



**HENDERSON COUNTY
TRANSPORTATION ADVISORY COMMITTEE
100 North King Street
Hendersonville, North Carolina 28792
Phone: (828) 697-4819
FAX: (828) 697-4533**

MEETING NOTICE and AGENDA

Friday January 14 , 2011

2:00 PM- 3:30 PM

- 1. WELCOME AND CALL TO ORDER Jim Crafton**
- 2. APPROVAL OF DRAFT MINUTES October 6, 2010**
- 3. CHAIRMAN'S REPORTJim Crafton**
- 4. STAFF REPORT.....Hope Bleecker
Dana Plan**
- 5. NCDOT UPDATE.....Steve Cannon
Howard Gap Road**
- 6. MUNICIPAL ISSUES..... Committee Members**
- 7. OLD BUSINESS**
- 8. NEW BUSINESS**
- 9. ADJOURN**

Next Meeting

March 2, 2011 at 3 p.m.

CHAIRMAN
Jim Crafton
Phone: 329-0203
Email: craftonj@morrisbb.net

VICE-CHAIRMAN
Renee Kumor
Phone: 692-7640
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Hope Bleecker
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D R A F T
Henderson County
TRANSPORTATION ADVISORY COMMITTEE
October 6, 2010

The Transportation Advisory Committee met on October 6, 2010 at 3:00 p.m. in the King Street Meeting Room at 100 N. King Street, Hendersonville. Members present were Chairman Jim Crafton; County Commissioner Chuck McGrady; David Jones, at-large; Steve Caraker, City of Hendersonville; Eddie Henderson, Town of Fletcher; Keith Maddox, at-large; Don Farr, Village of Flat Rock; Robert Vickery, Town of Laurel Park; and Renee Kumor, at-large. Staff members included Autumn Radcliff, Senior Planner, Hope Bleecker, Transportation Planner, and Kathleen Scanlan, Secretary. Also present were Steve Cannon and Aaron Powell from NCDOT and Bo Ferguson, Hendersonville City Manager. Jaime Laughter, and Roger Snyder from the Town of Mills River were absent.

Approval of Minutes:

Mr. Crafton requested approval of the minutes for September 1, 2010, with a noted a correction. Renee Kumor made a motion to approve the minutes as noted. Don Farr seconded the motion and all members voted in favor.

Chairman's Report:

191. Mr. Crafton met with the County Planning Staff to discuss how to move forward with Highway 191. The presentations to the City of Hendersonville and the Town of Mills River fostered good input and both local governments are supportive of the project. The staff members of the local governments will be working together throughout next year to further define the project with NCDOT.

MPO Citizens Advisory Committee. Mr. Crafton mentioned that the MPO wanted to gather citizens from different parts of the area to present various transportation interests, such as pedestrian, bicycle, and transit, as well as roadways and get input from those various interests. In summary, Mr. Crafton encouraged at least one of our members to continue participation in these meetings. Ms. Bleecker contacted the other two members of the MPO Citizens Advisory Committee, Erica Allison and John Hockley to advise them of Henderson County's local meetings.

Staff Report:

A. 2011 Meeting Schedule. All Committee members voted in favor.

B. Apple Country Transit System Update. Ms. Bleecker gave a transit ridership report

C. French Broad River MPO Long Range Transportation Plan Update. Priority List was reviewed.

Municipal Issues:

The Saint John's Road sidewalk project was delayed due to a utility line. The project has been restarted as of October 4, 2010 and should be completed soon. The greenway project is completed.

Hendersonville will begin their first phase of Main Street infrastructure renovations in January 2011.

Chuck McGrady mentioned that a resolution was approved and passed on the Rails to Trails project, supporting efforts of the City of Hendersonville.

D R A F T
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NCDOT Update:

Landfill Access Road – Two phase project - Construction begins late fall 2010 on access road to the scale house. Turn lane(s) to begin late spring or early summer of 2011.

US 64 West - Widening is on schedule. NCDOT is in the process of reviewing prices for the loop road. Earth work is due to start in the winter and will be completed next spring.

Upward Road - Bridge at South Allen Road will begin construction in mid-November 2010 and intersection will begin next spring.

US 25 – Ahead of schedule. Major earthwork operations are completed and the access road is open. Paving has begun and shift work will begin during the winter. Completion by summer 2011.

Crail Farm Bridge – Completion date is Feb 2011.

Public Input:

David White, of WCCA expressed that the Healthy Aging Committee would like to have a representative on the TAC to share their interests regarding transportation issues affecting the senior citizens. Since the TAC committee by-laws specify elected representatives and appointed at large members only, Mr. Crafton invited Mr. White to make a presentation at a regular meeting on any transportation related issues that need attention. He invited Mr. White to become a regular attendee and to represent the group in a similar fashion to that of other community representatives.

There being no further business, the meeting adjourned at 4:20 pm.

Jim Crafton, Chairman
Henderson County Transportation Advisory Committee

HENDERSON COUNTY
Planning Department

213 1st Avenue East • Hendersonville, NC 28792
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MEMORANDUM

TO: Transportation Advisory Committee
FROM: Matthew Cable, AICP, Planner II
DATE: January 5, 2011
SUBJECT: Draft Dana Community Plan
ATTACHMENTS: 1. PowerPoint Presentation
2. Plan Executive Summary
3. Plan Section 3.5, Transportation
4. Plan Map 5, Recreation and Multimodal Transportation
5. Plan Map 6, NCDOT Comprehensive Transportation Plan

The Dana Community Plan is the third community plan outlined by the County Comprehensive Plan. The Board of Commissioners appointed the Dana Community Plan Advisory Committee on July 15, 2009. The committee consisted of 9 community residents and 3 ex-officio members. The committee met monthly and bi-monthly for the past 16 months to complete the draft plan. In addition, the committee held two public input sessions, an online survey and a random mailed statistical survey.

On November 15, 2010 the Committee approved a Draft Dana Community Plan which it formally presented to the Planning Board on December 16, 2010. The Planning Board will consider the plan at its meeting on January 20, 2011 and likely make a recommendation to the Board of Commissioners on the proposed Draft Dana Community Plan. Planning staff is presenting the Draft Dana Community Plan to pertinent boards and committees prior to the Board of Commissioners presentation in the coming months.

Please review the attached materials which highlight areas of the Plan which are pertinent to the Transportation Advisory Committee.

Dana Community Plan



Presented by: Matthew Cable
Transportation Advisory Committee
January 5, 2011

Henderson County Planning Department

Community Plan Organization

Section 1: Introduction to the Planning Area

Section 2: Demographics of the Planning Area

Section 3: Community Plan

- 3.1. Natural and Cultural Resources
- 3.2. Agriculture
- 3.3. Housing
- 3.4. Community Facilities and Public Services
- 3.5. Transportation
- 3.6. Economic Development
- 3.7. Land Use and Development
- 3.8. Community Character and Design

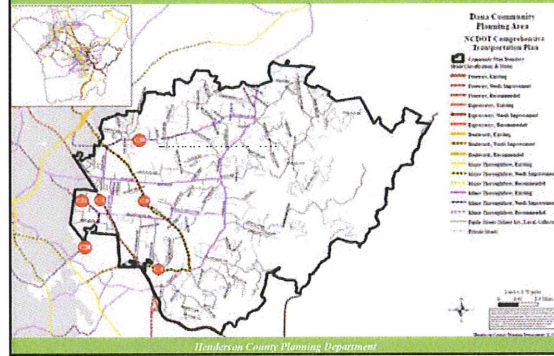
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Section 3.5 Transportation



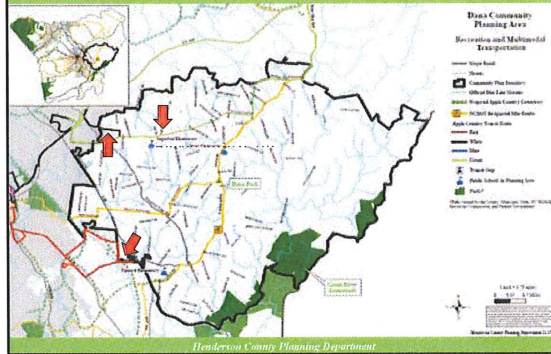
Henderson County Planning Department

Section 3.5 Transportation



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Section 3.5 Transportation




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Section 3.5 Objectives

- The County should prioritize projects within the Dana Planning Area in accordance with Plan goals.
- Improve identified intersections based on recommended studies.
 1. Tracy Grove Road/Howard Gap Road
 2. Dana/Upward/Ridge/Oleta Roads
 3. Dana Road/Mid Allen Road
 4. Dana Road/North Allen Road
- Facilitate safer automobile movement and alleviate traffic stacking issues on Ridge Road, Academy Road, and Blue House road during school peak hour traffic,

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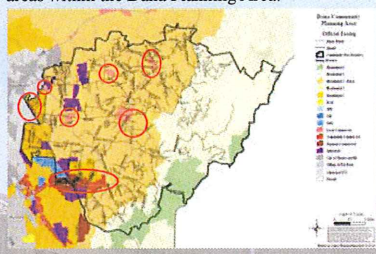
Section 3.5 Objectives



- Provide an additional I-26 interchange between the existing interchanges at Upward Rd and US Hwy 64E.
- The County should prioritize bicycle projects within the Dana Planning Area in accordance with Plan goals.
- Review public transit periodically to identify service provision changes or increases.

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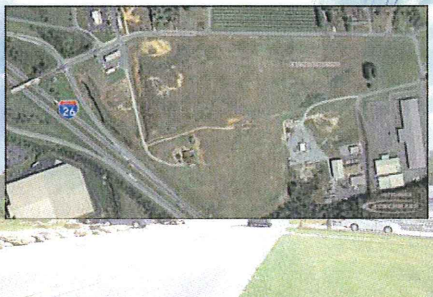
Section 3.4. Goals and Objectives

- Consider providing sidewalks in commercially zoned areas within the Dana Planning Area.

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Section 3.8. Goals and Objectives


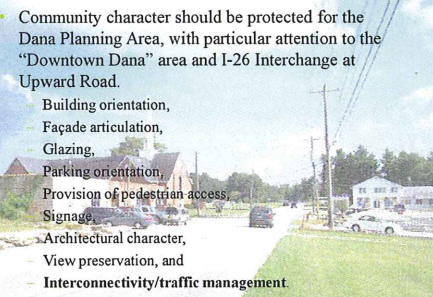
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Section 3.8. Goals and Objectives




Henderson County Planning Department

Section 3.8. Goals and Objectives

- Community character should be protected for the Dana Planning Area, with particular attention to the "Downtown Dana" area and I-26 Interchange at Upward Road.
 - Building orientation,
 - Façade articulation,
 - Glazing,
 - Parking orientation,
 - Provision of pedestrian access,
 - Signage,
 - Architectural character,
 - View preservation, and
 - Interconnectivity/traffic management

Henderson County Planning Department

EXECUTIVE SUMMARY

The Henderson County 2020 Comprehensive Plan (hereinafter “Comprehensive Plan”) was adopted on July 6, 2004 (as amended through April 7, 2008). The Comprehensive Plan identified the need to plan for individual communities within the County. The community planning areas were prioritized based on anticipated growth and relation to the Growth Management Strategy (established by the Comprehensive Plan).

The Dana Community Plan is a community-specific comprehensive plan outlining goals related to:

- Natural and Cultural Resources,
- Agriculture,
- Housing,
- Community Facilities and Public Services,
- Transportation,
- Economic Development,
- Land Use and Development, and
- Community Character and Design.

The process for developing the Dana Community Plan began with the adoption of a Community Plan Charter by the Board of Commissioners on May 4, 2009. On July 15, 2009, the Board of Commissioners appointed the Community Planning Committee. The Committee consisted of nine (9) community residents and three (3) ex-officio members representing the Henderson County Planning Board (serving as its liaison), Blue Ridge Community College and the City of Hendersonville. The Committee held meetings from September 2009 through November 2010 resulting in an estimated 34 meeting hours. During this period the Committee also gathered public input through two (2) public input sessions and online surveys.

The purposes of the Dana Community Plan Advisory Committee, as outlined by the charter, were to serve as an advisory role to the Board of Commissioners whereby it would recommend Planning Area specific policies. The Committee formed recommendations and action strategies for each element of the Plan based on input solicited from the public, County staff, and relevant experts. The following is a summary of the Plan’s recommendations and action strategies:

3.1: Natural and Cultural Resources (p. 11-20)

Protect Water Quality within the Dana Planning Area.

- Develop educational materials for development of property along or with streams.
- Official watershed designation for Lake Adger within Henderson County should not be supported by the County, unless the water supply would service Henderson County residents.
- Promote monitoring the effects of development and agriculture on the quality of water in the Hungry River and Mud Creek.

Protect Land Quality within the Dana Planning Area.

- Consider standards, requirements, incentives or other methods to preserve Dana Planning Area mountain views.
- Consider expanding ridge top protection regulations.
- Support and promote conservation easements within the Dana Planning Area to protect agricultural land and open space.

Create incentives/opportunities for preservation of historic and cultural sites within the Dana Planning Area.

- The Historic Resources Commission should encourage the preservation and care of Dana Planning Area historic sites through preservation grants and other identified means that both promote site accessibility and respect the rights and privacy of site owners.

3.2: Agricultural (p.19-22)

Expand and diversify agricultural markets.

- Consider establishing a tailgate market in the Dana Planning Area.

Provide public education as a means of supporting farmers and protecting farmland.

- Expand and support the existing Agricultural District Signage Program through the County Soil Conservation Office.
- Work with NCDOT to place road signs warning motorists of slow moving farm machinery.
- Encourage participation in NCDOT's agritourism signage program.
- Support, educate and retain agricultural workers in the Dana Planning Area.

Expand agricultural enterprises' access to economic development and promotion programs and support services.

- Consider establishing a County Agricultural Development Director Position.
- The County should work with the Henderson County Partnership for Economic Development and others to encourage agriculture-related industries to locate in the Dana Planning Area.
- Consider establishing a "Buy Henderson" local food campaign, similar to existing "Local Food" campaigns in the region.

3.3: Housing (p. 23-28)

Expand affordable housing in the Dana Planning Area.

- Consider offering incentives for affordable housing.

Expand and diversify housing options.

- The County should encourage—and regulations should permit—a mix of housing types (including multifamily units) in the Dana Planning Area.
- The County should consider applying additional design standards for multifamily units in the Dana Planning Area to ensure continuity with the surrounding rural community.

Support the continuance and expansion of the existing local program for abandoned/dilapidated manufactured home removal.

Encourage quality housing for migrant workers through continued enforcement of the minimum housing code and by encouraging additional affordable housing options to serve this population.

3.4: Community Facilities and Public Services (p.29-38)

School outdoor recreation facilities should be available for community use when not being used by students or otherwise by the school system.

Redevelop the Dana Community Park, as depicted in the Conceptual Master Plan, to serve as a focal point for the community.

Consider establishing a park on the grounds surrounding the Upward Community Center.

Consider providing sidewalks in commercially zoned areas within the Dana Planning Area.

Support extensions of public water and public sewer into certain areas within the Dana Planning Area.

3.5: Transportation (p. 37-40)**Improve the transportation network in the Dana Planning Area.**

- The County, through its involvement in the French Broad River MPO, should prioritize projects within the Dana Planning Area in accordance with Plan goals.
- Improve identified intersections based on recommended studies.
- Facilitate safer automobile movement and alleviate traffic stacking issues on Ridge Road, Academy Road, and Blue House Road during school peak hour traffic.
- Provide an additional Interstate 26 interchange between the existing interchanges at Upward Road and US Highway 64 East.
- The County, through its involvement in the French Broad River MPO, should prioritize bicycle projects within the Dana Planning Area in accordance with Plan goals.
- Review public transit periodically to identify service provision changes or increases.

3.6: Economic Development (p. 41-46)**The Upward Road interchange along Interstate 26 and surrounding area should be developed to draw businesses, tourists, County residents, and the residents of the surrounding region.**

- Economic development at a regional scale should be focused at the interchange and in the surrounding area.
- Aesthetic improvements to the interchange should be considered to encourage economic growth and promote a positive perception of the Dana Community, Henderson County, and nearby municipalities

Encourage higher density residential development in the areas near and mixed within nonresidential development at the interchange.**Promote high-tech and research and development operations in the Dana Planning Area in light of the Planning Area's adjacency to Blue Ridge Community College.****3.7: Land Use and Development (p.47-54)**

Industrial (I) Zoning District Map Amendment. Industrial (I) zoning should be applied to those properties bounded by McMurray Road and Ballenger Road and located between the existing Regional Commercial (RC) and Industrial (I) zoning districts (See Map 8, Land Use Recommendations (Pg. 67)).

Residential One (R1) Zoning District Map Amendment. Residential One (R1) zoning should be applied to those properties located along Howard Gap Road and South Orchard Road and between Upward Road and Orchard Road (See Map 8, Land Use Recommendations (Pg. 67)).

3.8: Community Character and Design (p. 55- 59)

Community character should be protected for the Dana Planning Area, with particular attention to the "Downtown Dana" area and Interstate-26 interchange at Upward Road. The County should consider providing guidelines, standards and regulations for nonresidential development in the Planning Area. The following should be addressed:

- Building orientation (fronting the street and located proximate to the street);
- Façade articulation (changing alignment and/or building material used);
- Glazing (preventing long facades without windows);
- Parking orientation (locate in the side or rear of the business);
- Provision of pedestrian access within and between developments; and
- Signage (in scale with building) and landscaping installation.

- Architectural character consistent with rural residential development of the area including: building materials (wood siding, stone, brick), porches and covered walks, and roofs (pitched roofs and metal roofs); and
- Preservation of the views of Refuge Baptist Church (addressing building height and setback to achieve visibility)
- Interconnectivity/traffic flow management (through the addition of street connections and roundabouts or other traffic calming measures).

DRAFT

3.5: TRANSPORTATION

North Carolina Department of Transportation (NCDOT) Public Roads. NCDOT maintains the majority of public roads in the state (including over 79,000 miles of roadway and some 77% of the entire public road system). Most state departments of transportation do not maintain the majority of public roads and instead delegate road maintenance authority to municipalities and/or counties. Henderson County does not currently maintain any roads for public purpose.

Regional Planning Process. NCDOT coordinates much of its transportation planning efforts for the County through the French Broad River Municipal Planning Organization (MPO). Henderson County is part of this MPO which also includes Buncombe and Haywood Counties and the municipalities within each of the three (3) counties. Henderson County, like all local governments in the MPO, participates in the preparation and prioritizing of project lists for the:

- (1) “Comprehensive Transportation Plan for French Broad River MPO and Rural Areas of Buncombe, Haywood and Henderson Counties” (hereinafter “Comprehensive Transportation Plan”) which serves as a vision for the future transportation system (adopted January 18, 2008);
- (2) “Transportation 2030: The Long Range Multi-Modal Plan for Buncombe, Haywood, and Henderson Counties” (hereinafter “Long Range Multi-Modal Plan”) which identifies transportation improvements and programs to be carried out over the next 25 years; and
- (3) “Transportation Improvement Program” (hereinafter “TIP”) which lists projects proposed for the next seven (7) years.

Beyond the MPO process, Henderson County also works directly with NCDOT engineers (district and county) to provide feedback on and track progress of projects within the County.

Henderson County also has an appointed Transportation Advisory Committee (TAC). The TAC is comprised mostly of MPO representatives who meet regularly to: (1) discuss local transportation issues; (2) receive updates from the NCDOT district engineer regarding TIP and secondary road project progress; and (3) take public input regarding transportation related concerns and issues.

Regional Transportation Network Challenges. The regional transportation network faces challenges in that it is: (1) rural, (2) isolated from a major urban center, (3) under development pressure, and (4) restricted by scarce financial resources. The following are the major issues for the region:

Shortfall in Revenues. A shortfall in revenues needed to implement an adequate pavement rehabilitation program and make needed improvements to roads, highways and bridges.

Addition of Substandard Roads. State maintenance funds are fiscally impacted when already substandard roads are added to the maintained roadway inventory.

Lack of Transportation Services. There is a need for transportation services to ensure mobility and reasonable access for all age and income groups. This needs to be addressed despite limited funding sources, extensive travel distances and high regional operating and fuel costs.

Lack of Bicycle and Pedestrian Facilities. There is a need for bicycle and pedestrian facilities to provide safer environments and better connectivity for non-motorized travel.

Recommended Potential Improvements to Roadway Facilities. The recently completed Comprehensive Transportation Plan recommends potential improvements to roadway facilities affecting the Planning Area. These are not necessarily included in the Long Range Multi-Modal Plan or TIP. The following are those recommended road improvements by the Comprehensive Transportation Plan (See Map 6, NCDOT Comprehensive Transportation Plan (Pg. 65)):

Highway Project C1

Interstate-26: US Highway 25 to Interstate-40. Recommendation is to widen Interstate-26 to 6 lanes along the length of the corridor with associated interchange improvements as warranted (coordinate with highway project C4, among others).

Highway Project C4

Upward Road (SR 1783): US Highway 176 to Howard Gap Road. Recommendations are to widen the corridor to four (4) lanes with a median and maintain a high level of access management and traffic signal optimization (coordinate with highway projects C1 and C9 and bicycle project C19).

Highway Project C9

Howard Gap Road (SR 1006): Upward Road (SR 1783) to US Highway 25. Recommendations are to: (1) widen substantial portions of Howard Gap Road to four (4) lanes with a median; (2) make necessary significant geometric improvements (including construction on new alignment) at many locations; and (3) improve intersections and access management. With the addition of turn lanes (where necessary), some segments may be able to retain a 2-lane cross-section temporarily or indefinitely (coordinate with highway project C4, among others).

Highway Projects C20 & C21 – Inner Loop.

(C20) Airport Road (SR 1755): US Highway 176 to Tracy Grove Road (SR 1793). Recommendations include adding turn lanes, widening shoulders, improving geometrics and intersection operations as appropriate, and possible reconfiguration of the intersection of Airport Road with New Hope Road to eliminate the dogleg (coordinate with highway project C21 and bicycle project C12, among others).

(C21) Tracy Grove Road (SR 1793): Airport Road (SR 1755) to Dana Road (SR 1525). Recommendations include adding turn lanes, widening shoulders, and improving geometrics and intersection operations as appropriate (coordinate with highway project C20 and bicycle project C12).

Highway Project C30

Sugarloaf Road (SR 1734): US Highway 64 to Pace Road (SR 1726). Recommendations include adding turn lanes, widening shoulders, and improving geometrics and intersection operations as appropriate (coordinate with highway project C9 and bicycle project C20).

Bicycle Projects C3, C10, C11 and C20. Recommendations include upgrading the facilities with wide shoulders or striped lanes and appropriate signage.

(C3) Howard Gap Road (SR 1006): Upward Road (SR 1783) to US Highway 25.

(C10) Crest Road (SR 1803), Upward Road (SR 1783), Ridge Road (SR 1783), et. al.

(C11) New Hope Road (SR 1757), Airport Road (SR 1755) & Tracy Grove Road (SR 1793).

(C20) Sugarloaf Road (SR 1734): US Highway 64 to Ridge Road (SR 1783).

Vehicle Crashes. Vehicle crashes may indicate congestion problems and/or be associated with the physical characteristics of a roadway. Inadequate turn bays, sight distance, pavement width and traffic control devices can all contribute to a vehicle crash. Crash data available from January 1, 2004 to December 31, 2006 were analyzed to identify intersections with a high frequency of vehicle crashes

(10 or more). A total of 75 intersections were identified and ranked. The Planning Area contained four (4) of these identified intersections (See Table 3.5.1).

Table 3.5.1. Planning Area Intersections with a High Frequency of Vehicle Crashes		
Rank (of 75)	Intersection	Number of Crashes
3	Interstate-26 and Upward Road (SR 1783)*	39
17	Sugarloaf Road (SR 1006) and Howard Gap (SR 1734)**	21
30	Dana Road (SR 1525) and Upward/Ridge Road (SR 1783)***	15
46	Dana Road (SR 1525) and Mid Allen Road (SR 1893)****	12

*Highway Project C4 includes intersection improvements at this site.

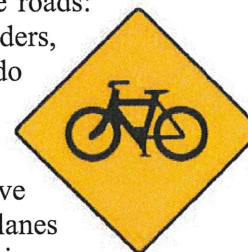
**This intersection was improved (signalized) in early 2007 (immediately following crash data collection).

***NCDOT anticipates traffic signalization at intersection when funding becomes available (anticipated March 2011).

****According to NCDOT, improvement to this intersection would require lowering Dana Road which may have significant impacts to adjoining property owners.

Source: Comprehensive Transportation Plan adopted January 18, 2008; NCDOT District Engineer.

Bike Routes. NCDOT designated bike routes in the Planning Area include all or portions of: Crest, Upward/Ridge, Pilot Mountain, Staton, Tracy Grove, Airport, and New Hope Roads (See Map 5, Recreation and Multimodal Transportation (Pg. 64)). These designated bike routes contain no dedicated bike facilities (bike lanes or paved shoulders) because most of these roads: (1) are rural in nature, (2) have a low volume of traffic, (3) lack adequate shoulders, and (4) have poor geometrics. NCDOT cautions route users that these roads do not contain special accommodations. The most heavily traveled road segments include "Share the Road" signs.



Improvements to the roads may be recommended as noted in the Comprehensive Transportation Plan (See Bicycle Projects C10 and C11 above). Painted bike lanes along road shoulders may be added when a roadway is widened, geometrics are improved, or road resurfacing is scheduled. The designation of a bike facility (bike lane) should occur during the design phase for a planned improvement to a road.

Public Transportation. An existing fixed-route transit system serves the County (See Map 5, Recreation and Multimodal Transportation (Pg. 64)). Three (3) of the existing four (4) fixed routes travel through the Planning Area: Red, White and Green. The Red, White and Blue Routes operate on weekdays between the hours of 6:30 a.m. and 6:30 p.m. The Green Route is a one (1) vehicle fixed-route service transit system operating on weekdays between the hours of 9:00 a.m. and 5:00 p.m.

Eligible citizens of the Planning Area and County (senior citizens and disabled persons) may use paratransit (rural van service) upon request. Paratransit is available during the same operation days/hours as the fixed-route service. Federal and State grants and County and municipal contributions fund the transit system.



Transportation Goals and Objectives

Goal T1. Improve the transportation network in the Dana Planning Area.

T1.1. The County, through its involvement in the French Broad River MPO, should prioritize projects within the Dana Planning Area in accordance with Plan goals. The

Comprehensive Transportation Plan (CTP) recommends the following improvements in the Planning Area, which the Dana Community Plan supports:

1. C1 (Interstate-26 – US Highway 25 to Interstate-40);
2. C4 (Upward Road (SR 1783) – US Highway 176 to Howard Gap Road);
3. C20 (Airport Road (SR 1755) – US Highway 176 to Tracy Grove Road);
4. C21 (Tracy Grove Road (SR 1793) – Airport Road to Dana Road); and
5. C30 (Sugarloaf Road (SR 1734) – US Highway 64 to Pace Road).

With regard to CTP recommended improvements to Howard Gap Road (from Upward Road to US Highway 25), the Dana Community Plan supports:

1. Minor improvements in the short term* (remaining two (2) lanes within the Planning Area with widening, straightening, improving alignment, and improving intersections); and
2. Significant improvements in the long term (including widening the portion within the Planning Area to four (4) lanes).

*Note: Short term refers to the timeframe contemplated by this Plan, and understood to be approximately 15 years.

T1.2. Improve identified intersections based on recommended studies. The conditions of the following intersections pose automobile, bicycle, and pedestrian safety concerns and should be studied and improved:

1. Tracy Grove Road/Howard Gap Road (improvements to angles with the consideration of a roundabout or realignment);
2. Dana Road/Upward Road/Ridge Road/Oleta Road (the addition of signalization);
3. Dana Road/Mid Allen Road (improvements to site visibility including trimming vegetation, and the addition of intersection indicators (rumble strips, signage, signalization, etc.)); and
4. Dana Road/North Allen Road (the addition of intersection indicators (rumble strips, signage, signalization, etc.)).

T1.3. Facilitate safer automobile movement and alleviate traffic stacking issues on Ridge Road, Academy Road, and Blue House Road during school peak hour traffic. Improvements to Ridge Road, based on recommended studies, should address stacking issues at Dana Elementary School and alleviate congestion resulting from these issues along Academy and Blue House Roads. The addition of a turn lane to alleviate stacking concerns may be warranted.

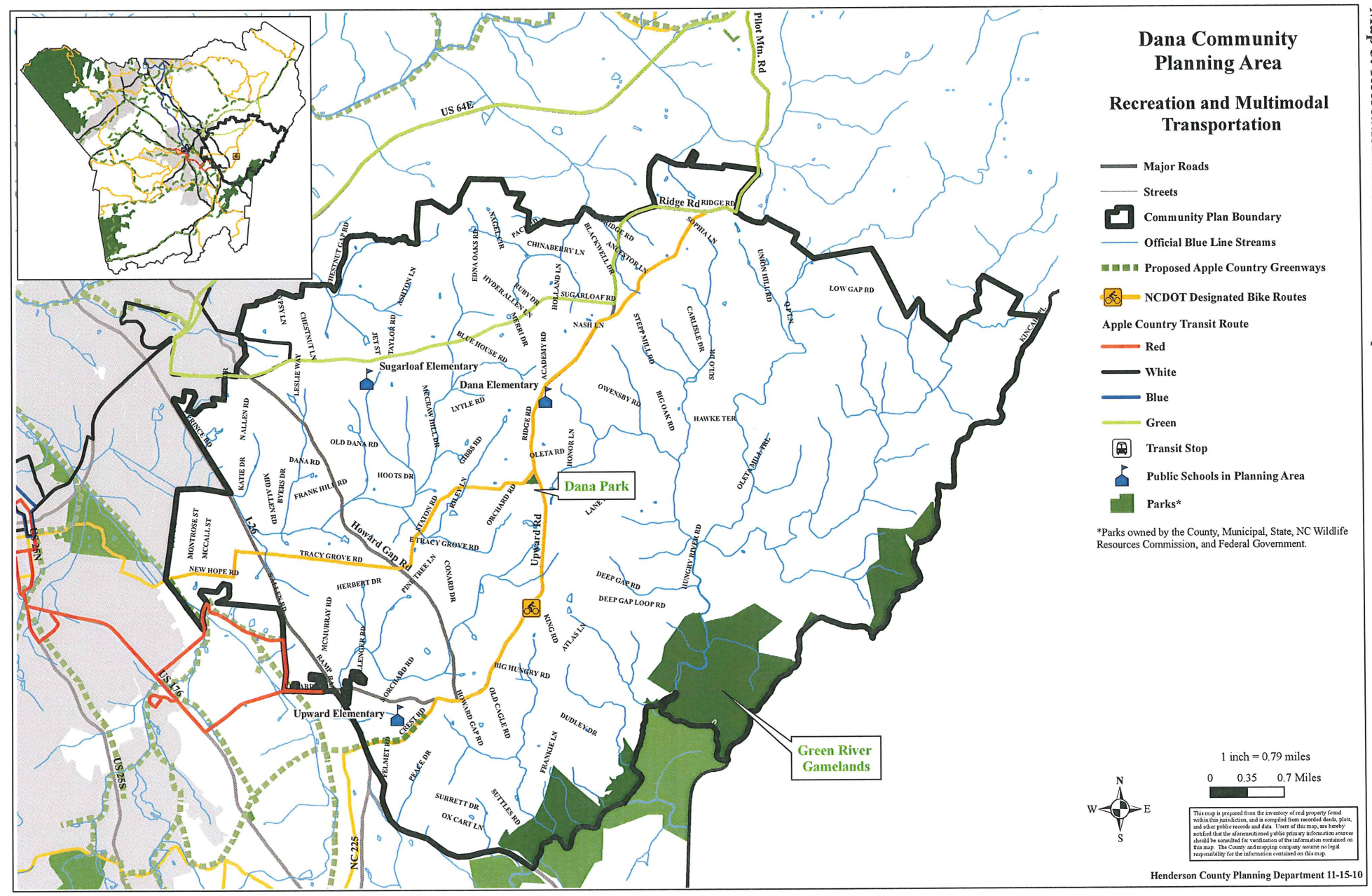
T1.4. Provide an additional Interstate 26 interchange between the existing interchanges at Upward Road and US Highway 64 East. An interchange, located at either Tracy Grove Road or Dana Road would provide additional connectivity for the Dana Planning Area and County. The selected interchange road (Tracy Grove Road or Dana Road) should be widened at least from the interchange to its intersection with US Highway 64 East.

T1.5. The County, through its involvement in the French Broad River MPO, should prioritize bicycle projects within the Dana Planning Area in accordance with Plan goals. The Comprehensive Transportation Plan (CTP) recommends the following bicycle improvements in the Planning Area, which the Dana Community Plan supports: C10 (Crest Road (SR 1803), Upward Road (SR 1783), Ridge Road (SR 1783), and others); and C11 (New Hope Road (SR 1757), Airport Road (SR 1755) and Tracy Grove Road (SR 1793).

CTP recommended improvements to Howard Gap Road (C3) and Sugarloaf Road (C20) are supported but should not be prioritized over projects C10 and C11.

T1.6. Review public transit periodically to identify service provision changes or increases.

Map 5: Recreation and Multimodal Transportation



Map 6: NCDOT Comprehensive Transportation Plan

