



Stakeholder Meeting 2: June 2018



Meeting Agenda

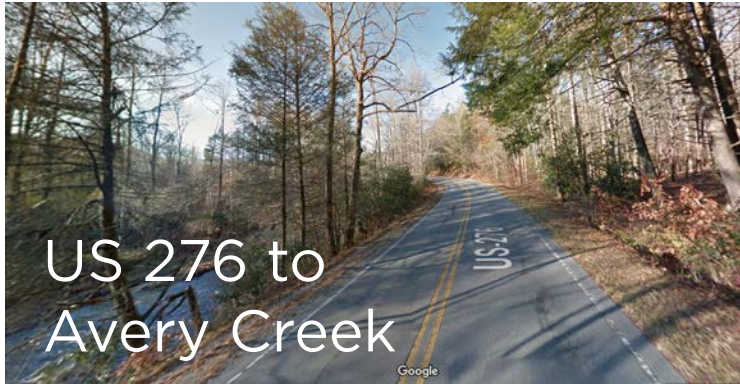
1. Introductions
2. Upcoming Projects
3. Plan Review
4. Data Collection
5. Bicycle Infrastructure Options
6. Public Open House Workshops



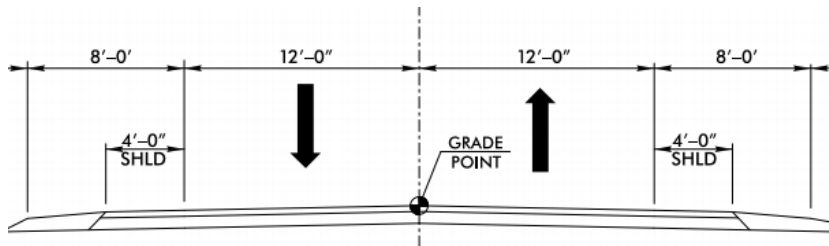


Upcoming Projects

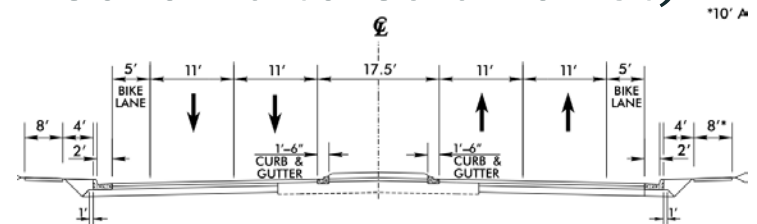
US 276/US 64/NC 280 intersection



Wilson Road



Brevard - US 64 (Fortune Cove Rd to Caldwell St)



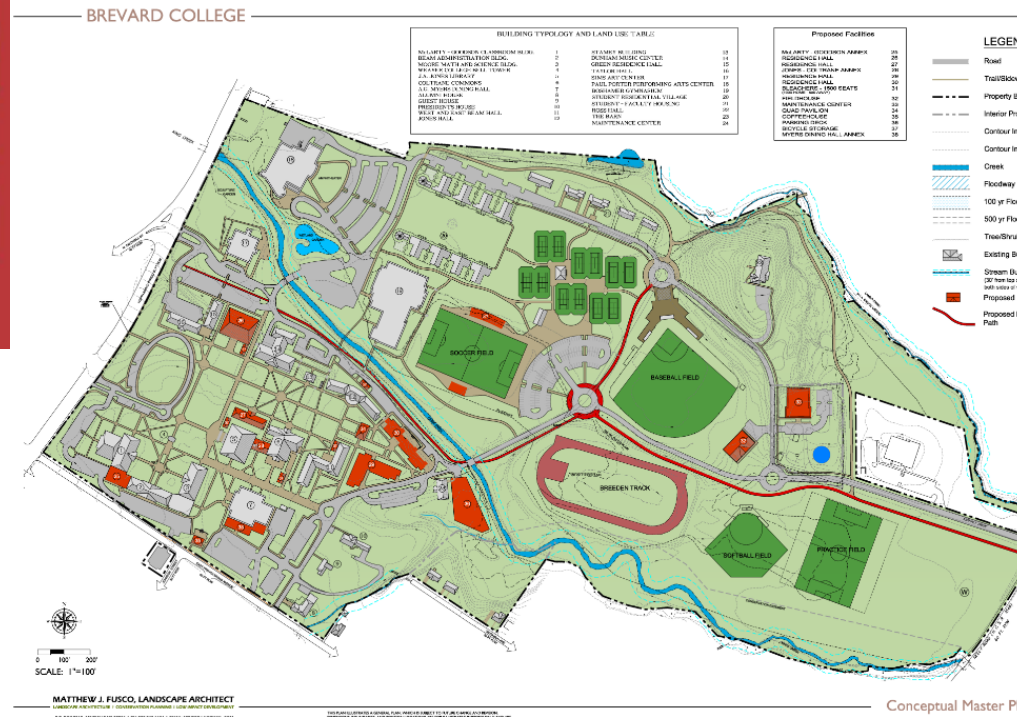
TYPICAL SECTION FOR US64 /US276

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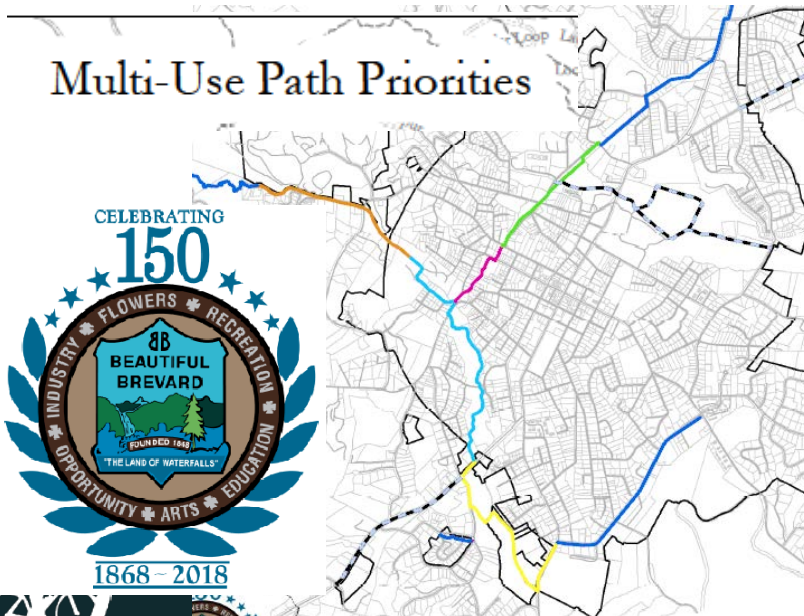




Plan Review



Multi-Use Path Priorities



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Plan Review



WALKBIKE NC

Re-route north to avoid busy roads and connect to the City of Hendersonville

Mills River & Transylvania County

Description of Study Process

The study process, which began in November of 2017, had the following major task elements. The outcomes of each task are described in the sections that follow.

1. Data Collection and Base Map Development
2. Kick-off Meeting, Site Visit, Stakeholder Interview
3. Existing Conditions
4. Future Travel Demand
5. Design Charrette and Workshop
6. Draft Plan and Map
7. Final presentation and Deliverables

Existing Conditions

NC 280 Summary Corridor Description: Physical configuration and context

The NC 280 Corridor Study Area begins in the Town of Fletcher as the intersection of Old Fanning Bridge Road and ends at the intersection with US 29E at the northern entrance into the Town of Brevard in Transylvania County. Along that route it serves as the main street through the Town of Mills River and also affords access to the Pisgah National Forest. Characteristics of the corridor are summarized as follows.



**NC 280 CORRIDOR BIKEWAY STUDY
TOWN OF MILLS RIVER AND TRANSYLVANIA COUNTY**

Existing Cross-Section: NC 280 through Mills River is a four-lane highway with little to no shoulder width today, accommodating only the "Strong and Fearless" bicyclist user type that typically represents a very low percentage of the population (less than 1%).

Traffic volumes: Generally run from 15,000 to 18,000 through the corridor, with volumes being higher on the northern end and declining as the corridor moves south toward Brevard.

Speed limits: 45 mph and 55 mph. The speed limit of the road varies between 55 mph in the rural sections and 45 mph through the Town of Mills River and Brevard.

Roadway configuration: Four travel lanes with a continuous left turn lane in select segments and

TRANSYLVANIA COUNTY PRIORITY CORRIDORS

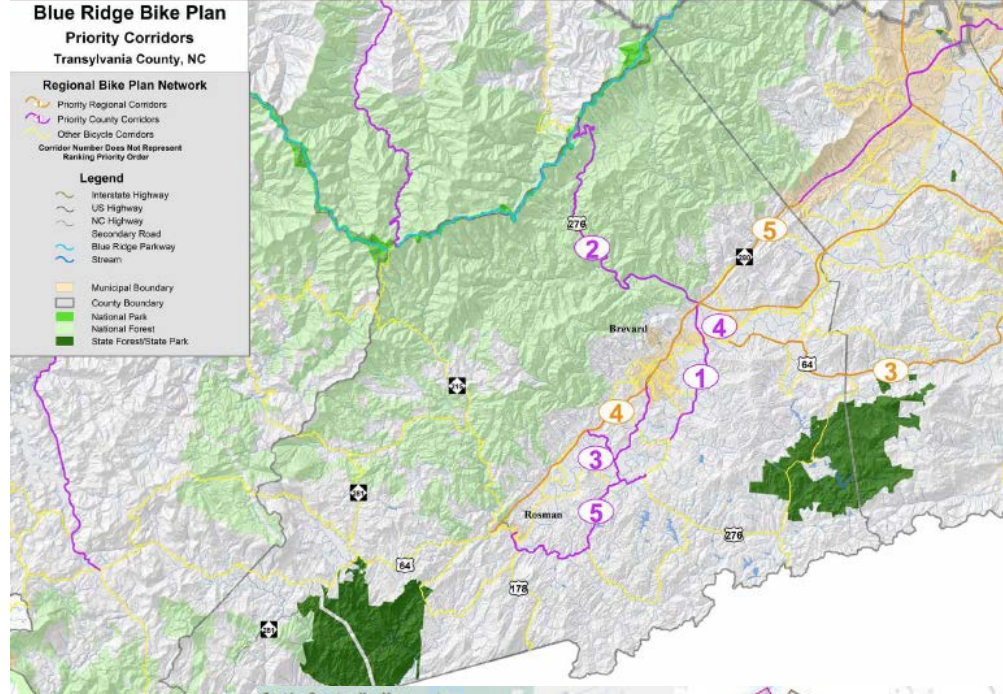
Blue Ridge Bike Plan Priority Corridors Transylvania County, NC

Regional Bike Plan Network

- Priority Regional Corridors
 - Priority County Corridors
 - Other Bicycle Corridors
- Corridor Number Does Not Represent Ranking Priority Order

Legend

- Interstate Highway
- US Highway
- NC Highway
- Secondary Road
- Blue Ridge Parkway
- Stream
- Municipal Boundary
- County Boundary
- National Park
- National Forest
- State Forest/State Park



**Ecusta Rail Trail
Planning Study &
Economic Impact Analysts**

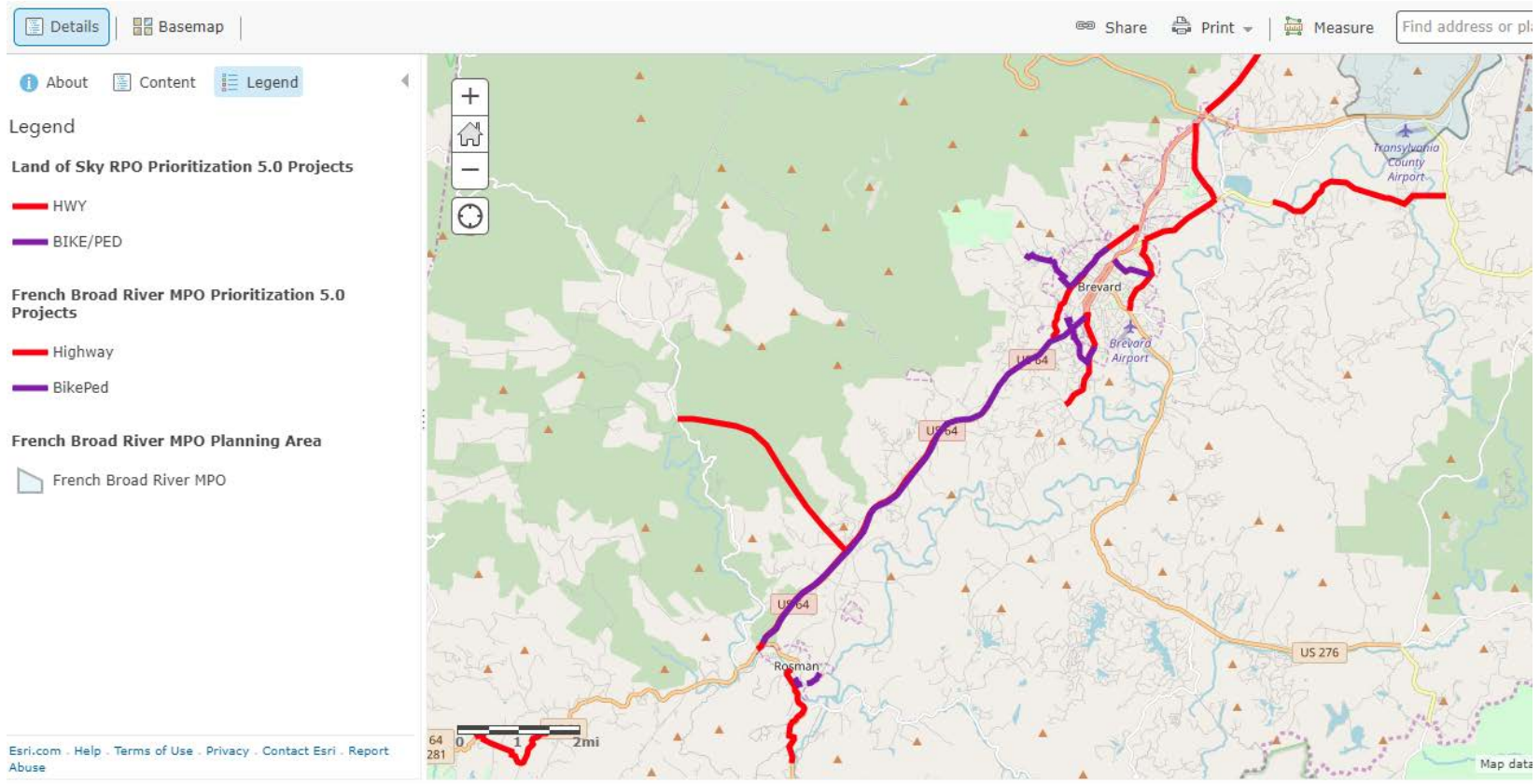


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SPOT 5.0

ArcGIS ▾ Land of Sky RPO/French Broad River MPO Prioritization 5.0 Project Map



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Questions and/or insights from past or ongoing planning efforts?





Data Collection

- Existing Trails and Routes
- Bicycle Crashes
- Bicycle Counts
- Brevard College Survey
- Traffic Volumes and Speed Limits –
Level of Service





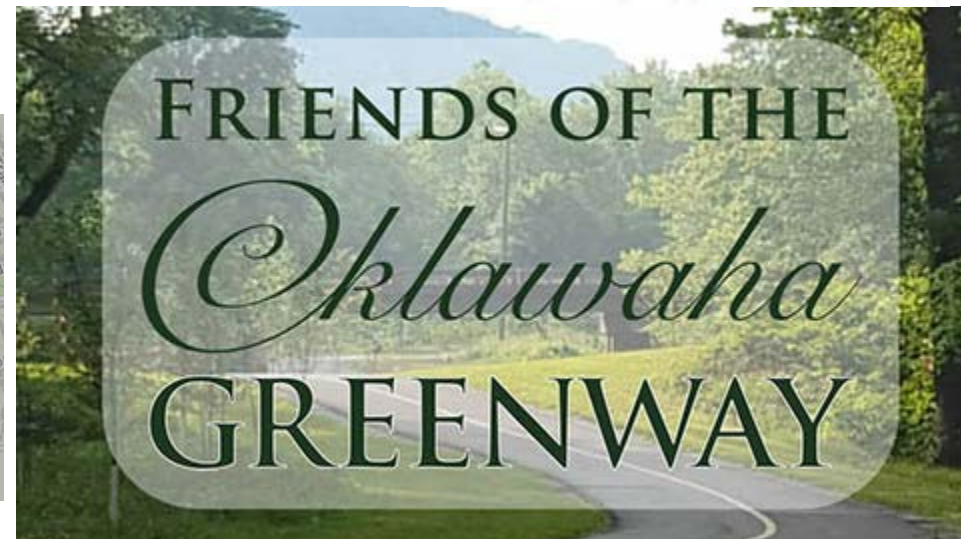
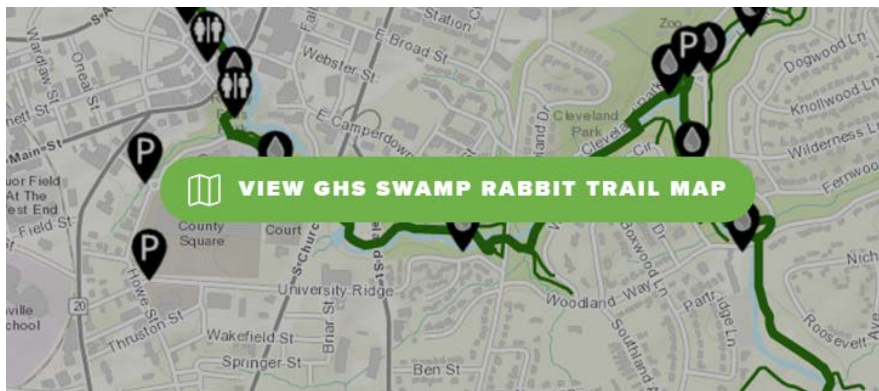
Existing Trails and Routes



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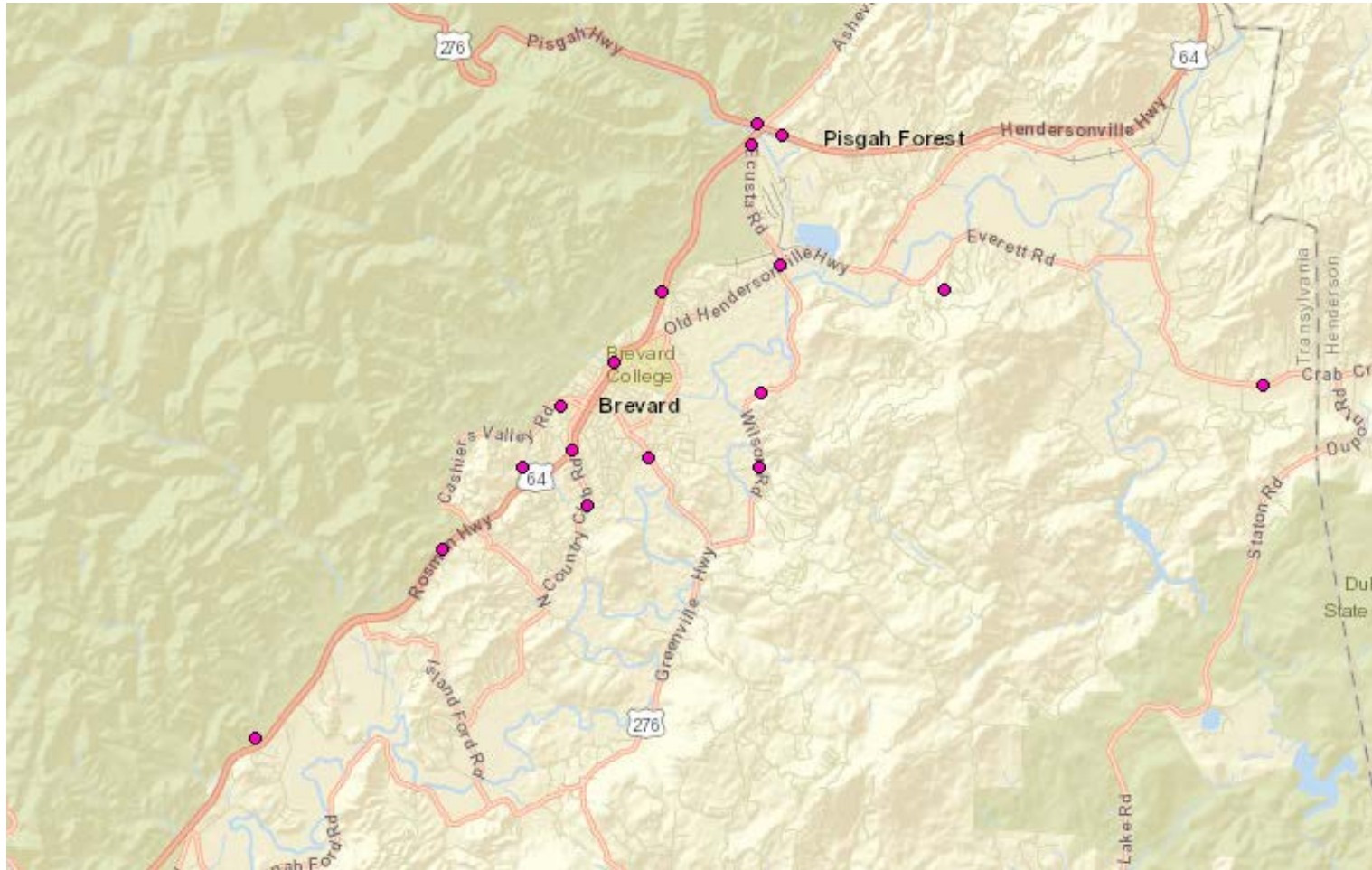
Regional Connectivity



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Bicycle Crash Data (2007-2015)



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Brevard College

Discussion of Campus Bike Survey Results

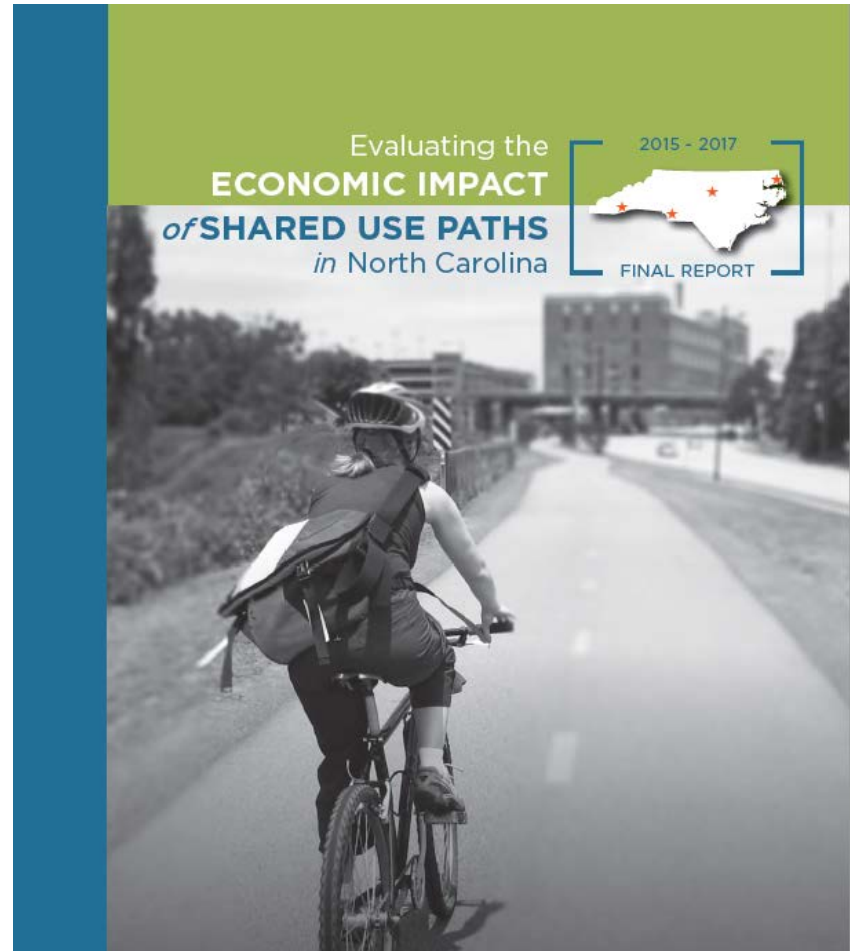
- **Most People want:**
 - Access to bikes
 - Pleasant, safe places to ride
 - Storage options on campus
- **Few people said:**
 - I will never bike
 - Nothing could make me bike more
- **Some people want:**
 - Training classes
 - Cheap bike maintenance on campus





Bicycle Counts

- Brevard Greenway – 76,000 estimated annual trips = 208 per day





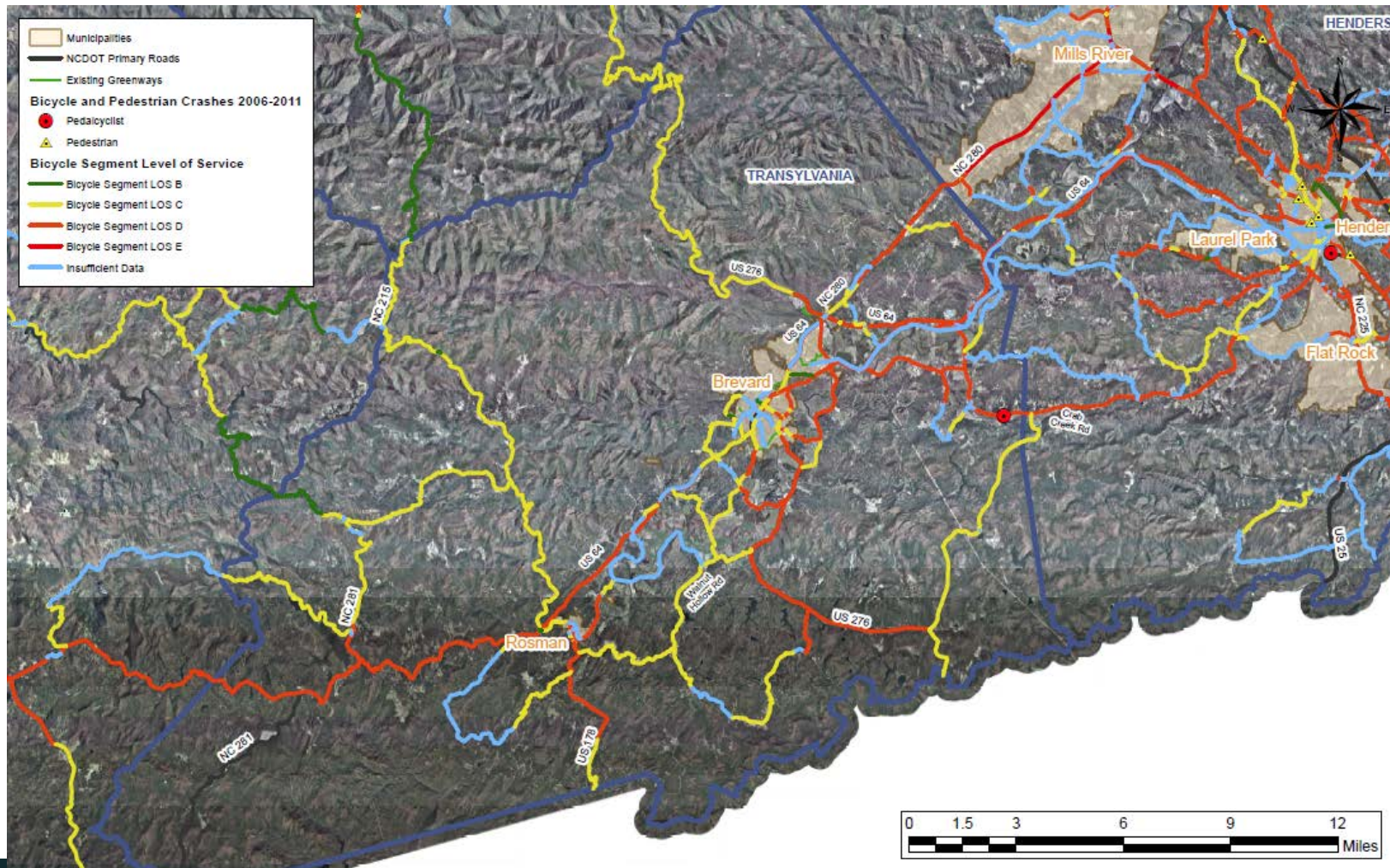
Bicycle Counts

- Railroad Avenue near McLean Rd
 - Bicycles = 4.5% of all vehicles
- Parkview Drive near Park Ave
 - Bicycles = 5% of all vehicles
- Park Avenue near Parkview Drive
 - Bicycles = 2% of all vehicles





Traffic Volumes and Speed Limits - Level of Service



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Strava Heat Map



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**Questions about data
collection or ideas of other
data sources to discuss?**





Bicycle Infrastructure - Options!!!



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Infrastructure Options

least separated

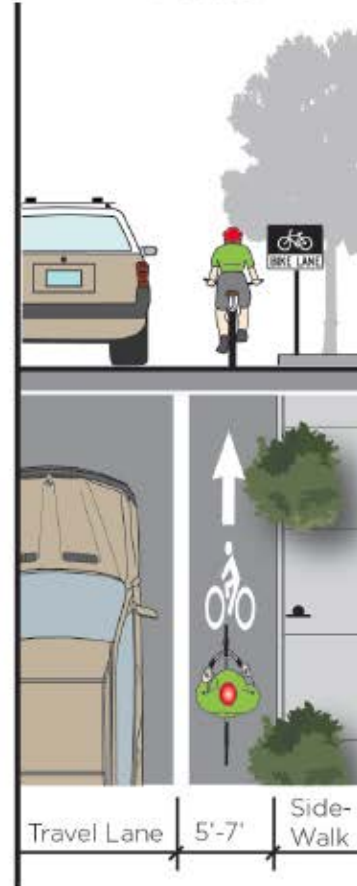
Shared Lanes*



Paved Shoulder



Bicycle Lane



Buffered Bicycle Lane



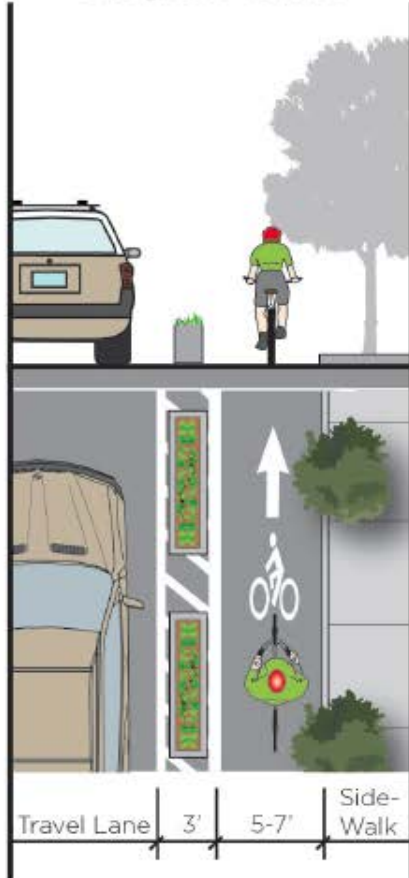
*Uses a combination of signs, pavement markings, and speed and volume management measures to



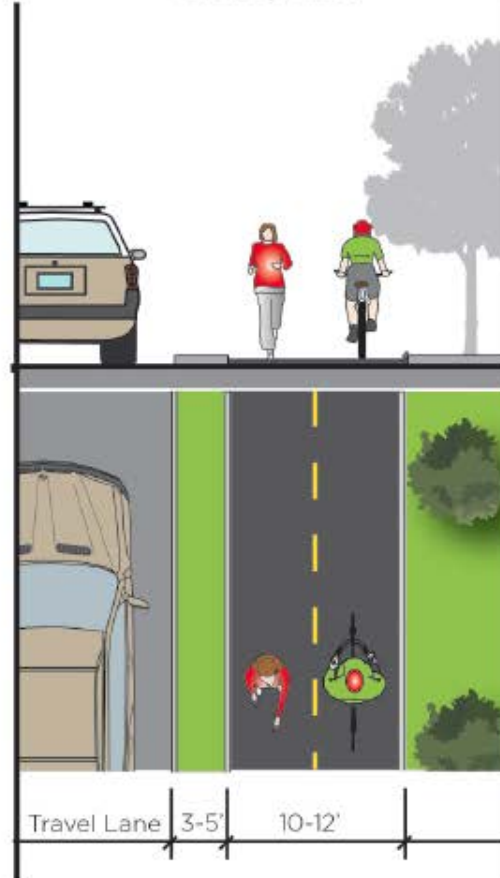
Infrastructure Options

most separated

Separated
Bicycle Lane



Shared Use Path:
Sidepath

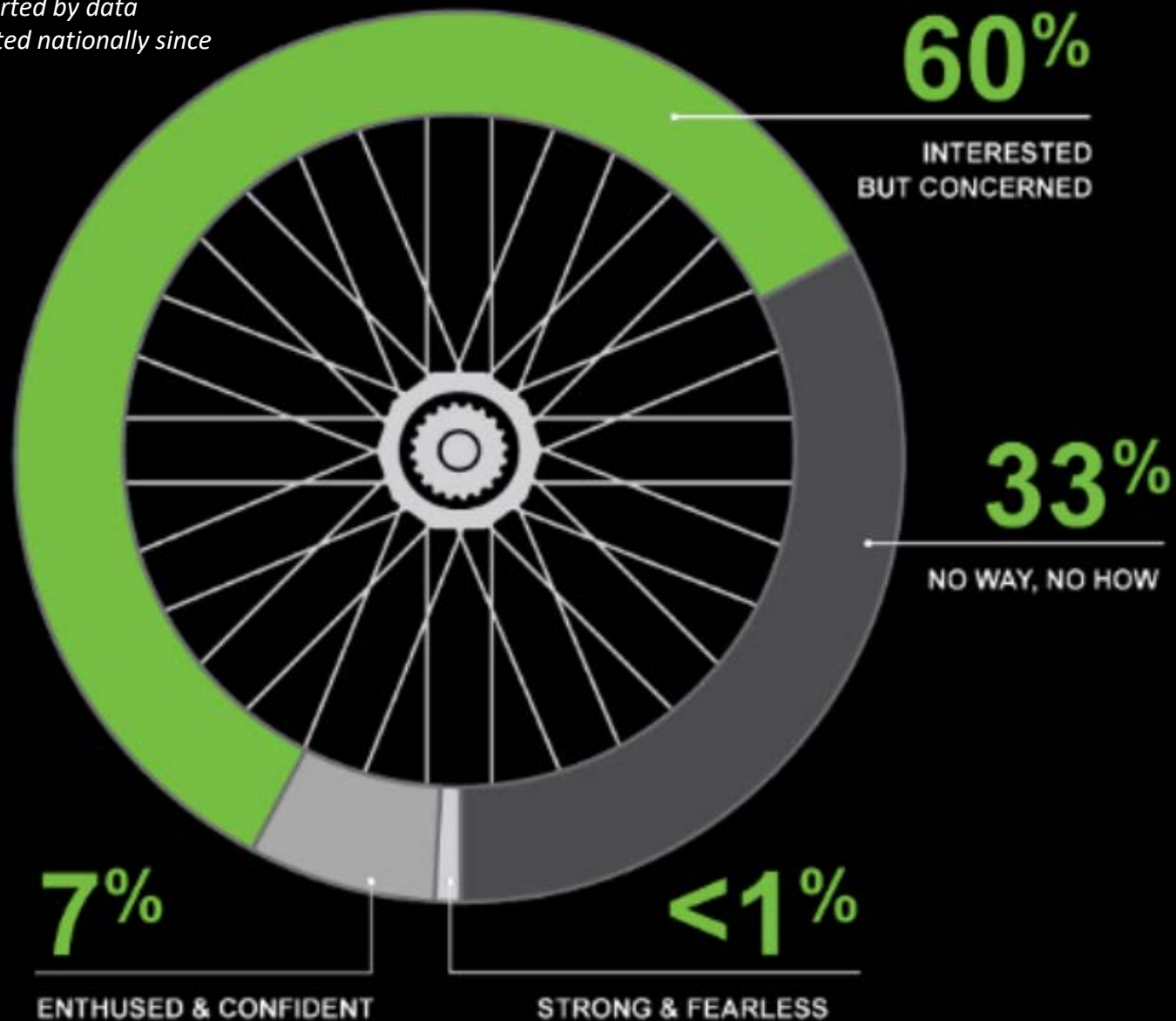


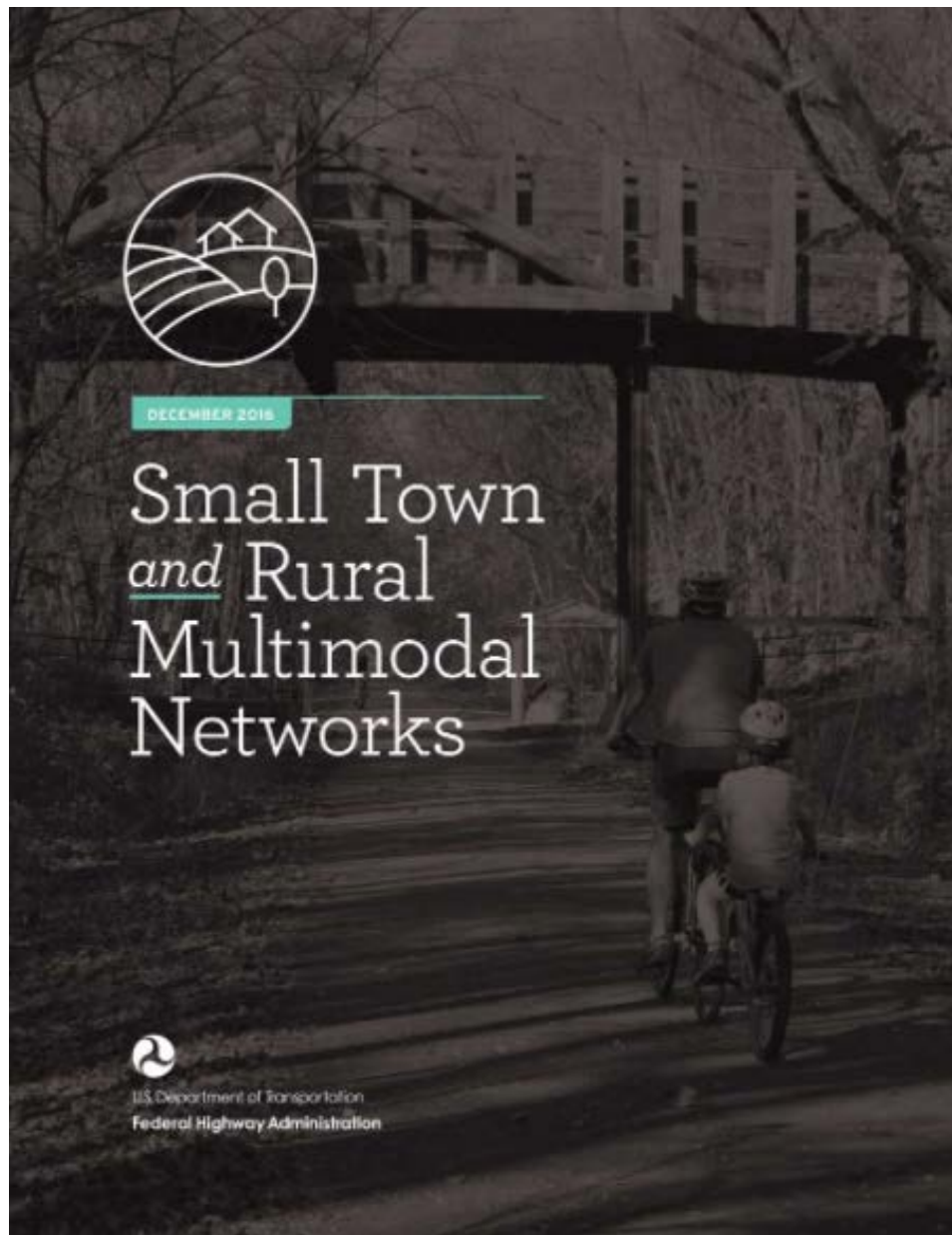
Shared Use Path:
Greenway



FOUR TYPES OF RIDERS

Source: *Four Types of Cyclists*. (2009). Roger Geller, City of Portland Bureau of Transportation.
Supported by data collected nationally since



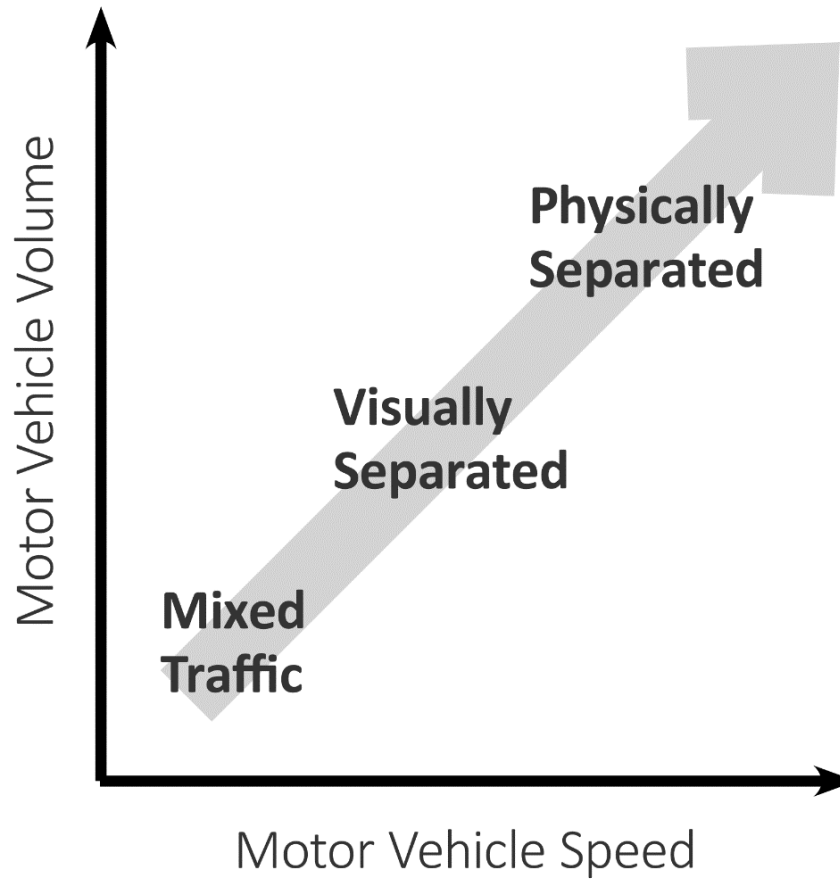


- Emphasize physical separation from automobile traffic
- Design Flexibility - Options





Traffic Volumes and Speeds





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Transylvania County Application



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Walnut Hollow Rd



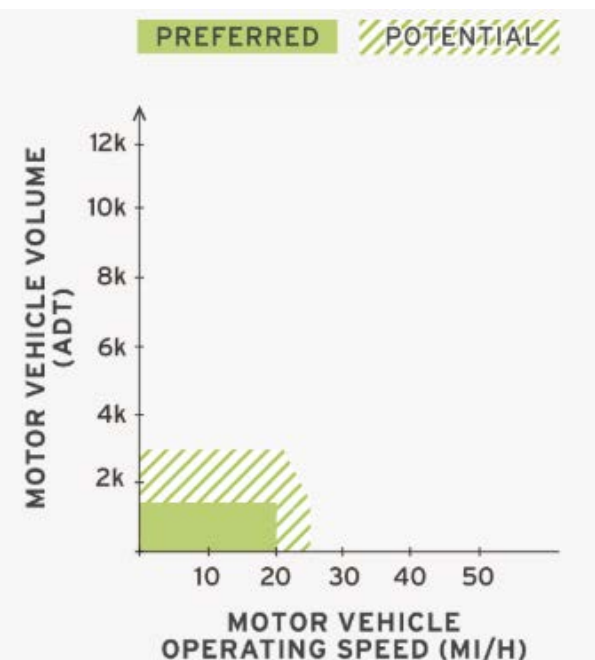
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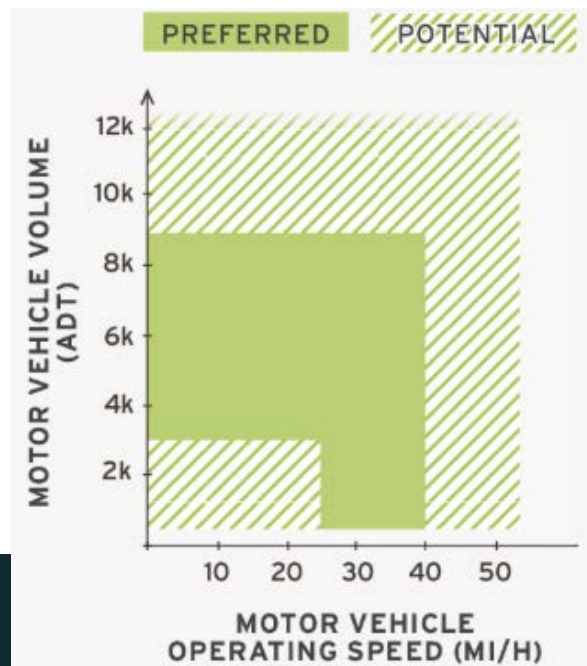
Walnut Hollow Rd

- Speed Limit = 55
- Traffic volumes (AADT) = 810

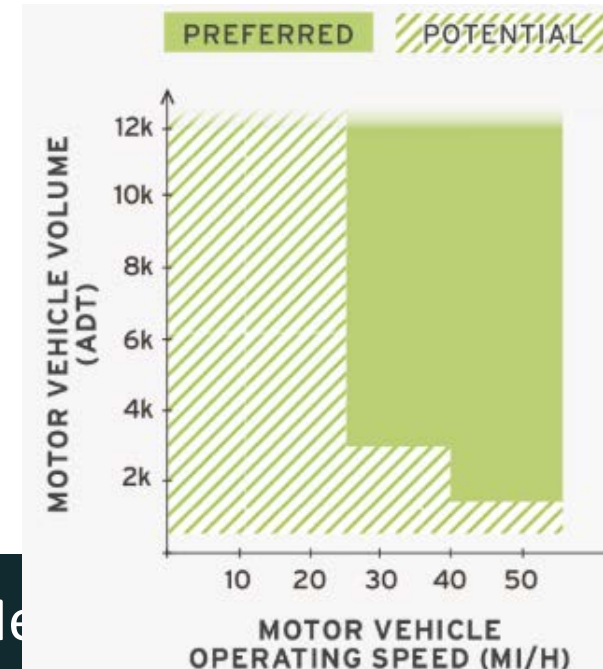
Shared Lane



Bike Lane



Paved Shoulder





US 276 Greenville Hwy (Brevard to Hap Simpson)



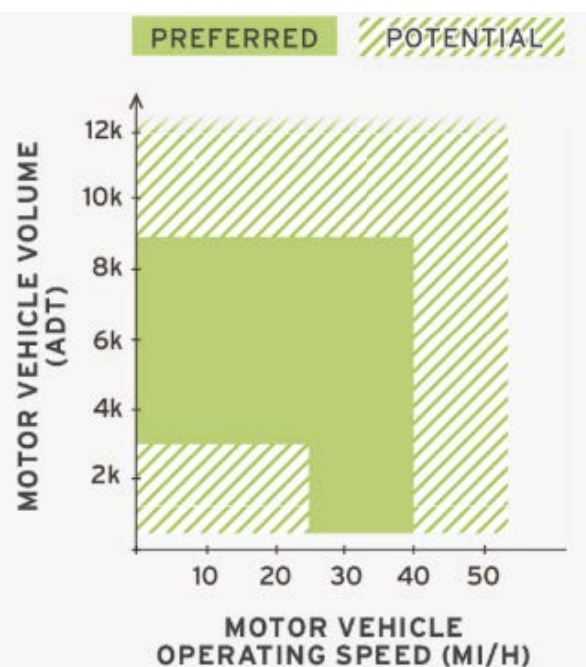
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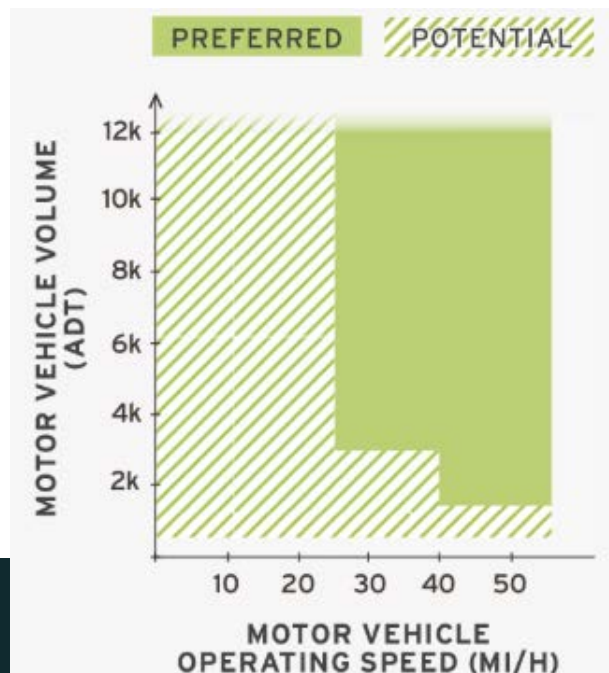
US 276 Greenville Hwy (Brevard to Hap Simpson)

- Speed Limit = 35
- Traffic volumes (AADT) = 6k

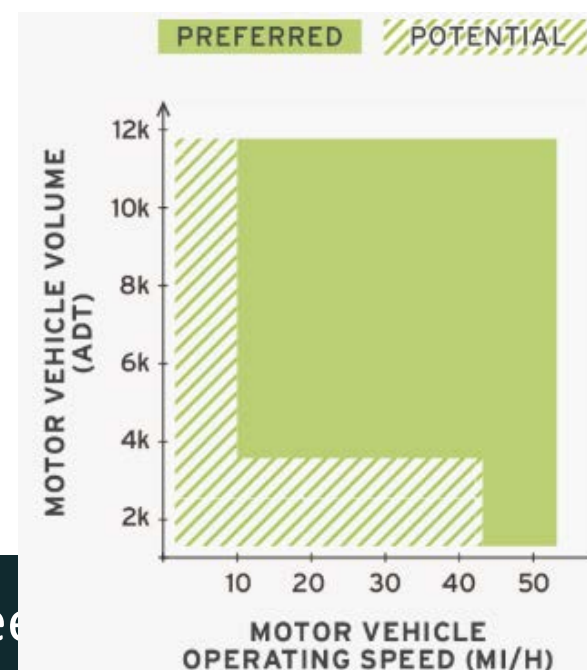
Bike Lane



Paved Shoulder



Sidepath





US 64 Brevard to Rosman



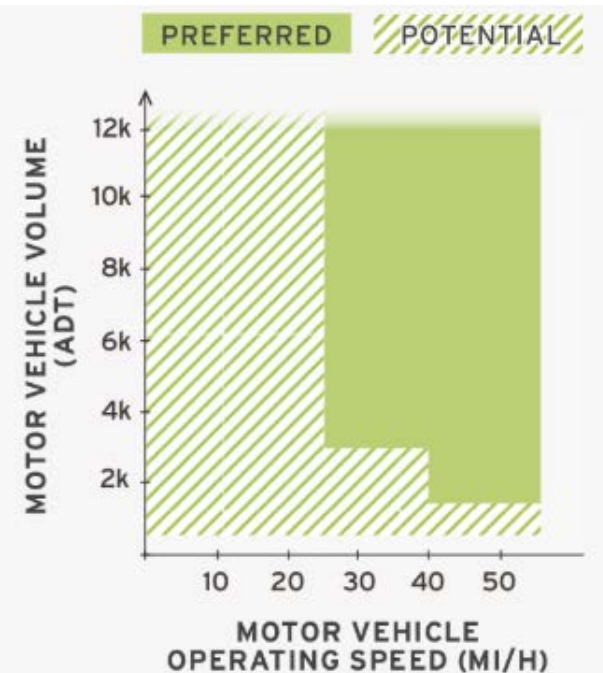
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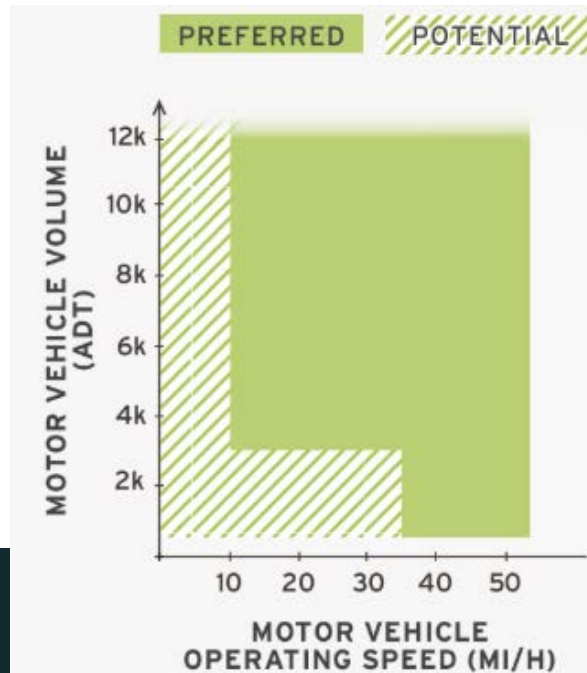
US 64 Brevard to Rosman

- Speed Limit = 45-55
- Traffic volumes (AADT) = 7k-14k

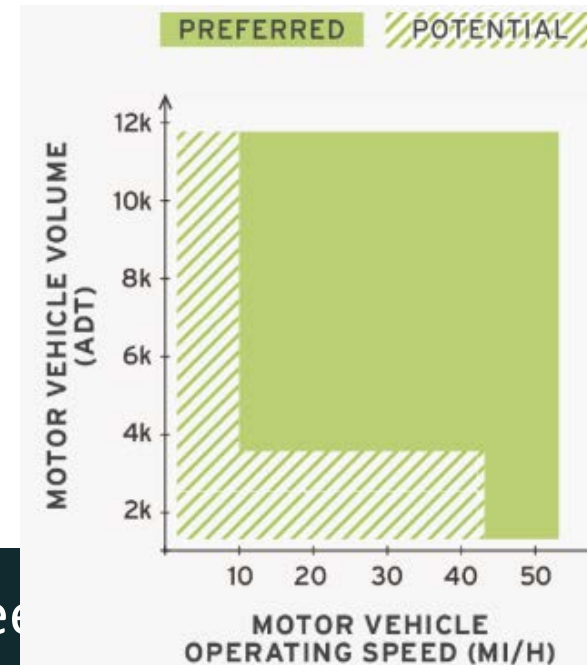
Paved Shoulder



Separated Bike Lane



Sidepath





N. Broad Street



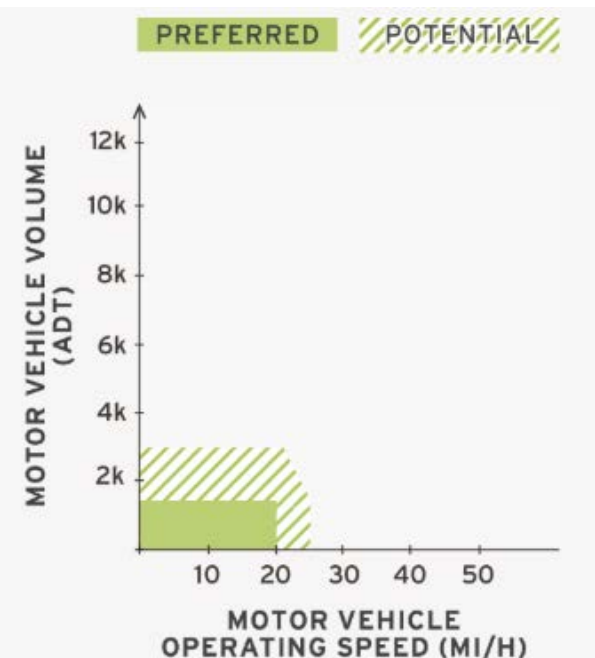
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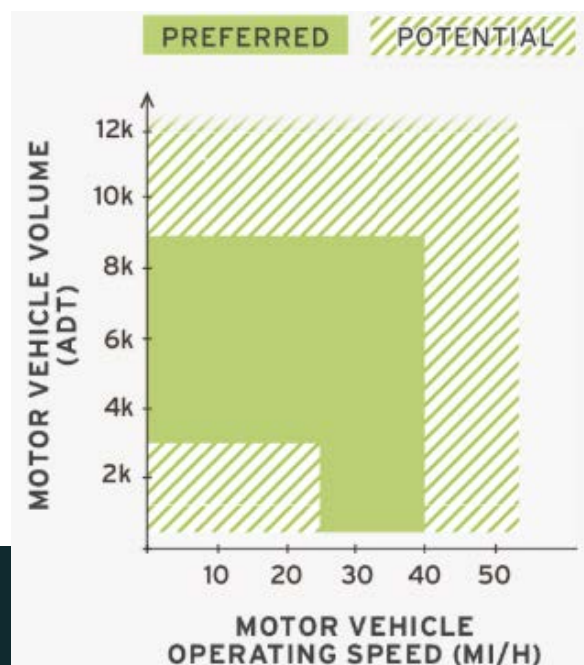
N. Broad Street

- Speed Limit = 20-35
- Traffic volumes (AADT) = 13k

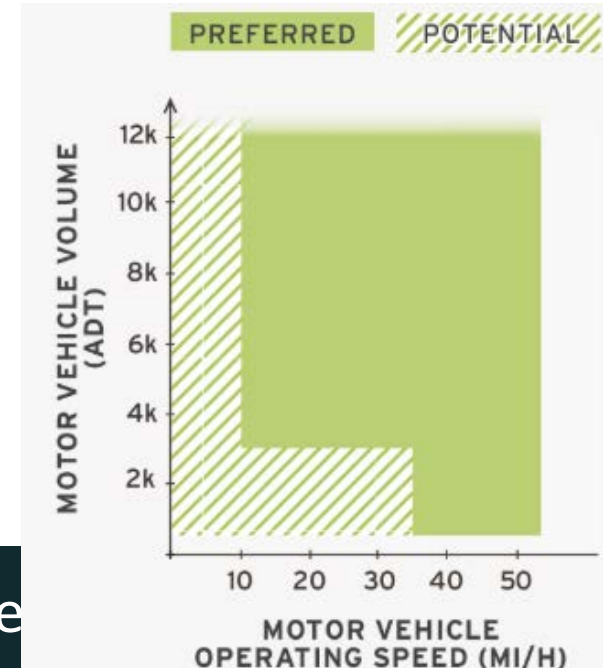
Shared Lane



Bike Lane



Separated Bike Lane





Pisgah Hwy to Avery Creek



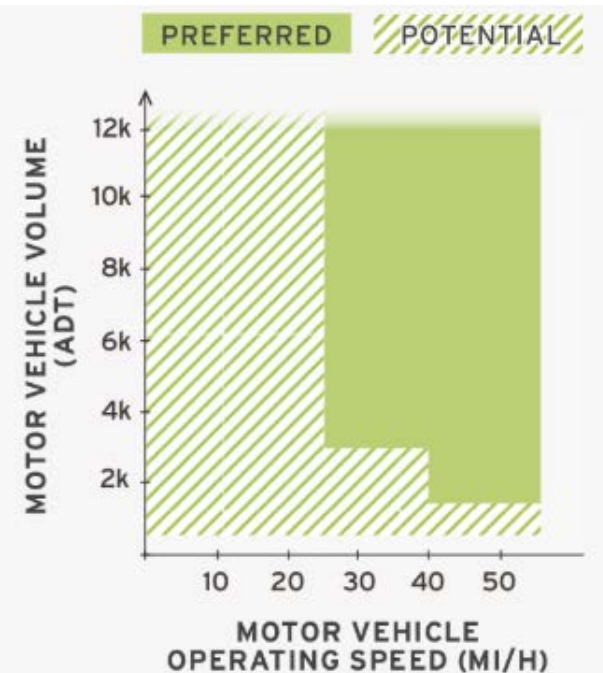
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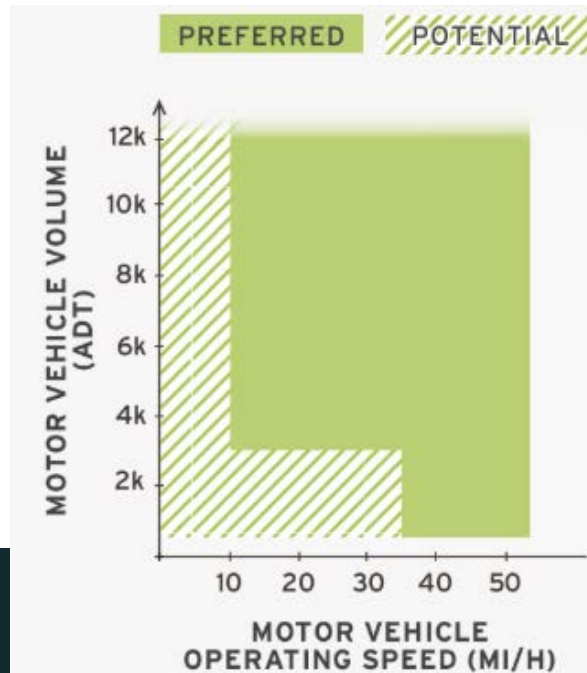
Pisgah Hwy to Avery Creek

- Speed Limit = 50
- Traffic volumes (AADT) = 1k-2k

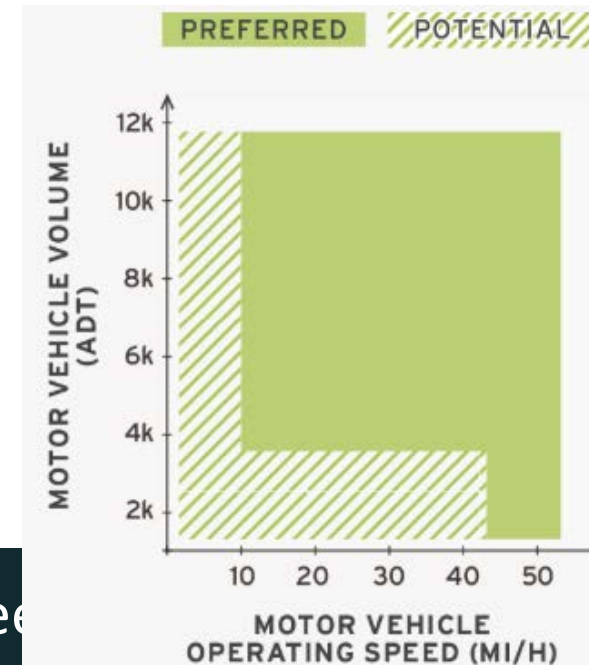
Paved Shoulder



Separated Bike Lane



Sidepath





Everett Road



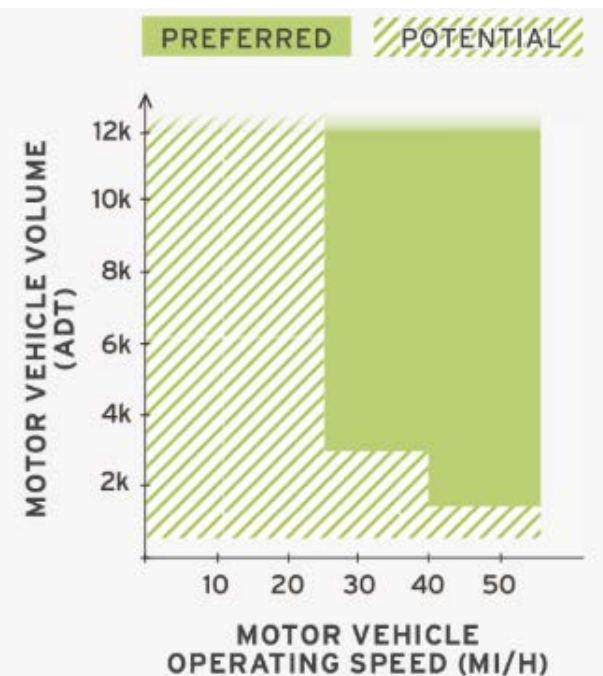
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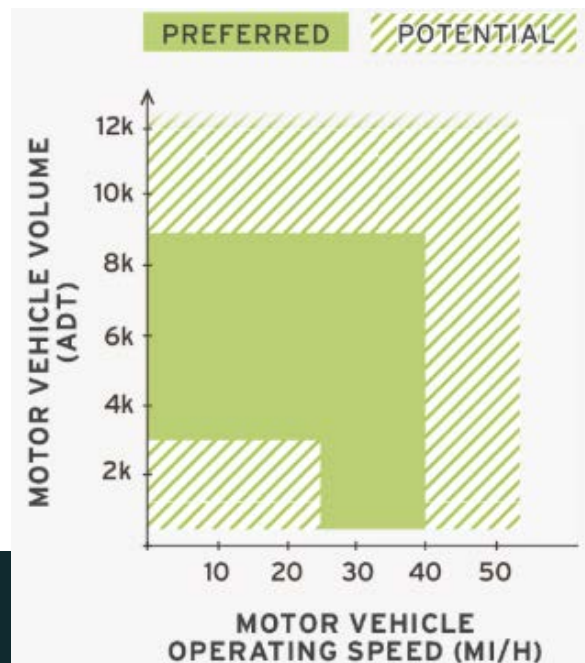
Everett Road

- Speed Limit = 40-45
- Traffic volumes (AADT) = 3k

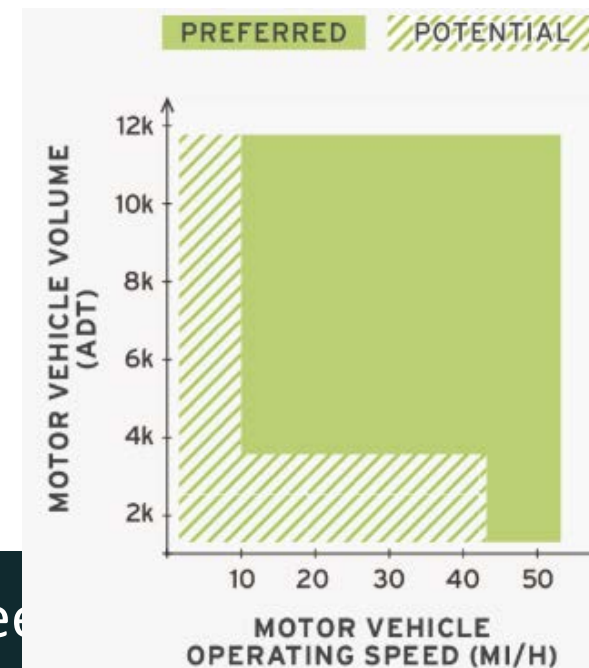
Paved Shoulder



Bike Lane

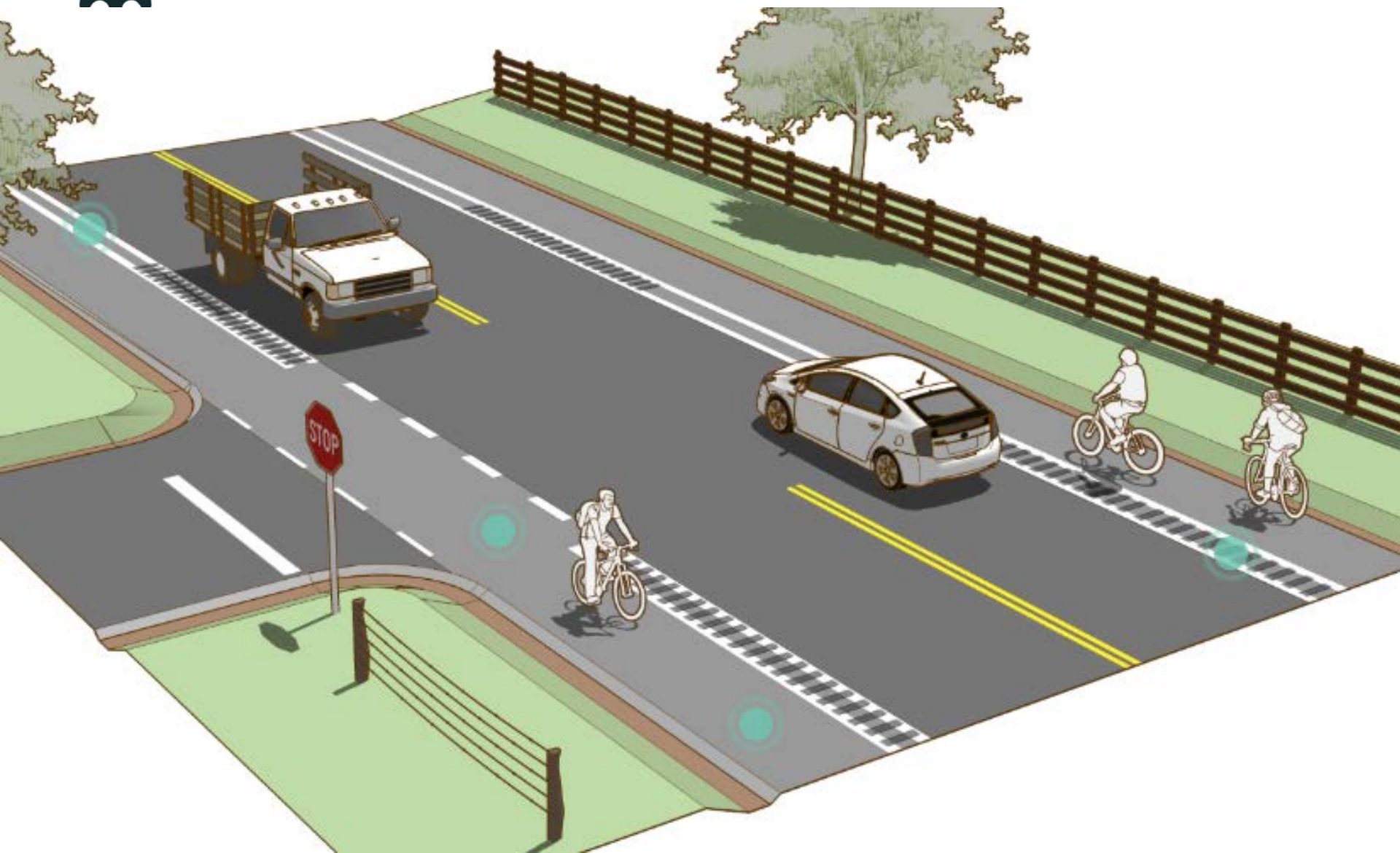


Sidepath



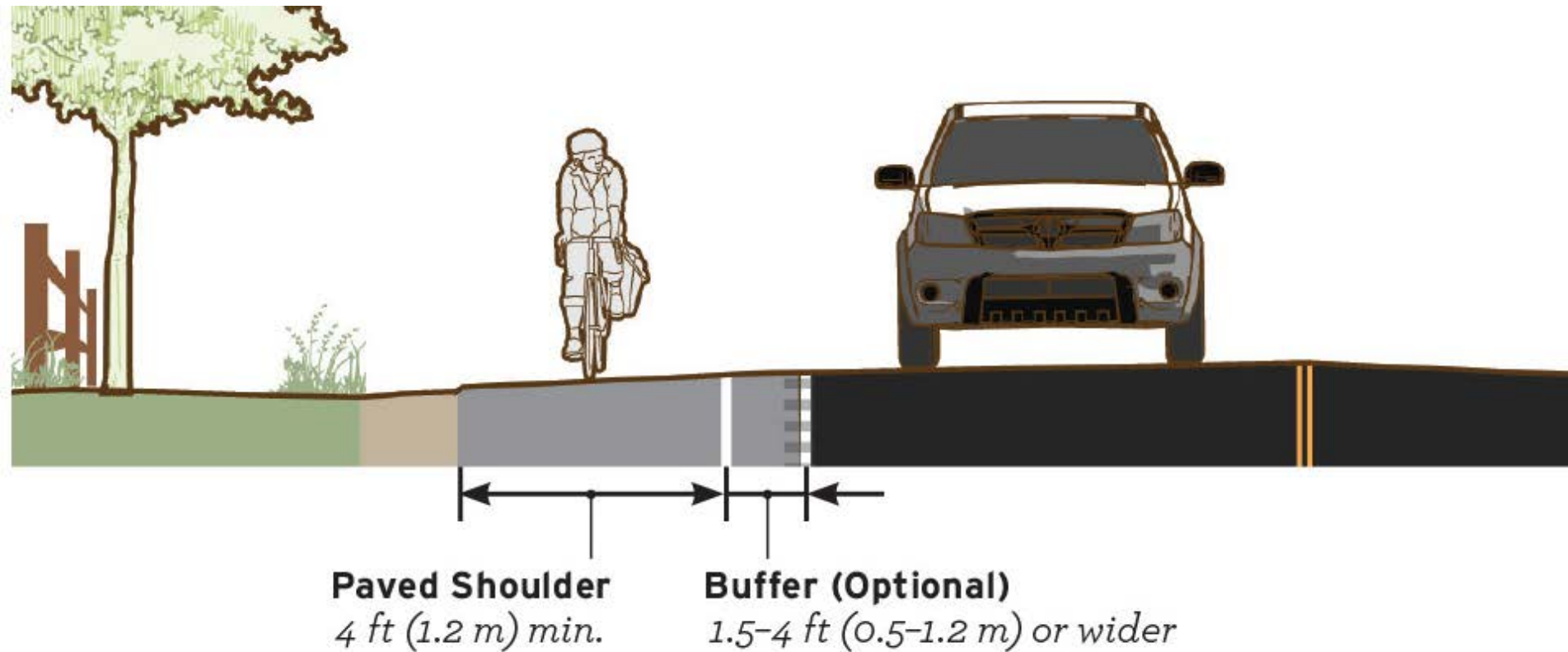


Paved Shoulder



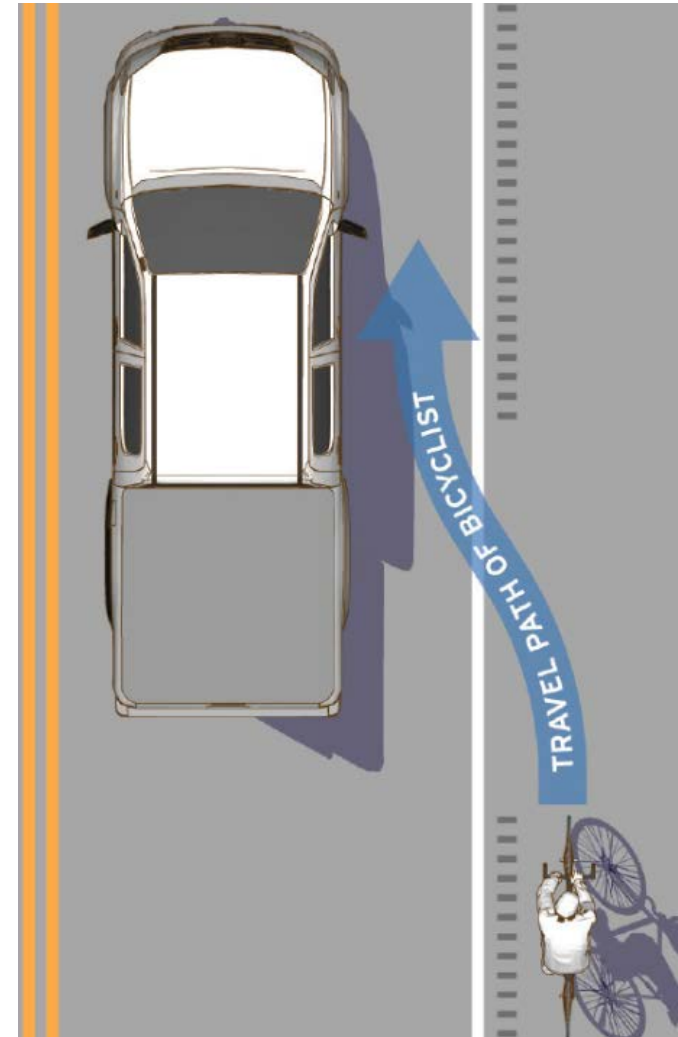
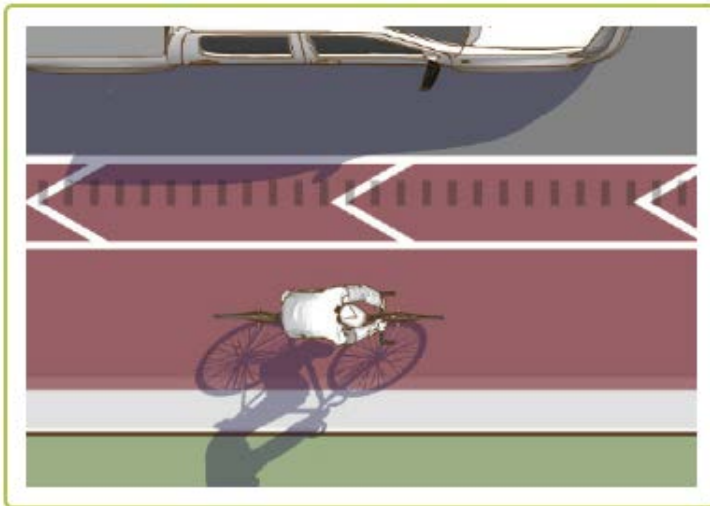
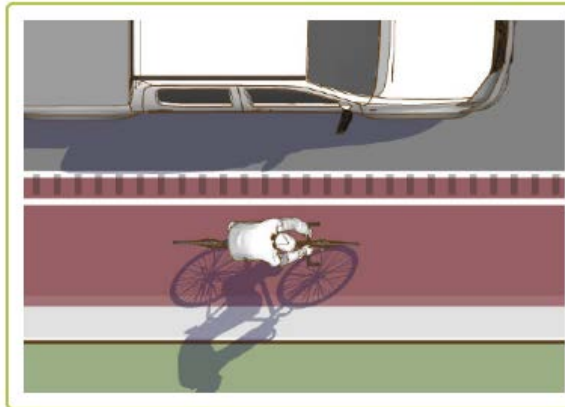
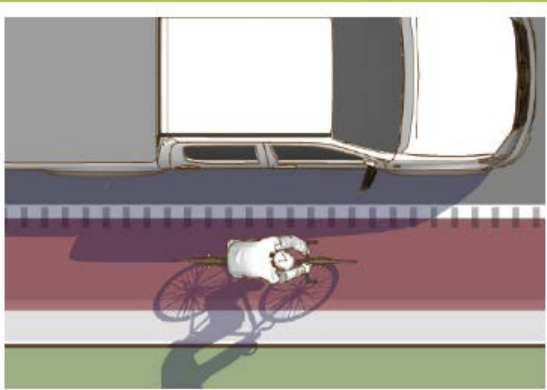


Paved Shoulder





Paved Shoulder



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Paved Shoulder

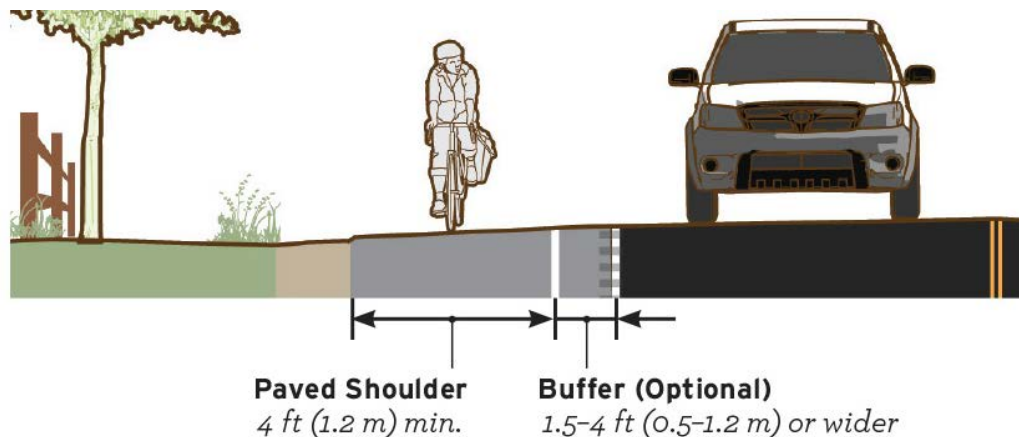



Table 3-1. Recommended Minimum Paved Shoulder Widths by Roadway Conditions 

FUNCTIONAL CLASSIFICATION	VOLUME (AADT)	SPEED (MI/H)	RECOMMENDED MINIMUM PAVED SHOULDER WIDTH
Minor Collector	up to 1,100	35 (55 km/h)	5 ft (1.5 m)
Major Collector	up to 2,600	45 (70 km/h)	6.5 ft (2.0 m)
Minor Arterial	up to 6,000	55 (90 km/h)	7 ft (2.1 m)
Principal Arterial	up to 8,500	65 (100 km/h)	8 ft (2.4 m)





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Public Open House Workshops



Stakeholder Meeting 2: June 2018



Public Input Wanted!

Future Bicycle Infrastructure to be Determined



828.884.3205

[http://planning.
transylvaniacounty.org/](http://planning.transylvaniacounty.org/)

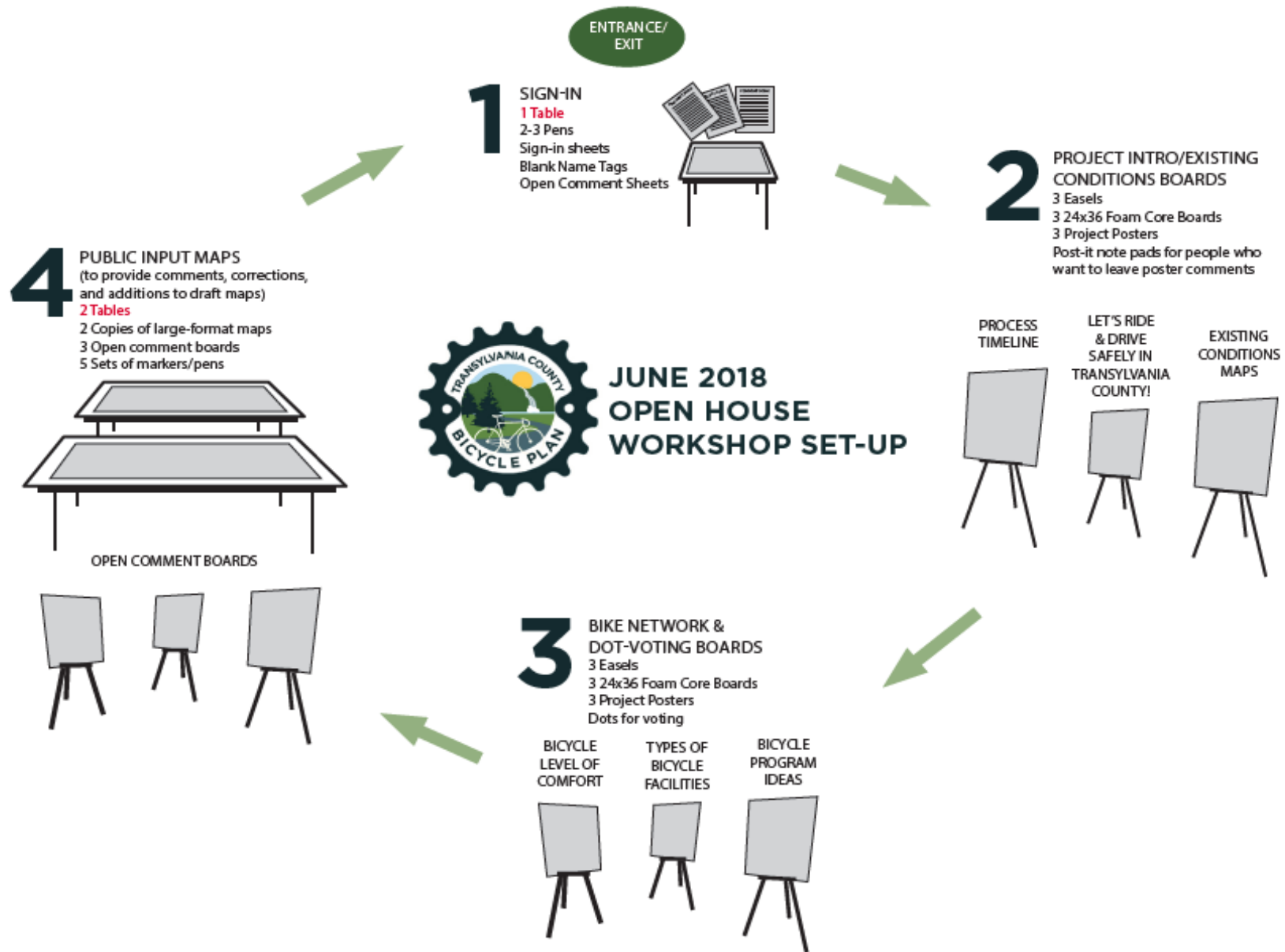
Drop-In Sessions will be held:

- June 26th 6:30-8:30
Little River
Community Center,
- June 28th 4:30-6:30
Rosman Town Hall,
- July 9th 4:30-6:30
Rogow Room of the
Transylvania Library,
- July 16th 4:30-6:30,
Cedar Mountain
Community Center

Transylvania County Planning and
Community Development is working
with Alta Planning and Design to
develop a Comprehensive Bicycle Plan
for the County

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General Schedule

Task

Task 1: Stakeholder Meetings	March 2018 – December 2018
<i>Kickoff Meeting</i>	<i>March 2018</i>
<i>2nd Stakeholder Meeting</i>	<i>June 2018</i>
<i>3rd Stakeholder Meeting</i>	<i>September 2018</i>
<i>4th 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 – September 2018
Task 5: Client Review	September – November 2018
<i>Public Outreach Open Houses</i>	<i>September – November 2018</i>
Task 6: Final Plan and Presentations	November – December 2018
Task 7: Bicycle Benefit Brochure	September – December 2018





Next Steps

- Public Open House Workshops
- Schedule 3rd Stakeholder Meeting
- Draft Bicycle Plan Development

