DEVELOPMENT OF ALTERNATIVES FOR THE US 23B/SOUTH MAIN STREET CORRIDOR

HYATT CREEK ROAD TO NINEVAH ROAD

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1. INTRODUCTION

US 23 BUSINESS/ SOUTH MAIN STREET

Waynesville, North Carolina is the largest town in Haywood County. Located in a long valley framed by mountains, the geographical surroundings have greatly dictated how the evolution of the town developed. Waynesville is the perfect location for great climate, employment opportunities, attractive housing, a strong cultural heritage, extensive recreation opportunities and has an overall superb quality of life. It is this quality of life that has in most circumstances led to the growth of Waynesville. In recent years the south end of Waynesville has experienced some increased growth however the infrastructure to support that development has not followed in ideal alignment.

US 23 Business, also known as South Main Street, bisects the Town of Waynesville and connects the southwestern most businesses and residences with the downtown core. The corridor study along South Main Street intersects with Hyatt Creek Rd. and terminates at the intersection of Great Smoky Mountains Expressway US23/74. The Waynesville Commons commercial development at the southern terminus of the corridor serves as a major catalyst for a need to generate this corridor study. The northern terminus of the corridor is Ninevah Road where the major land uses defining South Main Street turn more residential.

This corridor has historically been the center for industrial growth in Waynesville. Over the post-war years to support the heavy industrial direction of the corridor commercial uses were established. This corridor evolution occurred simultaneously with the growth of the adjacent Great Smoky Mountains Expressway. Over the years, Waynesville's pedestrian-oriented central business district began to grow, which in turn reduced many commercial establishments along South Main Street.

New retail destinations are now in competition with South Main Street corridor. The municipality and developers recognize the need to improve the functional characteristics of US 23/South Mains Street and change development patterns to preserve South Main Street as a significant part of Waynesville. Until now, the auto-oriented development patterns have resulted in segregation of uses, lack of common pedestrian amenities, lack of trees, park and public open space and the overwhelming presence of parking lots.

The Town of Waynesville, in conjunction with the French Broad Metropolitan River Planning Organization, has provided funding to develop a feasible corridor and to recommend improvements to its structure and appearance. This corridor study seeks a "Complete Street" development that analyzes projected traffic patterns and demands and distills this information into a cohesive design that addresses vehicular, pedestrian and bicycle access while also investigating aesthetic improvements that will foster redevelopment and sustainable growth for Waynesville.

PROJECT GOALS AND OBJECTIVES

The goals for this project, as developed by the Town of Waynesville and the French Broad River Metropolitan Planning Organization are as follows:

- Analyze roadway capacity and future travel demand
- Analyze and design intersection improvements
- Analyze and design access from abutting properties
- Analyze and design pedestrian and bicycle facilities
- Analyze and design opportunities for landscaped median and street tree planting strips
- Address aesthetics, gateway features, and context-sensitive roadway design
- Obtain community input as to current problems and desired solutions
- Develop recommendations for improvements designed to meet community goals
- Develop a priority listing of implementation strategies
- Develop perspective illustrations of streetscape improvements and plan view renderings of roadway improvements
- Produce a document that can be used as a blueprint for public and private sector decisions concerning road improvements and development of adjacent properties

LOCAL CONTEXT

The focus of this study is located in the southwest section of the Town of Waynesville and stretches from the intersection of US 23/74 and Hyatt Creek Road for 0.19 miles connecting to Old Balsam Road and South Main Street. The corridor then follows South Main Street for roughly 0.63 miles where Ninevah Road, Riverbend Street and Epsom Street converge. The corridor is accessed by the dominant Great Smoky Mountains Expressway (US 23/74) and Main Street extending from downtown Waynesville. The corridor is also accessed from the interior via more substantial intersections with Allens Creek Road and Brown Avenue.

2. DESIGN PRINCIPLES

THE VISION

South Main Street will be transformed into a vibrant, community-oriented main street that is attractive, safe, walkable and livable. The main street will offer community-oriented services and establishments that cater to local needs. Accessibility will be improved along the corridor so that all modes of travel are accommodated safely, conveniently and efficiently. The community along and around South Main Street will embrace the corridor and actively participate in the corridor's revitalization. South Main Street will then become a prominent local asset and destination for people who want to live, work, shop and or recreate in west Waynesville.

THE APPROACH

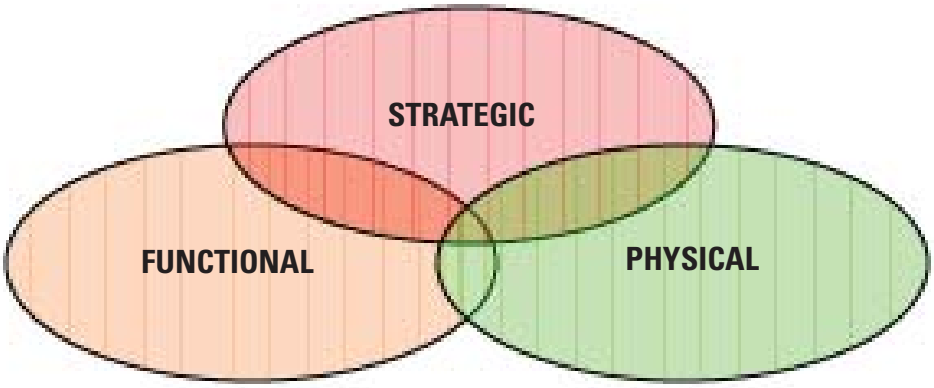
To develop a comprehensive master plan for the South Main Street Corridor, we must integrate appropriate transportation alternatives, development and marketing strategies to improve traffic flow, pedestrian safety and provide a positive environment for economic development and reinvestment. This requires an understanding of the corridor's landscape and development characteristics, its potential and constraints for development, and definition of resource strategies and development options that are appropriate and able to be implemented. Throughout this process, recommendations for detailed transportation analysis and specific individual transportation projects will be highlighted. We propose to provide a vision first, and then presenting alternatives to improve traffic flow, land use and the image of the corridor based on sound design principles built through most importantly a community consensus.

THE PROCESS

At the start of the process, the following design principles were presented as a framework for the study.

- Develop a coherent plan for the entire corridor. This includes a strategy for vacant and underutilized parcels.
- Develop a new boulevard strategy to create a more pedestrian-friendly environment.
- Research traffic trends and develop a roadway system that takes into account pedestrian safety, vehicular safety and future development.
- Develop principles for storm water management and infrastructure improvement.
- Develop better forms of neighborhood connectivity.
- Develop a streetscape that is unique, coherent and organized and will improve the overall aesthetic of the corridor.
- Investigate all opportunities to implement the "Complete Streets" process.

These principals were reinforced by the community during public workshops and were helpful in determining a consensus for final recommendations.



Functional - Define way something operates
Strategic - A careful plan to acheive a purpose
Physical - Tangible measures to make functional and strategic plans possible

3. COMPLETE STREETS

BACKGROUND

In 2009 the North Carolina Department of Transportation adopted a "Complete Streets" policy to guide existing decision-making and design processes to ensure that all users are routinely considered during the planning, design, construction, funding and operation of North Carolina's transportation network. Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

BENEFITS OF COMPLETE STREETS

The benefits of developing transportation corridors with a Complete Streets policy are numerous. The National Complete Streets Coalition (www.completestreets.org) began the complete streets movement to address the growing problems in rural towns and large metropoli where infrastructure was beginning to break down and development was beginnign to ignore users minus those who could provide transportation. Complete Streets are able to provide quality access to jobs, health care, shops, and schools their residents deserve, while also achieving greater economic, environmental, and public health benefits.

Complete streets make economic sense. Complete Streets can bolster economic growth and stability by providing accessible and efficient connections between residences, schools, parks, public transportation, offices, and retail destinations.

Complete streets improve safety by reducing crashes through safety improvements. It is widely known that incorporating the design principles of Complete Streets (raised medians, proper intersection design) that user safety and security is increased.

Complete streets encourage more walking and bicycling. Increased opportunities for walking and biking reduces the growing obesity epidemic in small towns and makes everyday transportation activities a form of healthy activity.

Complete streets can help ease transportation woes. Complete streets account for proper traffic planning and logically address traffic congestion to prevent further compounding issues. By providing choices and improving accessibility often traffic concerns are solved and overall roadway capacity increases.

Complete streets help children. Streets that provide room for bicycling and walking help children get physical activity and gain independence. More children walk to school where there are sidewalks, and children who have and use safe walking and bicycling routes have a more positive view of their neighborhood.

Complete streets are good for air quality. Complete streets provide greater opportunities for pedestrian and bicycle travel , thus greatly reducing carbon emmissions.

Complete streets make fiscal sense. Often with improvement projects some things are ommited from the planning efforts in order to reduce cost implications. This typically leads to future expansion or improvment projects which undeniably end up costing more to retrofit. Approaching a corridor redevelopment project where sidewalks, bike lanes, transit amenities, and safe crossings are integrated into the initial design of a project spares the expense of retrofits later.

Main Streets benefit from Complete Streets as they improve street connectivity and allow everyone, whether on foot, bike, or public transportation, to reach community focal points. As is the case with the Town of Waynesville, many smaller communities do not control their Main Streets, the state Department of Transportation does. In the past, addressing traffic concerns and street improvements often had a profoundly negative effect on small-town economies. Many times widening of roads and new sidewalks meant reducing pedestrian accessibility and safety and eliminating those things which small rural communities hold dear to the heart - an embracing Main Street. Approaching corridor projects with a Complete Streets policy ensures safe, accessible, and attractive streets. Redeveloping corridors with a Complete Streets approach can facilitate reinvestment and economic development in small towns.

South Main Street is a NCDOT owned and regulated road and therefore any future development will need to adopt the Complete Streets policy to developing roadways. This corridor study report accounts for the core elements of Complete Street design. The core design elements include a street that is functional for a myriad of users, consideration of development and land use and their context to the whole and an opportunity for safe travel.

4. ANALYSIS SUMMARY

A. FIGURE GROUND / BUILDINGS

The existing buildings and architecture throughout the corridor is a conglomeration of various styles that do not relate to each other. One and two story industrial style box architecture dominates the corridor, along with service stations, car lots and other automobile-related businesses. These types of buildings, their deteriorated condition and varied setbacks pose the largest conflict to providing a viable pedestrian corridor. Residential uses are very minor along the corridor; however single-family parcels completely surround the corridor.

The figure ground analysis indicates a strong disassociation between the existing buildings and streetscape. Many structures are located towards the rear of parcels with an excessive amount of parking dedicated for the street frontage. A number of buildings are oriented towards the interior of parcels, further exacerbating a non-pedestrian oriented corridor. The overall size of the buildings remains about the same along the corridor. The greatest shift in building sizes occurs at the big-box development at Waynesville Commons which anchors the corridor to the south.

B. OWNERSHIP

The corridor is characterized by a series of small sites, typically under separate ownership. There are a few public rights-of-way holdings and utility easements. A few parcels are owned by Haywood County or a conglomerate of owners. Many of these sites have not been improved to modern standards for sustainable development. This likely has resulted in a relatively high vacancy rate among these parcels.

C. PARKING

In similar fashion to the Figure Ground Study, the parking is laid out in direct association with building placement. Parking along the corridor is often located directly adjacent to the street without any curb delineation. In many instances the parking is uncontrolled and does not address pedestrian and vehicular safety and design trends. Parking frequently does not represent current Town of Waynesville design standards.

D. VEGETATION

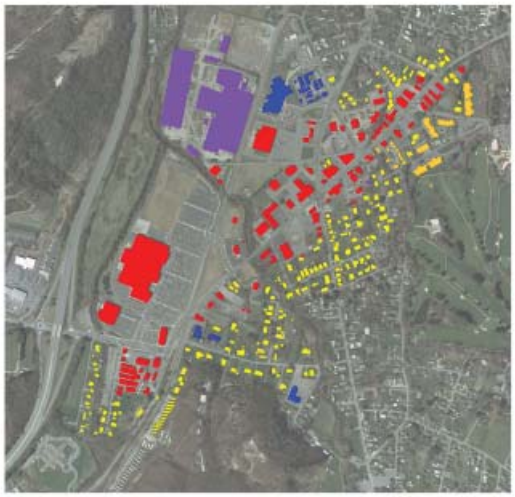
The corridor is largely comprised of contrived vegetation. As the corridor is plagued with open parking lots and little green space for planting, there is significantly reduced planting along the corridor. The recent development of Waynesville Commons has helped to improve on the vegetation by providing parking lot planting and an approach at buffer planting. The largest stands of vegetation are contained into the slim creek boundaries that bisect the corridor. The vegetation along Allens Creek mostly contains scrubby patches of overgrown and unattractive weeds and trees. Browning Branch crosses the corridor north of Allens Creek. The vegetation along this creek is a bit more developed with indigenous vegetation to Western North Carolina. The banks along Browning Branch are a bit more protected as the creek extends through a largely residential neighborhood.

There is very little vegetation located along South Main Street that can serve as a streetscape amenity. There are few trees located between parking lots and the adjacent streets. Ornamental planting is scarce along the corridor with many available planting areas containing overgrown weeds.

4. ANALYSIS SUMMARY (CONT.)

E. LAND USE

The primary active uses along the corridor are dominated by auto-oriented sales and services, light industrial supply and service operations, distribution facilities and institutions. Consumer-focused retail uses are much more limited, due in part, to access constraints. A few residential units remain, though many have been converted or partially converted to business use. The Waynesville Commons is a large retail destination with a Walmart, Bestbuy and other smaller chain stores (cellular, hair shops, etc.). This development is currently expanding to offer a broader range of retail services including a Michael's and Belk's Department Store.



F. OCCUPANCY

Much of the land and buildings in the corridor are currently vacant or significantly underutilized. There have been recent increases in vacancies given market conditions. Many property owners were positioning themselves to sell outdated parcels for future development. Some parcels are being used for short-term uses such as car repair lots and billboards. Other vacancies are exacerbated by the recent development of the Waynesville Commons retail center, railroad easements and existing creeks.

G. ROADS

Streets located within the South Main Street Corridor range in aspect from width, extent of use and safety level. The main artery through the corridor is South Main Street. This asphalt street is two lanes wide with an occasional left turn lane. South Main Street connects Great Smoky Mountains Expressway (US 23/74) with downtown Waynesville. Many minor streets tie into South Main Street at intermittent intervals. Curb and gutter do not exist along this corridor accept the recently installed curbing bordering Waynesville Commons retail center. Hyatt Creek Road, within our corridor, leads into South Main Street with a single leftt turn lane. Allens Creek Road is another major roadway and is a two-lane road. Allens Creek is the main route for truck traffic hauling gravel from nearby quarries. Minor streets connect to Allens Creek from surrounding single family home neighborhoods. Adjacent to Allens Creek Road is Brown Avenue which is a larger connector linking South Main Street to the nearby hamlet of Hazelwood. Brown Avenue is a two-lane road widening out to a four-lane road at an Ingles shopping center. South Main Street extends down for roughly .6 miles to the intersection with Ninevah Road and Riverbend Street. Each of these streets is two lanes and connects to minor roads within the surrounding neighborhoods. At this intersection, South Main Street continues north into downtown proper. The street changes in width and takes on a significantly more residential character. The roads narrow and parking lots diminish.

There are two bridges which cross South Main Street. One crosses Allens Creek and the other crosses Browning Branch. Each bridge is out-dated and needs major improvements. Neither bridge has dedicated sidewalks or guardrails and would need to be replaced pending future lane improvements.

4. ANALYSIS SUMMARY (CONT.)

H. MARKET SUPPORT

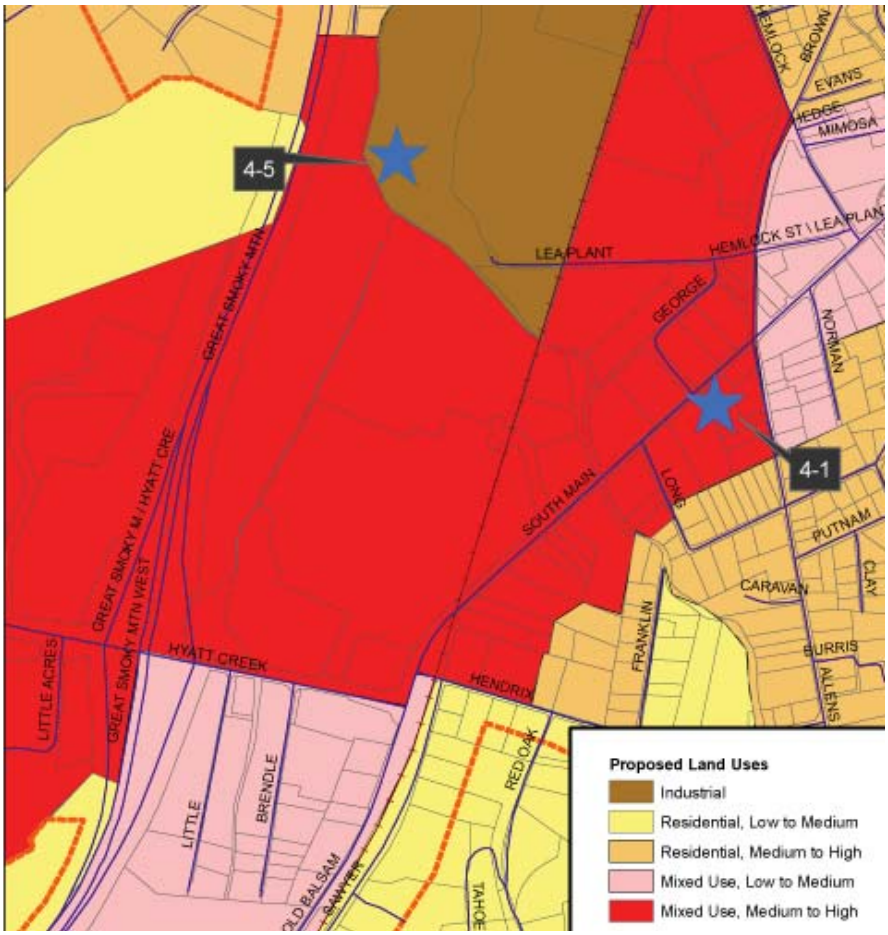
The marketability of sites and buildings along South Main Street has been constrained by recent market trends and by access problems. The general surrounding conditions of the properties also has an effect on marketability. The physical constraints created by South Main Street and Hyatt Creek Road growth plus the development of Waynesville Commons retail center suggest that market opportunities relate to: local-serving retail and service operations, restaurants, suppliers and service providers who want good access to the region, as well as auto-oriented businesses. Attracting and supporting such businesses requires sites with good access on and off South Main Street and US 23/74. In addition, to providing for ease of access with improved vehicular services, the corridor also is a major cyclist route. The ability to reach out to alternate forms of transportation will further improve marketability for the corridor.

WATER QUALITY

South Main Street does not have developed infrastructure to properly handle storm water. Much of the corridor surface drains into the adjacent Hyatt Creek, Allens Creek and Browning Branch. National Wetland Inventory does not indicate any impacts to wetlands within the corridor. The Division of Water Quality has classified Allen Creek and Browning Branch Class C Trout water. Hyatt Creek is Class B water. Implications for trout water designation require additional buffer requirements with future development.

ZONING

The South Main Street corridor has gone through a significant change in the last 5 years following the redevelopment of the former Dayco industrial site into the Waynesville Commons retail center. The new retail shopping shifted the derelict industrial sites to supporting community service businesses. This type of development growth is regenerative in nature and typically produces adjacent growth of similar redevelopment of neighboring properties. The Town of Waynesville Planning Board amended the 20/20 Land Development Plan to change the South Main Street corridor from "Industrial" and "Mixed Use, Medium to Low" to "Mixed Use, Medium to High". The "mixed use, medium to high" classification is a regional commercial/mixed-use land-use classification. The zoning changes recognized the need for mixed use development and trends directing away from industrial based to a more regional business center that provides for pedestrian friendly development. The zoning has been altered in a way that promotes streetscape enhancements and mixed-use development with the ability to support potential business and residential growth.



5. PROBLEMS & SOLUTIONS

A. TRAFFIC

Traffic Problems:

The existing conditions of the corridor restrict traffic improvements and limit pedestrian improvements. There are very few curb cuts along the corridor with very inconsistent light placement. New growth is prompting heavier use in one area with an increase of vehicular traffic to that location. Cyclist usage is relatively low throughout the corridor however cycling is very popular in Haywood County.

Traffic Solutions:

- Incorporate left turn lanes where feasible
- Provide safer travel lanes with medians
- Align streets and curb cuts
- Provide infrastructure for safer pedestrian activity along route
- Improve traffic issues while improving pedestrian activities
- Provide bike lanes for improved cycling safety and for growing cycle-pedestrian population

B. PARCELS

Parcels are irregularly spaced along the corridor and currently do not address future growth trends. A number of parcels do not take into account their frontage boundaries and opportunities for growth. Active parcels are dominated by auto-oriented services, light industrial supply and service operations, distribution facilities and institutions. Many parcels are not dedicated to consumer-focused retail minus the large big-box development of the Waynesville Commons retail center. Constraints with access, defining edges and a lack of pedestrian safety have directly limited retail success. A few residential units remain although many have been converted into businesses. A few parcels currently listed for sale are single family homes. As the uses vary between former single family homes and big box consumer retail centers there is little cohesiveness between pedestrian opportunities and growth potential.

Parcels ought to be reconfigured to compliment recent zoning changes. Boundaries should be altered to accomodate ideal parking scenarios, most adventageous to be behind buildings. In addition to addressing the street frontage, parcel configurations need to provide for connectivty between surrounding neighborhoods. Those surrounding neighborhoods will support the renewed development and without viable access this will not happen.

C. PEDESTRIAN ACTIVITY

There is seldom pedestrian traffic along the South Main Street corridor. A component of successful retail development is having pedestrian traffic. Pedestrian traffic also generates an identity with place and improves corridor health. Improving the edge conditions along South Main Street to be inviting for a shopper to walk from one business to another would be beneficial not only for the business itself, but for the image of the corridor. The addition of sidewalks, curb and gutters and curb cuts are simple improvements to boost a pedestrian's sense of safety. One area of improvement will be implementing an at-grade crossing at the Norfolk Southern Railway crossing. Currently no crossing exists and it is dangerous to maneuver over the tracks.

The addition of a planted verge between the sidewalks and road will provide a protective barrier to the pedestrian from oncoming traffic. Trees planted along the sidewalk provide valuable shade. Transforming parcels so that businesses are closer to the street will provide a developed space that is more adapted for the pedestrian rather than the vehicle. Incorporating pedestrian elements such as street level pedestrian lighting, benches, furniture will enhance and enliven the automotive and pedestrian experiences throughout the corridor.

In 2010 the Town of Waynesville adopted a Comprehensive Pedestrian Plan. This plan models the pedestrian improvements that this corridor study wishes to implement. The pedestrian plan speaks about pedestrian comfort and safety while also improving connections to adjacent greenways and trails.

5. PROBLEMS & SOLUTIONS (CONT.)

D. INFRASTRUCTURE

The current infrastructure is sufficient to handle the current development of South Main Street. This infrastructure has not been fully updated and likely would need to be upgraded to meet current standards. The infrastructure would also be impacted upon any future street development.

There are two creeks which cross the corridor, Allens Creek and Browning Branch. At each crossing of South Main Street there is a bridge. Each of these bridges is below standard for safety. Neither has a dedicated sidewalk and lacks guardrails. The creeks for the most part are healthy systems and given regulated status they are fairly well protected. Future development along the corridor will further impact these streams. To address the issues related to South Main Street means addressing the sizes of the bridges. In addition, it provides the opportunity to embrace the creeks. Opening up views of the creeks will further raise awareness. Providing greater daylight will maintain stream health and allow more opportunities for the public to witness the stream corridor.

E. LAND USE & ECONOMICS

The South Main Street corridor is not economically healthy. There are many vacant parcels and dilapidated structures which is indicative of a problem. The corridor's most active uses are dominated by auto-oriented services, light industrial supply/service and institutions. Consumer-focused retail uses are very limited along the corridor. As large "Big Box " retail entities are beginning to develop on the fringe of the corridor they will change how South Main Street grows. In order for the corridor to adapt to a change in economic dynamics it will need to adapt to trends and growth predictions.

To produce an economically viable corridor there needs to be developable parcels that have the right size and depth to provide for future development. The parcels also need to have flexibility in order to support a diverse economic culture. The redevelopment of parcels along South Main Street will help to establish greater support for future business growth. A long term strategy of "greening" the corridor and developing a pedestrian framework for the South Main Street corridor will need to take place for sustainable economic development.

F. AESTHETICS

Because of the harsh environment of South Main Street, the addition of streetscape amenities in the form of decorative lighting, street trees and landscape buffer will be instrumental to the success of the corridor. The corridor has no distinct image or landscape and there is little to no pedestrian activity. South Main Street is a major connector to the heart of downtown Waynesville. Unless you are from the area one would never realize that South Main Street is the gateway to downtown. Providing a formal gateway will enhance the experience and increase awareness for corridor growth.

A uniform strategy of landscape improvements will help to define a unified image for the corridor and provide for a continuous pedestrian network. The installation of street trees provides shade and a sense of rhythm. The landscaped verge between sidewalk and roadway will create a sense of security by separating the pedestrians from vehicular traffic. Where appropriate, benches can be added to provide the enhanced pedestrian traffic a brief rest while experiencing the corridor. Incorporating gateway elements such as a piers, plinths, columns and sculpture along the corridor will help to provide a feeling of cohesiveness that will make visiting by car or foot a more pleasant experience. Incorporating streetscape elements provides a sense of enclosure for the corridor and often helps to calm traffic. Lastly, a simple change of image will provide a new address for economic investment.

6. TRANSPORTATION FRAMEWORK

One major focus of the planning effort of this study was the traffic and transportation framework. Participants in the public process confirmed the concerns of increased traffic congestion, dilapidated infrastructure, lack of pedestrian safety and economic development.

The South Main Street Corridor is a small section of the overall corridor through the Town of Waynesville. This section of South Main Street connects the southwest section of Waynesville with the Great Smoky Mountains Expressway, US 23-74 to the edge of downtown. This corridor serves as the southern gateway to Waynesville. The corridor also supports a significant residential community east of South Main Street. The predicted increase in daily traffic through this corridor further demands the attention that the roads and development become more efficient and visually appealing.

For many years South Main Street supported its developed corridor. Industry and rail service largely enabled South Main Street to prosper. The evolution of former industrial sites to big box retail centers and the development of an upgraded expressway exit ramp have contributed to the evolving degradation of South Main Street. It was discussed in the public meetings that many citizens would take the Great Smoky Mountains Expressway (US 23/74) to the Waynesville Commons retail center via Hyatt Creek Road rather than travel down South Main Street. The lack of users on South Main Street has in part contributed to the dereliction of the corridor. The adjacent residential population is no longer devoted to the commerce on South Main Street as there are opportunities to connect with new retail nodes via different routes.

During the planning process, major problem areas were identified by residents and stakeholders. Main concerns included the function of the intersection at Hyatt Creek Road and South Main Street (including the entrance into Waynesville Commons) and the lack of development and vacant parcels. An often discussed issue was the lack of support for the growing population of local cyclists and their concern to adopt safer routes for cyclists. Another concern raised was how to improve the atmosphere for pedestrians in terms of safety and comfort by providing sidewalks, crosswalks and taming traffic.

The ability of a community to grow and prosper is directly related to its framework of streets, which serves to organize land into development blocks with viable access. South Main Street is underdeveloped and this can be attributed to a myriad of factors, including poor connectivity, past development patterns and poor infrastructure. South Main Street must begin to make significant changes in order for it to support the local community and trends in retail centers. South Main Street needs to embrace a viable mixed-use redevelopment that is accessible and supports the local residents.

7. DEVELOPMENT GUIDELINES

One of the main concerns that emerged from the public was how to handle the current state of development and commerce on South Main Street. What would need to change in order that the corridor functions efficiently and successfully? Development guidelines will help to transform the corridor over time as parcels are redeveloped. The transformation will improve the quality of address for investors and developers.

Development must meet the guidelines of the Town of Waynesville Land Development Standards (adopted 4/11) and the standards as set forth by Table 2.4.2 Table of Dimensional Standards by Mixed-Use/Non-residential District. Redevelopment that meets the goals of the community can be encouraged by adopting the following development design principles:

A. SHARED PARKING

Encourage shared parking to reduce curb cuts and better controlled access. Incorporating common shared parking facilities makes efficient use of the land. Office uses need parking during the day. While entertainment and retail uses need more parking in the evenings and on weekends. Incentives such as reduced parking requirements can encourage shared parking and connections between lots.

B. STREET FRONTAGE

In order to give buildings greater presence on the street, it is critical to bring the buildings as close to the street as possible. Encourage that development accommodate a 0-foot setback, build-to, line and only approach the maximum setback line of 10 feet if necessary. Moving development closer to the street provides for greater streetscape success and a better pedestrian comfort level. This also minimizes the impact of parking lots on the streetscape because they can be devoted to the side and rear of the parcels.

C. BICYCLE LANES

Require bicycle lanes on all major thoroughfares. Given the quantity of cycling enthusiasts and growing cyclist population of Haywood County, there is a growing demand for bike lanes. Where feasible bike lanes should be dedicated and not shared with vehicular lanes. These lanes shall be a minimum of 5' wide.

D. LANDSCAPE EASEMENT

Require a landscape easement and landscape standards to govern the space between the building and curb, which is the pedestrian environment. Many landscape standards are already established in the Town of Waynesville Land Development Standards (4/11) however additional standards are described in the Landscape Guidelines section of this report.

E. PEDESTRIAN ELEMENTS

Require that the pedestrian areas are developed with adequate amenities including benches, trash receptacles, bike racks, fountains and more.

8. LANDSCAPE GUIDELINES

A. REDEFINING THE CORRIDOR

The most frequent criticisms from public input workshops focused on the character of the South Main Street corridor. South Main Street is a NCDOT road and is designed to provide access to parcels along the road while preserving its through movements. Continuous curb cuts and absence of a sidewalk encourages uncontrolled vehicular movements. It is critical to control the turning movements in order to make the road safer and to preserve the capacity of the road to move cars. Increased traffic flow makes it difficult to access small parcels and thus hinders redevelopment opportunities. It is evident from site analysis that parcel sizes range in area. Typically the smaller parcels along South Main Street are the most dilapidated and likely to be vacant. By consolidating small parcels, realigning parcel boundaries to be consistent with the road layout and reducing curb cuts, the image of the road can be improved and traffic tamed.

B. STREET PATTERNS

Another quality of South Main Street is the image created by the predominance of parking lots over all other land uses. In order to transform the character of a ghost highway, South Main Street must act a boulevard lined with buildings and trees instead of utility poles and parking lots. A boulevard provides alternative access to commercial and mix use developments while supporting pedestrian comfort and safety. South Main Street is a public open space and to ensure that the space is pedestrian friendly it must be safe and provide the amenities demanded desired by the community.

The streetscape pattern of South Main Street corridor shall meet the minimum requirements of the Town Street Classification for a boulevard. The proposed master plan takes into account the characteristics of the Town of Waynesville Land Development Standards for boulevards.

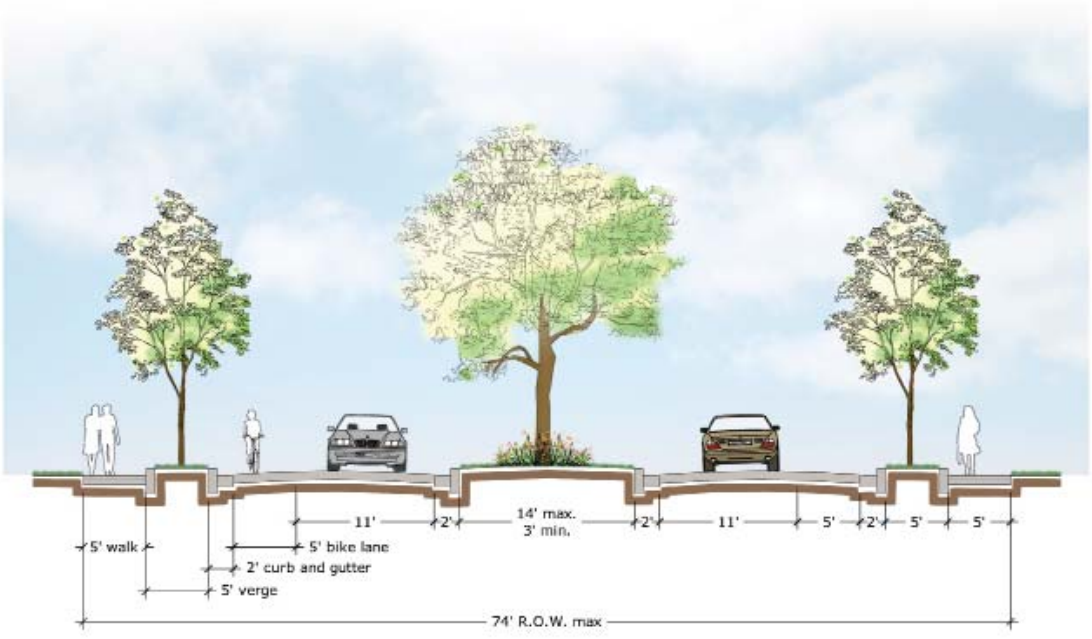
C. FLEXIBLE LANDSCAPE PALETTE

The patterns of landscape along South Main Street will vary depending on the need to provide access to development parcels, accommodate signage and other specifics. A streetscape pattern should be established in such a manner that allows maximum flexibility to accommodate individual parcel needs. The landscape needs to serve as a visual reinforcement that users are in a particular area. The landscape needs to provide a rhythm along the corridor to function as a boulevard.

D. FURNISHINGS

The site furnishings and landscape elements will define the character and image of the corridor. The recommendations include the design and installation of entry portals in the form of monuments or pylons to serve as a gateway to downtown. The furnishings, which will include roadway and pedestrian lighting, new signage guidelines, as well as other elements, will unify the corridor. It is ideal for all furnishings to not only support the adjacent businesses but to support pedestrians. Furnishing should become part of a standard palette for the Town so that it can be guaranteed that there will be these amenities in redevelopment. As described previously this corridor will now become more devoted to pedestrians. Increased pedestrian traffic will require that there are places of rest.

STANDARD SOUTH MAIN STREET CROSS SECTION



9. CORRIDOR CONCEPTS

GENERAL PARAMETERS

- 2035 Build-Out Year
- Used Similar Traffic Growth as the 2011 NCDOT Feasibility Study
- Used 2% Truck Percent
- All left turn lanes contain 100 feet storage unless otherwise noted
- All right turn lanes contain 100 feet storage unless otherwise noted
- All travel lanes to be 11 feet wide
- All bicycle lanes to be 5 feet wide
- All curb and gutter to be 2 feet wide
- All medians to be 14 feet with 11 foot turn lane where applicable
- All edges of right of way to address sidewalk with a minimum of 5 feet clear and/or a 15 foot public pedestrian zone.

PERSPECTIVE ILLUSTRATIVE SKETCH


Great Smoky Mtns. Expressway
active construction site
Norfolk Southern Railroad
Allens Creek
Ingles
Brown Ave.
Riverbend St.
to Downtown
Ninevah Rd.
Browning Branch
Hemlock St.
Epsom St.
Swan St.
New bridge
George Dr.
South Main St./US 23B
Allens Creek Rd.
Hardee's
Dayco Dr.
New bridge
Waynesville Commons
Wallmart
Best Buy
Town Center Loop
Hyatt Creek Rd.
Old Balsam Rd.
Hendrix St.
New development (typ)
Gateway Feature
Existing structures to be preserved (typ)
CONCEPT 1
US23B / SOUTH MAIN STREET CORRIDOR STUDY
TOWN OF WAYNESVILLE, NC
DECEMBER 2011

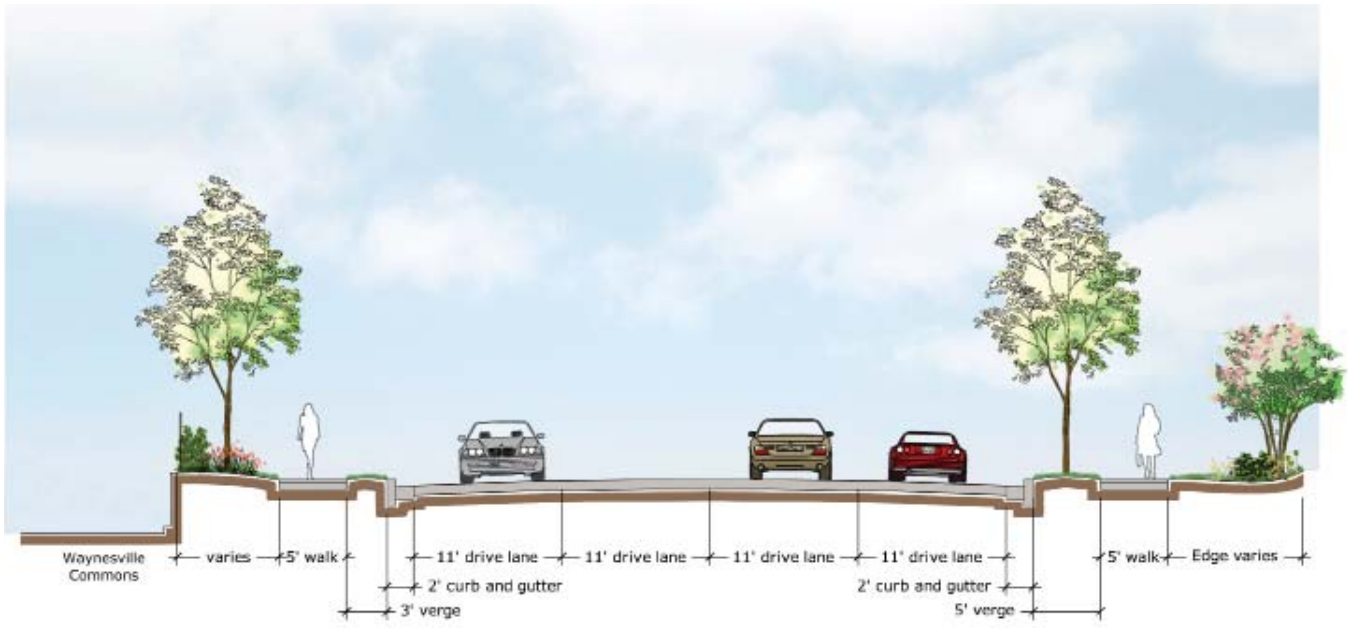

Great Smokey Mtns. Expressway
active construction site
Ingles
Riverbend St.
Browning Branch
Ninevah Rd.
Gateway Feature
Hemlock St.
Epsom St.
Brown Ave
Swan St.
New bridge
Norman St.
George Dr.
South Main St./US 23B
Allens Creek
Norfolk Southern Railroad
Hardee's
Dayco Dr.
Allens Creek Rd.
Waynesville Commons
Wallmart
New bridge
Gateway Feature
New development (typ)
Existing structures to be preserved (typ)
Best Buy
Town Center Loop
Hyatt Creek Rd.
Hendrix St.
Old Balsam Rd.
CONCEPT 2
US23B / SOUTH MAIN STREET CORRIDOR STUDY
TOWN OF WAYNESVILLE, NC
DECEMBER 2011

9. CORRIDOR CONCEPTS (CONT.)

CORRIDOR STREET SECTIONS

SECTION A1 - A2 - 66' RIGHT OF WAY

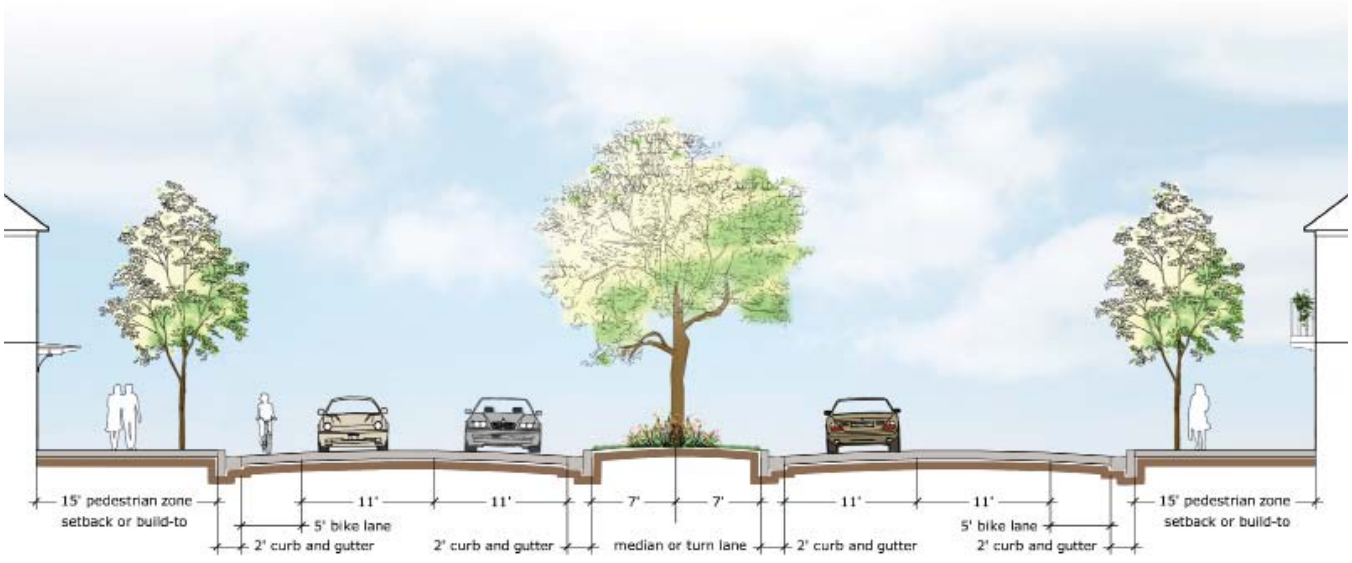
Image represents existing conditions



CORRIDOR STREET SECTIONS

SECTION B1 - B2 - 106' RIGHT OF WAY

Image represents existing conditions

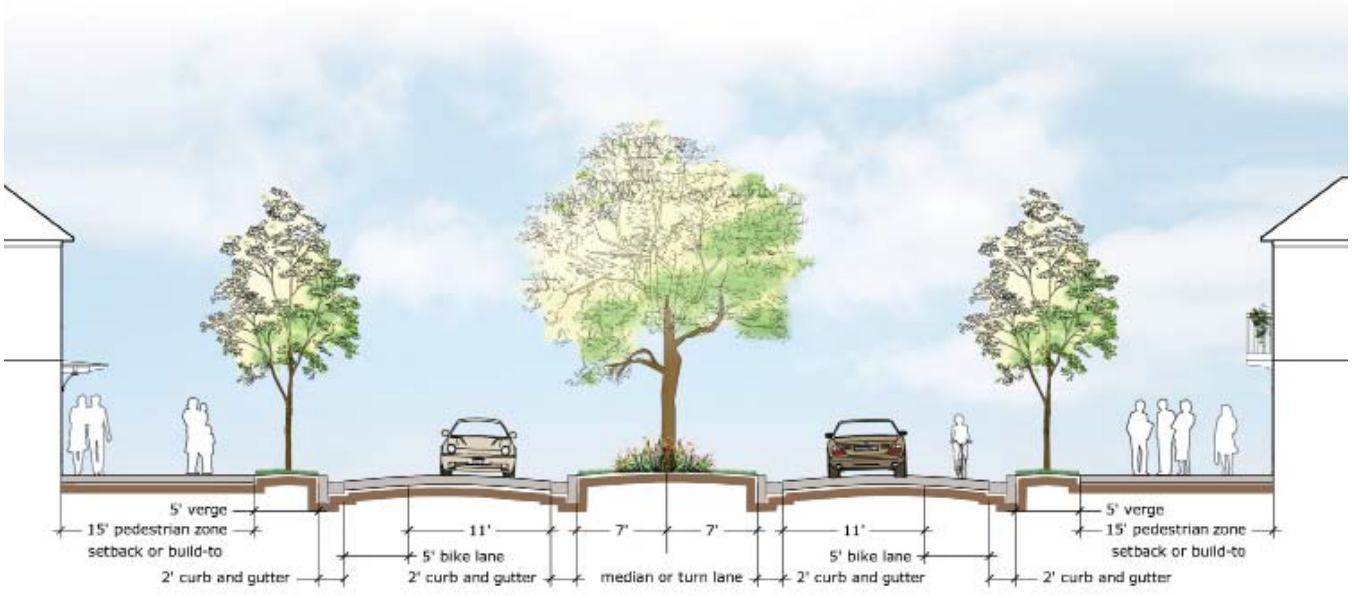


9. CORRIDOR CONCEPTS (CONT.)

CORRIDOR STREET SECTIONS

SECTION C1 - C2 - 94' RIGHT OF WAY

Image represents existing conditions



PERSPECTIVE ILLUSTRATIVE SKETCHES

10. ENLARGED PLANS

PERSPECTIVE ILLUSTRATIVE SKETCHES

EXISTING CONDITIONS

South Main Street near Nineveh Road is generally a two-lane collector type roadway that runs north – south. Its primary purpose is providing a corridor for drivers traveling from US 74 and the heavy commercial area to the south to the downtown Waynesville area. It also serves as a collector facility from the heavy residential area directly to the east and west. The primary development along this portion of South Main Street is commercial and light industrial, with a gradual transition to residential just north of the intersection. Although the road is generally a two-lane road, an auxiliary left-turn lane exists for the northbound approach to the intersection. South Main Street is both owned and operated by the North Carolina Department of Transportation (NCDOT). The existing Average Daily Traffic (ADT) on South Main Street near this intersection is approximately 11,500 vehicles.

Ninevah Road and Riverbend Street both intersect South Main Street as a crossroads type intersection - Ninevah at a 60 degree angle and Riverbend at a 90 degree angle. Epsom Street currently intersects Ninevah Road, virtually at the same location as South Main Street, creating a confusing 5-approach intersection. The Epsom Street approach is controlled by a stop sign and is not included in the existing traffic signal.

Ninevah Road is a two-lane facility that serves the residential area to the north and east of the intersection. Ninevah eventually connects to US 276, a major north-south connector for Waynesville and Brevard. This "short cut" to US 276 is frequented by local drivers desiring to avoid the downtown area of Waynesville. Ninevah Road is owned and operated by the Town of Waynesville and the ADT on Ninevah Road near this intersection is approximately 2,000 vehicles.

Riverbend Street is also a two-lane local road that serves the residential area to the west. Riverbend Street is owned and operated by the Town of Waynesville and the the ADT on Riverbend Street near this intersection is approximately 500 vehicles.

The current intersection is controlled by a traffic signal and operates at an acceptable level of service with all approaches operating at a Level of Service (LOS) B or better and a Volume to Capacity ratio of less than 1. The overall intersection operates at a LOS of A during the AM Peak Hour and A in the PM Peak Hour.

RECOMMENDATIONS

CONCEPT 1

Concept 1 contains no changes in the existing intersection or lane configuration. The proposed build-out traffic at this intersection creates an acceptable level of service with all approaches operating at a LOS B or better and a Volume to Capacity ratio of less than 1. The proposed intersection will be traffic signal controlled. It is recommended that the Epsom Street connection to Ninevah be abandoned, and Epsom Street access be restricted to its eastern terminus. The recommended lane configuration for Concept 1 is as follows:

NB S Main Street – Left, Single Thru / Right
SB S Main Street – Left / Single Thru / Right
Ninevah Road – Left / Single Thru / Right
Riverbend Street – Left, Single Thru / Right

CONCEPT 2

The proposed build-out traffic at this intersection creates an acceptable level of service with all approaches operating at a LOS B or better and a Volume to Capacity ratio of less than 1. The proposed intersection will be roundabout controlled. The roundabout will serve as an ideal location for a gateway type of feature. It is recommended that the Epsom Street connection to Ninevah be abandoned, and Epsom Street access is restricted to its eastern terminus. The recommended lane configuration for Concept 2 is as follows:

NB S Main Street – Single
SB S Main Street – Single
Nineveh Road – Single
Riverbend Street – Single

EXISTING CONDITIONS

South Main Street near Allen's Creek Road is generally a two-lane collector type roadway that runs north – south. Its primary purpose is providing a corridor for drivers traveling from US 74 and the heavy commercial area to the south to the downtown Waynesville area. It also serves as a collector facility from the heavy residential area directly to the east and west. The primary development along South Main Street is commercial and light industrial. Although the road is generally a two-lane road, auxiliary left-turn lanes exist in both directions on the approaches to the intersection. South Main Street is both owned and operated by the NCDOT. The existing ADT on South Main Street near this intersection is approximately 12,200 vehicles.

Brown Avenue and Allens Creek Road cross South Main Street at a 60 degree angle to form an unconventional crossroad intersection. The intersection is controlled by a three phase traffic signal. The southbound left-turn movement has a protected phase. Allens Creek Road is a dead end collector road that serves a heavy residential area to the east. The road also serves a large Rock Quarry, Asphalt Plant, Concrete Plant, and Water Treatment Plant, all located at the southern terminus of the road. A regional soccer complex is located about one and a half miles from South Main Street. Allens Creek is owned and operated by the NCDOT. The existing ADT on Allens Creek is approximately 4,300 vehicles.

Brown Avenue is a multi-lane facility that connects South Main Street to the commercial and Industrial areas to the west. Brown Avenue is a major bus route serving the nearby Waynesville Middle School. Brown Avenue continues to downtown Hazelwood, a former town now part of Waynesville, and provides an indirect connection to US 74, a controlled access "Bypass" route for the city. Brown Avenue is owned and operated by the Town of Waynesville. The existing ADT is approximately 5,800 vehicles.

The current intersection is controlled by a traffic signal and operates at an acceptable level of service with all approaches operating at a LOS C or better and a Volume to Capacity ratio of less than 1. The overall intersection operates at a LOS of A during the AM Peak Hour and B in the PM Peak Hour.

RECOMMENDATIONS

CONCEPT 1

Concept 1 contains no changes in the existing intersection or lane configuration. The proposed build-out traffic at this intersection creates an acceptable level of service with all approaches operating at a LOS D or better and a Volume to Capacity ratio of less than 1. The overall intersection operates at a LOS of B during the AM Peak Hour and C in the PM Peak Hour. The proposed intersection will be traffic signal controlled.

The recommended lane configuration for Concept 1 is as follows:

NB S Main Street – Left, Single Thru / Right
SB S Main Street – Left, Single Thru / Right
Brown Avenue – Left, Single Thru, Right
Allen's Creek – Left, Single Thru, Right

CONCEPT 2

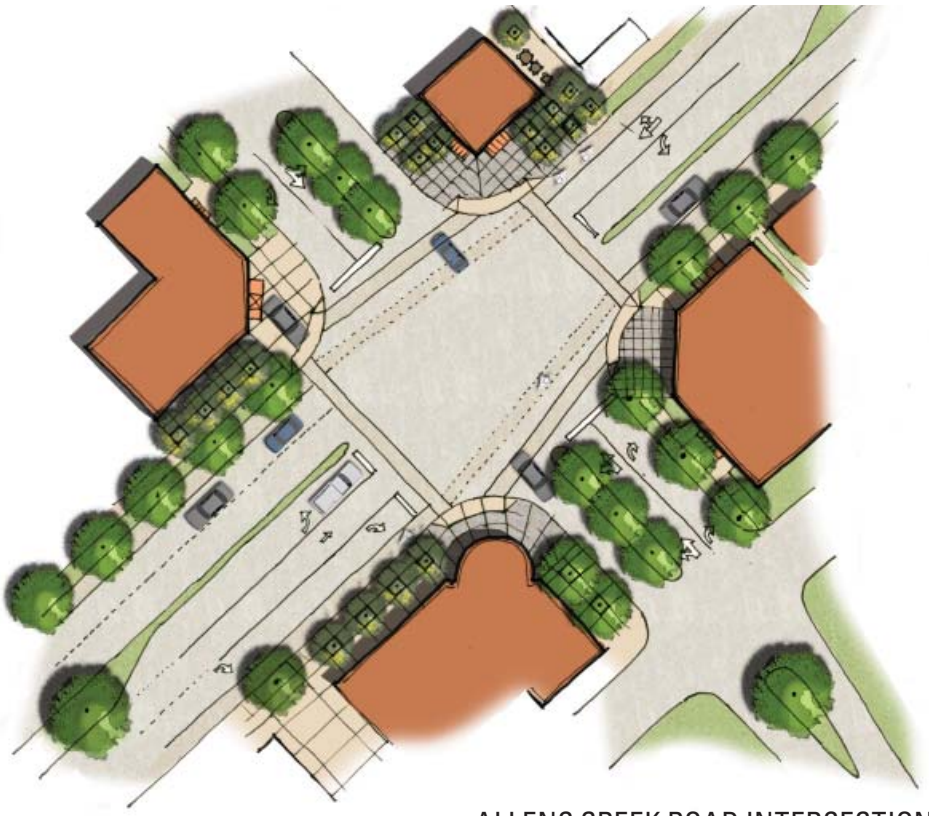
This scenario splits the angled cross-road intersection onto 2 separate "Tee" type intersections, approximately 600 feet apart and at nearly 90 degrees. Although each of these newly created intersections marginally meets traffic signal warrants in the build-out year and could function acceptably with a stop sign control, it is recommended that a traffic signal be included at each. The primary reason for this is driver expectation and occasional spurts of traffic congestion, especially during soccer tournaments, heavy shopping times, and US 74 Bypass detour events. Also, because of the construction material facilities on Allens Creek Road, there are times of extremely heavy truck traffic through this intersection.

The recommended lane configuration for Concept 2 at Allens Creek Road is as follows:

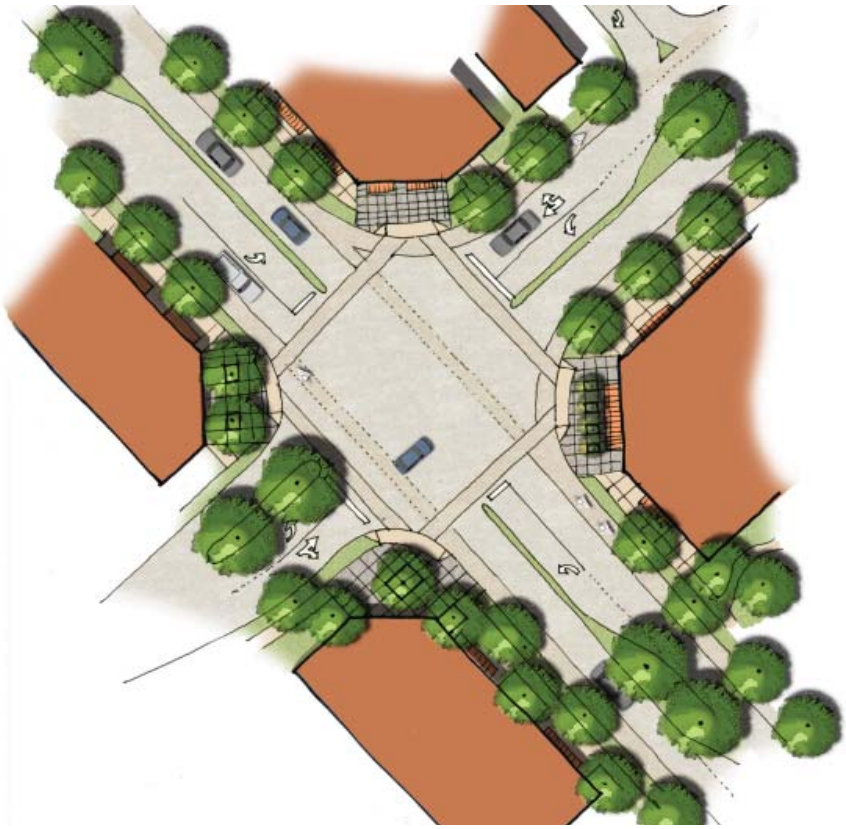
NB S Main Street – Single Thru, Right
SB S Main Street – Left (125 ft storage), Single Thru
Allens Creek – Left, Right

The recommended lane configuration for Concept 2 at Brown Avenue is as follows:

NB S Main Street – Left (200 ft storage), Single Thru / Right
SB S Main Street – Single Thru / Right
Brown Avenue – Left, Right



ALLENS CREEK ROAD INTERSECTION



BROWN AVENUE INTERSECTION

EXISTING CONDITIONS

South Main Street near Dayco Drive is generally a two-lane collector type roadway that runs north – south. Its primary purpose is providing a corridor for drivers traveling from US 74 and the heavy commercial area to the south to the downtown Waynesville area. It also serves as a collector facility from the heavy residential area directly to the east and west. The primary development along this portion of South Main Street is commercial and light industrial, with a gradual transition to residential just north of the intersection. Although the road is generally a two-lane road, an auxiliary left-turn lane exists for the northbound and southbound approach to the intersection. South Main Street is both owned and operated by the NCDOT. The existing ADT on South Main Street near this intersection is approximately 12,500 vehicles.

Dayco Drive and Old Stone Bank Access intersect South Main Street as a crossroads type intersection-both at 90 degrees. Just south of the intersection the Norfolk Southern Railroad crosses South Main Street. The railroad also crossed Dayco Drive just west of Hardee's. This rail line is active on a daily basis. The crossings operate sufficiently for traffic control and does not adversely affect traffic flow through this interesection.

Dayco Drive is a two-lane facility that serves as access to Waynesville Commons. Although much of the current development within the shopping center is located on the south side of the property, traffic volumes are expected to increase on Dayco Drive as the shopping center expands northward. The approach to South Main Street consists of a dedicated right turn lane and a shared left / thru lane. Dayco Drive is owned and operated by the Town of Waynesville.

Old Stone Access is also a two-lane road that serves the commercial property currently occupying Old Stone Bank. The road is privately owned and maintained.

The current intersection is traffic signal controlled and operates at an acceptable level of service with all approaches operating at a LOS C or better and a Volume to Capacity ratio of less than 1. The overall intersection operates at a LOS of A during the AM Peak Hour and B in the PM Peak Hour.

RECOMMENDATIONS

CONCEPT 1

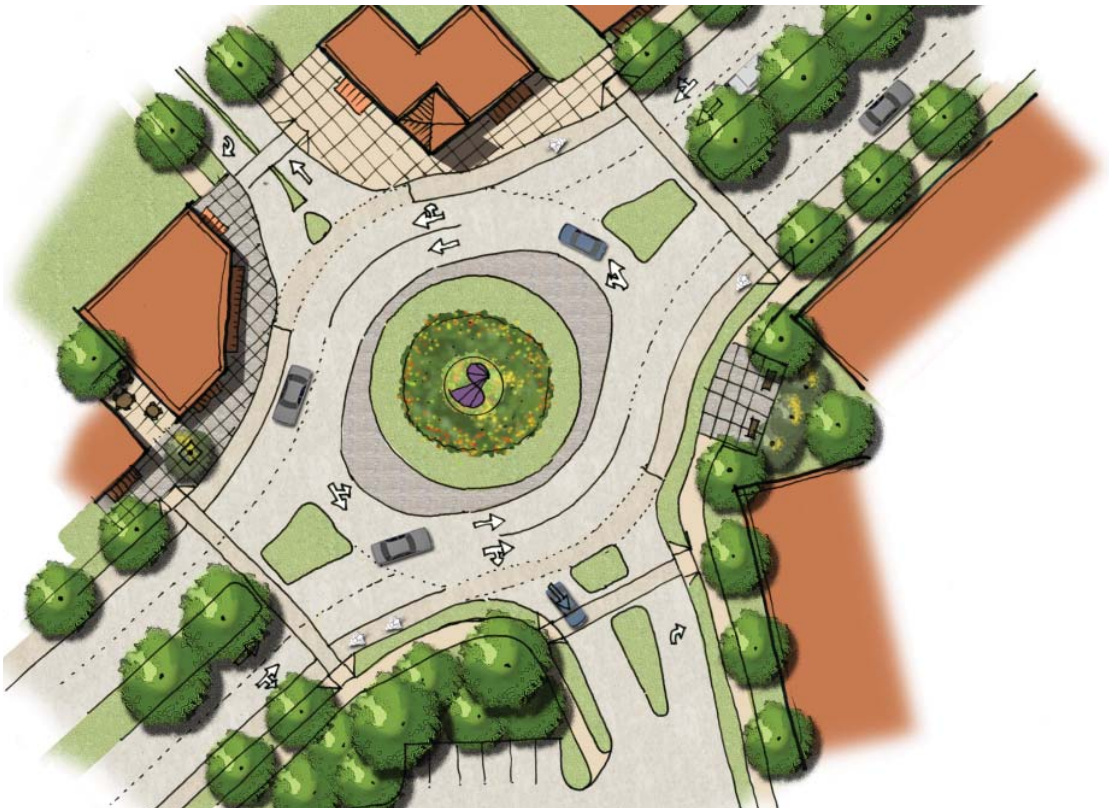
This layout contains no changes in the existing intersection or lane configuration. The proposed build-out traffic at this intersection creates an acceptable level of service with all approaches operating at a LOS B or better and a Volume to Capacity ratio of less than 1. The proposed intersection will be traffic signal controlled. The recommended lane configuration for Concept 1 is as follows:

NB S Main Street – Left, Double Thru / Right
SB S Main Street – Left / Double Thru / Right
Dayco Drive – Left / Single Thru / Right
Old Stone Bank Access – Left, Single Thru / Right

CONCEPT 2

The proposed build-out traffic at this intersection creates an acceptable level of service with all approaches operating at a LOS C or better and a Volume to Capacity ratio of less than 1. The proposed intersection will be roundabout controlled. The roundabout will serve as an ideal location for a gateway type of feature. The recommended lane configuration for Concept 1 is as follows:

NB S Main Street – Double
SB S Main Street – Double
Dayco Drive – Double
Old Stone Bank Access – Double



EXISTING CONDITIONS

South Main Street technically terminates at this intersection. The road continues as a through road but is renamed Old Balsam Road from this point south. The section of South Main Street near Old Balsam Road / Hyatt Creek Road is generally a two-lane collector type roadway that runs north –south. Its primary purpose is providing a corridor for drivers traveling from US 74 and the heavy commercial area to the south to the downtown Waynesville area. It also serves as a collector facility from Old Balsam Road and the heavy residential area directly to the south. The primary development along this portion of South Main Street is commercial, with numerous small businesses and "big box" stores along the frontage. Although the road is generally a two-lane road, an auxiliary right turn lane exists for the southbound approach to the intersection. South Main Street is both owned and operated by the NCDOT. The existing ADT on South Main Street near this intersection is approximately 14,500 vehicles.

Old Balsam Road connects to this intersection as the southern leg. It serves as a two lane road connecting a residential area, agribusiness facilities, and a large retirement center to the concentrated commercial area northwest of this intersection. An auxiliary left turn lane exists for the northbound approach. Old Balsam Road also serves as a connector to US 74 several miles to the south. Many local residents will use this road as a alternate route to US 74 in lieu of traveling through the heavy commercial area described earlier. Old Balsam Road is both owned and operated by the NCDOT. The existing ADT on Old Balsam Road near this intersection is approximately 8,500 vehicles.

Hyatt Creek Road connects to this intersection as the western leg. It serves as a multi lane direct connection from this intersection to the US 74 Bypass. Its primary purpose, other than the previously described connection, is to serve as a collector route for the heavy commercial activity in the area. The current approach to the intersection consists of a left lane and a right lane. There is no through movement at the "Tee" intersection. Hyatt Creek Road is both owned and operated by the NCDOT. The existing ADT on Hyatt Creek Road near this intersection is approximately 14,800 vehicles.

The current intersection is controlled by a traffic signal and operates at an acceptable level of service with all approaches operating at a LOS B or better and a Volume to Capacity ratio of less than 1. The overall intersection operates at a LOS of B during the AM Peak Hour and B in the PM Peak Hour.

RECOMMENDATIONS

CONCEPT 1

This scenario contains no changes in the existing intersection or lane configuration. The proposed build-out traffic at this intersection creates an acceptable level of service with all approaches operating at a LOS C or better and a Volume to Capacity ratio of less than 1. The proposed intersection will be traffic signal controlled. The recommended lane configuration for Concept 1 is as follows:

SB S Main Street – Left, Single Thru, Right
Old Balsam Road – Left, Single Thru
Hyatt Creek Road– Left, Right (both lanes 200 ft storage)

CONCEPT 2

There are no changes from Concept 1 to Concept 2.

EXISTING CONDITIONS

Hyatt Creek Road near the Waynesville Commons Access is a multilane collector type roadway that runs east-west. It serves as a multilane direct connection from South Main Street to the US 74 Bypass. Its primary purpose, other than the previously described connection, is to serve as a collector route for the heavy commercial activity in the area. The current eastbound approach to the intersection consists of dual left turn lanes and a shared through/right lane. Hyatt Creek Road is both owned and operated by the NCDOT. The existing ADT on Hyatt Creek Road near this intersection is approximately 15,400 vehicles.

Town Center Loop is the current primary access to the Waynesville Commons shopping center. The southbound access to the intersection is multilane and is both owned and operated privately. The northbound leg to this intersection also serves as a commercial property access and is also privately owned. The current intersection is controlled by a traffic signal and operates at an acceptable level of service with all approaches operating at a LOS C or better and a Volume to Capacity ratio of less than 1. The overall intersection operates at a LOS of A during the AM Peak Hour and B in the PM Peak Hour.

RECOMMENDATIONS

CONCEPT 1

Concept 1 converts the existing eastbound dual left turn into a single left turn lane. Otherwise, there are s no changes in the existing intersection or lane configuration. The proposed build-out traffic at this intersection creates an acceptable level of service with all approaches operating at a LOS B or better and a Volume to Capacity ratio of less than 1. The proposed intersection will be traffic signal controlled. The recommended lane configuration for Concept 1 is as follows:

EB Hyatt Creek Road – Single Left (200 ft storage), Single Thru / Right
WB Hyatt Creek Road – Left, Thru, Thru / Right
Waynesville Commons Access – Left / Thru, Right
Other Commercial Access – Left, Thru / Right

CONCEPT 2

There are no changes from Concept 1 to Concept 2.

11. COST ANALYSIS

An opinion of probable construction costs will be provided for the final report deliverable.

12. NEXT STEPS TO A TANGIBLE SOLUTION

The first major step in creating this corridor is to have a lasting public/private partnership. This partnership provides for joint funding sources which is critical for the redevelopment. This has already happened with the Town of Waynesville and French Broad River Metropolitan Planning Orgnaization. However, it takes more than joint funding for a master plan and corridor report to actually make it to an implementable phase.

An opportunity to consider is to establish a nonprofit development corporation or establish a business improvement district to:

- Reach consensus on the community vision for the corridor's potential
- Public participation in the corridor
- Participate in land acquisition and real estate development
- Coordinate public agencies responsible for government services
- Manage traffic and parking so they do not dominate the landscape
- Coordinate and the collection and dissemination of information to prospective investors, developers, retailers, consumers and public agencies

The vision established by this study was developed in a public planning process involving a broad range of people including land owners, developers, municipal officials, residents and professionals. This study provides the foundation needed to support the recent zoning changes and future zoning changes. The Town of Waynesville has already made a concerted effort to improve the corridor with the adoption of the Land Development Standards. This newly adopted zoning will help to control use, form and character that are compatible with the vision. Zoning should be set up to facilitate private developers in implementing the public's strategy. This zoning is not punishment but rather a means to creating a shared vision. Shared parking should be considered in zoning and be used as an incentive for increasing density. It is essential to prevent development that can significantly deaden the corridor. Such uses dissolve any planning efforts and prevent further development in a positive approach.

13. APPENDIX

APPENDIX: SITE ANALYSIS

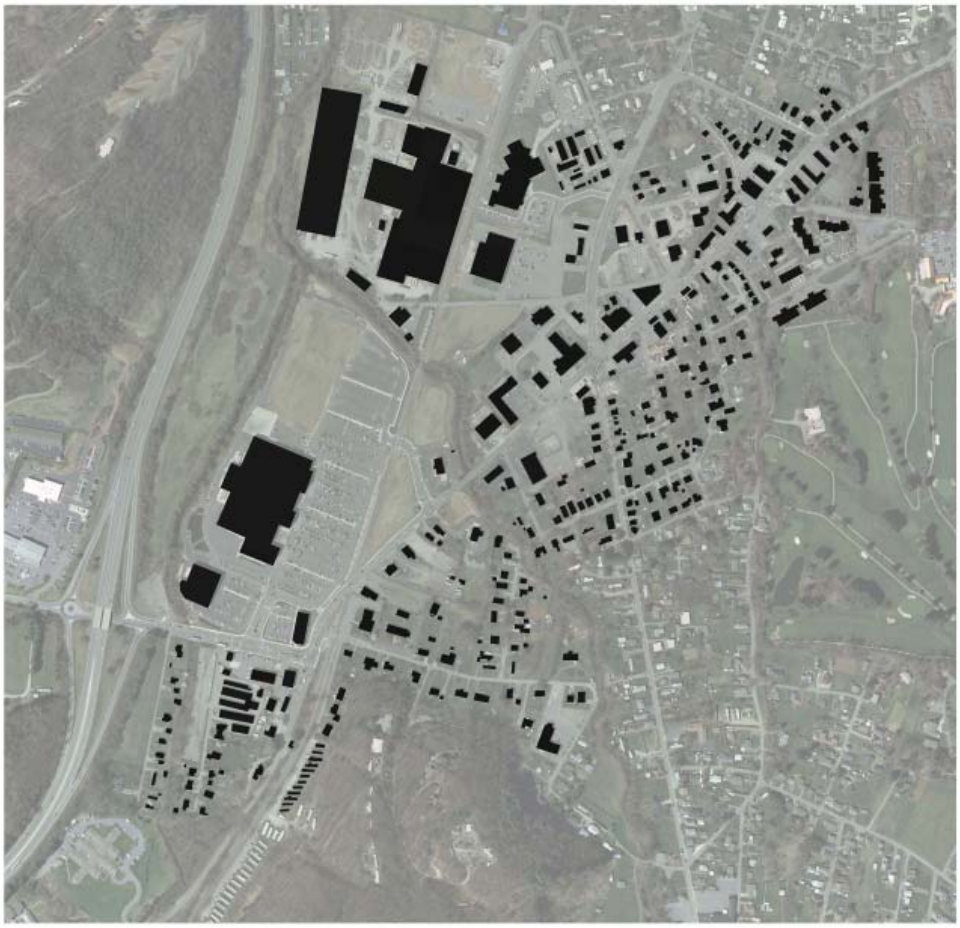
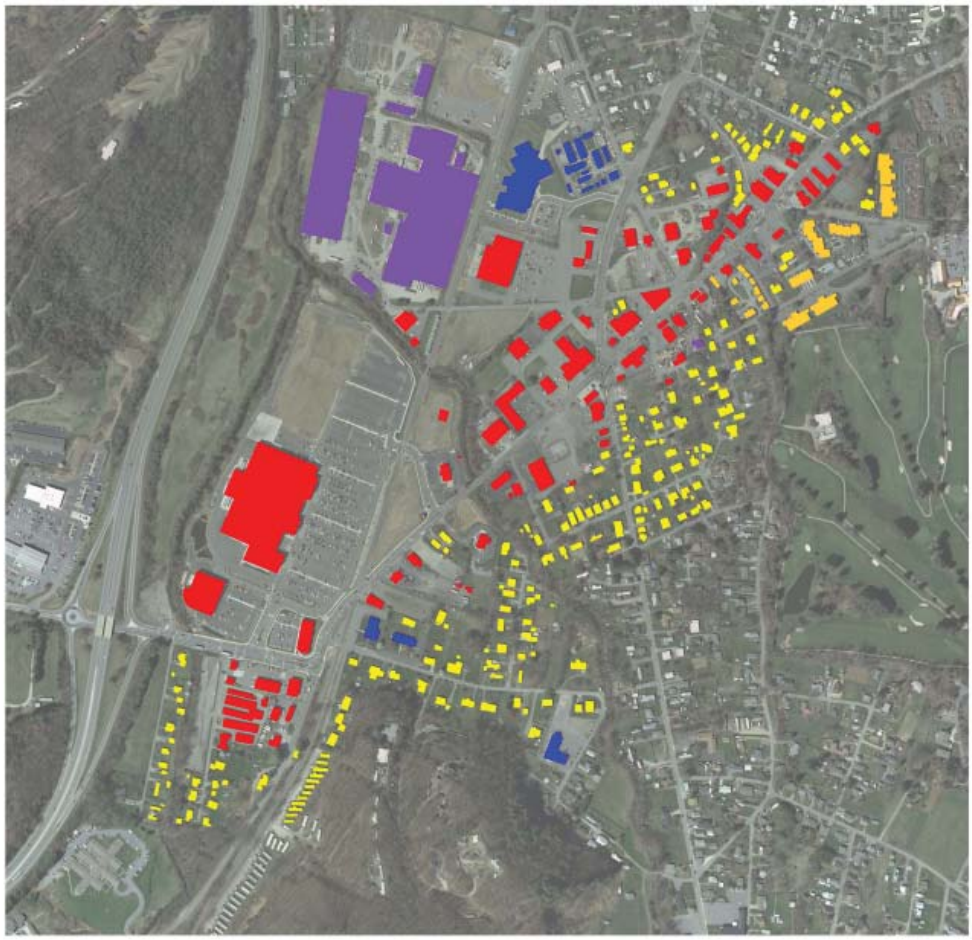
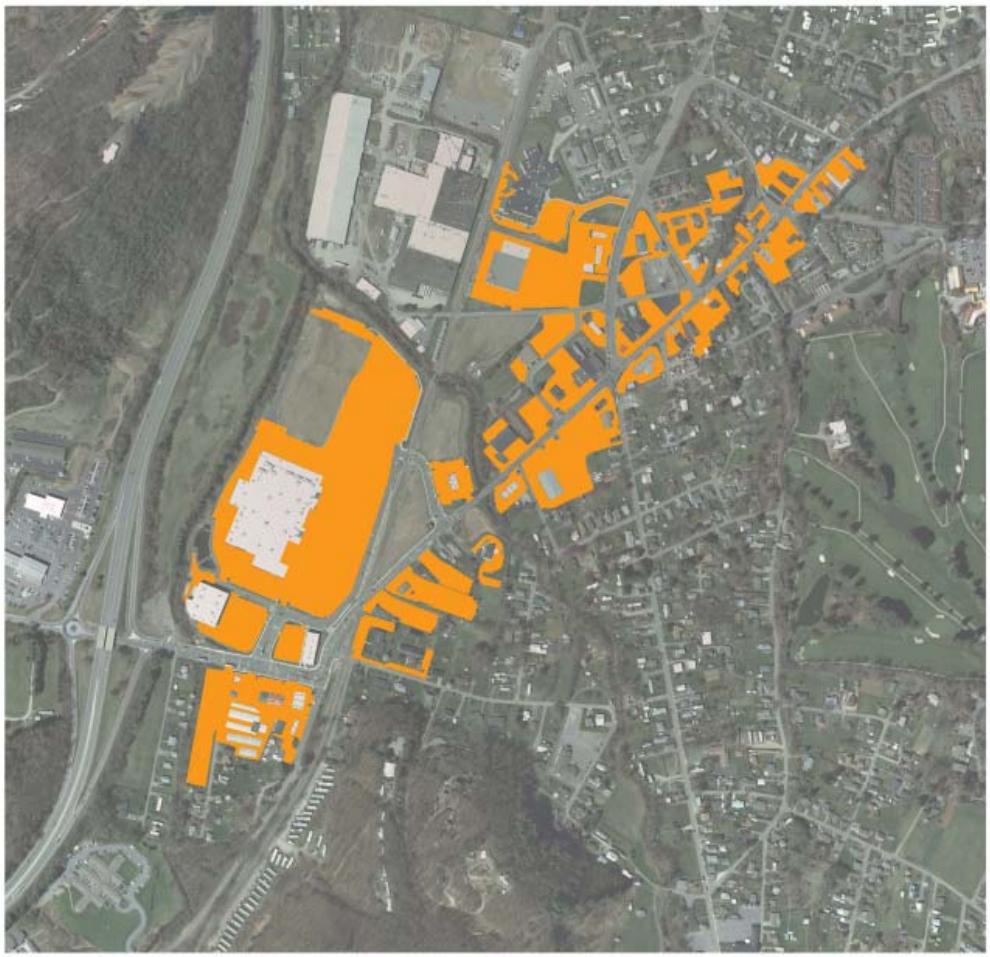


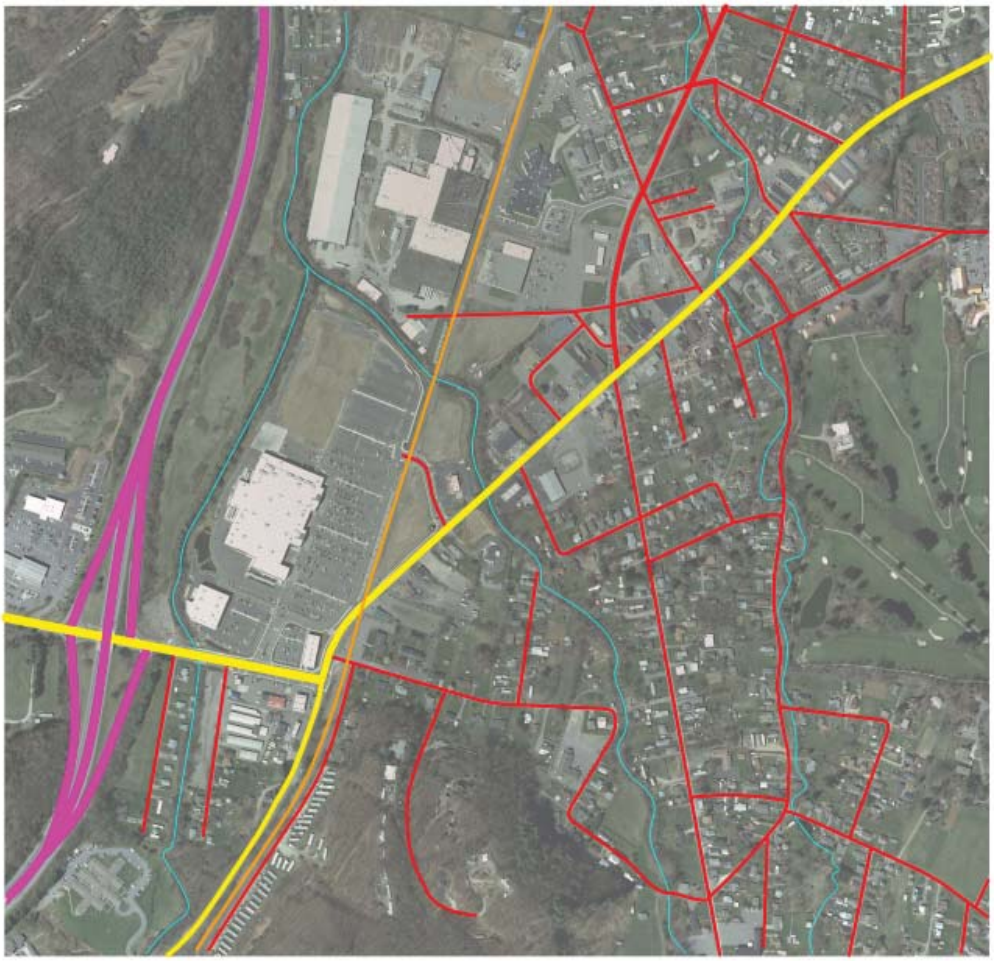
FIGURE GROUND/BUILDINGS


Analysis
Land Uses
Commercial/Retail
Industrial
Residential/Single Fam
Multi-Family
Institutional/Religion

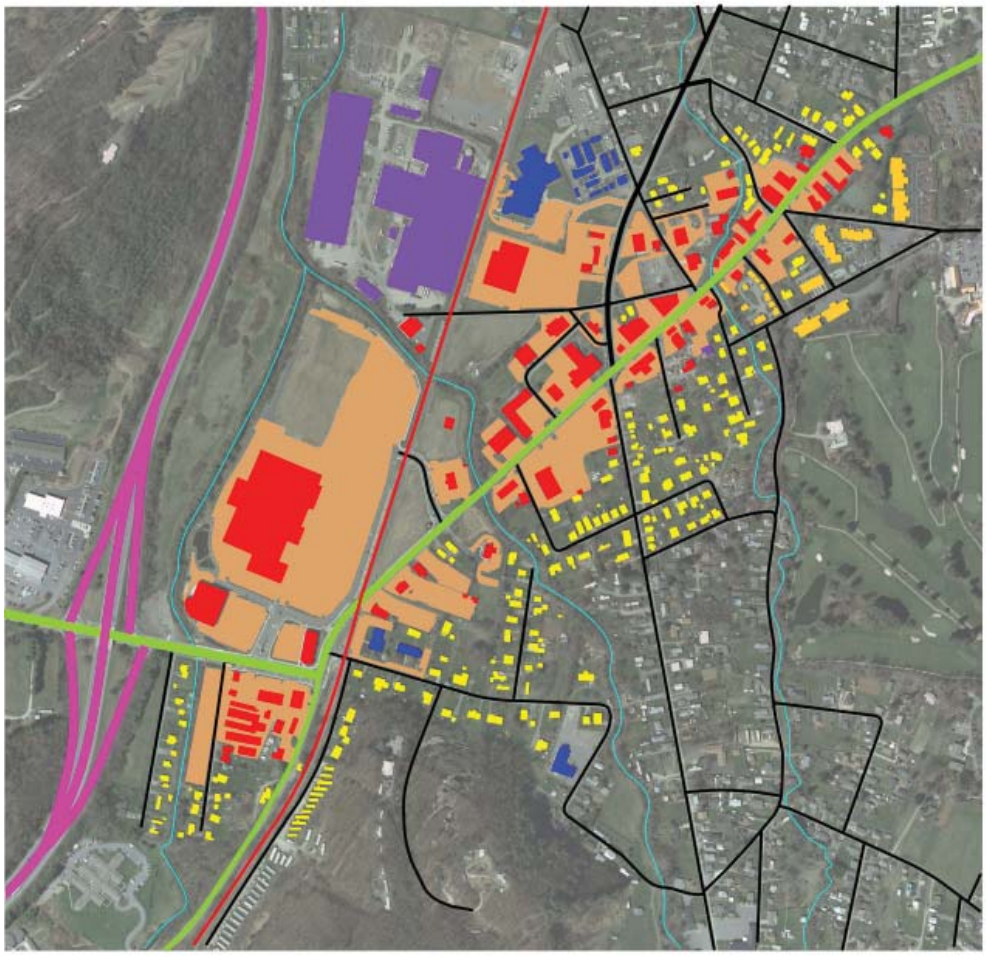
LAND USE



PARKING


Analysis
Roadway Classifications
Streets
Highways
Arterials
Railroad
Streams

ROADS


Analysis
Composite Map
Streets
Highways
Arterials
Railroad
Surface Parking
Stream
Land Uses
Commercial/Retail
Industrial
Residential/Single Family
Multi-Family
Institutional/Religion

COMPOSITE

12. APPENDIX (CONT.)

APPENDIX: CHARRETTE COMMENTS

A public planning workshop was held on September 20, 2011 at the West Waynesville Campus of the Haywood Community College. This workshop was the second public forum and was set up to provide a time for public inpu tinto this corridor project. The worshop was well attended and solidified the fact that local residents want a change.

During this workshop a series of questions were asked of the public in order to provide some feedback. In addition, the use of colored sticker-dots to indicate public opinion on what is a desired corridor element was used. This method garnered attention and results. The following is a breakdown of information generated.

	Pro/Desired	Con/Not Desired
What do think are the greatest challenges facing South Main Street?		
1. Maintain character of downtown, while increasing connectivity	13	1
2. Slowing traffic down	6	0
3. Maintain/Protect residential neighborhoods	6	0
4. Employment	0	0
5. Hazelwood Exit - need to address that first	1	0
6. Growing population - need to support it	2	1
7. On Grade RR crossing (safety)	7	0
8. Cost of project implementation - need to potential for high costs	8	0
9. Bridge - Pinch Point, need to address	5	0
10. Safe driveway accessibility - curb cut widths	3	0
11. On-street parking - angled vs. parallel	1	2
12. Commercial truck traffic	1	1
13. Width of available ROW	4	0
14. Bike lanes collecting gravel - need to fix	13	2
15. Service traffic/Loading Zones	1	1
16. Bottleneck at Virginia & Main Street - transition into res.neighborhood	5	0
17. Maintaining what is implemented	1	0
18. Slip turn lanes - don't like	0	1
19. Median design - allow for future modifications	0	0
20. Divergent diamond intersections are problematic at the bypass	0	0

APPENDIX: CHARRETTE COMMENTS

	Pro/Desired	Con/Not Desired
What is the first thing you would like to see changed on South Main Street?		
1. Slow traffic	10	0
2. live/work/play	0	0
3. Aesthetics - sign clutter needs to be addressed	10	2
4. Aesthetics - overhead utilities	11	0
5. Aesthetics - landscaping	9	6
6. Pride of Place	4	0
7. Seating in Public realm (all public)	2	0
8. Safe seating areas	3	0
9. Public transit	4	0
10. Encourage growth while maintaining small town feel	12	0
11. "Safe haven" medians and/or bump outs, safe pedestrian crosssings, ADA	4	0
12. Architectural standards / design guidelines	9	0
13. "Complete Streets"	7	0
14. Improved Accessibility	2	0
15. New Mixed-Use housing (2-3 stories)	3	2
16. Traffic calming	2	0
17. Roundabouts instead of stop lights	20	6
What would the unique character of the corridor transformation be?		
1. “Gateway” to Waynesville	13	2
2. Natural beauty (clear vistas)	23	0
What would bring you to this part of town?		
1. Shuttle service / park-n-ride	2	2
2. Aesthetics - celebrate architecture	4	0
3. Accessible walking path	13	0
4. Turning lanes	6	0
5. Safe, connected bike areas	22	0
6. Shopping	1	0
7. Restaurants / commerce	3	0
What is most important to be preserved?		
1. Small town feel	20	0
2. Neighborhoods	11	0
3. Infrastructure grid - maintain but increase choices	2	0
4. Stream buffers - walking path	19	0
5. Build on existing desired landscapes	2	0
6. Access to business	7	0
7. Stone walls through residential zone	2	0
8. Encouraging mixed use development	5	0

	Pro/Desired	Con/Not Desired
What ammenities would you like to see along South Main Street?		
1. Restful areas	6	2
2. "Loop" walking path, crushed stone	18	0
3. Artful bike racks	14	2
4. Cultural trail	2	1
5. Public art installations	7	3
6. Fountains	8	1
7. Sculpture	3	3
8. Bike lanes	28	2
What do you value most on South Main Street?		
1. Small town feel	15	0
2 “Front door” to Waynesville / “gateway”	5	0
3. Good mix of business/restaurants/shops	8	0
4. Good traffic flow	10	0
5. Streams	7	0
6. Flat topography (bicycle/pedestrian accessibility	15	0
7. Safety - vehicualr & pedestrian	14	0