



**Little River**      **June 26, 2018**

**Brevard**            **July 09, 2018**

**Cedar Mountain**   **July 16, 2018**

**Rosman**            **July 28, 2018**

**&**

**Brevard**            **January 7, 2019**

**Little River**        **January 10, 2019**

**Cedar Mountain**   **January 14, 2019**

**Quebec**            **January 15, 2019**



## Transylvania County Bicycle Plan

# Background of Draft Plan and Basis of Project Recommendations



### Public and Stakeholder Group Input -

- Mapping and visioning exercises,
- Public input sessions (2018),
- SPOT 5.0 survey,
- Brevard College survey,
- Transylvania County 2025 Comprehensive Plan,
- Transylvania County Parks and Recreation Master Plan

### Connections to Key Destinations -

- Communities,
- Parks,
- Schools,
- Neighborhoods,
- Community Centers,
- Commercial areas, and
- Surrounding counties

### Existing Conditions -

- Opportunities and challenges of existing roadway traffic, speed, infrastructure, and topography,
- Bicycle level of comfort analysis,
- Bicycle crash data

### Existing Existing Plans and Projects -

Local and regional plans for Transylvania County and surrounding counties were used to identify planned and in-development roadway, greenway, sidepath, and bicycle lane projects, that could be relevant connections

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## Transylvania County Bicycle Plan

# Bicycle Plan

## Key Recommendations

- these recommendations make up the core of this plan



### Keep Momentum on Bicycle Projects That Are Already In-Development -

Facilities and projects that have some level of funding, design, or construction in progress should be fully funded first, as the lowest hanging fruit for new bicycle infrastructure.

### Strategically and Proactively Fund and Build the Priority Network -

A comprehensive network of bicycle infrastructure, identified in this plan as priority projects, provides opportunities for economic growth, recreation, health, and active transportation.

### Build Projects Incrementally Over Time Using the Comprehensive Network of Recommendations -

As Transylvania County continues to grow, and develop, roadway improvement projects should incorporate priority projects into their design and construction.

### Implement New Programs and Policies That Support and Encourage Bicycling -

As new facilities are built, they will need to be maintained with coordination between agencies for multi-jurisdictional projects; capitalizing on numerous bicycle-related programs will add to a comprehensive effort toward bicyclist and motorist safety.

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# Bicycle Plan Key Recommendations

- these recommendations make up the core of this plan

1. **Keep Momentum on Bicycle Projects That Are Already In-Development -**
2. **Strategically and Proactively Fund and Build the Priority Network -**
3. **Build Projects Incrementally Over Time Using the Comprehensive Network of Recommendations -**
4. **Implement New Programs and Policies That Support and Encourage Bicycling -**

Public Comments - Key Recommendations	
*Every bike plan implemented is a win/win for all involved!	*Adopt complete streets
*Agreed!	*Yes
*No bicycle plan takes the impact on the communities negativity effected.	*Every new road or updated road should be assessed for ability to add bike lane
*Well.....unless it is done wrong	*Yes
*Economic impact of road/mtn biking is HUGE!	*I think this
*Events, tourism, touring groups- Cycle NC; Carmichael Training Systems; Trek Travel all bring \$\$\$	*Yes
*Need to reach out to WATCO current owners of Brevard - Hendersonville inactive rail line, Ecusta Trail!	*Involve utility companies in use of right-a-ways and the benefit of "goodwill" advertising
	*Yes

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# Transylvania County Shared Use Path Spines

# PRIORITY PROJECTS

- shared use paths, or sidepaths as appropriate for the location

Comments:



## Brevard to Rosman

*Connecting Brevard and Rosman along the US 64 corridor, would link the two largest population centers in the county*

## Brevard to Mills River - NC 280

*Connecting Transylvania County to Mills River along, or near NC 280, provides the flattest connection through the valley*

## Ecusta Rail Trail

*Completely separated from roadways, this project would utilize the old Ecusta railroad corridor connecting Brevard to Hendersonville*

## Lake Toxaway Trail

*This project would connect businesses, recreational areas and residences, in Lake Toxaway along and near the US 64 corridor*

## Cedar Mountain Trail

*This project would connect businesses, the Community Center, and residences, in the heart of the Cedar Mountain community, along the US 276 corridor*

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# Draft Plan Priority Projects – Shared Use Path Spines

- shared use paths, or sidepaths as appropriate for the location

## Brevard to Rosman-

Connecting Brevard and Rosman along the US 64 corridor, would link the two largest population centers in the county

Comments - Brevard to Rosman		
*If funds are available, this would obviously better than the bike route plan. But if insufficient funds, could use the bike route plan where US 64 is wide and switch to more separation with the "spine" plan where there the road is narrow or on hills.	*This would serve the road cyclist who come to Transylvania County to ride the 276>BRP>215 loop.	*Gives Rosman residents easier access to businesses & jobs in Brevard area & gives Brevard workers access to affordable housing in Rosman.
*Brevard to Rosman - a nonbrowel - yes!	*Easiest	*This is great with safety precautions
Yes!	*Yes!	*Agree
*Please	*Yes!	*Yes!
*Yes!	*3 stars	

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# Draft Plan Priority Projects – Shared Use Path Spines

- shared use paths, or sidepaths as appropriate for the location

**Brevard to Mills River - NC 280- Connecting Transylvania County to Mills River along, or near NC 280**

## Comments - Brevard to Mills River along NC 280

*Need to look at less steep connections through neighboring property (communities north of 280?) (TSFS?)	*Currently using Old Hendersonville, Crab Creek, Talley, Grove Bridge, Turnpike, Flat Route would be a better alternative to NC 280 Brevard to Mills River as can reconnect to 280 after the county line.		*This would create an amazing greenway loop opportunity with Ecusta Trail and trail along 191, would be a tourism draw as well as benefit locals.
*Important to open up this area for safer bike access to Rosman & other secondary roadways.	*Who is the target audience, who can ride UP Little Mountain?	*Use Ecusta Trail to King Road to US280 as an alternate route.	*A multi-use path here would really improve safety especially up & over Little Mountain.
*Great idea!			
*Separate path from roadway due to high speed traffic on 280.	*Good idea! Helps the outdoor environment	*A commuter's dream come true - Yes!	*Where is this?
**\$\$ Biggest bang	*Agree	*Yes!	*2 stars
Yes!	*Yes!	*Yes!	
*Yes!	*Please	*Yes!	



# Draft Plan Priority Projects – Shared Use Path Spines

- shared use paths, or sidepaths as appropriate for the location

**Ecusta Trail-**  
Completely separated from roadways, this project would utilize the old Ecusta railroad corridor connecting Brevard to Hendersonville

Comments - Ecusta Rail Trail			
*Lot of trail in the area, but little beginner friendly trail. This would fill that need.	*I agree, make it happen, gather sponsors Sierra Nevada, Oscar Blues, etc!!!	*Perfect r-o-w for a trail and agree with above comments-we are missing an economic boom.	*I would ride regularly if this were available instead of driving to the Swamp Rabbit and having lunch in SC.
*Agree	*Yes!	*Good idea!	Yes! #1 priority
*This is key in making Brevard truly a cycling destination. Would bring tourists here	*Yes, make it happen safe for walkers, runners, and bikes	*See how the Swamp Rabbit Trail helped the economy	*Yes, yes, yes! Let common sense and logic prevail!
Yes! Now please.	*\$\$ Biggest bang	*Please	*Yes
Yes!	*#1 priority	*Yes	*Yes
Please!	*This is a cashcow waiting to milk. Do it!	Even seniors would love it	*Yes





# Draft Plan Priority Projects – Shared Use Path Spines

- shared use paths, or sidepaths as appropriate for the location

**Ecusta Trail-**  
Completely separated from roadways, this project would utilize the old Ecusta railroad corridor connecting Brevard to Hendersonville

Comments - Ecusta Rail Trail Continued			
*This! Very important!	*This would be ideal 19 stars	*Dear God, do this now *Wonderful idea	*Please Please
*This would be a huge attraction to both hard core cyclists as well as recreational cyclists. It would be a wonderful addition to the county infrastructure.	*This would also serve our older/aging population of the county. Great, safe exercise!	*This would be the single biggest economic boost by appealing to cyclists who come to the county.	*Travelers Rest is an amazing example of the economic impact of rails-to-trails.
*Top priority! The most important improvement gets inexperienced cyclists to ride more as they feel safer -- only experienced road cyclists will ride along highways.		*Agree with above comments. Most important trail to encourage new and younger riders (away from auto traffic which can be intimidating). Also connects Brevard to Hendersonville which benefits Brevard & Transylvania County. Highly recommend trail.	

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# Draft Plan Priority Projects – Shared Use Path Spines

- shared use paths, or sidepaths as appropriate for the location

## Cedar Mountain Trail -

This project would connect businesses, the Community Center, and residences, in the heart of the Cedar Mountain community, along the US 276 corridor

Comments - Cedar Mountain Trail		
Safety	*Yes!	*Yes!
*What about using utility right-a-ways provides safety for motorist & cyclists	*Yes!	*Great
*Great idea!	*Agree	2 stars
*Separate path is great idea - what about power line path? This is the straightest section.	*This would also give a far safer ride for cyclists currently making loops that include 276.	*Too many curves for shared use!

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# Draft Plan Priority Projects – Shared Use Path Spines

- shared use paths, or sidepaths as appropriate for the location

## Lake Toxaway Trail -

This project would connect businesses, recreational areas and residences, in Lake Toxaway along and near the US 64 corridor

Comment - Lake Toxaway Trail		
Safety	Yes!	*This would benefit Toxaway & Sapphire
*Yes!	*Yes!	*Bike lanes or wider shoulder - meter traffic speed
*Agree	*Yes!	

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# Draft Plan Priority Projects – Shared Use Path Spines

- shared use paths, or sidepaths as appropriate for the location

## Additional Comments

<p>*All road and bridge projects should be required to include minimum 3' shoulders for non-motorized users. Bike paths are great, but they don't connect to everything, Roads Do!</p>	<p>*Those projects imply lots of \$\$\$\$. Need to prioritize them.....My ranking would be: 1)Ecusta Trail, 2)Cedar Mtn Trail 3)Brevard to Rosman (because bike route is a good alternative, 4)Lake Toxaway Trail, 5)Brevard to Mills River (Ecusta Rail Trail is a better alternative to go NE</p>	<p>*I work at a bike shop in town, I am frequently asked where we have "safe" riding for road bikes. A very large % of our customers come from out of town for mountain biking. I have no doubt we could do the same for road biking with good bike/shared paths.</p>	<p>*How is road surface determined? Chip seal or blacktop. For example - Country Club Rd recently repaved with chip seal (poor) Walnut Hollow &amp; Hannah Ford repaved with black top which is preferred.</p>
<p>*Still looks dangerous to me</p>	<p>*Super important for safety of all users of roads.</p>	<p>*Looks dangerous to me</p>	<p>*Yes!! NC join the 21st century and get a sense of urgency</p>
<p>*This information isn't really detailed enough for me to know what the plan really is.</p>	<p>*Need to connect Pisgah Forest to DuPont Forest so cyclists could go to either forest from Brevard &amp; Pisgah Forest</p>	<p>*If this 8'-12' parkway with separation is not currently incorporated into the Wilson Rd widening plans it should be.</p>	<p>*The maps are not detailed enough.</p>
<p>*What about some sort of physical barrier like those "plastic sticks" that help</p>	<p>*Include an image of a path and trees with no cars to acclimate people to the idea of no conflict between users.</p>	<p>*I don't want bikes anywhere near cars. Like I don't even want to see them.</p>	<p>*Educate bicyclists that the rules of the road apply to them also. Bicyclists could learn courtesy and manners.</p>



# Draft Plan Priority Projects – Shared Use Path Spines

- shared use paths, or sidepaths as appropriate for the location

Additional Comments			
*Residents express interest in requiring cyclists to be licensed. Most experienced/confident cyclists are willing. If cyclists are licensed, will drivers be patient, considerate, respectful, safe?	*These projects will be economic booms for all of the county. Cyclists spend more per mile than any other transportation mode.	*This design maybe ok for slower speed streets in town but not for highways where many motorists don't like having bikes on highways & try to intimidate them.	*Most effective & used bike paths are 2 way as used in Sevilla, Spain. See: (How Seville transformed itself into the cycling capital of Southern Europe) - The Guardian (2015) and also Germany
*Create an alternative transportation advisory committee to work with community and do leg work towards nonmotorized transportation solutions.	*Why doesn't drivers ed teach how to pass cyclists? Drivers are afraid to pass. Educating motorists (new and old) can go along way towards helping everyone get along.	*Motorist encounter slower drivers, student drivers, out of towners, heavy equipment in addition to cyclists. Why intimidate cyclist? Work is different from those playing.	*Rail Trail are economic engines! Proven many times all over the world. But non-motorized users belong on the roads (shoulders) as well and projects need to accommodate them.
*Path Spines - get them going! I love Swamp Rabbit & Doodle Trails. Would love to have great connectors throughout the Brevard area. We need to make this area a bike MECCA & destination. Also - 276 must be made safe for cars AND bikers. - Donna H		*Average of \$40 million a year in retail sales in rural communities for a Rail Trail (Trail Towns.org) Ecusta trail is a goldmine waiting to happen. Rail is adversely abandoned (this is against national law). Rail owner required to keep rail in operational condition.	
*#1	*Good idea!	*\$\$\$????	*Fenced?





# Draft Plan Priority Projects – Shared Use Path Spines

- shared use paths, or sidepaths as appropriate for the location

Additional Comments			
*Yes to all bike lanes, paths, etc. Safer for all! Do it ASAP, Thank you!	*How can we be involved? Volunteer projects, etc?	*Do you have more specific timeline with location for 2019 & beyond?	*I rode my bike 105 miles I'm up? with this plan?
*I would like an event that allows bikers and locals to debate and discuss safety concerns and manners.	*Why do all the pictures show bikes and cars together? Is that a decision that has already been made? It looks dangerous to me!	*Can't we use power line paths as an option in certain parts? So Greenway & not bike lane.	*Much safer than the current situation with bikes sharing the road with cars
*Great idea! With desired outcome of accepted customs and mannes for all to get along.	*OK for straighter roadway with 35mph or less speed.	*Pedestrian facilities?	*Rumble does alert the driver and biker.
*Keep us (bikes) away from traffic as much as possible.	separate? A rumble strip is too "low consequence"	*Road can't be opened enough for bikes.	*Paint? Give more visibility?

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## Transylvania County / Brevard Interface

# PRIORITY PROJECTS

- paved shoulders, bike lanes, or shared use paths as appropriate for the location and connection



### Greenville Hwy/ US 276

*Link from Gallimore Road shared use path to Hap Simpson Park and ultimately to Wilson Road*

### Old Hendersonville Hwy

*Would connect neighborhoods, businesses, schools, and recreation opportunities in the immediate area and provide a link northeast*

### N. Country Club Road

*Would provide connectivity from the Gallimore Road shared use path to destinations to the south including Rosman*

### Park Ave/ Neely Rd

*Would provide a direct link from the Brevard shared use path and future bike lanes along N. Broad Street to the Gallimore Road shared use path*

### Brevard College Greenway

*Would link Brevard College campus to the developing shared use path network and the future improvements to Neely Road and the French Broad River corridor*

### Music Camp Road

*Would link to the developing shared use path network to Bracken Preserve along Music Camp Road*

### French Broad River Greenway

*A potential first phase could be developed as part of a linear park in the floodplain area between Wilson Road and the river*

Comments:



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# Draft Plan Priority Projects – Brevard Interface

- paved shoulders, bike lanes, or shared use paths as appropriate for the location and connection

## Greenville Hwy/ US 276 -

Link from  
Gallimore Road  
shared use path  
to Hap Simpson  
Park and  
ultimately to  
Wilson Road/Rich  
Mountain Road

Comments - Greenville Hwy /US 276		
*Yes to all!	*Great for rec bikes	*All are important!
*12 stars	*Yes! Safe access in/out of town needed.	*Encourages health! Be outside & Safety
Yes!	*Perfect/Thanks	*Yes!
*Not sure how bike riders and cars will maneuver a round about at the same time	*All these aspects of the interface should be approved and implemented ASAP	*This would be great! Now you have to drive safely access Hap Simpson Park
		*Yes!

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# Draft Plan Priority Projects – Brevard Interface

- paved shoulders, bike lanes, or shared use paths as appropriate for the location and connection

## Park Ave/Neely Rd-

Would provide a direct link from the Brevard shared use path and future bike lanes along N. Broad Street to the Gallimore Road shared use path

Comments - Park Ave/Neely Rd		
*Please, connect all the paths - Neely to Boys & Girls Club	*A nice way to make a loop with existing greenway	Very important to have a bike path on the East side of town that doesn't cross Asheville Highway.
Help on Neely Road would be incredible	Bridge for crossing	*12 stars

## N. Country Club Road-

Would provide connectivity from the Gallimore Road shared use path to destinations to the south including Rosman

Comments - N. Country Club
*Great for rec bikes
*Yes!
*7 stars

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# Draft Plan Priority Projects – Brevard Interface

- paved shoulders, bike lanes, or shared use paths as appropriate for the location and connection

## Brevard College Greenway-

Would link Brevard College campus to the developing shared use path network and the future improvements to Neely Road and the French Broad River corridor

Comments – Brevard College Greenway	
*Great for students	* 6 Stars

## Music Camp Road-

Would link to the developing shared use path network to Bracken Preserve along Music Camp Road

Comments - Music Camp Road		
*Yes please, need to connect Brevard Bike Path to Bracken Preserve for bikes not just pedestrians/sidewalk *4 stars	*Great for music students	*Not a priority from a cyclist's POV - road while no shoulders, isn't too busy and has good visibility for all users

## French Broad River Greenway-

A potential first phase could be developed as part of a linear park in the floodplain area between Wilson Road and the river

Comments - French Broad River Greenway		
*Yes! Currently underused recreation corridor, great for beginner paddlers in floodplain so of no use of development *6 stars	*Good idea - but would have to withstand frequent flooding. *Yes!	*Would like more info on this possibility - 1st I've heard of it *Could be a great compliment to a boating trail.





# Transylvania County Bike Routes

# PRIORITY PROJECTS

- paved shoulders, or bike lanes as appropriate for the location

Comments:



## Greenville Hwy/ US 276

*From Rich Mountain Road to the South Carolina border this section of US 276 provides the flattest, direct link to Cedar Mountain, with connectivity to Dupont State Park*

## Old Hendersonville Hwy/ Everett Road/ Crab Creek

*From the Wilson Road/Ecusta Road intersection, these roads serve as the main arteries to Little River and beyond to Dupont State Forest and Henderson County*

## Rosman Hwy

*US 64 southwest of Rosman and US 178 south of Rosman are the main corridors connecting to the south and far southwest sections of Transylvania County*

## NC 215 / Parkway Dr and US 276 / Pisgah Hwy

*These two sections of highways carry higher levels of traffic volumes, are popular bicycling routes due to connectivity to the Blue Ridge Parkway, and are also very steep and narrow*



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# Draft Plan Priority Projects – Bike Routes

- paved shoulders, or bike lanes, as appropriate for the location

## Rosman Hwy-

US 64 southwest of Rosman and US 178 south of Rosman are the main corridors connecting to the south and far southwest sections of Transylvania County

## NC 215 / Parkway Dr And US 276 / Pisgah Hwy-

These two sections of highways carry higher levels of traffic volumes, are popular bicycling routes due to connectivity to the Blue Ridge Parkway, and are also very steep and narrow

Comments - Rosman Highway		
*Needed!	Yes!	*4 stars
*Highly support Rosman Hwy to have bike route as I often cycle to Silversteen Road from Brevard & Quebec		*Bike lanes

Comments - NC 215/Parkway Dr & US 276/Pisgah Hwy		
*Yes, we agree-what can we do about it? Large amount of bike road rage reported here		*Great some small bike pulloff spots
*See USFS current plan in progress, proposal trail/multi use path from end of Eastatoe trail up to 477 Avery Creek		*Needs consideration/work
*Strongly endorse these highways to have safer bike lanes as they are wonderful paths to the BRP		*Shoulders
*Yes!	*Bike Lanes!	*10 stars
*Very important	*Agree	



# Draft Plan Priority Projects –

## Bike Routes - paved shoulders, or bike lanes, as appropriate for the location

### Greenville Hwy/US 276-

From Rich Mountain Road to the South Carolina border this section of US 276 provides the flattest, direct link to Cedar Mountain, with connectivity to DuPont State Forest

Comments - Greenville Hwy/US 276		
*At least paved shoulders or bike lane	*When? In 25 years when NCDOT updates road?	*This needs to happen!
*Work w/SCDOT to tie into the plans w/Greenville County. Less grade on Cascade Lake Rd		*7 stars
*Great idea	*Agree	*Yes!

### Old Hendersonville Hwy/ Everett Road/ Crab Creek-

From the Wilson Road/Ecusta Road intersection, these roads serve as the main arteries to Little River and beyond to DuPont State Forest and Henderson County

Comments - Old Hendersonville Hwy/Everett Road/Crab Creek		
*Popular road bike routes need safer roadways	*Pave it great-shortcut and bike path would be easily added.	*Consider Cascade Lake Road (gravel) as connector to Dupont SF
*Yes!	*Agree	*Great
*A bike path to Wilson Rd would be a real asset to traffic flow & safety. Without such a bike path we should NOT promote biking events. The many, many bicyclists who participate cause delays for traffic. Not good for locals or visiting cyclists.		*13 stars
*Shared paths are not safe. Walkers, cyclists, dogs, strollers, people listening to music can't hear. Cyclists prefer cars to all these obstacles. Paved shoulder or bike lane would be perfect here.		*Highly support these bike routes that will take me to Henderson County.



# Draft Plan Priority Projects – Bike Routes

- paved shoulders, or bike lanes, as appropriate

Additional Comments			
*Can't we use power line paths as an option in certain parts? So Greenway & not bike lane.	We are Everett Rd. residents, and hope that Everett can be a priority in order to improve safety for bikers and cars.	*What about some sort of physical barrier like those "plastic sticks" that help separate? A rumble strip is too "low consequence"	*Why do all the pictures show bikes and cars together? Is that a decision that has already been made? It looks dangerous to me!
*All road and bridge projects should be required to include minimum 3' shoulders for non-motorized users. Bike paths are great, but they don't connect to everything, Roads Do!	*Motorist encounter slower drivers, student drivers, out of towners, heavy equipment in addition to cyclists. Why intimidate cyclist? Work is different from those playing.	*This design maybe ok for slower speed streets in town but not for highways where many motorists don't like having bikes on highways & try to intimidate them.	Modifying the Railroad tracks in the county for bike and pedestrian pats should also be a priority.
*I rode my bike 105 miles I'm up? with this plan?	*Pedestrian facilities?	*Good idea!	*Looks dangerous to me
*OK for straighter roadway with 35mph or less speed.	*Keep us (bikes) away from traffic as much as possible.	*Paint? Give more visibility?	*Road can't be opened enough for bikes.
*Super important for safety of all users of roads.	*Fenced?	*\$\$\$????	*Rumble does alert the driver and biker.
*Much safer than the current situation with bikes sharing the road with cars	*Greenville/Swamp Rabbit bikers wants more to Brevard Area.	*Long term GST part/ impact of the economic growth of the county.	*Yes!! NC join the 21st century and get a sense of urgency





## Transylvania County Bicycle Plan

# Draft Plan Program Recommendations

- complementary programs to the infrastructure projects



### Bicycle Facility Maintenance -

Bicycle facilities require regular maintenance in order to keep them free of debris and structural deterioration. Bike lanes are especially vulnerable to the accumulation of leaves and gravel as they are blown off the travel lane by automobile traffic.

### Greenway Trail Maintenance -

Maintenance is essential to the long-term viability and sustainability of the greenway network in Transylvania County. Construction of greenway trails should not take place without a maintenance plan in place. This Plan recommends a strong, collaborative approach.

### Watch For Me NC Media Campaign -

Transylvania County should continue engaging and expanding upon the Watch for Me NC educational campaign and incorporate programmatic elements from Vision Zero and Strive Not to Drive efforts.

### Bicycle Facilities On Steep Hills -

Limited sight lines, narrow roadway widths, and steep grades contribute to conflict between motorists and cyclists. Further study is recommended to develop specific guidance for where and when periodic paved shoulder sections or designated bicycle pull-off areas may be appropriate and safe for all.

### Speed Limit Reduction and Traffic Calming -

Lowering speed limits in strategic locations has enormous safety benefits for all users, including bicyclists, by lowering both the rate and severity of crashes.



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# Draft Plan Program Recommendations

## Comments - Draft Plan Programs

<p>*True! Maintenance Departments (town, city, county, state) need to clearly understand their responsibility for the safety of all users. Clearing/sweeping debris from the vehicle lane onto the shoulder is not acceptable. It just forces non-motorized users into the road.</p>	<p>*As a cyclist bike pull offs worry me, we need to be predicable not weaving in and out of vehicle traffic lanes. "Periodic" would need to be for at least a few minutes cycling time and would need to well signed</p>	<p>*This is much needed speeds on 276 into the forest are way too high. How many cyclists and families are on the roads at Davidson River Campground?</p>	<p>*Add options for beginner MTB/kids around county. Parks with easier single trade trails and pump trade (ie-one in Tannery Park). How about brown-ways connecting the community paths and rec facilities. More for MTB outside of Pisgah NF and DuPont. Trails in and connecting paths.</p>
<p>*Being run over by a car hurts no matter how slow it is going! I know! Bicycles &amp; pedestrians always lose in a conflict with a vehicle. Avoidance is better than reducing severity.</p>	<p>*Nice presentation. Thanks for all of the work. May it come to fruition.</p>	<p>*Involve local bicycle shops/groups to help? Community involvement and adopt a street program.</p>	<p>*League .American.Bicyclists. has excellent consultants! Use them.</p>
<p>*Strategically placed bike tool "self help" stations and bike racks (sponsored by local shops?)</p>	<p>*Traffic calming: around schools, Franklin Park, Park Avenue, One way streets downtown</p>	<p>*Recommend greenway commission as body that has the low-range vision for all of county-clearing house for all swollen projects. Paid county employee?</p>	<p>*Crosswalks/reflective bumps on 64 between 215 and Jackson County line.</p>
<p>*Safely place (designated pull off) to the next. All users should be accommodated safely.</p>	<p>*Yes!</p>	<p>*Contact "bikelaw" advocacy group</p>	<p>*Pull off areas for bikes on 276 &amp; 215 to parkway!!!!</p>
<p>*Why should a safe shoulder be "periodic"?</p>	<p>*#1</p>	<p>*Yes contact them</p>	<p>*Encourage bike commuting</p>



# Draft Plan Program Recommendations

- Programs added to address public input heard during Public Input Meetings

## Community Forums For Education And Communication -

Education for both bicyclists and motorists should include an open forum for interested citizens (both bicyclists and non-bicyclists) to come together and discuss current challenges regarding bicyclist/motorist safety and behavior.

## Mountain Biking

**Infrastructure-** Additional opportunities for mountain biking trails and parks should be explored to allow families to enjoy mountain biking together, with beginning routes suitable for children and adults added to complement the intermediate and advanced facilities found in the state and national forests.

## Voluntary Funding

**Program-** Creating a voluntary bicycle infrastructure funding program for bicycle infrastructure can help support projects that require a match, or even fully finance independent bicycle infrastructure projects.

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## Transylvania County Bicycle Plan

# Draft Plan Implementation

- key, immediate action steps for Transylvania County and its partners



### Adopt the Plan -

Adoption signals an intent to support the vision, goals, and projects of this plan in the coming years and decades without obligating the county financially. Adoption also allows NC DOT to incorporate priority projects into future road improvements.

### Update County Policies -

New policies and updating existing policies are low-cost or zero-cost means for the county to influence, or enforce bikeable transportation corridors and development.

### Begin Work On Priority Projects -

The implementation of bike infrastructure projects will take time and will happen through multiple mechanisms including the NCDOT SPOT process, rails to trails, and incidental road improvements. Local match for projects can be set aside in the budget or supported through grants and non-profit efforts.

### Engage In Programs and Research -

The county is already involved in the Watch for Me NC campaign and should begin engaging in additional program recommendations.

### Continue Building Partnerships -

For Transylvania County to improve bicycle connectivity, coordination will be important with the City of Brevard, Town of Rosman, and others.

DRAFT



# Draft Plan Implementation

- key, immediate action steps for Transylvania County and its partners

1. Adopt the Plan -

2. Update County Policies –

3. Begin Work On Priority Projects -

4. Engage In Programs and Research –

5. Continue Building Partnerships -

Public Comments - Draft Plan Implementation		
*People for bikes	*Connect with other counties	*Support Connections to Key Destinations
*#1++++	*Also upper Transylvania 215 to Jackson County/ Transylvania line. Via HTF	*Support Existing plans and projects
*Contact "Bikelaw.com" for information on research	*This is key! We all need to work together and make Brevard and Rosman an amazing destination. Pisgah area SORBA is committed to helping!	*Newspapers, phone text program, and other large events, to inform local drivers about large organized bike rides and roads affected. Outreach with brochures regarding economic impact of organized bike rides at local festivals.
*Bike Law	*League of American Bicyclists	*Current bike law doesn't seem to be consistently enforced....
*How will policies be enforced?		

DRAFT



# Public Input from June and July 2018



## TYPES OF BICYCLE INFRASTRUCTURE

Which do you like best? Vote with your dots & leave comments below.



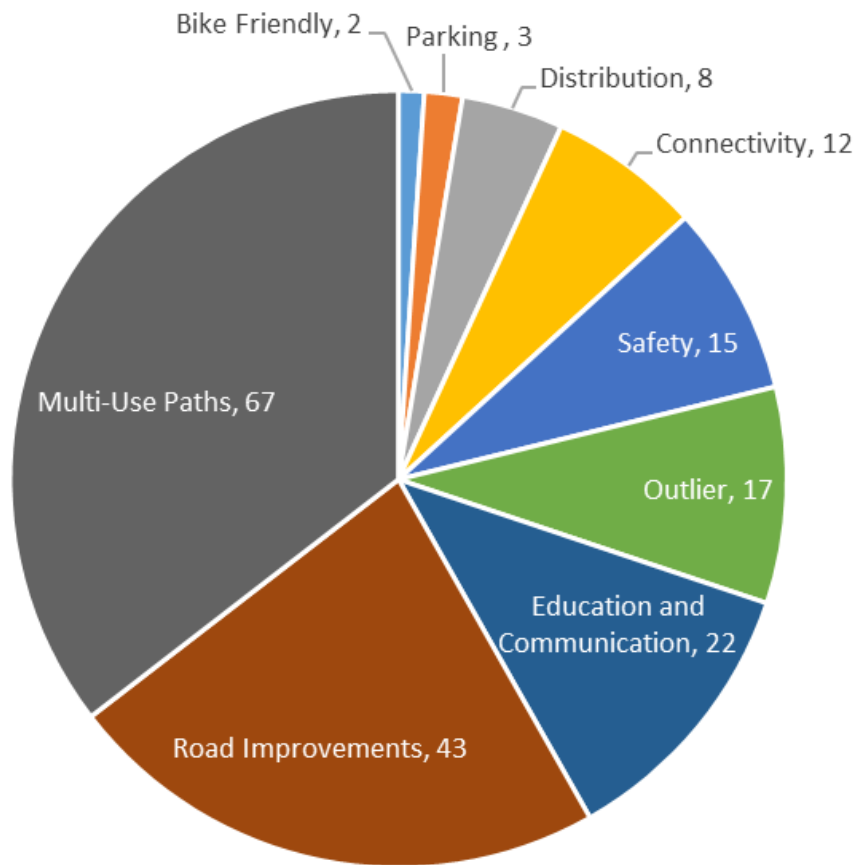
DRAFT





# Open Ended Response Question about Share your Thoughts, concerns, priorities and results

189 open ended responses



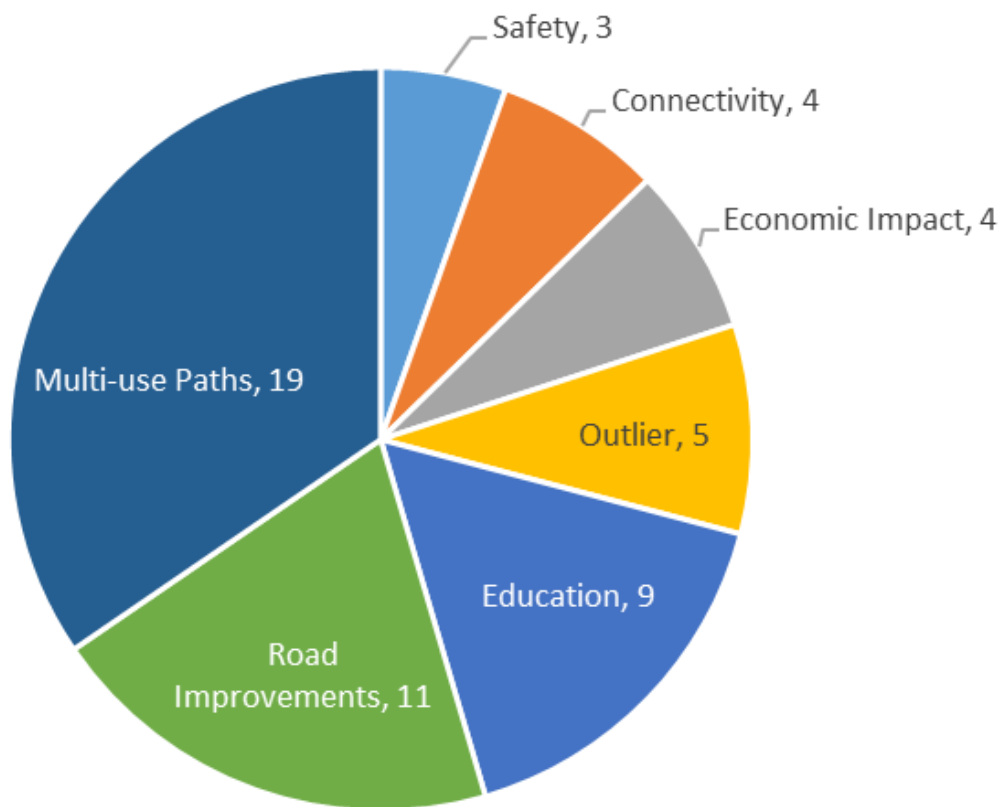
*For data categorization purposes, the term "multi-use paths" includes greenways, trails, bike paths, shared use paths, Ecusta Trail and NC280 Trail*

**DRAFT**



# Opportunities for bicycling in Transylvania County include...

55 open ended responses



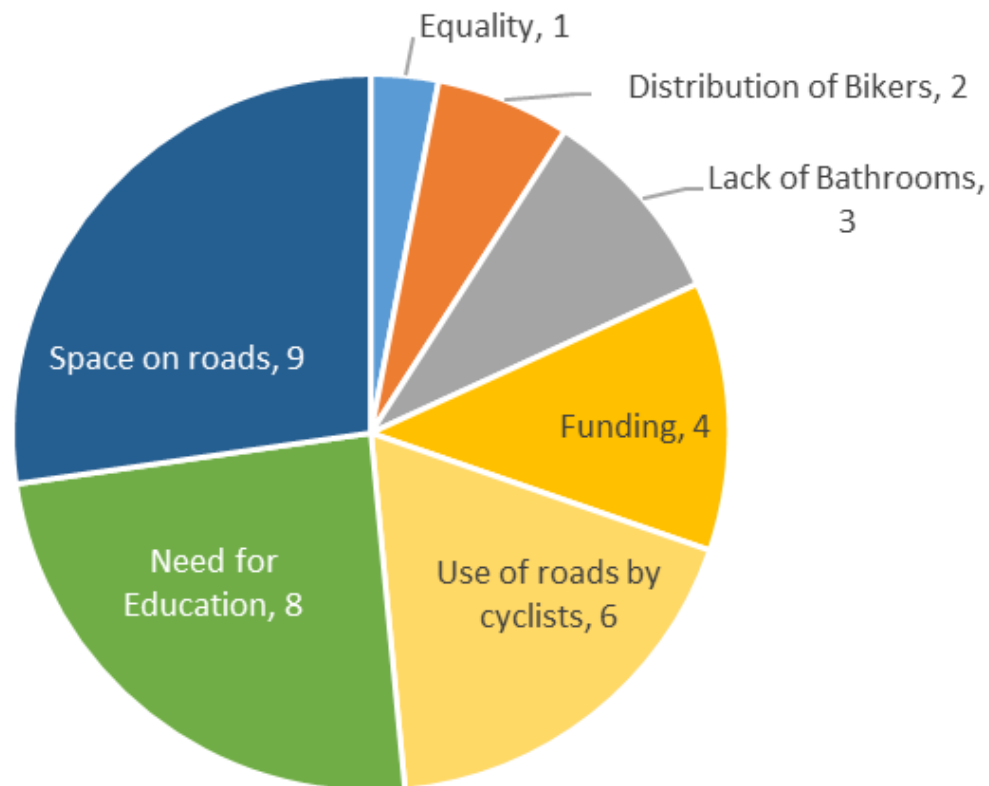
*For data categorization purposes, the term "multi-use paths" includes greenways, trails, bike paths, shared use paths, Ecusta Trail and NC280 Trail*

**DRAFT**



# Conflict points between cars and bikes include...

33 open ended responses

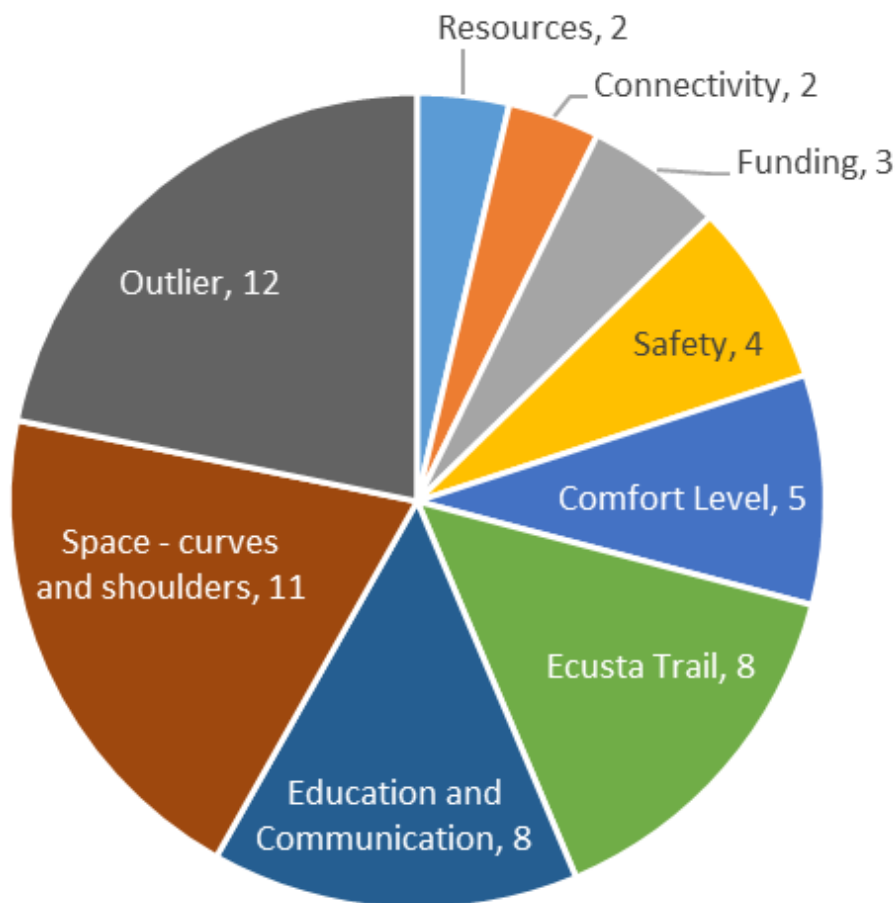


DRAFT



# Barriers for bicycling in Transylvania County include...

55 open ended responses

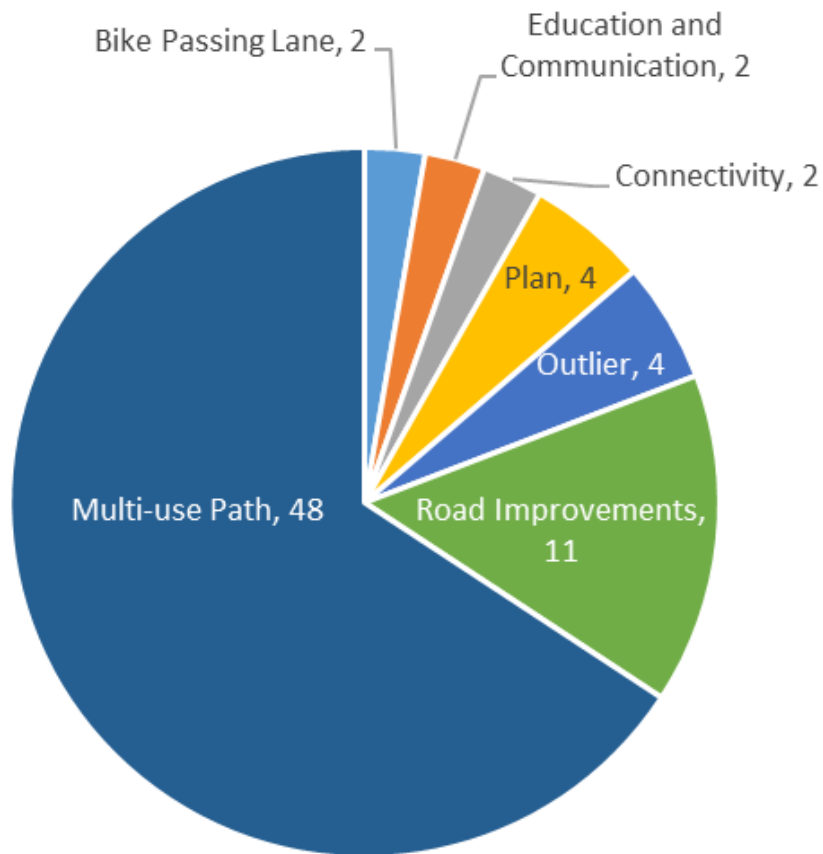


DRAFT



*The result of this bicycle planning process should be...*

73 responses



DRAFT





# BICYCLE PROGRAM IDEAS

Which do you like best? Vote with your dots & add new ideas.



**Brochure Map of Top Priorities**

8



**Increased Police Bicycle Patrol on Greenways**

4



**Increased Trail Maintenance**

15



**Demo/Pop-up Bike Projects**  
(temporary low-cost, trial runs to test new street designs)

7



**Public Bicycle Maintenance Stands**

8



**Public Art as Traffic Calming**  
(temporary or permanent)

6



**Open Street Events**  
(single day street closures that encourage active use of public space)

11

**Other Program Ideas? (list them below!)**

**Education & Conversation Programs**

3



**Watch for Me NC**  
(bicyclist & motorist safety & enforcement campaign)

26



**Bicycle-Transit Integration**  
(bikes on buses & quality bike storage at park & ride lots)

4



**Bike Lane Sweeping**  
(for future bike lanes)

19

**Rail Banking**

22



**Active Routes to School**  
Bike-to-School Events & Bicycle Education/Encouragement at Schools

25



**Bicycle Friendly Community Application & Designation**  
(by the League of American Bicyclists)

13



**Bike Share Program**

22

DRAFT

# Survey Data on P 5.0 Projects in Transylvania County

LAND OF SKY RPO

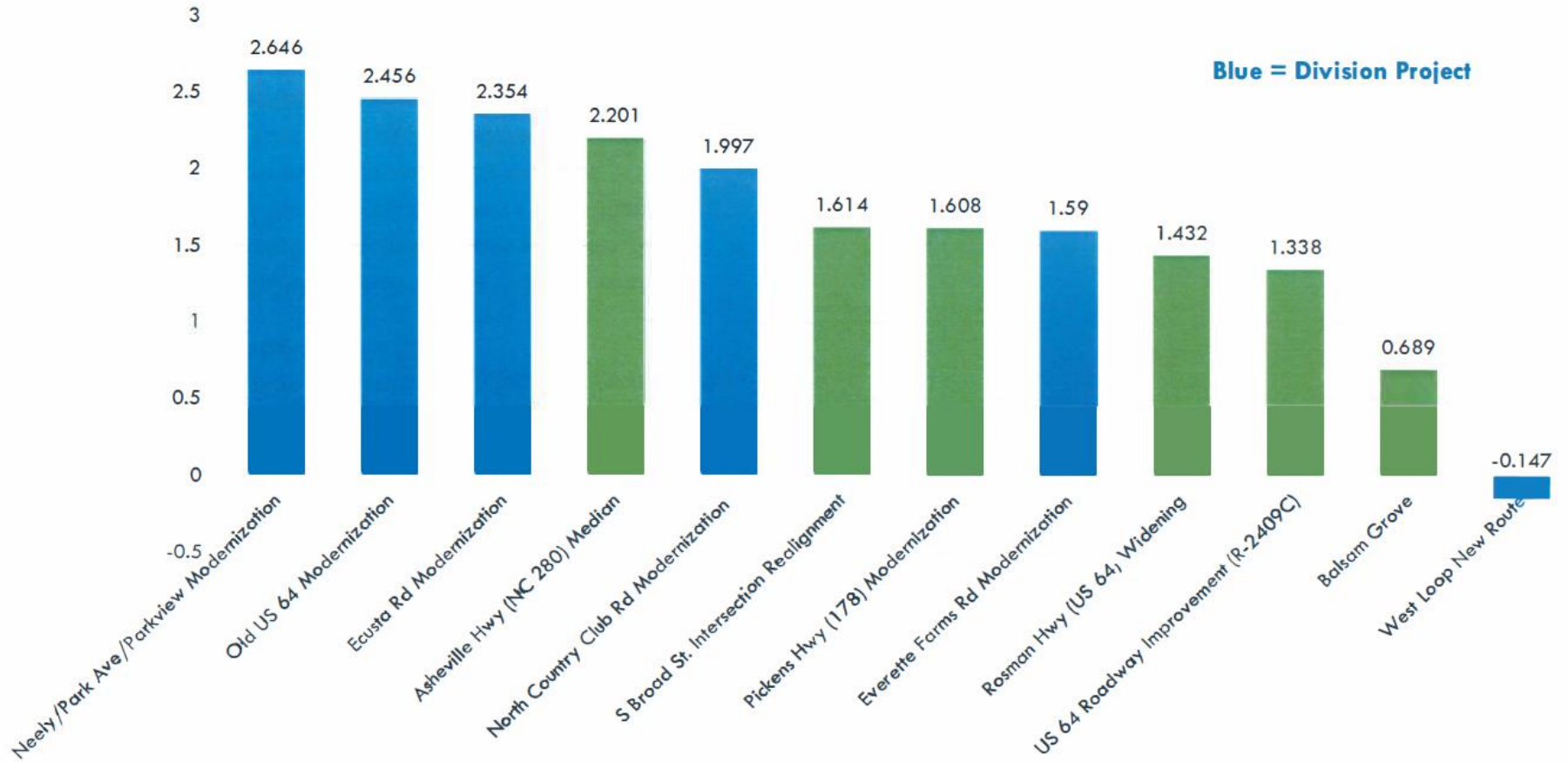
08/31/2018

- **As of the survey closing on April 30, 2018, the Transylvania County section of the RPO's survey collected 910 responses. The results in this packet provide a general overview and will be updated in-depth for the RPO TCC and TAC at a later date, but the results aim to be indicative of the public's perceived need for the projects being considered.**

## PROJECTS AS RANKED

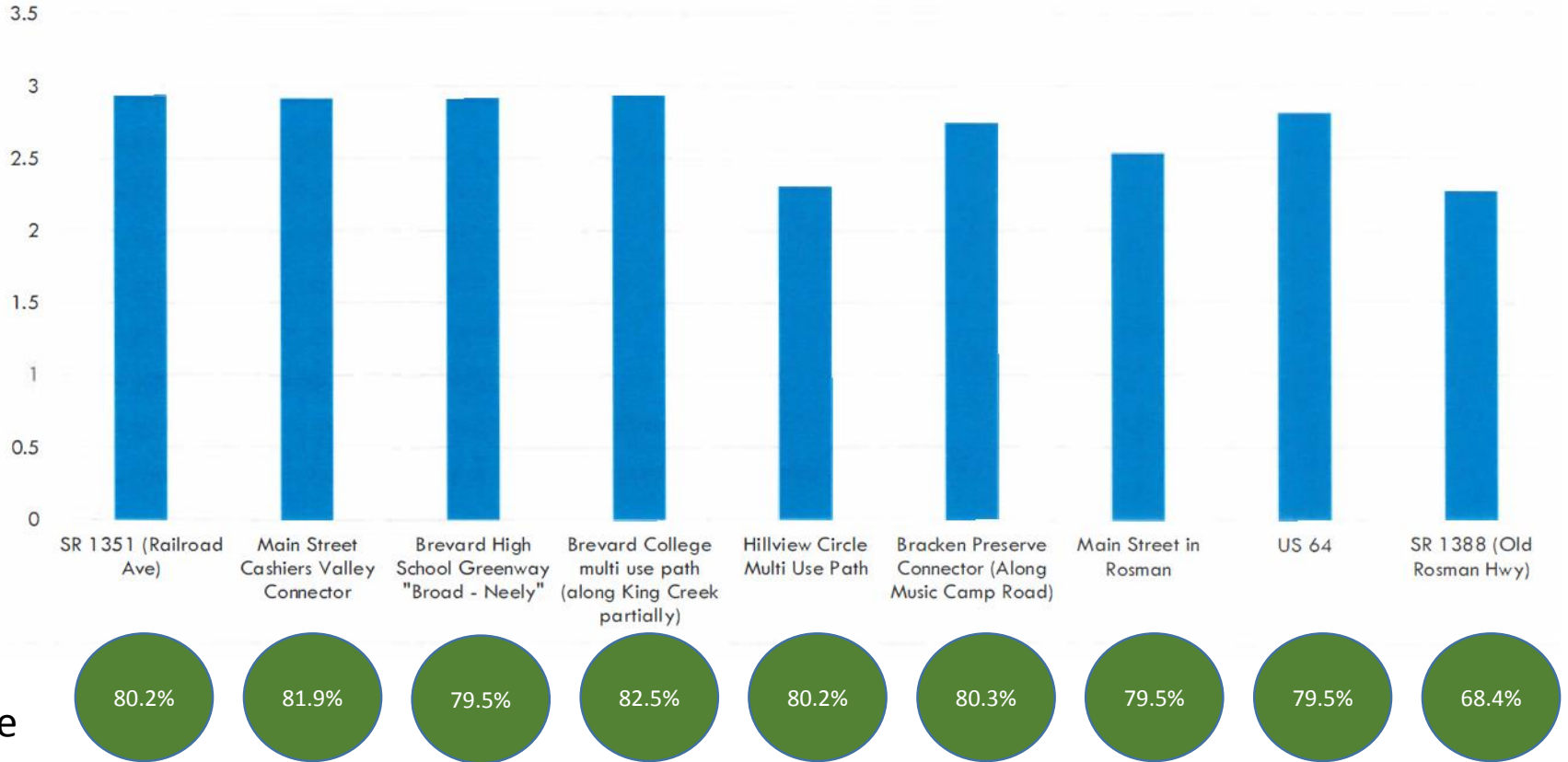
The scoring allowed users to go project-by-project to give both positive and negative responses. Users could rate a project from a “5” (most positive) to “-5” (most negative). The results are averaged below from most to least positively received (left-to-right).

### Positive/Negative Scores for Regional Impact and Division Needs Projects



Between 263-373 responses

## Average Score of Bike/Ped Projects



Between 446-575 responses





# General Schedule

## Task

Task 1: Stakeholder Meetings	March 2018 – December 2018
<i>Kickoff Meeting</i>	<i>March 2018</i>
<i>2<sup>nd</sup> Stakeholder Meeting</i>	<i>June 2018</i>
<i>3<sup>rd</sup> Stakeholder Meeting</i>	<i>September 2018</i>
<i>4<sup>th</sup> Stakeholder Meeting</i>	<i>November 2018</i>
Task 2: Data Collection/Assessment	February 2018 – July 2018
Task 3: Public Involvement	Ongoing
<i>Public Outreach Open Houses</i>	<i>April – July 2018</i>
Task 4: Draft Comprehensive Plan	July – October 2018
Task 5: Client Review	October – December 2018
<i>Public Outreach Open Houses</i>	<i>October – December 2018</i>
Task 6: Final Plan and Presentations	December – January 2018/2019
Task 7: Bicycle Benefit Brochure	October – December 2018

