



# HAYWOOD COUNTY GREENWAY PLAN

Final Report | 2022





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# ACKNOWLEDGMENTS

**THANK YOU** to the engaged leaders and residents of the Canton, Clyde, Lake Junaluska, Maggie Valley, and Waynesville communities for their participation in this planning process and for their commitment to furthering the efforts of this study.

Jackie Moore	Local bicycling community
Melissa Tinsley	County At-Large
Kathy Odvody	County At-Large
Kay Kirkman	County At-Large
Rob Roland	County At-Large
Marc Miller	County At-Large
John Sherman	Haywood Community College
Preston Jacobson	Haywood Waterways Association
Megan Hauser	Haywood County Health + Human Services
Ian Smith	Haywood County Parks + Recreation
Ryan Manning	Haywood County Soil + Water Conservation District
Jan Grossman	Local hiking community
David Nicholson	Lake Junaluska Assembly
Matt Settlemyer	Southwestern NC Resource Conservation + Development Council
Ben Williams	Town of Canton
Nick Scheuer	Town of Canton
Amy Russell	Town of Clyde
Joy Garland	Town of Clyde
Kaitland Finkle	Town of Maggie Valley
Elizabeth Teague	Town of Waynesville
Luke Kinsland	Town of Waynesville Parks + Recreation
Tristan Winkler	French Broad River MPO
Hannah Bagli	French Broad River MPO
Jodie Ferguson	Haywood County Development Services



# EX | EXECUTIVE SUMMARY

## Introduction and Overview

### The Vision and Goals

The Haywood County Greenway Plan envisions a network of trails for recreation and transportation for residents and visitors of all ages and abilities. It will connect local and regional destinations, improve safety, incorporate resiliency, connect to nature, promote equity, and increase the physical and economic health of the region. Economic and health studies routinely show that **greenways have a major return on investment, with local data showing a \$1.72 return on investment for every \$1 invested.**<sup>1</sup>

### Background

In 2021, the County was awarded a North Carolina Department of Transportation (NCDOT)/ Federal Highway Administration (FHWA) planning grant for this plan. Haywood County and the French Broad River Metropolitan Planning Organization (MPO) led this plan, with support from the Towns of Waynesville, Canton, Lake Junaluska, Maggie Valley, and Clyde, and guided by a steering committee of the County, the MPO, towns, non-profits, and residents who provided oversight in the process. **There is strong public interest, with over 650 people engaged in some way throughout this plan.**

<sup>1</sup> ITRE & Alta, Study of the Brevard Greenway, *Evaluating the Economic Impact of Shared Use Paths in North Carolina*, 2018

## Vision Implementation

### The Envisioned Trail System

This plan is a vision for the next 20 years of greenway development in Haywood County to greatly improve walking and biking conditions. The two miles of existing greenways in Waynesville and Canton will become part of an interconnected, countywide greenway system. This system will be built out from the county's communities, with early implementation "pilot" projects slated for each town. **Early buildout of the priority projects could create up to 11.27 miles of new greenways, with a secondary phase adding another 7 miles.** In total, the full buildout of the system over the next 20 years could see more than 75 miles of trail. **The spine of the entire system will be the 21-mile Hellbender Trail,** threading through the County east-to-west and extending into Buncombe County and beyond. This plan proposes natural surface trail connections of gateway communities to the Great Smoky Mountains National Park, the Plott Balsams, Pisgah National Forest, and the Blue Ridge Parkway.

### Partnerships are Critical

This vision cannot be accomplished by one organization alone. It will be the hard work of many partners collaborating—the County, municipalities, NCDOT,

conservation partners, volunteers, funders, and more. The Steps to Success graphic below outlines the key recommendations in this plan. These steps are more fully described in Chapter 5: Design + Recommendations. To accomplish the vision, dedication, increased capacity, and a multifaceted funding approach are essential.

## Steps to Success



# 01 | PROJECT VISION + GOALS

## Project Vision

The Haywood County Greenway Plan will:

- provide people of **all ages and abilities** with safe and comfortable options for transportation and recreation;
- connect to **local and regional destinations**; and,
- improve the **quality of life** in the County through positive health, economic, and environmental outcomes.

## Project Goals



### Enhance Connectivity

Connect communities to each other and create a trail system that serves the community's transportation needs connecting to schools, commercial, and recreation destinations. Enhance connections to the public lands and natural areas that are a destination and asset to residents and visitors.



### Improve Safety

Promote a Countywide culture of safe travel behavior through education and enforcement, and apply engineering best practices to provide safe crossings and facilities that reduce conflicts between modes.



### Focus on Implementation

Identify priority projects that Haywood County can focus on funding and constructing in the near-term, which will build support and momentum for longer-term projects.



### Make the Natural Environment a Central Focus

Connect trails users to the natural environment, showcasing the area's rivers, farms, and mountains.



### Plan for Resilience & Sustainability

Plan trails thoughtfully to minimize the impacts of natural disasters, such as flooding, on nearby areas; and consider ways to reduce weather-related damage to trails and maintenance costs.



### Promote Equity

Develop the plan using an inclusive and transparent process that allows public input to guide priorities; ensure that investment in greenways benefits underserved communities and those with the greatest need for walking and biking connections.



### Increase Health

Improve health for County residents by providing more opportunities to walk and bike for transportation, recreation, and daily needs through policies, programs, and projects.



### Generate Positive Economic Impact

Continue to attract investment and tourism by enhancing walkability and bikeability throughout the County and providing more spaces for outdoor recreation.

# PROJECT BACKGROUND + PROCESS

## Project Background

In 2021, Haywood County received funding from the French Broad River Metropolitan Planning Organization (FBRMPO) to pursue a study for a Greenway Plan throughout Haywood County. The plan will serve as a guide for the County to design, fund, and implement future projects to create a safe, connected, and resilient greenway system for Haywood County. The purpose of this project is to develop a greenway plan that will help achieve local and regional goals.

## Planning Process

The planning process included input from the public, participation and direction from project stakeholders, and public presentations of draft and final plans. The study was guided by a Steering Committee representing a range of perspectives, and drew upon a group of stakeholders for input throughout the process.

### PLANNING PHASE



### KEY ACTIVITIES

- field work
- existing plans review
- steering committee meetings
- public workshops #1
- GIS mapping
- draft recommendations
- draft implementation plan
- steering committee meetings
- public workshops #2
- refined recommendations + implementation plan
- plan presentation
- final plan adoption by Haywood County
- secure funding + implement projects
- periodic plan review + updates

## Public and Stakeholder Participation Highlights

For a complete summary of public outreach and input received, see Chapter 4: Summary of Public Input.

6

### public open house workshops

In-person meetings throughout Haywood County and virtual meeting options.

581

### public survey responses

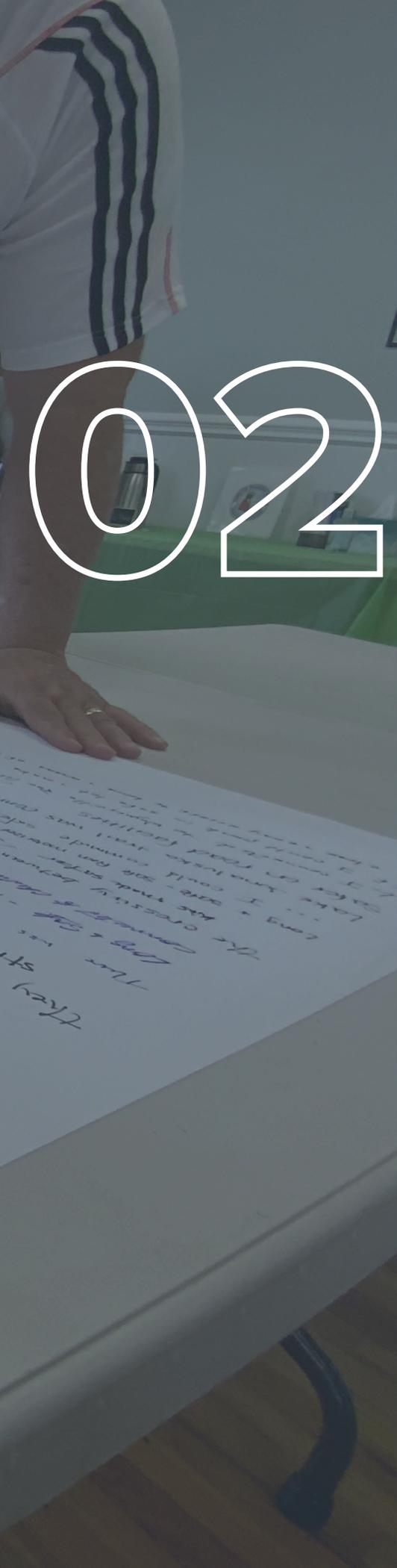
Survey was open between May and August 2022.

8

### stakeholder meetings

With representatives from land trusts, local agriculture, schools, conservation groups, and more.





# 02

# EXISTING CONDITIONS

# HAYWOOD COUNTY EXISTING CONDITIONS

## Photo Glossary



*Existing asphalt trail along Pigeon River in Canton Recreation Park.*



*Existing conditions on Park Street. There is excess capacity with parking lanes.*



*Potential trail undercrossing at Main Street at the terminus of the Canton Recreation Park trail.*



*Existing natural surface trail (Waynesville Greenway).*



*Existing asphalt trail at Vance Street Park in Waynesville.*



*Crossing conditions at Depot Street in downtown Waynesville (part of the Hellbender Trail corridor).*



*Existing conditions along Dellwood Road, by Lake Junaluska.*



*Commerce Street in downtown Waynesville. The Hellbender Trail alignment is planned for this corridor.*



*Existing trail undercrossing at Waynesville Greenway (Andrew Jackson Highway above).*



*Existing conditions along Moody Farm Road, a popular walking and biking street in Maggie Valley.*

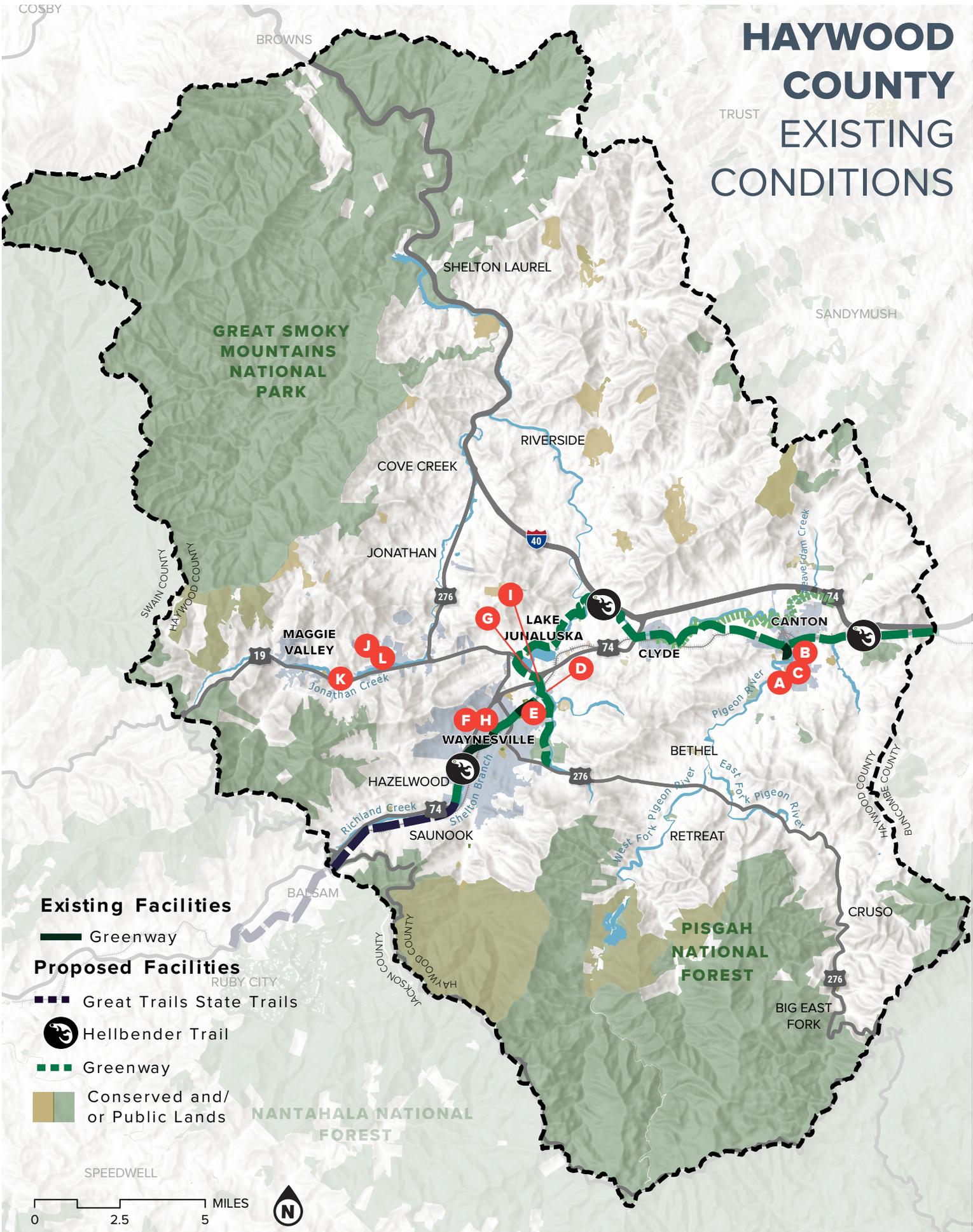


*Popular crossing location along Rt-19 in Maggie Valley for people accessing the Dollar General.*



*Existing natural surface trail with fishing spots by Mountain View Creek Park / McCracken Corner Park.*

# HAYWOOD COUNTY EXISTING CONDITIONS



**Existing Facilities**

— Greenway

**Proposed Facilities**

- - - Great Trails State Trails

🐸 Hellbender Trail

- - - Greenway

■ Conserved and/or Public Lands

SPEEDWELL

0 2.5 5 MILES



# EXISTING CONDITIONS COUNTYWIDE

## LEGEND

### Existing Facilities

- Greenway
- Natural surface trail
- Sidewalks

### Proposed Facilities

- Great Trails State Trails
- Hellbender Trail
- Greenway
- Natural surface trail
- MTP Bike/Ped Projects
- Bike Lane
- Sidewalk

### Features and Boundaries

- Railroad
- Blue Ridge Parkway
- Major Waterways
- Parks
- Conservation Lands (Public/Private)
- Federal Lands
- Publicly Owned Lands
- Municipal Boundaries
- County Boundary
- College or University
- Government
- Grocery
- Hospital
- Library
- Recreation
- Retail
- School
- Park

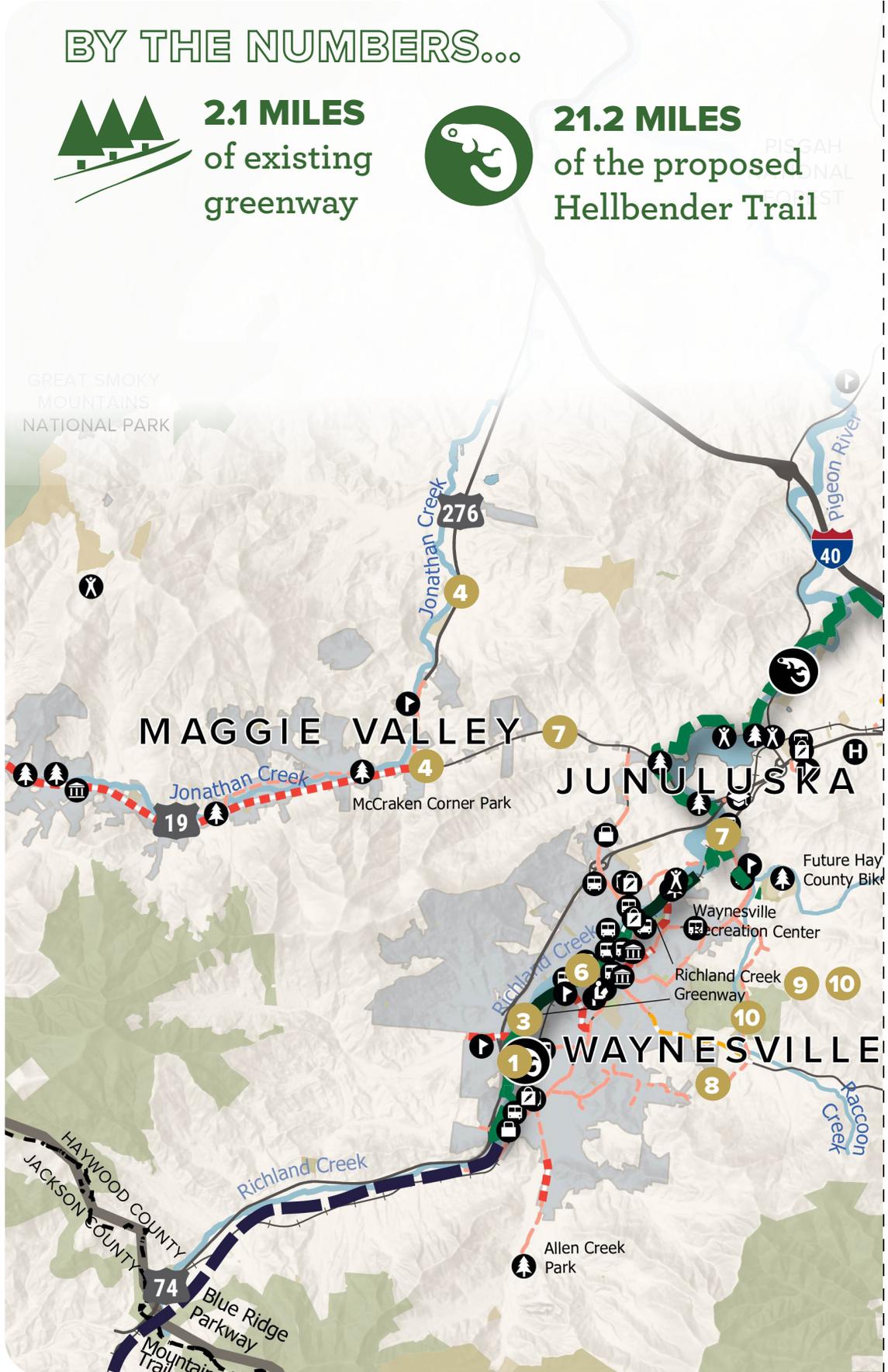
## BY THE NUMBERS...



**2.1 MILES**  
of existing  
greenway

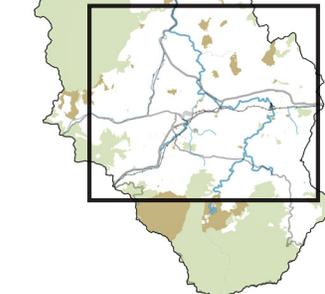


**21.2 MILES**  
of the proposed  
Hellbender Trail



HAYWOOD COUNTY

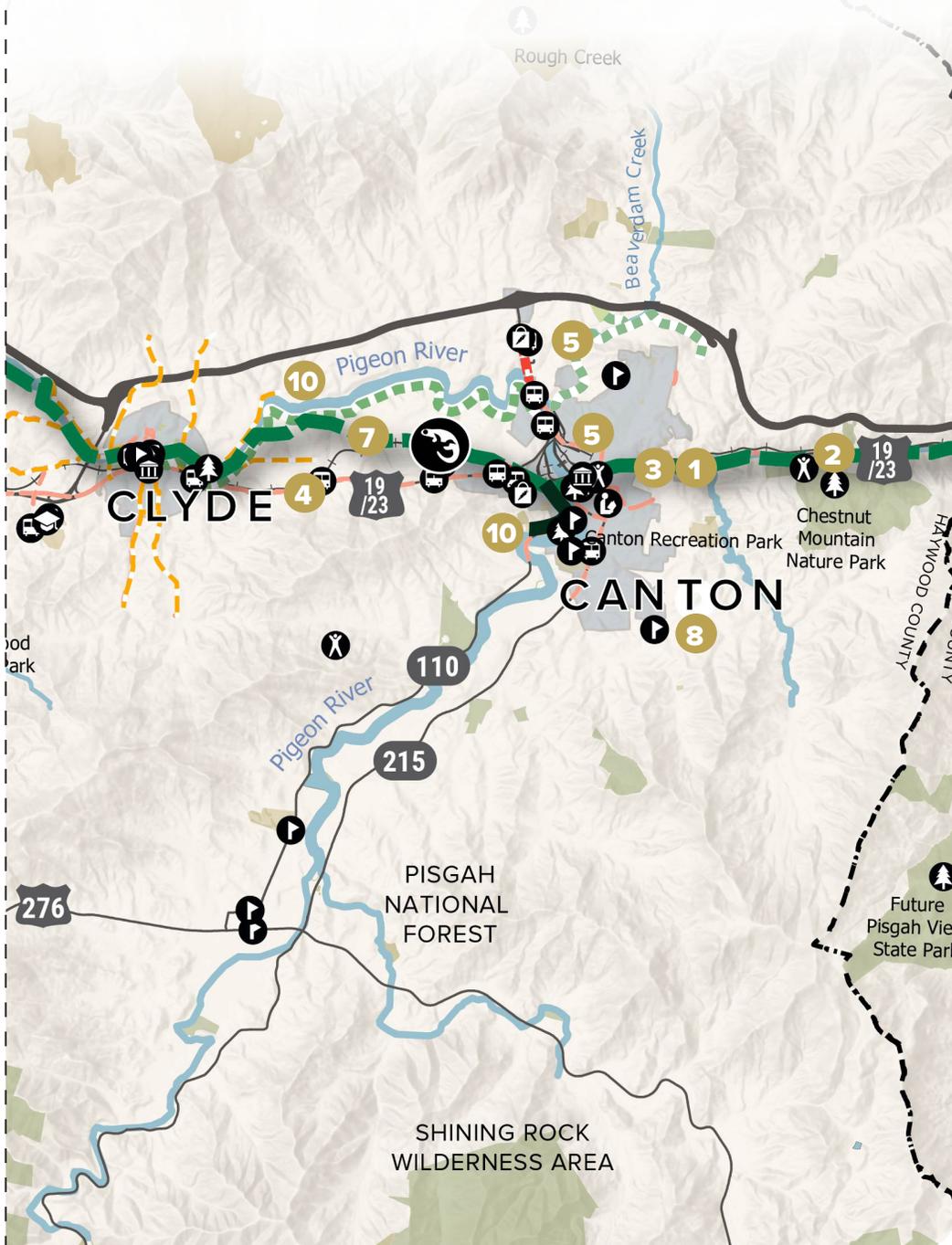
See enlargement at right



Matchline



**10.4 MILES** of trails  
that have been studied  
at the feasibility/  
engineering level



## PLANS THAT INFORM THIS STUDY

Many of the lines on this map come from previous plans and studies. See more details on the following pages about plans referenced here.

- 1 Great Trails State Plan
- 2 Chestnut Mountain Nature Park
- 3 Hellbender Region Trail Plan
- 4 French Broad River Metropolitan Transportation Plan (MTP)
- 5 Town of Canton Pedestrian & Bike Plan
- 6 Richland Creek Greenway Feasibility Studies
- 7 Blue Ridge Bike Plan
- 8 Haywood County Comprehensive Bicycle Plan
- 9 Town of Waynesville Comprehensive Pedestrian Plan
- 10 FBRMPO Comprehensive Transportation Plan

Matchline

# PLANS THAT INFORM THIS STUDY

## Overview

The communities of Haywood County have completed a number of regional and local planning studies that directly or indirectly address greenway connectivity and active transportation in Haywood County. The studies in this document have been reviewed and referenced during this planning study to determine the impact on the countywide greenway network and capitalize on previously recommended connections. See the table below for key recommendations or projects that are relevant to the Haywood County Greenway Plan. Plans are organized chronologically.

**#** = Plan recommendations are shown on the Existing Conditions map on pages 12-13.

existing plan or resource	year	lead agency	key projects or recommendations
<b>1</b> "Draft" Great Trails State Plan	Ongoing	NCDOT	Connects all 100 counties in NC through a strategic network of greenways. Includes recommendations for proposed shared-use path from the southwest of Waynesville (the Jackson County line), through Waynesville, Clyde, Canton, and eastward to the western boundary of Buncombe County.
Haywood County Parks and Recreation Plan Update	2022	Haywood County Parks and Recreation	<ul style="list-style-type: none"> <li>Acknowledges the role that linear parks play as both destinations and connections to other places, and encourages the development of a Countywide Greenway Master Plan</li> <li>The project's public survey indicated a strong community desire for more trails, greenways, and recreation opportunities in nature</li> </ul>
<b>2</b> Chestnut Mountain Nature Park Master Plan	2020	Town of Canton	<ul style="list-style-type: none"> <li>450-acre Town-owned natural area located approx. one mile from downtown Canton. When completed, the park will be a regional destination with hiking trails, biking trails, campgrounds, and other amenities (some mountain biking and hiking trails in the park have opened as of Spring 2022)</li> <li>Includes a ~4.5-mile paved asphalt greenway (10' to 12' wide) running along Highway 19/23 from Canton to the eastern Haywood County line (connecting into the future Hellbender Trail System to the east) as a mid-to-long-term recommendation</li> </ul>

existing plan or resource	year	lead agency	key projects or recommendations
<p><b>3</b></p> <p>FBRMPO Hellbender Regional Trail Plan</p>  <p><i>This icon on the maps in this report identifies the proposed Hellbender Route</i></p>	2020	French Broad River MPO	<p>A planned regional trail/greenway system for the French Broad River MPO area, bringing together existing and planned trails to complete a regional vision. Haywood County makes up part of the east-west “Green Line.”</p> <ul style="list-style-type: none"> <li>• Several already-planned trails in Haywood County will make up primary or secondary parts of the Hellbender Trail system: <ul style="list-style-type: none"> <li>- The US 19/23 Greenway segment from Canton to eastern Haywood County is listed as a “Funded/Potentially Funded” project.</li> <li>- The Pigeon River Greenway and Richland Creek Greenway extension are listed as planned trails that will make up the Hellbender Trail system.</li> <li>- The Canton River Walk Trail would become a local/secondary connection of the Hellbender Trail system.</li> </ul> </li> <li>• Recommends a connection that is not in other existing plans – a segment to connect the Richland Creek Greenway between the Pigeon River and Lake Junaluska roughly along the NC-209 corridor and low-stress streets in Lake Junaluska</li> </ul>
<p><b>4</b></p> <p>FBRMPO Metropolitan Transportation Plan (MTP) 2045</p> <p><i>Projects in the plan are shown on the analysis maps as MTP Planned Ped/Bike Projects and MTP Planned Transportation Projects</i></p>	2020	French Broad River MPO	<p>Fiscally-constrained long-range transportation plan includes multiple Haywood County greenway and bike/ped projects:</p> <ul style="list-style-type: none"> <li>• <b>FUNDED:</b> <ul style="list-style-type: none"> <li>- US 19/23 Modernization (NCDOT TIP U-6048) includes a 10’ sidepath for bicycles and pedestrians from Wiggins Road to Chestnut Mountain Road; utilities and construction costs are still unfunded (from the 2022 STIP)</li> <li>- US 19 (Soco Road) Complete Streets (EB-5926) improves bicycle and pedestrian accommodations near Maggie Valley</li> <li>- Hazelwood Ave sidewalks (EB-5859)</li> <li>- Champion Drive sidewalks (EB-5945)</li> </ul> </li> <li>• <b>UNFUNDED:</b> <ul style="list-style-type: none"> <li>- US 19/23 Upgrade (in SPOT, TIP R-4406A) includes sidewalks on both sides and on-road bike lanes from NC 215 in Canton to SR 1836 (Chestnut Mountain Road), plus a sidepath outside of Park Street and protected bike facilities on Park Street</li> <li>- Two unfunded segments of the Richland Creek Greenway extends the existing segment of greenway north from Waynesville Recreation Park to Haywood High Tech Center and south from West Marshall Street to Hyatt Creek Road</li> <li>- Several unfunded sidewalks projects in Waynesville: Allen’s Creek Road, Balsam Drive, and Wall Street</li> </ul> </li> </ul>

existing plan or resource	year	lead agency	key projects or recommendations
Lake Junaluska Trail	2020	Friends of the Lake	3.8-mile pedestrian-only walking trail loop with shorter 2.3-mile inner loop. Trail is paved, flat, and accessible.
<b>5</b> Town of Canton Bike and Pedestrian Plan	2019	Town of Canton	<ul style="list-style-type: none"> <li>Analyzes existing and planned bike/ped infrastructure in Canton and recommended priorities based on existing conditions and community priorities</li> <li>Includes recommendations for sidewalks and buffered bike lanes along US 19/23 connecting downtown Canton to Chestnut Mountain; shared-use path along Sorrells Street; greenway along south side of Pigeon River from Fiberville Street to Town of Clyde; and greenway along Beaverdam Creek from Champion Drive to Newfound Road</li> </ul>
Town of Waynesville Greenway System Map	2019	Town of Waynesville	Includes the constructed gravel and asphalt portions of greenways in Waynesville (Waynesville Recreation Park Greenway and Raccoon Creek Greenway) and a concrete sidewalk route that connects them.
Haywood County WalkBikePlay Recreation Map	2017	Haywood County Parks and Recreation	Includes existing shared-use paths, recommended on-road bike routes, “park and pedal” parking areas, and points of interest including parks, schools, community facilities, and future facilities.
<b>6</b> Town of Waynesville Greenway Feasibility Study	2017	Town of Waynesville	<ul style="list-style-type: none"> <li>Identifies preferred and alternative alignments for a greenway that would extend the existing Richland Creek Greenway, beginning near the intersection of US276/Russ Ave and W Marshall Street and ending at the shopping center on Hyatt Creek Road in Waynesville</li> <li>Includes a connection to the southern terminus of the existing Richland Creek Greenway</li> </ul>
<b>7</b> Blue Ridge Bike Plan	2013	Land of Sky Regional Council	<p>Includes a vision for scenic bikeways and on-road bicycle improvements to key corridors:</p> <ul style="list-style-type: none"> <li>Adding bikeable shoulder and signage on Old Clyde Road (connecting Canton to Lake Junaluska);</li> <li>Adding bike lanes on US 19/23 between Maggie Valley, Lake Junaluska, and Waynesville; and between downtown Canton and Bethel; and,</li> <li>Creating the Haywood Hub (on- and off-road route from Canton to Waynesville) that includes bike lanes, signage, roadway improvements, and a greenway section across US 23/74 to Lake Junaluska</li> </ul>

existing plan or resource	year	lead agency	key projects or recommendations
<p><b>8</b></p> <p>Haywood County Comprehensive Bicycle Plan</p>	2011	Haywood County and Bicycle Haywood	<ul style="list-style-type: none"> <li>Includes many improvements to on-road bicycle facilities in key corridors and at key intersections to make them safer and more comfortable for cycling</li> <li>Introduced the concept of a county “backbone” loop (called the Haywood Hub) comprised of on- and off-road facilities to connect Waynesville and Canton, the county’s population centers</li> </ul>
<p><b>9</b></p> <p>Town of Waynesville Comprehensive Pedestrian Plan</p>	2010	Town of Waynesville	<ul style="list-style-type: none"> <li>Recommends expanding and upgrading existing greenways (Richland Creek and Raccoon Road), adding new sidewalks and completing gaps in existing sidewalks, and improving crossings and lighting for pedestrian safety</li> <li>Includes the adoption of design standards for sidewalks, trails and greenways, and other pedestrian facilities</li> </ul>
<p><b>10</b></p> <p>FBRMPO Comprehensive Transportation Plan</p>	2008	French Broad River MPO	<p>Recommends several off-road greenway facilities for Haywood County, including:</p> <ul style="list-style-type: none"> <li>Pigeon River Greenway from NC 215/existing greenway to Clyde (not constructed but recommended in subsequent plans)</li> <li>Richland Creek Greenway from S of US 23/74 to US 23 Bus (partially constructed, extension is planned)</li> <li>Raccoon Creek Greenway from US 276 to N of US 23 Bus (not constructed)</li> </ul>





03

# **SITE INVENTORY + ANALYSIS**

# SITE ANALYSIS COUNTYWIDE KEY THEMES\*

## LEGEND

### Existing Facilities

- Greenway
- Natural surface trail
- Sidewalks

### Proposed Facilities

- Great Trails State Trails
- Hellbender Trail
- Greenway
- Natural surface trail
- MTP Bike/Ped Projects
- Bike Lane
- Sidewalk

### Features and Boundaries

- Railroad
- Blue Ridge Parkway
- Major Waterways
- Parks
- Conservation Lands (Public/Private)
- Federal Lands
- Publicly Owned Lands
- Municipal Boundaries
- County Boundary
- College or University
- Government
- Grocery
- Hospital
- Library
- Recreation
- Retail
- School
- Park



## Flooding Presents Challenges and Opportunities

Frequent flooding in areas shown has the County/municipalities looking at buyouts of private properties that have been impacted by floods. This presents opportunity to utilize buyouts for the greenway and open space.



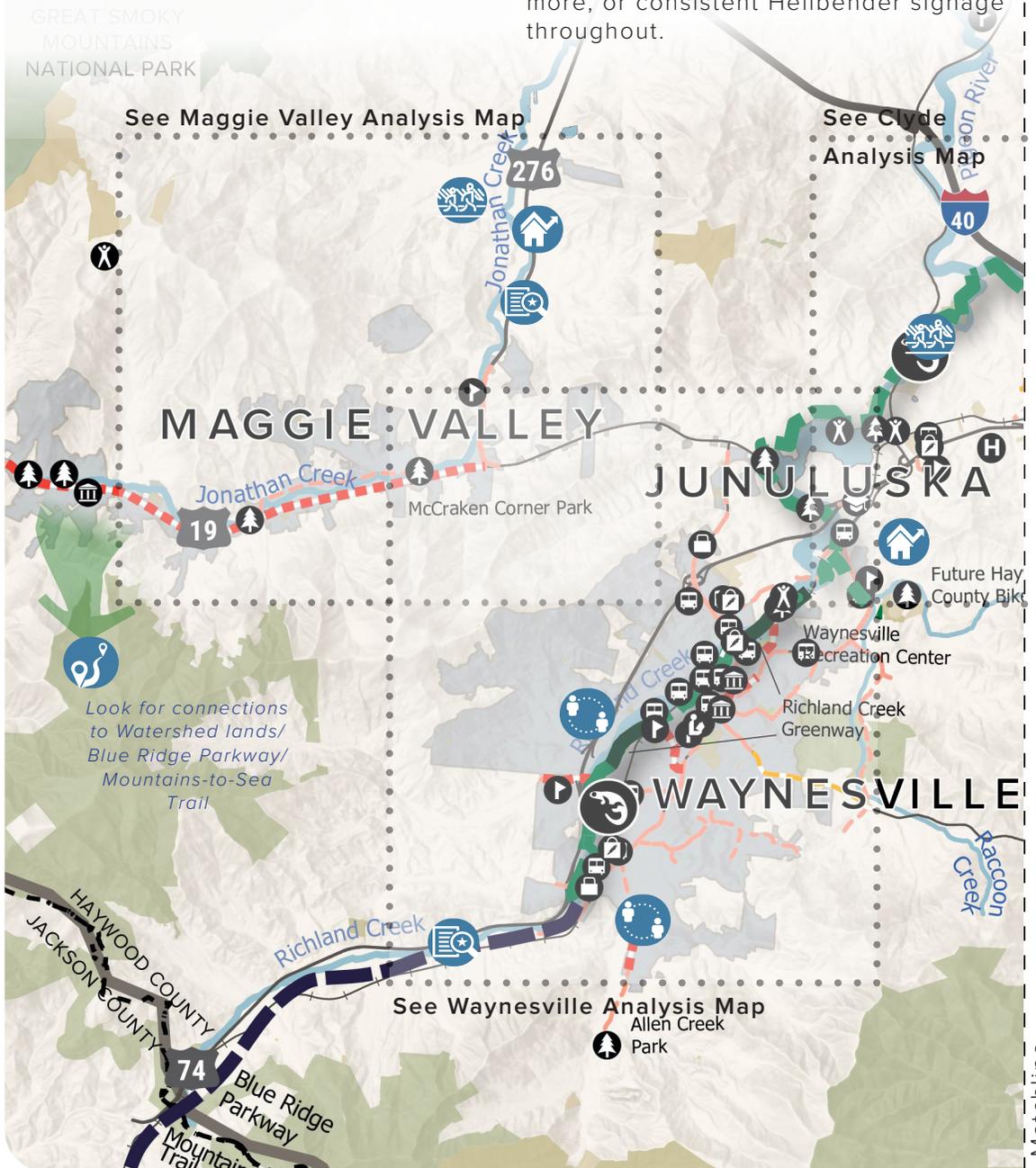
## Safety Challenges

Several roads within the County are noted by both bicycle/pedestrian users and collision data as being a major impediment to users.



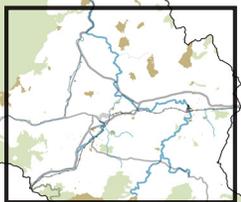
## Standardize Trails

Look for opportunities for standardization and upgrade trails (i.e. increase 8 foot trail widths to 10 feet or more, or consistent Hellbender signage throughout).



## HAYWOOD COUNTY

See enlargement at right





### Use Growth as an Opportunity

Rapidly growing areas and areas being annexed by Waynesville and Maggie Valley have opportunity to incorporate greenways into developments.



### Link Underserved Communities

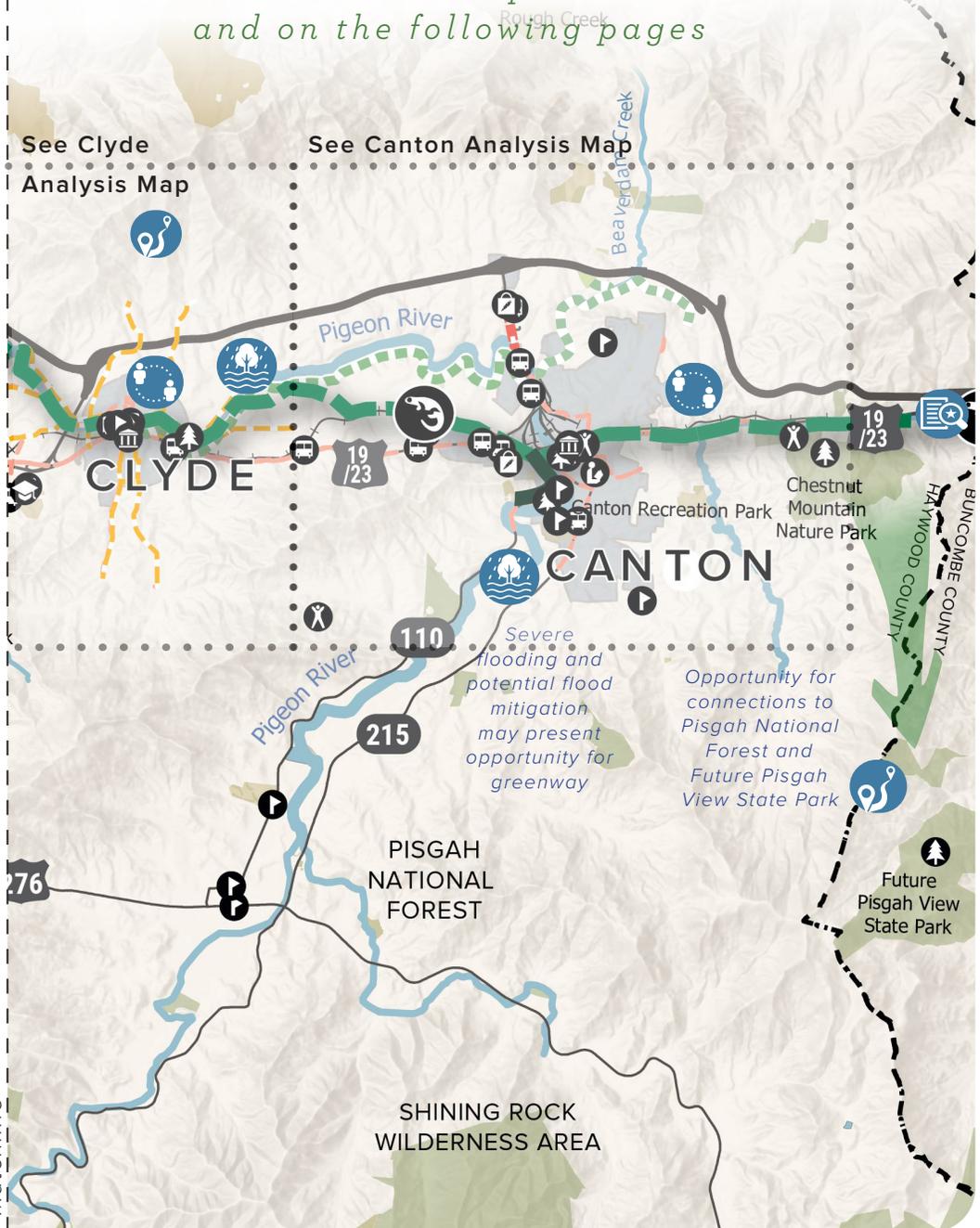
Certain areas of the community are more economically challenged and live in areas that lack pedestrian/bicycle facilities. See Equity Analysis Maps for more information.



### Take Advantage of Regional and State Plans

Seize on the opportunity to take advantage of the Great Trails State Plan and the Hellbender Trail System to elevate the “main spine” of greenway through the County. Explore ways to pair with NCDOT plans for future transportation improvements. Explore opportunity to designate this spine as a State Trail to further opportunity for funding and regional cooperation.

*\*Locate these Key Themes via their icons on the inset maps shown below and on the following pages*



### Look For Opportunities to Preserve Farmland In Step with Greenway Development

Farmlands on the edge of growth has development pressure. Look for opportunity to pair farmland preservation and greenway development.



### Connect to Federal/State Public Lands and Trails

There are opportunities to connect Maggie Valley, Waynesville, and Canton to larger tracts of public lands with trails. Explore opportunities to connect with greenways or natural surface trails.

# SITE ANALYSIS

## MAGGIE VALLEY

### LEGEND

#### Existing Facilities

-  Greenway
-  Natural surface trail
-  Sidewalks

#### Proposed Facilities

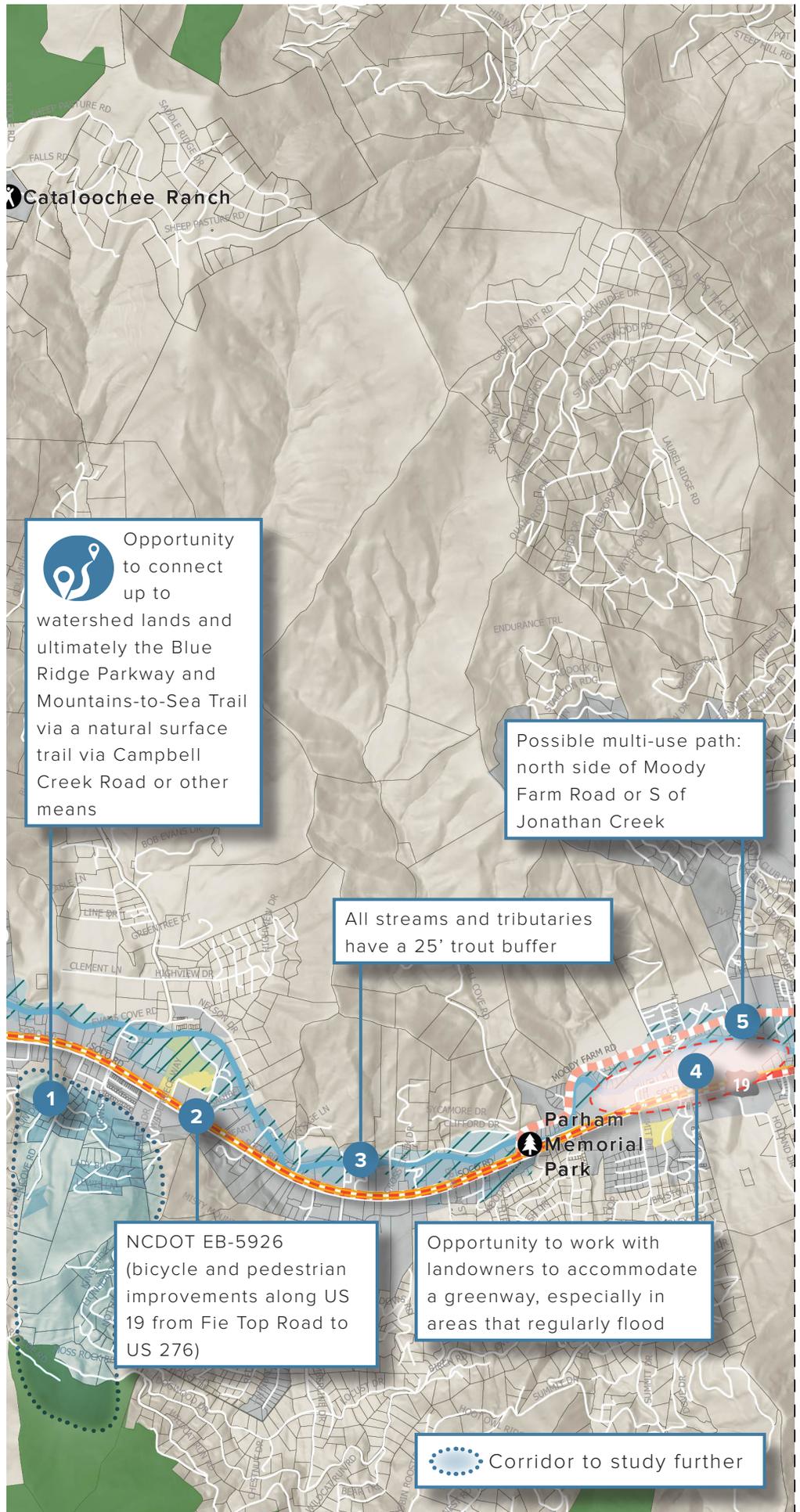
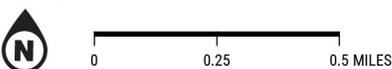
-  Greenway
-  Natural surface trail
-  Bike Lane
-  MTP Bike/Ped Projects
-  Planned Transportation Projects
-  Sidewalk

#### Destinations

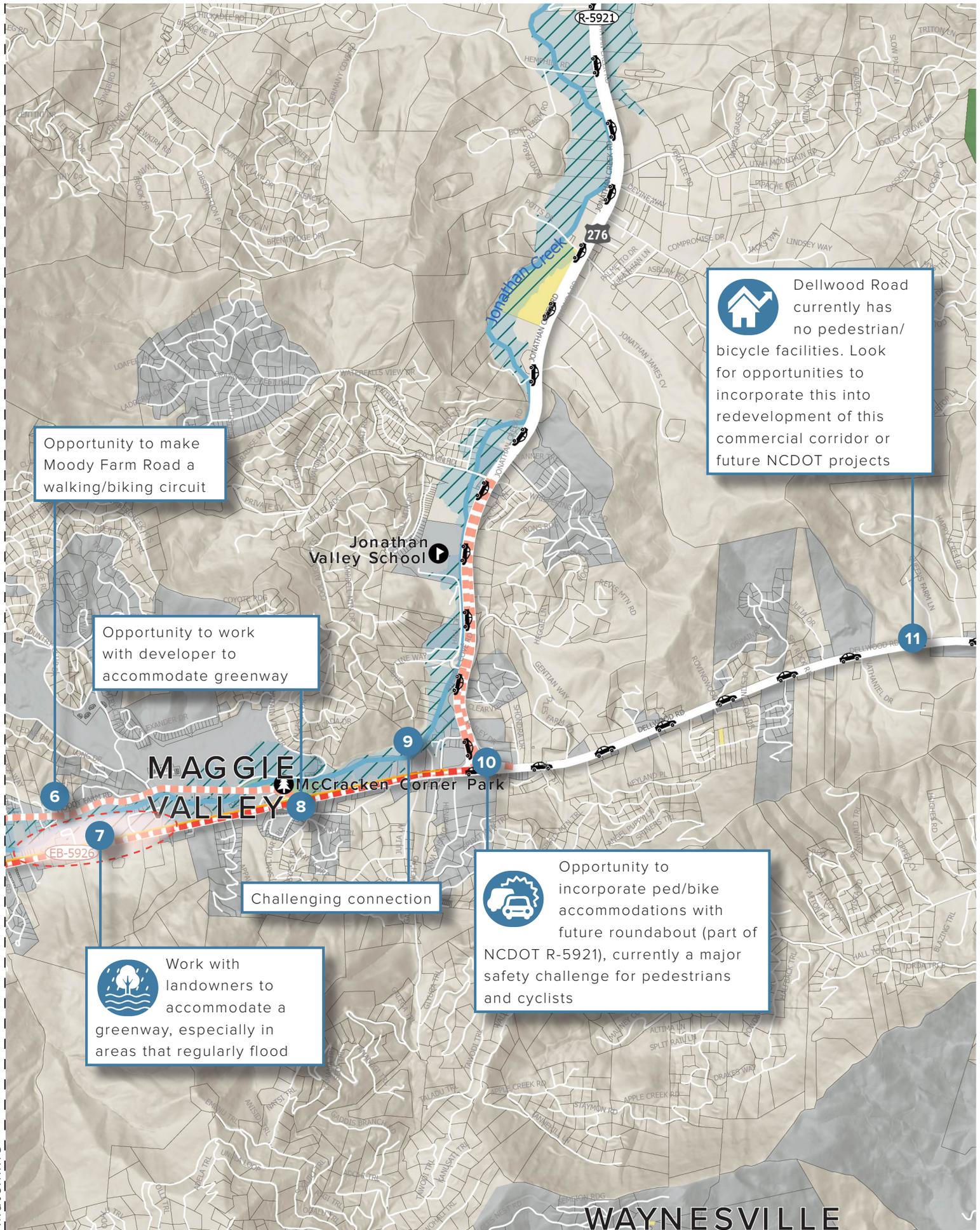
-  College or University
-  Government
-  Grocery
-  Hospital
-  Library
-  Recreation
-  Retail
-  School
-  Park
-  Transit Stop

#### Features and Boundaries

-  Railroad
-  Major Waterways
-  100 Year Floodplain
-  Parks
-  Conservation Lands (Public/Private)
-  Federal Lands
-  Publicly Owned Lands
-  Municipal Boundaries
-  Parcel Boundaries
-  County Boundary



Matchline



Opportunity to make Moody Farm Road a walking/biking circuit

Opportunity to work with developer to accommodate greenway

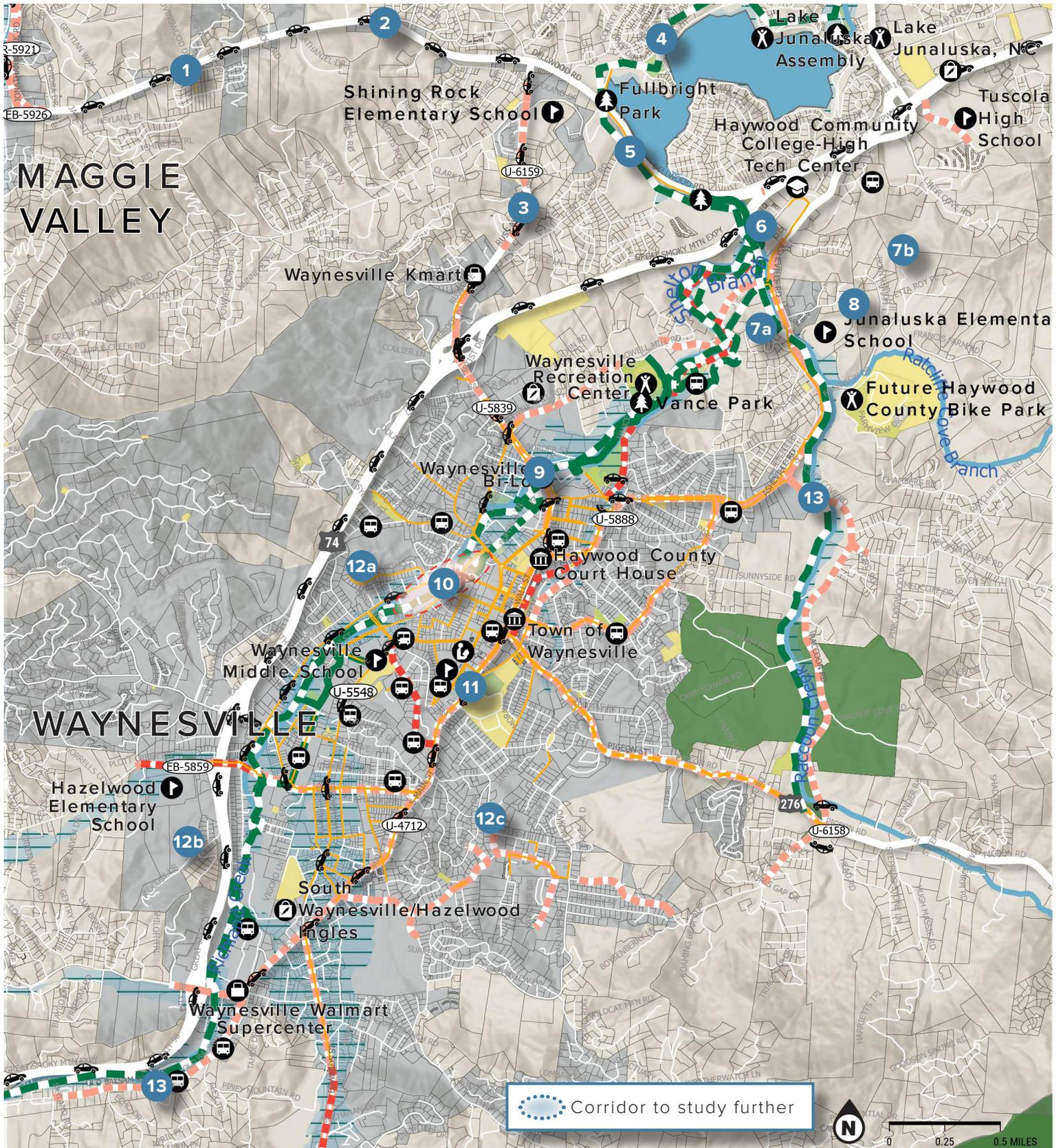
 Dellwood Road currently has no pedestrian/bicycle facilities. Look for opportunities to incorporate this into redevelopment of this commercial corridor or future NCDOT projects

 Work with landowners to accommodate a greenway, especially in areas that regularly flood

Challenging connection

 Opportunity to incorporate ped/bike accommodations with future roundabout (part of NCDOT R-5921), currently a major safety challenge for pedestrians and cyclists

Matchline



**LEGEND**

**Existing Facilities**

- Greenway
- Natural surface trail
- Sidewalks

**Proposed Facilities**

- Greenway
- Natural surface trail
- Bike Lane
- MTP Bike/Ped Projects
- Planned Transportation Projects
- Sidewalk

**Destinations**

- College or University
- Government
- Grocery
- Hospital

- Library
- Recreation
- Retail
- School
- Park
- Transit Stop

**Features and Boundaries**

- Railroad
- Major Waterways
- 100 Year Floodplain

- Parks
- Conservation Lands (Public/Private)
- Federal Lands
- Publicly Owned Lands
- Municipal Boundaries
- Parcel Boundaries
- County Boundary
- TIP ID Number

Corridor to study further



# SITE ANALYSIS

## WAYNESVILLE

- 1 Dellwood Road access management project
- 2  Walking along Dellwood Road feels unsafe due to high vehicle speeds; find opportunities for sidewalks/ multi-use paths and more pedestrian crossings as corridor develops, explore connectivity to Maggie Valley, several recorded collisions with pedestrians in this area
- 3  Opportunity to coordinate with road project, NCDOT U-6159 (Russ Avenue/US 276 access management)
- 4 Pedestrian-only pathways around lake; challenging on-road sections for bicycling due to grade
- 5  Dellwood Road trail crossing is reported by many users to be dangerous and was observed during site investigation as such
- 6 Isolated trail feels unsafe to some users
- 7  Major developments can connect to greenways, further annexation in this direction
- 8 Opportunity to connect to future bike park and school
- 9  Bridge not currently high enough for trail, but possibility to incorporate in NCDOT U-5839 (Russ Avenue corridor upgrades)
- 10 Town is securing gateway ROW
- 11 NCDOT U-4712 (US 23 Bus/S Main Street road widening) S of downtown
- 12  Disadvantaged communities, for several factors, as defined by the US Department of Transportation (see Equity Analysis Maps on the following pages)
- 13  Explore Raccoon Creek and Old Balsam Road for future connectivity to the Blue Ridge Parkway, Mountains-to-Sea-Trail, Jackson County, and alignment as proposed by the Great Trails State Route



The crossing at Dellwood Road near the Lake Junaluska entrance would connect two existing trails, but the present conditions are dangerous for pedestrians, making this intersection an opportunity for further study.

# SITE ANALYSIS

## CLYDE

### LEGEND

#### Existing Facilities

-  Greenway
-  Natural surface trail
-  Sidewalks

#### Proposed Facilities

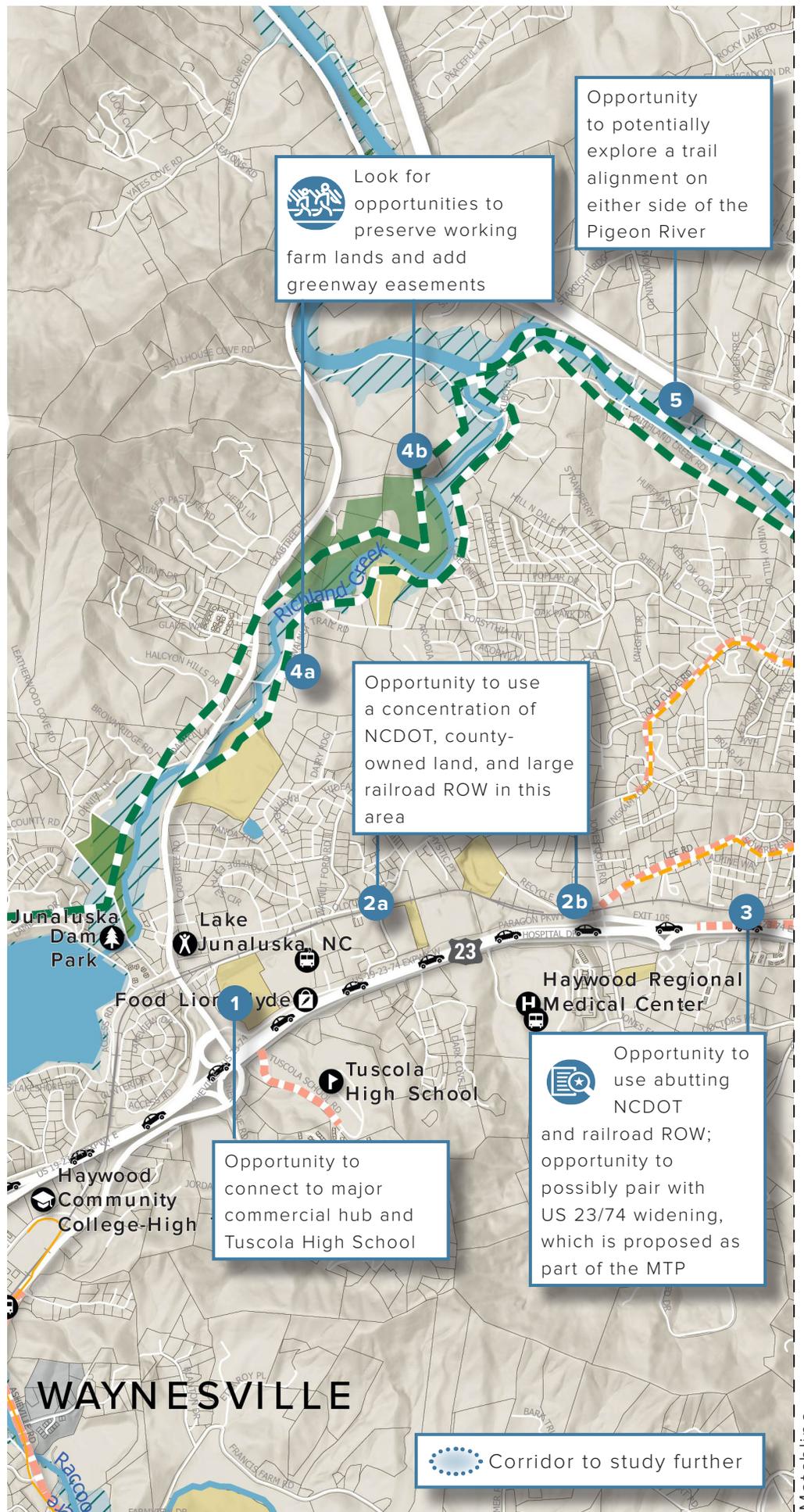
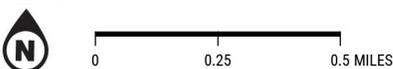
-  Greenway
-  Natural surface trail
-  Bike Lane
-  MTP Bike/Ped Projects
-  Planned Transportation Projects
-  Sidewalk

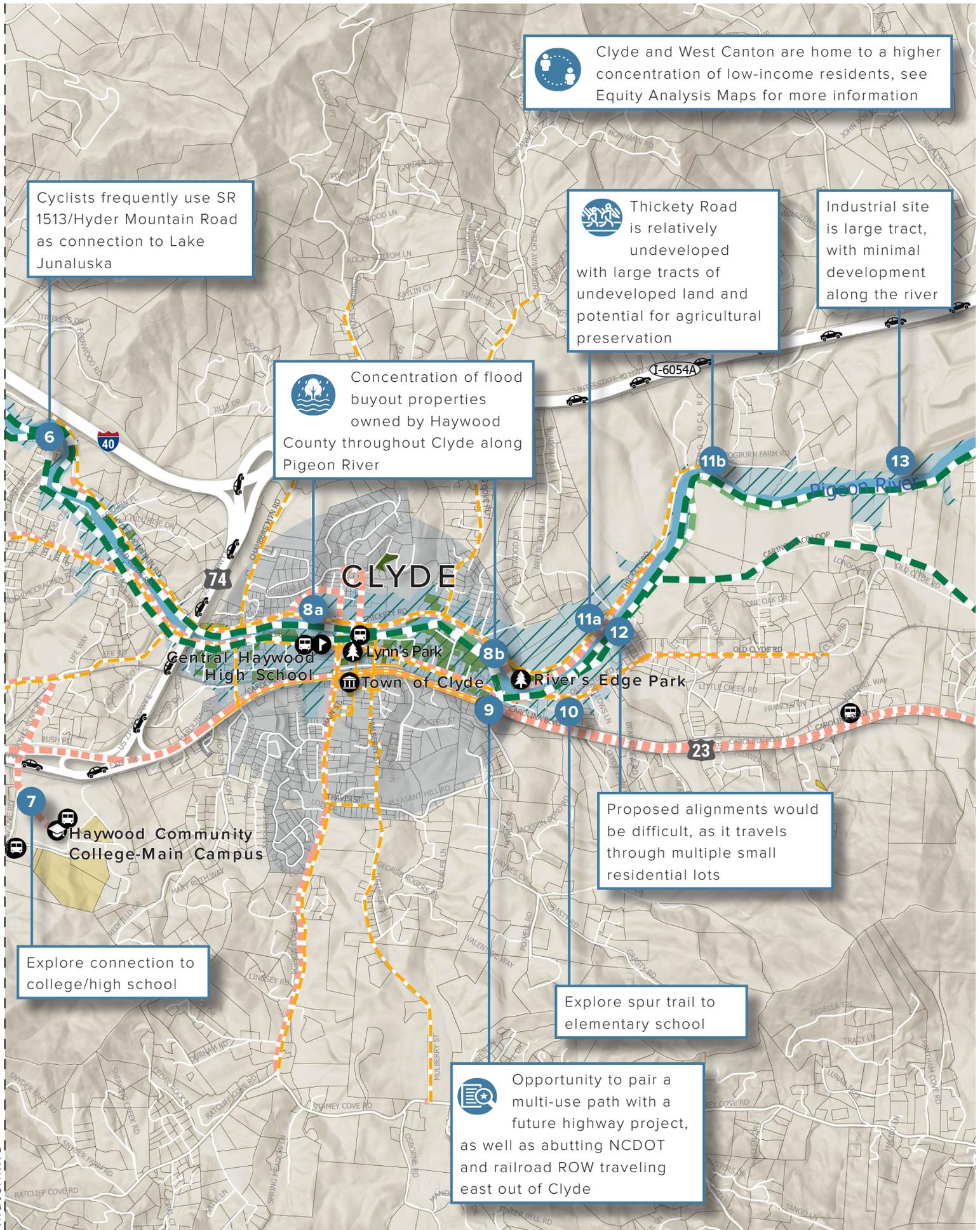
#### Destinations

-  College or University
-  Government
-  Grocery
-  Hospital
-  Library
-  Recreation
-  Retail
-  School
-  Park
-  Transit Stop

#### Features and Boundaries

-  Railroad
-  Major Waterways
-  100 Year Floodplain
-  Parks
-  Conservation Lands (Public/Private)
-  Federal Lands
-  Publicly Owned Lands
-  Municipal Boundaries
-  Parcel Boundaries
-  County Boundary





Clyde and West Canton are home to a higher concentration of low-income residents, see Equity Analysis Maps for more information

Cyclists frequently use SR 1513/Hyder Mountain Road as connection to Lake Junaluska

Thickety Road is relatively undeveloped with large tracts of undeveloped land and potential for agricultural preservation

Industrial site is large tract, with minimal development along the river

Concentration of flood buyout properties owned by Haywood County throughout Clyde along Pigeon River

Proposed alignments would be difficult, as it travels through multiple small residential lots

Explore connection to college/high school

Explore spur trail to elementary school

Opportunity to pair a multi-use path with a future highway project, as well as abutting NCDOT and railroad ROW traveling east out of Clyde

Matchline

# SITE ANALYSIS CANTON

## LEGEND

### Existing Facilities

-  Greenway
-  Natural surface trail
-  Sidewalks

### Proposed Facilities

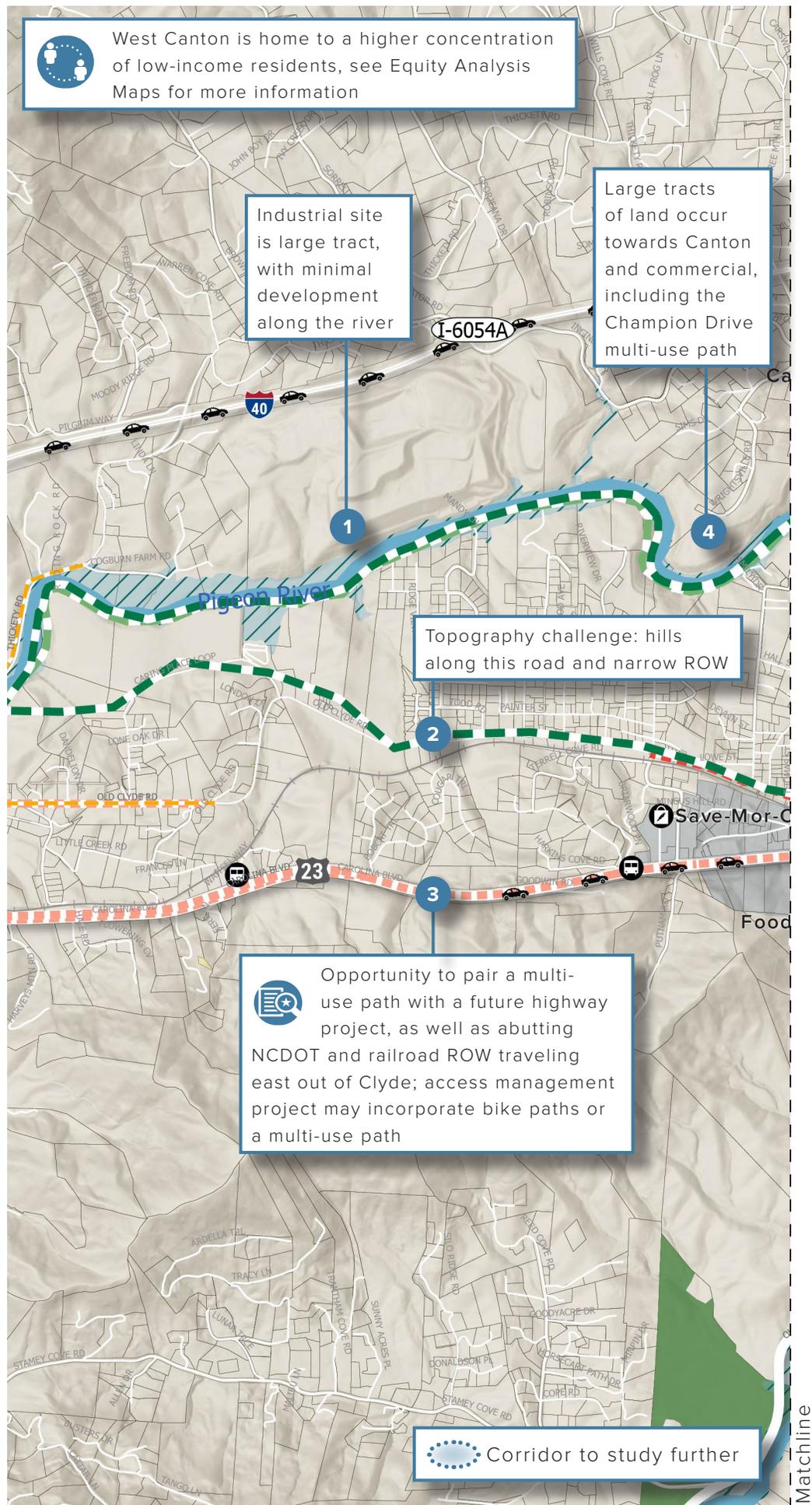
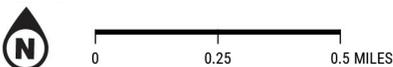
-  Greenway
-  Natural surface trail
-  Bike Lane
-  MTP Bike/Ped Projects
-  Planned Transportation Projects
-  Sidewalk

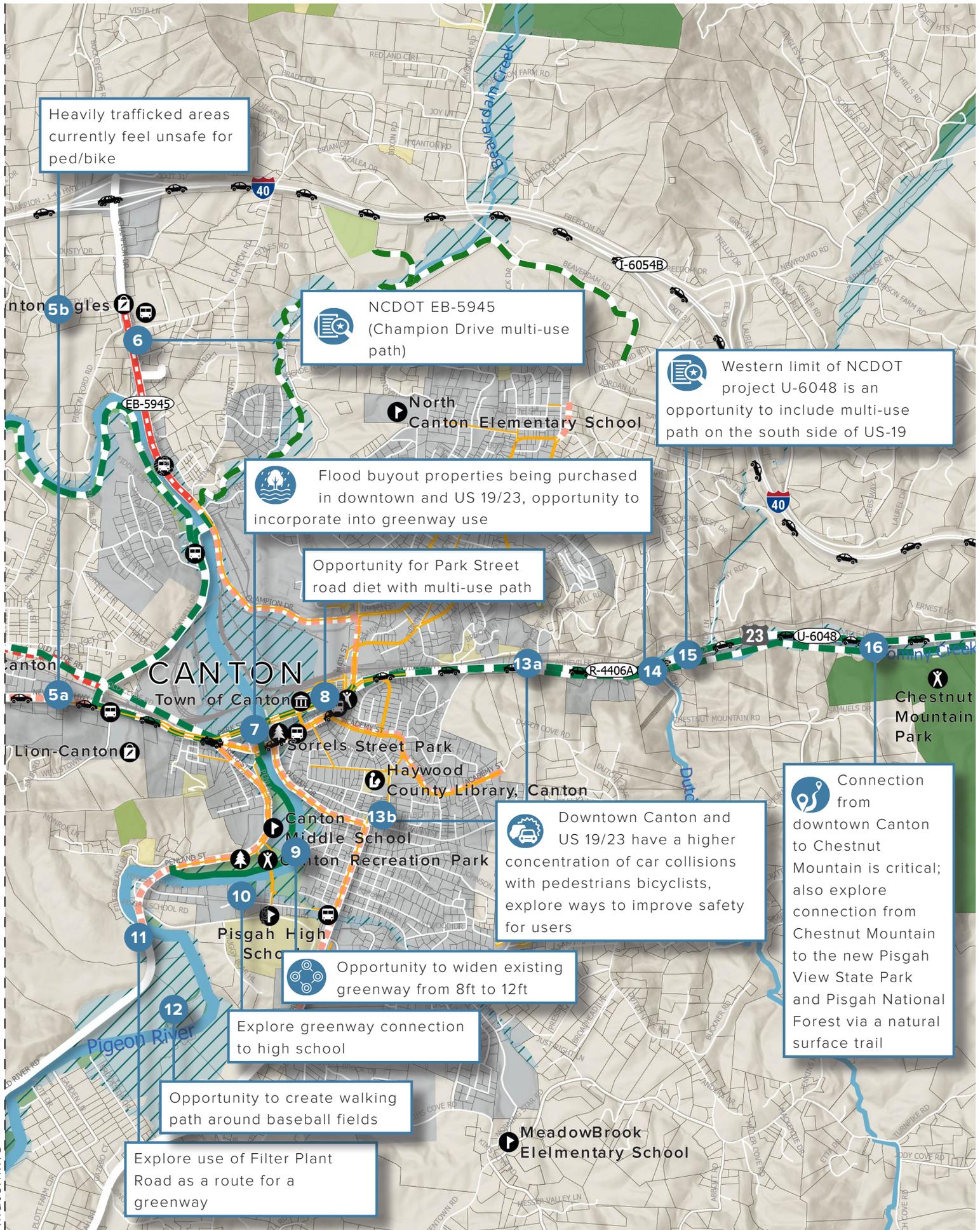
### Destinations

-  College or University
-  Government
-  Grocery
-  Hospital
-  Library
-  Recreation
-  Retail
-  School
-  Park
-  Transit Stop

### Features and Boundaries

-  Railroad
-  Major Waterways
-  100 Year Floodplain
-  Parks
-  Conservation Lands (Public/Private)
-  Federal Lands
-  Publicly Owned Lands
-  Municipal Boundaries
-  Parcel Boundaries
-  County Boundary





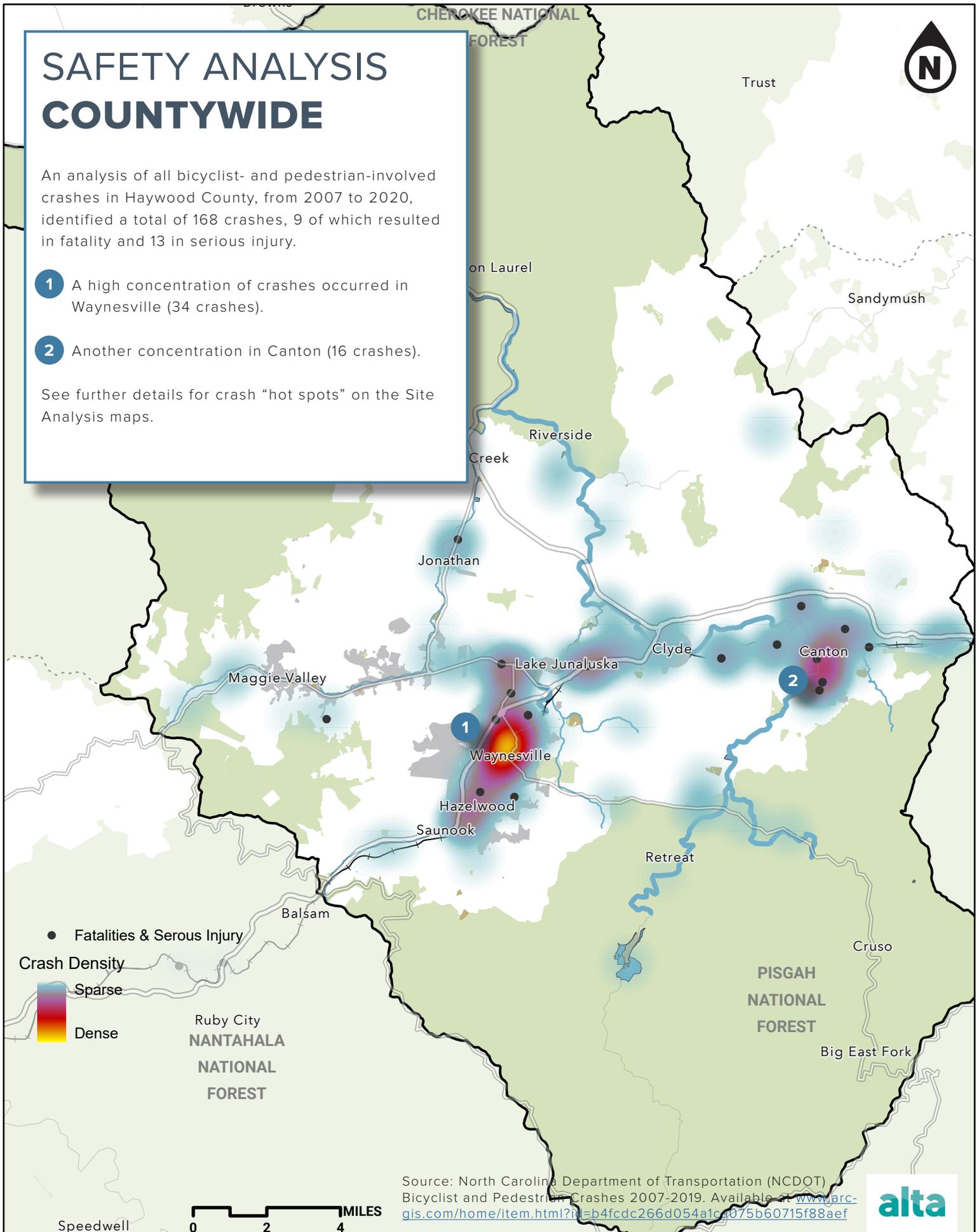
Matchline

# SAFETY ANALYSIS COUNTYWIDE

An analysis of all bicyclist- and pedestrian-involved crashes in Haywood County, from 2007 to 2020, identified a total of 168 crashes, 9 of which resulted in fatality and 13 in serious injury.

- 1 A high concentration of crashes occurred in Waynesville (34 crashes).
- 2 Another concentration in Canton (16 crashes).

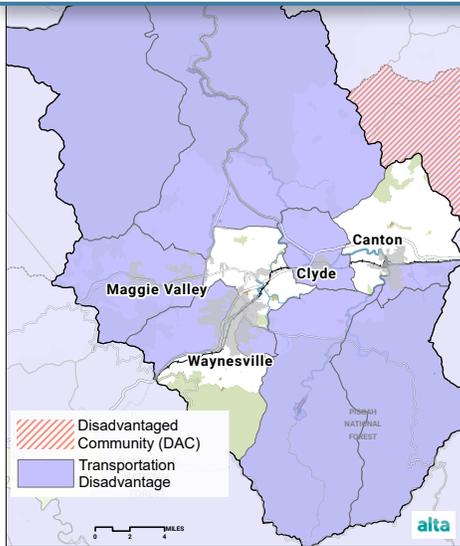
See further details for crash "hot spots" on the Site Analysis maps.



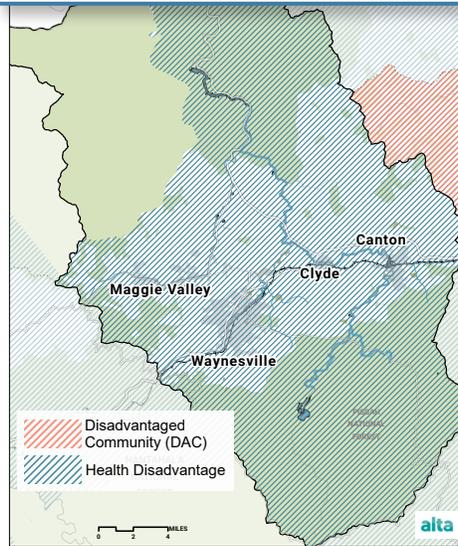
# EQUITY ANALYSIS COUNTYWIDE

Disadvantaged communities (DACs), as identified by the US Department of Transportation (USDOT), are places or areas that are disproportionately affected by racial inequity and vulnerable to climate crisis impacts. The DAC designation is used by the USDOT to direct transportation investment to communities that have been historically marginalized, underserved, and overburdened. The designation of a DAC requires that at least four of six indicators be present in a single census tract. While no single tract in Haywood County qualifies as a DAC, five of the six sub-categories are identified within some tracts in the county (see maps below).\* One additional indicator of disadvantage is also shown below: percent of the population with no vehicles available, which is one of four indicators under the Transportation Access Disadvantage category.

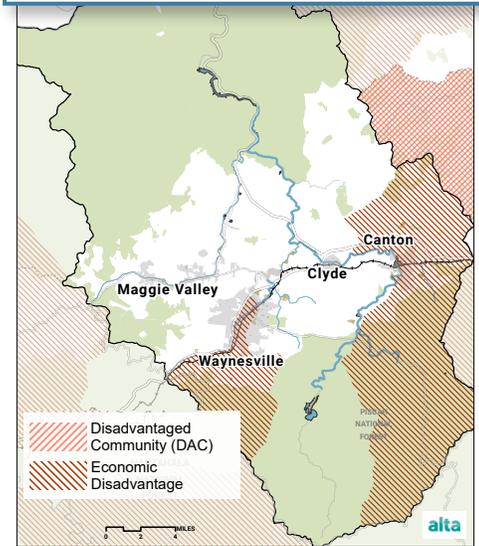
**Transportation Access Disadvantage:** communities and places that spend more money and time to get where they need to go



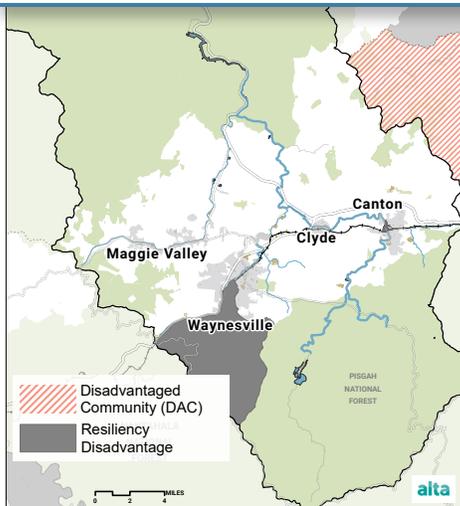
**Health Disadvantage:** communities associated with adverse health outcomes, disability, as well as environmental exposures



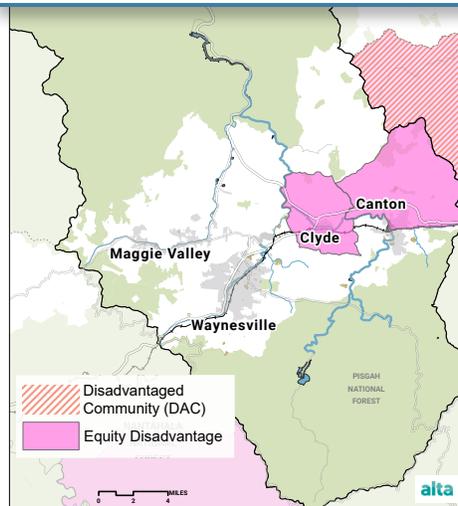
**Economic Disadvantage:** areas and populations with high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality



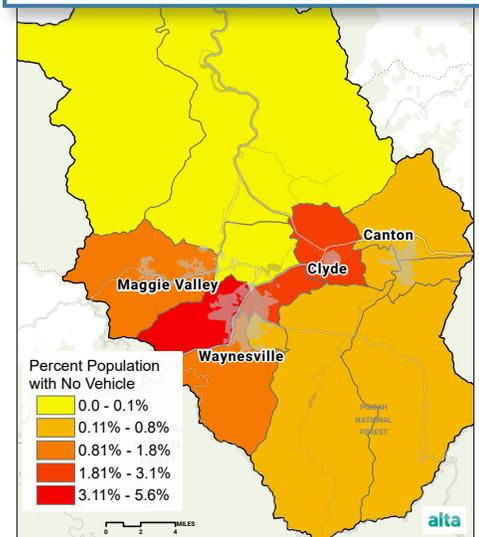
**Resiliency Disadvantage:** communities vulnerable to hazards caused by climate change



**Equity Disadvantage:** communities with a high percentile of persons (age 5+) who speak English "less than well"



**No Vehicle:** percent of population with no vehicles available



\* The sixth indicator is Environmental Disadvantaged. No census tracts in Haywood County have such a designation. Source: US Department of Transportation (USDOT) Justice40 Initiative. Transportation Disadvantaged Census Tracts (Historically Disadvantaged Communities). Available at [www.transportation.gov/equity-Justice40](http://www.transportation.gov/equity-Justice40)



04

# SUMMARY OF PUBLIC INPUT



# SUMMARY OF PUBLIC ENGAGEMENT

## Overview

The engagement process provided opportunities for community members and stakeholders to give feedback on what aspects of a future greenway network are most important to them. A project website, flyer, and info card were created to publicize the project and promote opportunities for public participation, while key stakeholders were invited directly. The County sought input through virtual and in-person channels.

## Engagement Approach



### 1. Promote

Promote project information and opportunities for engagement through multiple channels.



### 2. Listen

Get feedback and answer questions through open house meetings, stakeholder interviews, outreach at local destinations, and online survey.



### 3. Review

Review feedback to make sure plan processes and outputs reflect community priorities; additional outreach to under-represented groups if needed.

## Preparation and Promotion

During the planning process initiation, the project team developed a Public Engagement Plan to guide engagement efforts. The plan's public engagement approach focused on getting feedback during two key windows in plan development—existing conditions and draft recommendations—although engagement was a continuous process throughout.

## Public Open House Workshops

Open house workshops provided an interactive and open-ended format for discussion, knowledge sharing, and idea generation.

### In-person workshops (# attendees):

- June 6th: Canton (11)
- June 7th: Waynesville (25)
- June 8th: Maggie Valley (26)
- Sept. 28th: Lake Junaluska (20)

### Virtual meetings (# attendees):

- June 7th (3)
- Sept. 29th (7)

## PROMOTIONAL MATERIALS

(Right) Advertisement for public open house meetings.

(Below) Info cards were handed out to direct people to the survey and website.

**LEARN ABOUT THE PLAN**   **SHARE YOUR IDEAS**   **TAKE THE SURVEY**

<https://HaywoodCountyGreenwayPlan.weebly.com>

## Public Survey

The survey was a valuable tool for quantifying community goals and needs for greenways. The survey was open from May through August 2022. Participants could fill out the survey online or as a hard copy.

## Stakeholder Meetings

The project team met with eight stakeholder groups to discuss specific elements of the plan. Groups included land trusts, local agriculture, schools, conservation groups, and more. See Appendix B: Stakeholder Engagement for a complete list of the meetings and groups.

## Additional Outreach

Additional in-person outreach was conducted in June. Members of the project team tabled at local destinations to talk to community members:

- June 6th: Chestnut Mountain Berm Park (Canton)
- June 7th: Vance Street Park (Waynesville)

**Haywood County Greenway Plan**  
**PUBLIC OPEN HOUSES**

**WE WANT TO HEAR FROM YOU!**  
Drop in for an open house meeting in June to learn about the project and share your ideas about greenway trails in Haywood County.

**OPEN HOUSE DATES & LOCATIONS**

**Monday, June 6, 4-6 PM**  
Canton (temporary) Town Hall  
85 Summer St, Canton, NC 28716

**Tuesday, June 7, 4-6 PM**  
Waynesville Former Town Hall  
16 S Main St, Waynesville, NC 28786  
A virtual participation option will be offered from 6-7 PM. Please register in advance on the project website.

**Wednesday, June 8, 4-6 PM**  
Maggie Valley Town Hall  
3987 Soco Rd, Maggie Valley, NC 28751

**LEARN MORE**  
For more information, please contact:  
Tristan Winkler, French Broad River MPO Director  
t.winkler@landofsky.org

**TAKE THE SURVEY**  
Scan the code or visit:  
<https://www.surveymonkey.com/r/HaywoodCountyGreenways>

**VISIT THE PROJECT WEBSITE AT:** <https://HaywoodCountyGreenwayPlan.weebly.com>

**FRENCH BROAD RIVER LAND & SKY**  
METROPOLITAN PLANNING ORGANIZATION REGIONAL COUNCIL

# Public Open House Highlights



## LOCAL KNOWLEDGE ON THE GROUND

June workshop attendees in Canton, Waynesville, and Maggie Valley annotated maps of Haywood County to indicate desired greenway connections, safety concerns, challenges, destinations, land ownership, and other key issues.



## VISIONS FOR GREENWAYS IN HAYWOOD COUNTY

During the existing conditions phase, June open house participants provided open-ended comments about their goals for greenways in the County. Responses covered a wide range of opinions, but common themes included **connections to town centers and existing trails**, a need for both **short and long trails**, and a desire for a **variety of trail surfaces**.

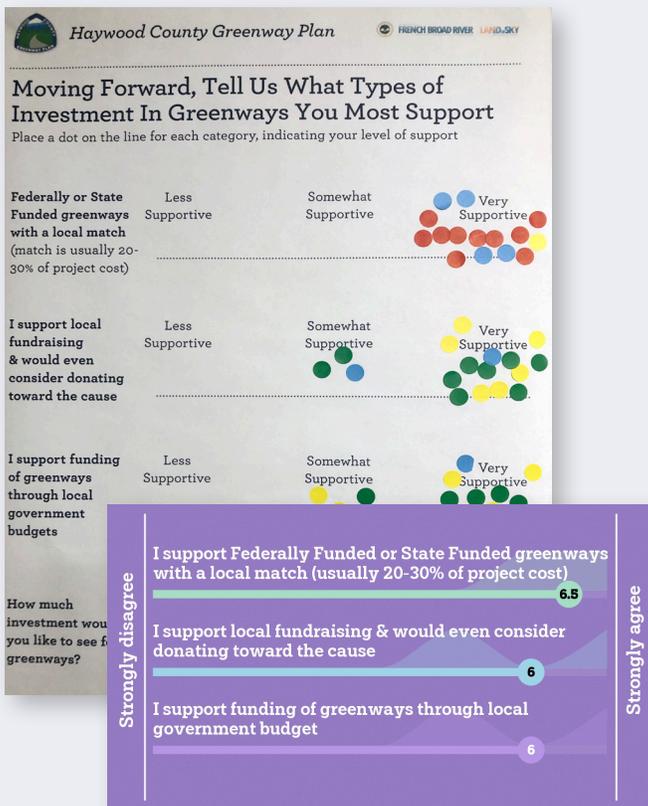
## GREENWAY IMPLEMENTATION

September public open house attendees (virtual and in-person) provided input on how to implement the plan recommendations, including funding options and priority projects/project phasing.

Responses to **funding questions** indicated that attendees were very supportive of Federal or State funding with a local match, and somewhat-to-very supportive of local fundraising and local government budgets to fund greenways. Participants supported a medium-to-high amount of funding for greenways.

The **most-desired projects** to implement were:

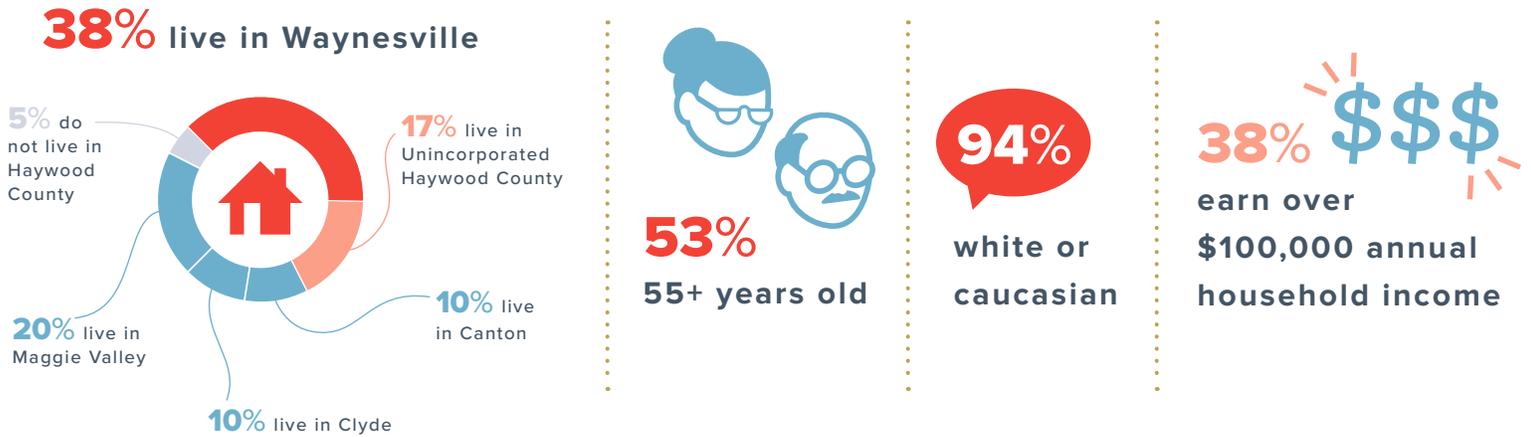
- Richland Creek Greenway (16 votes)
- Dellwood Road Crossing Improvements (15 votes)
- Northern Hellbender Trail (9 votes)
- Raccoon Creek Greenway (9 votes)



# Public Survey Highlights

## BY THE NUMBERS

 **581** people participated in the Haywood County online survey:



## EXAMPLE RESPONSES

“

*People are walking and biking all over Haywood County for recreation, to get to work, the grocery store, etc. and many of the roads are very unsafe for this type of travel.”*

*“I believe that quality of life is improved when there are safe walking and biking trails for the community to enjoy.”*

*“Safe and well-maintained greenways would encourage this path towards sustainable and environmentally friendly tourism on which we all depend for tax dollars.”*

”

# Public Survey Highlights

**85%**

of respondents said the goal of creating more opportunities for walking, bicycling, and trails in Haywood County is **“very important”**

The **#1** way to encourage more walking, bicycling, and trail use in Haywood County is...

**Provide more sidewalks, bike lanes, and trails overall**



The destinations people most want to access via the Haywood County Greenway System are...

**62%** Downtown businesses and destinations

**59%** Lake Junaluska

**57%** River/creek access

The most important benefits and uses of the Haywood County Greenway System are...



**89%** Recreation/fitness

**87%** Access to nature/outdoors

**56%** Economic development/quality of life



## MOST DESIRED TRAIL AMENITIES:

1. Parking areas at trailheads
2. Wayfinding (trail signage and maps)
3. Restrooms at trailheads
4. Benches and scenic places along the trail

## TRAIL SURFACE PREFERENCES:

- 34%** Prefer to have a variety of options
- 20%** Paved surface (asphalt or concrete)
- 16%** Natural surface (dirt/footpath)

## COMMON THEMES:

- Preference for separation from vehicle traffic
- Reduce conflicts between people walking and biking on shared trails (wider trails or walk-/bike-specific trails)
- Protection/conservation of rivers and streams
- Accessible trails for people of all ages and abilities; flat trails where possible
- Maintenance of new and existing trails and trailheads is key

*(respondents could select multiple answers for the above questions)*



05

**DESIGN +  
RECOMMENDATIONS**

# HAYWOOD COUNTY PROPOSED GREENWAYS

The images below represent possible facility types for each greenway, and are conceptual in nature.



**A** Hellbender Trail in Canton



**B** Canton Recreation Park Trail Extension



**C1** Northern Hellbender Trail



**C2** Southern Hellbender Trail



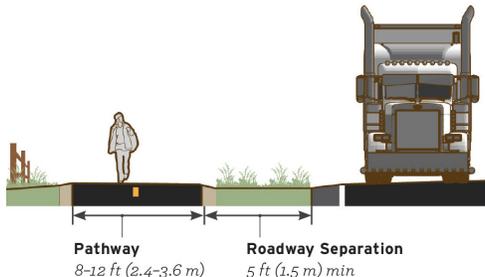
**D** Dellwood Road Crossing Improvements & Path



**E** Raccoon Creek Greenway



**F** Richland Creek Greenway



**G** Russ Avenue Multiuse Path



**H** Western Hellbender Trail



**I** Jonathan Creek District Trails

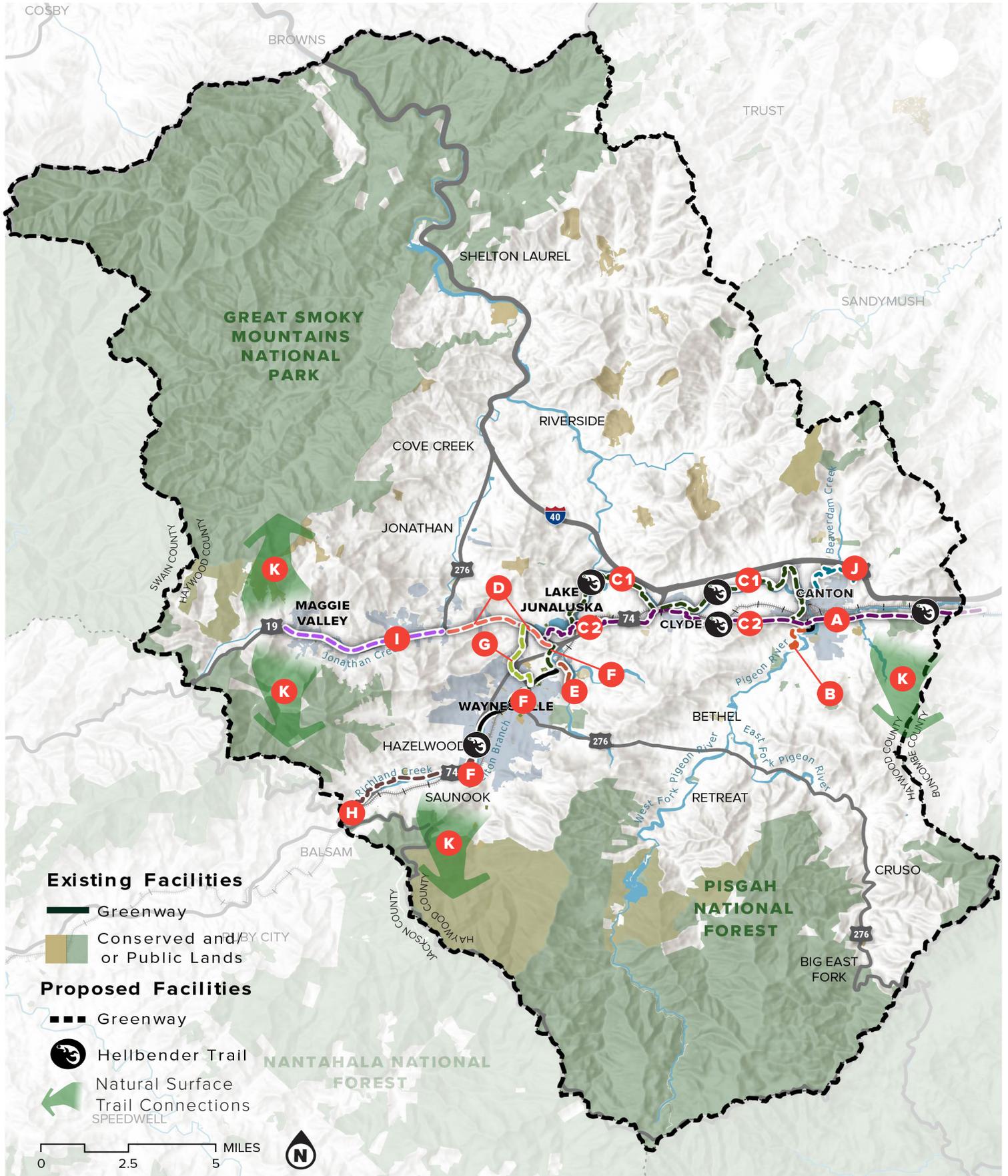


**J** Beaverdam Creek Greenway



**K** Natural Surface Trail Connections

# HAYWOOD COUNTY PROPOSED GREENWAYS



# GREENWAYS COUNTYWIDE A CLOSER LOOK

## LEGEND

### Potential Alignments

See trail names and information to the right

### Proposed Facilities

- Hellbender Trail
- MTP Bike/Ped Projects
- Bike Lane
- Sidewalk

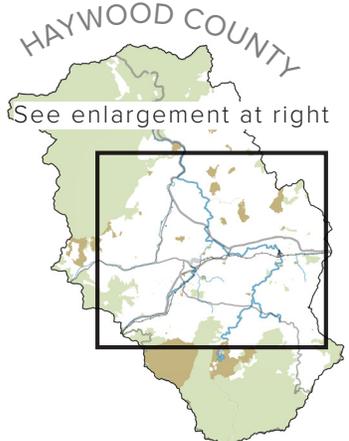
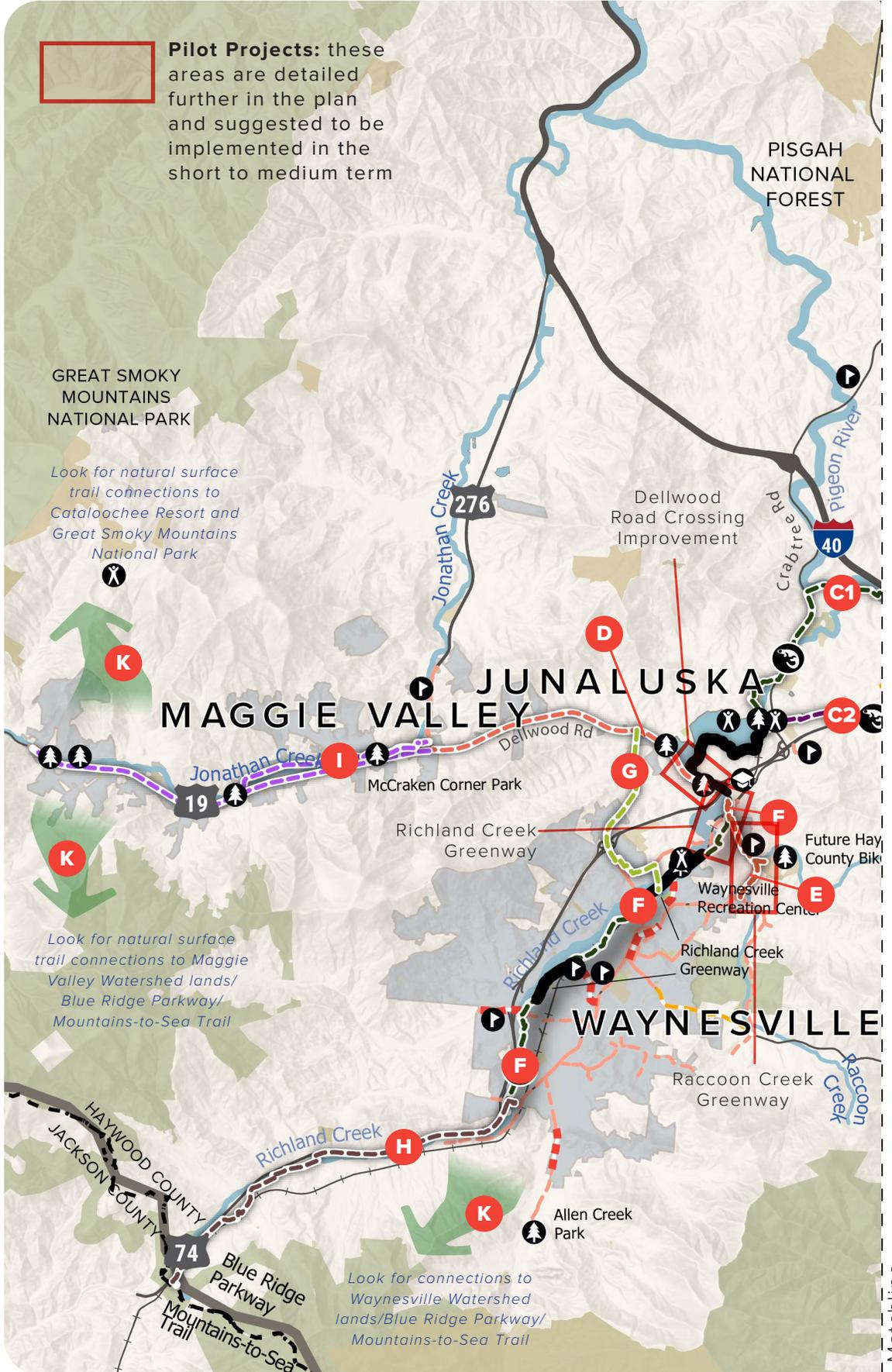
### Existing Facilities

- Greenway
- Sidewalks

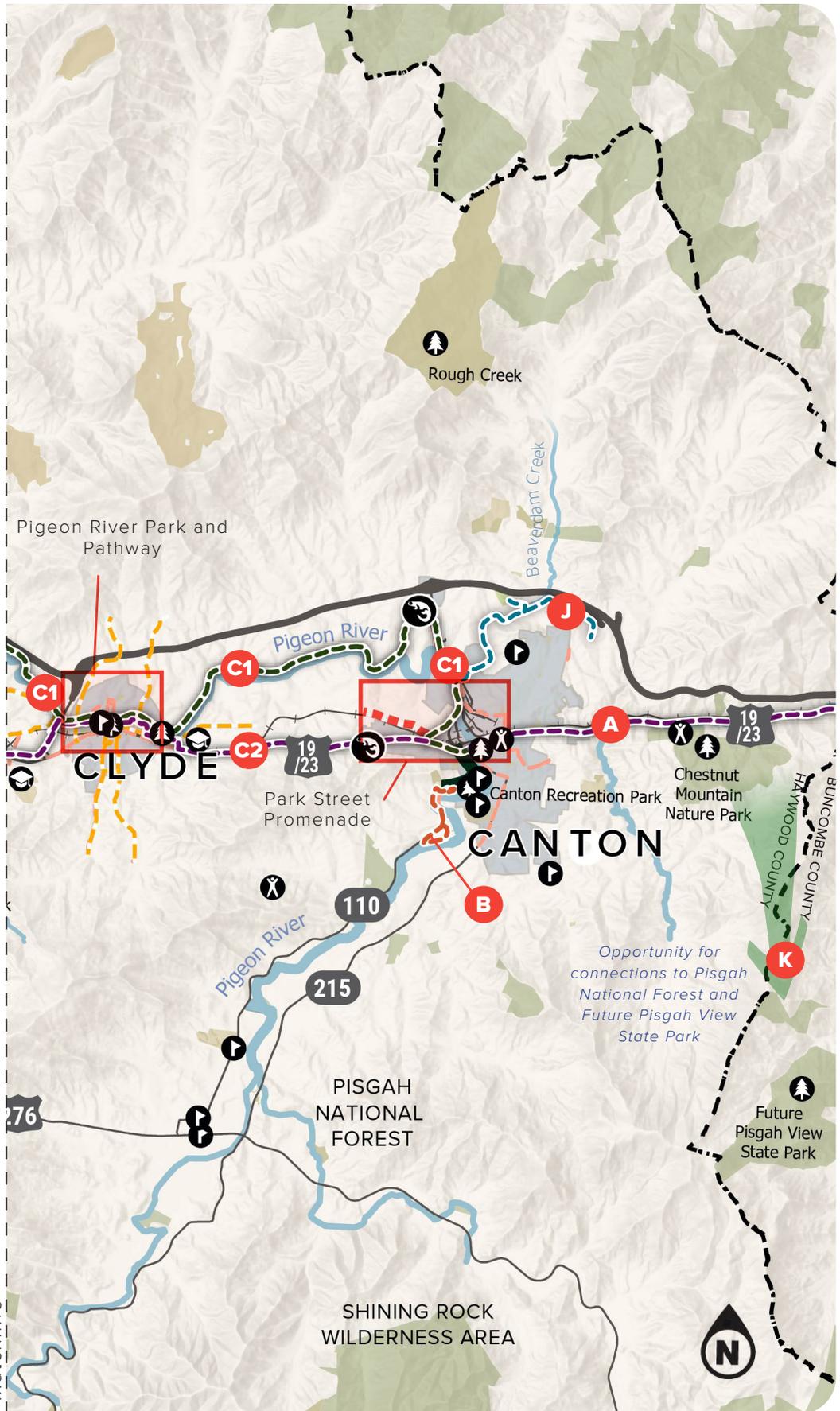
### Features and Boundaries

- Railroad
- Blue Ridge Parkway
- Major Waterways
- Parks
- Conservation Lands (Public/Private)
- Federal Lands
- Publicly Owned Lands
- Municipal Boundaries
- County Boundary
- College or University
- Government
- Grocery
- Hospital
- Library
- Recreation
- Retail
- School
- Park
- Transit Stop

**Pilot Projects:** these areas are detailed further in the plan and suggested to be implemented in the short to medium term



Matchline



- A Hellbender Trail in Canton (4.8 Miles)** This would include portions of an NCDOT project on Hwy 19/23 and road diet on Park St.
- B Canton Recreation Park Trail Extension (1.4 Miles)** This extension travels along Filter Plant Road, Hwy 215, and loops around the High School Ball Fields.
- C1 Northern Hellbender Trail (19 Miles)** Includes a Blackwell Dr. road diet, the Champion Dr. multi-use path, and travels along the Pigeon River and Thickety Rd.
- C2 Southern Hellbender Trail (11.4 Miles)** Utilizes Hwy 19/23 as part of an NCDOT project, utilizing NCDOT ROW through much of the corridor.
- D Dellwood Road Crossing Improvements & Path (3.4 Miles)** Improvements to existing trail crossing of Dellwood Rd and a new multiuse path.
- E Raccoon Creek Greenway (1.2 Miles)** Connects to Richland Creek Greenway to Hwy 276.
- F Richland Creek Greenway (4.69 Miles)** Multiple segments remain to be completed.
- G Russ Avenue Multiuse Path (2.5 Miles)** Greenway proposed to be incorporated as part of a NCDOT project.
- H Western Hellbender Trail (5 Miles)** Trail starts from eastern terminus of Richland Creek Greenway to the county line.
- I Jonathan Creek District Trails (9.8 Miles)** Multiple trails connect along Jonathan Creek.
- J Beaverdam Creek Greenway (3.8 Miles)** Greenway along creek and Beaverdam Rd.
- K Natural Surface Trails** Routing and mileage to be studied further.

# GREENWAYS COUNTYWIDE PHASING PLAN

## LEGEND

### Potential Alignments

See trail names and information to the right

### Proposed Facilities

- Hellbender Trail
- MTP Bike/Ped Projects
- Bike Lane
- Sidewalk

### Existing Facilities

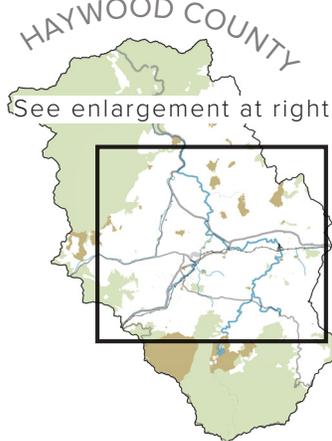
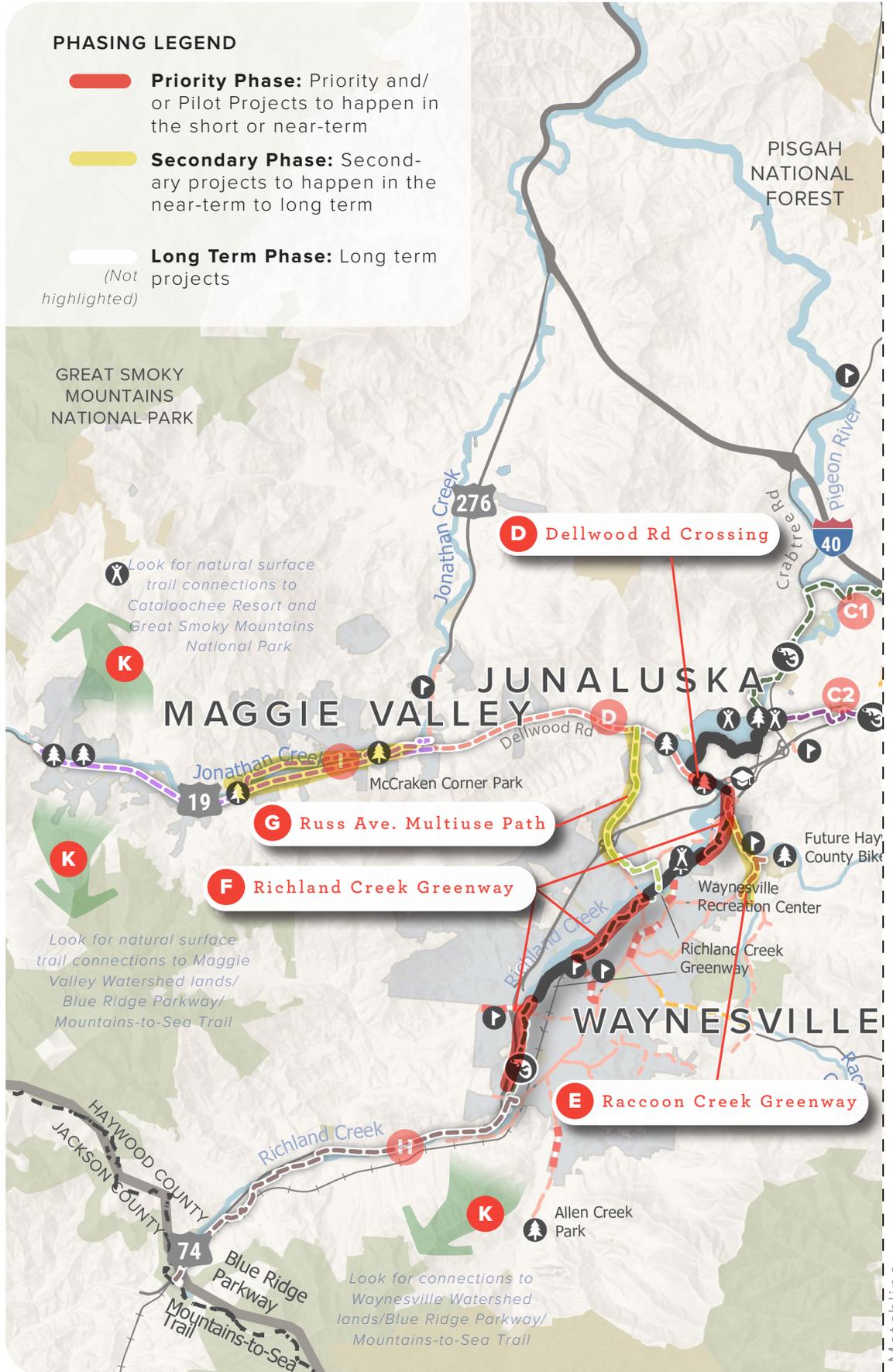
- Greenway
- Sidewalks

### Features and Boundaries

- Railroad
- Blue Ridge Parkway
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- Municipal Boundaries
- County Boundary
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- Grocery
- Hospital
- Library
- Recreation
- Retail
- School
- Park
- Transit Stop

## PHASING LEGEND

- Priority Phase:** Priority and/or Pilot Projects to happen in the short or near-term
- Secondary Phase:** Secondary projects to happen in the near-term to long term
- Long Term Phase:** Long term projects  
*(Not highlighted)*



# PHASING PLAN DETAILS

## PRIORITY PHASE

### A) Hellbender Trail in Canton

- **Park Street Promenade** (0.3 mi) Interim design for a promenade that has a separated cycle track and pedestrian walkway.
- **19/23 Multiuse Path** (4.8 mi) An NCDOT project (U-6048) that is slated to begin in 2028 or beyond. The section between Chestnut Mtn Rd and Park St is currently unfunded.

**C2) Pigeon River Park & Pathway** (0.5 mi) This greenway utilizes County-owned property in Clyde.

**D) Dellwood Rd. Crossing Improvement** Signalized crossing of existing trails.

**F) Richland Creek Greenway** (4.69 mi) Feasibility studies are completed, next step is engineering and ROW acquisition. A short section near Russ Ave. has been funded for further design.

**K) Natural Surface Trails** Land acquisition for trail development may occur as well as conceptual trails plans developed.

## SECONDARY PHASE

**C1) Champion Drive** (0.78 mi) Engineering documents will be produced in 2023 for a multiuse path. Construction is unfunded.

**E) Raccoon Creek Greenway** (1.2 mi) ROW acquisition could occur in the near term.

**G) Russ Avenue Multiuse Path** (1.6 mi) Multiuse path proposed for NCDOT project (U-6159) slated to begin in 2029.



# OVERALL RECOMMENDATIONS

## Build Support and Momentum for the Hellbender Trail

- Implement a few pilot/quick build projects.
- Implement a branding program for the Hellbender Trail System, retrofit existing trails to incorporate branding, and implement branding on new sections.
- Strengthen the Hellbender as a regional trail organization to have a fundraising arm and partners on the ground doing landowner outreach.

## Connect Towns to Major Public Lands, Making Downtown a Trailhead to the Outdoors

- Develop natural surface trail connections that connect into town from Maggie Valley, Canton, and Waynesville.
- Capitalize on the conservation value of large, undeveloped tracts that serve as drinking water supplies and support wildlife connectivity; funding and partner collaboration opportunities exist.

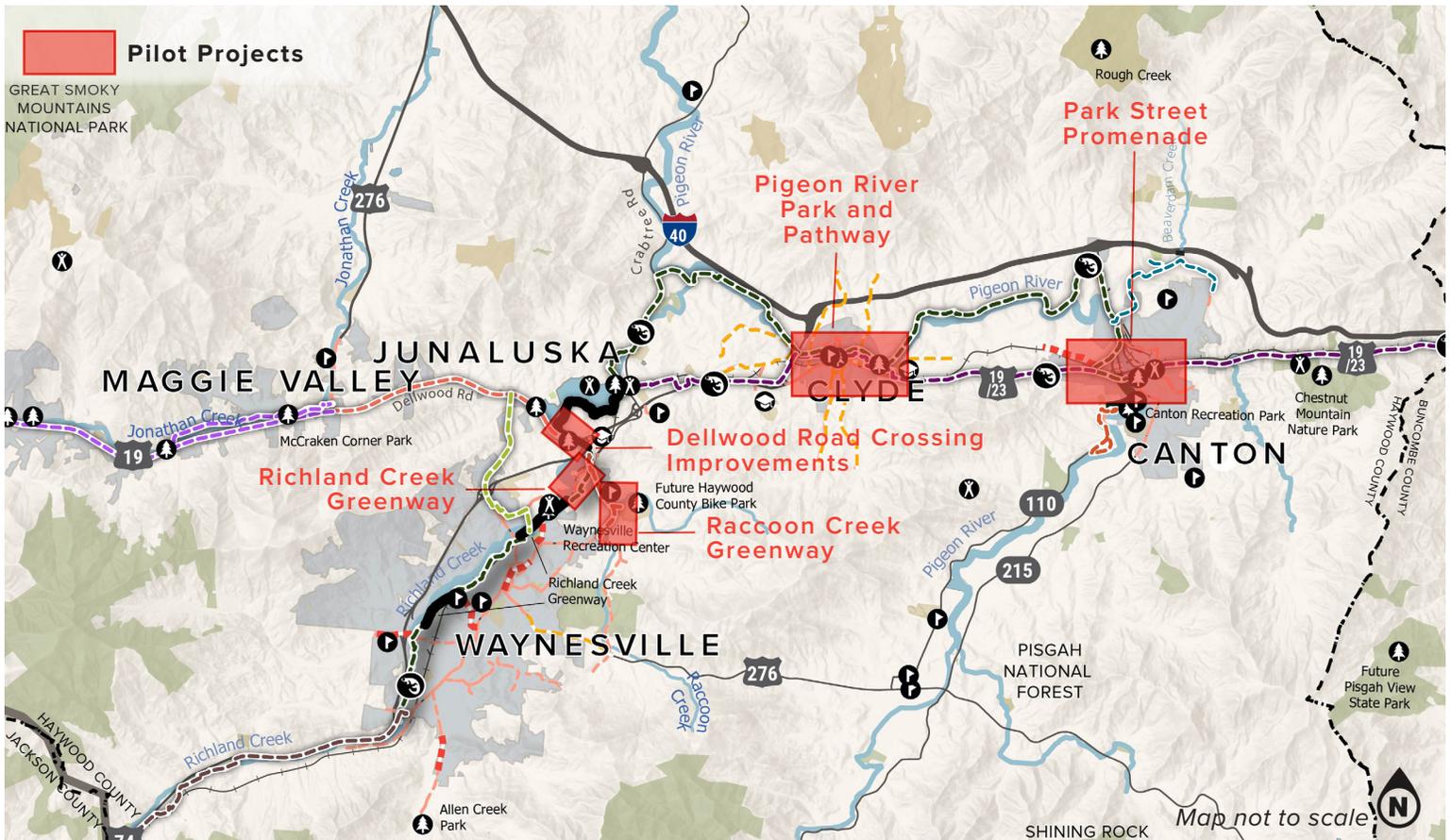
## Implement Pilot Projects to Build Momentum and Support

The proposed pilot projects are:

- **Canton:** Park Street Promenade
- **Clyde:** Pigeon River Park and Pathway
- **Waynesville:** Richland Creek Greenway (from Recreation Park to Waynesville Greenway) and Raccoon Creek Greenway
- **Junaluska:** Dellwood Road Crossing Improvements

## PROPOSED PILOT PROJECTS (FOR EARLY IMPLEMENTATION)

Each pilot project is detailed further in the plan and suggested for implementation in the short to medium term.



## Plan for Flood Resiliency and Greenways Hand in Hand

Accessing flood-prone properties through purchase or granted easements can provide opportunities for greenway development while reducing damages that result from flooding. See the detailed recommendations on pages 45-52.

## Seek Out a Variety of Funding Opportunities

Consider ways that the County and local municipalities can implement or capitalize on funding opportunities beyond grant writing and implementing projects in conjunction with NCDOT, including:

- **Work with conservation partners to protect greenway ROW through conservation grants** for wetland protection, flood mitigation and resilience, waterway buffer protection, and watershed protection. Conservation partners, including Haywood Soil & Water Conservation District, Haywood Waterways Association, and Southern Appalachian Highlands Conservancy are experts in funding opportunities and can advise as to the best funding sources for different segments.
- **Consider bonds for the County or municipalities.** Bond referendums can fund significant capital projects, but must be approved by voters through the ballots. The Town of Woodfin and City of Asheville both recently

saw successful bonds passed; Woodfin's bond saw a broad mix of support from both sides of the aisle. Buncombe County is currently looking to pass an open space and housing bond in 2022. One potential approach is pairing greenway/open space bond measures with other popular measures like funding affordable housing. The Trust For Public Lands provides assistance to governments to implement these bond campaigns, including early public support surveys and advising.

- **Develop an advocacy/outreach group that works with local representatives.** Work with local advocates, nonprofits and others to educate state representatives about projects in need of funding. In the past few years, state legislators have been funding local projects through the general fund.
- **Implement fees through County/municipal programs that can help with the development of greenways or ROW.** Fees-in-lieu or stormwater fees are a few methods of funding these projects.

- **Implement dedicated or annual consideration of greenway for capital funding through the County and municipalities.**

Have projects cued up several years in advance with accurate cost estimates in order to get these projects on the capital improvement plans for the County and towns.

- **Develop a private/non-profit funding arm for greenways, especially the Hellbender Trail.**

The community, businesses, and philanthropists are all critical to funding greenways, especially the local match that is often required of grants. Consider how this can be developed, whether housed under an existing non-profit or a new entity.

## Expand an Alliance of Haywood County Greenway Partners and Create Implementation Strategies

The table on the next page provides strategies for working with several key partners to develop greenways and trails.



*Jonathan Creek in Maggie Valley*

Opportunity + partners		Strategies	Target outcomes
<p><b>Conservation (Agricultural and Natural Lands)</b></p> <hr/> <p>Land Trust (Southern Appalachian Highlands Conservancy), Haywood County Soil and Water Conservation District (HCSWCD), Haywood Waterways Association</p>		<ul style="list-style-type: none"> <li>• Consider pooling money to provide “landowner outreach” funding performed by conservation organizations</li> <li>• Work with partners to prioritize landowner outreach areas</li> <li>• Develop a working group of conservation partners that check-in regularly with the larger alliance on landowner outreach</li> <li>• Work with SAHC and HCSWCD during landowner negotiations and determine how land can be conveyed to the County or municipalities</li> </ul>	<ul style="list-style-type: none"> <li>• Outreach to 15-20 landowners a year, with the target of 5-10 properties successfully receiving landowner buy-in</li> <li>• Conservation grants/funding secured to secure easement or fee simple acquisitions of lands</li> </ul>
<p><b>Transportation Partners</b></p> <hr/> <p>NCDOT, French Broad River Metropolitan Planning Organization (FBRMPO), US Department of Transportation (USDOT), County/ municipalities</p>	<p><b>NCDOT ROW/Road Redesign</b></p>	<ul style="list-style-type: none"> <li>• Coordinate with NCDOT on the potential for using ROW for projects</li> <li>• Coordinate with NCDOT on existing road projects for the advancement of bicycle and pedestrian interests</li> <li>• Pursue funding through the Prioritization Process (w/FBRMPO)</li> </ul>	<p>Current TIP/STIP Examples:</p> <ul style="list-style-type: none"> <li>• U-6048 (Western Hellbender (multiuse path) from Buncombe County line to Chestnut Mountain Road)</li> <li>• U-6159 (US 276 Access Mgmt. from US 23/74 to US 19)</li> <li>• R-5921 (Integrate a sidewalk/future potential for a greenway from US 19 to Hall Drive)</li> <li>• U-5888 (Walnut Street)</li> <li>• U-5839 (Russ Avenue Bridge Improvements)</li> <li>• U-4712 (South Main Street)</li> <li>• U-6158 (Crymes Cove Road)</li> <li>• U-6159 (Russ Avenue/US 276) Consider incorporation of a multiuse path, improvements of greenway crossing at</li> <li>• U-6172 (Old Balsalm Road)</li> <li>• Dellwood Road Crossing Improvements</li> </ul>
	<p><b>FBRMPO</b></p>	<ul style="list-style-type: none"> <li>• Pursue Locally Administered Project Program (LAPP) construction funding through the MPO</li> <li>• Prioritize projects to be programmed in the MTP and TIP/Prioritization and ensure future road projects have bike/ped elements clearly planned</li> <li>• Pursue planning funds to better determine alignments and potential costs through the MPO’s UPWP</li> </ul>	<p>Current Examples of LAPP projects:</p> <ul style="list-style-type: none"> <li>• EB-5926 (Maggie Valley Pedestrian Improvements)</li> <li>• EB-5945 (Champion Drive Multiuse Path)</li> </ul>
	<p><b>USDOT</b></p>	<p>Identify and pursue potential grant opportunities through USDOT, including RAISE grants, Reconnecting Communities, and others</p>	<p>Nearby Examples of USDOT Grant projects:</p> <ul style="list-style-type: none"> <li>• Asheville RADTIP (funded through TIGER grant, which is now RAISE grant)</li> </ul>

# Strategies and Partnerships for Greenway Trail Development & Maintenance

Opportunity + partners	Strategies	Target outcomes
<p><b>Land Use Planning/ Municipal Coordination</b></p> <hr/> <p>County/municipalities</p>	<p>Municipalities (planners) work with developers to integrate planning to new developments wherever greenway corridors are proposed</p>	<ul style="list-style-type: none"> <li>• Ensure all planners have the greenway plan alignments to utilize during plan/ development reviews</li> <li>• Utilize trout buffers and floodway ordinance as a means to preserve ROW for greenways, work with landowners/ developers to secure easements in these areas</li> <li>• Consider future ordinances that require or encourage the dedication of open space and easements</li> </ul>
<p><b>Flood Resiliency Planning</b></p> <hr/> <p>County/municipalities (planning, emergency management, parks and recreation staff), community groups and organizations, NC State Hazard Mitigation Office</p>	<p>This includes recommendations prior to the development of flood buyout strategy, actions to take during the implementation of buyouts, and actions to take during the development, implementation, and maintenance of open space</p> <p>For more detailed information, see the section, “Buyouts and Open Space Management Recommendations”</p>	<p>Acquisition of parcels that can incorporate greenways and protect larger linear corridors for flood reduction</p> <p>See more in the section, “Buyouts and Open Space Management Recommendations”</p>
<p><b>Maintenance Partnerships</b></p> <hr/>	<ul style="list-style-type: none"> <li>• Consider a regional organization that can head maintenance or non-profits that can help in maintenance</li> <li>• Consider “Adopt a Trail” programs that have businesses fiscally sponsor portions of a trail and have volunteer hours contributed</li> <li>• Consider \$2,000 per mile of maintenance annually and budget this accordingly as miles area added</li> </ul>	<p>Maintenance work that can be done by volunteers and/or paid staff: Vegetation management, litter clean up, cleanup of illegal dumping and repair of vandalism, and invasive plant removal</p> <p>Maintenance that should be done by paid staff/contractors: Surfacing cleaning/post-flood cleanups, mowing, tree removal, application of herbicides/pesticides, clearing of drainage channels, trash can maintenance, toilet maintenance, trailhead repairs, signage repairs</p>
<p><b>Health &amp; Economic Impact Partnerships</b></p> <hr/> <p>County Health Department, local hospitals, Dogwood Foundation</p>	<ul style="list-style-type: none"> <li>• Consider measuring the health and economic impacts of trails as they are developed, create a baseline of information early</li> <li>• Work with doctors/health care programs to develop a prescription program for use of greenways</li> </ul>	<p>Increased better health and economic impact outcomes that have been measured and are communicated to elected officials</p>

# PROPOSED GREENWAYS IN CANTON

## LEGEND

### Existing Facilities

- Greenway
- Sidewalks

### Proposed Facilities

- Hellbender Trail in Canton/Southern Hellbender Trail
- Northern Hellbender Trail
- Canton Recreation Park Trail Extension
- Bike Lane
- MTP Bike/Ped Projects
- Planned Transportation Projects with TIP
- Sidewalk

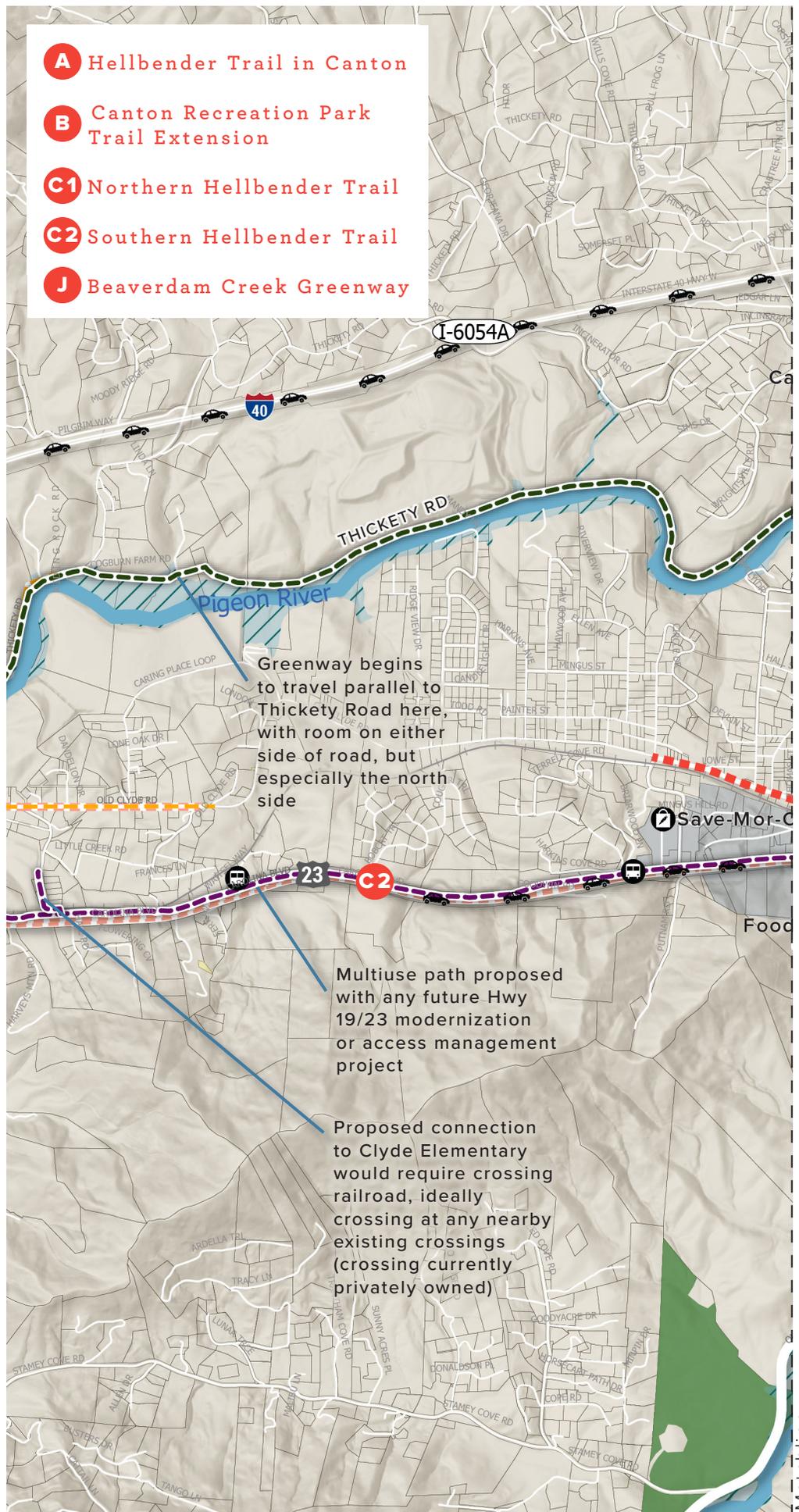
### Destinations

- College or University
- Government
- Grocery
- Hospital
- Library
- Recreation
- Retail
- School
- Park
- Transit Stop

### Features and Boundaries

- Railroad
- Major Waterways
- 100 Year Floodplain
- Parks
- Conservation Lands (Public/Private)
- Federal Lands
- Publicly Owned Lands
- Municipal Boundaries
- Parcel Boundaries
- County Boundary

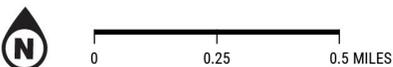
- A** Hellbender Trail in Canton
- B** Canton Recreation Park Trail Extension
- C1** Northern Hellbender Trail
- C2** Southern Hellbender Trail
- J** Beaverdam Creek Greenway

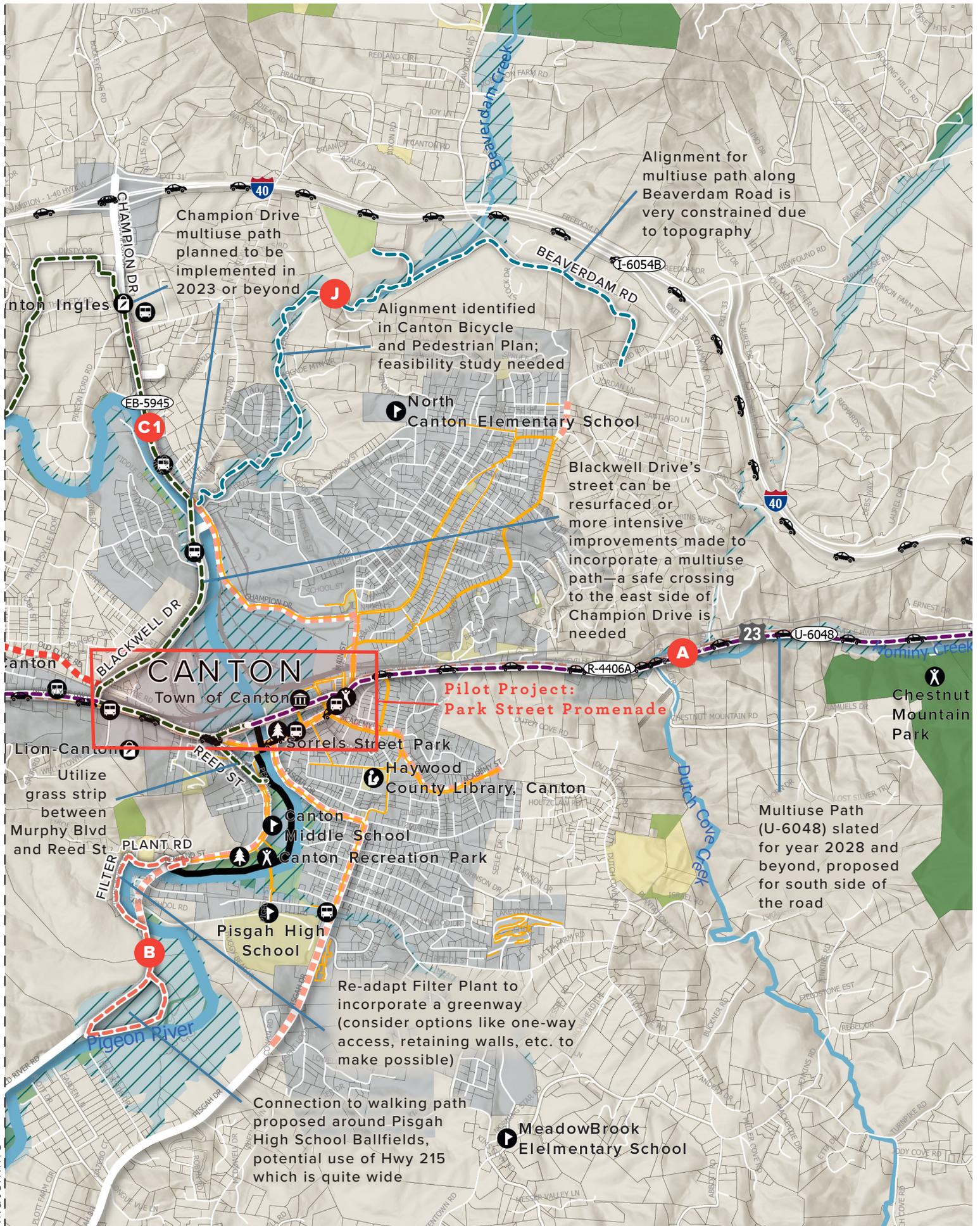


Greenway begins to travel parallel to Thickety Road here, with room on either side of road, but especially the north side

Multiuse path proposed with any future Hwy 19/23 modernization or access management project

Proposed connection to Clyde Elementary railroad would require crossing railroad, ideally crossing at any nearby existing crossings (crossing currently privately owned)





Matchline

# PROPOSED GREENWAYS IN CLYDE

## LEGEND

### Existing Facilities

- Greenway
- Natural surface trail
- Sidewalks

### Proposed Facilities

- Southern Hellbender Trail
- Northern Hellbender Trail
- Raccoon Creek Greenway

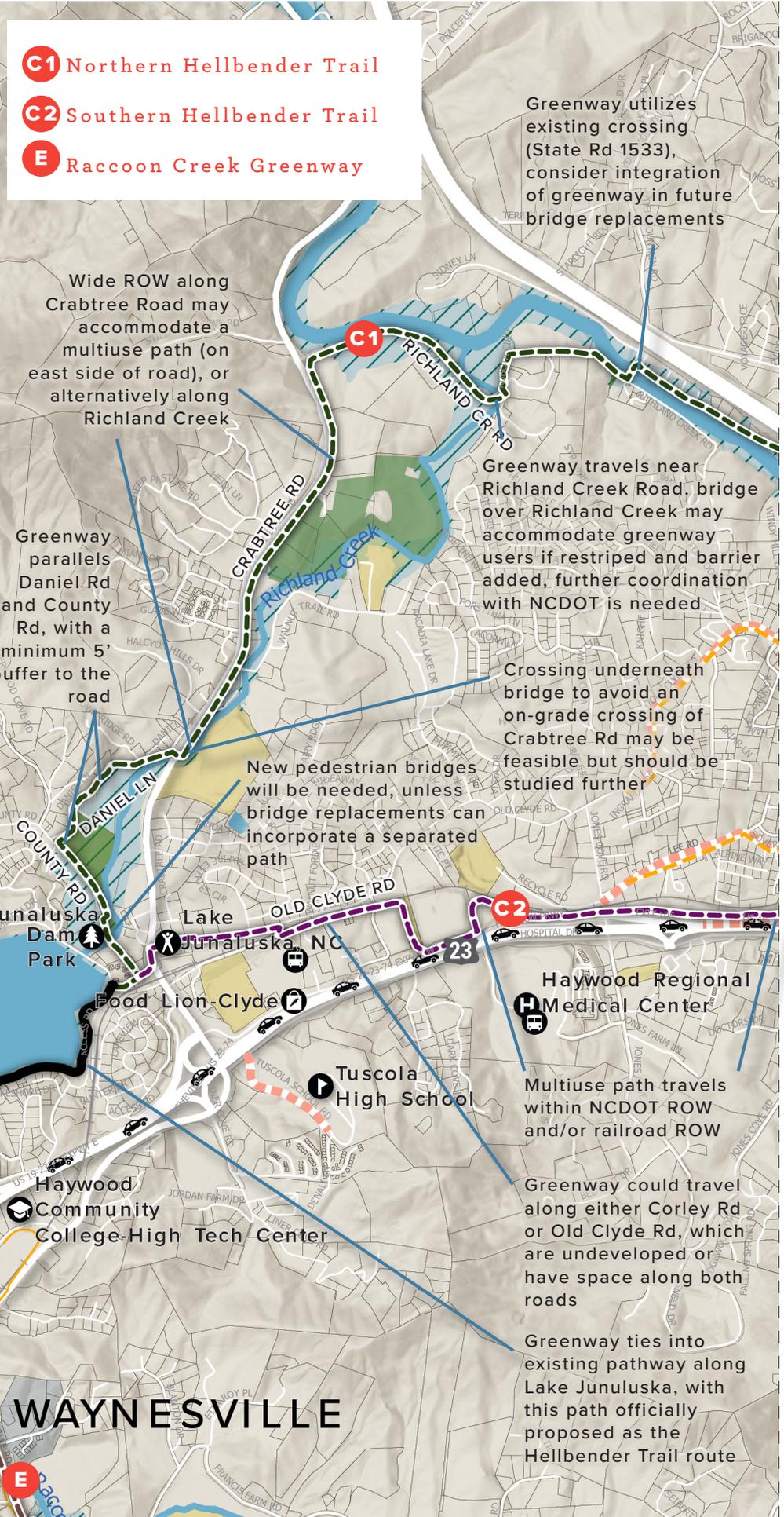
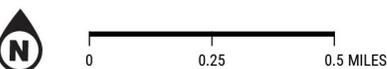
- Bike Lane
- MTP Bike/Ped Projects
- Planned Transportation Projects
- Sidewalk

### Destinations

- College or University
- Government
- Grocery
- Hospital
- Library
- Recreation
- Retail
- Park
- School
- Transit Stop

### Features and Boundaries

- Railroad
- Major Waterways
- 100 Year Floodplain
- Parks
- Conservation Lands (Public/Private)
- Federal Lands
- Publicly Owned Lands
- Municipal Boundaries
- Parcel Boundaries
- County Boundary
- TIP ID Number



**C1** Northern Hellbender Trail  
**C2** Southern Hellbender Trail  
**E** Raccoon Creek Greenway

Greenway utilizes existing crossing (State Rd 1533), consider integration of greenway in future bridge replacements

Wide ROW along Crabtree Road may accommodate a multiuse path (on east side of road), or alternatively along Richland Creek

Greenway parallels Daniel Rd and County Rd, with a minimum 5' buffer to the road

New pedestrian bridges will be needed, unless bridge replacements can incorporate a separated path

Greenway travels near Richland Creek Road, bridge over Richland Creek may accommodate greenway users if restriped and barrier added, further coordination with NCDOT is needed

Crossing underneath bridge to avoid an on-grade crossing of Crabtree Rd may be feasible but should be studied further

Haywood Regional Medical Center

Multiuse path travels within NCDOT ROW and/or railroad ROW

Greenway could travel along either Corley Rd or Old Clyde Rd, which are undeveloped or have space along both roads

Greenway ties into existing pathway along Lake Junaluska, with this path officially proposed as the Hellbender Trail route

WAYNESVILLE

Matchline

Greenway parallels Hyder Mountain Road, with room in many places for a greenway between the road and the river

Greenway begins to travel parallel to Thickety Road here, with room on either side of road, but especially north side

# CLYDE

## Pilot Project: Pigeon River Park and Pathway

Greenway would utilize existing railroad crossing here

Greenway utilizes NCDOT Smoky Park Highway ROW, greenway can be incorporated in any future widening/modernizations

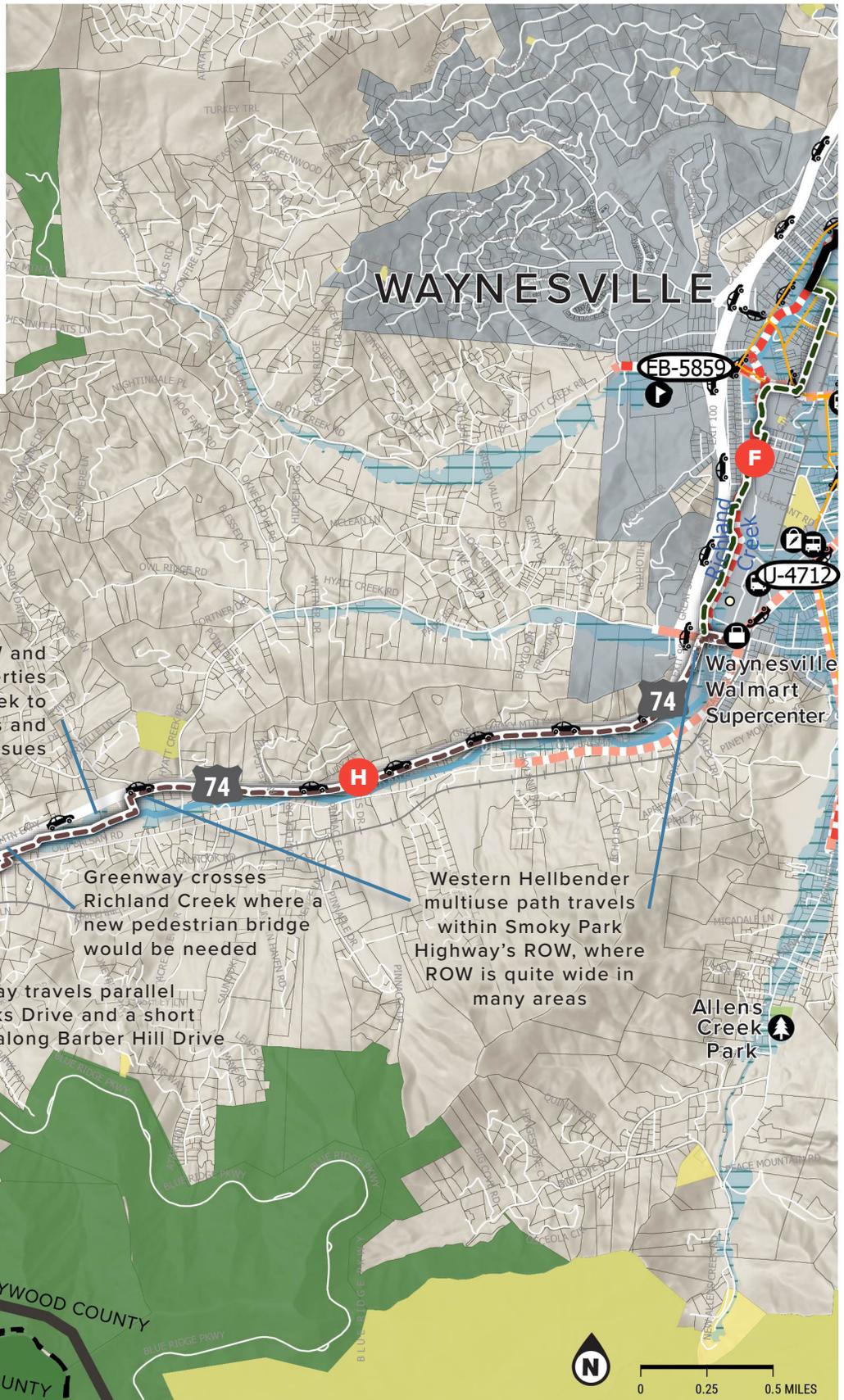
Proposed connection to Clyde Elementary would require crossing the railroad, ideally crossing at any nearby existing crossings (that are private)

Matchline

# PROPOSED WESTERN HELLBENDER TRAIL

**F** Richland Creek Greenway

**H** Western Hellbender Trail



Greenway leaves ROW and travels behind properties along Richland Creek to avoid many curb cuts and safety issues

Trail connects into the Haywood County Rest Center, which could serve as a potential trailhead

Trail travels along NCDOT ROW

Greenway travels parallel to Brooks Drive and a short stretch along Barber Hill Drive

Greenway crosses Richland Creek where a new pedestrian bridge would be needed

Western Hellbender multiuse path travels within Smoky Park Highway's ROW, where ROW is quite wide in many areas

- Existing Facilities**
- Greenway
  - Natural surface trail
  - Sidewalks

- Proposed Facilities**
- Western Hellbender Trail
  - Russ Avenue MUP
  - Richland Creek Greenway
  - Raccoon Creek Greenway
  - Southern Hellbender Trail

- Bike Lane
- MTP Bike/Ped Projects
- Planned Transportation Projects
- Sidewalk

- Destinations**
- College or University
  - Government
  - Grocery
  - Hospital

- Library
- Recreation
- Retail
- School
- Park
- Transit Stop

- Features and Boundaries**
- Railroad
  - Major Waterways
  - 100 Year Floodplain

- Parks
- Conservation Lands (Public/Private)
- Federal Lands
- Publicly Owned Lands
- Municipal Boundaries
- Parcel Boundaries
- County Boundary
- TIP ID Number



# WAYNESVILLE'S RICHLAND CREEK GREENWAY



INTEGRATION OF  
HELLBENDER GREENWAY  
BRANDING SERVES AS  
WAYFINDING.

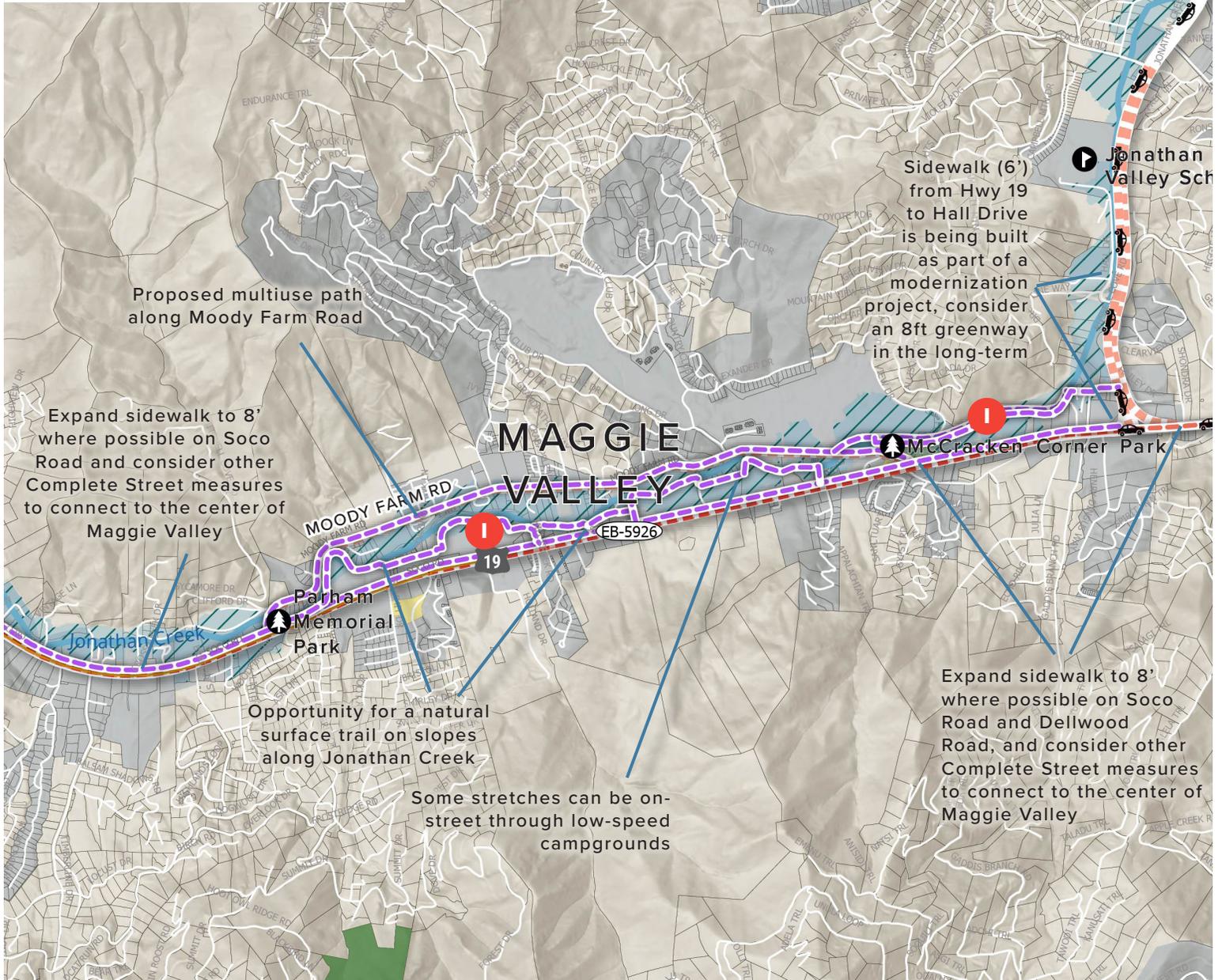


EXISTING CONDITIONS

**BOUNDARY STREET:** AS THE RICHLAND CREEK GREENWAY CONTINUES TO EXPAND, SHORT ON-ROAD SECTIONS (WITH VERY LOW VEHICLE TRAFFIC) COULD BE USED WHERE A SEPARATE GREENWAY IS NOT FEASIBLE.

# PROPOSED GREENWAYS IN MAGGIE VALLEY

## Jonathan Creek District Trails



Proposed multiuse path along Moody Farm Road

Expand sidewalk to 8' where possible on Soco Road and consider other Complete Street measures to connect to the center of Maggie Valley

Sidewalk (6') from Hwy 19 to Hall Drive is being built as part of a modernization project, consider an 8ft greenway in the long-term

Opportunity for a natural surface trail on slopes along Jonathan Creek

Some stretches can be on-street through low-speed campgrounds

Expand sidewalk to 8' where possible on Soco Road and Dellwood Road, and consider other Complete Street measures to connect to the center of Maggie Valley

### LEGEND

<b>Existing Facilities</b>	<b>Proposed Facilities</b>	<b>Destinations</b>	<b>Features and Boundaries</b>
Greenway	Jonathan Creek District	College or University	Railroad
Natural surface trail	Bike Lane	Government	Major Waterways
Sidewalks	MTP Bike/Ped Projects	Grocery	100 Year Floodplain
	Planned Transportation Projects	Hospital	Parks
	Sidewalk	Library	Conservation Lands (Public/Private)
		Recreation	Federal Lands
		Retail	Publicly Owned Lands
		School	Municipal Boundaries
		Park	Parcel Boundaries
		Transit Stop	County Boundary
			TIP ID Number

# OPPORTUNITIES IN MAGGIE VALLEY AND THE JONATHAN CREEK DISTRICT



## THE JONATHAN CREEK CORRIDOR

Jonathan Creek is a key waterway that runs through Maggie Valley and north alongside US 276. The proposed trail system will connect existing McCracken Corner Park and Parham Memorial Park (pictured), and expand opportunities for walking and biking within Maggie Valley.



## EXISTING SIDEWALKS ON SOCO ROAD AND DELLWOOD ROAD

Expand the width of sidewalks on Soco Road (pictured) and Dellwood Road where possible. These roadways lead into the heart of Maggie Valley and are currently designed to accommodate vehicles. Wider sidewalks, such as 8-foot sidewalks, can provide more space for walking and biking with ample room to pass.

# JONATHAN CREEK DISTRICT TRAILS + PARKS



THE JONATHAN CREEK DISTRICT TRAILS ARE PROPOSED AS A MIX OF NATURAL SURFACE AND PAVED TRAILS CONNECTING SEVERAL PARKS, CAMPGROUNDS, CABINS, AND NEIGHBORHOODS.



EXISTING CONDITIONS

AREA SHOWN IS PROPERTY TO BE DEVELOPED NEAR MCCRACKEN CORNER PARK.

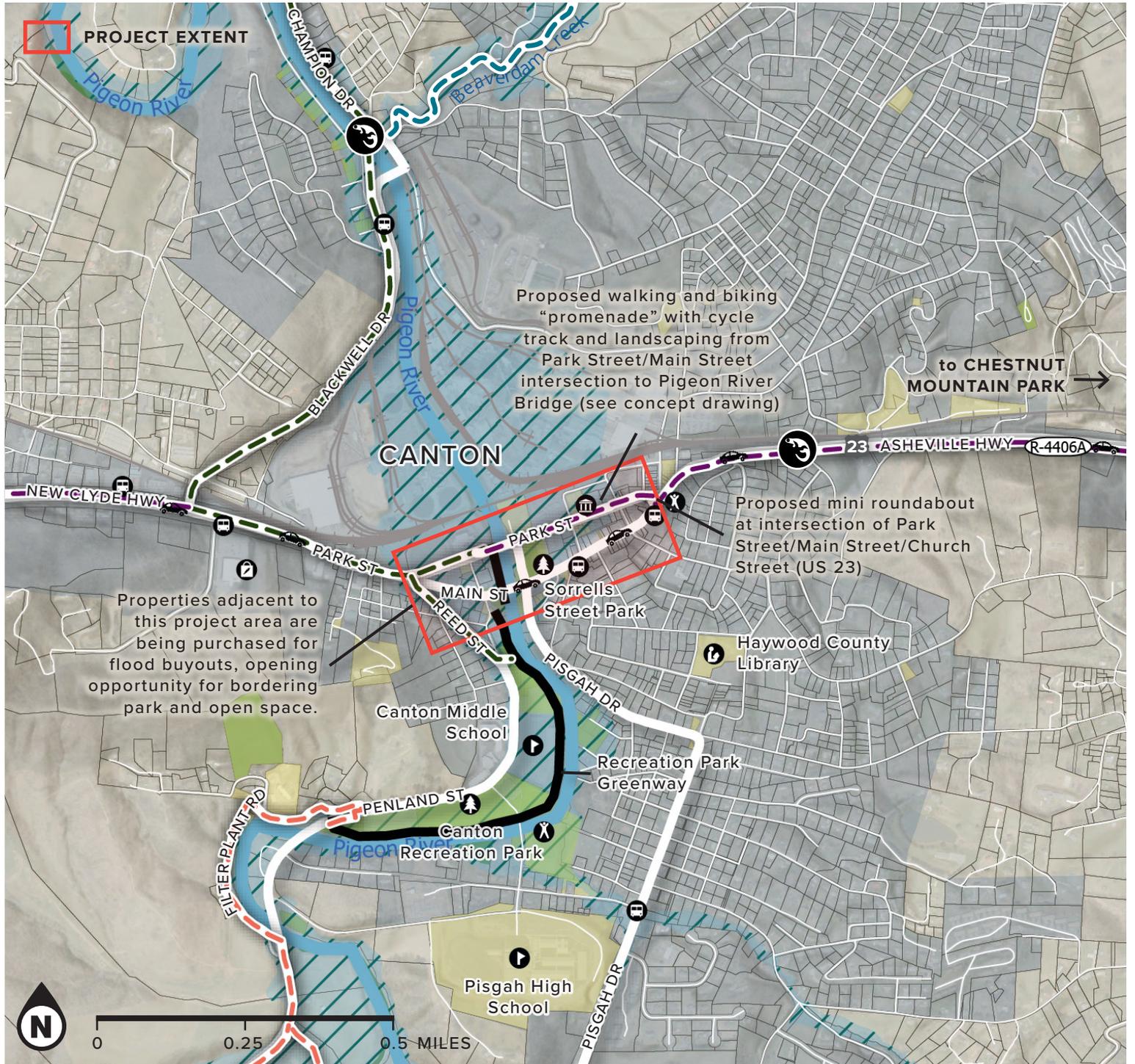
THE TRAILS WILL INTERPLAY WITH AND CELEBRATE THE SCENIC JONATHAN CREEK—A FISHING HOT SPOT FOR LOCALS AND VISITORS.





# PILOT PROJECTS

# PILOT PROJECT PARK STREET PROMENADE



<p><b>Existing Facilities</b></p> <ul style="list-style-type: none"> <li> Greenway</li> <li> Natural surface trail</li> </ul>	<p><b>Proposed Facilities</b></p> <ul style="list-style-type: none"> <li> Southern Hellbender Trail/Hellbender Trail in Canton</li> <li> Northern Hellbender Trail</li> <li> Canton Recreation Park Trail Extension</li> <li> Beaverdam Creek Greenway</li> <li> Hellbender Trail</li> <li> Planned Transportation Projects</li> </ul>	<p><b>Destinations</b></p> <ul style="list-style-type: none"> <li> College or University</li> <li> Government</li> <li> Grocery</li> <li> Hospital</li> </ul>	<p><b>Features and Boundaries</b></p> <ul style="list-style-type: none"> <li> Library</li> <li> Recreation</li> <li> Retail</li> <li> School</li> <li> Park</li> <li> Transit Stop</li> </ul>	<p><b>Features and Boundaries</b></p> <ul style="list-style-type: none"> <li> Railroad</li> <li> Major Waterways</li> <li> 100 Year Floodplain</li> <li> Parks</li> <li> Conservation Lands (Public/Private)</li> <li> Federal Lands</li> <li> Publicly Owned Lands</li> <li> Municipal Boundaries</li> <li> Parcel Boundaries</li> <li> County Boundary</li> <li> TIP ID Number</li> </ul>
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# PROJECT DETAILS

## PARK STREET PROMENADE

### DESCRIPTION + TYPOLOGY

Separated bike lane/cycle track with minimum 4ft lanes and 3ft buffer from roadway.

### LENGTH + LOCATION

0.3 miles (from Reed Street to Church Street/Main Street intersection in Canton).

### Context + Need

Park Street currently has three one-way lanes for vehicles and a surplus of on-street parking. This project better accommodates walking and biking through reducing a lane.

### Key Destinations

- Sorrells Street Park
- Recreation Park Greenway
- Downtown retail, dining, and services in Canton

### Support for Project

NCDOT and Town of Canton are supportive of the project. The project will become part of the Hellbender Regional Trail system when completed.

### Potential Partners

NCDOT, Town of Canton.

### Funding Opportunities

Transportation funding and foundation funding.

### Level of Investment



Potential Cost for the Project: \$160,000 (interim design option), for more details see Appendix C.

### Design Considerations

The interim design represents a lower-cost way to implement the project in the near term; much of the work could be completed by the Town and volunteers. See the *Design Resources* section of this chapter for more info.

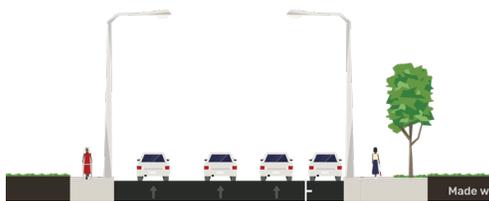
### Right of Way Needed

100% secured, as it is using current NCDOT ROW.

### Next Steps

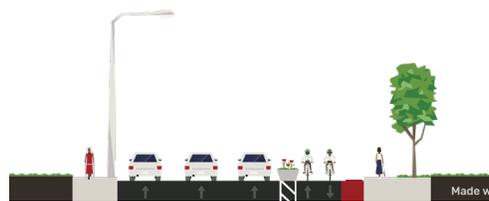
Consider a design build project for interim design, with installation completed by the Town. Apply for grants for the long-term design.

### EXISTING CONDITIONS



Park Street's travel lanes could be reconfigured to more safely and comfortably accommodate cars and people walking and biking.

### INTERIM DESIGN



An interim design option uses bollards, planters, and colored paint to reallocate street space for walking and biking.

### LONG-TERM DESIGN



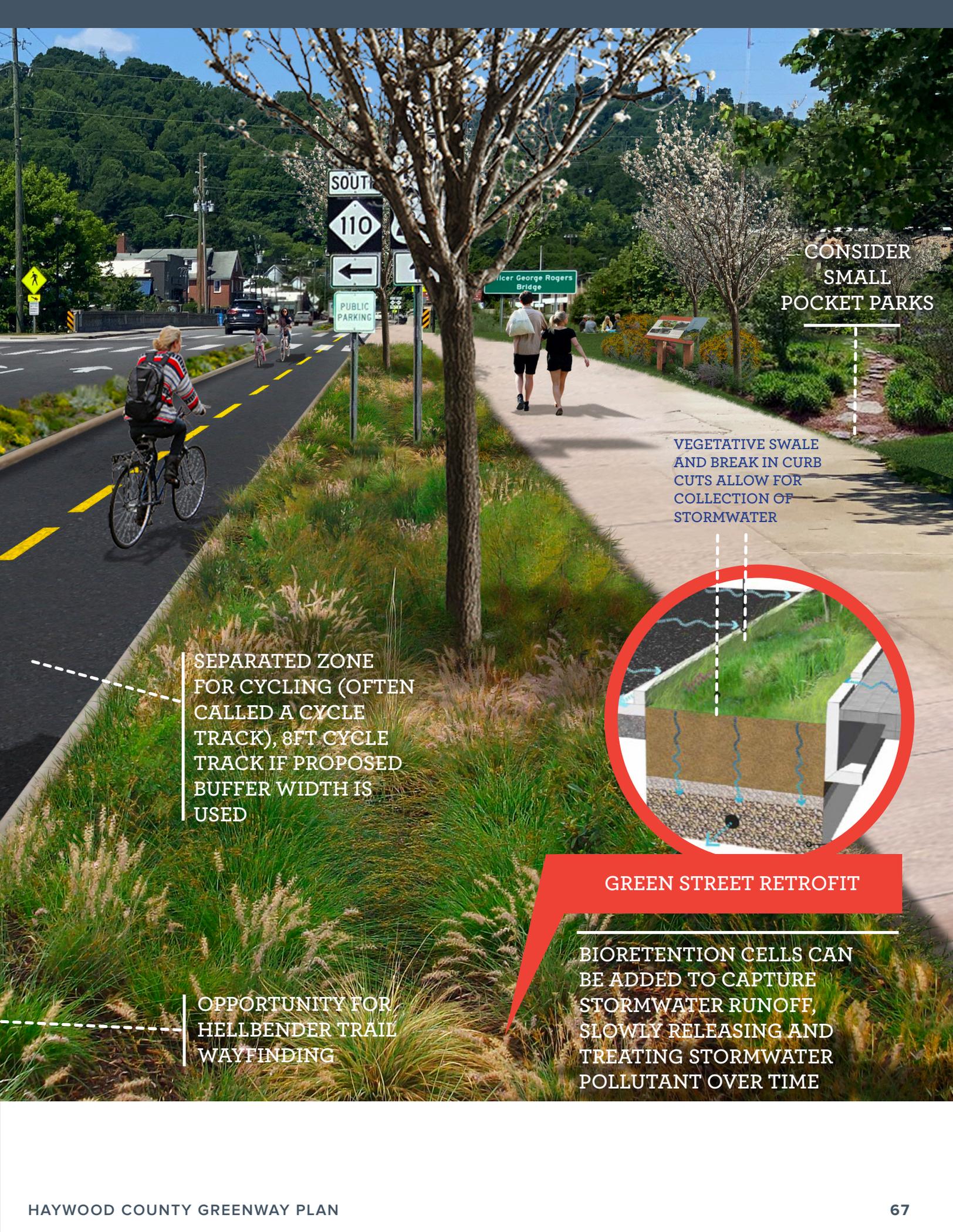
A more permanent long-term option would use landscaped buffers to create completely separate zones for walking, biking, and driving.

# CONCEPT DRAWING (LONG-TERM DESIGN OPTION) PARK STREET PROMENADE



MINIMUM 3FT  
STRIPED BUFFER, BUT  
IDEALLY SEPARATED  
5FT + WITH CURB  
AND GUTTER





CONSIDER  
SMALL  
POCKET PARKS

VEGETATIVE SWALE  
AND BREAK IN CURB  
CUTS ALLOW FOR  
COLLECTION OF  
STORMWATER



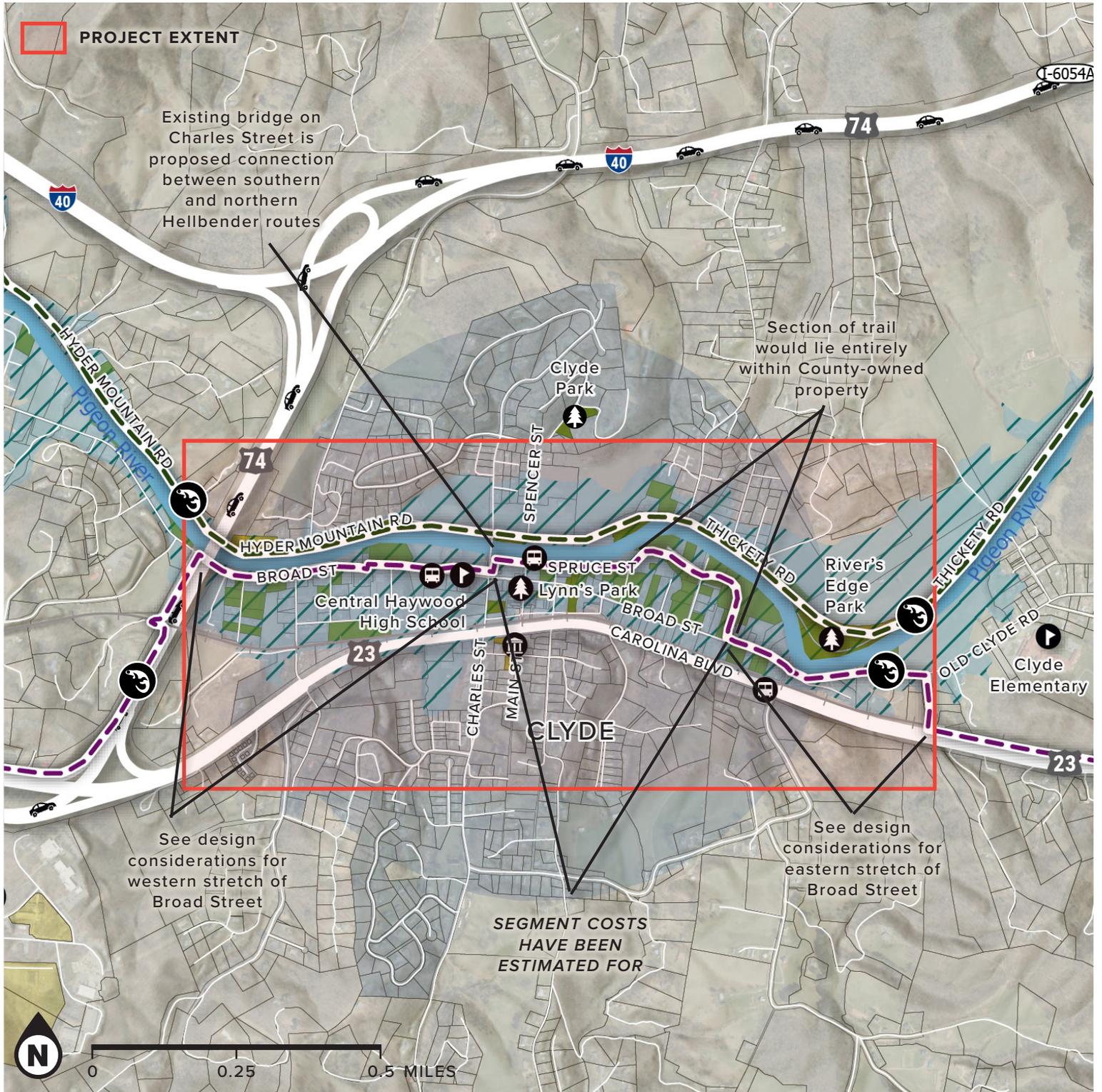
SEPARATED ZONE  
FOR CYCLING (OFTEN  
CALLED A CYCLE  
TRACK), 8FT CYCLE  
TRACK IF PROPOSED  
BUFFER WIDTH IS  
USED

**GREEN STREET RETROFIT**

OPPORTUNITY FOR  
HELLBENDER TRAIL  
WAYFINDING

BIORETENTION CELLS CAN  
BE ADDED TO CAPTURE  
STORMWATER RUNOFF,  
SLOWLY RELEASING AND  
TREATING STORMWATER  
POLLUTANT OVER TIME

# PILOT PROJECT PIGEON RIVER PARK + PATHWAY



<b>Existing Facilities</b> Greenway Natural surface trail	<b>Proposed Facilities</b> Southern Hellbender Trail Northern Hellbender Trail Hellbender Trail Planned Transportation Projects	<b>Destinations</b> College or University Government Grocery Hospital	Library Recreation Retail School Park Transit Stop	<b>Features and Boundaries</b> Railroad Major Waterways 100 Year Floodplain	Parks Conservation Lands (Public/Private) Federal Lands Publicly Owned Lands	Municipal Boundaries Parcel Boundaries County Boundary TIP ID Number
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SEGMENT COSTS  
HAVE BEEN  
ESTIMATED FOR

# PROJECT DETAILS

## PIGEON RIVER PARK + PATHWAY

### DESCRIPTION + TYPOLOGY

12ft paved multiuse path through natural setting, with several sections of 10-12ft sidepath along roadway.

### LENGTH + LOCATION

0.5 miles (from Bonner Street to Charles Street in Clyde).

### Context + Need

The Pigeon River Park and Pathway envisions a ribbon of trail and park space through the town that utilize County-owned lands (shown in green) that were purchased through a buyout program of flood prone properties. The path will become part of the regional Hellbender Trail system. If for some reason the Southern Hellbender Trail is not developed, the section through Clyde should still be considered as an important branch of the Hellbender Trail.

### Key Destinations

- River's Edge Park
- Lynn's Park
- Central Haywood High School
- River access

### Support for Project

Initial conversations with the Town of Clyde have been supportive, but further engagement with the community is needed.

### Potential Partners

Nearby landowners (voluntary flood buyouts or granting of easements), Town of Clyde, NCDOT, FEMA, conservation partners to help purchase additional lands.

### Funding Opportunities

Transportation Funds, Parks and Recreation Trust Fund grant, Foundation funding, Pigeon River Trust Fund, flood resiliency funding.

### Level of Investment



Potential Cost for the Project: \$481,000 (Bonner Street to Charles Street). For further details see Appendix C.

### Design Considerations

See the following page for an illustration of possibilities. Some opportunities pursued could include:

- For eastern stretch of Broad Street: Assess if Broad Street lanes can be narrowed to accommodate the greenway, or consider an 8ft sidewalk on either side of the street (would require utility relocation).
- Assess how Spruce Street can be re-adapted for the greenway (on-street greenway or one-way road).
- For western stretch of Broad Street: prioritize property buy-

outs and acquiring easements along Broad Street so the greenway can run parallel but offset from the road; analyze if some or any of the road can be reduced in lane width to accommodate some portion of the greenway.

See the *Design Resources* section of this chapter for more info.

### Right of Way Needed

Around 30-40% of the corridor is unsecured. Properties shown in green on the map are owned by Haywood County. The greenway along Spruce and Broad Streets could include some use of the road ROW. Easements on 10-12 properties may be needed, or alternatively purchased through federal flood buyout programs.

### Next Steps

Consider a more detailed conceptual design and a community input session on the concept. Work with non-profit partners to strategize around funding opportunities and vision.

# CONCEPT MAP

## PIGEON RIVER PARK + PATHWAY





RIVERFRONT PARK

COMMUNITY GREEN  
WITH OUTDOOR AMPHITHEATRE

NORTHERN  
HELLBENDER TRAIL

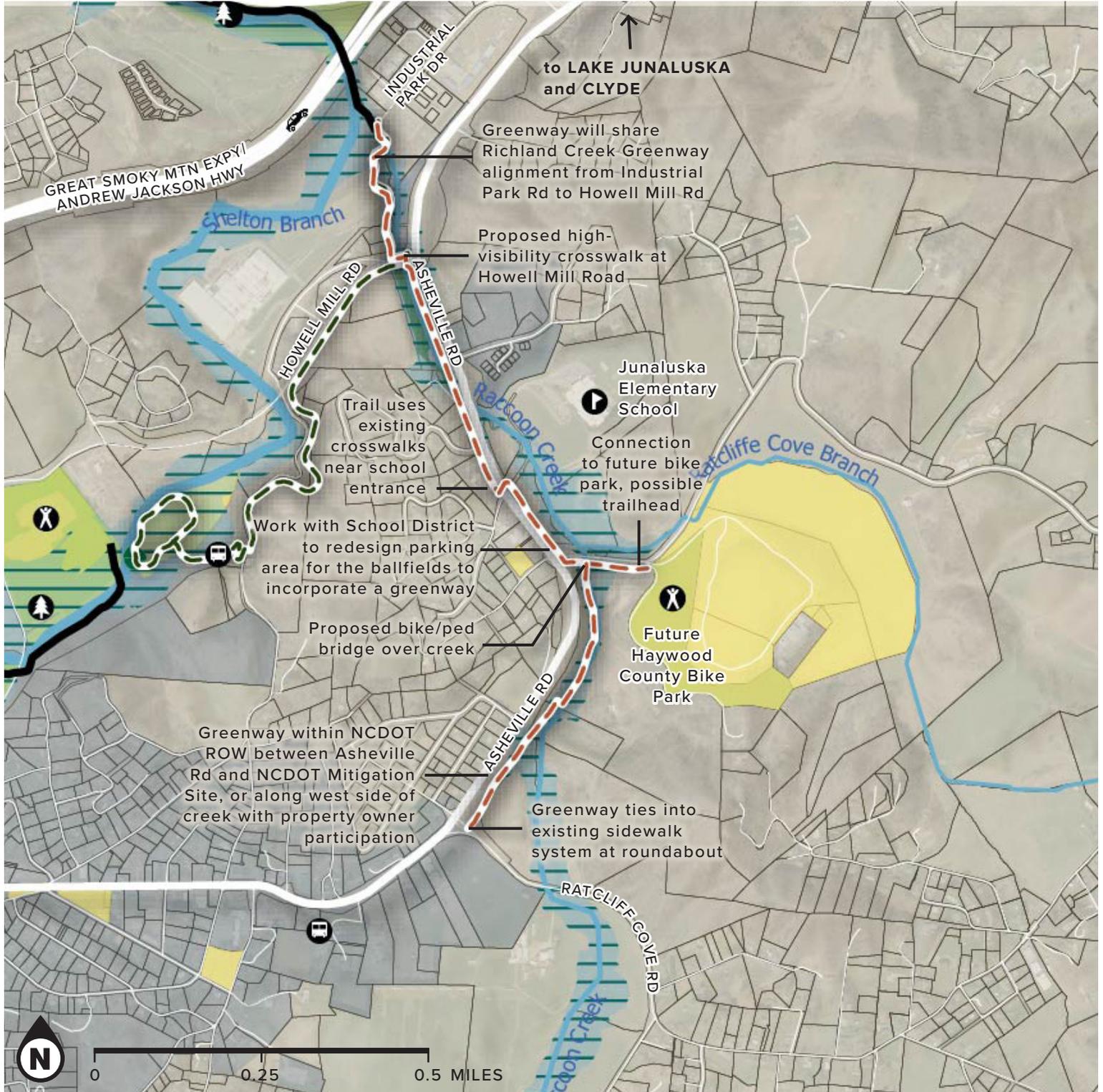
RIVER'S EDGE PARK

PROPOSED  
GREENWAY  
ALIGNMENT

TO CANTON

# PILOT PROJECT

## RACCOON CREEK GREENWAY



### Existing Facilities

- Greenway
- Natural surface trail

### Proposed Facilities

- Raccoon Creek Greenway
- Richland Creek Greenway
- Hellbender Trail
- Planned Transportation Projects

### Destinations

- College or University
- Government
- Grocery
- Hospital



Library



Recreation



Retail



School



Park



Transit Stop

### Features and Boundaries

- Railroad
- Major Waterways
- 100 Year Floodplain

Parks

Conservation Lands (Public/Private)

Federal Lands

Publicly Owned Lands

Municipal Boundaries

Parcel Boundaries

County Boundary

TIP ID Number

# PROJECT DETAILS

## RACCOON CREEK GREENWAY

### DESCRIPTION + TYPOLOGY

10-12ft paved multiuse path.

### LENGTH + LOCATION

1.2 miles (from Howell Mill Road to Ratcliff Cove Road in Waynesville).

### Context + Need

This project extends from the existing greenway south along Raccoon Creek. This greenway would connect several existing and proposed trails, and will tie the future Haywood County Bike Park into the County greenway system.

### Key Destinations

- Junaluska Elementary School
- Future Haywood County Bike Park
- Waynesville Recreation Park and Richland Creek Greenway
- Lake Junaluska

### Support for Project

Several previous plans have recommended a greenway along Raccoon Creek, including the FBRMPO Comprehensive Transportation Plan (2008). Public comments have been very supportive of greenways along the County's creeks and rivers due to the grades and natural scenery.

### Potential Partners

Landowners along the trail, conservation partners to help secure easements or ROW for the trail.

### Funding Opportunities

Transportation funds.

### Level of Investment



Potential Cost for the Project: \$4,127,000 (Howell Mill Road to Ratcliff Cove Road). For further details see Appendix C.

### Design Considerations

Consider improvements at existing crossings (Howell Mill Road and Junaluska Elementary School entrance) for greater visibility. See the *Design Resources* section of this chapter for more info.

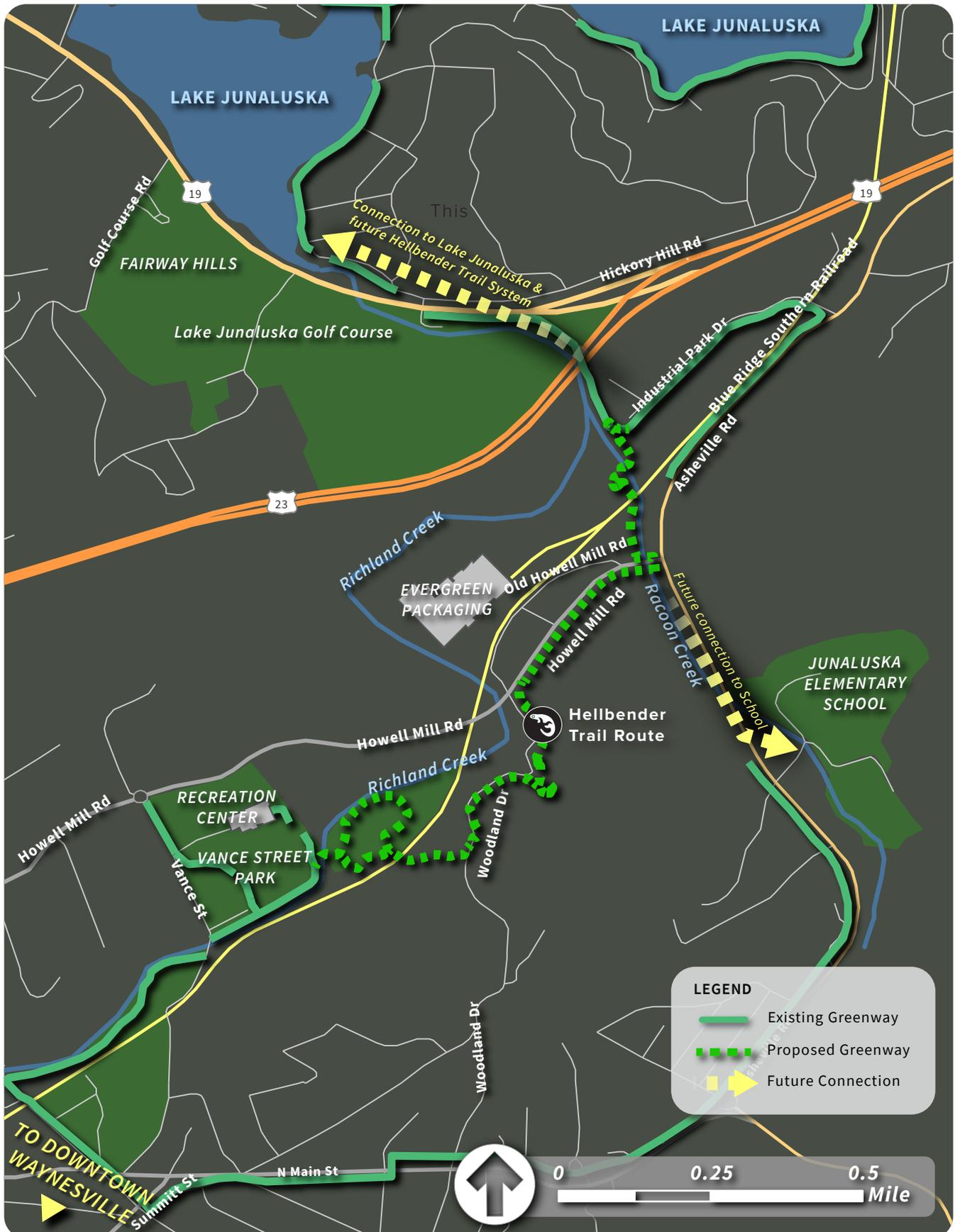
### Right of Way Needed

Around 30% of the corridor still needs to be secured with ROW. Approximately four easements are needed through different property owners.

### Next Steps

Conduct a feasibility study to identify preferred and alternate routes.

# PILOT PROJECT RICHLAND CREEK GREENWAY (NORTHERN SECTION)



Map source: Town of Waynesville, Richland Creek Greenway Feasibility Study (2021) [\(link\)](#)

# PROJECT DETAILS

## RICHLAND CREEK GREENWAY (NORTHERN SECTION)

### DESCRIPTION + TYPOLOGY

The feasibility study proposes several trail types depending on the alternative selected. Typologies include 10-12ft greenway (paved or natural surface), paved sidepath/MUP, sidewalk, and on-road bicycle facilities.

### LENGTH + LOCATION

1.44 miles (from Industrial Park Drive to Vance Street Park in Waynesville).

### Context + Need

This greenway links several existing greenways in Waynesville to create a continuous path. This trail will become part of the future Hellbender Trail system.

### Key Destinations

- Vance Street Park
- Waynesville Recreation Center
- Lake Junaluska
- Existing trails

### Support for Project

The Town of Waynesville completed a feasibility study in 2021. During the study process, public response to the project was positive, with 96% of respondents (427 people) supporting a greenway connection from Lake Junaluska to Vance Street Park.

### Potential Partners

Town of Waynesville, Blue Ridge Southern Railroad, NCDOT, Evergreen Packaging, other private landowners.

### Funding Opportunities

Richland Creek has some transportation funding secured. Additional funds may be needed.

### Level of Investment



Potential Cost for the Project: The greenway is estimated to cost around \$3 million.

Planning level cost estimates were provided in the 2021 *Richland*

*Creek Greenway Feasibility Study* by the Town of Waynesville.

### Design Considerations

The greenway is proposed to connect to park space across from Vance Street Park, travel up to and parallel along Woodland Drive Road. It then connects to Howell Mill Road, where it becomes a 10ft sidewalk along the road. It then travels along Raccoon Creek underneath a railroad bridge, and into a floodplain forest where it connects up to the existing greenway at the industrial park. See the *Design Resources* section of this chapter for more info.

### Right of Way Needed

Around 40% of the corridor still needs to be secured with ROW. Around 6-7 easements will be needed with property owners.

### Next Steps

Preliminary design and engineering (30% design), work to secure easements, and then full design and engineering.

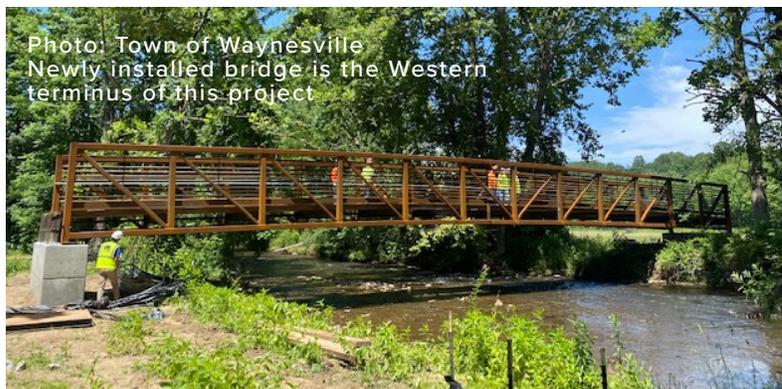


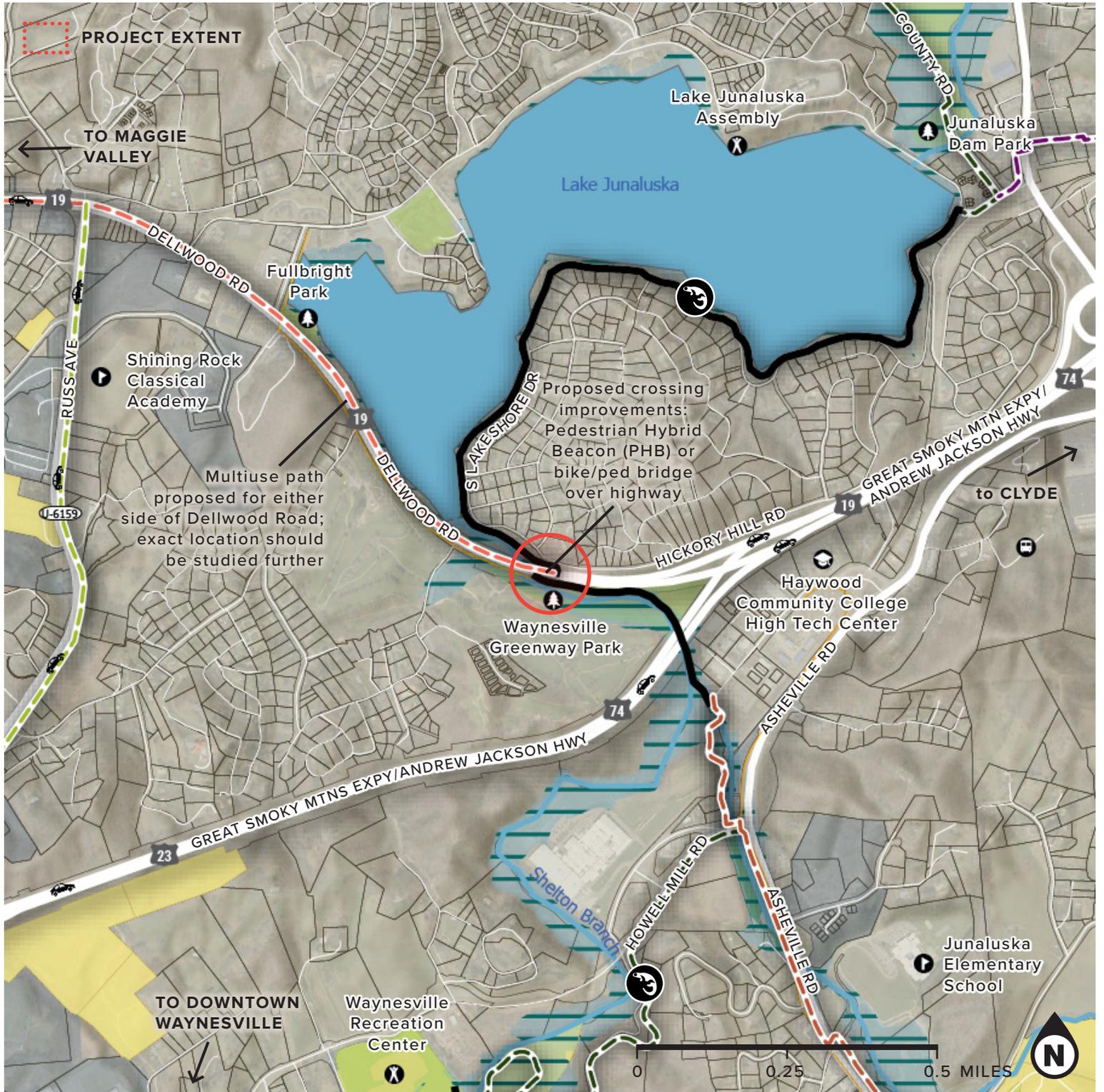
Photo: Town of Waynesville  
Newly installed bridge is the Western terminus of this project



Photo: Equinox, taken from the Richland Creek Greenway Study, 2021

# PILOT PROJECT

## DELLWOOD ROAD CROSSING IMPROVEMENTS



<b>Existing Facilities</b> <ul style="list-style-type: none"> <li>Greenway</li> <li>Natural surface trail</li> </ul>	<b>Proposed Facilities</b> <ul style="list-style-type: none"> <li>Raccoon Creek Greenway</li> <li>Northern Hellbender Trail</li> <li>Southern Hellbender Trail</li> <li>Russ Avenue MUP</li> <li>Dellwood Road MUP</li> </ul>	<b>Destinations</b> <ul style="list-style-type: none"> <li>College or University</li> <li>Government</li> <li>Grocery</li> <li>Hospital</li> </ul>	<ul style="list-style-type: none"> <li>Library</li> <li>Recreation</li> <li>Retail</li> <li>School</li> <li>Park</li> <li>Transit Stop</li> </ul>	<b>Features and Boundaries</b> <ul style="list-style-type: none"> <li>Railroad</li> <li>Major Waterways</li> <li>100 Year Floodplain</li> </ul>	<ul style="list-style-type: none"> <li>Parks</li> <li>Conservation Lands (Public/Private)</li> <li>Federal Lands</li> <li>Publicly Owned Lands</li> </ul>	<ul style="list-style-type: none"> <li>Municipal Boundaries</li> <li>Parcel Boundaries</li> <li>County Boundary</li> <li>TIP ID Number</li> </ul>
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# PROJECT DETAILS

## DELLWOOD ROAD CROSSING IMPROVEMENTS

### DESCRIPTION + TYPOLOGY

PHB and crossing enhancements or pedestrian and bicycle bridge.

### LOCATION + LENGTH

Dellwood Road at S Lakeshore Drive in Waynesville.

### Context + Need

There is currently no safe crossing at this intersection. This project would provide a bicycle and pedestrian crossing to connect the two existing trails. This section of Dellwood Road has heavy traffic, a 50 mph speed limit, and curves that reduce sight distance, all of which make crossing extremely difficult and undesirable for people walking and biking.

As the County's greenway system grows, more potential users are likely to try to cross at this location.

### Key Destinations

- Lake Junaluska Walking Trail
- Richland Creek Greenway and Waynesville Recreation Center

### Support for Project

County, municipalities, and NCDOT are supportive of enhancing the intersection crossing for people walking and biking.

### Potential Partners

NCDOT, Lake Junaluska Assembly, Town of Waynesville.

### Funding Opportunities

Transportation funding.

### Level of Investment



Potential Cost (Near-Term Design): \$200,000 (including PHB crossing, curb ramps, signage, and pavement re-striping).

### Design Considerations

Short- and long-term crossing options are described below. See the *Design Resources* section of this chapter for more info.

### Next Steps

Look to NCDOT to assist in further design recommendations and funding.

### NEAR-TERM DESIGN: PEDESTRIAN HYBRID BEACON (PHB)



Hybrid beacon crossing with the number of lanes reduced until north of intersection. Consider reducing speed limit (currently at 50 mph).

**Pros:** Increases visibility of pedestrians to drivers; higher yield rates than crosswalk alone.

**Cons:** Yielding rates may not be as high as desired.

**Cost Scale:** \$200,000



### LONG-TERM DESIGN: BICYCLE AND PEDESTRIAN BRIDGE



Bridge would be sited further east on the existing trail and would need to be elevated 16'+ above existing road grade. The ideal alignment would connect the future and existing trails seamlessly and draw any pedestrian at-grade crossings to the bridge.

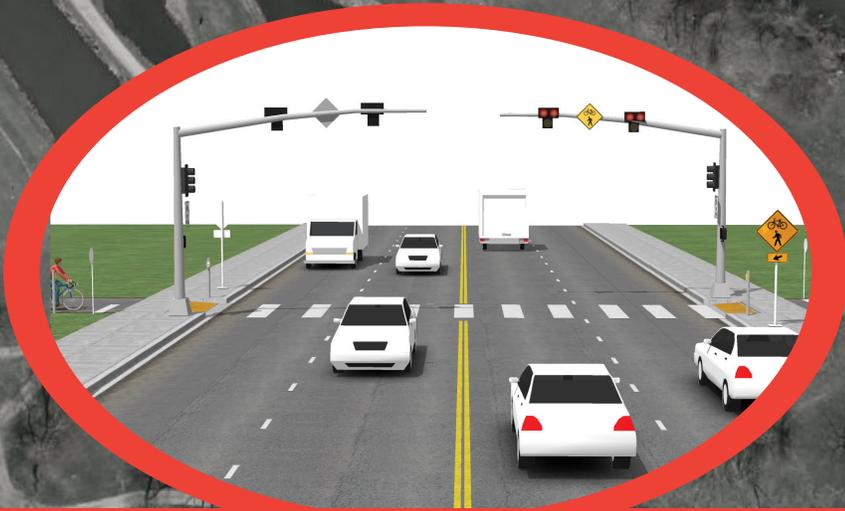
**Pros:** Safest option to remove pedestrians and bicyclists from vehicle conflicts.

**Cons:** High cost, large footprint due to approach ramps.

**Cost Scale:** >\$5 million

# PILOT PROJECT DELLWOOD ROAD CROSSING IMPROVEMENTS

EXISTING TRAIL,  
PROPOSED TO BE  
PART OF REGIONAL  
HELLBENDER TRAIL



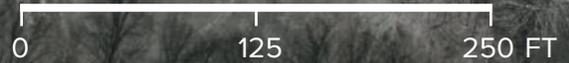
HYBRID BEACON CROSSING AT INTERSECTION  
WITH ADVANCED WARNING SIGNAGE



LANES TAPER PRIOR TO INTERSECTION TO REDUCE AMOUNT OF LANES BEING CROSSED BY TRAIL USERS (APPLIES TO AREA SHOWN IN YELLOW)

EXISTING TRAILHEAD AND TRAIL THAT IS PROPOSED TO BE PART OF REGIONAL HELLBENDER TRAIL

POTENTIAL FUTURE LOCATION OF PEDESTRIAN/BIKE BRIDGE CROSSING AS A LONG-TERM SOLUTION IF LEVEL OF SERVICE DEMANDS IT



# 07

## DESIGN RESOURCES



# OVERVIEW

This toolbox presents guidance for local agency staff, elected officials and community advocates to create a more walkable and bicycle-friendly community for people of all ages and abilities. Planners and project designers should refer to these guidelines in developing the infrastructure projects recommended by this plan, but they should not be used as the sole reference for any detailed engineering design.

As a starting point, the following list of resources are from the NCDOT website for “Bicycle & Pedestrian Project Development & Design Guidance”, located here (resources listed are linked through this page; Last retrieved in December 2021): <https://connect.ncdot.gov/projects/BikePed/Pages/Guidance.aspx>

## NORTH CAROLINA GUIDELINES

### NORTH CAROLINA DEPARTMENT OF TRANSPORTATION (NCDOT)

- WalkBikeNC: Statewide Pedestrian & Bicycle Plan
- Glossary of North Carolina Terminology for Active Transportation
- NCDOT Complete Streets: This policy directs the department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. The link below is a landing page with resources such as the Complete Streets policy, the Implementation Guide, Evaluation Methodology, Flowchart, FAQs, and more. <https://connect.ncdot.gov/projects/BikePed/Pages/Complete-Streets.aspx>
- Evaluating Temporary Accommodations for Pedestrians
- NC Local Programs Handbook
- Traditional Neighborhood Development Guidelines

### GREENWAY CONSTRUCTION STANDARDS

- Greenway Standards Summary Memo
- Design Issues Summary
- Greenway Design Guidelines Value Engineering Report
- Summary of Recommendations
- Minimum Pavement Design Recommendations for Greenways
- Steps to Construct a Greenway or Shared-Use Trail

# NATIONAL GUIDELINES

## AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO)

- Guide for the Development of Bicycle Facilities
- Guide for the Planning, Design, and Operation of Pedestrian Facilities

## THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)

- Accessibility Guidance
- Design Guidance
- Facility Design
- Facility Operations

## MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)

- Part 4E: Pedestrian Control Features
- Part 7: Traffic Controls for School Areas
- Part 9: Traffic Controls for Bicycle Facilities



## NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS (NACTO)

- Urban Bikeway Design Guide
- Urban Street Design Guide

## SAFE ROUTES TO SCHOOL (SRTS) NON-INFRASTRUCTURE

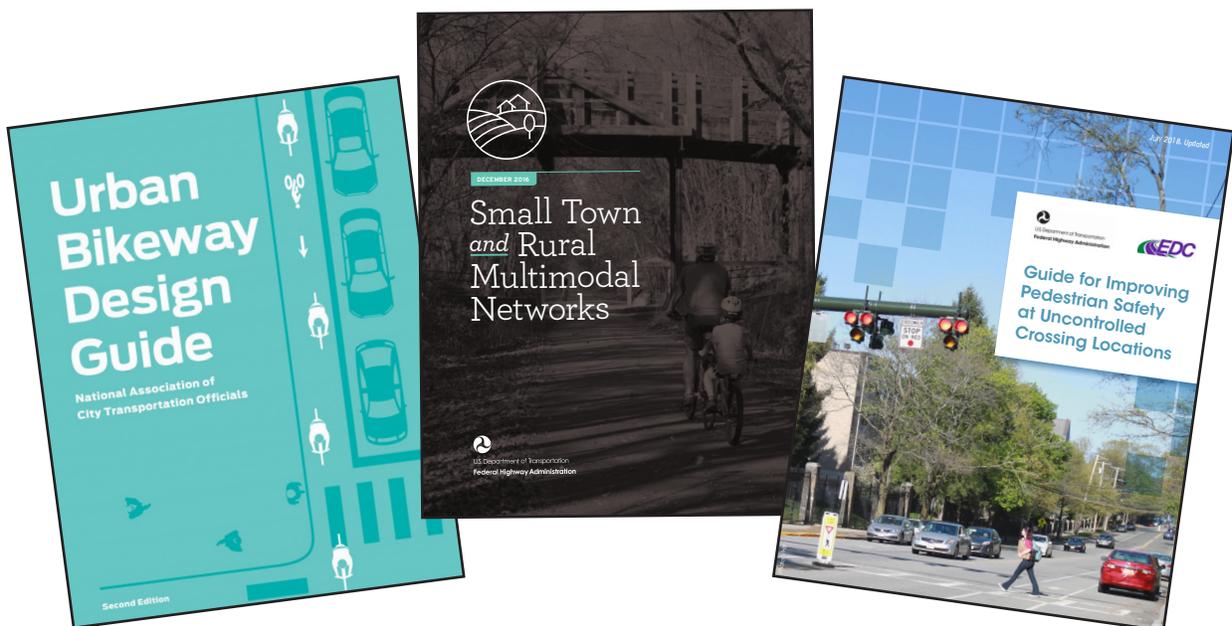
- National Center for Safe Routes to School
- National Partnership for Safe Routes to School

## US ACCESS BOARD

- ABA Accessibility Standards
- ADA Accessibility Guidelines
- ADA Accessibility Standards
- Public Rights-of-Way, Streets & Sidewalks, and Shared Use Paths

## ADDITIONAL FHWA RESOURCES

- Achieving Multimodal Networks (2016): [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/multimodal\\_networks/](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_networks/)
- Small Town and Rural Multimodal Networks Design Guide (2017): <https://ruraldesign-guide.com/>
- Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (2018): [https://safety.fhwa.dot.gov/ped\\_bike/step/docs/STEP\\_Guide\\_for\\_Improving\\_Ped\\_Safety\\_at\\_Unsig\\_Loc\\_3-2018\\_07\\_17-508compliant.pdf](https://safety.fhwa.dot.gov/ped_bike/step/docs/STEP_Guide_for_Improving_Ped_Safety_at_Unsig_Loc_3-2018_07_17-508compliant.pdf)



# TRAIL SURFACE CONSIDERATIONS

Trail surfaces vary widely in installation cost, user preference, maintenance requirements, aesthetics, and life cycle. These are some considerations for common trail surface types.



## ASPHALT

**LIFE CYCLE:** 10-20 years  
**REPLACE COST:** \$1.5-3M/mile

- Smooth surface can accommodate many types of uses
- May buckle from tree roots
- Can include a soft-surface shoulder to provide more options for trail users



## CONCRETE

**LIFE CYCLE:** 25-35 years  
**REPLACE COST:** \$2M/mile

- Higher initial cost than asphalt
- Durable and resilient to flooding
- Hard surface is not preferred by some users, including runners



## CRUSHED STONE

**LIFE CYCLE:** 5-10 years  
**REPLACE COST:** \$500K/mile

- Natural appearance
- Can be made from almost any type of stone
- Accessible for most user types if properly compacted

Sources:

Surface characteristics: Rails to Trails Conservancy. "Surfaces."  
[www.railstotrails.org/build-trails/trail-building-toolbox/design/surfaces/](http://www.railstotrails.org/build-trails/trail-building-toolbox/design/surfaces/)

Life cycle and cost info: Greenways Incorporated (2022) (except natural earth)

Photos: Crushed Stone: Rocky Branch Trail (Carolina Thread Trail)

Boardwalk: Rich Park Greenway, Piedmont Legacy Trails



## LIFE CYCLE:

Constructed greenway facilities have a limited life cycle, or useful life. The life cycle varies based on environmental impact, use, and maintenance. The estimates provided are for the typical life cycle of each trail type.



## BOARDWALK

**LIFE CYCLE:** 7-10 years  
**REPLACE COST:** \$2M/mile

- Often used for parts of trails that cross wetlands
- Expensive to maintain
- Can be slippery when wet
- Allows drainage and reduces negative impacts on wetlands

## NATURAL SURFACE TRAIL

**LIFE CYCLE:** 5-7 years  
**REPLACE COST:** \$50K/mile

- Inexpensive to build and maintain (can often be maintained by volunteers)
- May have drainage issues
- Typically not accessible for wheelchairs, strollers, roller skates/scooters/skateboards, and some bikes

## OTHER SURFACES

### SOIL-CEMENT

- Uses soil combined with cement and water to stabilize the surface
- Must manage drainage to avoid trail erosion
- Less expensive than asphalt

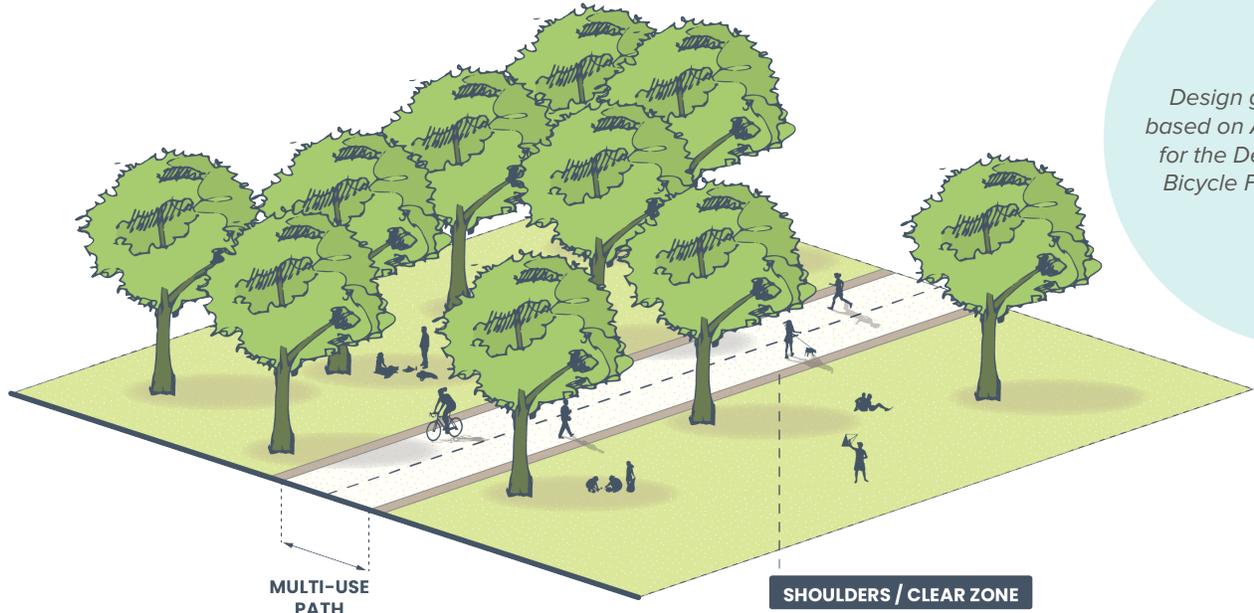
### RESIN-BASED STABILIZED MATERIAL

- Uses resin to bind soil or aggregate together
- Natural appearance
- Less environmental impact than asphalt
- Less expensive than asphalt

### RECYCLED MATERIALS

- Uses discarded materials such as old tires mixed into concrete
- Not extensively studied; maintenance needs and costs are not well-documented

# SHARED USE PATH



*Design guidelines are based on AASHTO, Guide for the Development of Bicycle Facilities (2012)*

A multi-use path, a type of shared use path (SUP) that is outside of the right-of-way of a roadway facility, provides a travel area separate from motorized traffic for cyclists, pedestrians, skaters, wheelchair users, joggers, and other users. SUPs are desirable for cyclists of all skill levels preferring separation from traffic. These off-road travelways generally provide routes and connections not provided by existing roadways. Most SUPs are designed for two-way travel of multiple user types. Designs vary depending on factors such as the grade of the land, size and amount

of vegetation present, and proximity to waterways, structures, and other elements.

## TYPICAL APPLICATION

Multi-use paths, often referred to as greenways, are typically located in independent rights-of-way, separate from the roadway corridor. Refer to guidance on sidepaths, SUPs which are located within the roadway right-of-way, for information on shared use paths adjacent to roadways.

## REAL WORLD EXAMPLES



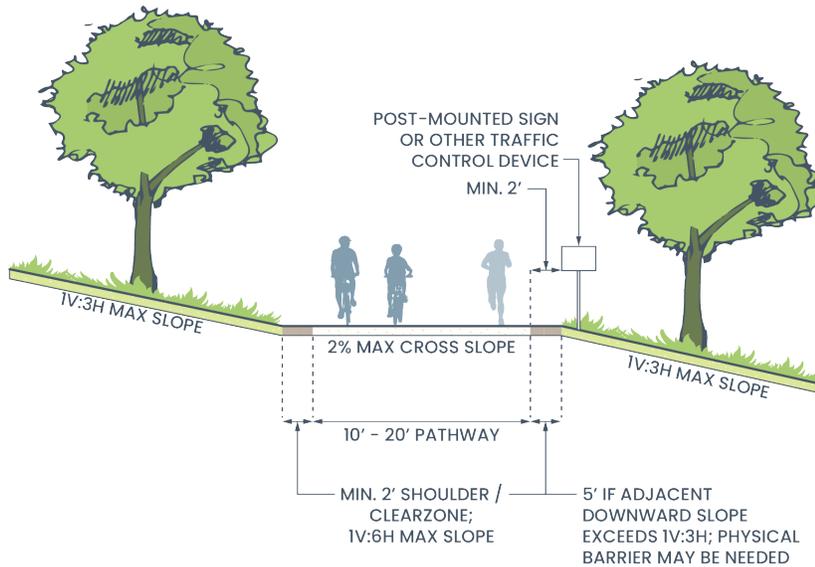
**American Tobacco Trail**  
Durham, NC



**Art to Heart Trail**  
Raleigh, NC



**Richland Creek Greenway**  
Waynesville, NC



## DESIGN GUIDELINES

### Width

A demand analysis, combined with the use of FHWA's SUPLOS Calculator, should be conducted to determine appropriate widths. 10-12' is a typical default SUP width, and 8' width is acceptable only in constrained conditions and for short distances (AASHTO Bike Guide Section 5.2.1).

### Shoulder / Clear Zone

Minimum 2' graded area (maximum 1V:6H slope) should be provided for clearance from landscaping or other vertical elements such as fences, light poles, sign posts, etc.; recommend aggregate or turf grass to prevent weeds from spilling onto trail.

### Vertical Clearance

8' minimum, 10' typical.

### Slope

Trail slopes should be designed at 5% (greater slope is permitted, but should be limited, see AASHTO); SUP cross slope should not exceed 2%.

### Physical Barrier

If the land beyond the shoulder/clear zone has a slope exceeding 3:1, a physical barrier may need to be added.

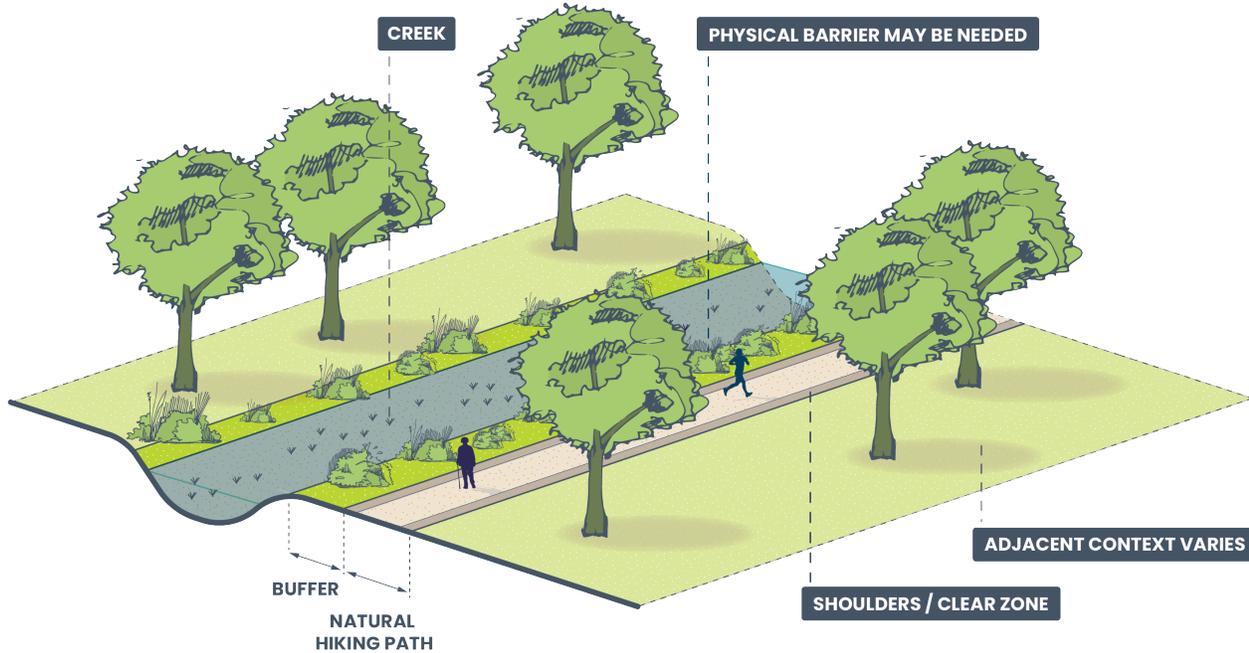
### Other Design Criteria

With the great variety of users on open space trails, amenities such as benches, trash and recycling receptacles, bike racks, and appropriate lighting should be included along trails.

Trail design should comply with all AASHTO requirements for shared use paths related to design speed, sight distances, stopping distances, and grades.

# CRUSHED STONE/ NATURAL SURFACE TRAIL

## Riparian Corridor in Environmentally Sensitive Areas



Sometimes referred to as footpaths or hiking trails, the natural surface trail is used along corridors that are environmentally-sensitive but can support bare earth, wood chip, or boardwalk trails. Soft surface trails may be used as spur trails, or as parallel trails to primary paved routes.

### TYPICAL APPLICATION

Natural surface trails are a low-impact solution and found in areas with limited development or where a more primitive experience is desired. These are not intended to be ADA compliant or accommodate all non-motorized uses.

### REAL WORLD EXAMPLES



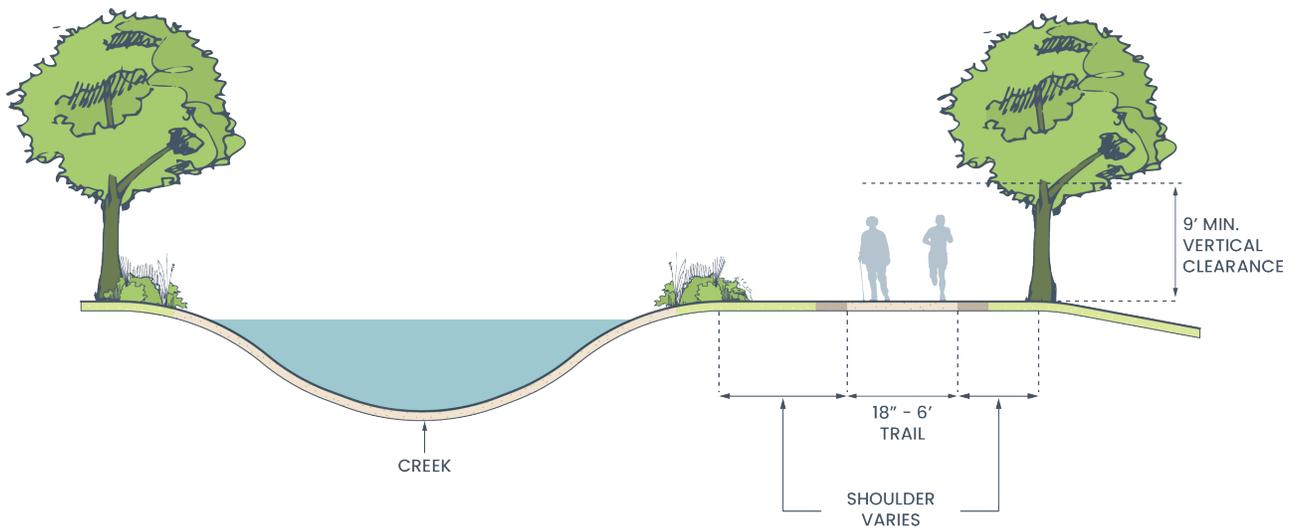
**Peavine Trail**  
Marion, NC

Source: Rails to Trails Conservancy



Left: Smooth crusher fines can be a good surface material for natural surface trails for all user types. Right: Trail surface material can be further stabilized with a variety of products.

Source: National Trails Training Partnership



## DESIGN GUIDELINES

### Width

Natural surface trails can range from 1-6 feet, while crushed stone trails can be wider.

### Vertical Clearance

Maintained at nine-feet above grade.

### Environmental Considerations

Trail surface can be made of dirt, rock, and soil. Some trails use crushed stone (crusher run) that contains about 4% fines by weight, and compacts with use. Natural surface are typically built on areas with a slope and positive drainage. Crushed stone areas can be built in flatter areas but will require a lot of maintenance if built in frequently flooding areas.

## Other Design Criteria

Trails are typically machine built. More difficult natural surface trails sections can be hand built for short stretches.

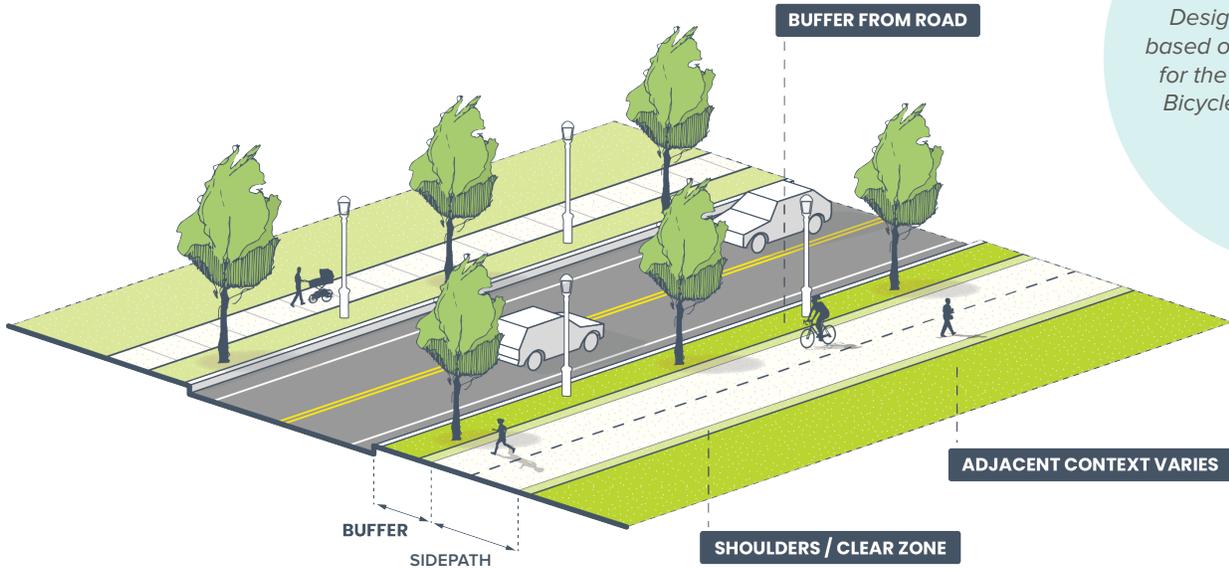
Consider implications for accessibility when weighing options for width and surface treatments. Refer to guidance on Accessible Shared Use Paths for more information on design for accessibility and shared use.

The International Mountain Biking Association's (IMBA) online resources offer free, easy-to-access information for the benefit of mountain bikers in the U.S. and around the globe. Search the collection of PDFs, videos, books, and graphics to further your local mountain bike access and advocacy efforts.

Source: <https://www.imba.com/explore-imba/resource-hub>

# SHARED USE PATH

## Roadway Corridor



*Design guidelines are based on AASHTO, Guide for the Development of Bicycle Facilities (2012)*

Shared use paths (SUPs) which are within the right-of-way of a roadway corridor, also known as sidepaths, serve as both recreational and utilitarian routes. While this placement poses unique challenges for SUPs, such as driveway crossings and close proximity to moving vehicles, these pathways create direct and important routes through the community.

### TYPICAL APPLICATION

Sidepath characteristics should be maintained in order to reinforce the continuity of the sidepath and create a distinction between the sidepath and sidewalks or other nearby facilities. Buffer space of at least 5' between the roadway and the sidepath can include smaller vegetation, light and utility poles, and other physical barriers. A buffer must be at least 8' wide to accommodate trees.

### REAL WORLD EXAMPLES



**High Point Greenway**  
High Point, NC

Source: City of High Point

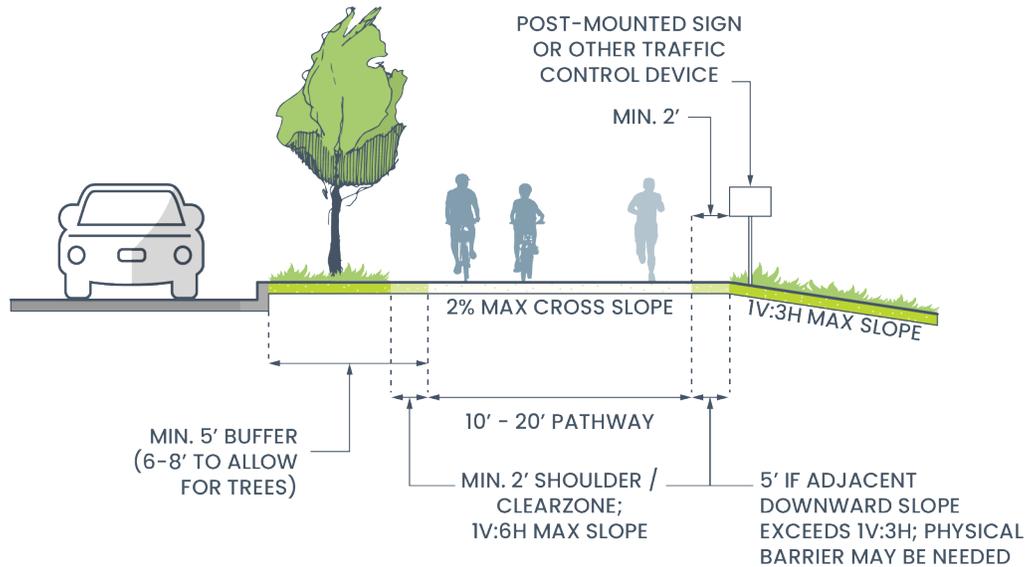


**Research Triangle Park Trails**  
Cary and Raleigh, NC



**Wilma Dykeman Greenway**  
Asheville, NC

Source: Connect Buncombe



## DESIGN GUIDELINES

### Width

A demand analysis, combined with the use of FHWA's SUPLOS Calculator, should be conducted to determine appropriate widths. 10-12' is a typical default SUP width, and 8' width is acceptable only in constrained conditions and for short distances (AASHTO Bike Guide Section 5.2.1).

### Buffer

A wide separation should be provided between the trail and adjacent roadway. The buffer is measured from the face of curb (if present) or the edge of the paved roadway, and should not be less than 8'. Paved shoulders do not count towards the overall buffer width. Greater separation is desirable along high-speed roadways. In either case, if proper separation is not achievable, a physical barrier or railing should be provided.

### Shoulder / Clear Zone

Minimum 2' graded area (maximum 1V:6H slope) should be provided for clearance from landscaping or other vertical

elements such as streetscape amenities, light poles, sign posts, etc.; recommend aggregate or turf grass to prevent weeds from spilling onto trail.

### Vertical Clearance

8' minimum, 10' typical.

### Slope

SUP slopes should be designed at 5% (greater slope is permitted, but should be limited, see AASHTO); SUP cross slope should not exceed 2%.

### Other Design Criteria

Trail design should comply with all AASHTO requirements for shared use paths related to design speed, sight distances, stopping distances, and grades. See AASHTO p. 5-8 for roadway corridor conflict considerations.

### Signage

Wayfinding or other informational signage, if located within buffer between roadway and trail, should be mounted at 7' from trail to bottom of sign and 2' from the side of the SUP (see MUTCD).



## PEDESTRIAN HYBRID BEACON

Hybrid beacons or High-Intensity Activated Crosswalks (HAWK) are used to improve non-motorized crossings of major streets. A hybrid beacon consists of a signal head with two red lenses over a single yellow lens on the major street, and a pedestrian signal head for the crosswalk. Hybrid beacons are only used at marked mid-block crossings or unsignalized intersections. They are activated with a pedestrian pushbutton at each end. If a median refuge island is used at the crossing, another pedestrian pushbutton can be located on the island to create a two-stage crossing.

### Typical Application

- Where greenways intersect major streets without signalized intersections.
- At intersections or midblock crossings where there are high pedestrian volumes.

### Design Features

- Hybrid beacons may be installed without meeting traffic signal control warrants based on engineering judgment if roadway speed and volumes are excessive for comfortable pedestrian crossings.
- If installed within a signal system, signal engineers should evaluate the need for the hybrid beacon to be coordinated with other signals. To maximize pedestrian compliance, the PHBs should activate on demand.
- Parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the marked crosswalk to provide adequate sight distance.

- Crossings with a median refuge and no more than two lanes in each direction may utilize side mounted beacons for reduced cost and complexity.

### Further Considerations

- Hybrid beacons are normally activated by push buttons, but may also be triggered by infrared, microwave, or video detectors. If not on-demand, the maximum delay for activation of the signal should be two minutes, with minimum crossing times determined by the width of the street, but a much shorter delay is strongly preferred.
- Each crossing, regardless of traffic speed or volume, requires review to identify sight lines, potential impacts on traffic progression, timing with adjacent signals, capacity, and safety.
- The installation of hybrid beacons should also include public education and enforcement campaigns to ensure proper use and compliance.

# 08

## **BUYOUTS + OPEN SPACE MANAGEMENT RECOMMENDATIONS**



# BUYOUTS + OPEN SPACE MANAGEMENT RECOMMENDATIONS

This section provides a series of recommendations tied to the acquisition of flood-prone properties in Haywood County, North Carolina, and surrounding municipalities, with an emphasis placed on the management of the resulting open space and opportunity for greenway development. The set of recommendations that follow are purposely written in a sequential manner to include actions taken during 1) the development of a buyout application(s); 2) the implementation of the buyout(s); and 3) the development, implementation, and maintenance of an open space management strategy. The recommendations

are written in a sequential nature to highlight integrative actions that should be taken early and throughout the buyout process to positively affect open space and greenway management options, processes, and outcomes.

All too often, local governments develop and implement open space management strategies after the buyouts have been completed, which frequently results in several missed opportunities highlighted throughout this summary. Instead, local governments should start to think through how open space management ideas can be generated early in the buyout process and modified over time.

The good news is that Haywood County is already thinking about how the future buyouts will impact the expansion of an existing greenway plan. It is suggested that a more detailed set of recommendations should be created once specific parcels are identified to acquire.

## Recommended Actions to Take During the Development of a Buyout Application(s)

**1. Consider involving multiple governmental and non-governmental staff in the writing of the buyout application, to include your local emergency manager, land use planner, parks and recreation director, floodplain administrator, area environmental groups, and others as identified.** Those tasked with writing the buyout application can form the beginning of a larger open space management team (see recommendation discussing the types of organizations that may comprise your open space management team later in this document). Involving those who will be tasked with the development, implementation, and maintenance of the open space management strategy (and associated Greenway Plan) early in the grant writing process can help to identify issues that may help to frame or inform



*Flooding in Haywood County. Photos: Haywood County Emergency Management*

the buyout process, including the spatial distribution of buyout parcels. For instance, those involved in existing greenway design and management may identify properties adjacent to existing greenways that are ideally suited for acquisition to extend/expand the greenway. Others may recognize that certain parcels may improve stream buffers or water access points for fishers, canoeists, or kayakers. Involving multiple staff also provides a broader awareness of additional grant programs that can be combined/leveraged to support multiple objectives spanning recreation, flood risk reduction, and stream restoration. Other objectives may be identified, and include the use of differing funding streams to purchase and manage properties that may not be eligible under FEMA buyout programs.



*Photo: Haywood County Waterways*

**2. Prioritize areas to consider for buyouts that overlap with greenway development.**

There are areas within the county that are priority for greenway corridor development and also have areas where the 100-year floodplain and floodway contain structures, creating opportunity for voluntary flood buyouts. These corridors include:

- **Western Hellbender Trail**, section along Hominy Creek from Buncombe County line into Canton).
- **Northern Hellbender Trail**, sections along the Pigeon River, especially sections within or near Clyde.

- **Eastern Hellbender Trail**, some sections along Richland Creek as it travels upstream, east out of Waynesville.
- **Jonathan Creek**, including various places throughout where structures are within the 100-year floodplain and in a few cases even within the floodway.
- **Richland Creek Greenway** (Waynesville Section of the Hellbender Trail), especially just west of Russ Avenue.
- **Raccoon Creek Greenway**, while largely undeveloped, does have significant floodway.

**3. Regularly involve and engage with residents who may or may not be part of the buyout during the writing of the grant and the development of an open space management strategy.** Most communities engage residents through public meetings, websites, and other venues to share information about the buyout. However, it is less common to actively involve residents in the actual development of a buyout strategy, to include the development of a two-way sharing of information that fosters access to locally grounded or indigenous knowledge held by residents.

Incorporating their thoughts and ideas into a well-developed buyout application increases the likelihood that they will support the larger project. Participating residents may prove to be effective spokespersons that may encourage neighbors to join a neighborhood-wide buyout (versus a checkerboarded pattern described in the next recommendation).

A focus on engendering deep community engagement should run throughout the buyout process, to include the development, implementation, and maintenance of an open space management and greenway development strategy. Actively seeking input from residents can help those tasked with managing the project better understand the community's values, which should drive the development of an open space management strategy. Resident feedback can also help to inform ideas surrounding topics like the commemoration of homes and communities that are bought out, preferred recreational programming, and the creation of possible environmental educational initiatives that children in the community might engage in on the resulting buyout lands.

**4. Develop buyout strategies to reduce or eliminate, when possible, the discontinuous spatial pattern often referred to as “checkerboarding.”** It is important to develop an approach that aims to minimize checkerboarding early in the grant writing process as

checkerboarded properties limit land programming options, make the long-term maintenance of the land more difficult, and reduce the overall intent of the buyout program, which is to reduce future flood-related losses. While the buyout is a “voluntary” program, local governments can engage in several activities to encourage the acquisition of contiguous parcels. These may include:

- a. Hosting discussions with residents and property owners to discuss a buyout strategy whereby the benefits of contiguous properties are explained (i.e., flood risk reduction; the facilitation of improved community assets like greenways, parks, water retention areas, etc.).
- b. Providing financial incentives for residents to participate beyond those available through the buyout. For instance, local officials should check to see if the State Acquisition and Relocation Fund (SARF) is available to buyout recipients in your jurisdiction. SARF provides additional funding on top of the pre-disaster fair market value available under the Hazard Mitigation Grant Program. Ideally this should be known by buyout participants early in the process so they know how much funding they will receive and can make a decision that reflects this knowledge.
- c. Discussing options for buyout participants to purchase replacement homes in the impacted community but located

outside the floodplain (see the recommendation: Develop a strategy to reduce the loss of tax base associated with buyouts in your community).

**5. Develop and maintain a GIS database of all parcels in and adjacent to the 100 and 500-year floodplain, including undeveloped parcels, completed and proposed buyouts, and developed parcels.**

Elements comprising a geospatial database should include land in and adjacent to the floodplain (and other high hazard areas like landslide-prone areas). Important data to be collected for each parcel should include parcel size, land and structure values, land use, and other relevant ecological information. This information could be used as part of a Land Suitability Analysis to identify land uses and design options that are most appropriate to the buyout site.

**6. Consider the creation of a stormwater management fee or other revenue source that could be used to support locally funded buyouts, including money set aside to develop, implement, and maintain an open space management/greenway development strategy.** The database noted above could also be used to identify possible future buyouts, to include undeveloped land acquired using local resources and external grant funding. By maintaining this database, local officials could identify parcels that go on the market and town officials may be able to make

a competitive offer. This option suggests that local governments may seek to identify a source of funding from which to draw from on an ongoing basis. The ability to identify and maintain a fund of this type could be supported through the development of a stormwater management fee, whose revenue could be set aside to undertake locally funded buyouts, to include the use of these funds to develop, implement, and maintain an open space management strategy.

**7. Explore the development of an open space management/ greenway development strategy tied to the purchase of development rights.** Another option to consider is the purchase of development rights on undeveloped land including land used for farming or other uses that do not negatively affect local hydrology. Tracking the acquisition of parcels and their spatial distribution provides a means to target key parcels linking

other buyout and town-owned open space. This database may be shared with other partners like local land trusts, environmental groups, and others who may be willing to provide funds to acquire lands for the purpose of maintaining them as open space.

**8. Develop a buyout team that includes the individuals and organizations that will be involved in the entire buyout lifecycle, to include the implementation and maintenance of open space after the buyout is completed.**

In many cases, communities are focused on the writing and implementation of a buyout grant, which in and of itself can be very time consuming. However, the failure to develop a buyout team that includes those tasked with the implementation of the grant as well as the management of the resulting open space often leads to suboptimal outcomes. For instance, the implementation of the grant will require legal expertise to deal with closings, title searches, and the search for heirs to buyout properties. Those tasked with the development of an open space management/ greenway development strategy should include land use planners, landscape architects, recreational interests, and others that have the skills required to program, construct, and maintain the resulting open space.



*Park with walking path and water access at Jonathan Creek in Maggie Valley*

## Recommended Actions to Take During the Implementation of the Buyout Process

### 1. Ensure residents are actively involved throughout the buyout process as it evolves over time.

This may include, for instance, sharing information over long time periods as the buyout process can take months and even years to complete in some cases. It also includes providing a venue for residents to share information with grants managers and other members of the buyout team about a host of issues tied to their unique needs and ways to address them.

### 2. Provide housing counseling services, if possible. Residents may need help thinking through personal issues like where they will stay during the buyout process, particularly if their flood-damaged home is no longer suitable to live in.

Other issues may include assessing their financial standing, accounting for a remaining mortgage, flood insurance payouts (if applicable), and their ability to afford (or identify) a replacement house given the amount of funding they will ultimately receive. Residents' ability to address these issues can influence their willingness to participate. Communities may reach out the NC Division of Emergency Management, local non-profits (such as Mountain Projects), or other organizations to assist with the provision of housing counselors.



*Trail along Pigeon River in Canton*

### 3. Develop a strategy to reduce the loss of tax base associated with buyouts in your community.

The acquisition of hazard-prone properties result in the loss of available tax base as the land is maintained as open space in perpetuity. This can prove particularly problematic in smaller communities with a limited pre-disaster tax base. Developing a strategy to offset these losses may include:

- a. Meeting with potential buyout participants to understand the type of replacement housing they might be interested in purchasing.
- b. Providing a listing of available replacement housing in your community (located outside the 100- or perhaps the 500-year floodplain) or see if local realtors may be willing to assist in the identification of suitable replacement housing options.
- c. Talking with builders and volunteer groups to see if they would be willing to build replacement housing (e.g., infill lot construction, neighborhoods, or subdivisions) for buyout participants in the community's jurisdiction. This may involve working with local, state, and federal economic development

officials to see if there are grant programs available to incentivize the construction of replacement housing. Non-profits such as Mountain Projects, which serves Haywood and Jackson Counties, may also be able to help.

- d. Talking with state officials (i.e., NC Department of Commerce, State Emergency Management officials, including NC Office of Recovery and Resiliency) or foundations to see if they would provide an additional financial incentive to homeowners willing to relocate as a cluster of homes of businesses.

#### **4. Draw lessons from past buyouts in Haywood County as well as other communities that have participated in buyouts of similar size and governmental capacity.**

Some of the most practical advice can come from community officials who have been tasked with buyouts in the past (e.g., Clyde and the

use of HMGP and Clean Water Management Trust funds following the 2004 floods associated with Hurricanes Frances and Ivan). While Haywood County officials and other jurisdictions in the county have collected and archived pertinent information tied to the buyout (e.g., parcels acquired, their spatial orientation, and the development of a greenway plan), the collection and archiving of lessons from those tasked with the buyout and open space management process are often left uncaptured for use by others. One option to consider (if it has not already been done) is to identify those responsible for the 2004 buyout and open space management program and discuss with them key issues, ways they were dealt with in past buyouts, and other information interviewees feel were critically important. Ideally this information is recorded and archived for ongoing work and actions undertaken by future

officials. Similarly, it makes sense for those involved in the current buyout program to capture lessons learned and place them in an online file for others, recognizing that this important “on-the-ground” experience is often not handed down over time.

Reaching out to past colleagues in the community as well as other communities that have been through a buyout and capturing the hard-earned lessons can help avoid some of the pitfalls that others have experienced. Key questions to ask other towns are:

- a. What are top three lessons you can share with us?
- b. What services did you undertake in-house and what services did you contract out? Were you pleased with your choices, or would you do anything differently?
- c. What can be done to speed up the buyout process?
- d. How did you address checkerboarding (including encouraging community or neighborhood-level participation) and what did you do with the resulting discontinuous set of parcels?
- e. Do you have any specific tips that you can share about the development, implementation, and maintenance of the resulting open space?
- f. Can you share with us the makeup of your open space management team and their respective roles?
- g. What legal issues did you face and how did you deal with them?



*Construction of a new pedestrian bridge over Richland Creek in summer 2022*

**5. Pay close attention to legal issues surrounding the buyout of properties, including the management of the resulting open space.** Important legal issues to consider include open space management reporting; allowable uses of the land; title, easements, and land use changes; transfer of land ownership (including community organizations, and adjacent property owners); liability of open space land; deriving revenue from open space lands; takings law, condemnation, and acquisition of lands adjacent to buyouts; and environmental remediation of buyout property.

## Recommended Actions to Take During the Development, Implementation, and Maintenance of an Open Space Management Strategy

**1. Make sure proposed site design features comply with the 44 Code of Federal Regulations (44 CFR) governing open space requirements of FEMA-funded buyout lands.** It is critically important to adhere to the limitations placed on open space created following the buyout of properties using FEMA funding. Allowable uses can be found at 44 Code of Federal Regulations 80.19(a). Questions regarding open space should be communicated to the NC State Hazard Mitigation Officer (SHMO) in writing and a written response should be obtained from the SHMO prior to acting.



*Jonathan Creek in Maggie Valley*

**2. The development of a thoughtful open space management strategy benefits from the identification of a suite of resources, to include funding, supporting policies, and technical assistance.** Most communities focus on identifying the funding necessary to develop and implement an open space management strategy. While critically important, communities should also assess existing policies or develop new ones that support the community's open space management strategy and identify those individuals and organizations that can provide needed technical assistance. Seeking out funding should explore internal sources tied to departmental budgets (or the creation of additional revenue through fees like a stormwater management fee – see Charlotte/Mecklenburg Stormwater Services) as well as external grants. Supportive policies should be seen as a resource. Policies may include the development of a stormwater management fee,

the development of agreements with property owners adjacent to buyout parcels who agree to lease the parcel in accordance with established rules (e.g., community garden, maintaining of vacant lots), or policies governing site maintenance and planting of native vegetation in accordance with best practices. Any funding strategy should consider consulting services, site construction, and ongoing maintenance costs. Technical assistance may include the expertise provided by a consulting firm, advice regarding the removal of exotic species (e.g., extension service), creation of trails (e.g., recreational groups, boy scouts, etc.), or the donation of an organization's employees time or materials (e.g., mulch, plants, tools) to maintain the site.

**3. Don't discount "non-traditional" partners, including those who donate resources to assist in the creation and maintenance of open space.** Each community includes local groups who are intimately

familiar with the town and may be able to help in unique ways. For instance, local schoolteachers (including those in horticulture or environmental studies) may offer to help plant and maintain the site. Others may want to study how the site returns to its natural state over time, while horticulture or ecology classes might remove non-native plant species and plant native riparian species in their place. Open Space Management team members may include the following types: governmental officials (local, state, and federal); regional organizations; community organizations; professional associations; non-profits; private sector; individuals/members of the community; other jurisdictional representatives; and university faculty and engagement specialists. It is up to jurisdictional leaders assigned to manage the open space process to think through which community organizations make sense to invite and to allow for the group to help identify others.

**4. A strong open space management strategy will rely on three types of resources: 1) funding, 2) supportive policies, and 3) technical assistance.** Most communities focus on accessing funding through external grants or local revenues (e.g., stormwater management fees, recreational fees, taxes, etc.) to develop and implement an open space management strategy. However, it's important to view supporting policies as a resource, to include, for instance, policies surrounding

greenway creation or rules governing how open space is managed. Technical assistance, including the use of expertise found among local officials and others in the community, can prove vital. For example, extension agents know the types of native plants best suited for riparian areas, while recreational groups may be adept at creating and maintaining trail systems. Technical assistance may also include the donation of expertise and materials (e.g., lumber, tools, plants) or the provision of volunteer labor to help construct gazebos, benches, or interpretive signage. An additional resource communities should draw from are existing plans, which often include relevant policies and stakeholders.

**5. Review the network of plans in the community to assess how they might support or perhaps conflict with potential open space management goals.**

Plans may include existing parks and recreation plans, economic development or Main Street plans, hazard mitigation plans, capital improvement plans, and others in the community. The plan review process, including the evaluation of goals and projects in each plan, can help to identify how proposed actions can support and inform open space management actions, identify potential partners, and garner additional support across differing constituent groups as well as elected officials who make decisions about the allocation of local revenue and departmental budgets.

**6. Consider collaborating across towns to develop an open space management strategy that is regional in nature.** This approach may include conducting a regional assessment of the spatial patterns of proposed and ongoing buyout land with existing undeveloped land in the floodplain. Taking a regional approach aligns with the Association of State Floodplain Managers No Adverse Impact (NAI) concept, which strives to develop floodplain management approaches that do not negatively affect downstream property owners. Furthermore, acting collectively may provide access to other resources, including technical support from regional planning organizations and environmental groups, financial support from federal and state agencies advancing watershed protection, and the adoption of supportive policies like the NAI program. Intergovernmental collaboration may expand beyond communities to adjacent counties to explore the creation of regional greenways and blueways and connecting to larger efforts like the Hellbender Regional Trail or other similar open space management corridors.

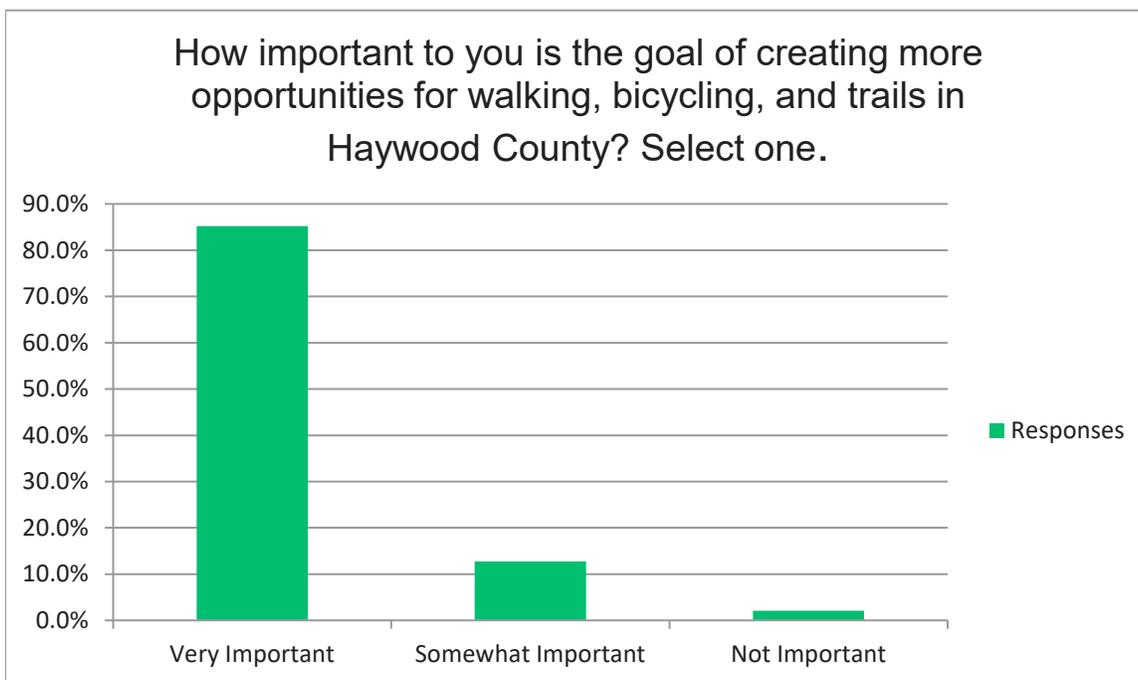




# APPENDIX: PUBLIC SURVEY RESPONSES

**1. How important to you is the goal of creating more opportunities for walking, bicycling, and trails in Haywood County? Select one.**

Answer Choices	Responses	
Very Important	85.2%	489
Somewhat Important	12.7%	73
Not Important	2.1%	12
Let us know why you feel this way (optional)		296
	<b>Answered</b>	<b>574</b>
	<b>Skipped</b>	<b>7</b>



Let us know why you feel this way (optional)
Alternative means of travel, i.e., walking and cycling are important for the health of the community as well as drivers of economic development. Study after study show that people looking to move to areas look for Greenway plans.
Avid cyclist that rides many of the roads in Canton, Clyde and Maggie Valley.
Greenways are needed because many of the roads/highways are not safe for cyclists or pedestrians
The health of Haywood county residents would be enhanced from expansion of accessible pathways. I enjoy recreational use of the current infrastructure but have dreamt of the possibility of utilizing these Greenway as an alternative form of transportation to and from the city.
A safe place to walk, cycle and be with nature <input type="checkbox"/>
All of these activities are regular forms of exercise for me and access is very important to me for health and well being.
One of the many reasons we moved to Haywood County is the outdoors. We love walking and bicycling.
getting out in nature is what living here is all about!
I grew up walking/biking everywhere. I love the idea of having extended pathways for our kids to go out riding with friends, offering thoroughfares that are safe and fun!
It is very hard to get around waynesville on a bike. Would ease traffic congestion. Would lower pollution. Offer opportunity for exercise.
Trails separated from roads provide public health benefits, provide alternatives to motorized transportation. They also are important for attracting tourists to the region.
Opportunities for outdoor activities v. maintenance costs
Tourism drives our county. This would be advantageous
Fix the damn roads where the majority of people drive vs the few that walk/hike. Our roads are as bad as I have seen them in my 43 years of living in Waynesville.
It takes the community up a notch to those visiting. For those who live and walk the paths it builds greater community. It is a win/win
I do the walking and some biking.
Equitable access to the outdoors is important for any community. The more we have, the better, for both Haywood county residents and visitors.
I think life is meant to be spent outside whenever possible!
Biking is such a good health opportunity and we have wonderful weather and outdoor spaces here for most of the year!
There are not many bicycle trails in Haywood county.
I bike and if we could get a safe path like the Swamp Rabbit Trail in Greenville SC in Haywood County that would be fabulous <input type="checkbox"/>
<input type="checkbox"/>
It improves community spirit, livability, openness to new business while preserving and improving river recreation and environmental health. Connects communities to each other. Encourages more biking, hiking and general healthy activities.
With increasing road traffic, it's more important to have safe walking and biking opportunities.

These activities promote social distancing while exercising as opposed to indoor gym activities.
We need simple, free outdoor activities. □
I moved here to enjoy the mountains and the surrounding natural beauty. But when we try to find a place to walk there are very few sidewalks, paths and open greenspace to enjoy. We've walked around Lake Junaluska about 1000 times. It's pretty but there should be many more miles of paths like that.
Active people make an active community.
Brings the community together - allows for more easy access paths to enjoy. Lake Junaluska is great but it would be nice to have other safe places and easy access paths to enjoy.
Activities outside the home that promote exercise/movement lead to a greater appreciation for the environment that we live in.
Haywood County can't even maintain what we have available for trails currently. Adding more will only compound it.
Exercise
Haywood County needs safe outdoor spaces where individuals can exercise and enjoy the outdoors.
Community spaces are what makes any place feel like home. These areas are where we can come together and live happier and healthier with our friends and family.
Currently, we are vehicle-dependant in Haywood County to get almost anywhere. The sprawling nature of the county adds to this fact, and the extremely narrow rural roads do not support any other mode of transport.
I love to walk...while therapizing with my teenagers.
There are plenty of walking and hiking opportunities in Haywood County.
Alternative transportation to fossil fuel. Use extensively at our condo in Knoxville
Gives healthy options for everyone. I think it would also be good for the local economy.
A community providing safer, healthier ways to connect and travel in and around the area is a great way to encourage time spent out of doors, offers variety and options to travel on foot or by bike. A more pleasant and pleasing mode of transportation with a health benefit too.
County roads are not very useful for these activities
As senior citizens, my husband and I seek out walking trails that are safe and easily accessed.
It can be easier and more encouraging to take walks when it is a more flat surface instead of a steep incline of a mountain trail.
I feel Haywood County is way behind on all of that kind of infrastructure. We have to drive to other counties to enjoy bike trails and hiking. Also, the sidewalk system is incredibly limited. I feel that having something local would benefit the local economy and make it more resilient.
Promotes a healthy lifestyle, fun for dogs and kids!
Living in he mountains causes issues with walkable areas. It can be hard for people without reliable transport to get to and from destinations. Having paths for walking and biking gives individuals the option of not relying on a car.
The county needs more green space for the activities referenced above.

We are losing more and more outdoor activity to the internet and video games. Our young people need as many options as possible.
Getting outside, away from the vehicles and noise is important for health, healing, and the soul.
It's a good way for kids and adults to spend good time together and out of trouble
Exercise is fundamental for health
there should be a greenway trail from Maggie Valley to Walmart, via Mountain Tunnel. It's only like a mile or two.
Having access to trails, rivers, and paths in all seasons is imperative to creating a healthy town with healthy residents and visitors.
It is very important to me, but unless the walkways are right around where I work (Haywood County HHS in Clyde), I will not be using them since I live out of the county.
Haywood County is totally lacking good trails compared to Asheville. We have the terrain to have comparable bike/walking trails locally. There should be no need to drive to Asheville for this activity.
I miss having a safe environment to exercise by bicycle.
I enjoy outdoor activities
It's good, low-barrier exercise options, and the roads around here are extremely dangerous for walking and bicycling.
The access to trails for hiking, walking and biking were one of the things that drew me to Haywood County.
We are always looking for walking trails, especially in flat areas. We are excited about the trail around the recreation center.
I drive where I need to go.
People need as many opportunities as possible to get exercise, especially out of doors!! <input type="checkbox"/>
My family loves to outdoors walking, running and biking.
Experiences over 42 years in landscape architecture / park planning / intermodal greenway infrastructure and environmental land management within public and private property. Haywood County has tremendous outdoor heritage opportunities and is where we own property.
We need to attract more tourists so the local businesses can survive.
A walkable/bikeable area is a much nicer and friendlier place to live, in addition to contributing to residents' health and well-being. Also, we saw during COVID that outdoor spaces to move and congregate are super important, and walking and biking trails contribute enormously to that. <input type="checkbox"/>
<input type="checkbox"/> Also, walking and biking trails connecting important points are a great way to increase access for people with lower incomes. If someone didn't own a car but was able to bike to work and the store, that would make a huge difference. <input type="checkbox"/>
<input type="checkbox"/> It's more climate-friendly if we have non-car ways to get around. <input type="checkbox"/>
<input type="checkbox"/> It makes sense with our area--one of the most beautiful green spaces in the world--the more ways we can get out in it, the better, whether we live in town or out in the county.
Being in nature is a natural mood enhancer!
Tourists and locals alike want it.

I'm an avid outdoor runner and walker - and the mom to a kiddo that loves biking. Right now, I feel like the only place really conducive to our needs is Lake Junaluska. We feel so fortunate to have that resource, but it'd be great to have a county owned location and another option for different scenery.
I feel like Haywood County already has a lot of places and opportunities that offer walking, biking, and trails.
Walking for better health is my goal and the walkways are a great way to do it.
We need to showcase and utilize our natural beauty here in Haywood County for our residents and visitors. Area cities and municipalities need to be connected. We need to have biking trails for families and individuals who use ebikes.
I don't feel we are lacking opportunities. But it's always good to improve
Primarily for the health and mental wellbeing benefits. In addition, these are some of the main reasons our visitors choose to come to Haywood County.
It's a natural extension of what brings people to the county - the desire to be active and outdoors.
This is a beautiful area to enjoy outdoors, but you almost always need to get in a car to do so.
Opportunity to enjoy nature and beautiful scenery without the distractions of traffic
There aren't many areas to walk. I personally moved here to be closer to hiking trails and since moving here, many have been closed due to new owners of the land they are on.
As with other tourists, bicyclists/hikers represent potential customers who can bring revenue into our community by patronizing businesses that meet their needs and contribute to their overall desired experience. And when a particular destination is so appealing to bicyclists/hikers that they will come from some distance away to enjoy it, the dollars they bring with them can be significant.
We shouldn't have to go to the BRP or GSMNP to enjoy nature.
Recreation is valuable to the soul as well as the body!
Any well made and safe greenway area serves so many people in a number of ways.
Lets the residents take advantage of our county's natural beauty. Makes sure it is accessible to all.
Great for attracting tourist.
Need dog parks!
It's an easy way to build exercise into your everyday routine, better for the environment, and good way of exercising the dog.
Because I believe in exercise and I love the outdoors. Perfect combo
There are few safe spaces for non-hikers, and elderly to safely exercise.
Sometimes progress ruins the beauty of nature
Although these things are attractive to many people and it can be argued they add positive perceptions leading to increased interest and property values... my experience with these things is, in communities I've known who have implemented these things, they are very costly, little used and benefit the interests of only a very small group of people.
As much as I appreciate greenways, we need jobs along with transportation buses to get people who don't have means of travel to work, doctors appointments etc
One of many important things for our County.
250+ curated trails within an hour of us already
Encouraging health and wellness, relying less on automobiles for transportation

quality of life, promoting healthy lifestyles, economic development
I'm not involved in those activities anymore.
Exercise, mental health, economy
This is the lifestyle we live here for! Limiting dependence on motor vehicles is important with the state of our roads--and driving habits.
Walking is the one best things any of us can do to live healthy lives. Our bodies function properly only if we move with them regularly. It costs nothing! If we have reasonably safe and convenient places to walk near home and in our local environment. Walking can also be a great social activity. Bicycling is great too.
Biking and walking are important activities to our community. We need a safe place to ride bikes and walk. Public Transportation is an issue to our communities. Providing a greenway might ease this need
For physical and mental health of residents.
Want a safer place than the road to road bike and always love more running paths.
I love to cycle and often travel to trails/greenways in other places - it'd be great to have a safe way to cycle some distance at home
Improved health of constituency, always a bonus in a rural area. □ Bonus of increased commerce and jobs that will have minimal impact on our environment.
Haywood County is far behind neighboring counties in developing a trail system for recreation and physical fitness, particularly for biking, that is safe from traffic danger.0
This is something that I have always wished Haywood county would do; this would help in improving health of our citizens but it should do this for our local citizens and not to attract tourism our Haywood county citizens need a way to improve their health and this could encourage the youn children to enjoy outside activities versus video games and it could bring families and friends together
As a senior adult in the county hiking and biking are 2 of my most important ways to get exercise
I love to jog and bike. Getting outside is important to our family.
It will provide chances for exercise and recreation for all.
Quality of life.
Makes for a much more livable town, consistent with our 2035 Comprehensive Plan, and saves fossil fuel.
We are raising a family that loves the outdoors and would absolutely love to be able to access all that Haywood us to offer without getting in a car. It also promotes and incentivizes people to get outside, be physically active, and live a healthier lifestyle. I also think that it would benefit our tourism industry in a positive manner.
Haywood county is my home and I don't want to have to go on vacation somewhere else to have foot trail access when we live in such a perfect place for it. I also dream of riding to and from downtown, daycare, etc. and although I live very very close I don't really feel safe doing that or towing my child in a bike trailer.
Such opportunities promote a healthy lifestyle, both physically and mentally. They also help build community by bringing people together in new ways and outside their immediate neighborhoods.
It is safer for people who want to bike or walk, rather than biking on roads. It will draw visitors and bring more income into the county, if the trails are long enough and there are options such as several entrances.

Haywood County should offer ways for people to get outside, be active, and enjoy the beauty of its forests and mountains.
Outdoor recreation is key to good mental and physical health and increasingly important to visitors and tourists.
Promotes healthy lifestyle; enhances community.
With many homes in the mountains, there aren't good spaces for kids to ride their bikes. My kids love riding bikes and we would enjoy more biking trails in Waynesville.
Multiple opportunities to safely participate in outdoor activities is important to local residents and tourists.
Stay healthy. <input type="checkbox"/> <input type="checkbox"/>
Americans are in terrible shape; way too many people are overweight or even obese. Humans must move in order to stay healthy. Children especially need to get outside. This is critically important to promote physical as well as mental health. In addition to the exercise, when people spend more time outdoors, they care more about protecting nature and wildlife.
There is so much beautiful scenery to explore but often times not enough safe trails or truly accessible spots.
My family and I moved from Asheville and we wish there were more flat areas to ride bikes and rollerblade too. We also miss the accessible trails like Bent Creek. The Greenway across from Lake Junaluska is right by the road and does not feel peaceful. We love Waynesville and are looking forward to more kid friendly and family friendly places to enjoy outdoors - I heard Chestnut Mt Park is adding a Berm Park and that's nice.
More nearby opportunities for outdoor activities, improved wellness for the county, and better infrastructure for pedestrians
Childhood obesity is a big problem that will only be solved through activity
Because I do not feel safe riding my bicycle on any of these roads
I am an avid hiker and bike, but only on safe bike trails. I am a single issue voter, and that issue is the health of humans and our environment.
I want to be healthy, and live in a healthy community. Getting out to walk or bike the trails is important for this purpose.
The nearest hiking trails seem to be 45 mins. to an hour away. Since I work full-time, that limits my hiking to weekends and adds 1 1/2 to 2 hours to the time it will take me to go hiking. In addition, I am single and most of my walking is done alone. So I'm not entirely comfortable using the short trail that goes from Industrial Park Drive to US19 - it's too secluded and not enough people use it. The portions of the Greenway that follow Asheville Road are functional, good for exercise, but not as pleasant as the trails at the Waynesville Rec. Park. I use the current Greenway often and love seeing how many people are using it every time I go.
As a runner and triathlete having designated, safe places to train is very important.
To promote both safety and tourism as well as opportunities for residents .
We live in a most beautiful area. Developing trails will get us out to enjoy the scenic beauty.
Would love to bike, but the roads are way too dangerous, no room
We would love more options for biking and walking or running options in Haywood. Mostly, safe biking for the kids would be really nice.

It would be great to have more safe biking and walking trails in Haywood.
Being a avid outdoors person I enjoy walking through the mountains but with my limited ability to walk it is hard to climb non-trail here in the county plus it would also be beneficial to have more access to trails to motivate our children and youth to explore their environment
Things for kids and families to do outside.
walking and biking trails get more people out in the community and they develop a stronger sense of community
Encourages exercise for all ages and abilities.
It is downright dangerous to walk in many places because there are no sidewalks or paths. It is also dangerous to bike on certain roads and no designated bike lanes are available anywhere in Waynesville.
Walking and cycling are two of my favorite things to do. It is good when we have a greenway that we can access easily and quickly. I live in Town and try to not drive somewhere just to go walking.
Most existing roads are unsafe for pedestrian and bike travel since they are narrow and have poor line-of-sight due to hills, curves, and adjacent vegetation; they also lack shoulders and adjacent sidewalks. Greenways would allow the natural beauty of the county to be showcased.
Less driving and less traffic
Safe exercise is more important as I age.
It would be nice to see some maintained decent baseball/ softball fields for the county.
There isn't many options for public transportation in Haywood County and it would allow people to walk and bike safely to and from work and school and other needed destinations.
I enjoy being outside and being active
We live in such a beautiful part of the country, it makes sense to foster opportunities for folks to be outside.
Gas prices. More exercise. Linking communities.
There are not many activities for the local people in our county so I believe it is crucial that we create more opportunities/activities for people.
I have bike that I have not used in years because I have no where to ride it that is family (older and younger folks to use). It would be nice to have arrows so folks know what side they need to ride on. It should be big enough for a stroller or 2 people walking side by side on each side.
For health and wellness reasons. Also, family outings that involve fitness opportunities.
I think it's important to make sure we are considering more walking opportunities not only for recreation, but also and equally important for those in the community are less privileged and who really need to use <input type="checkbox"/> connecting greenways to get to and from their destinations safely. There are so many people who have to walk beside busy roads because they don't have a car etc. and they are walking in ditches and the side of the road. On the other hand, for working professionals to be able to outside their employers door and safely take a walk would be great too. Any way you can connect more spaces.
I think we need to focus more on affordable housing, let alone enough housing, enough health care facilities to accommodate the medical needs of people already living here (and people relocating here), Public Schools, and public transportation first.

Bicycles need their own pathway instead of in traffic where it is unsafe
We have much bigger issues that need attention in Haywood county such as the drug epidemic: meth, heroine, etc.
I think its important for citizens to have access to additional places other then local parks, gyms, waling trails as they can get crowded
vehicle emissions can be significantly reduced if safe bike routes are more available. I'd also like more opportunities to ride a bike somewhere off the road away from traffic.
I am an avid cyclist who likes spending time with family but find it difficult to find an area where we can ride together safely. I also feel it would help with economic development of our area , as it has in Greenville
I think the greenway would bring in more outdoor recreational visitors, create new businesses, and provide a green transit alternative for haywood county residents.
Utilizing and enjoying the outdoors is why I chose to live in Haywood County.
I moved here from Ohio, a state sports an extensive rails to trails system. Whenever I am asked, that is what I miss. They are fitness paths, so non motorized bikes and such were allowed. It was so nice to not have to worry about motorized traffic. I absolutely LOVE the Waynesville Rec area and wish it were bigger. Junaluska is gorgeous! Here in Canton, all we have is the Penland walkway which is both super short and not shaded....mostly due to the flood. I feel the greenway trails and metro parks provide a safe area for people, especially families, to unplug, get outside, experience nature and fitness. I feel they are ESSENTIAL for the mental and physical health of the residents.
I currently use some trail or path for walking almost every day for health and just to be outside.
i support the area's overall attractiveness and livable development consistent with Haywood's rural yet contemporary outlook.
It is a know fact that communities with well constructed greenways attract people who are outdoor enthusiasts looking for a safe place for young and old to recreate and transverse communities.
As an older resident of Haywood County I would like to see more diverse hiking trails. We have mountain trials not too far from here but relately little in along streams that require less effort to walk. I think this would also appeal to visitors to the county.
People are walking and biking all over Haywood County for recreation, to get to work, the grocery store, etc. and many of the roads are very unsafe for this type of travel. Besides the fact that people flock to WNC to be outside in our fantastic mountain habitats, people need cheap transportation to get from one place to the next. We need safe and accessible travel corridors for walking and biking.
Great to have places free of traffic for exercise
we like to bicycle and don't want to keep driving to greenville, sc to do it.
The biggest part of living in the mountains is the fresh air. This encourages everyone to get out and be healthy..
I am an avid walker, bicycler, and trail user. I have lots of friends that are as well. Bicycling is one of the biggest and fastest growing healthy activity there is. E bikes must be included in this plan as they are very popular. A friend and I travel to other counties and states that have wonderful greenways of distance that are so much fun. Check out nearby Kingsport Greenway in Kingsport, TN; Silver Bullet from Atlanta to Alabama; Swamp Rabbit Trail in Travelers Rest, SC; Thermal Belt Greenway in Rutherforddon County NC. All these are wide paved trails with lovely landscaping.

I have two young kids and we usually go to lake junaluska to walk but it gets too crowded during the summer to walk with a stroller. Having other options other than tracks would be great.
Very interesting in outdoors and walking thru parks
Vital to a healthy and vibrant lifestyle, brings community together in a non-commercial atmosphere, provides a way to see the area out of your car.
We need to be able to access easy and safe walking trails for children and adults alike which give us a chance to connect with nature, relieve daily stresses, and offer daily opportunities to improve our health by getting exercise. While we are surrounded by amazing mountains, access to the trails require gas and time to get to, plus a backpack of items so as to be ready for hours of hiking. (And not everyone has the ability to hike those areas.) A good greenway trail connects communities and attracts visitors.
I want a safe place to walk my dogs, enjoy the outdoors, maybe get bike.
Our area is so beautiful, we don't need to travel outside our county to enjoy nature.
Creating biking paths that connect developed areas helps reduce commuter traffic
Our natural beauty is the main attraction of this area; providing more opportunities for locals to enjoy that beauty without having to spend time in a car to get to it is great all around.
It's a great opportunity to enjoy our landscapes and can be used by residents or tourists.
Great exercise. It brings neighborhoods and town together. Cuts down on the number of cars on the streets.
Outdoor activities and exercise are a great and fun way to have a healthy body. Integrated trails that link communities together foster greater interest in the areas they serve. They also make travel by walking/biking safer. Designated trails keep walkers/bikers off roads which become a safety issue when dealing with car traffic.
For the health of our community and the economic benefit if Haywood Co. is known as a hub for Eco Tourism.
Safe biking and hiking trails connecting Haywood Counties main streets and recreational areas would be a great addition to the area.
For the health of our community these opportunities are critical. Now about 1,700 people a day (in good weather) walk or run the perimeter of Lake Junaluska. Providing a safe connection from Lake J to the Greenway safely would open those opportunities to other areas.
Safe spaces to walk and bike, especially as a mode of transportation, help everyone in a community.
The small parks are lovely but it would be nicer to have a longer, connected pedestrian trail.
It's a good way to stay active and enjoy the outdoors.
Safe outdoor recreational opportunities are of paramount importance to support a healthy and productive community.

I am an avid mountain biker and always have to drive outside of the county to recreate. I also have a child that enjoys riding greenways but I do not have one close to my house. Active recreationalists moved here for the public land access which is amazing but to enhance quality of life and to foster an outdoor community, some options near town would be great. We can already see the affects Chestnut Mtn. is having so something in West Waynesville would be outstanding. A rails to trails to Sylva or the Parkway would be awesome and would transform Hazelwood (see the Virginia Creeper) and some trails in the Waynesville watershed or HCC land holdings would compliment the recreation opportunities in Haywood.

While the health and recreational value are favorable, the mountainous terrain leaves little right of way on which to establish these routes without significant expense in purchasing property for this use.

Many reasons. Supporting outdoor activity is critical where we live. I personally want more options for when and how to be active. We also risk being left behind if Jackson and Buncombe county have options but Haywood does not. Having these options matters for quality of life and economic development. Promoting these options can have other benefits too (healthier population, less impact on the environment from so much driving).

As a senior, being able to keep moving is very important. Some of the national park and forest trails are too rugged for my age. In terms of biking, the roads in Haywood are way too dangerous for casual biking and a reasonably easy greenway would be a big recreational draw.

Hiking and biking trails are typically in a moderate to long distance from Waynesville and require getting in a car and driving to access them. For those like my family and me who enjoy nature and being outdoors, maximizing the accessibility of trails within walking distance from our home in town would not only minimize the carbon footprint surrounding our outdoor activity, but easy and close access would also increase our opportunities to bike and walk.

I regularly commute to Brevard for mountain biking on a bi-weekly basis. There are simply not any opportunities for mountain biking closer, and it would be awesome to spend my time and money here.

Very important our residents have access to a place for exercise and just getting outside. The small bit of Greenway by the rec park get's heavy usage. We need more! And not just a sidewalk like the connector to Lake Junaluska. Don't get me wrong, I love being able to ride my bike to the lake without getting on a busy road but a sidewalk is not a proper greenway.   
More greenway will be great for our tourists and for attracting tourist too!

Currently there are no bike trails that aren't mountain biking. Would be great to have leisure bike trails.

I haven't ridden my bike since I moved to Waynesville 6 years ago. There simply isn't a length to ride that's also safe for bicyclists. I have a two year old and can't wait to teach him to ride but I can't foresee him loving to ride a bike unless something like this exists.

Haywood County has wonderful outdoor space and climate. Outdoor activities would benefit residents and visitors alike.

The area and town are so beautiful, we need a better way for locals and tourists to enjoy it.

This would decrease the need to hop in the car to get to desired destinations. Lessen CO2 emissions, healthy living, alternative transportation

I believe that quality of life is improved when there are safe walking and bicycling trails for the community to enjoy. It would help create a healthier lifestyle and make exercising in the community easier.
The advantages of encouraging more time outdoors is tremendous with no downside. The best communities I have experienced - including in Europe - have proactively worked to make outdoor opportunities abundant and easily accessible. Children, teens, adults and seniors ALL need movement and connection with nature and each other. It's good for the body and soul. It's good for the community.
I am a very active 73 year old and believe these opportunities will help me maintain my good health.
I am increasingly uncomfortable with road riding and am way past single track rides. I would really appreciate a good, extended Greenway trail.
It is key to mountain culture
unique way to enjoy landscape, invests in keeping landscape undeveloped and healthy
Focus on recreation because downtown is not compelling-
I love to be outside and get exercise. This county needs more places for people of all different fitness levels to have opportunities to move.
Mental sanity, protection of woods to be appreciated and cared for without fear of development.
Fishing access is key to me
Walking is the overall best form of full body exercise that exists. Reducing the number of cars in our mountains should also be a goal. Encouraging people to come here by train or bus to hike or bike would help accomplish those goals if we could convince people that they don't need their own car once they get here. Safe and well maintained greenways would encourage this path towards sustainable and environmentally friendly tourism on which we all depend for tax dollars.
It would be nice to have more flat areas / lightly hilly areas to go on walks so that you don't have to hike really steep terrain.
there is a strong need for assessable walking areas that are not on the sidewalk of busy 4 lane highways
We live in an area with tremendous outdoor opportunities, and a county wide trail system that connects would be great. But even just keeping greenway space in all areas of the county would be nice.
Public transportation to me should have higher priority due to so many elderly who do not drive, and younger people who need transportation to work and shop as well as transportation for doctors visits, banking and other errands. Mountain Projects is limited and does not provide stable and adequate schedules,
Western North Carolina has significant natural beauty. If we want to grow and thrive, people need to be able to access it for recreation. Currently, the county caters to the retirement crowd, touting new things like "Shoney's". This does nothing to attract the people that keep the county functioning and that drive economic development.
I love walking and biking in Waynesville. The walkable paths near the river are a great addition to the overall walkability of the town. I look forward to exploring the other villages on foot and bike as well. The county is full of hiking trails which are wonderful but the idea of exploring the villages on foot is a welcome addition. The slow pace and time to really look around adds to the appreciation of the area and makes me/us more aware of our place in nature.

We live in such a wonderful area with a great climate. I feel like the county needs this to compete in the future. These greenways are becoming a “must have” for any growing community to continue to attract new residents and business.
Greenway systems positive impact the health of citizens, increase economic value of an area, protect individuals from exercising in traffic, and increase property values.
The greenway is important for the quality of life for our residents and for attracting visitors to Waynesville in the competitive tourism market.
Lots of retirees here who need to walk. Also, as you boost trail miles, you also boost tourism.
There is demand from every walk (no pun intended) of life for public trails - they're great for recreation, physical/mental health, and transportation. It's amazing seeing the diversity of users on a greenway: older couples walking dogs, young families with strollers, bikes, and scooters, and everyone in between! Greenway trails (especially paved ones) are good for EVERYONE in the community, not to mention a boon to the economy.
I am a road biker!! We do a lot of touring.
I enjoy riding a bicycle for health/fitness. I moved to this area 6 years ago, due to the road riding possibilities. I have, since then, purchased a gravel bike, as I feel safer riding in the woods in another county (Bent Creek). I still ride my road bike 100 miles or so each week (April through October), but am very particular about where I ride, what days I ride, and times of day that I ride. I have had several close calls with motor vehicles, as many Haywood County residents seem to have zero patience with bicycles. Just this week, a pickup truck passed me on a blind curve and nearly caused a head-on collision with a van traveling in the opposite direction. (Bicyclists usually loose in these situations). We need more off-road trails for gravel riding here in Haywood County and bicycle lanes on the roads for the safety of bicyclists!
I enjoy running and am hard pressed to find a route. □ I push myself to obtain access to goods and services near me by foot, while I am learning to drive.
Greenways improve the quality of life, recreation opportunities, health, attractiveness, and economy of the residents in nearby communities. Look at how much the walking trail at lake Junaluska is used by folks from all over our country. The greenways in Macon and Buncombe counties are widely used and have improved the areas in which they pass.
There is no good place currently to ride bicycles or have a nice, leisurely stroll.
We live in the most beautiful place in the country, but I feel cut off from my neighbors because we don't have sidewalks and it doesn't feel safe to ride my bike. I would love to make Waynesville (and the county!) more walkable.
We moved here to be outside and enjoy the natural beauty and environment. We also want to preserve what is here rather than building more developments and consumerism.
I walk and lead others in walking.
i love the outdoors and especially riding my bike and exercising. I want to be able to ride on a relatively flat area; not able to scale the big mountains on my bike.
Walking and cycling are my major physical activities, keeping this 87 year-old out of hospitals and emergency rooms. When feasible, I also use my bike on short trips to the Waynesville Rec. Center and would use it for library visits if suitable traffic corridors were available. I also ride to Lake Junaluska to walk around the lake.

Being able to easily access walking/hiking trails is important for everyone. Connection with the natural world helps improve physical, emotional, and mental health. Having a well developed system will help attract families and businesses because it adds to quality of life. Of course, the town and county also need affordable housing for young families.
I love walking, hiking and biking. It would be great to have more places to do all those things. I would love new places to walk my dog and more flatter places to bike. I am not a mountain biker so places around here are much more limited.
Roadways are narrow, curvy and hilly. I prefer to do my biking off-road.
Walking, hiking and biking have obvious physical benefits for people. But the benefits of these activities extend well beyond the physical, including reduction in greenhouse gases and increased awareness of and care for nature and our planet in general.
Greenways are important for residents and tourists. The biking infrastructure in Haywood County is anemic and lacking compared to many other locations. It is important to have safe places to ride for recreation, fitness, alternative transportation, and attracting tourism.
With the cost of everything rising so fast alternative transportation is needed. Being able to bike to work, bike to restaurant and shopping would benefit all
As a resident of Waynesville, I'd love a safe, relatively flat, place to ride my bike. The roads here don't have wide enough shoulder for me to feel safe biking.
From mental health to physical health to sustainability to conservation--green spaces accomplish so much of what is most important.
Our area is getting rather congested and open space helps make that less of a bummer.
I get outside daily and often use existing greenways at Vance Street and Lake Junaluska. I would like more variety and the ability walk between these two areas. Being able to bike to Clyde and Canton would be great.
Walking/Hiking Trails are more important now than ever. With Chestnut Mountain park open in stage 1, plenty of biking opportunities already exist.
It's a great way for everyone to leave their screens behind!
Greenways are an excellent opportunity for exercise, socialization, and creativity.
I bike the local roads which can be very dangerous at times and I can't get my wife out on the roads because of the danger. It's necessary for people to be able to get exercise without the hazard of cars and trucks.
safety and health
Well planned and routed bike paths - provide a safe way to exercise & are an economic boost to surrounding businesses ☐
A really good path - could make Haywood a bike destination.. think Virginia Creeper
Fitness is very important and would love to see a safe great location outside for people to do this.
My family and I love to get out and about. We mostly walk at the lake because there is nothing else that is long enough for our needs. Sometimes we walk at HCC or over by the rec center, but a longer, consistent path would be great.
As a local physician, I am critically aware of how important exercise outlets are to the health and wellbeing of my patients and neighbors.
We need to create an all inclusive hiking and biking trail that encourages both locals and tourists to enjoy.
Cycling, running, hiking - all important and healthy ways to move about Haywood County and our glorious mountains.

Even before COVID and climate change, the importance of healthy, walkable and bikeable communities was clear. It is now essential, and if Haywood intends to thrive, comprehensive greenways are a priority.
The natural beauty of Haywood County is what draws people to it. Creating more opportunities for enjoying the outdoors will help draw tourists but also provide benefit to the local community.
Recreation is important for quality of life. Exercise and exposure to the outdoors is part of a healthy lifestyle.
I regularly walk for exercise as well as transportation. I would love to have more choices in places to walk.
Offering a community with access to nature and the ability to be active creates a more healthy community and also attracts visitors and new generations to the area.
Healthy communities are less reliant on other types of government aid and have a higher quality of life.
I have always lived here and it would be great to have more ways for locals and visitors to get out doors
I think a safe space to walk is a must. Trails or walking paths would be great for locals and tourist's I 7
We need to create a safe place to enjoy walking and biking for those doing the activities as well as though traveling around them.
I am tired of just walking Lake J. <input type="checkbox"/> Would love to ride a bike, but the roads are too dangerous here
With all the congestion being caused by apartments, new businesses and visitors to the mountains, we need an outlet for our health and to just get outdoors.
Out side spaces will inspire people to be outside which will help with mental health and countless other reasons.
The more healthy recreational options here, the better.
There are more important project need to be addressed. Affordable housing, congestion on our roads.
I host and participate in the local running groups. Unfortunately the local DA and law enforcement refuses to prosecute people who hit runners with their cars or throw objects at them from the road.
A well-designed greenway system in Haywood County will increase personal mobility for its residents and visitors, and it will improve public health by encouraging more physical activity. I own an e-bike and frequently use it for transportation around and outside Haywood. As prices for these bikes continues to decline, more Haywood residents will find this transportation mode ideal when used in conjunction with this greenway system. In the face of high fuel prices, our residents will save money.

Availability to outdoor access is critical to quality of life. People who live within a 5 minute drive of a walking or biking path are significantly more likely to use it and reduce chronic health issues (I have a decent amount of specific data, but I'd have to look it up to be more specific).

Property values with a half mile of greenways typically show at least a 20% premium over similar houses further away. This is a function of the desirability of having such access.

They also provide safer transportation corridors for pedestrian and younger commuters getting to school, trails, libraries, etc...

I have walked on Canton streets and have almost been ran over due to no sidewalks/having to walk in the street

We need more safe places to walk, bike, and recreate in Haywood county for both the health of our residents and for tourists. We have to leave the county to find any sort of substantial Greenway system

I'm hugely in favor for more opportunities for outdoor recreation in Haywood County (and more easy access to those opportunities): for current residents, for visitors, and for prospective future residents!

More than ever people want to be outdoors and live IN the community

As long as it doesn't cost a ton more in taxes. My taxes already went up from altering the values but not the rate.

I think the physical and mental health of a population is linked with the opportunity to recreate safely outdoors.

I walk daily and love to cycle but would prefer to not have to drive somewhere else to do so.

Accessible trails that are dog friendly

I have seen the positive impact of greenways and bicycle paths in other communities. Families, folks exercising, tourists coming in to use the trail, businesses developing along the trail. It's quite remarkable, and Haywood county would see benefits for many years if we could develop a long enough greenway.

The narrow roads of WNC are not conducive to shared bike and motor vehicle use. While I'm well past the age of enjoying the trails myself, providing interesting corridors for shared bicycle and walking/hiking among our communities would improve traffic safety and likely see increased growth.

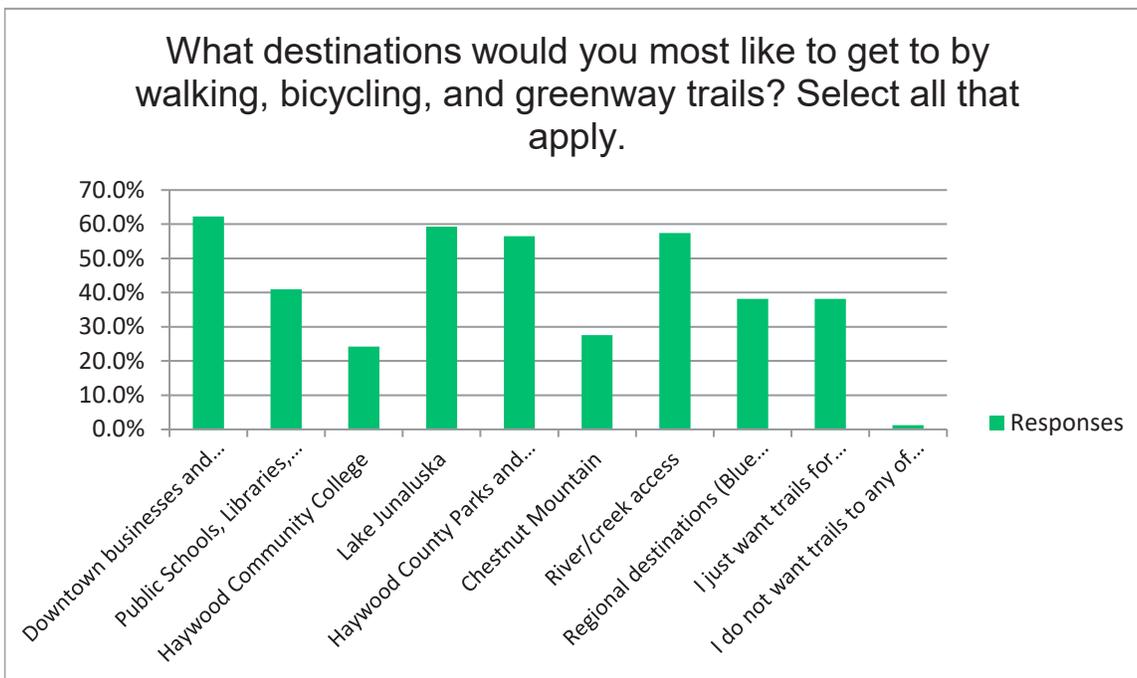
Having said that, it's going to take a network of useful paths with safe bicycle loading/unloading lots in several communities to make this work. A single, point to point path will be of limited value.

As a public health professional, I find community outdoor wellness to be super important. Making Waynesville and surrounding cities pedestrian friendly and safe to use is a huge piece of supporting the health of our community. I would really like to see change to come to the Waynesville greenway in these avenues.

<p>Currently we cannot walk from our house to anywhere because there are no sidewalks and roads are too narrow for pedestrians. Haywood County has very low walkability to/from the small downtown areas. The problem is compounded by lack of public transportation. We are too car-dependent and that should be the focus of adding walking and biking. There is ample recreation. The County needs practical transportation and walkability solutions to practical destinations.</p>
<p>Seeing people walking outdoors signals to me a healthy community. The more people outside, the healthier the community. The more opportunities available, the more people outside...</p>
<p>The more opportunities for outdoor fun, the better for people of all ages</p>
<p>It is important to me, as a resident, to be able to have access to and enjoy the beautiful area where we live. It is also important that we provide opportunities to visitors for the same access and opportunity for enjoyment. The benefits of a well developed and coordinated plan for our county will increase the enjoyment level for all and bring economic benefit to the area as well.</p>
<p>Getting outside and moving your body is vital to physical and mental health. More opportunities to bike, walk and get out on trails in Haywood County would not only promote better health, but they'd be a wonderful way to help residents and visitors connect with each other and to better appreciate the unique and incredible beauty of Haywood County. These opportunities would also help foster a sense of pride in our county.</p>
<p>Exercise in this form is very good for the head and for the heart!</p>
<p>Minimal places in Haywood County to ride bikes for an extended amount of time especially for novice bike riders. For example, I'd love to ride bikes with my partner, however, bother her and I don't feel comfortable with her riding next to traffic for longer than a half mile.</p>
<p>Having green space to enjoy outside is one of the best ways to maintain and improve mental health</p>
<p>Opportunities for exercise need to be close and easily accessible. No one should have to drive up the Parkway to get in a decent walk on a safe path.</p>
<p>Exercise is key to physical and mental health. Walking and bicycling are easy, natural forms of exercise that can be done at one's own pace and timing. Safe and convenient ways to do that is important to encourage exercise.</p>
<p>More opportunities for foot and bike trail could help cut down on fossil fuel usage.</p>
<p>People need places for outdoor activities and exercise.</p>
<p>I love to be outside and want to encourage others, especially children and teens to get outside!</p>
<p>As an aging adult I would love to see more opportunities to stay fit in our community without having to pay for expensive memberships. It would be great if you could be more healthy while getting shopping done, or going to the grocery store, ect.</p>

**2. What destinations would you most like to get to by walking, bicycling, and greenway trails? Select all that apply.**

Answer Choices	Responses	
Downtown businesses and destinations in Canton, Clyde, Maggie Valley, and Waynesville	62.3%	357
Public Schools, Libraries, Recreation Centers, and Community Centers	41.0%	235
Haywood Community College	24.3%	139
Lake Junaluska	59.3%	340
Haywood County Parks and municipal parks (Allens Creek Park, Glance Street Park, Vance Street Park, Waynesville parks, etc.)	56.5%	324
Chestnut Mountain	27.6%	158
River/creek access	57.4%	329
Regional destinations (Blue Ridge Parkway, Mountains to Sea Trail, Pisgah Forest)	38.2%	219
I just want trails for exercise/recreation and am not concerned about destinations	38.2%	219
I do not want trails to any of these destinations	1.2%	7
Other (please specify)		42
	<b>Answered</b>	<b>573</b>
	<b>Skipped</b>	<b>8</b>

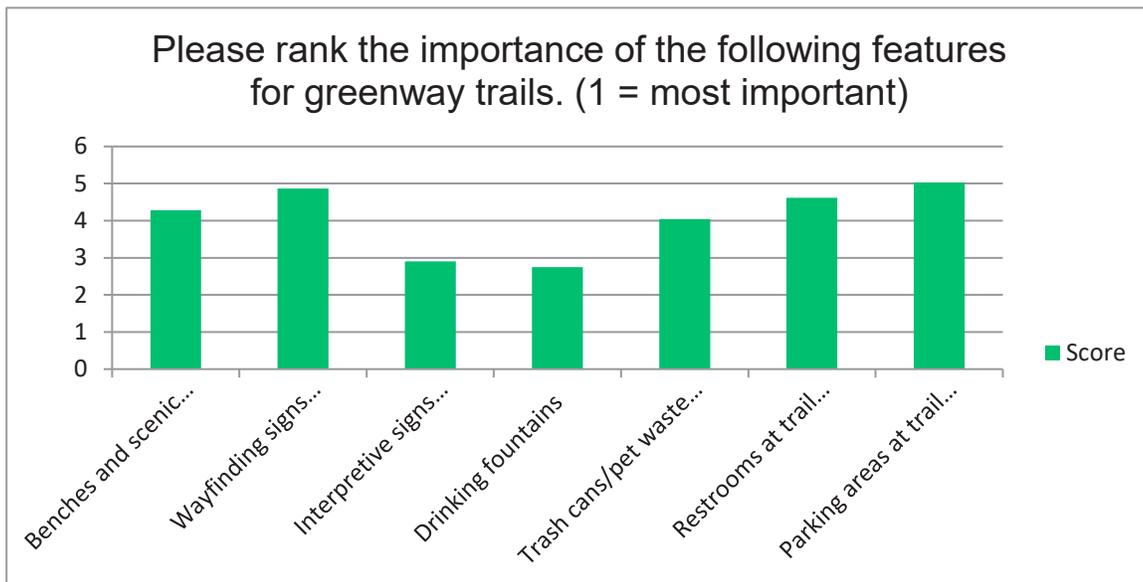


Other (please specify)
Champion Drive in Canton has numerous food suppliers including Ingles but isn't what one considers "downtown."
A great question. This should guide many decisions.
Nice to have one in Clyde - also dog (on leash) friendly
Trails that lead to destinations are great but not a priority.
The field off of J Creek that was supposed to be a soccer field, but is now going to be an HOA... make it a park with trails instead!
walmart, from maggie valley, via mountain tunnel
Links to any of these would be cool! It would be really nice if there were a way to access the MST other than driving on the parkway, even though I love the parkway. Not everyone has easy vehicle access.
They all seem to be worthy reasons. I'm just not interested.
1 Pisgah forest to the Great Smoky Mountain National Park Trail 2. River valleys trails 3. Mountain summits trails 4. Urban commerce promenades 5. Multi-user recreational corridors linking governmental territorial boundaries
Anything that promotes a more tranquil experience
Destination trails are not THAT important, as long as there are nice vistas or places to see on the way.
Maggie Valley
Grocery, general exercise/recreation. I walk about anywhere time allows often with my dog.
Trails that take riders and walkers away from congested, noisy, busy areas are desperately needed. Yes, there's Chestnut Mountain, but even class one e-bikes are not allowed, and the trails there seem more for practicing one's technical skills than for exercise, especially for the 50+ demographic.
Park and Ride locations
Grocery stores
Trails for exercise is important too. All the listed destinations are important to those who live near a trail and/or have the modality for longer distances. For example a resident of Canton may value access to Chestnut Mountain. Whereas a Maggie Valley resident may not be able to walk from Maggie to Chestnut Mountain. That does not make the Canton access any less important
Exercise, but also want destinations included for enhanced mobility for environmental impact.
rails to trails program
Waynesville and Maggie Valley have the potential to be as much of a biking destination as Brevard and Asheville.
SAFE connections between Canton, Clyde, Waynesville, & Hazelwood
N/A
Build connections between the major towns and reach out toward Asheville and Sylvania. We already ride to Sylva from Clyde but a little sketchy in a few places
clean, safe, quiet areas. think places to read, reflect etc
I would like to see a sidewalk or Greenway connector to Lake Junaluska down Russ Avenue so there can be a loop around all the way around Waynesville. I run long mileage and this would be tremendously beneficial.

Neighbor hoods, when possible, to promote safer alternative travel.
In Waynesville, connect downtown to Frog Level and Hazelwood. Also consider connecting Waynesville to Lake Junaluska.
It's nice to be able to restaurants and breweries from a greenway but a greenway needs to provide some scenic value not just be a bunch of linked towns
Bike trails sometimes work well along a railroad track bc there's already a flat, established path.
It is nice to have a greenway where you can walk or bike and also stop for a bite to eat and drink
Waynesville Farmers Market. Main Street.
Connections to Jackson County (Sylva/Dillsboro/WCU) and Buncombe County (Asheville) so people can actually commute safely on a bicycle!
These are not a must if it disrupts natural surroundings. Just want safe places to hike, bike and walk dog.
want to be near restaurants and bars like the Swamp Rabbit Trail in Greenville (perfect example of a great bike/walking trail)
linking together other safe biking areas
Sections of the Pigeon River
Connections to inter county Greenways need to be considered as well, especially Buncombe County
Inter-city access between canton and Waynesville
Rough Creek Watershed
These location are two far apart. No body will walk or bike there
BREWERIES
Complete trail between lake Junaluska along creek to city recreation center

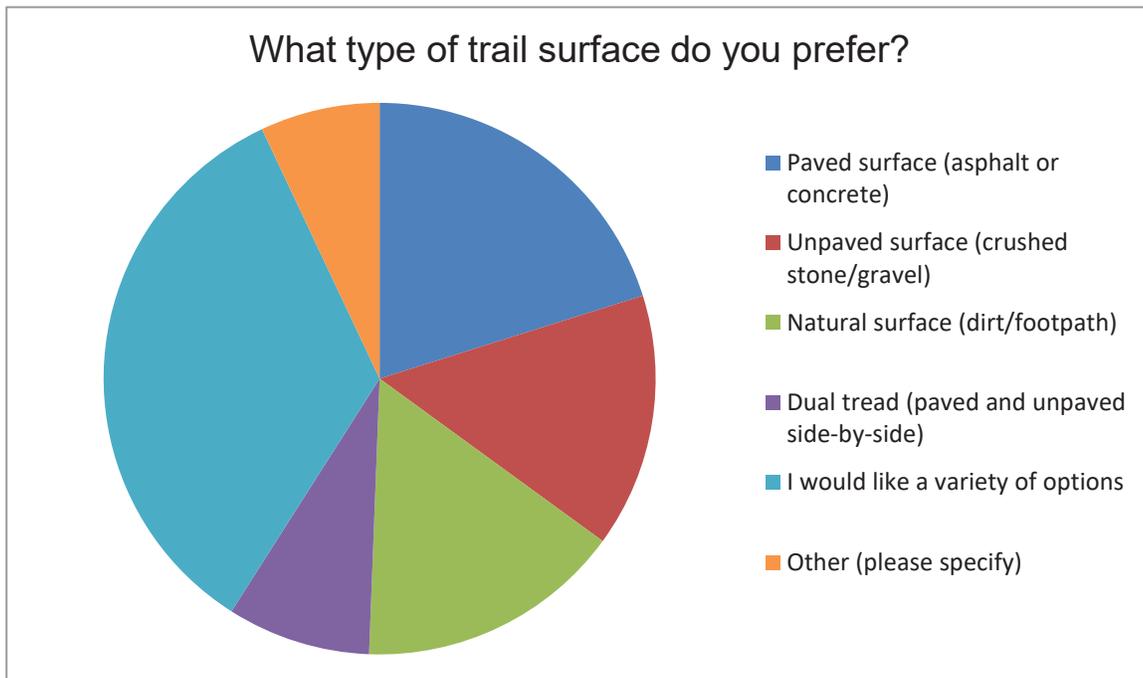
**3. Please rank the importance of the following features for greenway trails. (1 = most important)**

	1		2		3		4		5		6		7		Total	Score
Benches and scenic places to rest along the trail	16.8%	86	14.3%	73	15.0%	77	16.8%	86	15.6%	80	13.9%	71	7.6%	39	512	4.28
Wayfinding signs along the trail and maps at trail heads	24.6%	127	19.2%	99	17.8%	92	13.4%	69	12.0%	62	9.1%	47	4.1%	21	517	4.87
Interpretive signs (featuring local history/environment)	3.3%	17	5.9%	31	10.5%	55	13.0%	68	18.4%	96	23.5%	123	25.4%	133	523	2.9
Drinking fountains	2.7%	14	5.3%	28	10.1%	53	13.2%	69	17.0%	89	18.1%	95	33.6%	176	524	2.75
Trash cans/pet waste stations	7.4%	39	13.4%	71	20.4%	108	23.0%	122	16.2%	86	10.2%	54	9.4%	50	530	4.04
Restrooms at trail heads	14.5%	77	27.1%	144	18.2%	97	10.9%	58	9.4%	50	15.4%	82	4.5%	24	532	4.62
Parking areas at trail heads	36.4%	202	18.6%	103	9.4%	52	9.7%	54	9.6%	53	5.8%	32	10.6%	59	555	5.03
<b>Answered</b>															<b>571</b>	
<b>Skipped</b>															<b>10</b>	



#### 4. What type of trail surface do you prefer?

Answer Choices	Responses	
Paved surface (asphalt or concrete)	20.14%	115
Unpaved surface (crushed stone/gravel)	14.89%	85
Natural surface (dirt/footpath)	15.59%	89
Dual tread (paved and unpaved side-by-side)	8.41%	48
I would like a variety of options	33.98%	194
Other (please specify)	7.01%	40
	<b>Answered</b>	<b>571</b>
	<b>Skipped</b>	<b>10</b>



Other (please specify)
The type of surface depends on the trail segment. It's segment would not be used by bikes, the surface can be dirt or DG.
pervious concrete or like/kind pavers
Natural surface with erosion matting beneath. Otherwise, natural surface trails would eventually become trenches. (Like what's happened to the trails at Black Balsam)
likable and no mud!
Depending on the location of the trail/path and its purpose depends on the type of material used. If a dual purpose trail in town, asphalt might be best. If a dual purpose trail along a creek or river, crushed stone/gravel would be more appropriate. Mountain biking trail only would be dirt. etc..
Depends on area
mountain tunnel, from maggie valley to walmart
Water permeable surface to prevent runoff and sediment intrusion in Waterways
Not paved!
recycled rubber
mostly prefer natural surface, but understand that it might not be the best option for all trails/accessibility.
1. Urban -paved 2. Rural - dual tread 3. Environmentally sensitive lands - unpaved surface
Whatever surface we can do the quickest, to begin with. If we could do a natural surface to Haywood Community College within the next few years, but paving would be too expensive to do for 10 years, then let's do the natural surface asap and pave it later.
unpaved would be less expensive than paved
Wood chips for running + paved
TY
None
Whatever suites the situation - make some of the trails ADA accessible
Whatever surface is rideable and will get the trails constructed sooner. I'm not getting any younger :-)
Paved for biking.
permeable pavers
No preference
Prefer asphalt but gravel is fine
Paving is expensive but more durable
Can be paved in more erosion prone areas; natural or gravel otherwise
N/A
Couldn't select multiple options on this item. Would like dual tread or whatever is most environmentally responsible and holds up over time. Don't want trails to immediately fall into disrepair or be at the bottom of the list of how to spend money in tight budget years.
Paved, or any material that keeps it wheel chair accessible.
paved for cycling / commuting.... dirt/natural for foot path
Natural for most areas but paved....like along the park/river area...for better handicap access.
Paved and natural dirt/footpath

I have no preference as long as it's wide enough to accommodate passing in both directions

Anything - maybe start with dirt/unpaved and can move to paved when money is available

Can be mixed depending on mode of transportation (bike vs walking).

No surface. We don't need

We really like the wood chips on the trail like the arboretum does but small stone is also nice  
accessible to people in wheelchairs or using assistive technology

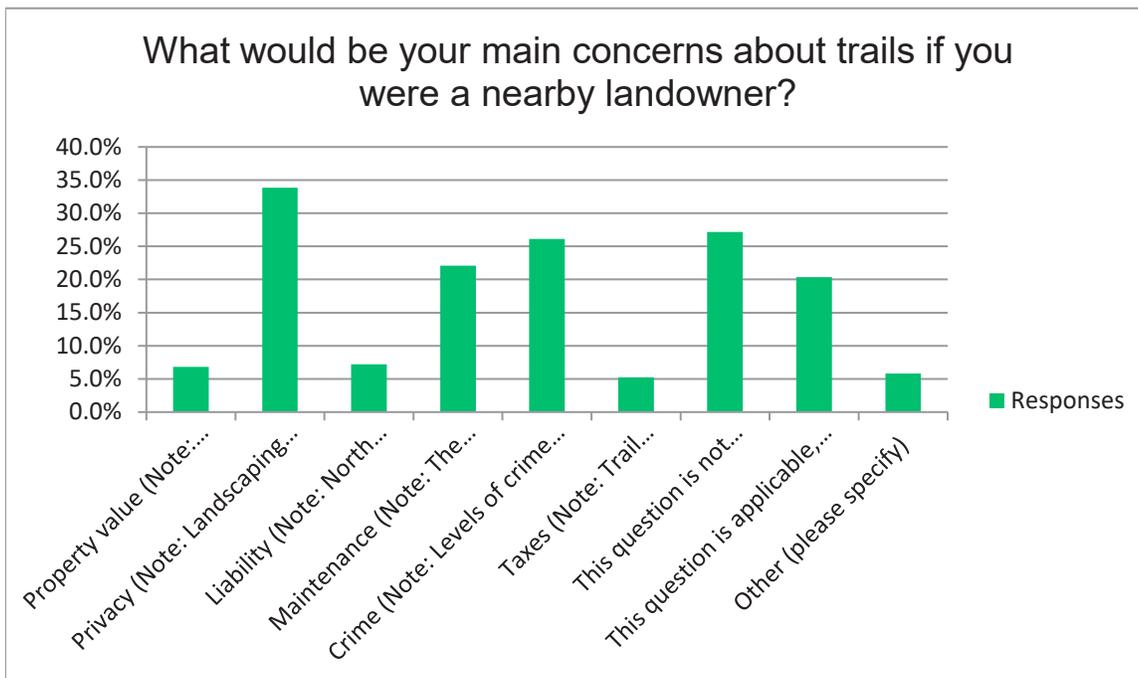
Natural is preferred but need to consider erosion potential and surfaces may need to be applied to  
prevent trail deterioration.

Anything is fine. I prefer the material that allows for the longest possible greenway.

Mulch or other organic, porous material. NOT paved.

### 5. What would be your main concerns about trails if you were a nearby landowner?

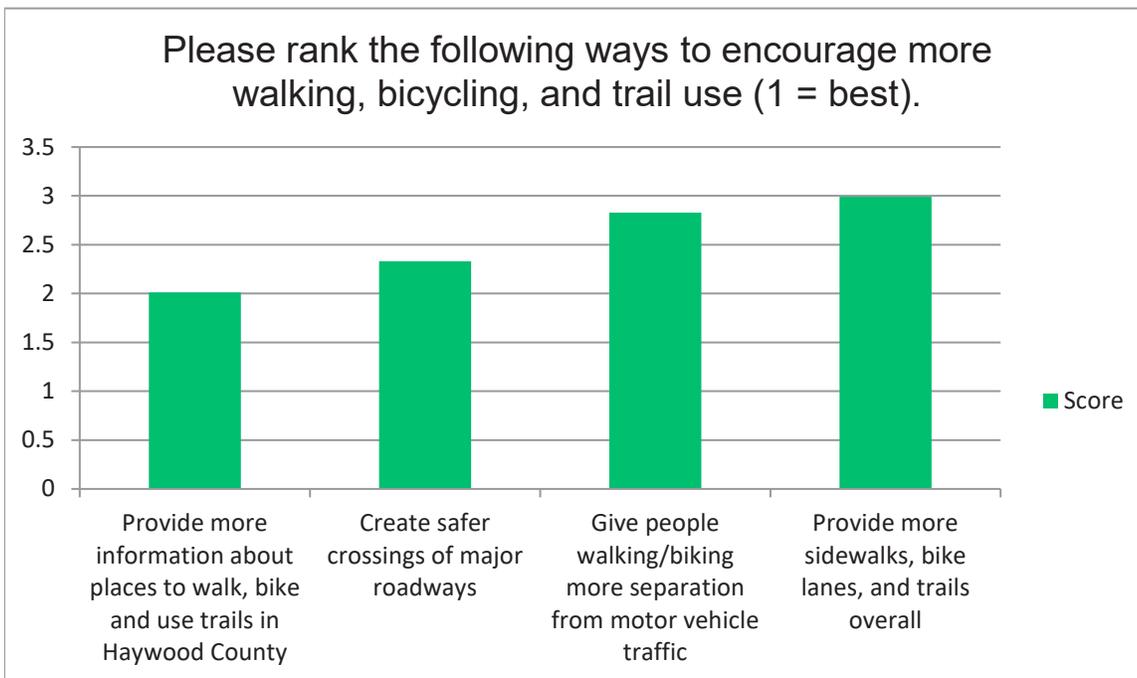
Answer Choices	Responses	
Property value (Note: Property value is likely to increase the closer you are to the trail)	6.8%	39
Privacy (Note: Landscaping can be part of trail design to enhance privacy)	33.9%	193
Liability (Note: North Carolina has a recreational use statute that limits landowner liability)	7.2%	41
Maintenance (Note: The County or local municipality will be responsible for maintenance)	22.1%	126
Crime (Note: Levels of crime on trails generally reflects crime levels of surrounding areas)	26.1%	149
Taxes (Note: Trail easements qualify for conservation tax credits)	5.3%	30
This question is not applicable to me.	27.2%	155
This question is applicable, but I have no concerns.	20.4%	116
Other (please specify)	5.8%	33
	<b>Answered</b>	<b>570</b>
	<b>Skipped</b>	<b>11</b>



Other (please specify)
Popular trails will generate traffic and demand for parking. This must be included in the planning.
Irresponsible pet owners
Vagrants sleeping along the trails.
No comment
do the trails lead from maggie valley to walmart via mountain tunnel
trash
Realizing and embracing the public benefits and resolution of liabilities and maintenance responsibilities
I believe the landowner should be involved with using their property.
Trash. People seem to not understand that littering is bad.
I
Conservation Tax Dollars are tax payer dollars, grants are taxpayer dollars
Trash
Solar lighting may deter vandalism
Homeless or substance users setting up shelters along the pathways
N/a
I would like to make sure the trails are safe and not see homeless camps and needles around.
I would love to live right on a Greenway.
I think a trail wild add property value but I would be concerned about losing backyard privacy
Potential loitering (which maybe relates to privacy)
Misuse of trails/parking as gathering points for parties and homeless
No issue
people are generally trashy and noisy... and rarely keep their dogs quiet or properly leashed
I want trails nearby as a landowner! Bring it on! I want easy access to trails
Care and monitoring would be necessary to insure safety, especially for children, by enforcing bans on motorized vehicles (such as ATVs), and to remove homeless persons who try to set up camps or engage in drug use, including but not limited to discarding used needles.
No concerns and just the opposite. Close-by trails are proven to increase property values and are an asset, not liability
I would mostly be excited, but maybe concerned about rogue parking
It would be a great convenience.
Nothing good can come out of a green way
Vehicle traffic and overrun trails
Proper trash cleanup. Haywood county is notorious for litter along roadways.
Noise, traffic if I were close to a TH
I would not be too concerned but do understand that not all hikers are environmentally conscious and that some do not keep their dogs on leash. That could mean that privacy and maintenance of areas near a trail are an issue.
How much the design preserves natural areas, native planting and wildlife habitats.

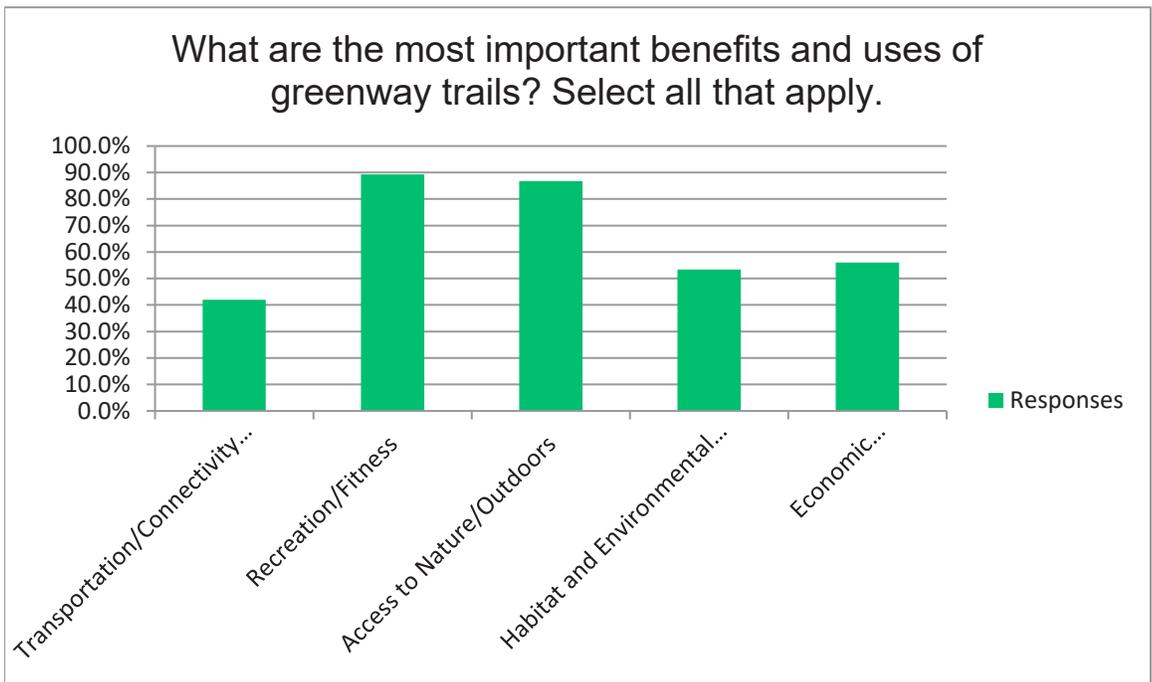
**6. Please rank the following ways to encourage more walking, bicycling, and trail use (1 = best).**

	1		2		3		4		N/A		Total	Score
Provide more information about places to walk, bike and use trails in Haywood County	17.4%	92	14.0%	74	18.4%	97	48.3%	255	1.9%	10	528	2.01
Create safer crossings of major roadways	14.6%	76	24.2%	126	36.9%	192	21.7%	113	2.7%	14	521	2.33
Give people walking/biking more separation from motor vehicle traffic	29.8%	157	34.0%	179	22.4%	118	12.0%	63	1.9%	10	527	2.83
Provide more sidewalks, bike lanes, and trails overall	41.9%	231	25.9%	143	18.3%	101	12.3%	68	1.6%	9	552	2.99
<b>Answered</b>											<b>566</b>	
<b>Skipped</b>											<b>15</b>	



**7. What are the most important benefits and uses of greenway trails? Select all that apply.**

Answer Choices	Responses	
Transportation/Connectivity to Destinations	42.0%	238
Recreation/Fitness	89.2%	506
Access to Nature/Outdoors	86.8%	492
Habitat and Environmental Protection/Awareness	53.4%	303
Economic Development/Quality of Life	56.1%	318
Other (please specify)		28
	<b>Answered</b>	<b>567</b>
	<b>Skipped</b>	<b>14</b>



Other (please specify)
Safe and beautiful passages to walk through this wonderful place
Waste of tax dollars
A sense of community and camaraderie
Creating and providing that kind of infrastructure brings more economic resilience to the area. Eco tourism is a huge money maker and makes communities more vibrant
access to walmart, from maggie valley, via mountain tunnel
An appreciation of the interdependent cultural and natural heritage vital to the prosperity and welfare of Haywood County.
People want to move to places with great greenways--if we could get a strong greenway system that is not centered on highway sidewalks, it would really increase our desirability.
They are all important.
Don't care
Economic development is not a concern, as there are already too many people moving here and vacationing here, which has affected our quality of life that we used to enjoy.
decrease local traffic, ie would be nice to have the opportunity to ride a bike for milk or a library book
Reducing traffic congestion and improving overall Health of our communities
n/a
Nailed it!
All of the above apply, they are ESSENTIAL
A good greenway (paved, easy, good poi,scenic) will draw tourism
getting people outdoors to communicate with nature, each other and local businesses
Reduce the number of cars on the road.
They build community and provide gathering places.
Just quality of life
could include a food forest eventually?
Driver for economic development and creating another attraction for locals and tourists
Greenway trails are essential for 21st century communities to thrive
You are impending on private property right
The connectivity provided by a greenway system combined with increasingly popular e-bikes will lead to an explosion of clean, lower-cost personal mobility.
Health benefits, fiscal impacts, real estate values
improve walkability to/from neighborhoods
Mental health benefits and helps with climate change issues

**8. Are there other comments you would like to share about the greenway plan?**

**Answered: 218**

**Skipped: 363**

Responses
Please sweep the shoulder lanes of Northbound and Southbound Hwy-209, between Old Clyde Road traffic light near Lake Junaluska and Iron Duff Road at the Shell station. Many cyclists use these shoulders in both directions, the gravel & debris are dangerous.
NC 209 north of Lake Junaluska is used by many cyclists and the shoulders there are wide enough to almost be a bike lane BUT they are full of trash and debris that represent danger to cyclists by pushing them out into traffic, which travels at a high rate of speed. The shoulders should be regularly brushed and debris picked up by NC DOT. Clean-up partnerships could probably be arranged with local activist groups. There have been numerous greenway plans in Haywood County over the years. It's time to do something concrete to actually create a greenway and get by the planning process. This plan should incorporate planning that has been done already for a regional and local bike paths connecting Bryson City to Asheville.
Please sweep the shoulder lanes of Northbound and Southbound Hwy-209, between Old Clyde Road traffic light near Lake Junaluska and Iron Duff Road at the Shell station. Many cyclists use these shoulders in both directions, the gravel & debris are dangerous.
Please sweep the shoulder lanes of Northbound and Southbound Hwy-209, between Old Clyde Road traffic light near Lake Junaluska and Iron Duff Road at the Shell station. Many cyclists use these shoulders in both directions, the gravel & debris are dangerous. ☐ Thank you!!
Build it and they will come
I think this is a great idea and will have many benefits not only to the residents but to the communities. The Swamp Rabbit trail is a good example of how a bicycle/walking trail benefits a community. Traveler's Rest, SC was a town with not much to offer. Now there are restaurants, outfitters, breweries there as a destination for people biking from Greenville.
Unleashed dogs are a huge problem. Otherwise, I enjoy our greenways and look forward to their expansion.
We are a rural community... this just seems like a waste of resources
I can't wait until this plan goes into action! I would absolutely love for my kids to be able to bike to school, then to the park afterwards, maybe to downtown with their friends after...without worrying about traffic, other dangers.
Thank you!
Trails should be built with switchbacks and fences or rocks to keep people on the trails to minimize the impact on surrounding
1. "First" in your title is incorrect. Numerous attempts to fulfill Haywood County resolution for greenways, with limited success, does not negate decades of volunteer time and expense. 2. Realistic realtime acknowledgment of impaired creeks.
Who does and will take care of Greenways??? Waynesville Greenway looks bad on Howell Mill Rd , Old Asheville Hwy into Industrial Park.
Please quit spending money on sidewalks that no one or very few people use.

Thank you for asking!
Not all trails should necessarily be multiple use. Perhaps some multiple use, and some bike only, some pedestrian only. Some existing multiple use trails around get overrun with bikes that don't consider walking people.
Please prioritize a complete connection between Waynesville - Lake Junaluska - Clyde - Canton (along the Pigeon River).
I am just THRILLED about this project. It's actually helping us decide where we will buy a home.
It would be really cool to someday be able to bike from Waynesville to Candler / Asheville on a trail system!
A future consideration to encourage fitness and use (and thus higher quality of life and lower health costs) could be to include fitness machines scattered along the trail.
I think Haywood county is missing the boat by not having a greenway. Charlotte ha a great one. I feel many people would take advantage of the greenway
Super idea and plan! You have already addressed some of the major property owner concerns it seems...
Yes. Please hurry up and build these before we drop dead.
I would like the greenway to be circular in order to be able to walk/ bike back to my car.
Hope you are able to implement more easy access trails
Waste of tax dollars
n/a
Thank you all for your hard work to make this amazing county asset a reality. Keep up the great work.
It is very expensive to maintain. Bikers ride on unsafe roads because of biking maps indicating that there are good routes. Mountain roads are dangerous.
Use extensively at our condo in Knoxville
I am excited to see this initiative coming to fruition. If you need some assistance, please let me know.
Being in Canton we'd like to see more being done here.☐
Tailor it towards locals more than towards tourists...
There are more information things this county sure put our taxes into.
Expand expand expand. Haywood county has incredibly limited connectivity between areas of use/interest and trails. Mountain biking is an enormous industry that other counties are captivating and Waynesville is completely missing from the picture.
I love the idea of having more local greenway trails to enjoy my daily walks on!!
I would love to see something similar to the greenway in Asheville, that connects businesses with city parks, letting families walk between destinations.
I see a great deal of sidewalks that the TOW has required in the development of areas in and around town. They require these to be constructed but offer no maintenance to these areas. Why would we as a community want more sidewalks and greenways to be built if there is no plan to maintain. These structures are expensive to build and expensive to maintain. Don't require it if you can't offer a maintenance plan.
Please don't do like Waynesville and make most of your greenway sidewalks on main roads with cars cruising by. That's not a greenway.
N/A

I hope so it gets good support we need this just look at Spartanburg and Greenville, SC
there should also be a separate tunnel that goes from walmart to maggie valley
We need to require landowners to allow Greenways along, and public access to our waterways.
Please not paved!
hope this survey actually results in some trails
I would choose to commute by bike if we had dedicated paved greenways.
I wish that the town and county were more proactive about reducing greenhouse gases and demonstrate a willingness to combat climate change.
Please put sidewalks on Newfound Rd in Canton. There are already races that use this area and people are having to run in the grass. There is lots of room beside the road of sidewalks. This would be a great spot to connect Buncombe to Haywood county.
I am really glad this is happening. The scenery and trails that already exist are one of the best things about living in our county. The popularity of existing trails and facilities during the pandemic shows that there is need to expand the options. Would love to see promotion/education about responsible trail use, behavior, etc. Definitely saw an uptick in trash, offtrailing, etc. on the MST with the rise in use during the pandemic.
I would like to see the county partner with organizations like Haywood Waterways and Daughters of the American Revolution etc. to be sure we are protecting our resources and sharing history!!
Yes I would like to meet with staff and explore objectives and implementation.
I would love to volunteer to help develop this plan, etc. My name is Stephanie Wampler, and my number is 828-734-1866. Thanks!
I support low cost projects or joint partnerships with business in the area. <input type="checkbox"/>
I would also support doing nothing if it enabled taxes to be deducted.
I'm new to Western NC and am excited to have more outdoor exercise and nature access.
No.
Safety is very important to me. I don't use the existing greenway path that connects to the lake because it does not feel safe to me, to be a woman on that trail alone - day or night. I would suggest some routine security strolls as well as the large emergency alert posts that are on college campuses. While we mostly travel with cell phones, they may be in a pocket or bag and a post with a button to sound an alarm and notify emergency services would be helpful.
This is a great idea which will benefit our residents...hurry, I'm not getting any younger!!! 🙏
I think a greenway plan in Maggie Valley would be great!
Connectivity among areas will be better for the environment.
Please move forward on a trail network.
I have ridden and hiked some of the MST, travelling by car to segments, usually staying overnight, which brings revenue to the local areas
PLEASE INVEST MORE IN GREENWAYS!
I'm excited the county is making this a priority!
Put more effort and money into the proposed trail biking/pump track that was supposed to happen and connect it to a greenway system.
let's do it!!!
Focus on outdoor activities instead of attraction like Ghost Town.

<p>More and safer walking and biking opportunities is an urgent need. I am considering moving away because of the lack of local and safe opportunities that require me to drive everywhere I go. I live less an 1 miles from a park but can't walk there because there is no sidewalk. Once I am home for the evening, I am trapped unless I want to drive somewhere to go walking. Allen's Creek is in dire need of sidewalks. Also, many sidewalks down S. Main Street are in ill repair, aren't properly curbed at crossings, and have debris and dead animals in the way. It makes biking very difficult unless on the road, where there is no space to share.</p>
<p>Please make ada compliant and easy to use. We tried hcc trails and actually "lost" the trail. The pra gravel is hard to walk on for disabled/elderly and we were ducking branches in many areas.</p>
<p>Do it slow and methodical with consideration for possible problems</p>
<p>Crime and homeless people will hang out</p>
<p>Please give maggie valley a playground for children! We need it so bad!</p>
<p>The High Tech Center of HCC on Industrial Park Drive could be a parking area/restroom/water station for that section of the Greenway</p>
<p>It was a huge surprise that we must drive (often for an hour+) to go for a walk in nature. We need to be able to go to the end of the street onto a path through the forest...and to ride a bike to the next town without having to deal with motorized vehicles. That said--are you considering whether e-bikes will be allowed on the more urban and community destination connecting routes (not asking about mountain biking)?</p>
<p>Keep roadsides mowed! Not the best or safest but in a country built for cars the roadsides are the quickest, most efficient way to get from one place to another for those who prefer walking or don't have a vehicle. Thank you for what you are doing!</p>
<p>Great opportunity to have a downhill trail from soco/parkway to lake junaluska. In Vail Colorado they have a Greenway that starts at the top and goes all the way for ~15 miles. It created economic opportunities for bike rentals and shuttles, not to mention eating, shopping etc on the way down.</p>
<p>We need a better plan to control the speed of traffic in our town areas (speed limit is correct, no one drives 35 or posted 20 in residential areas) - make the roads smaller, use one way options. Please add more sidewalks and bike paths.</p>
<p>The longer the trail, the better. Cyclists need a safe place to ride. Hiking opportunities are boundless here in Haywood County, but cyclists risk their lives if they ride in places that are currently available because they are writing concurrently with traffic. Please, let's get this done! We have waited too long! Thank you, thank you, thank you!</p>
<p>There should be rules to follow and this would include rules regarding animals and children; good lighting esp at night and security like hidden cameras due to the drug activity in our area and also signs prohibiting sex predictors to protect not only children but others this is a project that requires a lot of planning</p>
<p>I would like to see predominate use by the locals to get around. Not thrilled about trails becoming "destination" <input type="checkbox"/></p>
<p>trails, ie large parking lots, litter concerns etc</p>
<p>Thank you for making these greenways available to older residents</p>
<p>This is a wonderful opportunity to enhance the lives of so many people here in Haywood county.</p>
<p>Great idea!</p>
<p>a very important project for Haywood County.</p>

Please make this happen! It will make our beautiful county an even better place to live a high quality life!
Thank you for working on this. It is so important to me. I don't want to move away!
Focus on rural areas of county
Greenway development should be a prime goal of county and municipal governments to augment life quality and enhance economic development.
You are doing good work. Thank you!
This is one of the very best ways to invest in the future of Haywood County and its people.
Thanks all who are spearheading this worthy project.
I think this project is very important for our county for many reasons...we need to have other ways to reach destinations than depending on cars. Walking or biking is so good for our health. And preserving our natural spaces is particularly important our beautiful location.
Get it done sooner rather than later. Having said that, we are concerned about it's political viability.
Would like to see Wildlife education material stopping points as well as activities for kids to utilize on the trail an emergency call phones along the trails
if trails are planned well, they can have a great economic boost to the area.
Let's go!
In the short-term, it would be helpful to use medallion markers on the sidewalks to mark the greenway trail as it exists today. It would also help to have guided tours of the bike trails, like there are guided hiking tours. The city of Venice, FL as an example got a volunteer who also owns a local bike store to do guided no-drop rides that also feature medallions on the road that clearly and easily mark the trail. I know there are some signs but they just end and can't be followed presently.
This is an opportunity for our community to plan for recreational opportunity during a time of growth. While i love getting in the woods for hiking, a majority of the time, I am walking from home. Safety is key so any buffer from traffic is good. Surface type is not as important as just having a path
Make securing right-of-way to connect points of interest the priority. Don't over-engineer the initial implementation—simple paths and bridges are fine to start to get something useful in place asap. Improve as interest and use grows.
I sincerely hope this happens within my lifetime
Great to see this moving forward. Hoping we can educate and build relationships with those who may not be in favor, too.
County needs to have a recreation park for softball/ baseball field like other counties. More parking, too many people in the county!
I am very concerned about the Pisgah river after the flood especially the Cruso area and the river from Jukebox junction to Bear Waters. There is a lot of debris in the river and it doesn't seem like there are any efforts being made for continued clean-up.
Get bicyclists out of the road
I have lived in 5 other states and they all had greenways. They were a great way to stay in shape and fun to use. It is important to keep them clean from garbage. Some people just really don't care and it ruins it for everyone. They would always have an under cover cop riding trails at different time of the day - this was an excellent tool to deter crime.
Have many perspectives and walks of life at the table to determine best plan.

Recreation really shouldn't be at the top of the priority list. We are right in The Great Smoky Mountains... there is plenty, PLENTY to do. Haywood county is lacking in infrastructure and funds would be utilized better in other areas. (see first answer)
Haywood county is beautiful. But it suffers with no affordable housing, drugs, and infrastructure deficits.
I personally think that developing an extensive greenway system in Haywood county would create an economic boom to the area. When you look at nearby greenways (Virginia Creeper, Swamp Rabbit) the cost of construction and maintenance is far less than the money they generate. Add to that the health benefits, increase in property values, and just putting the area on the map nationwide and its an no-brainer. Its proven itself in multiple towns and cities.
Who will maintain the Greenway? Look at Old Asheville Hwy at that Greenway and it looks trouble!!! Trees not trimmed, Trees planted are taken over by other trees and veins. Not mowed properly. <input type="checkbox"/> <input type="checkbox"/> pparton@charter.net
I am super excited about all of these nature and fitness opportunities on the horizon! I sincerely want to say thank you from the bottom of my heart!
very enthusiastic!
A major focus should be connecting Lake Junaluska to Maggie Valley along Dellwood Road.
Glad to hear there is some unified action plan being developed.
Upkeep up current paths is a concern for many of us that are runners and dog walkers. For example, Hazelwood is very walkable, but sidewalks are in terrible shape. Bridge sidewalk on Howell Mill Road always has broken glass on it. The conversation amongst my walking/running/biking friends is the concern for being able to maintain additional paths when the existing ones we use aren't maintained well.
no
no
My hope is there will be good maintenance whatever this plan turns out. The small greenway from Lake Junaluska to the Waynesville Rec Park is in terrible condition!! Howell Mill Road sidewalk is grown over with high weeds that look terrible because it is rarely mowed. No safe way to cross the 5-land highway at N Lakeshore Dr to the gravel trail. Trail is awful!! No gravel in places; too much in other places; rough ride. Then riding on the sidewalk on Asheville Hwy, there are weeds 4' tall on both sides and a directional sign leans so it is barely passable. Worse municipal trail I have ever ridden.
Clyde needs somewhere people can go. The sidewalk is too close to the road where cars are going too fast. Right now you have to drive to lake junaluska or canton.
The surface should be partly decided by the maintenance expense due to weather and improper use.
Thank you! This is exciting progress
The areas need to be away from road traffic as much as possible. The area we currently have connecting Waynesville to Junaluska is very uninviting as the sidewalk is weedy, trashy, noisy (from cars) and unsafe in locations near homeless camps by the bridges. This needs to addressed as we consider developing a new Greenway.
Greenways add to quality of life.

Utilize existing streams and rivers and have trails parallel, old railroad beds, old logging trails. Trails by 4 lane highways are not fun.
Hopefully we can create a connections and paths one affordable section at a time.
Can't wait for this to come to fruition!
There are groups of people do not care about mountain biking but would love to see trails for pleasure biking. Examples are James Island County Park, Hilton Head Island and Swamp Rabbit Trail SC. These trails need to be as flat as possible for the aging population.
I am excited about the prospect of having a greenway in Haywood County!
The more greenways and greenway mileage, the better. Greenways are a foundation to a vibrant, healthy outdoor recreation community.
Would love to connect Rec center to lake J (which is somewhat there..needs more work) to HCC
Hey, on the Greenway project, my question is who does the up keep on it? <input type="checkbox"/>
<input type="checkbox"/> The Greenway out old Asheville Hwy has trash on it and over grown with weeds and trees. <input type="checkbox"/> Just like the state and town has a beautification project to plant trees along the road but they are NOT mowed around and trimmed. So why spend the money on that project?
The cost/benefit ratio is not in favor of these types of projects. Lived in a state where this was done at the cost of several million dollars. Local government sold the idea to the taxpayers saying the trail would see 300K users a year. It saw fewer than 30K a year. Waste of money.
Protect private land
Thank you for the opportunity to have input without attending a meeting in person. I hope there will be opportunities to provide feedback on draft plans.
Haywood needs to get moving on this. We drive from Waynesville to Greenville just to ride their excellent system of greenways. We drive to SC to ride the Swamp Rabbit Trail, to Rutherfordton for the Thermal Belt Trail...all dollars leaving Haywood Co.
Thank you for all the hard work everyone involved is doing to make this project a success and to improve our town and the quality of life of its residents!
It would be awesome to have more local singletrack mountain bike trails! There's nothing close and it's very disappointing.
Let's get it done! Sounds great!
I attended the Maggie Valley open house this afternoon. There has been much good input. My main ideas about this project are: <input type="checkbox"/>
1) Get Haywood County Schools students of all ages involved in the planning/implementation process as soon as logically possible. Kids are who tell adults where they want to go and what they want to do. If kids are invested in this project, their parents will follow. <input type="checkbox"/>
2) Trailheads should be as accessible as possible but quickly leading to natural areas. <input type="checkbox"/>
3) Biking trails should be geared toward all level of riders - not only people who are already avid cyclists. County works and monies should develop recreational activities for local people - perhaps most especially for local people who do not have the resources to get to recreational areas that require driving more than a few miles to get to them. I believe that there are many native Haywood County-ans who would be more active if walking trails, bike trails (with e-bike share options) were literally in their backyards. <input type="checkbox"/>
[personal information redacted]

Please make this happen! Haywood County is making progress but it seems like we are 30 years behind the rest of the country. This would help catch up! We live in such an outdoor recreation-centric area - it would be crazy to not pursue this. Thank you!!
Greenways get us outside, develop a greater appreciation of nature, help us keep fit, usually provided on the economic footing for all users.
Make it easy to travel a specific route with places to stop along the way
So happy that Haywood County is pursuing this endeavor. We are very excited about the future of walking and biking in our community.
We're hopeful for the future of these projects, thank you.
Let's do it! There's no downside.
yay for more parks and paths
thank you
anything to make cycling safer will be GREAT! added connectivity for pedestrian paths is welcomed. please consider penalties for littering and improper dog handling
I hope there can be ways to rent bikes or other things to get around for long distances.
Go BIG. Create OPTIONS. Separate USES. Ideally, if I could choose a paved path for road biking, a rougher path for mountain biking, and a soft path for running/walking with occasional pull-offs to avoid conflicts. Pay attention to adjacencies - variety in landscape is fun so include industrial, farming, and naturalized areas along with urban. Thanks for your efforts.
Pls expand into area surrounding old dump and Asheville hwy- connect to rec area
The sylvia greenway is very nice with the pump track.
It's a wonderful idea and will only make Haywood county a better place to live.
More fishing access
Fighting the idea that everyone needs their own car should be the goal and advertising that there is plenty of parking once you get here is counterproductive. Please bring passenger rail back to the mountains.
Market this towards and create it for locals first and tourists second.
It would be nice to have the section from the industrial park to howel mill road go through the woods instead of on the sidewalk next to a 4 lane highway as its not safe
Greenways are impotence for recreation, but it might also help people without vehicles to get around the county, i.e. walking, biking, skateboarding etc.
A greenway is not a sidewalk, contrary to what the Town of Waynesville believes. COVID taught a greater percentage of the population to seek quality of life improvements. That is not going to go away. As a community, we need to be forward-thinking and do as much as we can to improve the quality of life, which requires access to outdoor recreation.
If one of the goals of the greenway is to create better connectivity to destinations, it needs to be accessible to those with disabilities. As in safe to access from busy roads (crosswalks, voice-activated street timers for the visually disabled) as well as have wide lanes and be paved. It should also be accessible EASILY via public transportation.
Again, greenways are so important these days. Most all thriving communities have a greenway system, and I feel it is a must for our community. <input type="checkbox"/>
<input type="checkbox"/> Thank you!!!

Please note the walking trail at Lake Junaluska is not meant for bikes. It's too narrow, and the bylaws specifically exclude bikes on the trail. The trail needs to be wide enough to accommodate bikes, pedestrians, people with ridiculously large double strollers, and pets. Also, it should be paved to increase accessibility to individuals with disabilities.

The more trails we make, the better the quality of life in Haywood County.

Please provide concrete paths (no pun intended) to implementation. We kind of know a lot of possible trail alignments from previous planning efforts, so can you focus on funding and building them? A trail between Canton and Waynesville (passing through Clyde and LJA) along the Pigeon River should be the #1 priority!

THANK YOU!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Go for it! Connect our existing trails! Separate greenways from traffic and roads. Link us up with Asheville ☐  
/Buncombe greenways and the Parkway.

I think you should do away with the existing trail right next to Asheville Hwy. I think that is a waste. I have hardly ever seen anyone using that. Traffic and lots of weeds contribute to that.

Thank you for doing this. I'm really excited!

We would like to see greenways blend in with the environment and enhance the surroundings. Safety from motor vehicles is very important and good accessibility.

To me the priority should be connecting Canton and Waynesville Greenway. I'm particularly desirous for a spur to connect Clyde Elementary. The school "Cardinals Walk" Club might even do some fundraising to benefit such a plan.

Please talk to Greenville Swamp Rabbit trail designers and emulate that trail.

Need multiple access points

My husband and I have tried to walk along the existing Waynesville Greenway and have gotten lost when it goes along highways and there aren't any signs. Walking along a busy highway is not particularly pleasant, so providing distance from or a buffer to the road is important. Also if people don't have access to toilets and trash cans, they will trash up the trailhead or the trail.

So glad you are doing this!!

Very exciting!

To provide these new greenway connections to our existing trail network will pay huge economic development dividends for our towns.

It is a shame with all the greenspace and acreage in Haywood County that there are such few places to recreate. If land is available for use by Haywood, try all means possible to try to develop into useable trails by working with corporate money, alternative grants, private user groups that might be interested in creating mountain bike trails or equestrian trails.

In questions 3 and 6 I was unable to enter in all categories, each subsequent entry deleted the previous entry.

Please install the greenway as soon as you can. It's not going to get less expensive in the future.

About time :-)

Include a plan to keep the system secure, there are a lot of transients in our area (eastern Haywood... Clyde/Waynesville.)

I think it's time we had a plan. We should be applying for grant funds.

This would be a wonderful way to have a more active community and have more interaction within.
A huge impact for Haywood- would be to make the existing railroad into a rails to trail path !! Connecting all municipalities
Would love to see exercise stations thought out footpaths!
I look forward to reviewing and possibly contributing to the master plan. A well connected greenway with multiple trail types (urban, suburban, and rural) would be ideal to consider.
Please be thoughtful in the way we build and integrate the paths. This could be a very valuable and unique asset for Haywood County and each of the Towns, if done properly.
We can never have enough greenways and trails and bike paths.
110% in support!
Once committed, please keep them maintained, mowed, have visibility, and make user safety a priority.
I would like to see separate spaces for pedestrians vs. wheel traffic (bikes and skateboards) especially when sidewalk is involved. Currently I find myself having to walk in the street to avoid a bike on the sidewalk ( seems it should be the other way around).
I think this is a great idea. But I think you should focus on Canton before attempting to create a Greenway to the other side of Haywood County. The average rider isn't going to be able to commute that far on a bicycle, and most don't want to spend the money on an electric bike. □ I think this should be for beginner riders who want to explore Canton and or exercise. This could be a great opportunity to attract businesses to the area. A mini Swap Rabbit section could really help Canton grow.
Please ensure greenways actually connect places.
Newfound road would benefit from sidewalks. There are already relay races and 5ks that use that area. Sidewalks would make the events much safer. It's also a beautiful area and would be a great place to walk your dog or just get out for some fresh air.
Greenway plan is great, but the roads in Canton really need to be repaired too.
Some of the current greenway trails are rather frightening and seem to be frequented mostly by homeless and drug addicts.
Keep going on this. It would be great!!
The firm wanting to do this is out of Asheville. They need to stay in Asheville. Quit bring Asheville to haywood county
A mix of family friend options but also quiet, more natural trails would be ideal. As a local it can be hard to find a spot near to town that hasn't been overrun
Thank you for considering this!
Please work with municipalities for connectivity to downtown areas
Provisions need to be made to accommodate small retail food & drink establishments along the way that cannot be accessed by people in cars — breweries, distilleries, ice cream shops, bicycle maintenance shops, sandwich shops — with small seating areas.
Thank you! I hope you can get it ratified and funded.
This is one of the most beautiful valleys in the blue ridge mountains and that stinky old mill provides almost no job in comparison to the population here. This area needs tourism (hikers, mountain bikers, etc.

We have a new puppy and we started walking her on the greenway. We love the greenway by the rec center, but unfortunately we really don't like the part of the greenway that has an entrance by Lake Junaluska. Neither of us feel comfortable or safe walking along the 4 lane road. I would really like to see the two parts of the greenway connected through the woods instead of brought around next to the highway.

With the recent addition of Chestnut Mountain, we have enough tourist trails/destinations. I would like to see improvements that benefit the lifestyle of residents and their pets.

While industrial areas and easements are the easiest place to provide routes, there should be a stronger effort to provide shade within them. ☐  
And thank you.

Picnic areas would be great!

Maintenance of whatever is developed is very important! Otherwise, folks will not use the trails if they are needed littered with trash and other debris.

The plan needs to identify land acquisition opportunities along Jonathan Creek and purchase them for upcoming or future green spaces. Prime example is Jonathan Creek in Maggie Valley. Stop development of RV parks/housing along this natural asset and insist on no development in these flood plain areas.

Would love to see a greenway connecting Waynesville and Canton

The sooner, the better

Connecting small communities can benefit all of us, while making Haywood County a more enjoyable place to live.

It would be beneficial to show Hay Co Schools students about the greenways. Have the info trickle up to adults rather than hope adults hear about the availability of these areas.

Good luck!

1. Would like obstacle-course quality obstacles (like fitness stations, only better) for adults along trails. ☐

2. Maggie Valley desperately needs trails in woods away from traffic/roads for hiking. It's unfortunate that I live in the mountains but need to drive 20-30 minutes to get to a decent trailhead!

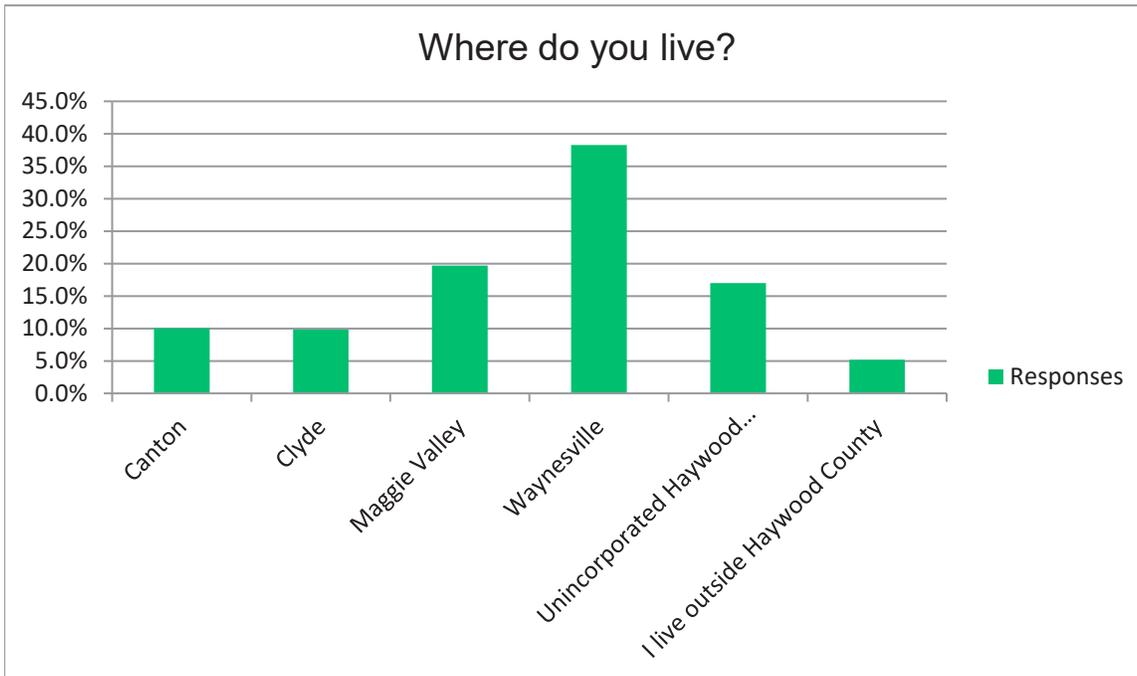
Please keep working on this!

This is an amazing plan and I hope to see it flourish.

Connecting the Lk J trail with the city rec center would create a nice loop and maximize the resources that exist

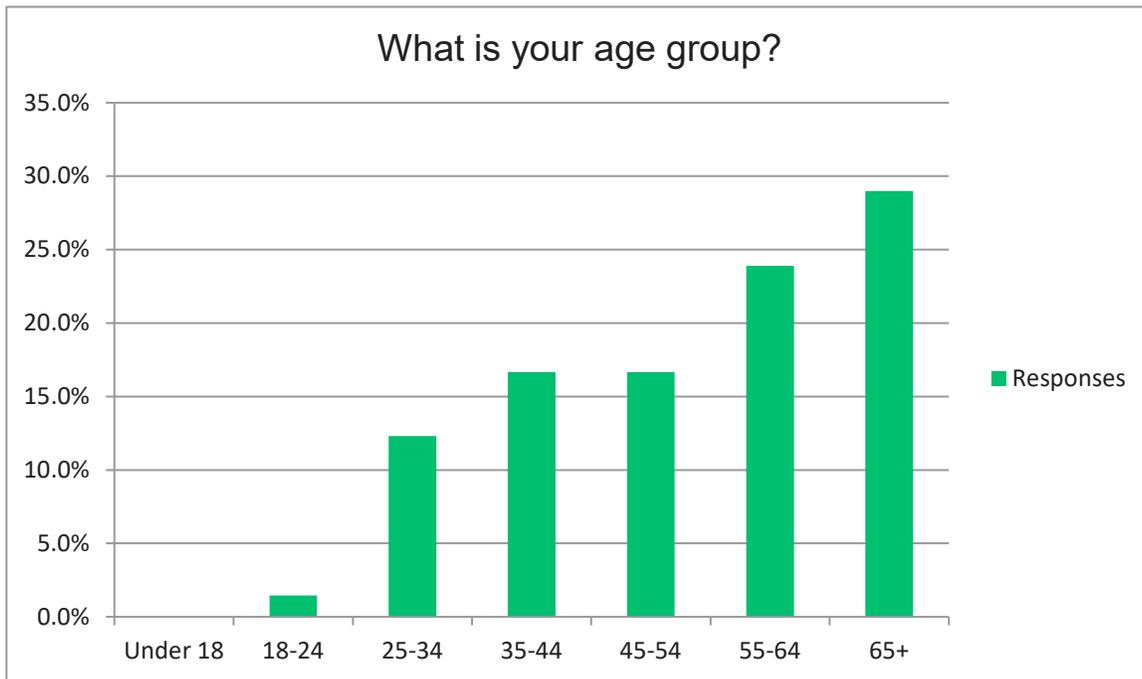
### 9. Where do you live?

Answer Choices	Responses	
Canton	10.0%	56
Clyde	9.8%	55
Maggie Valley	19.7%	110
Waynesville	38.3%	214
Unincorporated Haywood County	17.0%	95
I live outside Haywood County	5.2%	29
	<b>Answered</b>	<b>559</b>
	<b>Skipped</b>	<b>22</b>



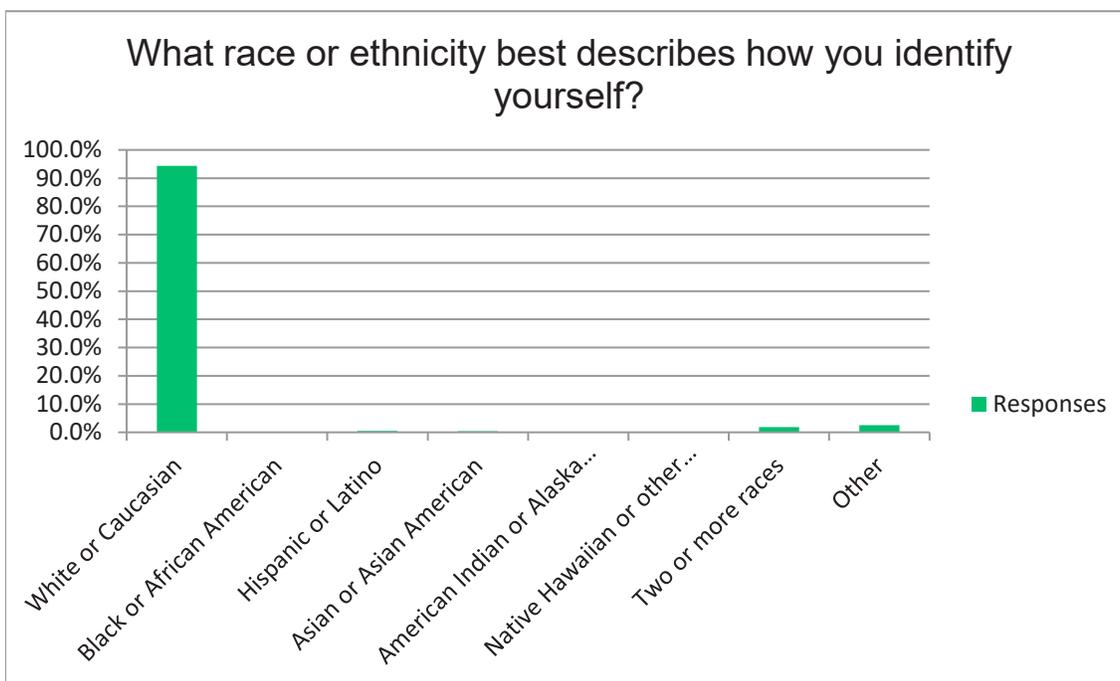
### 10. What is your age group?

Answer Choices	Responses	
Under 18	0.0%	0
18-24	1.5%	8
25-34	12.3%	68
35-44	16.7%	92
45-54	16.7%	92
55-64	23.9%	132
65+	29.0%	160
<b>Answered</b>		<b>552</b>
<b>Skipped</b>		<b>29</b>



### 11. What race or ethnicity best describes how you identify yourself?

Answer Choices	Responses	
White or Caucasian	94.3%	516
Black or African American	0.2%	1
Hispanic or Latino	0.6%	3
Asian or Asian American	0.4%	2
American Indian or Alaska Native	0.2%	1
Native Hawaiian or other Pacific Islander	0.0%	0
Two or more races	1.8%	10
Other	2.6%	14
	<b>Answered</b>	<b>547</b>
	<b>Skipped</b>	<b>34</b>

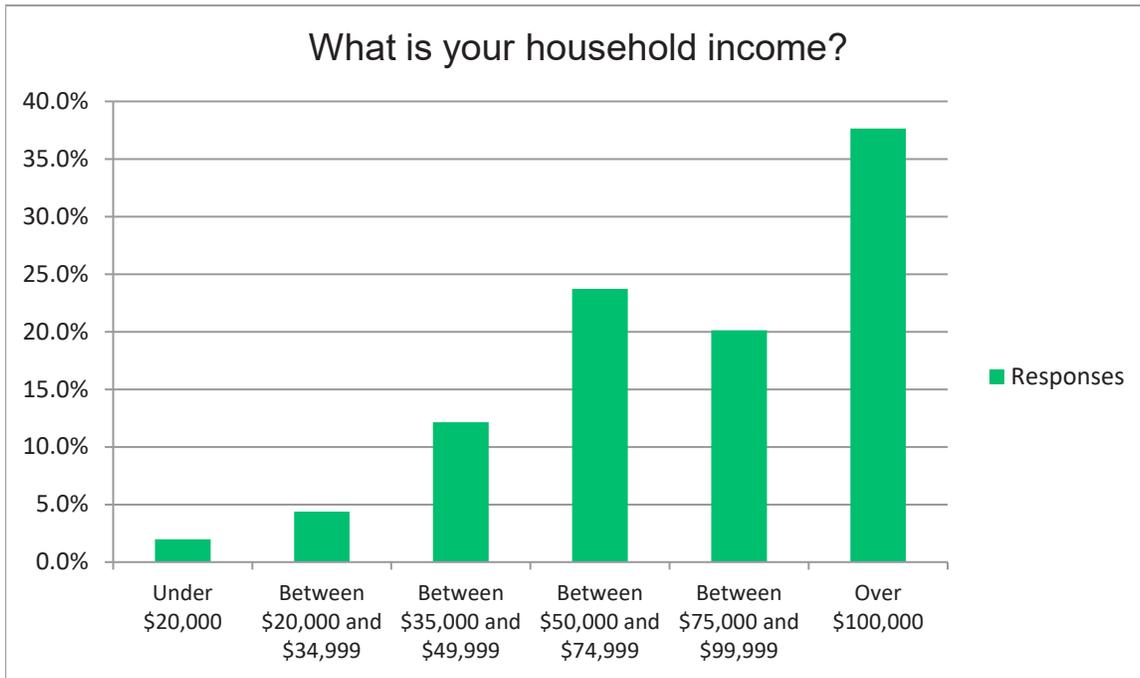


## 12. What is your gender?

Answer Choices	Responses	
Male	39.5%	200
Female	58.3%	295
Non-binary or agender	0.8%	4
Other response	1.4%	7
	<b>Answered</b>	<b>506</b>
	<b>Skipped</b>	<b>75</b>

### 13. What is your household income?

Answer Choices	Responses	
Under \$20,000	2.0%	10
Between \$20,000 and \$34,999	4.4%	22
Between \$35,000 and \$49,999	12.2%	61
Between \$50,000 and \$74,999	23.7%	119
Between \$75,000 and \$99,999	20.1%	101
Over \$100,000	37.7%	189
	<b>Answered</b>	<b>502</b>
	<b>Skipped</b>	<b>79</b>



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# APPENDIX: STAKEHOLDER ENGAGEMENT



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# Haywood County Greenway Plan Meeting Minutes



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## **Haywood County Greenway Plan / Hellbender Trail System Conversation with Land Trusts**

August 4<sup>th</sup>, 2022

**(Southern Appalachian Highlands Conservancy and Conserving Carolina)**

### **ATTENDEES:**

Hanni Muerdter, SAHC

Carl Silverstein, SAHC

Kieran Roe, Conserving Carolina

Rebekah Robinson, Conserving Carolina

Tristan Winkler, Land of Sky MPO

Ian Smith, Haywood County

Elizabeth Teague, Town of Waynesville

Kim Williams and Christy Fierros, Alta

### **AGENDA:**

- Introductions
- Meeting Purpose (Land of Sky MPO-Tristan)
- The Haywood County Greenway Plan and why this is such a critical topic during the development of this plan. (Alta-Kim)



## Questions:

### 1. What are the land trusts roles in helping preserve recreation/trails in the past?

- Rebekah R.: Involved in greenway and natural surface for 10 years, worked with the Town of Fletcher to expand the greenway system including Tryon and Brevard. Tried to make progress on \_\_ in Henderson County but hasn't been as fruitful. Biggest greenway projects are rail trail projects, which are limited because they depend on railways but in terms of mileage are the most significant. NC Land & Water has a riparian greenway fund part of overall conservation easement funding for projects along waterways, this is a funding source we've used for landowners who need financial compensation. Work to educate landowners on text and legal aspects. We try to get a wider conservation easement on a stream, often that's where the landowner can't do development anyways, so they are more willing to have easements in these areas.
- Elizabeth T.: Potential for Haywood County? Funds for flood plains and water conservation seem to be coming down the pike. However, the missing link is the ability to work with conservation agencies to provide tools for local property owners, specifically a local land trust that can work on smaller scale conservation projects is missing. Understanding the tax benefits, legal work and other documentation is usually outside the scope of conservation organizations when working with landowners.
- Hanni M.: Limited by time and resources, SAHC hasn't done targeted work. Partnered with Conserving Carolina for conservation easement near Buncombe County line. Could help support projects that involve large acreage tracts and pick top 5, for example. Wildlife connectivity is a priority and this could overlap with some of Haywood County's priorities.
- Tristan: Haywood County's priority is getting a greenway along \_\_ near Canton. The introduction of Chestnut Mountain Park brought a 180 change in attitudes in regard to support for trails, before there was more apprehension and now there seems to be more urgency for a trail system. There's been more studies for alignments. \$70 million for greenway projects in the region, but a concern is that there's a lot of turnovers in the region, the people who start projects are not always the ones who end and when using federal funds, you can't go to property owners and ask to be voluntarily given land. Once you have federal funding, you have to offer fair-market value as a first step. Success starts with working first with land conservancies and doing the leg work of acquisition. Rule of thumb seems to be with any federal funds used to acquire lands, expect it to take 2 years. Many benefits for a more coordinated approach.
- Hanni: Stream restoration projects have been successful. Landowners willing to accommodate greenway as a streamway restoration project. They are more willing to have it as a 'package' rather than saying "we want to give public access to your property".



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- 2. Where do land trusts prioritize land protection right now as it relates to trails/recreation and priority projects. What are the roles they need other partners to play (i.e., local governments, etc.)?**
  - Conserving Carolina works in Henderson County but is willing to be a resource and share lessons learned. In Haywood, SAHC is prioritizing large tracts of mountainous land, watershed land, and prioritizing wildlife corridors. Farmland protection is also a priority and the do work often with Haywood County Conservation District.
- 3. Is there interest now or down the road in helping protect easements or whole properties for the Hellbender Trail System? If not now, what would need to be in place in the future to help assist with this?**
  - Definitely there is in Henderson County. Down the road support for Haywood and Buncombe is more challenging since there is not enough capacity within SAHC to support. That being said, if SAHC could get a sense of how many landowners a year outreach would be needed for, or where the priority areas that are needed, they are willing to talk more. Eventually funding for positions that serve this role are likely what is needed.
- 4. What type of trail or land protection projects are the land trusts most interested in as it relates to the Hellbender Trail System?**
  - SAHC is prioritizing large tracts of mountainous land, watershed land, and prioritizing wildlife corridors. Farmland protection is also a priority and the do work often with Haywood County Conservation District.
- 5. Are there funds for greenway acquisition?**
  - Tristan: When getting beyond 15% design, more of the regulations come into play, this is one type of funding. Another type is for feasibility studies which cannot necessarily go to conservancy staff but there could be overlap with the feasibility of transportation projects (determine alignments, landowner education, more ground level work).
- 6. What would a model look like in the next 10 years?**
  - Hanni: There is potential synergy since Haywood Waterways has a new executive director, there is potential for a partnership. Been involved with Haywood Waterways and the county for floodway resiliency grants but were advised to not put anything about recreational use because there are some areas that don't want greenways. Reaching out to stakeholders about pros/cons of certain areas is helpful. Hopefully in the master plan, a biological analysis would be done for where greenways should go.



- Hanni: I would be willing to give support to think through some of these things – knowing what properties are very important and knowing which to prioritize would be helpful. Willing to keep conversation going and understand the need!
- Tristan - Significant overlaps with Pigeon River area, erosion problems, riparian buffer.
- Hanni: Hearing more of Rebekah's and Kieran's experiences is super helpful, getting a better understanding of time and quantifying some of this, such as what do y'all envision for the scope of needs? How many easements? How many properties? What is desirable to hit some of these goals? What funding is available for land trusts?

#### **7. How many easements are you working on?**

- Rebekah: It varies, currently have a lot on our plate, don't know a number off top of head but probably around 5-6 different greenway projects at varying degrees of intensity.

#### **8. Number of trail easements?**

- Rebekah: 3 but will have a couple more then there's several still single digit riparian buffer easements.

#### **9. How often do you turn over easements to the county?**

- Rebekah: Acquire easements then convey to the county, there's very little financial value in donation so the tax benefits are not enough to matter.
- Hanni: It would be great to sit down with maps to figure out what's possible and define the scope.
- Rebekah: When developers are seeking a conditional use or waiver, Hendersonville greenway extensions have been extended into the sewer system.

#### **10. What are some dos and don'ts when there is a land trust working with Haywood County?**

- Rebekah - Conserving Carolina doesn't work in Haywood but as an FYI, we don't want to be involved with the recreational use of the easement except when there's conservation protection that needs to happen with the use. Real estate acquisition is what's prioritized and then we want to be out of it. The location for where easements go sometimes is just where the landowner wants it to go, there's not any general rules that I can think of.
- Ian: Like the idea of sitting down with SAHC and Conserving Carolina to know where the greenway is going to help with understanding and implementing the plan.



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## Haywood County Greenway Plan

### Meeting with Haywood County Schools, Junaluska Elementary, and Clyde Elementary

August 10, 2022

#### ATTENDEES:

Kim Williams, Alta  
Elizabeth Burke, Alta  
Ian Smith, Haywood County  
Tristan Winkler, Land of Sky Metropolitan Planning Organization  
Trevor Putnam, Haywood County Schools  
Alex Masciarelli, Junaluska Elementary School  
Byron Burnette, Clyde Elementary School

#### AGENDA

- Introductions
- Meeting Purpose (Ian/Tristan)
- The Haywood County Greenway Plan (Alta-Kim)

#### Questions:

##### 1. Are there currently many students attending school via walking or biking?

- Alex: one family used to ride bikes, but it was stressful. Neighborhood across from school has a crosswalk and is in a school zone but people fly through. Parents were okay and kids were safe but once they crossed the street there's only a skinny bridge over the creek. Cars would lock brakes up when seeing kids. Kids were eventually told to cut across grass. Not a lot of sidewalks once you leave the highway. 5-6 kids in the vicinity that could walk. Everybody drives.
- Byron: There is a community across creek and a walking bridge that goes to community. Issues with a student walking and not arriving at home when expected after leaving school. Parent contacted school wanting to know where they are. Plenty of places and residents close to school that could walk. A couple kids choose to from time to time.



**2. Are there ways you feel that walking/biking connectivity can be improved, or do you feel it should be improved?**

- Sharing Junaluska Google Earth.
- Alex: Sidewalk is technically considered Raccoon Creek Greenway. Challenging crossing. Entrance across from stoplight near oil company is a neighborhood with families. Down the road towards Waynesville city limits, lot of families in neighborhoods that are not too far. Not on parents' radar that walking and biking is possible. Bus makes stops in nearby neighborhoods. School's back playground has a big section of pine trees with kids in houses just past it. There is a small sidewalk, but you are walking against traffic once you get to the campus. The houses to the left of campus, steps come down to sidewalk but one way exit has traffic that could be scary with fast moving cars in the morning.
- Ian: County is pursuing project inside buffer properties of old landfill. Buffer property purchased in cabin project. Turning it into a bike park. Parks and Rec trust fund grant will decide course of action in the next month. 500k from general funds so far. Something will happen there. Close to Junaluska Elementary. Another kind of Chestnut Mountain. Beginner mountain biking, beginner-friendly skills course and pump track. Ties in well with potential intersection to greenway corridor.

**3. Are the schools interested in connecting to, or incorporating a greenway onto school property? We can show you current considerations for connectivity.**

- Is there a place to locate greenway that won't cause issues? Security, displacement? Near road, close to campus?
  - Alex: Trevor can speak to traffic to campus.
  - Trevor: traffic that isn't authorized poses safety issue for us. Alex has looked at track in front lawn of Junaluska. Exposes campus 24/7, sometimes poses problem with loitering and other potential harm.
- Kim: Greenway or wide sidewalk in green parcel?
  - Alex: stretch near baseball and softball, not part of campus because high school campus. Might be pretty stretch to go along creek and across bridge.
  - Kim: Pinch points near creek and fields. Can assess, but some constraints. Another thought along the back of ballfields and private/new bridge. Green parcel off limits?
  - Trevor: building and grounds committee for Board of Ed has a goal to eventually create parking area near footbridge to access high school athletic facilities. Attractive option because it allows for limited access to Junaluska Elementary. Gives Junaluska Elem. Its own space without contending with high school baseball/softball events.
  - Kim: If we recommended a pathway to help circulate, would that be appealing?
  - Trevor: Yes. Pedestrian footbridge would be good to cross creek to venues. Space is 10-12 ft. Setback is required for road frontage. Helping to create parking and safe passage footbridge is very attractive. Ideally, purchasing property to the left would be of interest, as it can look ratty.



- Kim: Team was tasked to look at connection to future park and Raccoon Creek Greenway corridor. The refined alignment from Richland Creek will hopefully be a priority project in near to midterm.
- Sharing Clyde Google Earth.
- Kim: Context about Hellbender Trails, will go from Waynesville to Asheville with a North/South connection. We are assessing alignment through county and the East/West connector. Good opportunity for greenways, but a final alignment hasn't been determined. There is an opportunity for greenway connector to school. Not many plans have proposed bike/ped connections in Clyde so far. The biggest opportunity is to connect and utilize land along river. Many parcels were bought by County for flood mitigation. There isn't a lot of transportation ROW, which is the usual method of connection. A Southern route is another option along DOT right of way and southern railroad. There are a couple of existing crossings across the railroad. Is there a preference for a greenway that isn't through campus?
- Byron: Security and safety is a concern. If we were to do anything, front side of school has no room up to Old Clyde Rd. Earnest Rodgers Rd touches the back side of campus. It eventually comes out to Old Clyde Rd. It touches back property but not close to school.
- Ian: not a strong group of kids that walk to school? If there's way to get greenway close but off of school property with some sort of path that's on school property that's gated/shut/chained, is that an easier way to get access to school?
  - Byron: There is a gate on back part of campus. Locked and closed usually. Access on Ernest Rogers Road that is very rarely open.
  - Ian: Is it appealing for security purposes to put greenway close?
  - Byron: Not personally appealing. Road is where a few walkers come through.
- Kim: Greenway just at the edge of the road with buffer encroaching on school is an issue? An easement from the school?
  - Trevor: Needs to be run through Board. Trevor can propose but decision is up to them. If a benefit or advantage for school system and no substantial loss of land, board would probably agree to it.
- Kim: Connection to parking side of school. Constrained area. Connection from greenway to school parking side. County works voluntarily with landowner.
  - Trevor: caution about foot traffic at entrance of Clyde. Heavily trafficked.
  - Byron: anything that borders campus and Old Clyde Road is a nightmare. Have to heavily monitor in morning and afternoon. Sides of campus have very little space. Lots of space at the back. Not enough room to turn at the front. Coming close to Clyde is going to have to come to the back. Cars queuing and backed up trying to come in. Bad accidents have happened there. Children not allowed to walk on Old Clyde Road. There is a bridge in backside of campus across creek. Kids walk into that community, but front will be a hard no for safety issues and congestion. Bridge near the back of the building across the creek. Kind of ratty, maybe built by church 20 years ago. Needs updating for anything to happen.
- Byron: What is a greenway going to look like?
  - Kim: Greenway paid for by public funding can be min 8 ft. Typically 10-12 ft. Natural surface trails on terrain that's steeper. Most trails will be paved. Typically asphalt or concrete.
- Tristan, Ian, Kim, Elizabeth:
  - Kim: Follow up on Clyde. Not being able to use front of Clyde. Cut in earlier and use property to the west of school.



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- Tristan: Depends on what alternative is taken. Sounds like Clyde is more open to something along 1923 and spur over to Clyde. Connect over to side street and have people connect through there. Gets more complicated.
- Kim: Show trail terminating at entrance to park?
- Ian: Park will have a shared use path. Double gated with front and bottom gate. One is for bus garage. Connecting back around to make whole property a circle may not happen because of buses. Connecting bike park back onto Francis Farm Rd and back to highway hasn't been explored yet. Keeping in mind with greenway project moving on. Possible having greenway accessible if trail comes near.
- Kim: Lots of protected land along Raccoon Creek. Lots is federal land, which is more difficult.
- Ian: If the greenway comes right in front of Junaluska, will there be increased kids walking to school?
  - Kim: Multifamily housing is coming, so probably more walkers. More subdivision plans for area near school.



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## Haywood County Greenway Plan

### Meeting with Ryan Manning, Haywood County Soil and Water Conservation District

August 11, 2022

#### ATTENDEES:

Kim Williams, Alta

Elizabeth Burke, Alta

Ian Smith, Haywood County

Tristan Winkler, Land of Sky Metropolitan Planning Organization

Ryan Manning, Haywood County Soil and Water Conservation District

#### AGENDA

- Overview of the Greenway Master Plan (what it is and isn't)
- Purpose of the meeting

#### Questions:

1. **What are your general sentiments towards the idea of a greenway running along the edge of a farm and how could we best address farmer's concerns?**
  - Kim: A lot of times breaking up a field is an issue. Road frontage offset from the road 15 ft. Could slightly impact a field, but not the full amount.
  - Ryan: Big one would be privacy and property rights. Farmers tend to be property rights oriented. There could be questions if a greenway is intended to be adjacent. Who's responsible, footage, etc. Privacy questions on who and how many, intended use, projected use. Most farmers would probably prefer less traffic than heavily traveled. Those are the major concerns
  - Kim: Share examples of areas where there might be interest. Elizabeth T may be reaching out with info about those wanting to protect land for future generations or protecting resources or ag values



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## Haywood County Greenway Plan Discussion w/NCDOT

(NCDOT DIVISION 14 EARLY INPUT MEETING)

August 12, 2022

### ATTENDEES:

Chris Lee, NCDOT

Steve Williams, NCDOT

Troy Wilson, NCDOT

Ian Smith, Haywood County

Jodie Ferguson, Haywood County

Kaitland Finkle, Maggie Valley

Tristan Winkler, FBRMPO

Kim Williams, Alta

Meg Bryson, Alta

Matt Hayes, Alta

Mike Repsch, Alta

### ***Not in attendance:***

*Vicki Eastland, Land of Sky*

*Wanda Austin, NCDOT*

### AGENDA:

- **Introduction** – Kim and Matt led introductions. Tristan thanked attendees and noted that 4 projects are now back on the STIP in Haywood County; important to make sure these projects include the community improvements that people want.
- **Discussion** – Kim used Google Earth to show the existing conditions at each area the group discussed.



## Questions:

### WAYNESVILLE/JUNULUSKA AREA:

#### A. Dellwood Road:

1. **Based on the memo provided (included on following page), do folks have any strong opinions or thoughts on potential solutions to address safety concerns for the trail crossing at Dellwood Road?**
  - Kim: With the Richland Creek Phase 2, this will increase the number of trail users and make this crossing an even higher priority. We watched people try to cross here when we were on site in June.
  - Mike went through the memo describing three crossing options identified for this area: 1) PHB, 2) “road diet”/lane reductions (changing the location where the lane reduction happens) plus full signal, 3) pedestrian bridge.
    - Chris Lee asked about PHB vs HAWK. Mike: Correct, different terms for the same thing.
    - Chris: HAWK is the recommendation NCDOT was leaning towards, have not narrowed down exact location. Unfunded, they were trying to use spot safety funds. DOT gets quarterly requests...Bucky Galloway (NCDOT) may be a good person to contact/coordinate with. But it’s on the radar, NCDOT wants to use federal money to get a HAWK.
    - Matt: One thing to consider is if you move it too far to the west, users may not use it; people tend to want to cross where it’s convenient.
    - Chris: We have had to scale back the nearby interchange project, they originally had concerns about placing the HAWK too close to the interchange. Is there enough ped traffic to warrant a crossing? Because NCDOT doesn’t have good count to submit an application.
    - Matt: No, but we have some counts for the trails.
    - Tristan: FBRMPO TDM coordinator counted S of Dellwood recently and got 350 trail users. Matt: Yes, we have trail users on both sides of the crossing, so have to consider that more people would cross if it was safer.
    - Kaitland: Crash data at the intersection? Kim: We looked at collision data, not as many crashes as you would think but that doesn’t always correspond to near misses.
    - Chris: The scaled back interchange design allows more room; the interchange ramps will be further from the crossing location now than before. But the feasibility of the project still comes down to sight distances and traffic analysis.



## **B. Russ Avenue from US 19 (Dellwood Road) over to US 23/74:**

### **1. Discuss this STIP project and opportunity to connect to the school.**

- Kim: This is back on the STIP. Starts at Dellwood. Several schools in the area. What is the current proposed cross section for the project, is there an option to connect into existing ped/bike facilities?
  - Kaitland: Along 19 the sidewalk is very piecemeal, getting those connections would be a huge improvement
  - Steve: The original scope was divided 4 lanes with bike lanes and sidewalks.
  - Tristan: Based on new literature, would it make sense to have MUP on one side and sidewalks on the other, with traffic speeds/volumes.
  - Steve: Yes.
- Kim noted there were several bike/ped collisions in this area.

## **C. Use of NCDOT controlled access/ROW:**

### **1. There are a few places (especially on Smoky Park Highway) where use of controlled access/ROW would be really helpful for greenway development.**

- Kim: Several places we are looking at:
  - Canton to Clyde and Clyde to Lake J. We are considering 19/23 but also could there be an opp to use controlled access, or include a MUP as part of a future project? One section between NCDOT ROW and RR ROW, could go right on the edge?
  - Great Trails State Plan identified connection into Waynesville. Challenging corridor with a lot of constraints. Is there potential to co-align a greenway with Great Smoky Mtn Expressway? Comments from DOT?
    - Chris: It's ambitious, we don't see that often here. What about using the old road (Old Balsam)? Most of this is not controlled access.
      - Kim: We drove Old Balsam, very little ROW, buildings up against the road, and lots of parcels, would be very challenging.
    - Chris: How attractive is this to users? Do people want to ride next to a highway? Concern about crossing so many driveways for drivers and trail users.
    - Steve: We have a project on 23/74 (U-6172), Troy has been working with a consultant, they are not considering a MUP. Would that be well received?  
Troy: Not sure, will reach out to see. May not be able to do it under the current project. What ROW does the railroad have? Kim: We don't know for sure but you can see on the map that properties are very close against the RR in this area, indicates they may have not much ROW. Tristan asked Troy what cross section is the study leaning towards for this section of 74?



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- Troy: Project limits are from Old Balsam to Balsam View just beyond the county line. Troy: The express design is access management with 12ft lanes with 4-5ft shoulders. If we try to add a MUP we will have big impacts, we can't go into the RR. But can ask the consultant to take a look. Steve: Extra climbing lanes were taken out of the plan for safety. Kim: we did hear from the public that there is interest in biking up to the parkway but that intersection is a big deterrent.
- Kim: Other comments about section near Haywood Comm College to medical center? (None)

#### **D. NCDOT Mitigation Properties:**

- 1. There are several NCDOT Mitigation properties that lie within proposed paths of greenways (i.e., Raccoon Creek). In past Alta experience, these properties need to remain untouched and can't accommodate greenways, but wanted to confirm any knowledge about use.**
  - **Limitations on these parcels?**
    - Troy: Typically, they don't allow any changes to those sites. We could ask them but typically when we mitigate off site it's 2:1 and very expensive. But generally, these sites are totally off limits. But we should ask.

#### **MAGGIE VALLEY AREA:**

##### **Highway 276 and Greenway Along Jonathan Creek**

- 1. Discuss STIP project R-5921 improvements and desire to connect to elementary school.**
  - **Any updates?** Our goal is a connection in the Jonathan Creek to at least the school.
    - Kaitland: Nothing has changed since last time we talked. We went back and forth about the project because there was no bike/ped infrastructure included in the project outside the roundabout. They were receptive to cost sharing sidewalks up 276 to Hall Drive. Details like which side of the road, and how wide have not been determined. Ideas about making it larger, wider buffer. Wait and see, for now.
  - Kaitland: MV seeing more annexations, just applied to have the large parcel off 276 annexed. Hoping to see more easements/set asides. Potential long-term opportunities.

#### **CANTON AREA:**

##### **A. Park Street (US-23) Canton Potential Road Diet:**

- 1. The Town is initially supportive of readapting this street to accommodate a MUP. We can share a concept and get thoughts on this.**
  - Steve: Preliminary convos with Div. 14, they would not be opposed.



## **B. Canton Hwy 19/23 MUP:**

**1. It sounds like Project U-6048 just recently made it back onto the STIP. Would this include for the whole study area or just a section? What year was ROW and construction slated for? Any thoughts on how the MUP connection is made into Canton (which wasn't part of the study area)?**

- Tristan: Before covid we had a meeting with NCDOT about this and one challenge was how to bring something from east of downtown through downtown, was there a resolution? Project to the east, section B of 19/23 improvements, section A would go through downtown.
  - Troy: not sure that it ever got figured out.
  - Tristan: East of downtown it makes sense to have a side path on S of 19, but once you get into downtown it makes more sense on the N side. How to make that switchover, especially with pinch point downtown? How to make it all work together?
- Tristan: No express design yet. Nick with Canton was also involved.

## **C. Blackwell Drive:**

**1. Blackwell Drive was identified as a route in previous plans for ped/bike improvements. Would a road diet with MUP or just MUP work as an addition to this facility. Currently it sounds like there is design work proposed for the bridge intersections with Champion Drive.**

- Troy: Lots of truck traffic.
- Kim: Has this come up before in discussions with the town?
- Troy and Steve: Nope.
- Tristan: Champion was higher priority with the bike/ped plan. There were over 100+ projects in that plan.
- Kim: Express design for intersection near Beaverdam Creek/Pigeon River? Troy: There was something about dual roundabouts. Difficult with steep grade.
- Kim: We were thinking of using these bridges for the ped/bike connection.



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#### **CLYDE AREA:**

##### **A. Clyde 19/23 Access Management:**

**1. This SPOT project was shown to have bike lanes and sidewalks. The Hellbender Trail Route is being considered and could potentially be incorporated into this project. Thoughts on this?**

- Kim: Hellbender trail connection along Pigeon River or 19/23. As you get closer to Clyde the ROW opens up, merges with Blue Ridge Southern RR in some places, if there was a widening/access mgmt. project could we integrate a path? Steve: It does make sense; we don't have a project but we can include it when we scope someday.
- Kim: If you have a MUP right on the edge of NCDOT ROW (rather than offset as typical) can it still be included in the project scope? Ex: if it were closer to the RR? Steve: Not sure.
- Troy: Would depend on the whole corridor, but potentially, yes? Depends on how far off the alignment.
- Tristan: Canton's priorities are Park Street right now but we really need to champion this project, we put in in the MTP but it could use a push.

#### **Conclusion and Next Steps:**

Kim described the next steps. The project team is moving into design recs and alignments, will send a daft to steering committee soon. There will be another round of stakeholder engagement in fall, then wrapping up the project in winter.

- Troy: I'll go back and look at some of the express designs for projects we talked about today. 215 and Blackwell Drive - sidewalk on the East side going down champion drive. Challenges with houses along roadway.



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## OPTIONS TO IMPROVE SAFETY AT THE DELLWOOD ROAD/TRAIL CROSSING

*The following options were analyzed by Alta as potential solutions to address the crossing of a trail/the Future Hellbender Trail at Dellwood Road.*

SCENARIO	EXTENDED LANE REDUCTION W/ HYBRID BEACON AND REFUGE ISLAND	EXTENDED LANE REDUCTION AND SIGNALIZED CROSSING	TRAIL BRIDGE
DESCRIPTION/ FEATURES	<ul style="list-style-type: none"> <li>Hybrid beacon crossing to mid-block with a refuge island</li> <li>Lanes reduced until north of intersection</li> <li>Consider reducing speed limit (currently at 50 mph)</li> </ul>	<ul style="list-style-type: none"> <li>Lanes reduced until after intersection w/ S. Lakeshore Dr.</li> <li>Addition of a four-way traffic signal at Dellwood Rd. and S. Lakeshore Dr., (preferred over hybrid beacon since almost same cost)</li> <li>Use of advanced warning lights</li> <li>High visibility crosswalk connecting trail at signal</li> <li>Consider reducing speed limit (currently at 50 mph)</li> </ul>	<p>Pedestrian Bridge would be sited further east on the existing trail and would need to be elevated 16'+ above existing road grade. The ideal alignment would connect the future and existing trails seamlessly and draw any pedestrian at-grade crossings to the bridge.</p>
REQUIREMENTS	MUTCD Guidance recommends 20 pedestrians/cyclists an hour	Traffic signal warrant analysis required for signal, have to have traffic demand for this to be something NCDOT would want to do.	Need long approach ramps at least on one side of the trail because of significant grade changes, which might drive up costs
PROS	Creates safe crossing with minimal vehicle conflict.	<ul style="list-style-type: none"> <li>Reduces issues with blind spots of vehicles coming out of trailhead parking lot and S. Lakeshore Dr.</li> <li>Increased safety for vehicles and ped. /Bike users</li> </ul>	Safest option to remove pedestrian/bicyclists from vehicle conflicts.
CONS	Almost same cost as full signal, ped/bike demand might not be high enough	Need for traffic analysis, warrants may not be met.	High cost, might not justify the cost unless Richland Greenway and the larger Hellbender Trail is connected
COST SCALE	\$80,000-\$200,000	\$200,000-400,000	\$5+ million



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## Haywood County Greenway Plan Discussion with the Town of Clyde About Greenway and Pedestrian/Bicycle Improvements

8/15/2022

### ATTENDEES:

Kim Williams, Alta  
Tristan Winkler, Land of Sky MPO  
Ian Smith, Haywood County  
Joy Garland, Town of Clyde

### Agenda:

Alta explained some possible recommendations for routes, going through Clyde using flood mitigation properties, travelling on the north side of the Pigeon River, and another option travelling along Highway 19/23.

#### Joy's comments:

- There was some conversation over using the properties acquired in 2004 for parks or trails, but it never went anywhere. One of the issues was it was too checkerboarded with issues with connectivity.
- The Town and County is currently looking at 12 properties to buy out within Clyde for flood mitigation. They will know in a few months what landowners are interested and how much they can acquire. The areas they are looking at are Broad Street, Levi Street, and Morgan Street.
- Would like to see connection to all the parks which are heavily utilized. Spencer Street Park, Clyde Park, and Rivers Edge are all not very walkable from the center of Town.
- Would love to see a connection from Canton, especially Bear Water Brewing which gets a lot of traffic. Consider connecting a trail and blueway project into town.
- Having a greenway on Highway 19/23 seems unsafe, wouldn't recommend people walking or biking. However, the Town has tried and hopes in the future to work with NCDOT to have some traffic calming that slows folks. This could be a planted median or other means. If these types of measures were taken, then it would make it more hospitable for a greenway.



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## Haywood County Greenway Plan

### Discussion with Smith Raynor with State Parks on State Trail Designation

8/15/2022

#### ATTENDEES:

Kim Williams, Alta  
Tristan Winkler, Land of Sky MPO  
Ian Smith, Haywood County  
Elizabeth Teague, Town of Waynesville

#### AGENDA:

- Elizabeth kicked off the meeting with discussing needs of the County and why the group is curious about the benefits of State Trail Designation. Could the County capitalize on the historic route the Hellbender Trail follows, known as the Western Trace?
- Smith's thoughts on pros/cons on state trail designation and other advice:

#### Pros/Cons of State Trail Designation:

- Become a unit of the State Parks System and it does make some planning resources available.
- Could make some money available but most of the big release of funds will already be used by the time designation might happen
- Planning assistance can only go towards natural surface trails and most of the state trails are mostly unpaved.
- Could technically extend the Fonta Flora State Trail into Haywood, but you'd have to get support from the Friends of Fonta Flora on that, that might be a tough sale. Also, Buncombe County has expressed some concern about extending the reach of it any further to the west.
- The State can't ask for private fundraising, that is all on the local partners.
- A non-profit would need to be designated as a local lead for the trail, typically this has been Friends organizations or a land trust.
- Condemnation is not allowed on State Trails.

#### Recommendations for the Hellbender Trail:

- Consider expanding the Hellbender Trails Regional Trail Organization (RTO) to have a non-profit arm and expanded partners who can support in land acquisition and fundraising. These are two critical needs in the development of trails.
- Some RTOs to research or talk to that have been incredibly successful are the Carolina Thread Trail, Piedmont Legacy Trails, and Triangle Trails. These RTOs have really been able to capitalize on major foundation dollars, including health org. like Blue Cross and Blue Shield. Having an RTO to advocate to funders like Dogwood could also be really helpful. The G5 Collective is an example of a really successful local RTO. Smith would be happy to connect folks to these RTOs for a call for some lessons learned.



**2. What circumstances would compel farmers to want to accommodate a greenway, what kind of incentives do you think would be attractive? Are there any kind of programs you feel are complementary to greenway development (farmland protection, NRCS programs) that could add to an “incentives package” for farmers?**

- Ryan: Easement program, farmland preservation program. 20 easements and 7 more in the process. Certain landowners are interested in preserving property for future generations and are anti-development or anti non-smart development.
- Ryan: Certainly, a segment of farmers that are interested in greenway or similar. Some problems with misinformation or disinformation. People just don't know or have heard the wrong things of what the easement entails. Another big hurdle, people aren't interested in others having a say on their property, goes back to the property rights issues. The greenway issue running adjacent is going to really depend on the farmer. If they're larger community focused then easier time convincing of benefit. If more conservative then it will be a harder time convincing of benefit or concern with public benefit on their property.
- Kim: You hold your easements?
- Ryan: Yes
- Kim: Can they accommodate recreational use?
- Ryan: Yes, landowner's recreational use. They are still private property. Up to the land owner to determine how much public access they want to allow. There are limitations if a landowner wants to have agritourism. Limitations to how far they can go commercially. Still have to meet IRS standard for easements. Can't make too much money on any business.
- Kim: SAHC, Haywood Co waterways. Willingness of orgs to talk to landowners about greenway if planned adjacent? Building a coalition of folks with interest. Don't want to take away from water protection. If a landowner was to reach out, do you feel comfortable giving info in potential ways to accommodate that into easement?
- Ryan: We hold easement but most of the language is a template from Dept of Ag. Whether that's allowed will have to be determined. Or maybe you're already had greenways on easement. Not my decision for easement properties. If there are other properties adjacent to proposed greenways, I don't have a problem speaking with landowner.

**3. Focus areas where greenways are considered will be shown. Are there areas where you think greenways could be accommodated? Are there areas where you feel farmers might be open to accommodating a greenway on their land?**

- Elizabeth T will be reaching out to Ryan with specifics on the case studies
- Kim: Two different properties with landowner's interest near Raccoon Creek Corridor. Greenway proposed along creek all the way to 276. Currently trying to refine alignment. One property reached out to Elizabeth, originally a stream protection easement on property
  - Ryan: That's a 30-year agreement on the stream. Typically, there is a 50 ft buffers on each side of the stream on the owner's property. 11 years left on the agreement, signed in 2003. Called a maintenance agreement, not an easement. In exchange for getting stream work done for free, landowner has to maintain vegetation along stream banks. Through clean water management trust fund. There was a 10-year agreement on stream that crosses into it but that has expired.



- Kim: Would that restrict the greenway being within that area?
- Ryan: Would depend on exactly what greenway means. Maintenance agreement calls for owner to maintain level of vegetation and not develop the corridor. Depends on how invasive and disruptive that greenway would be. If the goals align, I don't see why it wouldn't work.
- Kim: Recent land and water agreement for Hominy Creek required 50 ft vegetated buffer with nothing in it
  - Ryan: Might be the difference of now and 20 years ago. We have on document that spells out agreement, but are the only ones with documentations on it. Don't know if there's anything to hold him to original agreement, so don't know why a greenway wouldn't work.
  - Kim: Existing example, Land and Water could be used but may need another easement
- Ryan Down raccoon road there is an easement with Land and Water. Easement that might be able to negotiate to do something. Around it is state property.
  - Kim: If the land hasn't already been considered and a landowner wanted to conserve, Land and Water could add a buffer there. NRCS programs that protect wetlands. Proposed Richland creek greenway near Recreation Center. Talked to landowner, Enloe family, that owns land below Rec Center. Wetlands. NRCS programs may fund protection of wetlands. Trying to get a sense of programs that Ryan works with to step in with resources for land owner.
  - Ryan: Wetland at the end of Raccoon was with Land and Water so that's a resource. Depends on what the land owner wants. Federal NRCS may be more restrictive. If you're talking about placing an easement?
  - Kim: Different scenarios. Not a developable parcel, maybe a feasible acquisition. Recreation easement. Not sure if it's not an active ag if it would appeal to conservation district.
  - Ryan: To qualify for easement has to have conservation values that match the agency. Broad categories and largely easy to find. Water quality, soil integrity, wetland protection, wildlife, tree species, vegetation open space. Fairly simple but not easy to qualify for an easement. Good part determined by entity holding easement, whether that meets entity's strategic goals or not. Probably possible for an easement, but there's work that may need grants. Pigeon River funds that occasionally. Comes down to does the land owner want to be compensated for easement. Generally, easement is less than 10k. But if a landowner wants to be compensated, the real money is needed. Need to start worrying about being competitive. Just trying to get an easement can be started at any time by contacting easement. Tax deduction for landowners of value of property. Getting compensated even if not cash.
- Kim: Can you broker property acquisitions?
- Ryan: Can but never have. Don't know why or why not
- Kim: Not a lot of capacity with municipalities to broker deals. What if Ryan wanted to hold onto easement or buy property because of value and turn over to town of Waynesville.
- Ryan: Yes, don't know why it wouldn't work.



4. **Kim: One key statement is to “look for opportunity to preserve farmland in step with greenway development”. Is there anything about that statement that should not necessarily be conveyed with public?**

- Ryan: No problem with it. Similar goal to the district. I would say some farmers might not look at that as complementing one another. That part of audience might have a problem.
- Kim: Could add “voluntarily involve”
- Ryan: We are not regulatory, just voluntary. Fine line with outreach, want to inform people but not be accused of soliciting.
- Kim: We’ll refine messaging to include voluntary participation.
- Kim: Areas of interest, bigger parcels and properties. Hellbender Trail is regional proposed connection. Working on refining alignment more. Looking at scenarios coming out of Canton. Original alignment is to go through a farm field. Very tight near developed homes. Other option is the Blue Ridge Paper Products also known as Evergreen Packaging. If willing to incorporate greenway on edge of property, North alignment would make sense. Farms along Thickey Road, farm fields adjacent might need outreach with farmers. Familiar with landowners?
  - Ryan: Not currently working with anyone in the area. To the right across river, there are properties part of farmland preservation program. Cole Family Farms. Might be more agreeable. Cole Family Farms is part of county farmland preservation program, which is not compensatory. Landowners just sees a value and voluntarily joins and promises to not develop property more than 3 residential lots.
- Kim: East, properties in tan are buyout properties for flood mitigation. Any lands under easement?
  - Ryan: We are responsible for holding farmland preservation easement, but buy out ones are not ours. Somebody in land records or tax might be able to get information. Couldn’t tell you anything else. Can send shapefile of these. Not sure how often they update it. It has other random easements throughout county.
  - Kim: Is that okay to show publicly?
  - Ryan: All public information
- Kim looking for alignments along both sides of river. Sounds like the property owner Smart Family might be willing. Any other properties?
  - Ryan: Potentially. Going left, forested property across from the Smarts, also one of our easements. HCC owns property, but we have easement on it. Part of the shapefile that will be sent.
- Kim Anything else near Junaluska?
  - Ryan: Property below dam might work with you. Part of the test farms operation but it’s the State’s. I think the lake would be agreeable.
  - Kim: Existing trail along much of the lake
- Kim: Raccoon is a big Ag area. Any of the orchards?
  - We don’t work with them but could help you speak with them. Typically, we don’t have many cooperators up that corridor. Will send the county’s farmland preservation layer. Those are landowners that are already volunteering to cooperate and recognize public benefit to program. Some probably lie along that path. Good place to start.
- Kim: Junaluska to Clyde and along Pigeon River. Is that a priority area of conservation?



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- Ryan: Prioritization is largely by watershed. Might be parts of a few watersheds. Main focus of Soil and Water is soil erosion and water quality. Largely agricultural sources of that, not urban sources. Number of farms through there but most is out in Bethel, Crab tree, Fines Creek.
- Kim: Fair to say conservation would be willing to do some outreach if a property interests you or has a relationship with them?
  - Ryan: Yes

**5. Kim; Relationship between HSAC and land owner outreach, are you there preferred person? What is the route to take?**

- Ryan: I don't know. History of working with municipalities, so no issue with them contacting us and us facilitating. When it comes to funding, nonprofits can sometimes get donations, so might be a case-by-case basis. Comes down to how landowner wants to be compensated. We would be good go-to for those that don't want to be compensated. Strength of non-profit might be funds.

**6. Next steps and how you can be engaged (share survey, future public meetings, etc.)**

- Kim: Potential alignment to steering committee
- Reaching back out to stakeholders and public process.



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## Haywood County Greenway Master Plan

### RESILIENCY & GREENWAY PLANNING DISCUSSION TOPICS

#### Attendees:

**Gavin Smith – Professor NC State for LA and Environmental Planning (led property acquisition after hurricane, developing open space buyout process handout for communities)**  
**Preston Jacobsen – Executive Director Haywood Waterways Association**  
**Samuel Cullen – Assistant Town Planner Maggie Valley**  
**Jodie Ferguson – Development Services and Floodway Manager for Haywood County**  
**Tristan Winkler – FBRMPO**  
**Nick Scheuer – Canton Town Manager**  
**Kim Williams and Emily Condon – Alta**  
**Ian Smith – Haywood County Parks and Recreation**

#### Agenda:

Buyout Status, Data, Plans, General Questions

#### Buyout Status

- 1. Could you please briefly describe to Gavin where you are to date in the buyout process? This will help to frame the discussion.**
  - *Hazard Mitigation Grant program housed in Emergency Management instead of Planning*
  - *Approx. 6 in Canton, 12 in Clyde, 30 in County jurisdiction and Cruso area applications in process (no parcels in Waynesville or Maggie Valley have applications currently)*
    - *Canton properties are likely contiguous, link together some properties*
  - *Other funding besides FEMA in 2004 – need to make sure that 04 properties can be used for greenways (some can be leased for gardens), but the County has been mowing them*
  - *Haywood Waterways Association is pursuing a grant that includes conservation easements, but do not have parcels identified or a desire to put out a list*
  - *Clyde alignment seems really logical – lots of parcels there*

#### Data

- 1. Do you have georeferenced buyout parcel data available for potential buyout participants?**
  - *Accessing this information will help to identify: 1) spatial patterns (including “checkerboarding”); 2) parcel size (which will inform potential uses); 3) location of buyout parcels relative to other open space parcels, existing parks and greenways, supportive infrastructure and schools (informs the types of uses most appropriate to surrounding area).*
    - *GIS layers for this may be difficult to obtain data since folks still have a right to privacy*



## Data Continued

- Location of parcels in floodplain, including regulatory floodway i.e., do any parcels overlap? – For greenway planning, stringing parcels through Clyde seems like a reasonable possibility
  - *Stringing along should appeal to state (especially to Amanda Martin at the state)*
  - *NCORE might have pockets of money – they have been prioritizing buyouts that link together other properties especially if there is a vision for greenway use*
  - *Pocket parks could be another use for checkerboard properties (Lyons, CO as an example)*

## Partnerships

1. **Have you started to identify partners that can assist you throughout the open space management process (background research, site design and land programming, greenway maintenance)? In addition to Alta Planning, these may include: 1) county and municipal agencies (i.e. parks and recreation, floodplain administrator, land use planner, stormwater management/public works, county and municipal emergency manager, others); 2) quasi-governmental groups (i.e., Land of Sky COG, others); 3) non-profits (i.e., recreational or environmental groups in area, garden clubs, land trusts, faith-based groups); 4) cooperative extension; 5) Private sector (big-box retailers, small and mid-sized businesses like outfitters); 6) other nearby jurisdictions who may be willing to share lessons.**
  - *Partnerships with Haywood Waterways? Other groups that can help with land management?*
  - *County would probably take on maintenance themselves/keep it in-house unless partnership comes up that would work well.*
  - *Non-contiguous/checkerboard parcels can be tougher to maintain/bigger endeavor – spatial distribution of parcels would impact the maintenance greatly*

## Plans

1. **Have you started to identify relevant county and municipal plans that may align with the open space management / greenway strategy (i.e., parks and recreation plans, economic development plans, hazard mitigation plans, others)?**
  - *Has BCA been done? County says no, haven't made it to that step yet. Policy changes at FEMA happened right after they submitted that will require historical review of everything*
  - *There hasn't been a devastating flood event since 2004 – worth evaluating properties at risk for future events?*
2. **If yes, have you started to compare policies, goals and land uses in those plans that may affect the greenway plan?**
3. **Have you started to discuss the idea of a greenway with the general public? If yes, what have you heard?**
  - *Participation is 100% volunteer; Gavin recommends we talk to folks and see if they are interested in participating*
    - *Benefits for participants – tax breaks, etc.*



508 West 5<sup>th</sup> Street, Suite 100  
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## Plans Continued

- *Seek feedback for open space parcel uses – what makes sense and brings the community in? Greenway, riparian access point, memorialization to commemorate what was lost in flooding (high water marks), educational opportunities, etc.*
  - *Can parcels be used to generate revenue? OR can land uses on adjacent parcels be liked to open space parcel and generate revenue? For example: Fly fishing shop next to riparian access parcel*
- 4. Are communities linking downtown / economic development plans with CDB grant or disaster recovery or flood mitigation plans?**
- *It can make plans more competitive, also important to identify use for parcels so that they aren't purchased and become underutilized or inactive due to lack of programming and community ownership*
  - *Programming options that are low maintenance/easily maintained and linking that to a partner may be effective*
  - *Potential to use materials from deconstructed houses?*

## General Questions

- 5. Do you have a specific buyout budget allocated to you by the North Carolina Division of Emergency Management?**
- *Jodie doesn't have a specific number for this*
- 6. Have you identified a lead governmental official(s) who will manage the project over time?**
- 7. Do you have a sense of when the acquisition and demolition of houses will begin? And when you'd like to finish the buyout process?**
- *County is hopeful that they'll begin demolishing within the next 12 months*
  - *Where do folks live in the meantime? Since housing is tougher to find for folks that participate, especially finding a home comparable to their own – Bigger challenge!*
  - *How do we incentivize building new housing in the County, especially for displaced residents? Important to think about the impact of losing residents in these towns, and losing tax base*

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# **APPENDIX: COST ESTIMATES**



# PLANNING ESTIMATE

## HAYWOOD COUNTY GREENWAY PLAN

LOCATION: PARK STREET, CANTON, NC  
 DESCRIPTION: CYCLE TRACK ON PARK STREET FROM PENLAND STREET TO CHURCH STREET/S MAIN ST INTERSECTION  
TWO 4FT LANES WITH A 3FT BUFFER FROM PENLAND ST TO CABE ST. TWO 4FT LANES WITH 1 FT BUFFER FROM CABE ST TO CHURCH ST.  
THIS ESTIMATE INCLUDES ONLY STRIPING, DELINEATION, AND SIGNAGE

**TOTAL LENGTH:** 0.3 MILE

TOWN/CITY: CANTON COUNTY: HAYWOOD

ITEM NO.		ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
DESC. NO.	SECT. NO.					
0000100000-N	800	MOBILIZATION	1	LS	\$7,000.00	\$7,000.00
4025000000-E		CONTR FURN, ***SIGN (E)	270	SF	\$20.00	\$5,400.00
4072000000-E	903	SUPPORTS, 3-LB STEEL U-CHANNEL	405	LF	\$20.00	\$8,100.00
4102000000-N	904	SIGN ERECTION, TYPE E	30	EA	\$150.00	\$4,500.00
4399000000-N	1105	TEMPORARY TRAFFIC CONTROL	1	LS	\$7,500.00	\$7,500.00
4520000000-N	1266	TUBULAR MARKERS (FIXED)	183	EA	\$125.00	\$22,875.00
4685000000-E	1205	THERMOPLASTIC PAVEMENT MARKING LINES (4", 90 MILS)	6,405	LF	\$2.00	\$12,810.00
4688000000-E	1205	THERMOPLASTIC PAVEMENT MARKING LINES (6", 90 MILS)	1,830	LF	\$2.25	\$4,117.50
4695000000-E	1205	THERMOPLASTIC PAVEMENT MARKING LINES (8", 90 MILS)	706	LF	\$3.00	\$2,119.23
4710000000-E	1205	THERMOPLASTIC PAVEMENT MARKING LINES (24", 120 MILS)	1,830	LF	\$12.00	\$21,960.00
4725000000-E	1205	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS)	18	EA	\$500.00	\$9,000.00
		MINOR ITEMS (5%)	1	LS	\$5,000.00	\$5,000.00

CONSTRUCTION COST SUBTOTAL	\$111,000.00
CONTINGENCY (30%)	\$33,300.00
UTILITIES (ABOVE GROUND)	\$0.00
NCDOT ADMINISTRATION FEE (10%)	\$15,000.00
<b>OPINION OF TOTAL CONSTRUCTION COST (YEAR)</b>	<b>\$160,000.00</b>

NOTE: ESTIMATE IS NOT BASED ON AN ENGINEERING DESIGN, AND IS FOR PLANNING PURPOSES ONLY.  
BASED ON (2022) UNIT PRICES, INFLATION NOT INCLUDED  
ASSUMES LAP FUNDING WITH NCDOT ADMINISTRATION FEE  
EXCLUDES RIGHT-OF-WAY, DESIGN, PERMITTING, AND CONST. ADMINISTRATION PROJECT COSTS.  
UNDERGROUND UTILITY COORDINATION/RELOCATION COSTS UNKNONWN AND NOT INCLUDED.

COMPUTED BY RWV  
 DATE 10/19/2022



## PLANNING ESTIMATE HAYWOOD COUNTY GREENWAY PLAN

LOCATION: PIGEON RIVER GREENWAY FROM BONNER STREET TO CHARLES ST, CLYDE, NC  
 DESCRIPTION: 12 FT WIDE GREENWAY WITH 2 FT SHOULDERS FROM BONNER STREET TO SPRUCE ST. ADVISORY LANES (5 FT + 10 FT + 5 FT) ALONG SPRUCE STREET. 12 FT WIDE GREENWAY CONNECTION TO CHARLES STREET.

**TOTAL LENGTH:** **0.5 MILE**

TOWN/CITY: CLYDE COUNTY: HAYWOOD

ITEM NO.		ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
DESC. NO.	SECT. NO.					
0000100000-N	800	MOBILIZATION	1	LS	\$19,000.00	\$19,000.00
0000400000-N	801	CONSTRUCTION SURVEYING	1	LS	\$12,000.00	\$12,000.00
0043000000-N	226	GRADING	1	LS	\$82,000.00	\$82,000.00
1121000000-E	520	AGGREGATE BASE COURSE	890	TON	\$50.00	\$44,500.00
1523000000-E	610	ASPHALT CONC SURFACE COURSE, TYPE S9.5C	250	TON	\$200.00	\$50,000.00
1575000000-E	620	ASPHALT BINDER FOR PLANT MIX	15	TON	\$750.00	\$11,250.00
2605000000-N	848	CONCRETE CURB RAMP	2	EA	\$3,000.00	\$6,000.00
4025000000-E		CONTR FURN, ***SIGN (E)	18	SF	\$20.00	\$360.00
4072000000-E	903	SUPPORTS, 3-LB STEEL U-CHANNEL	27	LF	\$20.00	\$540.00
4102000000-N	904	SIGN ERECTION, TYPE E	2	EA	\$150.00	\$300.00
4399000000-N	1105	TEMPORARY TRAFFIC CONTROL	1	LS	\$10,000.00	\$10,000.00
4457000000-N	SP	TEMPORARY TRAFFIC CONTROL	1	LS	\$10,000.00	\$10,000.00
4685000000-E	1205	THERMOPLASTIC PAVEMENT MARKING LINES (4", 90 MILS)	615	LF	\$2.00	\$1,230.00
		12' CLEAR WIDTH WOOD BOARDWALK	40	LF	\$1,200.00	\$48,000.00
		EROSION CONTROL ALLOWANCE	1	LS	\$25,000.00	\$25,000.00
		MINOR ITEMS (5%)	1	LS	\$15,000.00	\$15,000.00

CONSTRUCTION COST SUBTOTAL	\$336,000.00
CONTINGENCY (30%)	\$100,800.00
UTILITIES (ABOVE GROUND)	\$0.00
NCDOT ADMINISTRATION FEE (10%)	\$44,000.00
<b>OPINION OF TOTAL CONSTRUCTION COST (YEAR)</b>	<b>\$481,000.00</b>

NOTE: ESTIMATE IS NOT BASED ON AN ENGINEERING DESIGN, AND IS FOR PLANNING PURPOSES ONLY.  
BASED ON (YEAR) UNIT PRICES, INFLATION NOT INCLUDED  
ASSUMES LAP FUNDING WITH NCDOT ADMINISTRATION FEE  
EXCLUDES RIGHT-OF-WAY, DESIGN, PERMITTING, AND CONST. ADMINISTRATION PROJECT COSTS.  
UNDERGROUND UTILITY COORDINATION/RELOCATION COSTS UNKNOWN AND NOT INCLUDED.

COMPUTED BY \_\_\_\_\_ RWV  
 DATE \_\_\_\_\_ 10/14/2022



# PLANNING ESTIMATE

## HAYWOOD COUNTY GREENWAY PLAN

LOCATION: RACCOON CREEK GREENWAY FROM HOWELL MILL RD TO US 276 (PIGEON RD)  
 DESCRIPTION: 10 FT SIDEPAATH ALONG ASHEVILLE RD (US 23 BUS.) FROM HOWELL MILL RD TO ENTRANCE TO JUNALUSKA ELEM. SCHOOL. 12 FT GREENWAY WITH 2 FT PAVED SHOULDER FROM THE ENTRANCE TO JUNALUSKA SCHOOL TO RACCOON RD, THEN ALONGSIDE RACCOON RD FROM JOHN MORROW RD TO US 276. 6 FT SIDEWALK ALONG WEST SIDE OF THE PARKING AREA NEAR JUNALUSKA ELEM. SCHOOL

**TOTAL LENGTH:** 1.2 MILE

TOWN/CITY: WAYNESILLE COUNTY: HAYWOOD

ITEM NO.		ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
DESC. NO.	SECT. NO.					
0000100000-N	800	MOBILIZATION	1	LS	\$155,000.00	\$155,000.00
0000400000-N	801	CONSTRUCTION SURVEYING	1	LS	\$46,000.00	\$46,000.00
0043000000-N	226	GRADING	1	LS	\$403,000.00	\$403,000.00
1121000000-E	520	AGGREGATE BASE COURSE	4,400	TON	\$50.00	\$220,000.00
1491000000-E	610	ASPHALT CONC BASE COURSE, TYPE B25.0C	10	TON	\$200.00	\$2,000.00
1503000000-E	610	ASPHALT CONC INTERMEDIATE COURSE, TYPE I19.0C	1,140	TON	\$200.00	\$228,000.00
1523000000-E	610	ASPHALT CONC SURFACE COURSE, TYPE S9.5C	1,330	TON	\$200.00	\$266,000.00
1575000000-E	620	ASPHALT BINDER FOR PLANT MIX	135	TON	\$750.00	\$101,250.00
2591000000-E	848	4" CONCRETE SIDEWALK	2,710	SY	\$75.00	\$203,250.00
2605000000-N	848	CONCRETE CURB RAMP	11	EA	\$3,000.00	\$33,000.00
2612000000-E	848	6" CONCRETE DRIVEWAY	280	SY	\$100.00	\$28,000.00
4399000000-N	1105	TEMPORARY TRAFFIC CONTROL	1	LS	\$20,000.00	\$20,000.00
4710000000-E	1205	THERMOPLASTIC PAVEMENT MARKING LINES (24", 120 MILS)	1,403	LF	\$12.00	\$16,836.00
<b>WALL ITEMS</b>						
8801000000-E	SP	MSE RETAINING WALL NO ****	2,090	SF	\$110.00	\$229,900.00
<b>STRUCTURE ITEMS</b>						
		PEDESTRIAN TRAFFIC SIGNALS	1	LS	\$20,000.00	\$20,000.00
		METAL SAFETY RAIL	641	LF	\$90.00	\$57,690.00
		PEDESTRIAN BRIDGE	180	LF	\$3,000.00	\$540,000.00
7985000000-N	SP	GENERIC SIGNAL ITEM (PEDESTRIAN SIGNAL IMPROVEMENTS)	1	LS	\$16,000.00	\$16,000.00
		EROSION CONTROL ALLOWANCE	1	LS	\$70,000.00	\$70,000.00
		MINOR ITEMS (5%)	1	LS	\$125,000.00	\$125,000.00

CONSTRUCTION COST SUBTOTAL	\$2,781,000.00
CONTINGENCY (30%)	\$834,300.00
UTILITIES (ABOVE GROUND)	\$135,000.00
NCDOT ADMINISTRATION FEE (10%)	\$376,000.00
<b>OPINION OF TOTAL CONSTRUCTION COST (YEAR)</b>	<b>\$4,127,000.00</b>

NOTE: ESTIMATE IS NOT BASED ON AN ENGINEERING DESIGN, AND IS FOR PLANNING PURPOSES ONLY.  
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ASSUMES LAP FUNDING WITH NCDOT ADMINISTRATION FEE  
EXCLUDES RIGHT-OF-WAY, DESIGN, PERMITTING, AND CONST. ADMINISTRATION PROJECT COSTS.  
UNDERGROUND UTILITY COORDINATION/RELOCATION COSTS UNKNONWN AND NOT INCLUDED.

COMPUTED BY \_\_\_\_\_ RWV  
 DATE \_\_\_\_\_ 10/14/2022

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