell us about your typical commute.

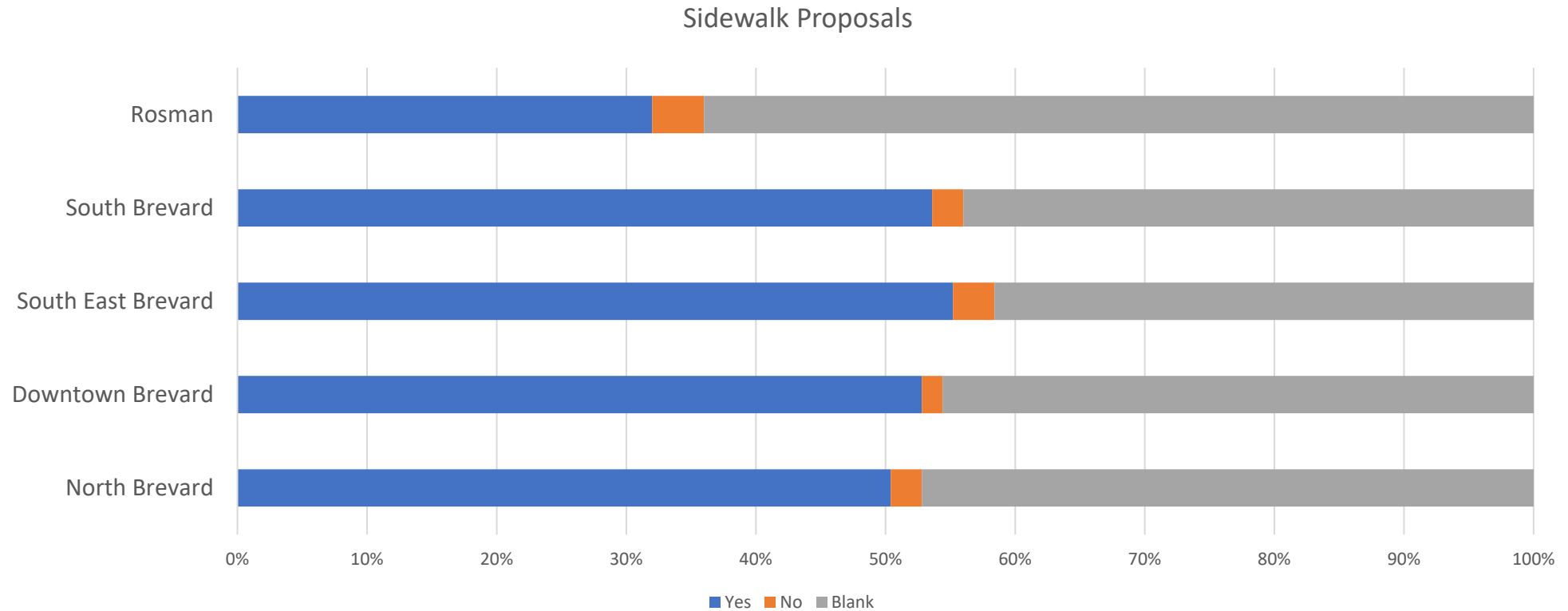
Background on Survey

- Survey was developed in MetroQuest allowing interactive mapping, voting, and comments.
- Survey was split into two because of the size and complexity
 - One Survey had the Highway mode, Intersection and Bridges, as well as Transit proposals
 - The other had Bicycle, Pedestrian, and Multi-Use Path proposals.
- Survey was conducted in December '22 and January '23, with a public workshop in January
- 125 people filled out each survey.
- Each proposal was shown on a map, clicking on it would:
 - show a short description,
 - provide a comment box, and
 - gave the taker the opportunity to answer the question “Is this project needed?”

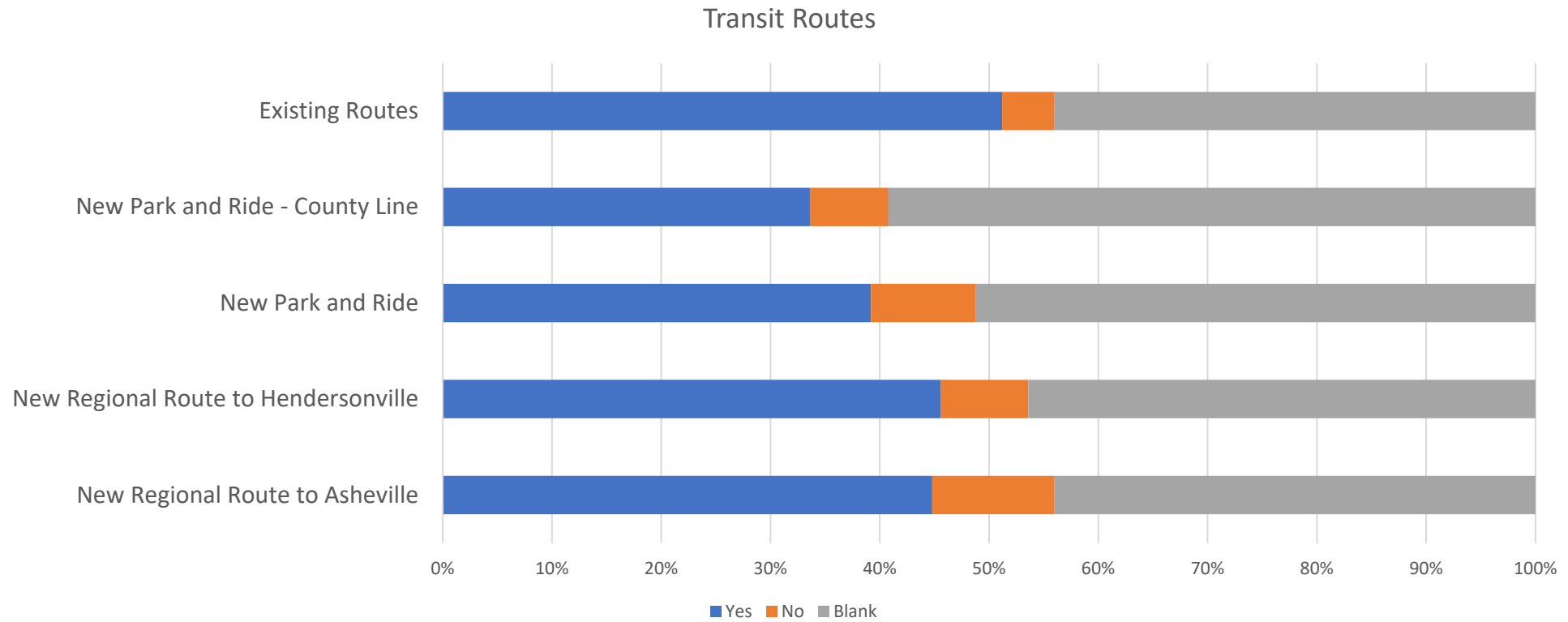
Bicycle: 4/4 Proposals with Net Support



Sidewalks: 5/5 Proposals with Net Support

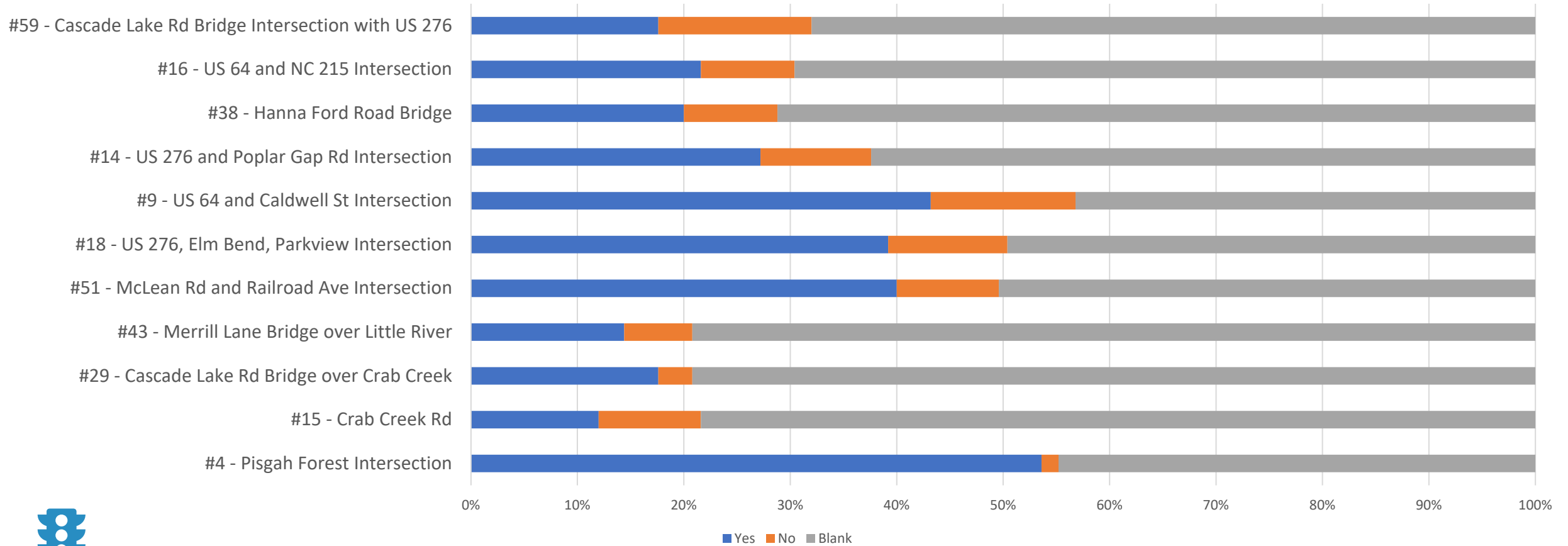


Transit Routes: 5/5 Proposals with Net Support



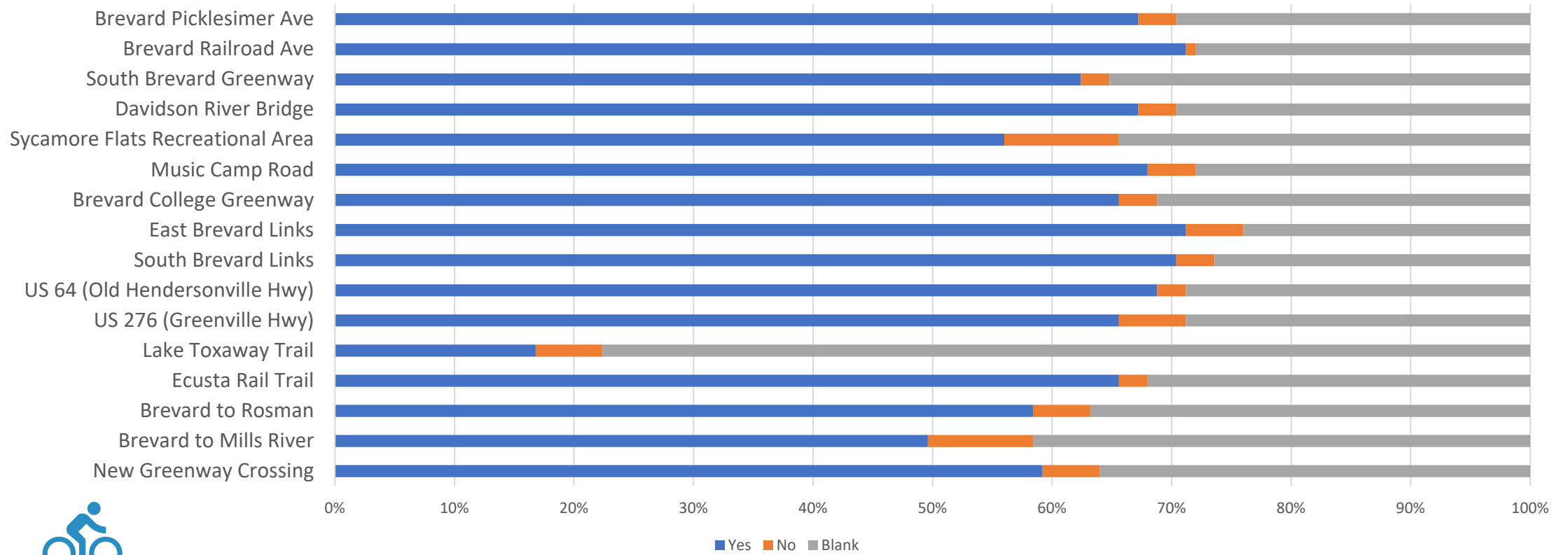
Bridge and Intersection: 11/11 Proposals with Net Support

Bridge and Intersection Proposals



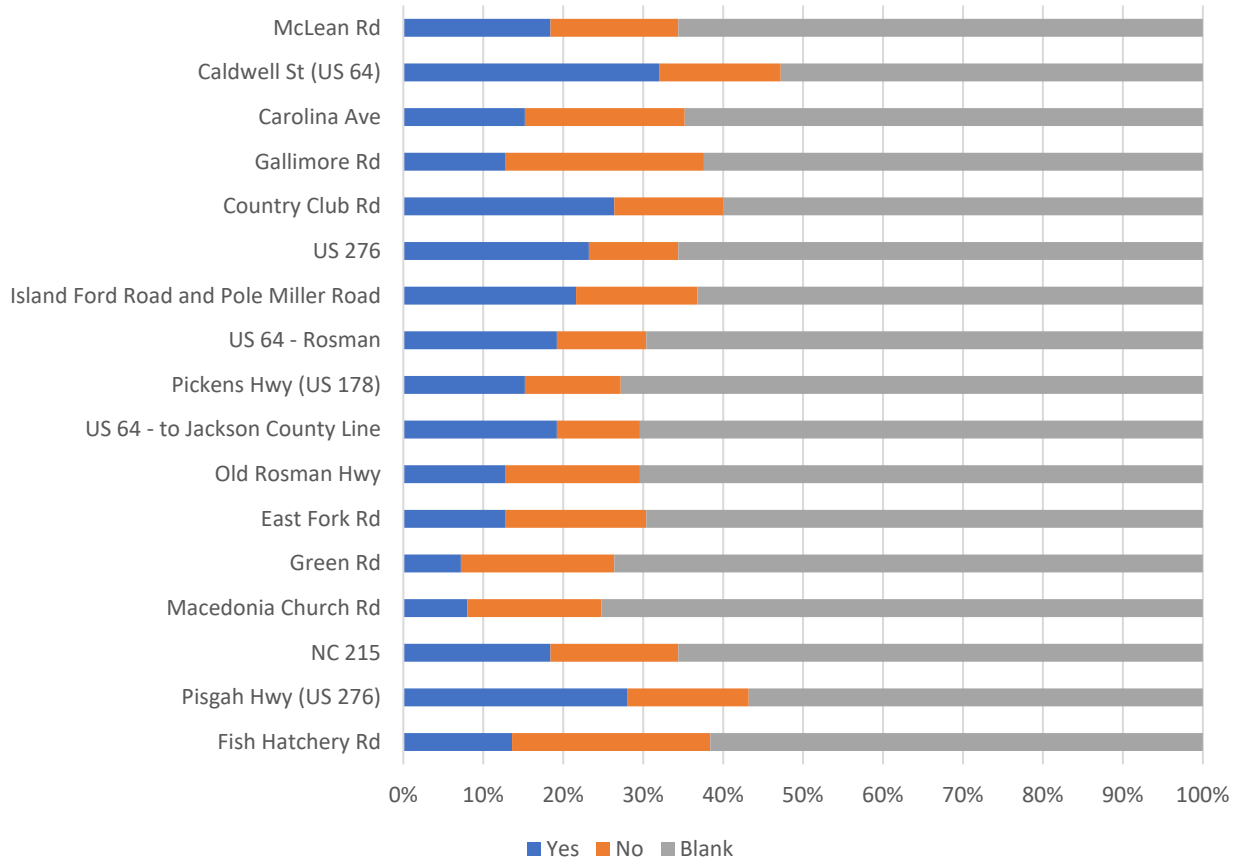
Multi-Use Paths: 16/16 Proposals with Net Support

Multi-Use Paths

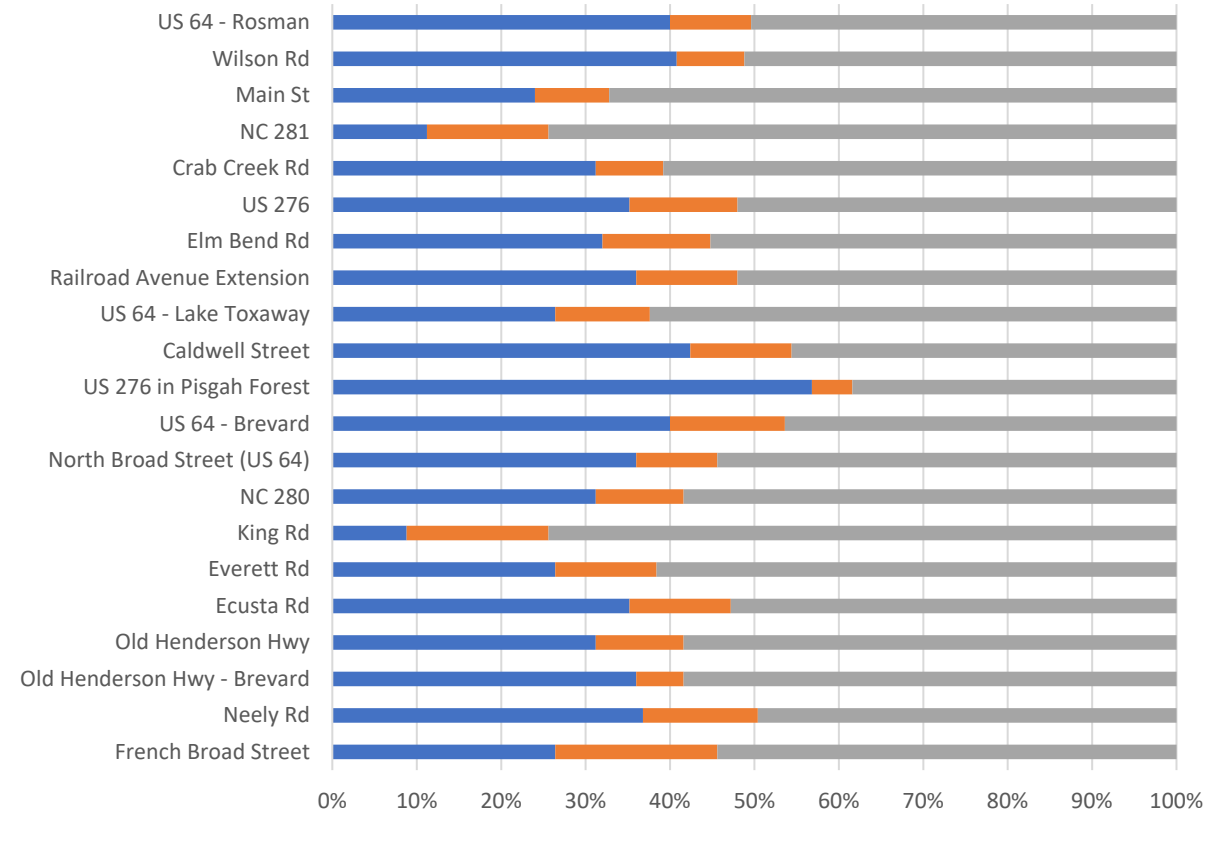


Highways: 29/38 Proposals with Net Support

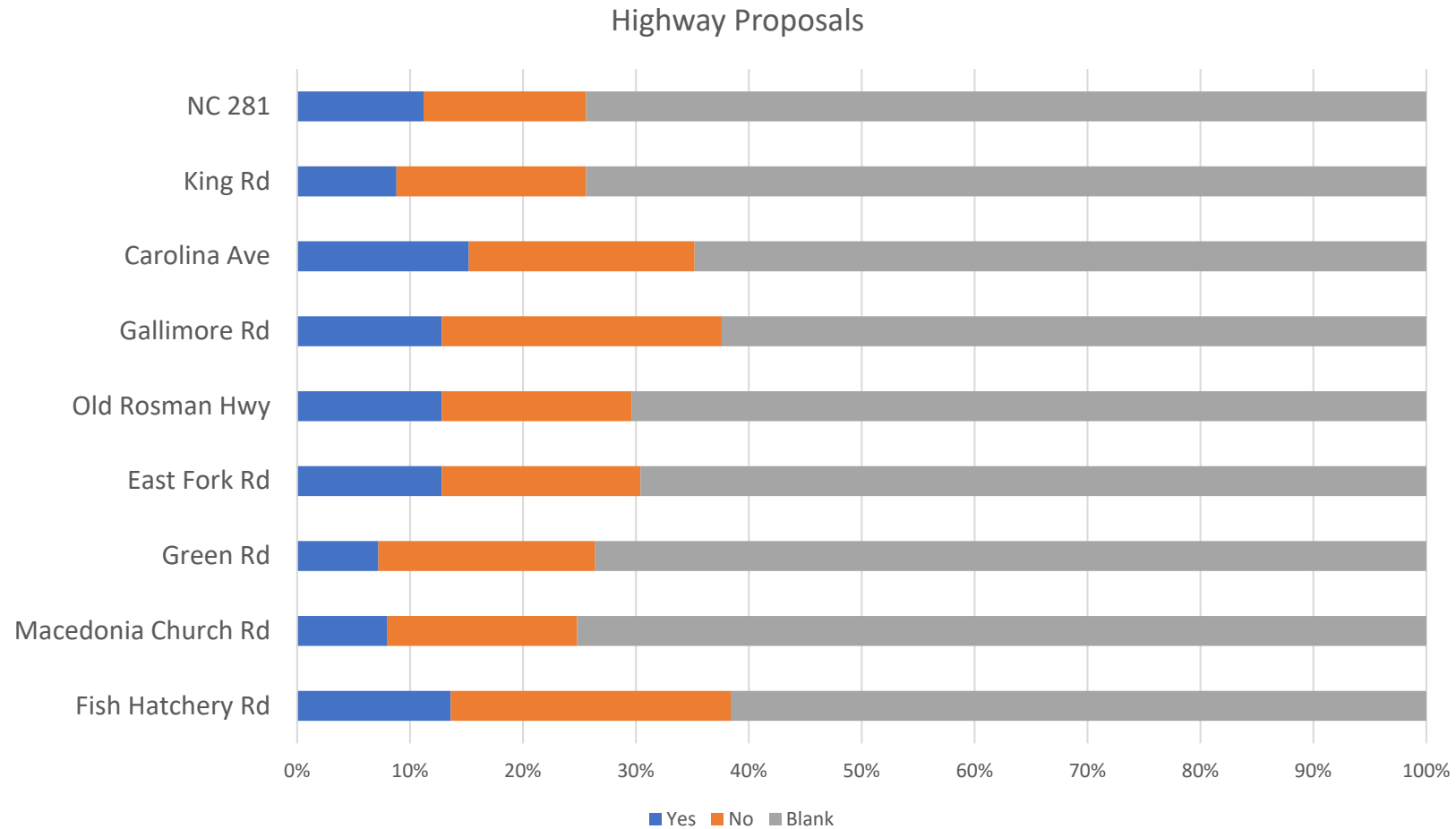
Highway Proposals



Highway Proposals



Highways: 9/38 Proposals with Out Net Support



Comments received at the Survey Workshop

- Ten people submitted paper comment sheets at the workshop
 - One person opposed Railroad Ave
 - One person said more work was needed on Sidewalks on King Street
 - Three people opposed the roundabout at US 276 and Elm Bend Rd and would prefer the signal
 - Three people supported more paths to get bicyclist out of roads
 - One person supported more places to park and lock up bikes
 - One person supported more funds for expanding transit service to nights and weekends
 - One person questioned if Elm Bend Rd floods. I don't have any records of it doing so
- Several commented that the survey was hard to take. Especially those who wished to review every project. Information overload was mentioned. As well as the generic nature of some of the project descriptions.
 - This was driven by the sheer number of proposals. Limitations of the software. And more digital than in person participation.



Final Comments

- “The roads in Transylvania County desperately need updating. We need more multiuse trails and bike lanes on our roads.”
- “Thanks for soliciting public input. We definitely need safer alternatives for cyclists and pedestrians in TC. Request you also look at the timing of the lights and pedestrian walk signs in downtown Brevard.”
- “Overall I am encouraged by a lot of these projects but I really do NOT want to see our idyllic county taken over by wider, straighter roads. More impervious surface area/wide lanes means more runoff, more heat, faster cars. The daylighting & sightline work NCDOT has done is terribly ugly. In roads where shoulders are going to be constructed, they are just "shoulders" --they should be designated bike lanes if they must exist. Go all-in on getting people OUT of cars, then consider updating roads.”
- “Improving safety for bikers by creating bike lanes and multi-use pathways is vital for this areas growth. Connectivity of neighborhoods should also be a focus. I only voted no on the connectivity between Rosman and Brevard because I would rather focus on finishing current multi-use paths before starting new projects.”
- “Thanks!”



Contact Us

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909-707-0978

Vicki Eastland

landofskyrpo.org

828-251-6622



 @NCDOT

 NCDOT

 NCDOTcommunications

 @NCDOT

 ncdotcom

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Thank you!

Set	Item	Comment
Multi-Use Path Recommendations	Brevard College Greenway	Better clear this w/Brevard College and don't expect them to pay for it.....
Multi-Use Path Recommendations	Brevard College Greenway	No brainer--cant believe it hasnt been done.
Multi-Use Path Recommendations	Brevard Picklesimer Ave	There's currently no really safe way to bike to the west side of town so this should be a high priority
Multi-Use Path Recommendations	Brevard Picklesimer Ave	Can't find Picklesimer Ave. This appears much more satisfactory than Caldwell Street that I heard "floated" around. Caldwell is NOT appropriate as long as it remains a through-route for trucks.
Multi-Use Path Recommendations	Brevard Railroad Ave	This is high on the list and already in action. Please make sure there are plenty of signs and safety precautions for both the cars and bikes/peds as these are constructed.
Multi-Use Path Recommendations	Brevard to Mills River	Maybe needed at a later date.
Multi-Use Path Recommendations	Brevard to Mills River	Nice, but not as a priority as the Ecusta Trail needs to be.
Multi-Use Path Recommendations	Brevard to Mills River	With the wide streets already and appears room on right of ways, this would not be as cumbersome.
Multi-Use Path Recommendations	Brevard to Mills River	YES! PLEASE DEVELOP A SAFE WAY TO RIDE/WALK NORTH.
Multi-Use Path Recommendations	Brevard to Mills River	GET ON IT!!! This would be huge. I'd love to be able to ride my bike to North Mills River for mountain biking/gravel, or to Sierra Nevada/Riveter, or hell even the airport!! I would absolutely ride a bike to the airport, lock it up for a few days, then ride home when I return.
Multi-Use Path Recommendations	Brevard to Mills River	Only if the lane is fully separated from the highway traffic.
Multi-Use Path Recommendations	Brevard to Mills River	This would provide much needed access for neighborhoods and provide ways for commuting and recreating access to Turkeypen Gap area and Pisgah Forest
Multi-Use Path Recommendations	Brevard to Rosman	I find it suitable but not high priority
Multi-Use Path Recommendations	Brevard to Rosman	lower priority than in town
Multi-Use Path Recommendations	Brevard to Rosman	Would hugely impact and bring communities together. I feel like Rosman is a world away
Multi-Use Path Recommendations	Brevard to Rosman	Off road bike trails are far more safe than on road. The on road biking should be controlled esp on those roads with blind curves. Like east fork and rt 178 .. there should be bike free days and or times to eliminate or lessen traffic issues .. bikes should be registered or licensed to assist with trail costs.. this policy should be across the county.. it would be safer.. bring in money and ease the tension between bikers and drivers..
Multi-Use Path Recommendations	Brevard to Rosman	The portions along the highways will be in conflict w/motor vehicles w/out proper separation. Safety problems on highways.
Multi-Use Path Recommendations	Brevard to Rosman	This will have the possibility of connecting two Transylvania communities, and help reduce bike traffic on the road for bikers heading to Cathy's Creek, and allow more bike commuting, and people to walk for health exercise
Multi-Use Path Recommendations	Brevard to Rosman	A safe way to connect Brevard to Rosman is definitely needed especially as the land between the two towns becomes developed.
Multi-Use Path Recommendations	Brevard to Rosman	YES! All for longer distance pathways. This would support and encourage economic growth in Rosman and make access to popular cycling routes like Cathy's Creek Road and 215 much safer. Plus you even start to allow safer self-shuttling with bikes for river paddling.
Multi-Use Path Recommendations	Brevard to Rosman	Only if the lane is a fully separated from the highway traffic.
Multi-Use Path Recommendations	Davidson River Bridge	Bridges are very expensive. I would recommend one here and the one further in. If it is one or the other, would need to see the plans. Not sure if a heavy traffic area is best or where there isn't. Maybe the traffic one where-ever there is parking convenient.?
Multi-Use Path Recommendations	Davidson River Bridge	This bridge would be great for bikes riding into the forest from The Hub or Sycamore Cycles and would provide a safe route to the Estatoe trail without riding on 276 or 280.
Multi-Use Path Recommendations	Davidson River Bridge	I am an avid rider and definitely believe a bridge there is needed for safety off the highway
Multi-Use Path Recommendations	Davidson River Bridge	Currently there is no real way to connect to The Hub from the greenway. The Hub attracts a lot of business, and divers have been known to get frustrated with bikers not using the greenway... maybe not fully aware that there is not connection via the bike path to where the biker is trying to get to.

Multi-Use Path Recommendations	Davidson River Bridge	This should be a priority. It is so dangerous trying to ride from town into the forest. Right now Brevard/TC is investing lots into attracting tourists to ride the trails in PNF, but getting riders from town into the forest is a nightmare for everyone...cyclists, drivers, businesses. It is a missing link to the existing infrastructure.
Multi-Use Path Recommendations	Davidson River Bridge	We need this sooo bad. It sucks that I can't easily ride my bike to The Hub or other businesses there when I'm so close. Running the gauntlet of the intersection now and with the future roundabout sucks. Add that bridge asap!!!
Multi-Use Path Recommendations	Davidson River Bridge	Very needed
Multi-Use Path Recommendations	Davidson River Bridge	Not pedestrian friendly, especially with children.
Multi-Use Path Recommendations	Davidson River Bridge	Will help keep bicycle and pedestrian traffic off of 276. This is very needed and will help alleviate congestion and safety issues, especially on weekends.
Multi-Use Path Recommendations	Davidson River Bridge	Only if it is a separate bridge for bikes/pedestrians.
Multi-Use Path Recommendations	East Brevard Links	Need to provide better bike and pedestrian paths along Neely Road.
Multi-Use Path Recommendations	East Brevard Links	We desperately need ped/bike infrastructure on Neely Rd.
Multi-Use Path Recommendations	East Brevard Links	Better have separation between vehicles and bikes.
Multi-Use Path Recommendations	East Brevard Links	Helps our town be a legitimate bike safe place
Multi-Use Path Recommendations	East Brevard Links	Yep!! Lots of friends and reasons to travel diagonally from Pisgah forest to the Gallimore Road area Wilson Road traffic is getting too crazy. This is a wonderful alternative.
Multi-Use Path Recommendations	East Brevard Links	NO, neither Chestnut Street, Neely Road nor Park View Drive!!! Need to look at Elm Bend to Wilson Road!! Or better yet, new bypass!
Multi-Use Path Recommendations	Ecusta Rail Trail	Top priority
Multi-Use Path Recommendations	Ecusta Rail Trail	This is no longer proposed but it happening. The county needs to get on board and work with the City of Brevard.
Multi-Use Path Recommendations	Ecusta Rail Trail	Yes!
Multi-Use Path Recommendations	Ecusta Rail Trail	Absolutely! This should be completed to the Henderson County line ASAP. This ties in with the existing Brevard bike path and likewise, the Henderson County side will link with other trails, eventually toward Asheville, Saluda, and beyond.
Multi-Use Path Recommendations	Ecusta Rail Trail	This is an absolute must for Transylvania County. This trail would eventually link to Hendersonville and beyond through ongoing trail connectivity.
Multi-Use Path Recommendations	Ecusta Rail Trail	Looking forward to this community building trail!
Multi-Use Path Recommendations	Ecusta Rail Trail	Get this done as #1 bike priority in Transylvania Co.
Multi-Use Path Recommendations	Ecusta Rail Trail	The Ecusta trail is a no brainer for Transylvania county and would not only boost the local economy, but would provide access to many people to safely exercise and enjoy the outdoors.
Multi-Use Path Recommendations	Ecusta Rail Trail	Rail trail is a huge positive trail option for people who may not feel comfortable taking the high risk to ride on mountain bike trails or the road where cars are scary.
Multi-Use Path Recommendations	Ecusta Rail Trail	This is one of the most important things we could do.
Multi-Use Path Recommendations	Ecusta Rail Trail	This needs to move faster and get done. I'd LOVE to see this be a packed gravel/crush and run surface like the Virginia Creeper to provide a more natural experience. But if it's paved just make sure it's asphalt and not concrete--concrete is the worst!!
Multi-Use Path Recommendations	Lake Toxaway Trail	Good idea, but WHO is going to FUND this? That southern extension of the bike path runs down an old dirt road to the Indian Campsite in Gorges SP. This segment might get good use but better include some parking since it is an out and back route as shown. The portions along US 64 could be useful if separated from vehicle traffic.
Multi-Use Path Recommendations	Music Camp Road - link to Bracken Preserve	Not sure of urgency.
Multi-Use Path Recommendations	Music Camp Road - link to Bracken Preserve	Currently there is pretty decent sidewalk. However, I do think it is a need, but lower on the list. Most bikes use the road efficiently to go direct to Bracken or around to Catheys Creek.

Multi-Use Path Recommendations	Music Camp Road - link to Bracken Preserve	Good idea here.
Multi-Use Path Recommendations	Music Camp Road - link to Bracken Preserve	With the recent purchase of additional land in the bracken preserve, it would be very wise to connect it to the greenway
Multi-Use Path Recommendations	Music Camp Road - link to Bracken Preserve	yep!! Multi-use path would be awesome!! I ride a loop from my house behind the sports complex, up Joel Branch, using the Stony Knob Connector and down through Bracken, often stopping at town breweries/eateries. 99% of this route is on bike path, trail, or closed gravel road. This is the only part where I'm forced to share the road with cars and it's slow because it's uphill.
Multi-Use Path Recommendations	Music Camp Road - link to Bracken Preserve	Would improve access to Pisgah via Bracken and vice versa as this is a popular mtn bike route, especially for people that live in town and want to ride without driving to a trailhead. Will also improve access for families in town once the new Bracken trails are finished
Multi-Use Path Recommendations	Music Camp Road - link to Bracken Preserve	Too narrow, established residential!
Multi-Use Path Recommendations	New Greenway Crossing	Would help keep MTB traffic off of 276, I hope.
Multi-Use Path Recommendations	New Greenway Crossing	already a bridge or two
Multi-Use Path Recommendations	New Greenway Crossing	Already there
Multi-Use Path Recommendations	New Greenway Crossing	Most mountain bikers starting from the forest entrance are ultimately making their way over to Avery Creek Rd. to get to single track trails. Right now there is no good way to get there safely without riding on 276 which can be dangerous and causes traffic congestion.
Multi-Use Path Recommendations	New Greenway Crossing	YES! So many of the people who come to the forest come to ride trails that start from the Horse Stables. We need a safe way to get there from all of the parking that is located nearer the entrance of the forest.
Multi-Use Path Recommendations	New Greenway Crossing	This would be the best new bridge to build over the river
Multi-Use Path Recommendations	New Greenway Crossing	This is needed soooo badly to avoid needing to ride on 276. I dont really want to see bike lanes on 276 as it would add more impervious surface and be dangerous to ride on. But as of now, you can ride through the campground and get so close to Avery Creek Road, but that last little hill is awful on 276. It would be so much nicer if there was a bike/ped bridge that accessed Avery Creek Road from the North Slope trail without ever needing to get on 276.
Multi-Use Path Recommendations	New Greenway Crossing	This would be amazing to not have to pedal on 276 to access Avery Creek Rd. Would eliminate a lot of Mtn Bike traffic on 276. Also much safer with children en tow
Multi-Use Path Recommendations	New Greenway Crossing	This would help eliminate dangerous bike traffic on 276 and allow for a safe crossing. Better for families and locals who ride bikes to the forest from their homes. Better for campers.
Multi-Use Path Recommendations	New Greenway Crossing	Probably, but don't know enough about impact it would have.
Multi-Use Path Recommendations	South Brevard Greenway	I need more information on this.
Multi-Use Path Recommendations	South Brevard Greenway	Which design is shown on this map???
Multi-Use Path Recommendations	South Brevard Greenway	I think this plan is great because it utilizes the empty field across from the high school and creates a more direct route to downtown Brevard.
Multi-Use Path Recommendations	South Brevard Greenway	This will help walkers and bikers get to the high school:)
Multi-Use Path Recommendations	South Brevard Links	I live on this side of town and commute to Pisgah forest by bike almost daily. This would be a great way for me to safely get to the existing bike path.
Multi-Use Path Recommendations	Sycamore Flats Recreational Area	Crossing the road is really dangerous as it is right now. This is definitely needed.
Multi-Use Path Recommendations	Sycamore Flats Recreational Area	While I am in support of this, I am concerned about increased pedestrian traffic on the estatoe trail. It's a lovely narrow trail, that I do not want to see widened. I just wonder if it would be realistic to do the bridge AND add a path on the 276 side so we're adding users, but we're doubling the total walkable/rideable options and sort of maintaining the saturation.
Multi-Use Path Recommendations	Sycamore Flats Recreational Area	Too crowded as it is. Better to make use further into forest, at Davidson River Campground area or alternative.
Multi-Use Path Recommendations	US 276 (Greenville Hwy)	Would help during many of the annual bike rides along these roads, I hope.
Multi-Use Path Recommendations	US 276 (Greenville Hwy)	276 to Cedar Mountain desperately needs bike lanes. Soft shoulders at the very least!

Multi-Use Path Recommendations	US 276 (Greenville Hwy)	Highly traffic area. I multi use would be so much safer. This would enable another route for so many cars, bikes and hikers
Multi-Use Path Recommendations	US 276 (Greenville Hwy)	Lots of need for a bike lane up 276 and in Cedar Mountain proper. There is a huge amount of bike traffic on the road.
Multi-Use Path Recommendations	US 276 (Greenville Hwy)	I can't tell what's intended here--bike lanes, bike path. I'm assuming path since that seems like what this is focused on. I 1000% support this. It's such a shame that there's no safe and relatively easy way to ride to Cedar Mountain and Dupont. I personally love riding through Cascade Lake or over Rich Mountain, but sometimes I just want to take the nice descent of 276 back into Brevard and it's really not safe.
Multi-Use Path Recommendations	US 276 (Greenville Hwy)	Stretch it to Morrow Landing future canoe access and then folks will bicycle shuttle the boat ride.
Multi-Use Path Recommendations	US 276 (Greenville Hwy)	Narrow, very dangerous for drivers, bikers and walkers!!
Multi-Use Path Recommendations	US 64 (Old Hendersonville Hwy)	Definitely should be part of the overall plan.
Multi-Use Path Recommendations	US 64 (Old Hendersonville Hwy)	Wilson Road is dangerous for bicycles as it is. I'm glad this is being considered for improvement.
Multi-Use Path Recommendations	US 64 (Old Hendersonville Hwy)	Absolutely, and thank you.
Multi-Use Path Recommendations	US 64 (Old Hendersonville Hwy)	It's simple, this area is very much about riding bikes. So any bike path is great!!!
Multi-Use Path Recommendations	US 64 (Old Hendersonville Hwy)	This would give lots of bikers a safe alternative to blocking traffic and slowing down big trucks that can not pass as easily.
Multi-Use Path Recommendations	US 64 (Old Hendersonville Hwy)	There is no safe way to ride or walk this road as is. This would help connect these areas to the growing town.
Multi-Use Path Recommendations	US 64 (Old Hendersonville Hwy)	the grades of this road and scenery are perfect for cyclists. However it's a little too much traffic at high speed right now. A bike path would provide a direct shot from downtown to the Ecusta Trail and Davidson River. There's never enough path until you can get everywhere you can on roads!
Multi-Use Path Recommendations	US 64 (Old Hendersonville Hwy)	ONLY if additional separate lane for bikes & pedestrians, NO narrowing of current vehicle lanes!

Set	Item	Comment
Bicycle Routes and Recommendations	Avery Creek Bridge	Would help limit MTB traffic on 276 for cyclist going to Black Mountain loop.
Bicycle Routes and Recommendations	Avery Creek Bridge	An actual bike lane is needed on 276.
Bicycle Routes and Recommendations	Avery Creek Bridge	Again. Big concerns about encouraging more bike traffic.
Bicycle Routes and Recommendations	Avery Creek Bridge	This is very much needed to keep cyclists safe. The most popular trails in PNF start from the Horse stables area and Avery creek, yet it requires mountain bikes to ride on 276. I have had so many close calls riding on that road as people drive super fast on the road and are distracted looking around at the forest. A bridge would keep everyone safe.
Bicycle Routes and Recommendations	Avery Creek Bridge	definitely build the avery creek bridge
Bicycle Routes and Recommendations	Avery Creek Bridge	Gotta do this--would make cyclists and pedestrians exponentially safer.
Bicycle Routes and Recommendations	Avery Creek Bridge	Yes, would make a much safer passable route into that section of forest to be easily utilized by bikers, runners, etc. and alleviate mtn bike traffic on 276
Bicycle Routes and Recommendations	Avery Creek Bridge	Uncertain of impact.
Bicycle Routes and Recommendations	Brevard to Rosman	there are less traffic'ed more rural ways to get there.
Bicycle Routes and Recommendations	Brevard to Rosman	greenways between towns are amazing
Bicycle Routes and Recommendations	Brevard to Rosman	Absolutely in favor of a multi-use path to Rosman.
Bicycle Routes and Recommendations	Davidson River Bridge	Need to take care to limit sediment intrusion into the river both during construction and afterwards.

Bicycle Routes and Recommendations	Davidson River Bridge	This one is a no brainer. Safety!
Bicycle Routes and Recommendations	Davidson River Bridge	YES! There are a few businesses, such as The Hub, that attract a ton of tourists and bikes. There is no current way to safely cross from these businesses into the forest or onto the Estatoe bike path. A bridge is VERY MUCH needed
Bicycle Routes and Recommendations	Davidson River Bridge	this needs to be a top priority. More important than any of the other bridges. This would allow riders from the hub to avoid using the road much easier and more safely, coming and going.
Bicycle Routes and Recommendations	Davidson River Bridge	Bridge is not safe on bikes or on foot, and definitely not with children with you. Would improve access to forest/intersection business if there was a way to cross separate from traffic.
Bicycle Routes and Recommendations	Davidson River Bridge	Strictly bikes and pedestrians.
Bicycle Routes and Recommendations	Fish Hatchery Rd	Need to take care to limit sediment intrusion into the river both during construction and afterwards.
Bicycle Routes and Recommendations	Fish Hatchery Rd	I don't see the need to pave the remainder of Fish Hatchery Rd. It would only increase the speed at which vehicles (and now side by sides) drive on these roads.
Bicycle Routes and Recommendations	Fish Hatchery Rd	Important to have another trail/road out of the forest
Bicycle Routes and Recommendations	Fish Hatchery Rd	This is a great gravel road. Keep it that way.
Bicycle Routes and Recommendations	Fish Hatchery Rd	DO NOT PAVE THIS ROAD!!!!!! I dont care how big the shoulder is, you're going to make a very safe cycling route exponentially more unsafe. I'm also sick of reading about "paved shoulders." If you have to pave a shoulder, make it a REAL bike lane so drivers know we belong. Also, you must maintain lanes and shoulders if you are suggesting they are "for bikes." DO NOT PAVE THIS ROAD!!!
Bicycle Routes and Recommendations	Fish Hatchery Rd	Big yes, major thorough-way in the forest and popular for bike routes, Art Loeb access at Gloucester Gap, etc. also ideal for Balsam Grove residents to get to town efficiently.
Bicycle Routes and Recommendations	South Brevard Greenway	Again, more info needed. Amount of legwork on each side to be considered.

Bicycle Routes and Recommendations	South Brevard Greenway	The more off road bike trails the safer it will be. The control times when one can ride on roads the safer it will be . Bikes should be registered or licensed and funds from this used for trail costs.
Bicycle Routes and Recommendations	South Brevard Greenway	Would tie existing downtown bike path to Gallimore rd multi use path
Bicycle Routes and Recommendations	South Brevard Greenway	NOT BROAD STREET, and NOT CALDWELL STREET!
Bicycle Routes and Recommendations	Sycamore Flats Recreational Area Bridge	Really would like to see a path on the 276 side in addition to this bridge.
Bicycle Routes and Recommendations	Sycamore Flats Recreational Area Bridge	Too congested; would have negative impact on visitors. There is a bridge a little further up (before Davidson River Campground) and you are proposing bridge toward highway intersection. Spare the ambiance of Sycamore Flats - please!
Bicycle Routes and Recommendations	US 64 - Rosman	As a viable project, either depending on cost would be acceptable.
Bicycle Routes and Recommendations	US 64 - Rosman	Biking is bringing in lots of tourists, let's make it safer and easier for them to come enjoy themselves and spend their money in our small towns:)
Bicycle Routes and Recommendations	US 64 - Rosman	A separate multi use path would make me feel much safer riding near that road. The speeds on that road make even a bike lane too dangerous. People fly down it, often times, distracted driving and weaving, and an unprotected bike lane (or shoulder) will leave cyclists too vulnerable.
Bicycle Routes and Recommendations	US 64 - Rosman	Uncertain

Set	Item	Comment
Sidewalk Recommendations	Downtown Brevard	Connectivity between Main Street and the King Street District along Caldwell and an added crosswalk at King Street and improved sidewalks along King Street (I realize this is a city road).
Sidewalk Recommendations	Downtown Brevard	Cross Main at Broad is dangerous as pedestrians start walking as cars are attempting to turn. I think there should be NO turns on red and the "walk" signs should not be lit while traffic may be trying to turn left.
Sidewalk Recommendations	Downtown Brevard	Many current sidewalks need attention. And not just an 'add' here and there that looks hodge podgy. There are residential areas that are back off Whitmire and Tinsley that are in need of maintenance and new sidewalks; for the narrow roads.
Sidewalk Recommendations	Downtown Brevard	need to continue connecting bike path...especially around Brevard College, Ingles, and north... also need to connect the bike path to the community pool!!
Sidewalk Recommendations	Downtown Brevard	A sidewalk is desperately needed in McLean and Fisher Road! This would help around the bike path and Middle School.
Sidewalk Recommendations	Downtown Brevard	Absolutely x 10!
Sidewalk Recommendations	North Brevard	Please add a HAWK crossing at ecusta brewery and the overflow parking across the street. Its dangerous at night especially
Sidewalk Recommendations	North Brevard	Anything to make it safer for peds and bikes to cross this main intersection. It seems the new markings on the Ecusta Road round-a-bout are working well.
Sidewalk Recommendations	North Brevard	This area is vital for sidewalks/maybe even some overpass sidewalks. Many hikers would love to be able to walk to the retail stores available on all 4 corners.
Sidewalk Recommendations	North Brevard	There is a lot of foot traffic in the intersection of HW 64/276/280. There are currently absolutely zero sidewalks or pedestrian crossings making it very dangerous.
Sidewalk Recommendations	North Brevard	If people can walk along this section, businesses will have a lot more opportunities to see more customers
Sidewalk Recommendations	North Brevard	Any connections from the business that bring in locals and tourists from the northern end of the county into the city center (proper or otherwise) will help business interests and those of us that live in Transylvania County).
Sidewalk Recommendations	North Brevard	The forest is a huge hub for locals and tourists alike. Having a safe way for people to get around on foot is much needed.
Sidewalk Recommendations	North Brevard	need pedestrian connections from Walmart area to the current bike path that ends on the other side of the bridge. also need to improve the bike path trail crossing by Habitat Restore. Cars/trucks do not stop for peds, which is VERY DANGEROUS!! also need signage for cars/trucks to stop for peds on the new roundabout. also need to add a splash pad near Jameson's Joy playground

Sidewalk Recommendations	North Brevard	Probably, as foot traffic is increasing and safety is decreasing!
Sidewalk Recommendations	Rosman	Sidewalks are needed for safety.
Sidewalk Recommendations	Rosman	Possibly. Estimated usage????
Sidewalk Recommendations	Rosman	While needed, not as needed as higher traffic areas
Sidewalk Recommendations	Rosman	We need to connect Rosman to downtown Brevard. This opens up for more lodging outside of town (ie: guests can bike in rather than drive)
Sidewalk Recommendations	South Brevard	we need a sidewalk on Miner St
Sidewalk Recommendations	South Brevard	i think a multi use is preferred from this point south.
Sidewalk Recommendations	South Brevard	Sidewalk on Silversteen would be a huge improvement for the safety of pedestrians. A review of existing sidewalk in this area would be great too. Many existing sidewalks are disconnected and have areas where they disappear and then re-appear further down the road, often on the other side of the street. There should also be more crosswalks added to Caldwell and Broad so residents can more safely cross town to access important services like the Library, County Tax Office, Election Center, etc.
Sidewalk Recommendations	South Brevard	Adding sidewalks on Silversteen Drive, Carolina Ave and Cashiers Valley road will make it safer for pedestrians walking to town. Blind curves and narrow roads currently make it very dangerous.
Sidewalk Recommendations	South Brevard	Please make it as easy as possible for people to visit from out of town, walk through our community, and spend their money while enjoying themselves:)
Sidewalk Recommendations	South Brevard	More sidewalks. They just seem to disappear and leave pedestrians in the middle of busy streets with no safe way to keep walking.
Sidewalk Recommendations	South Brevard	Absolutely!
Sidewalk Recommendations	South East Brevard	Consider extending the Elm Bend sidewalk from Delphia Drive out to the city limits.
Sidewalk Recommendations	South East Brevard	The Gallomore is pretty good, but probably some extentions off of it is needed.

Sidewalk South East Neely Rd. Needs ped/bike infrastructure.
Recomme Brevard
ndations

Sidewalk South East Sidewalks are badly needed along the remainder of Park Avenue and Neely Road. It is a very dangerous place to try to walk,
Recomme Brevard yet there are lots of residences along the way needing safe access to downtown and Brevard college
ndations

Sidewalk South East Absolutely!
Recomme Brevard
ndations

Set	Item	Comment
Roads and Highways Recommendations	Caldwell St (US 64)	Haven't you already ruined this street? Possibly fixing it back to 2 lane would make sense
Roads and Highways Recommendations	Caldwell St (US 64)	No. Modernization impacts the local scenic beauty forever. That is why we live here.
Roads and Highways Recommendations	Caldwell St (US 64)	Bike lanes and continuous sidewalks are very much needed here!
Roads and Highways Recommendations	Caldwell St (US 64)	do not need wider roads and more pavement!!! spend money building bike paths, sidewalks, and simple paving.
Roads and Highways Recommendations	Caldwell St (US 64)	Stoplight and turning lane needed to the entrance of Food Lion shopping center. More space also needed on curve just past shopping center
Roads and Highways Recommendations	Caldwell Street	I would like to see reduced speed limits on Caldwell St and better access for cyclists and pedestrians. I would even suggest removing a lane of traffic and adding a dedicated bike lane.
Roads and Highways Recommendations	Caldwell Street	Caldwell street is a mess. The road is to narrow for 3 lane traffic. The road needs to be returned to 2 lane with turn lane in the center.
Roads and Highways Recommendations	Caldwell Street	No details available on survey website. Hard to turn down improvements of any sort on Caldwell St. Not sure how you'll ADD "multimodal" assets to this road without widening it which will set off a firestorm from the folks living along or having businesses on this road. Good luck.
Roads and Highways Recommendations	Caldwell Street	Not enough information to say
Roads and Highways Recommendations	Caldwell Street	Likely, but there are no details available thru this survey to determine that.
Roads and Highways Recommendations	Caldwell Street	No. Modernization impacts the local scenic beauty forever. That is why we live here. Why fix what is not broke?
Roads and Highways Recommendations	Caldwell Street	Shorten the length of time at traffic lights to cross Caldwell St (on Main, Jordan St, etc.). Painful to try to cross town due to how long the traffic lights take!
Roads and Highways Recommendations	Caldwell Street	we need more traffic calming measures. it is notorious for being driven way too fast.
Roads and Highways Recommendations	Carolina Ave	No. Modernization impacts the local scenic beauty forever. That is why we live here.
Roads and Highways Recommendations	Carolina Ave	Do not need wider roads and more pavement!!!
Roads and Highways Recommendations	Carolina Ave	this street is a major pedestrian thoroughfare and before anything, we need sidewalks.
Roads and Highways Recommendations	Country Club Rd	Very needed
Roads and Highways Recommendations	Country Club Rd	Only if bike lanes are included
Roads and Highways Recommendations	Country Club Rd	I'll soon live off of S. Countryclub. It is heavily used by bikes that are impossible to pass due to visibility. The steep grade slows us all down significantly. Wider roads would/should help.
Roads and Highways Recommendations	Country Club Rd	No. Modernization impacts the local scenic beauty forever. That is why we live here.
Roads and Highways Recommendations	Country Club Rd	Please add bike lane!

Roads and Highways Recommendations	Country Club Rd	I do not want to widen the road. I do not want to increase impervious surfaces in a floodplain. Bike lanes/shoulders are full of debris and really don't protect you, especially if a wider roadway results in higher speeds. I also do not want to mess with the 2-lane aesthetic. We need to prepare drivers for the road, not prepare the road for drivers. Spend the money elsewhere
Roads and Highways Recommendations	Country Club Rd	bike lane.
Roads and Highways Recommendations	Crab Creek Rd	As long as natural beauty maintained and all environmental impact concerns addressed.
Roads and Highways Recommendations	Crab Creek Rd	Shoulders are much needed along Crab Creek Rd. to provide safer travel for cyclists riding in and out of Dupont forest.
Roads and Highways Recommendations	Crab Creek Rd	I do not want to see crab creek widened, increasing impervious surface area in the floodplain. I support elevating parts of it at the current width. If you do widen the road, make sure to do REAL bike lanes, not just shoulders. Shoulders are full of crap and do nothing to educate drivers that cyclists belong. I do not want to lose the narrow 2-lane aesthetic of this road.
Roads and Highways Recommendations	East Fork Rd	Need to take care to limit sediment intrusion into the river both during construction and afterwards.
Roads and Highways Recommendations	East Fork Rd	Modernization impacts the local scenic beauty forever.
Roads and Highways Recommendations	East Fork Rd	I do not support any increased impervious surface area. We don't need wider lanes--we need to force drivers to be good enough at navigating the lanes as they are. I do not support any straightening or improving sightlines as it destroys the aesthetic and nature unnecessarily.
Roads and Highways Recommendations	Ecusta Rd	A lot of walkers and bikers on this stretch
Roads and Highways Recommendations	Ecusta Rd	complete the street. It is great where the greenway trail is but that needs to be extended
Roads and Highways Recommendations	Ecusta Rd	DO NOT widen Ecusta without LEGITIMATE bike lanes or a parallel paved path. Shoulders are full of crap and debris and do not signal to drivers that cyclists belong on the road.
Roads and Highways Recommendations	Elm Bend Rd	No. Modernization impacts the local scenic beauty forever. That is why we live here.
Roads and Highways Recommendations	Elm Bend Rd	I do not want to widen the road. I do not want to increase impervious surfaces in a floodplain. Bike lanes/shoulders are full of debris and really don't protect you, especially if a wider roadway results in higher speeds. I also do not want to mess with the 2-lane aesthetic. We need to prepare drivers for the road, not prepare the road for drivers. If you must widen it though, make the shoulders REAL bike lanes!! You have to tell drivers that cyclists belong there.
Roads and Highways Recommendations	Everett Rd	Beautiful as is. Maintenance only
Roads and Highways Recommendations	Everett Rd	This is a quite narrow road that is a common local cut through to Dupont and Hendersonville. There are often bikes on this road, with no shoulder. This would be a great improvement, especially since NC has this road on a state-endorsed bike route.
Roads and Highways Recommendations	Everett Rd	I do not want to widen the road, therefore increasing speeds on a primary cycling route. Bike lanes/shoulders are full of debris and really don't protect you, especially if a wider roadway results in higher speeds. I also do not want to mess with the 2-lane aesthetic. We need to prepare drivers for the road, not prepare the road for drivers.
Roads and Highways Recommendations	Everett Rd	needs bike lanes instead of wider vehicle lane
Roads and Highways Recommendations	Fish Hatchery Rd	Need to take care to limit sediment intrusion into the river both during construction and afterwards.
Roads and Highways Recommendations	Fish Hatchery Rd	Closer still to essential natural resources. Maintenance only.

Roads and Highways Recommendations	Fish Hatchery Rd	I hope bike lane will be included! There are often bicyclists on this road and it isn't currently safe for bicyclists.
Roads and Highways Recommendations	Fish Hatchery Rd	This should be low priority. This is fine as a gravel road and low traffic when opened.
Roads and Highways Recommendations	Fish Hatchery Rd	Not sure of volume of traffic warrants updates on this road or not. Don't use it enough to know, but since it isn't a main thoroughfare, doesn't seem as important as other projects.
Roads and Highways Recommendations	Fish Hatchery Rd	DO NOT PAVE THIS ROAD!! This is a wonderful wilderness experience by bike or car. We dont need to increase traffic nor do we need to create more impervious surfaces. If you pave this road, you essentially take away a safe cycling corridor by dramatically increasing traffic. As for the paved section, I also do not want to see it widened. Don't increase the impervious surface area, increase speeds, or ruin the aesthetic. Waste of money.
Roads and Highways Recommendations	French Broad Street	No. Modernization impacts the local scenic beauty forever. That is why we live here.
Roads and Highways Recommendations	Gallimore Rd	This could be delayed. Needs here not as great as other areas.
Roads and Highways Recommendations	Gallimore Rd	No. Modernization impacts the local scenic beauty forever. That is why we live here.
Roads and Highways Recommendations	Gallimore Rd	The photo provided for this project is not on Gallimore Road. How can you possibly increase the lane width, and provide paved shoulders, with the existing multiuse path that runs right beside Gallimore Road? I don't see how this is possible.
General Comment	General Comment	Please add bike lane! This could be a very useful route for those using bicycles . Currently hazardous for bicyclists.
Roads and Highways Recommendations	Green Rd	Flood issues will make this a very expensive project. Green RD sees light travel.
Roads and Highways Recommendations	Green Rd	No. Modernization impacts the local scenic beauty forever. That is why we live here.
Roads and Highways Recommendations	Island Ford Road and Pole Miller Road	Flood issues at the French Broad access happen 4-5 times per year.
Roads and Highways Recommendations	Island Ford Road and Pole Miller Road	No. Modernization impacts the local scenic beauty forever. That is why we live here.
Roads and Highways Recommendations	Island Ford Road and Pole Miller Road	Bike lanes please!
Roads and Highways Recommendations	Island Ford Road and Pole Miller Road	Not enough traffic. I do not want to widen the road. I do not want to increase impervious surfaces in a floodplain. Bike lanes/shoulders are full of debris and really dont protect you, especially if a wider roadway results in higher speeds. I also do not want to mess with the 2-lane aesthetic. We need to prepare drivers for the road, not prepare the road for drivers.
Roads and Highways Recommendations	Macedonia Church Rd	Modernization impacts the local scenic beauty forever.
Roads and Highways Recommendations	McLean Rd	No. Modernization impacts the local scenic beauty forever. That is why we live here.
Roads and Highways Recommendations	NC 215	Modernization impacts the local scenic beauty forever.
Roads and Highways Recommendations	NC 215	This is a popular route for cyclists, drivers to get up to the parkway. It is very narrow and windy and the lack of shoulder makes cyclists very vulnerable to cars. A shoulder for bikes is absolutely a necessity.
Roads and Highways Recommendations	NC 215	Absolutely do not support this. There is not enough traffic to justify. I do not agree that we always need wider lanes for drivers. Force drivers to be better or avoid roads they dont like because of narrowness. I dont want to see straightening or clearing sightlines because it ruins the aesthetic and destroys nature unnecessarily. I do not want to see any additional paved surface area that will negatively impact rivers and streams.

Roads and Highways Recommendations	NC 215	needs bike lanes.
Roads and Highways Recommendations	NC 215	Uncertain. Probably particularly difficult sections.
Roads and Highways Recommendations	NC 280	No turning lane, are you crazy!!!!
Roads and Highways Recommendations	NC 280	I hope "multiuse path" means bike lane!!
Roads and Highways Recommendations	NC 280	This project is needed!!! 280 is such a dangerous road as is. People drive so fast on this road, with only a thin line of paint between oncoming traffic. It is also the only road that connects directly to Mills River, yet is absolutely unsafe for peds/bikes (I see both on the road, probably out of lack of transpo options). A separate multi use path and a divider are so important and needed!
Roads and Highways Recommendations	NC 280	Of all the projects I have seen I think this is one of the best and most important. Adding cycling connectivity via a multi-use path to the forest service road with Turkey pen trailhead would have a HUGE positive impact by making the Turkey pen trail itself much more realistic for more people to ride or hike, making a solid loop to rival other popular loops in the area. I think this could reduce some traffic at the black mountain and avery creek trailheads and spread people out more.
Roads and Highways Recommendations	NC 280	With greenery... especially trees but bushes, flower too
Roads and Highways Recommendations	NC 281	Not that much traffic on that road and nice to keep some roads nice and country
Roads and Highways Recommendations	NC 281	Modernization impacts the local scenic beauty forever.
Roads and Highways Recommendations	NC 281	We do not need MORE pavement!!! The road is fine and impervious surfaces are not going to help runoff, flooding, pollution. We need to prepare drivers for the road, not the road for the drivers.
Roads and Highways Recommendations	Neely Rd	Definitely need for both bike and pedestrian safety.
Roads and Highways Recommendations	Neely Rd	Maybe a bike lane?
Roads and Highways Recommendations	Neely Rd	No. Modernization impacts the local scenic beauty forever. That is why we live here.
Roads and Highways Recommendations	Neely Rd	Please add bike lane for access to shopping and the existing multi-use path and Brevard Middle School.
Roads and Highways Recommendations	Neely Rd	This is very much needed as a route for the east side of Brevard!
Roads and Highways Recommendations	Neely Rd	I am a resident of the Brookside subdivision on Bungalow Way. We have had several accidents along Neely Road due to its curves and the recent speed change sign from 35 to 25 is frequently ignored. Rerouting to minimize curves would help. It is too dangerous to walk along, so a sidewalk is sorely needed.
Roads and Highways Recommendations	Neely Rd	This project is needed, but more limited in scope than its description, or at least phased-in, since the "future year" is 2045! Those of us who live along Neely Road on Bungalow Way need some near-term relief from the frequent accidents near our subdivision and the inability to safely walk or bike along the road.
Roads and Highways Recommendations	Neely Rd	This project is sorely needed, but more limited in scope than its description, or at least phased-in. Those of us who live along Neely Road on Bungalow Way need some near-term relief from the frequent accidents near our subdivision and the inability to safely walk or bike along the road.
Roads and Highways Recommendations	Neely Rd	There have been multiple car wrecks at the bend in the road by the waste treatment center. At a minimum a guard rail should be installed and a sidewalk.

Roads and Highways Recommendations	Neely Rd	I do not want to widen the road. I do not want to increase impervious surfaces in a floodplain. Shoulders are full of debris and really don't protect cyclists, especially if a wider roadway results in higher speeds. I also do not want to mess with the 2-lane aesthetic. We need to prepare drivers for the road, not prepare the road for drivers. If you must widen it though make the shoulders REAL bike lanes! You have to tell drivers that cyclists belong there. Best would be to have a multi-use path
Roads and Highways Recommendations	Neely Rd	No way!! And NOT Park View!!
Roads and Highways Recommendations	North Broad Street (US 64)	Speeds should be reduced for pedestrian safety, more cross-walks added, and possibly close one lane and convert it to a dedicated bike lane.
Roads and Highways Recommendations	North Broad Street (US 64)	There are too many intersections along this stretch of road which cause tons of congestion and accidents. As a bike commuter that uses the Brevard greenway daily, this stretch of bike path is the most dangerous due to the multiple intersections that it crosses.
Roads and Highways Recommendations	North Broad Street (US 64)	No. Modernization impacts the local scenic beauty forever. That is why we live here.
Roads and Highways Recommendations	North Broad Street (US 64)	This road desperately needs sidewalks and CROSSWALKS. Pedestrians are forced into really dangerous situations with high-speed vehicles, because there is no where for them to walk and cross. The same goes for bikes.
Roads and Highways Recommendations	North Broad Street (US 64)	I am only saying we need this proj because the bike path in this area sucks. The connection has a sidewalk section which is terrible, bumpy and the driver warnings are not enough. I'm fully supportive of increased cycling infrastructure in the corridor though I am very skeptical about bike lanes w/ the roundabouts since NCDOT already messed up the implementation of bike lanes at the Ecusta/Davidson River Conn intersection. There are so many driveways here--you need MAJOR efforts to alert drivers.
Roads and Highways Recommendations	Old Henderson Hwy	This is a more heavily traveled road that could use some updates. More width to work with.
Roads and Highways Recommendations	Old Henderson Hwy	No. Modernization impacts the local scenic beauty forever. That is why we live here.
Roads and Highways Recommendations	Old Henderson Hwy	I do not want to deviate from the 2-lane aesthetic or increase impervious surfaces in the flood plain. Cyclists will not need shoulders when the Ecusta trail is done.
Roads and Highways Recommendations	Old Henderson Hwy	Must add a bike lane, sidewalks would be nice too
Roads and Highways Recommendations	Old Henderson Hwy	needs bike infrastructure>wider car infrastructure
Roads and Highways Recommendations	Old Henderson Hwy - Brevard	I do not want to widen the road. Visibility on this road is about as good as it gets. I do not want to increase impervious surfaces in a floodplain. Bike lanes/shoulders are full of debris and really don't protect you, especially if a wider roadway results in higher speeds. I also do not want to mess with the 2-lane aesthetic. We need to prepare drivers for the road, not prepare the road for drivers.
Roads and Highways Recommendations	Old Henderson Hwy - Brevard	the multiuse path mentioned in recommendations is critical. this is a major pedestrian and bicycle thoroughfare
Roads and Highways Recommendations	Old Rosman Hwy	Modernization impacts the local scenic beauty forever.
Roads and Highways Recommendations	Old Rosman Hwy	Not enough traffic. Don't need more impervious surface area. Spend money elsewhere.
Roads and Highways Recommendations	Pickens Hwy (US 178)	Modernization impacts the local scenic beauty forever.
Roads and Highways Recommendations	Pickens Hwy (US 178)	Don't widen roads, making this faster and more dangerous. Straightening the road or removing hills/vegetation for sightlines ruins the natural feel, scenery and again, increases speeds without requiring drivers to be more skilled. It needs paving. Start there.
Roads and Highways Recommendations	Pisgah Hwy (US 276)	Safe shoulders are needed for both hikers and fishermen walking to connect trails and bikers who are traveling on 276

Roads and Highways Recommendations	Pisgah Hwy (US 276)	Every road should have a plan to build a bike lane in the county considering the number of bikers who live/work and use the roadways and those folks visiting.
Roads and Highways Recommendations	Pisgah Hwy (US 276)	Not sure about widening this stretch. It's beautiful as it is. Close to water. I'm a no on this one. Maintenance great though
Roads and Highways Recommendations	Pisgah Hwy (US 276)	This is so needed, specifically the shoulder "bike lane". It would be even better if the bike shoulder had a divider separating it, protecting riders from the roads. Most drivers are distracted in the forest taking in the beauty of the surroundings, and it can be quite scary as a cyclists mixing with these drivers.
Roads and Highways Recommendations	Pisgah Hwy (US 276)	Lack of well marked road makes it difficult/dangerous to travel after dark. Would be great to see improvements on this popular road.
Roads and Highways Recommendations	Pisgah Hwy (US 276)	I do not want to see 276 widened. I do not want to lose the aesthetic of a 2-lane road nor do I think more impervious surfaces are good for water quality. The speed is just too high for cars already with a lot of cyclists. We dont need to make it easier to speed. Also, despite what you'll hear, the traffic is NOT that bad. The new roundabout should alleviate current backups, and a bike path would reduce vehicle trips into the frontcountry trailheads.
Roads and Highways Recommendations	Railroad Avenue Extension	Definitely!!
Roads and Highways Recommendations	Railroad Avenue Extension	Making the roads more accessible for families and children to get to school is so important!
Roads and Highways Recommendations	Railroad Avenue Extension	Bike lane connectivity and spreading out the traffic from the congested area in front of Ingles are the reasons I support this.
Roads and Highways Recommendations	US 276	276 is heavily trafficked and desperately needs soft shoulders and bike lanes.
Roads and Highways Recommendations	US 276	Only if the 5' shoulder are bike lanes
Roads and Highways Recommendations	US 276	No. Modernization impacts the local scenic beauty forever. That is why we live here.
Roads and Highways Recommendations	US 276	No. Modernization impacts the local scenic beauty forever. That is why we live here.
Roads and Highways Recommendations	US 276	Bike lane please!!
Roads and Highways Recommendations	US 276	PLEASE PLEASE PLEASE add the multiuse path to protect cyclists and pedestrians.
Roads and Highways Recommendations	US 276	The photo provided is not on US 276. Same for the photo provided for the Gallimore Road and Neely road projects. Why provide photos that are not on the subject roads?
Roads and Highways Recommendations	US 276	I do not want to widen the road. I do not want to increase impervious surfaces in a floodplain. Bike lanes/shoulders are full of debris and really dont protect you, especially if a wider roadway results in higher speeds. I also do not want to mess with the 2-lane aesthetic. We need to prepare drivers for the road, not prepare the road for drivers. If you must widen it though, make the shoulders REAL bike lanes!! You have to tell drivers that cyclists belong there.
Roads and Highways Recommendations	US 276	again, this needs bike infrastructure more than it needs more/bigger car infrastructure
Roads and Highways Recommendations	US 276 in Pisgah Forest	Need to take care to limit sediment intrusion into the river both during construction and afterwards.
Roads and Highways Recommendations	US 276 in Pisgah Forest	Too many people are getting run over trying to enjoy the woods. That's not something that should happen.

Roads and Highways Recommendations	US 276 in Pisgah Forest	This is a beautiful stretch of road through the forest. Maintenance only.
Roads and Highways Recommendations	US 276 in Pisgah Forest	This project is much needed both for bike safety, and to reduce congestion caused by bicycles on traveling in and out of the forest.
Roads and Highways Recommendations	US 276 in Pisgah Forest	276 into Pisgah ... do you really need more I pan out how congested this gets...?
Roads and Highways Recommendations	US 276 in Pisgah Forest	So glad bike lanes will be included!
Roads and Highways Recommendations	US 276 in Pisgah Forest	THIS IS VERY MUCH NEEDED. The area is becoming very well known for its access to the forest but the roads do not support the demand right now. There needs to be safe access for bikes to the forest.
Roads and Highways Recommendations	US 276 in Pisgah Forest	This section of the road backs up all the time. More space for vehicles and bicycles to travel would be great!
Roads and Highways Recommendations	US 276 in Pisgah Forest	Cannot support this more for the cyclists, walkers and the drivers on the highway!! Safety for ALL!!
Roads and Highways Recommendations	US 276 in Pisgah Forest	I do not want to see 276 widened. I fully support a bike path like the Estatoe trail on the NE side of 276 from 64-Avery Ck. Bike lanes would be OK, but the speed is just too high for cars. I do not want to lose the aesthetic of a 2-lane road nor do I think more impervious surfaces are good for water quality. Also, despite what you'll hear, the traffic is NOT that bad. The new roundabout should alleviate current backups, and a bike path would reduce vehicle trips into the frontcountry trailheads
Roads and Highways Recommendations	US 64 - Brevard	This road is already "modern" compared to most other roads in the county. Focus on the worst first.
Roads and Highways Recommendations	US 64 - Brevard	No. Modernization impacts the local scenic beauty forever. That is why we live here.
Roads and Highways Recommendations	US 64 - Brevard	64 needs protected bikelanes! The speeds on the road make it terrifying to ride bikes on the road.
Roads and Highways Recommendations	US 64 - Brevard	Leave center turn lane for all adjacent roads or this improvement could cause more harm than good. Definitely support bicycle lanes and better safety for pedestrians along this section of road.
Roads and Highways Recommendations	US 64 - Brevard	Fully support this only because of cycling improvements and aesthetic improvements of having an island.
Roads and Highways Recommendations	US 64 - Brevard	With greenery - especially trees
Roads and Highways Recommendations	US 64 - Brevard	desperately needed. there are many pedestrians and bicyclists using this area on a regular basis. we need a major increase in traffic calming measures for this area. people drive way too fast into town, folks can't hardly cross to access the grocery store.
Roads and Highways Recommendations	US 64 - Brevard	What?
Roads and Highways Recommendations	US 64 - Lake Toxaway	Modernization impacts the local scenic beauty forever.
Roads and Highways Recommendations	US 64 - Lake Toxaway	Not in support of this AT ALL. I saw what NCDOT did to "improve alignment and add climbing lanes" closer to lake toxaway. You didnt make 12' lanes... some of them are like 20+ feet wide--wasting valuable resources and looking like crap. The corridor is super ugly, far too much pavement and concrete with denuded hill sides and abandoned asphalt in the woods. NCDOT ruined that section of 64 and I do not want NCDOT to ruin another one. Also, more lanes just make more traffic. Get people out of cars
Roads and Highways Recommendations	US 64 - Rosman	Not sure. Need more info

Roads and Highways Recommendations	US 64 - Rosman	This project is along the Brevard Fault zone. Unlikely to have any movement along this suture zone between Paleozoic African & North American plates.
Roads and Highways Recommendations	US 64 - Rosman	Many people ride bicycles on this road, and it is currently unsafe to do so. Adding a multi use path would open up a safer option for bike commuters.
Roads and Highways Recommendations	US 64 - Rosman	Modernization impacts the local scenic beauty forever.
Roads and Highways Recommendations	US 64 - Rosman	Modernization impacts the local scenic beauty forever.
Roads and Highways Recommendations	US 64 - Rosman	Please add bike lane!
Roads and Highways Recommendations	US 64 - Rosman	Please add bike lane!
Roads and Highways Recommendations	US 64 - Rosman	This area will be growing in the future and it is imperative that bicycle/pedestrian safety and access be accounted for EARLY on. A separate multi-use path is crucial as drivers go so fast on this road. It will also connect Brevard to Rosman for other means of travel. This would be a huge improvement!
Roads and Highways Recommendations	US 64 - Rosman	Yes!!! The volume of traffic on this section of US 64 is crazy busy. And, there are often pedestrians walking in the grass alongside the road which is dangerous. Hard to turn across traffic due to high speed through this section of road as well. Would improvements include a traffic light at the end of Cathey's Creek Church Road? It can be dangerous to turn onto Rosman Hwy due to volume/speed/limited sight distance.
Roads and Highways Recommendations	US 64 - Rosman	The project is not needed. I'm not opposed to it but it's a lot of money and I dont see a need. I am WAY more in favor of the multi-use path. Those are always needed!
Roads and Highways Recommendations	US 64 - Rosman	Not in favor of any more impervious surface area. Not enough traffic to be a problem. Definitely do not want to ruin nature or scenery for sightlines or straighter roads.
Roads and Highways Recommendations	US 64 - Rosman	With greenery - especially trees
Roads and Highways Recommendations	US 64 - Rosman	desperately needed. the number of non-car traffic thru here BEGS for traffic calming measures and alternative infrastructure, like multi use path. better crossing opportunities, as there are a number of businesses, including grocery store!
Roads and Highways Recommendations	US 64 - to Jackson County Line	Modernization impacts the local scenic beauty forever.
Roads and Highways Recommendations	US 64 - to Jackson County Line	Not in support of this AT ALL. I saw what NCDOT did to "improve alignment and add climbing lanes" closer to lake toxaway. You didnt make 12' lanes... some of them are like 20+ feet wide--wasting valuable resources and looking like crap. The corridor is super ugly, far too much pavement and concrete with denuded hill sides and abandoned asphalt in the woods. NCDOT ruined that section of 64 and I do not want NCDOT to ruin another one. Also, more lanes just make more traffic. Get people out of cars
Roads and Highways Recommendations	Wilson Rd	Need to take care to limit sediment intrusion into the river both during construction and afterwards.
Roads and Highways Recommendations	Wilson Rd	This road is a nightmare.
Roads and Highways Recommendations	Wilson Rd	Wilson Rd. is a very dangerous road not only for bike traffic but also for motorized vehicles because of blind turns, narrow roads, and poor viability. This is a much needed improvement.
Roads and Highways Recommendations	Wilson Rd	This road is very narrow and unsafe for cyclists or pedestrians. It is one of the main roads to get into Brevard if doing a bike ride though, so a shoulder bike lane is necessary. This would make travel safer for bikes and cars less likely to kill someone.

Roads and Highways Wilson Rd
Recommendations

I do not want to widen the road/lanes. I do not want to increase speeds on a primary cycling route. I do not want to increase impervious surfaces in a floodplain. Bike lanes/shoulders are full of debris and really dont protect you, especially if a wider roadway results in higher speeds. I also do not want to mess with the 2-lane aesthetic. We need to prepare drivers for the road, not prepare the road for drivers. I fully support elevating the road out of the trouble spots for flooding.

Set	Item	Comment
Transit Recommendations	Existing Routes	The community needs to continue supporting such means for all workers to get to and from easily and inexpensively.
Transit Recommendations	Existing Routes	I'm all for multi-rider transport options...but do we have the volume to warrant full time use vs. on call/appt routing?
Transit Recommendations	Existing Routes	I'm fully in favor of more transit options. it would be nice if there was more alignment to recreation locations--I'm shocked there is no route suggested into the forest.
Transit Recommendations	Existing Routes	Need bypass for through-trucks and traffic. Bypass could incorporate additional bike paths.
General Comment	General Comment	TIM and/or other transit must extend to east and west shoulder communities
General Comment	General Comment	I'm shocked there is no suggested route into the forest. At least taking people into the campground would be a huge improvement and allow people to get out of their cars. Even better would be stops on-demand all along the 276 corridor, with Sliding Rock or Cradle of Forestry being the ultimate turnaround.
Transit Recommendations	New Park and Ride	If done not to add to the traffic congestion
Transit Recommendations	New Park and Ride	Clean up the existing lot on 64 right at 178. Seems that would be plenty
Transit Recommendations	New Park and Ride	Carpooling, yes. Bikers, no. I'm concerned about the bike traffic here. And it's growing.
Transit Recommendations	New Park and Ride	I support this as long as it does not add NEW parking spaces or impervious surfaces. There are several paved lots that would work fine like the old Bi-Lo. Also the potential for a gravel/grass lot off the Davidson River Connector just west of 64. Or the paved lot across the street from the new Ecusta Brewery. I really dont see why CTP couldnt work with business owners like the Walmart shopping center. I can't see the volume of cars exceeding the number of unused parking sports on a weekend.
Transit Recommendations	New Park and Ride	The old Bi-Lo parking lot. Or Walmart or Belk's
Transit Recommendations	New Park and Ride	The old Bi-Lo parking lot?
Transit Recommendations	New Park and Ride	Too congested as is. Need to be OUT of congested areas.
Transit Recommendations	New Park and Ride - County Line	As more people commute to Asheville will need room to park vehicles
Transit Recommendations	New Park and Ride - County Line	Fix current park and ride lot at 64 and 178
Transit Recommendations	New Park and Ride - County Line	For carpooling, yes. For bikers, no.
Transit Recommendations	New Park and Ride - County Line	No details on location but by name assume location is near Turkey Pen on the Transylvania/Henderson Co line on NC 280
Transit Recommendations	New Park and Ride - County Line	YES! Give people options to carpool and clear up our roads.
Transit Recommendations	New Park and Ride - County Line	I would be in support of this if it does not create a new parking lot. If you can use an area that is already paved or gravel, fully in support. There are several options.
Transit Recommendations	New Park and Ride - County Line	Turkey Pen entrance and or Pisgah Coffee
Transit Recommendations	New Regional Route to Asheville	Fathom the increase in traffic? We need to have all means of moving people efficiently and effectively.
Transit Recommendations	New Regional Route to Asheville	Public transportation to the airport would greatly benefit our community
Transit Recommendations	New Regional Route to Asheville	YES!!!! Please provide transit to the airport and Asheville!!! Especially as we are seeing more and more tourism, it would be great to have public transit to the airport. It would also support locals getting to the airport, and Asheville. There is no way to get there right now besides driving a personal vehicle as 280 is not safe to bike. This also helps serve those in our community that do not have the means to drive or own a car. This is so needed!!!
Transit Recommendations	New Regional Route to Asheville	YES YES YES!!!! We soooooo need a public transit option to get to Asheville and vice/versa to cut down on traffic. It needs to stop at the airport and perhaps some other key spots along the way like Mills River Ingles, Sierra Nevada/Riveter, Biltmore Park, etc. Make sure to consider large capacity bike racks on the busses: These can be done for up to 7 bikes in a northshore style rack for a hitch, or in Lenzerheide Switzerland they have them permanently mounted to the back of the bus.
Transit Recommendations	New Regional Route to Asheville	Walmart, Belk or old Bi Lo parking lots.
Transit Recommendations	New Regional Route to Asheville	Retain some of uniqueness!!

Transit Recommendations	New Regional Route to Hendersonville	We know the population will grow. We need easier means for workers to move easily from home to work - more work will be found outside the county and all affordable means need to be in place
Transit Recommendations	New Regional Route to Hendersonville	I'd prefer to see a route that goes to the airport which could connect to the existing Asheville transit system (ART bus).
Transit Recommendations	New Regional Route to Hendersonville	This would support those that work in other towns and help with traffic reduction and options. It would also support those that do not have vehicles.
Transit Recommendations	New Regional Route to Hendersonville	YES YES YES!!! This would allow one-way rides and runs on the Ecusta Trail, cut down on HWY 64 traffic, and encourage people from Hendo to use transit when visiting the forest. Dont do only 2 bike slots on the front. Put rear racks on the bus to hold the bikes verically by the front wheel. These can be done for up to 7 bikes in a northshore style rack for a hitch, or in Lenzerheide Switzerland they have them permanently mounted to the back of the bus.
Transit Recommendations	New Regional Route to Hendersonville	Dollar General on US 64 - there are technically two of them.

Set	Item	Comment
Intersection and Bridge Recommendations	#14 - US 276 and Poplar Gap Rd Intersection	Uncertain
Intersection and Bridge Recommendations	#15 - Crab Creek Rd	not enough traffic here to be a problem. I like the alignment as it is.
Intersection and Bridge Recommendations	#16 - US 64 and NC 215 Intersection	How about some SPECIFIC RECOMMENDATIONS?
Intersection and Bridge Recommendations	#16 - US 64 and NC 215 Intersection	This intersection is inadequate as is.
Intersection and Bridge Recommendations	#16 - US 64 and NC 215 Intersection	nothing wrong with this intersection
Intersection and Bridge Recommendations	#18 - US 276, Elm Bend, Parkview Intersection	The intersection coming off Parkview or Elm Bend as a right turn onto East Main needs to be improved. The drainage culvert in that right lane needs to be redesigned.
Intersection and Bridge Recommendations	#18 - US 276, Elm Bend, Parkview Intersection	No more roundabouts!
Intersection and Bridge Recommendations	#18 - US 276, Elm Bend, Parkview Intersection	Oh my. Another roundabout. Not sure.
Intersection and Bridge Recommendations	#18 - US 276, Elm Bend, Parkview Intersection	A roundabout will be great to keep traffic moving. I wish there was a project for where E main street and 276 intersect right by Silversteen park. Its a terrible intersection and you cannot see traffic coming towards town on 276.
Intersection and Bridge Recommendations	#18 - US 276, Elm Bend, Parkview Intersection	Which properties will lose area, and what will happen to the old city wall?
Intersection and Bridge Recommendations	#18 - US 276, Elm Bend, Parkview Intersection	definitely a bottleneck. But roundabout CANNOT take as long to construct as 280/Davidson River Conn
Intersection and Bridge Recommendations	#18 - US 276, Elm Bend, Parkview Intersection	Only Elm Bend, NOT PARK VIEW!
Intersection and Bridge Recommendations	#38 - Hanna Ford Road Bridge	Not enough info included to vote intelligently.
Intersection and Bridge Recommendations	#38 - Hanna Ford Road Bridge	Uncertain
Intersection and Bridge Recommendations	#4 - Pisgah Forest Intersection	Stop with the stupid roundabouts!!!
Intersection and Bridge Recommendations	#4 - Pisgah Forest Intersection	Absolutely!!
Intersection and Bridge Recommendations	#4 - Pisgah Forest Intersection	Waiting for the much-needed round-a-bout at this location to the seasonal ease traffic flow exiting the PNF.
Intersection and Bridge Recommendations	#4 - Pisgah Forest Intersection	This should be the first priority (and should have happened well before the ridiculous roundabout up the road and addition of the cut through road).
Intersection and Bridge Recommendations	#4 - Pisgah Forest Intersection	I'm on the fence about these roundabouts
Intersection and Bridge Recommendations	#4 - Pisgah Forest Intersection	A roundabout will be great to keep traffic moving, especially during peak tourism times. Please consider cross walks in safe places (not the exits of the roundabouts) for pedestrians and bikes.
Intersection and Bridge Recommendations	#4 - Pisgah Forest Intersection	Need a right turning lane from 276 onto 64/280, exiting Pisgah Forest toward Brevard. Vehicles back up sometimes all the way to the Ranger Station because they cannot turn right until right at the existing traffic light at the intersection.
Intersection and Bridge Recommendations	#4 - Pisgah Forest Intersection	I support the roundabout completely and want to see if completed and evaluated BEFORE any widening for vehicles on 276 into the forest is considered. HOWEVER, this roundabout HAS to be constructed faster than the current roundabout on 280/Davidson River Conn. That speed is absolutely unacceptable. And careful consideration needs to be taken for cycling and pedestrian infrastructure in this intersection area.
Intersection and Bridge Recommendations	#4 - Pisgah Forest Intersection	Needs to be larger, more lanes out of forest.
Intersection and Bridge Recommendations	#43 - Merrill Lane Bridge over Little River	Not enough info included to vote intelligently.
Intersection and Bridge Recommendations	#43 - Merrill Lane Bridge over Little River	No opinion, but dont pave the road
Intersection and Bridge Recommendations	#51 - McLean Rd and Railroad Ave Intersection	So much traffic. Houses being developed along with school traffic makes this so congested.
Intersection and Bridge Recommendations	#51 - McLean Rd and Railroad Ave Intersection	There is no mention of the bike path crossing, which is a critical reason we need improved flow here.
Intersection and Bridge Recommendations	#59 - Cascade Lake Rd Bridge Intersection with US 276	Not enough info included to vote intelligently.
Intersection and Bridge Recommendations	#59 - Cascade Lake Rd Bridge Intersection with US 276	Nothing wrong with this intersection
Intersection and Bridge Recommendations	#59 - Cascade Lake Rd Bridge Intersection with US 276	its oversized.
Intersection and Bridge Recommendations	#9 - US 64 and Caldwell St Intersection	This project is needed but the goal needs to be safety for drivers, cyclists, and pedestrians. Traffic in this location moves too quickly and presents a danger for all travelers.
Intersection and Bridge Recommendations	#9 - US 64 and Caldwell St Intersection	Please no more roundabouts...
Intersection and Bridge Recommendations	#9 - US 64 and Caldwell St Intersection	Perhaps it will help
Intersection and Bridge Recommendations	#9 - US 64 and Caldwell St Intersection	Why not make US 64 and Caldwell through Brevard one way streets instead? Many cities/towns have addressed congestion and gridlock by forcing single flow
Intersection and Bridge Recommendations	#9 - US 64 and Caldwell St Intersection	I dont think this is needed
Intersection and Bridge Recommendations	#9 - US 64 and Caldwell St Intersection	Keep at current number of vehicle lanes (NO bike lane) OR REROUTE TRUCK TRAFFIC via Bypass!!! Bike path should be two-three streets west of Caldwell if trucks continue.

Item	Comment
Bike & Ped	Thanks!
Bike & Ped	Improving safety for bikers by creating bike lanes and multi-use pathways is vital for this areas growth. Connectivity of neighborhoods should also be a focus. I only voted no on the connectivity between Rosman and Brevard because I would rather focus on finishing current multi-use paths before starting new projects.
Bike & Ped	need all the bike baths and sidewalks we can get to get the bikes off the roadways and on their own paths. also love the idea of a walkable town one end to the other
Bike & Ped	The roads in Transylvania County desperately need updating. We need more multiuse trails and bike lanes on our roads.
Bike & Ped	Better, more thoughtful bike and pedestrian pathways! We should be able to live up to the standard of 20 year old paths like the Silver Comet with out this much trouble.
Bike & Ped	Easy public access - via bike, walking - are essential for a viable community. Any improvements to get more people outside to walk and/or ride bikes is the key. Look forward providing more input as we work together to make our community accessible to everyone
Bike & Ped	I'd like to hear feedback on the feasibility of multi use vs individual bike, ped, etc. One would think that a multi use might make better sense going out of towns since lower traffic and individual closer in town so there is distinction.
Bike & Ped	The more bike-able and walk-able Brevard is, the better for everyone.
Bike & Ped	Thanks for all the great work so far
Bike & Ped	Same as w/highway projects... Not enough detail in this survey to make intelligent choices about what to be for or against
Bike & Ped	Please make more pedestrian infrastructure and less car
Bike & Ped	There needs to be a lit crosswalk across 64 at Brevard Academy. The installation of that school without mandatory sidewalks & crosswalks was an oversight. The people living across the road in the neighborhood should be able to walk their children to school with confidence and in safety.
Bike & Ped	Thanks for soliciting public input. We definitely need safer alternatives for cyclists and pedestrians in TC. Request you also look at the timing of the lights and pedestrian walk signs in downtown Brevard.
Bike & Ped	Please keep upgrading bike ped infrastructure as road and utility projects happen. It's so important to creating well rounded transportation choices in town.
Bike & Ped	Please make Brevard be and look smarter! Having bike lanes and sidewalks is such a no brainer to be a progressive outdoor active healthy town!!!!
Bike & Ped	Tourists like to bike, and tourists like to walk... let's make as easy as possible for them to come visit and have a good time. These greenways and sidewalks will also benefit those of us who walk and bike to work, school, for fun, and fire exercise. Good for us, and good for our tourists:)
Bike & Ped	Thank you for collecting input!
Bike & Ped	Sidewalk on Neely Road is desperately needed. Current conditions are unsafe for autos, bikes and pedestrians
Bike & Ped	I found this survey very difficult to use. The prompts for the projects to be very misleading. For example I could not at first glance figure out what my vote meant for "Do you find this route suitable for Transylvania County?" -- If i supported the location but not the plan, I did not know how to answer. Additionally, I think it would help to have pictures of the area in question, rather than generic stock photos. I know the area and at times I didn't quite understand what we were talking about
Bike & Ped	Multiuse path would be great on Neely Road, but sidewalk is necessary at a minimum.
Bike & Ped	electric bikes should not be allowed on the bike paths. they go too fast and frighten other peds. also...the bike path has dangerous road crossings. need to slow down the main roads through Pisgah Forest and Brevard for ped safety and add signs that peds have right-of-way. especially by CookOut, Lowes, and Habitat Restore. also need to connect the bike path to Ingles area.
Bike & Ped	Anxious to see the Ecusta Trail completed to Hendersonville.
Bike & Ped	A sidewalk is SO needed near McLean and Fisher road!!!! So many kids walking to school!
Bike & Ped	Thank you for allowing our input!
Bike & Ped	I'm very encouraged by the ideas in this document, but I really want to see them come to fruition. I am disappointed that I do not see much mention of sidewalks on Morris Road, where I live. This would have a tremendous increase in pedestrian efficiency if it were included. I want to reiterate again though that paving Davidson River Road/Fish Hatchery should NOT be an option.
Bike & Ped	If there is an option to include multimodal transportation in the plans, always say yes. Car free options are important for all humans but specifically the most vulnerable populations who often can't afford cars. We definitely need a safe carfree way for humans to travel to and from Rosman and to and from the national forest as well as within the forest. The speed limits in Pisgah are ridiculous so offering a safe bicycle pathway into the most cycled parts are incredibly important for all users.
Bike & Ped	The more options for cyclists and pedestrians, the better. We need safer options that minimize conflict with vehicles and supports the active lifestyle that brings people to the area.
Bike & Ped	Improved bike and pedestrian access is very important
Highway	Please include multimodal infrastructure in every project possible.
Highway	Be ready for an influx of visitors when the Ecusta Trail opens. There will be a need to distribute visitors away from the trailheads
Highway	Brevard work is important, but more attention to shoulder community transportation and infrastructure work is needed!
Highway	Not on any maps is the 12,more or less, mile stretch from the Jackson County line to Rosman which affords no passing zones, mandatory pull offs etc. if you are traveling east toward Brevard.
Highway	thank you for providing opportunity for community input
Highway	Good tool - easy and informative - thank you for asking for our input. Feel like I am now part of the future.
Highway	Public transport is needed to Lake Toxawayand Balsam Grove.
Highway	add all the bike lanes!
Highway	Please use money wisely and don't take on a variety of projects unless you have the people power to get them done in a reasonable time.
Highway	Thank you for asking for our input
Highway	Physics comes into play in this. the more volume, the more pressure. Some of these plans are only superficial fixes. A bypass from the Henderson County side of 280 over across US 64 East and on toward US 64 west around the south side of Brevard is needed. This eliminates the growing cluster that is Brevard.
Highway	Many of these proposals have no detail associated w/them that the survey respondent can access easily to check YES or NO. This appears to be another exercise in "requirement box checking" disguised as useful public input.
Highway	Public transit and ride-sharing will help locals and hopefully bring more service workers to our understaffed restaurants and hospitality
Highway	I am eager for there to be more bicycle lanes in the county for residents to use for their commute to work and shopping and for recreation.
Highway	The lumberyard area streets and sidewalks need major repair. This is a busy area for tourist and locals and the sidewalks are unwalkable. The only area that us taken care if is near the depot which is rarely used.
Highway	I found this survey really challenging to take. It took me a solid hour. I also wish that there had been a way for me to rank these projects by priority. We live in a rural county and all of these proposals have merit and are necessary for sustaining the community. it was really hard to convey which I saw as most important, while not discounting the ones that werent as important in my eyes BUT still necessary. I think this survey needs some work so more citizens participate
Highway	Neely Road improvements should be a high priority. It is a very dangerous situation. Recent lowering of speed limit was a very small first step, though most drivers ignore it. There have been multiple accidents at intersection with Bungalow Way in just the last few months.
Highway	Thank you for asking for public input!
Highway	TC needs to join the 21st century and get the funding. Like so much of Western North Carolina. Travel mid-state and east and see the money being spent on necessary infrastructure improvements. It's a not-funny joke out here what isn't still being done.
Highway	Non driving transportation options are essential for CORRECT growth and also safety!
Highway	The safer bicycle and pedestrian infrastructure we provide the safe locals will feel and the greater tourism dollars will benefit small local business in brevard
Highway	Thank you for seeking our input!
Highway	I would love to see more sidewalks and bike lanes. Let's make this area safer for families, cyclist, and those trying to be outdoors NOT utilizing an automobile!
Highway	Overall I am encouraged by a lot of these projects but I really do NOT want to see our idyllic county taken over by wider, straighter roads. More impervious surface area/wide lanes means more runoff, more heat, faster cars. The daylighting & sightline work NCDOT has done is terribly ugly. In roads where shoulders are going to be constructed, they are just "shoulders" --they should be designated bike lanes if they must exist. Go all-in on getting people OUT of cars, then consider updating roads.
Highway	great survey
Highway	I am emailing extensive comment today to Daniel Sellers of NCDOT, and Vicki Eastland of Land of Sky RPO.