



Symposium #1 Summary

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PREFACE

The first community symposium for the Asheville in Motion plan occurred on October 25th at the US Cellular Center. The workshop included two components: a Mobility Fair and Panel Discussion. The Mobility Fair was structured to document existing concerns as well as to capture the community's desired vision for the future. The second part of the workshop consisted of a Panel Discussion, where mobility experts from around the country were asked to speak and offer advice regarding a variety of community related topics. More than 100 people were in attendance. A summary of the event is provided on the following pages.



Summary – Mobility Fair

Priority Pyramid

The intent of the Priority Pyramid exercise was to ask participants to prioritize a preliminary list of eight planning themes. The planning themes will ultimately inform the creation of performance measures upon which alternative mobility scenarios will be quantitatively and qualitatively evaluated. The eight planning themes presented at the community workshop were:



Each participant received a game board displaying a pyramid and eight placards representing each theme. Participants were challenged to select the theme that they deemed most important, followed by two secondary themes, and three tertiary themes. The project team then collected the game boards and grouped them by each pyramid’s top priority.

Priority Pyramid Game Board



After facilitating the Priority Pyramid exercise with over 80 participants, the project team tallied the results of the Priority Pyramid exercise. Based on a weighted average by primary, secondary, and tertiary tier priorities, the results showed **Pedestrian** to be the most important planning theme with 23 participants designating it their top priority. **Safety** followed closely behind with 22 participants naming it their highest priority. **Transit, Bicycle, and Neighborhood** were the next three most important planning themes.



While **Congestion** and **Parking** were not prioritized as highly as the other planning themes based on the weighted average, they will still play a critical role in guiding the plan's development.



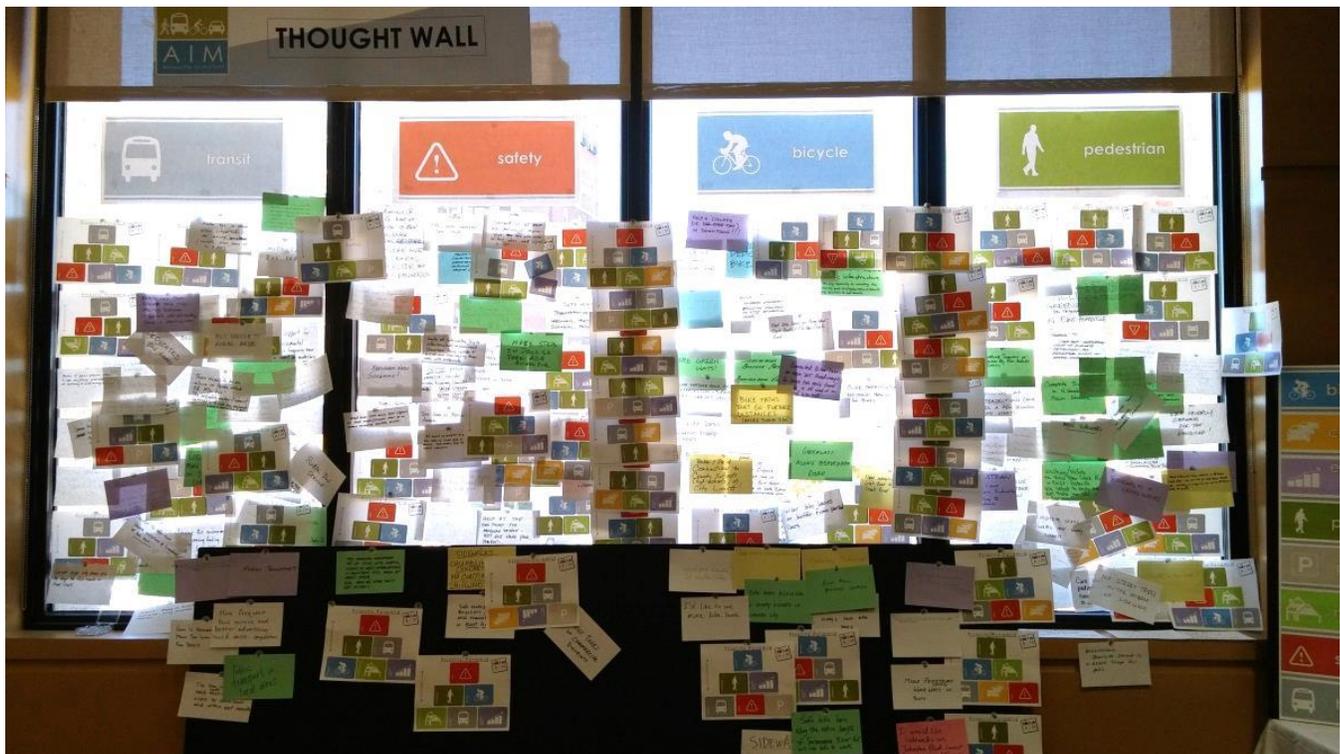
The results of this exercise were posted on the wall for all to view. The results of this exercise became the foundation of a community dialog that will continue throughout the planning process.

Thought Wall

Participants at the Thought Wall station were asked to identify their top four specific topics, issues, challenges, or concerns. These thoughts were written on four separate notecards (one colored and three white). One of these comments were asked to be prioritized as the participants' most important comment and written on the colored piece of paper. Participants were then asked to place each of their comments under one of the eight guiding principles posted on the designated "Thought Wall". The results of the Thought Wall exercise were stacked under each planning theme—allowing for analysis by the project team on frequency of comment by planning theme as well as individual expression of most important, priority topics.

Four out of the eight planning themes stood out among the rest when considering sheer number of comments: **Pedestrian, Transit, Bicycle, and Safety**. Similar to the Priority Pyramid, **Pedestrian** was the most important issue for the participants with 52 out of 71 overall comments, 16 of which were priority comments. **Transit** was the planning theme that was next highest priority issue, with 49 overall comments, 13 of which were marked most important. **Bicycle** and **Safety** both received approximately 40 total comments.

Please see the appendix for a compilation of all comments grouped by planning theme.



Map Exercise

During the map exercise, each participant was given the opportunity to identify a series of existing attributes in the study area. The station was a two-fold activity that included a large scale map and a barrier worksheet.

Part I

A large scale map was used to capture home, work, and recreation locations as well as conflicts and gaps in three networks: Pedestrian; Bicycle; and Transit. The participants were asked to pinpoint their home, work, and recreation locations with three different colored pushpins. Then, the participants were asked if the areas surrounding the pushpin locations were walkable, bikeable, or transit accessible. If the answer to each question was yes, the participant was asked to mark it with a colored sticker that represented each quality (walk, bike, transit).

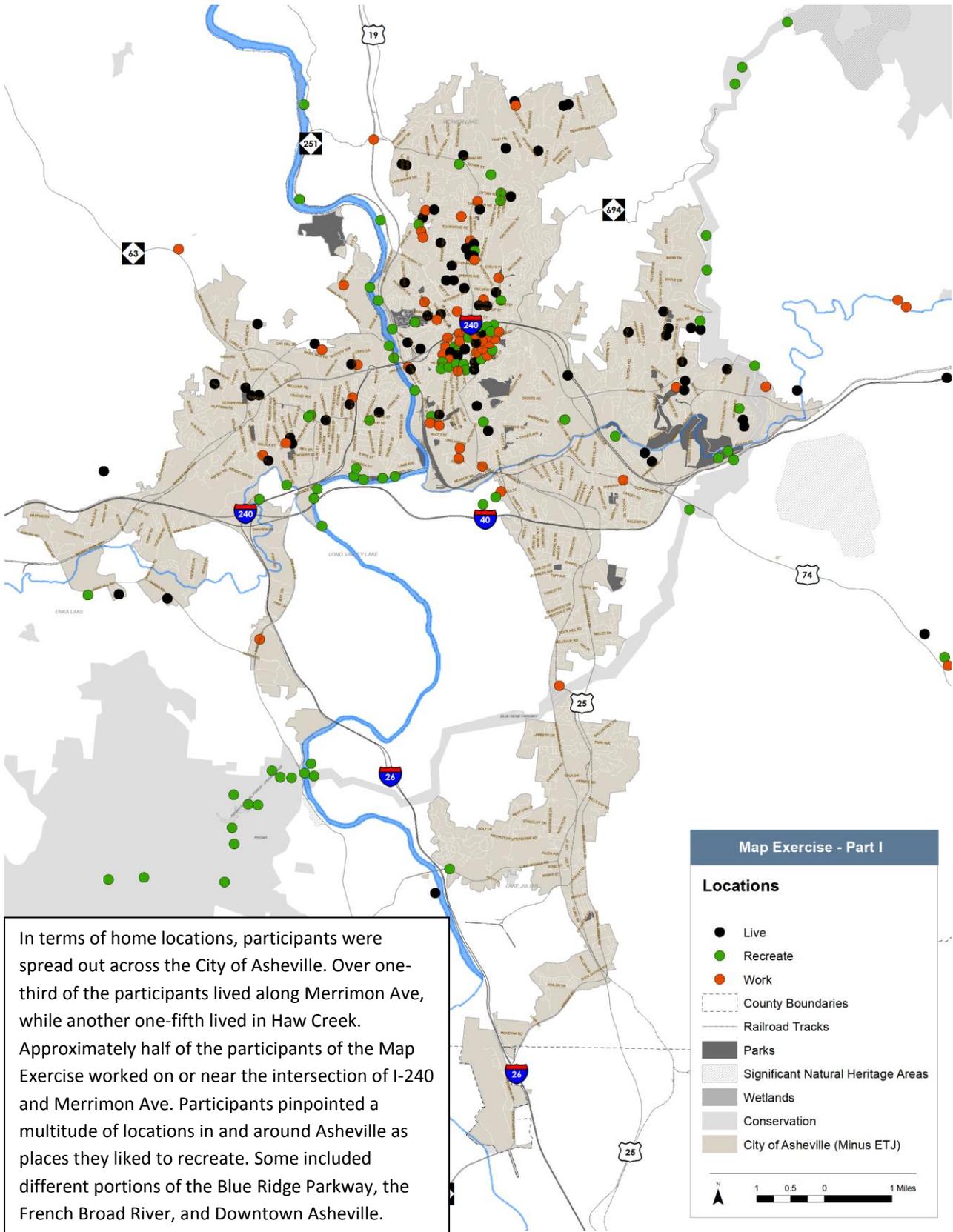


Part II

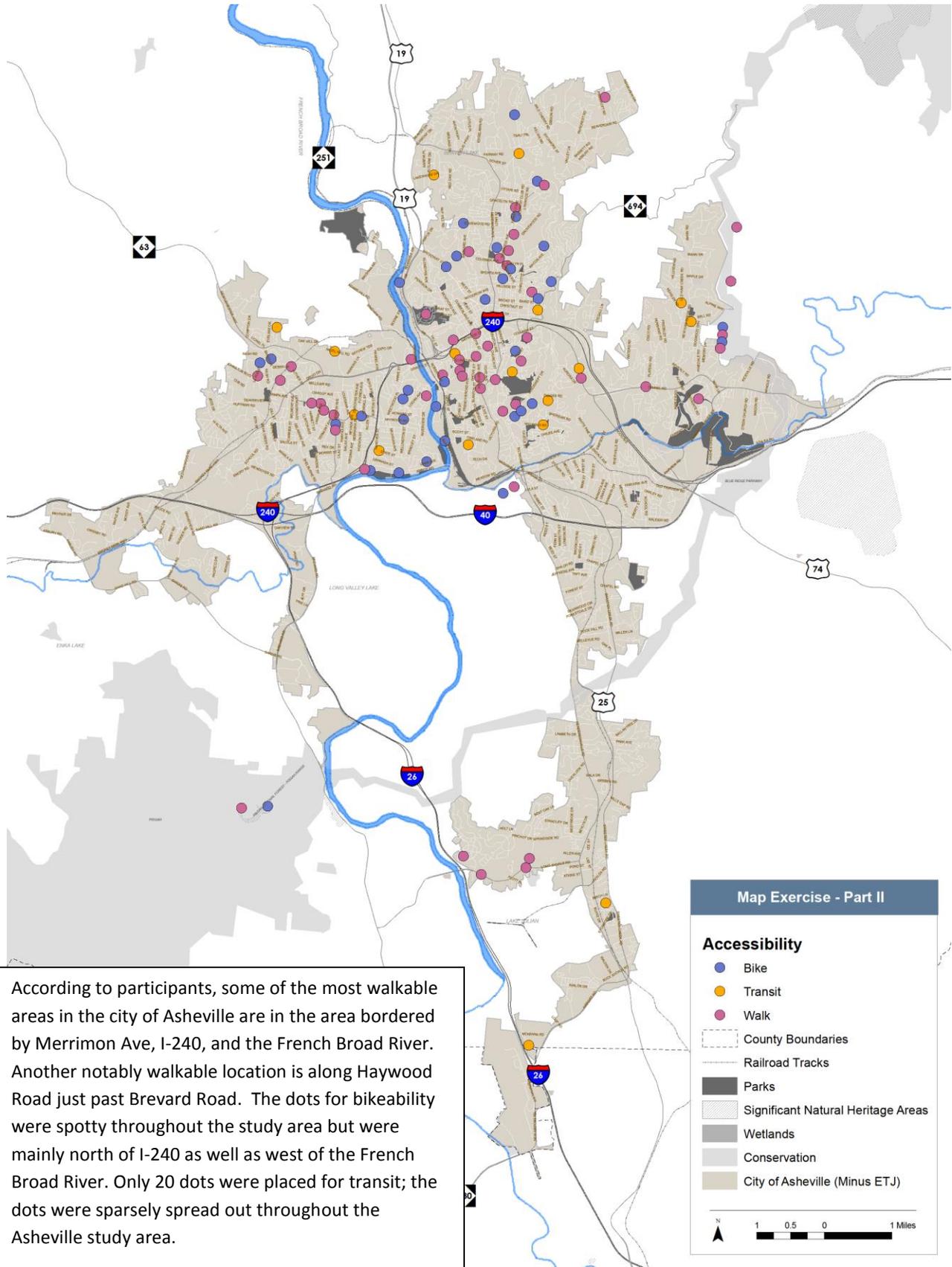
For the second part of the Map Exercise, a large barriers worksheet was provided for the participants. The worksheet allowed participants to identify and further explain some of the barriers to walkability, bikeability, and transit accessibility in their community.

Please see the appendix for a compilation of all comments grouped by category: walkability, bikeability, transit accessibility.





In terms of home locations, participants were spread out across the City of Asheville. Over one-third of the participants lived along Merrimon Ave, while another one-fifth lived in Haw Creek. Approximately half of the participants of the Map Exercise worked on or near the intersection of I-240 and Merrimon Ave. Participants pinpointed a multitude of locations in and around Asheville as places they liked to recreate. Some included different portions of the Blue Ridge Parkway, the French Broad River, and Downtown Asheville.



According to participants, some of the most walkable areas in the city of Asheville are in the area bordered by Merrimon Ave, I-240, and the French Broad River. Another notably walkable location is along Haywood Road just past Brevard Road. The dots for bikeability were spotty throughout the study area but were mainly north of I-240 as well as west of the French Broad River. Only 20 dots were placed for transit; the dots were sparsely spread out throughout the Asheville study area.

Street Builder

The Street Builder activity offered participants an understanding of the tradeoffs of right-of-way versus desired roadway features as well as a means to identify cross-section visions for critical corridors in the community. Each participant was provided a set of several cross-section elements with a stand to receive selected elements. Cross-sections included elements such as sidewalks, turning lanes, bike lanes, etc. Participants created their ideal typical roadway section for a specific corridor that included features they believed were most desirable. The individual creations were photographed and posted for general viewing purposes.



Out of 37 total cross-sections, 7 of them highlighted visions for what Merrimon Avenue could or should be. The corridors with the next highest numbers of cross-sections were Beaverdam Road and Charlotte Street.

Street	Number of Comments
Merrimon Avenue	7
Beaverdam Road	5
Charlotte Street	4
Coxe Avenue	3
Patton Avenue	3
Haywood Road	2
Battle Square	1
Biltmore Avenue	1
Broadway	1
Hendersonville Road	1
I-26 (W. Asheville)	1
Johnston Boulevard	1
Kenilworth Road	1
Kimberly Avenue	1
New Haw Creek Road	1
New Stock Road	1
Swannanoa River Road	1
Tunnel Road	1
Victoria Road	1



Vision Photo Booth

The Vision Photo Booth activity gave participants the opportunity to express their mobility dreams and desires. The question asked to each participant was “If I were king or queen of Asheville for a day, what would I change”? A series of photographs capturing individual personalities, priorities, and visions for community mobility were taken and put out for display. A sample of some of the images is offered below.



Summary – Panel Discussion

The last hour and a half of the City of Asheville symposium was composed of a panel discussion with four mobility experts that spoke to trends, issues, best practices, and case studies from across the country. Bringing their public and private sector views, the panel experts were able to share their expertise and experiences from working with transit systems in various cities in the United States such as Madison, Wisconsin and Dallas, Texas. Topics that were up for discussion included potential methodologies for prioritizing mobility-promoting elements in the changing economy, tools available to help with efficient allocation of resources, as well as special considerations Asheville will have to make in shaping their own transportation strategies.



The panel experts included:

Stephen Stansbery (Kimley-Horn and Associates) – Stephen is a Vice President at Kimley-Horn with more than 20 years of community planning and mobility planning expertise. He served as moderator, linking quality of life, economic vitality, urban design, and mobility into a cohesive conversation with the panel.

Don Kostelec (Kostelec Planning) – Don is the founding Principal of Kostelec Planning, LLC, based in Asheville, North Carolina. Don's work is largely based on the principle that communities and economics thrive when they are linked to health and built environment decisions. His specialty areas include transportation planning, pedestrian/bicyclist planning, and complete streets.

Jamie Greene (planningNEXT) – Jamie is a founding Principal of planningNEXT, a community planning practice based out of Columbus, Ohio. His work is focused on developing planning processes that enable communities to think creatively about quality of place choices all while considering emotional attachment, physical environment, and economic prosperity.

Steve Cover (City of Madison)—Steve is the Director of the City of Madison's Department of Planning and Community and Economic Development. He has over 30 years of experience working in both private and public sectors. He is responsible for the initiation of major planning initiatives such as the City of Wisconsin's first transportation master plan as well as its economic development strategy.

Kurt Schulte (Kimley-Horn and Associates) – Kurt is a Senior Associate at Kimley-Horn and Associates. With over 20 years of experience in planning and engineering in the United States, Kurt is known for creating innovative visioning for communities that result in workable solutions for complex problems. Kurt focuses largely on bridging the gap between land use and transportation planning with an emphasis on creating livable streets and spaces.



Appendix

Thought Wall Comments

	Priority Comments	General Comments
<p>Safety</p> 	<ul style="list-style-type: none"> • Pedestrian crossing signals out of sync with traffic lights at many intersections in downtown AVL since at least 2009 • Safe crosswalks needed on E. Tunnel Drive from Haw Creek to Exit 55. • Sidewalks—Crumbling concrete, no continuity. Driveways are too busy. Signs and telephone poles need consistency when it comes to placement and height • Increased safety for all- protected pedestrian routes, protected bike routes, increased frequency of transit, increased comfort of transit stops, reduced speed limits • Pedestrian priority signalization at downtown intersections including diagonal crossing lights; more trees needed along sidewalks and roads • Sidewalk access to more transit stops • Pedestrians, traffic flow, street crime, sense of safety, good street lights all need consideration • Safe crosswalks and crosswalk enforcement needed • People are being killed trying to cross Tunnel Road • Make the steps at Park Square Park ADA accessible. 	<ul style="list-style-type: none"> • Biltmore Ave is a critical connector but very dangerous • Crosswalk at Weaver and Merrimon Ave. is dangerous-- cars have green arrow to turn when walk signal is on • East Asheville at Tunnel Rd East of V.A. Hospital to exit 55 needs safer pedestrian crossing • Bike lanes separated from road • Help is needed at the gas pump for handicapped people • Greenways and sidewalks along Beaver Dam Rd • Hay Creek needs sidewalks, smaller transit buses, better repair of shoulder erosion • Greenways should lie away from streets and interstates • Demand ADA excellence from NCDOT and other agencies • More media attention needed to highlight safety issues, particularly focusing on pedestrians and bicyclists • People are always in a hurry! We should always be mindful of children in the area! • Lack of sidewalks in heavily traveled areas • Speed limit of 35 is too fast for New Haw Creek Rd. There are too many blind curves and blind drives. Reduce to 25 please. • More traffic circles, lack of sidewalks, bike infrastructure, or even road shoulders force cyclists and pedestrians into sharing busy roads with motorists • Safe neighborhood transportation greenways, traffic calming, sidewalks, parks • Kenilworth needs sidewalks! • Traffic calming neighborhoods • More on-street parking on commercial corridors (ie. Merrimon, Broadway, Charlotte) to provide safer streets, better land use, less off street parking • Haw Creek needs sidewalks for children and old people. There are two schools in the area • Need more left arrow turn signals on many roads/streets • It would be helpful to put center turn lanes on roads such as Merrimon Ave-- Roads have become obsolete • Turn Lane on Merrimon Ave • More trees in commercial districts • Safe routes for bicyclists, pedestrians and transit access in East Asheville. • Enforce laws: crosswalks, killing pedestrians, killing



	Priority Comments	General Comments
		cyclists, DUI/DWI <ul style="list-style-type: none"> • Church below Hillard- no parking if no curbing • Sidewalks, bike lanes on Hazel Mill Rd • Monitor speed limits especially in congested areas. Education regarding pedestrian/motorist rights and responsibilities needed.
Neighborhood 	<ul style="list-style-type: none"> • Maintain streets and sidewalks to present Asheville as safe, clean, and green. More public education needed about litter. • It is unsafe to live in Kenilworth if you don't have a car. 1. Road is narrow and unsafe even for cars. 2. No sidewalks out of Kenilworth. 3. Unsafe for people to ride bikes because street is too narrow, winding and there are no sidewalks 	<ul style="list-style-type: none"> • I-240 isn't great. • Think neighborhood and not interstate • Need to build a sense of community • Walkable neighborhoods= safe neighborhoods! Connect neighbors thru safer sidewalk connections • Keeping neighborhood roads in good repair/condition • East Asheville east corridor needs narrowing • Reintroduce John Nolan's Emerald Necklace Greenway Plan to connect neighborhoods in ways other than roads • Good sidewalk system on neighborhood streets
Transit 	<ul style="list-style-type: none"> • Mobile app that allows easy ride sharing between travelers who already have a set destination • Bus schedules do not allow for transfers within a reasonable time and medical facilities seem to have staggered schedules making it harder to use buses with tight work schedules and increasing use of Medicaid transportation. Timing gaps are due to both scheduling and frequent delays • Public transport in rural areas • Rural transport • Access to WCU at Asheville transit access to all higher education • The W1 and W2 buses are always late so I never make my N2 connection • Smaller buses in neighborhoods with narrow, curvy streets where pedestrians are at risk! • Expanded service to the surrounding urbanized areas in Asheville • Buses need to run more frequently (<15 min.) on dense, urban corridors. • Bus service down and back on Long Shoals Rd. Tons of new houses and apartments need city services. • Greenways needed • Would like transit closer to my home on Griffing Blvd. 	<ul style="list-style-type: none"> • Another bus to Warren Wilson College later in the morning (currently the latest bus leaves at 7 am) • More benches or shelters needed at the bus stops. I am seeing people sitting on the ground and standing in the rain without umbrellas • More frequent bus services • More frequent bus services and better advertising could ease congestion • Going to Westgate is too long of a wait for buses • The Haw Creek need safe multimodal access to downtown and within East Asheville • Evening and weekend expanded transit services to population and work corridors and evening education centers (e.g. community college- Asheville and Enka.) • Bus service to rural areas. • Dedicated bus lanes • Frequent routes (West, mostly) • Need crosswalks near bus tops • More frequent bus pickups and a route that goes from East Tunnel to Biltmore Village without having a transfer downtown. It would take me an hour to ride the bus to work. By car it takes 10 min • Make transit mobile and accessible by using smaller vehicles • Transit schedules every 15 or 20 minutes • There needs to be an 11 or 12 o' clock Black Mtn bus! The schedule makes it almost impossible to ride the bus and work day shift hard or impossible to get.



	Priority Comments	General Comments
	<ul style="list-style-type: none"> I want to feel "safer" taking transit. The environment at the bus terminal must be addressed. I have witnessed drug deals and intoxicated individuals hanging out there. 	<ul style="list-style-type: none"> Passenger Rail/Trolleys going at least in 4 major directions from downtown Increased support for transit. Incremental improvements in frequency have exponential impact on mode share. Expand transit services More buses to (15-20 min) to the main destinations Ab Tech/ Asheville Mail/ Downtown/ Hospital I like the bus and use the bus but buses go too fast around blind curves and on narrow roads. Slow Down Please Bus service later in the evening More bus services Bus cross routes needed More frequency and scope for paratransit and fixed routes Transit to Wal Mart needed. There are also unsafe conditions at sidewalks at bus stops Improve the environment by increasing funding for transit. Less cars, Less pollution, better land use Rural bus service More extensions of service through programs like mountain mobility City to city train service connect Asheville by train to Charlotte/Greensboro/Raleigh Smaller/more efficient vehicles to work smaller street widths and smaller ridership numbers Regionalize the system Grove Arcade cleaned daily on sidewalk but no such attention to transit station Make 5 year plan a real time ongoing process instead or revising it once every 5 years More transit lines on Tunnel Rd Current large city buses are too large for all roads in Haw Creek.
<p>Congestion</p> 	<ul style="list-style-type: none"> TDM (Transportation Demand Management) Program 	<ul style="list-style-type: none"> Congestion can be minimized by access to bikers and pedestrians. Require developers to include all dev. sidewalks and bike paths There's too much mixing of traffic and people downtown. Way too congested! Improve pedestrian/ bike and walkability of "nasty congested" roads like Tunnel Rd and Haywood Rd More one way roads on downtown City wide complete streets implementation More one way streets

	Priority Comments	General Comments
<p>Bicycle</p> 	<ul style="list-style-type: none"> • Pedestrian/Bike safety Car/Drivers are out of control! • Greenways- Cycle Tracks- Bike Lanes more, safe and functional bicycle infrastructure, focusing especially on connecting the various parts and neighborhoods of Asheville e.g. downtown to East Asheville • We need bike paths that go further distances (More than 3 mi.) • Sidewalks and bike paths in Beaver Dam Valley • Connected bike lanes on main DOT roadways so people can easily travel by bike or off road or on protected bike lanes. • Dedicated bike facilities throughout town • Bike /Pedestrian connections to county schools (high school) in city limits! • Need sidewalks on New Haw Creek Rd and Old Haw Creek Rd • Safe bike lanes along the entire length of Swannanoa River Rd so I can bike to work • Bike lanes accessible to county schools in Asheville • More greenways • Finish the greenway system • Greenways along Beaver Dam Rd • More greenways in Asheville! • Safe bicycle lanes going both ways • Greenways construction • Hold a Cyclovia (i.e. car free day) in downtown! • More dedicated bike lanes • Focus on creative intersection crossing in the cut off areas (e.g. Fairview, South, East Asheville) 	<ul style="list-style-type: none"> • Better signage for cyclists! “Where they are welcome”, “Where they are not”. May cyclist ride on sidewalks? • Pedestrian/Bike facilities that connect main arterials to downtown. • Splash Park construction at Livingston Center • Stop crowding bike lanes and making it unsafe for everyone. • Need bike lanes on New Haw Creek Rd and Old Haw Creek Rd • More connected/extensive greenway systems • More separation of bike traffic from auto • Bike lanes throughout city—especially in Haw Creek • Bike lanes downtown; Downtown bike safety • Bike safety on roads additional parking for bikes • Need protected bike lines on main roads • Expanded greenways connecting downtown to near residential areas • Line bike lanes farther back from intersection—turning cars can hit cyclist • Create bicycle lane out of one of the Kenilworth exit roads. There are no safe places to exit Kenilworth. • Bike lanes on Tunnel Rd • Wide bike lanes or buffer from parked cars • Make new roads always have bike lanes • More bike lanes ; Alternative Transportation methods • Long term goals: Connect fragmental cycling system into comprehensive network Ex: Riverside Dr., Meadow Rd. cycling throughway. • More bike lanes and green ways for safety • I'd like to see more bike lanes
<p>Pedestrian</p> 	<ul style="list-style-type: none"> • We (Asheville) need to find a way that is safe for visitors (home and traveling) to do the Studio Walk. I drive, but sometimes I (walk) go down Depot St and have noticed there are no walk/don't walk crossing signs. I have seen several near misses with cars and walkers. Also, at Greens on Depot there are children and grownups crossing Depot from Livingston Apts. • We need sidewalks along streets in Haw Creek area. We live off of Old Haw Creek Rd and walking is risky (we go out to Biltmore Estate to walk.) • Complete sidewalks in neighborhoods on main streets. 	<ul style="list-style-type: none"> • Downtown: Make utilities go underground to eliminate obstructions for the pedestrian access on narrow sidewalks. • More pedestrian-only walkways in town. • Sidewalks in N Asheville Lakeshore/Beaver Lake Area • Better pedestrian/bike crossing at intersections (give pedestrians a few seconds head start.) • Improve sidewalk infrastructure • Sidewalks on both sides of Tunnel Rd • Improve crosswalks near county schools • Need greenways (as transportation) in E Asheville • More accessible crosswalks, including for the visually impaired • All users need to be educated in cyclist and



Priority Comments	General Comments
<ul style="list-style-type: none"> • Sidewalk improvement in 5 Points, one of the most dense and central neighborhoods in the city. • More Sidewalks! Better pedestrian options. Friendly to visually-impaired. • Sidewalks and crosswalks • Crosswalks on main streets • Walking/Safety on New Haw Creek Rd in East Asheville should be a priority. We want to enjoy our area and not put our lives in danger! • More Greenways • Bicycle lanes along none sidewalks that have accessibility for wheelchairs. • Multi-modal transport options for Hazel Green Neighborhood (not Patton between Regents Park and Louisiana to Emma) and sidewalks. • Sidewalks in Haw Creek! Our Community is left out! • I would like sidewalks on Johnson Blvd. Please connect parks, schools and transit! • Complete sidewalks on Kenilworth Rd from Aurora to Tunnel! • Sidewalks in Haw Creek! • Sidewalks along New and Old Haw Creek Rd and move the telephone poles (don't leave them in the middle of the sidewalks!) 	<p>pedestrians rights and responsibilities</p> <ul style="list-style-type: none"> • User friendly sidewalks for the handicap • More sidewalks • Sidewalks needed on connector roads: Bear Creek Rd, Johnston Blvd, New Haw Creek, Beaver Dam Rd, Hazel Mill Rd, Swannanoa River Rd • Better training for city workers/construction workers for working with disabled pedestrians (to get around obstructions) • More audible pedestrians signals! With specific message about crossing ie. "Safe to cross Patton Ave" vs "Safe to cross Main St" • Address issue of high number of pedestrian fatalities • Safer sidewalks, especially for visually impaired; maintain existing sidewalks • More sidewalks • Cars need to stop for pedestrians in crosswalks or waiting to cross • No trees in the middle of the sidewalks • Slow down cars. Speed limit on Merrimon to 30 MPH • Pedestrians Charlotte St is a death trap for pedestrians. • Need a good storm sewer/drainage system in Haw Creek neighborhood. We live off of Old Haw Creek Rd on South Leslie Lane where drainage and runoff is poor. • Repair failing infrastructure. Prioritize key connections. • Complete sidewalks for entire length of New Haw Creek Rd; Add sidewalk on Old Haw Creek ; Need crosswalk at Haw Creek entrance to cross 70!; Maintain sidewalks everywhere. • Greenways and sidewalks along Beaver Rd • More pedestrian activated signals to cross 5 lane main roads coming into Asheville. • Need more prompt city assistance regarding pedestrian issues; Unified trashcan placement (public education); Mailbox obstruction at shoulder height! • Sidewalks going both ways for pedestrians • More sidewalks outside of the city, connection the neighborhoods. • More sidewalks in neighborhoods and arterial streets • Clearly marked crosswalks and more of them good for tourist not familiar with area. Good for older people and vision impaired. Prevents accident and injury. Encourages more walkability and walking. Good for businesses too.



	Priority Comments	General Comments
		<ul style="list-style-type: none"> • Focus on walkability to schools within X blocks/miles of est. schools especially elementary schools. • Sidewalks need to be repaired and kept free of debris. Perhaps street sweepers? Property owners need to be responsible for cleaning sidewalks. Perhaps adopt a sidewalk program? • Ensbrook Shopping Center- Poor sidewalks and dangerous conditions • Crosswalks with crossing signals at Patton and Florida Ave at Patton and Louisiana
<p>Economic Vitality</p> 	<ul style="list-style-type: none"> • Promote economic growth and vitality by improving public transportation. • Better mobility for lower income residents 	<ul style="list-style-type: none"> • Affordable housing in transportation corridors • Repair existing sidewalks • Parking garage, etc. in CBD's south slope area • Transportation decisions need to be made in conjunction with land use decisions • Adding bicycle and pedestrian infrastructure have repeatedly been shown to increase business for businesses in the improved areas.
<p>Parking</p> 	<ul style="list-style-type: none"> • Need parking garage in CBD's South Slope and some street parking for residents and downtown workers • Parking! • More handicap parking spaces per capita • Parking, Parking, Parking- Downtown provides the most entry level jobs in the region and it is being stranded by customers • Parking in downtown is important to bring consumers into town and then they become pedestrians. Inadequate parking hurts businesses. • Remove parking on Montford Ave 	<ul style="list-style-type: none"> • Bicycle parking • More functional bicycle parking. City bike racks are widely available but poorly designed • Parking on Haywood Rd is quickly becoming a problem • Parking downtown continues to be a problem • Less on street parking (dangerous for cyclists) • Raise the price of parking for downtown



Map Exercise Part II Comments

Walkability	Bikeability	Transit Accessibility
Need to fix existing sidewalks and add more to the network	Merrimon and Charlotte are too narrow but can bike to downtown via Central Ave.	Hard to cross Merrimon Ave to get to the transit stop. It is very dangerous.
Crossing times at intersections are inadequate.	Tunnel Rd- Putting your life in other people's hands. I would never ride my bike there!	It is hard to get from downtown to Hamrick's. There is no direct route.
Too many "jaydrivers" ignore crosswalk laws!	Beaver Dam Valley needs help.	New Haw Creek Rd near the baseball field is too dangerous.
Sidewalks on Merrimon and Charlotte are too narrow	Dangerous in Haw Creek	Service to Weaverville has been discontinued. It needs to be reinstated.
Difficult to cross Merrimon, even at intersections (turning cars)	Narrow Mountain roads, Beaver Dam Valley	Bringing back the Emma bus route is a blessing.
It feels far to walk to places that have no sidewalks	Beaver Dam Rd has lots of bikers-- we need more greenways.	Walking to bus stop is dangerous.
New Haw Creek Rd at baseball field too dangerous to walk.	Need bike lanes	Transit frequency needs to be addressed.
No sidewalk connections available out of Kenilworth-dangerous!	We need a river walk or even a sidewalk along the length of Swannanoa River Rd. That means I could bike safely to work!	Transit buses and Mountain Mobility need to run later and on weekends.
Tunnel Rd is impossible/dangerous to cross by foot!	Having bike lanes also lets wheelchair-bound people travel.	Access to WCU at Asheville needs to be addressed.
Exits from Kenilworth Neighborhood lack sidewalks in spite of narrow roads and blind curves.	Swannanoa River Rd-(Meadow Rd-Lyman St-Riverside) is the only reasonable bicycle route between downtown and W. Asheville. However, it is also very narrow, with heavy vehicle traffic and no shoulder (let alone bicycle infrastructure.) I ride this route to-from work every day and it can be a bit narrowing. Motorists get frustrated waiting for an opening to pass and often do so dangerously-- even though I ride as far to the right as is safe, and pull off periodically to allow them to pass. Cyclists and motorists alike would benefit from adding bicycle infrastructure to this crucial, yet dangerous connector.	Smaller buses for neighborhoods like Haw Creek as current ones are too large for our small, narrow roads.
Bicycling out of Kenilworth is dangerous-narrow roads, blind curves, no bicycle lanes, no room.		Streets in Haw Creek are too narrow. Some buses exceed the speed limits.
Steps in Pack Square need to be brought up to ADA code		Transit in outlying areas (i.e. Black Mountain, Swannanoa) need to be improved; Need more route frequency.
New Haw Creek and Old Haw Creek need sidewalks.		Expand fixed route service to urbanized areas surrounding Asheville.
Downtown sidewalks crumbling (most walkable communities in study area are neglected)		The bus takes up the whole lane on New and Old Haw Creek Rd. Walking to the bus stop is very dangerous and can be terrifying if the bus passes you. Very dangerous!
Some sidewalks have too many obstructions like poles and are too narrow. Beaverdam Road!		More robust evening service needed.
Need better maintained sidewalks, especially in downtown. Many are hazardous.	Swannanoa River Rd has potential to be great! It can serve as an east to West route, but it needs bike lanes.	Enhanced service to AB Tech or advertise service that already exists. The campus route often runs late.
Sidewalk along Merrimon in front of 'Jus' Running' is missing.	Kimberly Ave- Bike lanes run into car parking. It needs a dedicated greenway along Grove park down the side of the street. This would be great for GPI students.	Transit is not reliable and has lots of transfers.
Repair existing sidewalks, increase developer involvement/requirements/standards, better ADA compliance.		Merrimon and 226- If the bus is early, it pauses for a second and goes past the stop. There is a need for a mobile app that tells you when the bus is arriving.



Pedestrian crossings inadequate on Broadway (N of 240) and Merrimon (and others)	Greenways through Beaucatcher needed to connect downtown to Haw Creek/E Asheville.	Tunnel Rd by Ingalls transit stop is very poorly maintained.
Reduce traffic on Charlotte St. It should not be a through street.	Bike racks at county schools in the city.	More investment needed in public transit.
More sidewalks along Griffing Blvd.	Bike lanes should not end up on sidewalks. (Like they do at several traffic circles near downtown.)	
Sidewalks installations, improvements in 5 Points		
We need better, more, and unobstructed sidewalks.	There is only limited bicycle accessibility to AB Tech campus- Victoria Rd.	
Try crossing Charlotte and Biltmore- Have fun! ...	There isn't enough bike parking downtown.	
Sidewalks near schools.	City bike racks are designed for visual appeal as opposed to functionality. It's too bad that the city has already invested heavily in such poorly designed bicycle parking in infrastructure.	
Leave more time for pedestrians to cross by fixing pedestrian crossing signals.		
Need sidewalks!		
Need sidewalks along Old Haw Creek Rd and other streets in Haw Creek.	Bike lanes at Haw Creek!	
Sidewalks, trails, and pedestrian crossings needed at and near county schools in city.		
Sidewalks & bike lanes in Haw Creek		
Sidewalks needed on Johnston Blvd.		
Sidewalks are needed in Haw Creek. We need safe routes to our elementary schools.		
Haw Creek needs sidewalks and 25 MPH speed limit! Buses go too fast. Very dangerous for bikes, pedestrians		
Pedestrian crosswalk with light at Florida and Patton.		
Beaverdam Road needs help.		