



WOODFIN» WEAVERVILLE

GREENWAY FEASIBILITY STUDY



ACKNOWLEDGEMENTS

This study would not have been possible without the time, insight, and collaboration of many partners and community members. The project team extends sincere thanks to the Steering Committee for their guidance and thoughtful input throughout the process, as well as to staff from the Towns of Woodfin and Weaverville, Buncombe County, regional partners, and NCDOT for their coordination and technical support. We are also especially grateful to the community members who participated in the in-person public meeting and shared feedback through the online survey. Their perspectives, questions, and local knowledge played an essential role in shaping this feasibility study and informing next steps for a potential Woodfin-to-Weaverville greenway connection.

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TABLE OF CONTENTS

ACKNOWLEDGEMENTS.....ii

TABLE OF CONTENTS.....iii

List of Figures, Maps, Images, + Tablesiv-vii

EXECUTIVE SUMMARY.....6

INTRODUCTION.....8

Overview + Study Goals.....9

Process + Schedule.....11

Previous Planning Efforts.....12

Benefits of Multimodal Transportation.....14

**STUDY CONSIDERATIONS +
ALTERNATIVES DEVELOPMENT.....16**

Study Area.....17

The People + The Place.....18

Segment Alternatives.....45

Opportunities + Constraints.....50

COMMUNITY INVOLVEMENT.....56

Purpose of Engagement.....57

Engagement Overview + Timeline.....57

Stakeholder Coordination.....58

Steering Committee Coordination.....60

Public Engagement Activities.....61

Engagement Takeaways.....65

EVALUATION + RECOMMENDATIONS.....66

Route Alternatives.....67

Evaluation Considerations.....74

Design Recommendations.....80

IMPLEMENTATION.....92

“Readiness Plan”.....93

Alternatives Cutsheets.....95

Key Implementation Partners.....100

Action Plan: W2W Path to Construction.....102

Funding Resources.....104



LIST OF MAPS

- » Map 1. Study Area.....10
- » Map 2. Employment Density: Northern Study Area.....22
- » Map 3. Employment Density: Southern Study Area.....23
- » Map 4. Existing Sidewalks + Transit Stops: Northern Study Area.....25
- » Map 5. Existing Sidewalks + Transit Stops: Southern Study Area.....26
- » Map 6. Speed Limits: Northern Study Area.....29
- » Map 7. Speed Limits: Southern Study Area.....30
- » Map 8. Safety: Northern Study Area.....31
- » Map 9. Safety: Southern Study Area.....32
- » Map 10. Annual Average Daily Traffic: Northern Study Area.....34
- » Map 11. Annual Average Daily Traffic: Southern Study Area.....35
- » Map 12. Transportation Disadvantage Index: Northern Study Area.....37
- » Map 13. Transportation Disadvantage Index: Southern Study Area.....38
- » Map 14. State Transportation Improvement Program: Southern Study Area.....40
- » Map 15. Floodplain: Northern Study Area.....42
- » Map 16. Floodplain: Southern Study Area.....43
- » Map 17. Segment Alternatives: Northern Study Area.....46
- » Map 18. Segment Alternatives: Southern Study Area.....47
- » Map 19. Route Alternative A.....69
- » Map 20. Route Alternative B.....71
- » Map 21. Route Alternative C.....73
- » Map 22. A Commuting Corridor with Connections.....79

LIST OF FIGURES

- » Figure 1. What Comes Next?.....7
- » Figure 2. Partnerships in Action.....7
- » Figure 3. Project Process + Schedule.....11
- » Figure 4. Trails Pay Off - Local Dollars at Work.....15
- » Figure 5. Benefits of Active Transportation.....15
- » Figure 6. Population Change (2017-2022).....18
- » Figure 7. Design for All Ages.....19
- » Figure 8. Key Demographics Snapshot.....21
- » Figure 9. Slope Profiles of Selected Roadways.....54
- » Figure 10. Public Engagement Value.....57
- » Figure 11. Public Engagement Timeline.....58
- » Figure 12. Steering Committee Roster.....60
- » Figure 13. Corridor Preferences (Online Survey).....64
- » Figure 14. Facility Preferences (Online Survey).....65
- » Figure 15. Corridor with the Greatest Perceived Economic Benefit (Online Survey).....65
- » Figure 16. Route Alternatives Evaluation Summary.....67
- » Figure 17. Alternative Scoring Metric.....76
- » Figure 18. Case Study Summary.....81
- » Figure 19. E-Bikes Extend Peoples’ Reach.....82
- » Figure 20. Bicycle Commuting Feasibility.....86
- » Figure 21. Pedestrian Crossing Treatments.....89
- » Figure 22. Project Development Process.....93
- » Figure 23. Implementing the W2W Connector.....94
- » Figure 24. Key Partners for Implementation.....100
- » Figure 25. SS4WNC Fact Sheet (Buncombe County).....105

*“I think a greenway is beneficial
no matter what.”*
- survey respondent



LIST OF IMAGES

» Image 1. Weaverville Road in Woodfin.....9

» Image 2. Field Visit.....11

» Image 3 + 4. Buncombe County Pedestrian Plan Meeting.....13

» Image 5. Buncombe County Systemwide Master Plan.....13

» Image 6. Silver-Line Park.....17

» Image 7. West Lakeshore Drive at Lake Louise in Weaverville.....17

» Image 8. Car Traffic on Weaverville Road in Woodfin.....20

» Image 9. Multimodal Traffic on Weaverville Road.....24

» Image 10. Field Review of Existing Bridge.....27

» Image 11. Old Weaverville Road and Weaverville Road in Northern Woodfin.....28

» Image 12. Interstate 26.....33

» Image 13. Housing in the Study Area.....36

» Image 14. Bridge Over Reems Creek.....39

» Image 15. Drone Imagery of the Study Area.....41

» Image 16. The French Broad River in Woodfin.....44

» Image 17. Old Beaverdam Creek Road Under I-26.....45

» Image 18. A Section of I-26.....55

» Image 19. The I-26 Corridor.....55

» Image 20. Community Meeting Comments.....57

» Image 21. Reems Creek Greenway Conceptual Rendering.....59

» Image 22. Community Meeting Participation.....61

» Image 23. Community Meeting Poster Board.....62

» Image 24. Community Meeting Participation.....62

» Image 25. Community Meeting Poster Board.....63

» Image 26. Community Meeting Participation.....63

» Image 27. Community Meeting Participants.....63

» Image 28. I-26 and Weaverville Road.....67

» Image 29. I-26 Shoulder.....68

» Image 30. Weaverville Road in Woodfin.....70

» Image 31. Weaverville Road in Weaverville.....72

» Image 32. I-26 Interchange with Weaverville Road.....75

» Image 33. Weaverville Road at I-26.....77

» Image 34. Weaver Boulevard in Weaverville.....78

» Image 35. Charter Oak Greenway.....80

» Image 36. Custis Trail.....80

» Image 37 + 38. Path 400.....81-82

» Image 39. I-275 Metro Trail Location Map.....83

» Image 40. I-275 Metro Trail.....83

» Image 41. Triangle Bikeway Bridge Rendering.....84

» Image 42. Triangle Bikeway Rendering.....84

» Image 43. I-26 Connector Multi-Use Path.....85

» Image 44. Retaining Wall (French Broad River Greenway).....87

» Image 45. Flyover Bridge (Razorback Greenway).....87

» Image 46. Midblock Crossing (French Broad River Greenway).....88

» Image 47. Enhanced Warning Device.....90

» Image 48. Targeted Warning Signage.....90

» Image 49. Bicycle Compatible Rumble Strips.....90

» Image 50. Bikeable Shoulder.....91

» Image 51. Intersection Sight Line.....91

» Image 52. Intersection Safety Enhancements.....91

» Image 53. Safety Education Billboards.....91

» Image 54. I-26 at New Stock Road.....95

» Image 55. I-26 in Woodfin.....96

» Image 56. Alternative A Typical Cross-Section.....96

» Image 57. Preliminary I-26 Cross-Section Rendering (NCDOT Project A-0010A).....97

» Image 58. Preliminary I-26 Typical Section (NCDOT Project A-0010A).....97

» Image 59. Weaverville Road.....98

» Image 60. Alternative B Typical Cross-Section.....98

» Image 61. North Weaverville Road.....99

» Image 62. I-26 Interchange with Weaverville Road.....99

» Image 63. New Stock Road at I-26.....102

LIST OF TABLES

» Table 1. Preliminary Segment Investigations.....48-49

» Table 2. Evaluation Criteria.....74-75

» Table 3. Route Alternative Evaluation Criteria Scoring.....76

» Table 4. Implementation Action Plan.....103

EXECUTIVE SUMMARY

INTRODUCTION

In 2024, the French Broad River Metropolitan Planning Organization began evaluating how to connect the planned Beaverdam Creek Greenway in Woodfin with the planned Reems Creek Greenway in Weaverville. Although the two greenways are only about four miles apart, the area between them includes steep terrain and busy roadways that make safe, comfortable walking and bicycling connections challenging today.

A multidisciplinary project team, including representatives from the Towns of Woodfin and Weaverville, Buncombe County, and NCDOT Division 13, worked collaboratively to study potential options for a future greenway connection. Both communities have experienced growth in recent years, adding approximately 6,000 new residents, which has increased demand for safe, convenient alternatives to driving for everyday trips and recreation.

Planning now allows both towns to position themselves for future project funding through NCDOT’s State Transportation Improvement Program (STIP) and to coordinate with roadway projects in early planning stages. While construction of a Woodfin-to-Weaverville greenway is still years away, this feasibility study lays the groundwork for a future multi-use path that supports daily travel and recreational use.

WHAT IS THE W2W GREENWAY FEASIBILITY STUDY?

The Woodfin to Weaverville (W2W) Greenway Feasibility Study explores how to create a continuous, multi-use path connecting Woodfin’s planned Beaverdam Creek Greenway with Weaverville’s planned Reems Creek Greenway. Rather than selecting a final design, the study focuses on identifying feasible corridor options, key constraints, and important considerations that will guide future decision-making and implementation.

By establishing a shared vision and realistic path forward, the study helps both communities prepare for this complex, long-term project. Early coordination with regional partners and NCDOT also positions Woodfin and Weaverville to take advantage of future funding opportunities, particularly as improvements to I-26 or Weaverville Road advance.

WHY THIS PROJECT? WHY NOW?

Over the past decade, more than a dozen pedestrian, bicycle, and transportation plans have been completed in and around Woodfin and Weaverville, including the Buncombe County Greenway Master Plan and the Hellbender Regional Trail. These efforts consistently identify a missing link between the two communities, but questions of feasibility have persisted. At the same time, residents have expressed a strong desire to travel between Woodfin and Weaverville without relying on a motorized vehicle. As preliminary designs for A-0010AA and the express design for Weaverville Highway/Merrimon Avenue advance, feasibility and community preferences have become important enough to warrant a more formal study to document needs, desires, and possibilities.

Several timely factors make now the right moment to study this connection:

- » Planned and programmed transportation projects identified through the STIP
- » Anticipated widening of Interstate 26
- » Ongoing and planned multimodal improvements along Riverside Drive
- » Use of NCDOT’s Complete Streets policy, which supports integrating bicycle and pedestrian facilities into roadway projects

The W2W Feasibility Study brings these planning efforts and opportunities together, focusing on how to realistically advance a greenway connection that aligns with local priorities and future investments.

A TALE OF TWO CORRIDORS

Two primary north–south corridors frame the study area: Interstate 26 (I-26) and Weaverville Road (US-19 Business). Neither corridor currently provides dedicated space for people walking or biking, but both may undergo improvements, though timing and funding are uncertain. These potential projects create opportunities to incorporate a multi-use sidepath as part of larger transportation investments.

Advancing a greenway connection in coordination with an NCDOT roadway project is advantageous, as a sidepath could be included in overall project costs. Each corridor presents distinct opportunities and trade-offs. Weaverville Road offers direct access to businesses, neighborhoods, and destinations along a relatively short route, but widening the roadway would affect parking, driveways, and adjacent properties.

A sidepath adjacent to an interstate, in this case I-26, is a less common facility but is increasingly used in similar settings and could provide a continuous connection between the two towns with appropriate separation, buffering, and access points to surrounding neighborhoods and Weaver Boulevard (SR 1725).

Rather than selecting a single solution prematurely, this study evaluates both corridors to better understand feasibility, trade-offs, and long-term potential.

LOOKING AHEAD

The W2W Greenway Feasibility Study does not mark the end of the process, but is an important first step. By identifying realistic options, building consensus among partners, and aligning local goals with future transportation investments, the study helps ensure Woodfin and Weaverville are prepared to act when funding and implementation opportunities arise. The result is a clearer path toward a connected greenway that supports mobility, recreation, economic vitality, and quality of life for the region.

Figure 1. What Comes Next?

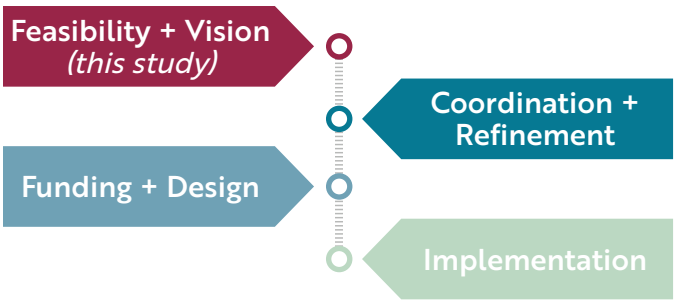
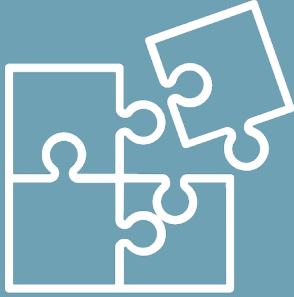


Figure 2. Partnerships Make it Happen



PARTNERSHIPS MAKE IT HAPPEN

The French Broad River Metropolitan Planning Organization (FBRMPO) launched this study in 2025 with the Town of Woodfin, the Town of Weaverville, Buncombe County, and NCDOT. Collaborations such as this are critical to the success of multi-jurisdictional projects such as W2W.

CHAPTER 1: INTRODUCTION

IN THIS CHAPTER

- » Overview + Study Goals
- » Process + Schedule
- » Previous Planning Efforts
- » Benefits of Multimodal Transportation

OVERVIEW + STUDY GOALS

Several factors came together to make this an opportune time to evaluate a potential greenway connection between the growing towns of Woodfin and Weaverville. Both communities are experiencing continued growth and investment, while local and regional planning efforts have emphasized multimodal transportation, recreation, and access to natural resources. At the same time, a number of multimodal projects in various planning stages within the study area will create new opportunities to improve walking and bicycling connectivity between the two towns.

Key factors influencing the timing of this feasibility study include:

- » New and planned parks along the French Broad River
- » Multimodal improvements along Riverside Drive
- » The planned Beaverdam Creek Greenway
- » Future widening of I-26
- » NCDOT’s Complete Streets Policy, which provides opportunities to integrate bicycle and pedestrian facilities into larger transportation projects that may otherwise be cost-prohibitive for local governments

With these factors in mind, FBRMPO initiated the Woodfin to Weaverville (W2W) Greenway Feasibility Study to identify realistic and implementable options for connecting the two communities for people who walk and bike.

PROJECT GOALS

The study’s overarching goals were developed collaboratively with the project team, including the Towns of Woodfin and Weaverville, Buncombe County, the French Broad River MPO, NCDOT, and other partners. These goals include:

- » Improve safety and comfort for people of all ages and abilities
- » Strengthen connections to parks, neighborhoods, and local destinations
- » Support economic activity along the corridor
- » Position both towns to respond proactively to future growth through a connected, multimodal greenway network

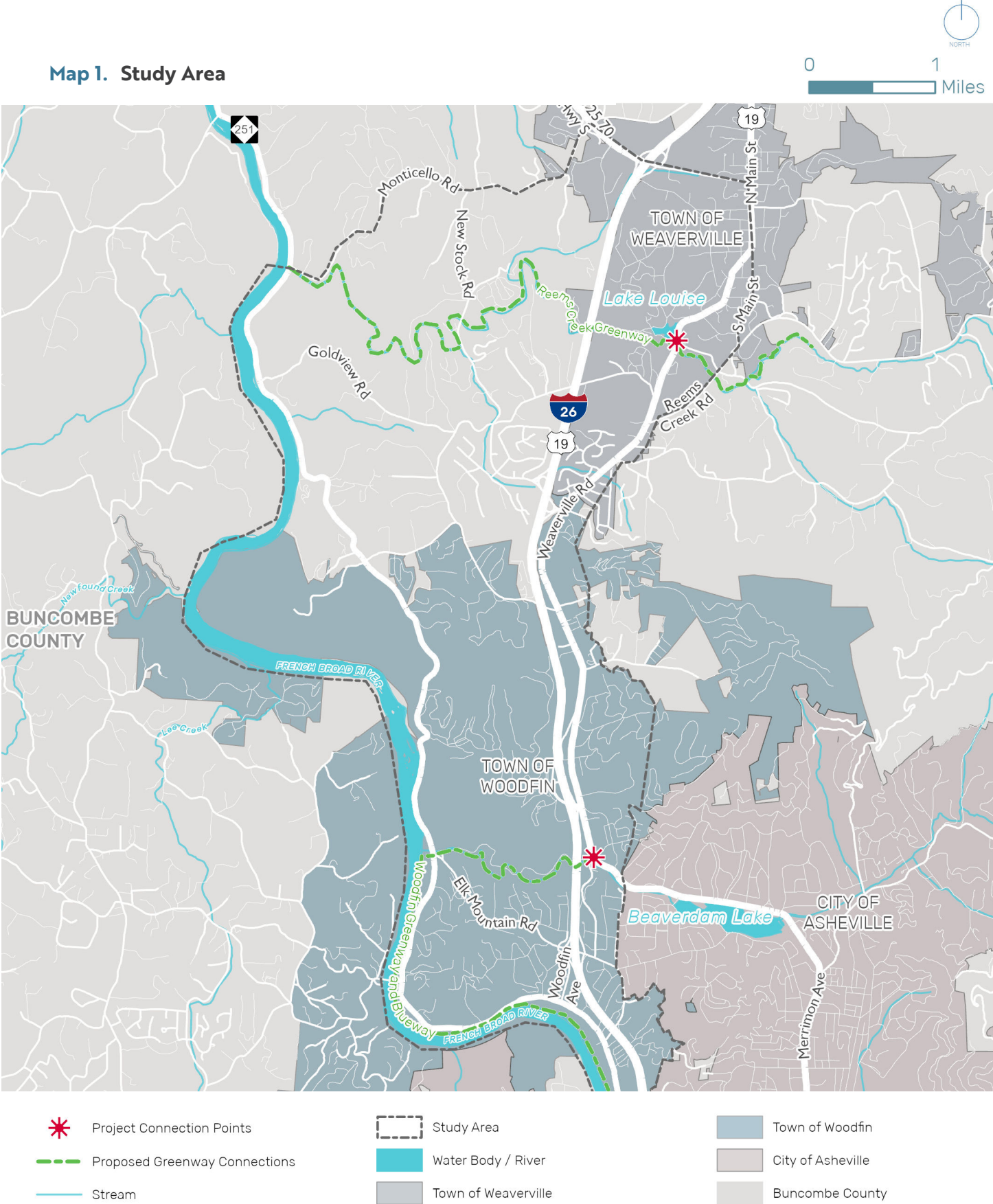
“This project has great potential to enable people to enjoy leisure biking combined with shopping and dining.”

Image 1. Weaverville Road in Woodfin



Weaverville Road serves as a key connection between Woodfin and Weaverville, with constrained right-of-way, adjacent commercial development, and numerous driveway and access points.

Map 1. Study Area



PROCESS + SCHEDULE

The project team completed the Woodfin to Weaverville Greenway Feasibility Study in four phases, as illustrated in **Figure 3 - Project Process + Schedule**. Each phase builds on the previous one, combining technical analysis with ongoing coordination and engagement.

PHASE 1: EXISTING CONDITIONS

This phase focused on establishing a clear understanding of existing conditions within the study area. Work included data collection, site visits and field observations, mapping-based exploration, and analysis of physical, environmental, and transportation conditions.

PHASE 2: ROUTE ANALYSIS

The team identified and evaluated potential route alternatives during this phase. The process included developing route selection criteria, applying a decision matrix, and conducting stakeholder meetings to review opportunities, constraints, and trade-offs associated with each corridor.

PHASE 3: STUDY RECOMMENDATIONS

Based on the route analysis, this phase identified recommended alignment(s) and key design considerations. Continued coordination with stakeholders and partners helped refine recommendations and ensure feasibility and alignment with local and regional goals.

PHASE 4: FINAL STUDY + IMPLEMENTATION

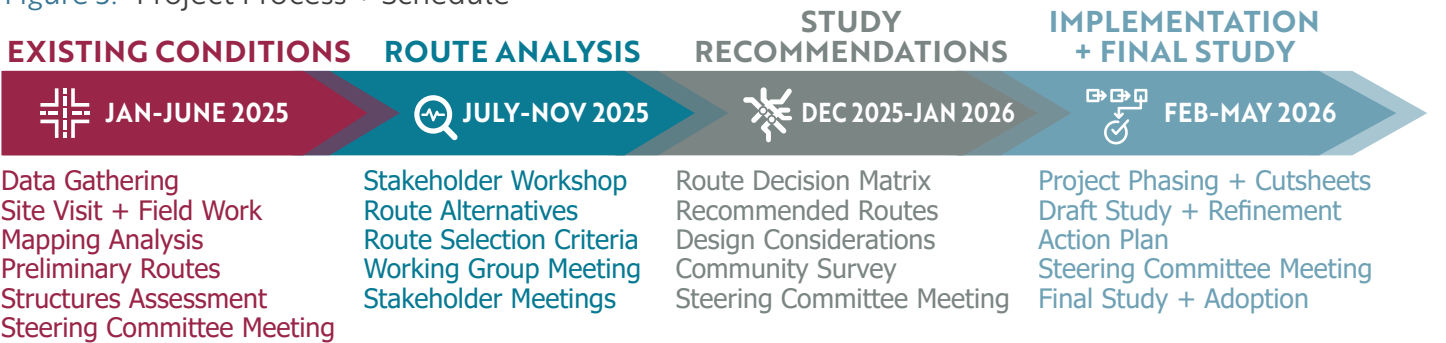
The final phase focused on preparing the feasibility study and outlining a clear path forward. Tasks included developing project phasing and cut sheets, drafting and refining the study document, and preparing an action plan to support implementation and study adoption.

Image 2. Field Visit



Project staff conduct an early field visit, taking notes and observing on-the-ground opportunities and constraints at the start of the study process.

Figure 3. Project Process + Schedule



PREVIOUS PLANNING EFFORTS

Over the past several years, more than a dozen pedestrian, bicycle, and transportation planning studies have been completed within and around the Woodfin to Weaverville study area.

Collectively, these plans highlight the growing importance of multimodal transportation and access to parks, neighborhoods, and local destinations. Across these efforts, a consistent gap emerged: a lack of safe, continuous options for people walking and biking between Woodfin and Weaverville. At the same time, residents have repeatedly expressed interest in being able to move more easily between these neighboring communities in north Buncombe County without relying on a car.

MUNICIPAL PLANS (WOODFIN AND WEAVERVILLE)

- » **Comprehensive Land Use Plan (Draft 2026–2031 Update)** (2026) — Town of Weaverville
- » **Town of Weaverville Strategic Plan (2026–2029)** (2025) — Town of Weaverville
- » **Greenway, Sidewalks, and Bikeways Plan** (2011) — Town of Weaverville
- » **Walk Bike Woodfin Bicycle and Pedestrian Plan** (2025) — Town of Woodfin
- » **Woodfin Together Comprehensive Plan** (2025) — Town of Woodfin
- » **Woodfin Town Council Strategic Priorities** (2025) — Town of Woodfin
- » **Active Weaverville Pedestrian and Bicycle Plan** (2023) — Town of Weaverville
- » **Parks and Recreation Master Plan** (2019) — Town of Woodfin
- » **Strategic Plan** (2018–2021) — Town of Woodfin

BUNCOMBE COUNTY PLANS

- » **Buncombe–Madison Regional Hazard Mitigation Plan** (2021) — Buncombe County; Madison County
- » **Buncombe County Greenways and Trails Master Plan** (2012) — Buncombe County

REGIONAL PLANS (FRENCH BROAD RIVER MPO)

- » **2045 Metropolitan Transportation Plan (MTP)** (2020) and **Elevate 2050 MTP** (2024) — FBRMPO
- » **Transportation Improvement Program (TIP)** (2024–2033) — FBRMPO
- » **Transportation Improvement Program (TIP)** (2020–2029, Adopted 2021) — FBRMPO
- » **Congestion Management Process (CMP)** (2018) — FBRMPO
- » **Regional Transit Feasibility Study** (2021) — FBRMPO
- » **Hellbender Trail Plan** (2020) — FBRMPO
- » **Blue Ridge Bike Plan** (2013) — FBRMPO

STATE + JOINT PLANS (NCDOT / MPO)

- » **Comprehensive Transportation Plan (CTP)** (2008) — NCDOT / FBRMPO

OTHER RELEVANT PLANS

- » **Asheville Transit Master Plan** (2018) — City of Asheville

Taken together, these plans demonstrate a strong foundation of local and regional support for improved bicycle and pedestrian connectivity. They also reinforce the need to move from vision to action by focusing on specific corridors and implementation strategies. The Woodfin-to-Weaverville Greenway Feasibility Study builds directly on this body of work by evaluating realistic alignment options, identifying constraints and opportunities, and helping position the two towns to close a longstanding connectivity gap through a safe, connected, and implementable greenway solution.

Image 3. Buncombe County Pedestrian Plan Meeting



Image Source: McAdams

Community members review and comment on materials at a recent meeting for the ongoing Buncombe County Pedestrian Plan, which will identify priority sidewalk improvements in unincorporated areas of the county.

Image 4. Buncombe County Pedestrian Plan Meeting



Image Source: McAdams

Image 5. Buncombe County Systemwide Master Plan

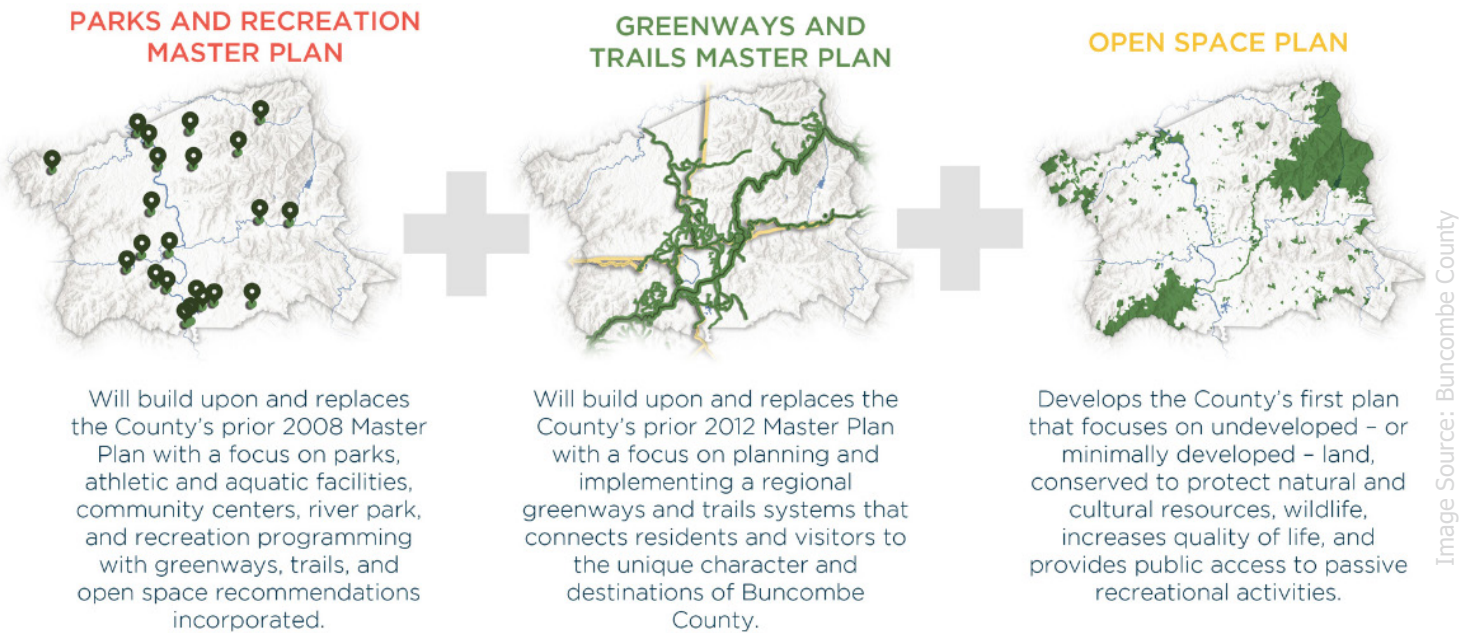


Image Source: Buncombe County

Now underway, Buncombe County’s Systemwide Master Plan is an integrated planning effort will help guide future greenway connections, including opportunities to link Woodfin and Weaverville and improve access to county parks.

BENEFITS OF MULTIMODAL TRANSPORTATION

Creating the Woodfin to Weaverville connection in this way can benefit the safety and health of the community. The following describes how walking and biking infrastructure, like greenways, benefits our safety, health, economy, and community.

MOBILITY + CONNECTIVITY

A greenway between Woodfin and Weaverville would make it easier to walk or bike to work, school, parks, and local businesses without needing a car. It would also fill a missing link between two planned trail systems, giving people more ways to get around the region.

HEALTH + QUALITY OF LIFE

Having a safe place to walk and bike makes it easier to be active every day, not just for exercise. A well-designed greenway gives people a chance to get outside, enjoy nature, and feel connected to their community. These benefits add up over time for both towns.

SAFETY + COMFORT

Right now, walking and biking in parts of Woodfin and Weaverville means sharing the road with vehicles, often with no sidewalk or buffer. A separated greenway designed so people of all ages and abilities feel comfortable using it would make the route safer and more predictable.

ECONOMIC VITALITY

When people can walk or bike to shops, restaurants, and local businesses, those businesses benefit. A greenway makes it easier to get around without a car, which keeps spending local and draws visitors. Towns with this kind of infrastructure are also seen as great places to live and work.

ACCESSIBILITY

Many residents, including older adults, people with disabilities, and those without a car, rely on walking, biking, or transit to get where they need to go. A safe, accessible greenway helps make sure everyone can reach jobs, schools, healthcare, and daily needs, not just those who drive.

SYSTEM RESILIENCE + ENVIRONMENTAL CONDITIONS

A greenway reduces short car trips, which helps reduce vehicle-related air pollutants. When routed along streams and open spaces, it can also help manage stormwater and protect local waterways. Building active transportation infrastructure now means growth in both towns can happen in a healthier, more sustainable way.

"I want pedestrian infrastructure that is safe, sensible, and pleasant to use."
- survey respondent

PLANNING AHEAD FOR IMPLEMENTATION

While construction of a Woodfin-to-Weaverville Greenway is still years away, planning now is critical. Early feasibility work helps identify realistic options, understand constraints, and align local priorities with future transportation projects. This approach positions both towns to coordinate with upcoming improvements to I-26 or Weaverville Road and to compete for future funding through state and regional programs.

By establishing a clear vision and path forward, the W2W Feasibility Study helps move the idea of a connected greenway from long-standing aspiration to actionable next steps. The result is a shared framework that supports safer travel, stronger connections, and a more resilient future for both Woodfin and Weaverville.

Figure 4. Trails Pay Off - Local Dollars at Work

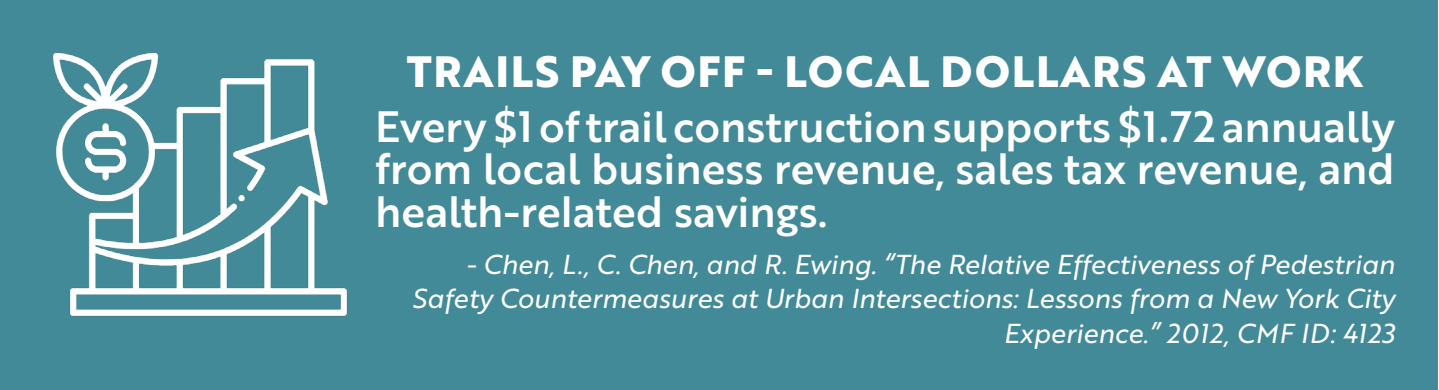
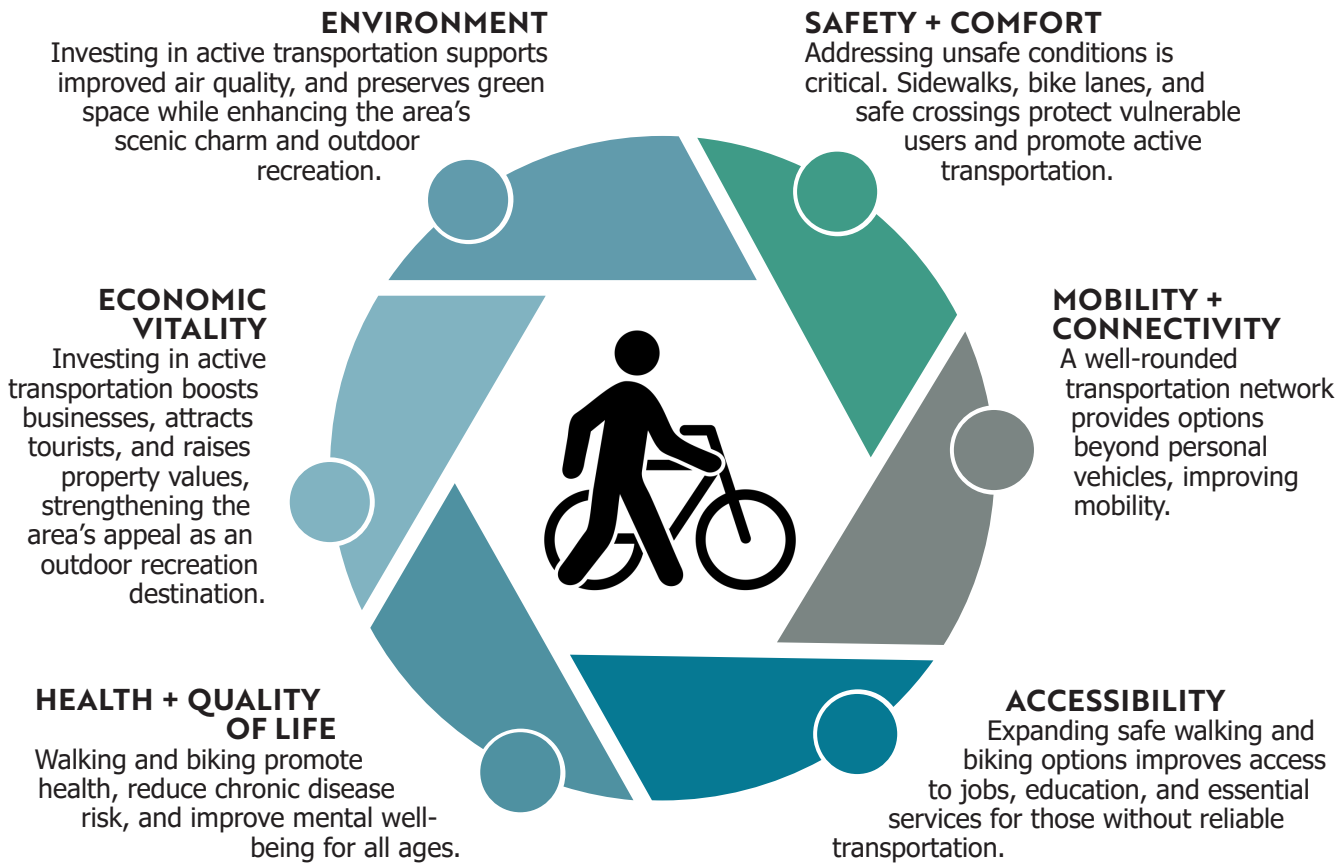


Figure 5. Benefits of Active Transportation



CHAPTER 2: STUDY CONSIDERATIONS + ALTERNATIVES DEVELOPMENT

IN THIS CHAPTER

- » Study Area
- » The People + the Place
- » Segment Alternatives
- » Opportunities + Constraints

STUDY AREA

This chapter examines the study area’s natural and built environments, along with the planning context that shapes them. The area includes a diverse mix of land uses, including industrial, institutional, highway commercial, residential, and open space.

The Town of Weaverville is located in the northern portion of the study area. It features an active downtown, well-used parks, and growing commercial areas. Near the interchange of I-26 and US 25, development includes large-scale retail, the Town’s highest concentration of multifamily housing, and the planned AdventHealth complex. Lake Louise, located just south of downtown, is a major recreational destination and serves as the northern terminus for this study, where the W2W greenway would connect to the planned Reems Creek Greenway.

The Town of Woodfin occupies the southern portion of the study area, bordering Asheville to the south and Weaverville to the north. The French Broad River defines Woodfin’s western edge. In recent years, the Town has invested in transforming its riverfront into parks and open space, while also advancing new greenways and multimodal projects, including the Beaverdam Creek Greenway and the Blueway and Greenway system featuring Taylor’s Wave.

Image 6. Silver-Line Park



Silver-Line Park is an existing park and greenway segment along the French Broad River that will become part of Woodfin’s broader greenway system and represents a potential destination within the future Woodfin-to-Weaverville network.

“I know that I would frequent local businesses more often if I didn’t have to use a car to get there.”
- survey respondent

Image 7. West Lakeshore Drive at Lake Louise in Weaverville



The Woodfin to Weaverville Greenway aims to connect key community landmarks, such as Lake Louise in Weaverville.

THE PEOPLE + THE PLACE

This section provides an overview of the study area’s natural, built, and social context. The natural environment includes features such as streams, floodplains, and topography, while the human environment reflects existing development and infrastructure. Planning considerations capture community characteristics such as age and demographic characteristics. Together, these elements shape the study’s approach and recommendations.

The following narratives, figures, and maps summarize demographics, employment, and planned or ongoing projects. Data is drawn from the 2020 Census and recent American Community Survey (1-year and 5-year estimates), with comparisons to Buncombe County and North Carolina. These findings help explain who lives in the study area and how they move through it, offering insight into future connection needs and informing the project’s engagement strategy.

Demographic trends highlight current and future needs, helping ensure the W2W Greenway serves nearby residents as travel patterns evolve. Income and poverty levels indicate where access to transportation options is most critical. Health and wellness data helps guide design decisions that support users of all ages and abilities. The following sections provide additional detail on these characteristics.

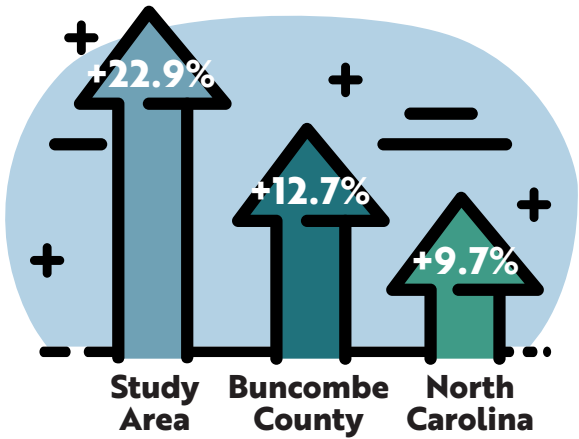
POPULATION

Between 2017 and 2022, the study area’s population grew from 26,531 to 32,595, a 23% increase of roughly 6,000 new residents. This far outpaces growth in Buncombe County (12.7%) and more than doubles North Carolina’s rate (9.7%).

This growth creates both opportunity and urgency to support W2W investment:

- » **Funding leverage:** sustained growth strengthens the case for local, state, and federal transportation investment
- » **Community momentum:** supports expanding sidewalks, multi-use paths, greenways, transit, and other active transportation facilities
- » **Long-term integration:** planning now ensures new facilities fit the built environment and serve future residents, and fully leverage NCDOT’s Complete Streets Policy
- » **Economic catalyst:** well-designed paths can drive small-scale revitalization and business development and draw new residents and visitors

Figure 6. Population Change (2017-2022)



AGE GROUPS

The study area has an older population than both Buncombe County and North Carolina. The median age is 46.2 years, compared to 42.3 in the county and 39.1 statewide. Residents age 65 and older make up 23.3% of the population, reinforcing the need for safe, accessible, and comfortable transportation options. Investments in multi-use paths, pedestrian facilities, and transit can better support an aging population while benefiting all users.

DIVERSITY

The study area is less diverse than both the county and state. Residents identifying as minority populations make up 11.5% of the population, compared to 14.8% in Buncombe County and 35% statewide. The Black or African American population is 2.6% in the study area, compared to 5.6% in the county and 20.9% statewide. Hispanic or Latino residents account for 5.7%, similar to the county (7.1%) but below the statewide average (10%).

HOUSEHOLD INCOME AND POVERTY

Median household income in the study area is \$78,435, higher than both Buncombe County (\$66,531) and North Carolina (\$66,186). The poverty rate is 10.3%, slightly lower than the state (13.3%) and comparable to the county (11.2%). Expanding multimodal transportation options can help reduce household transportation costs and improve access to jobs and services.

DISABILITY STATUS

Approximately 13% of study area residents report a disability, similar to the county (13.6%) and state (13.3%). These figures underscore the importance of designing infrastructure that is fully accessible, including smooth surfaces, clear wayfinding, and features that support users of all abilities. Well-designed facilities can improve mobility, safety, and comfort for a wide range of users.

Figure 7. Design for All Ages

DESIGN FOR ALL AGES

Multi-use paths should work for everyone, but age matters. Kids benefit from clear crossings, separation from traffic, and fun, easy-to-read signage. Older adults value comfort and clarity, including benches, shade, and simple wayfinding.

Connecting paths to homes, schools, parks, and healthcare helps ensure paths are useful and welcoming for all ages.

COMMUTING + ACCESS TO VEHICLES

Commute patterns across the study area indicate a largely local and regional workforce, with most residents traveling relatively short distances to work. Average commute times are generally in the low-20-minute range, suggesting close proximity to employment centers and a manageable daily travel burden.

- » Woodfin: Average commute time is approximately 22 minutes, with most trips under 30 minutes and a small share under 10 minutes, indicating some nearby employment opportunities
- » Weaverville: Average commute time is just over 20 minutes, with most trips falling within the 10–30 minute range and fewer very short commutes
- » Buncombe County: Average commute time is approximately 23 minutes, reflecting similar regional patterns and access to Asheville and other employment centers
- » Vehicle Access: More than 90 percent of households have access to at least one vehicle, indicating driving remains the dominant travel mode

Overall, these patterns suggest strong regional connectivity with relatively short commute distances. From a planning perspective, this creates an opportunity to expand walking, bicycling, and transit options as additional travel options for short trips.

Image 8. Car Traffic on Weaverville Road in Woodfin

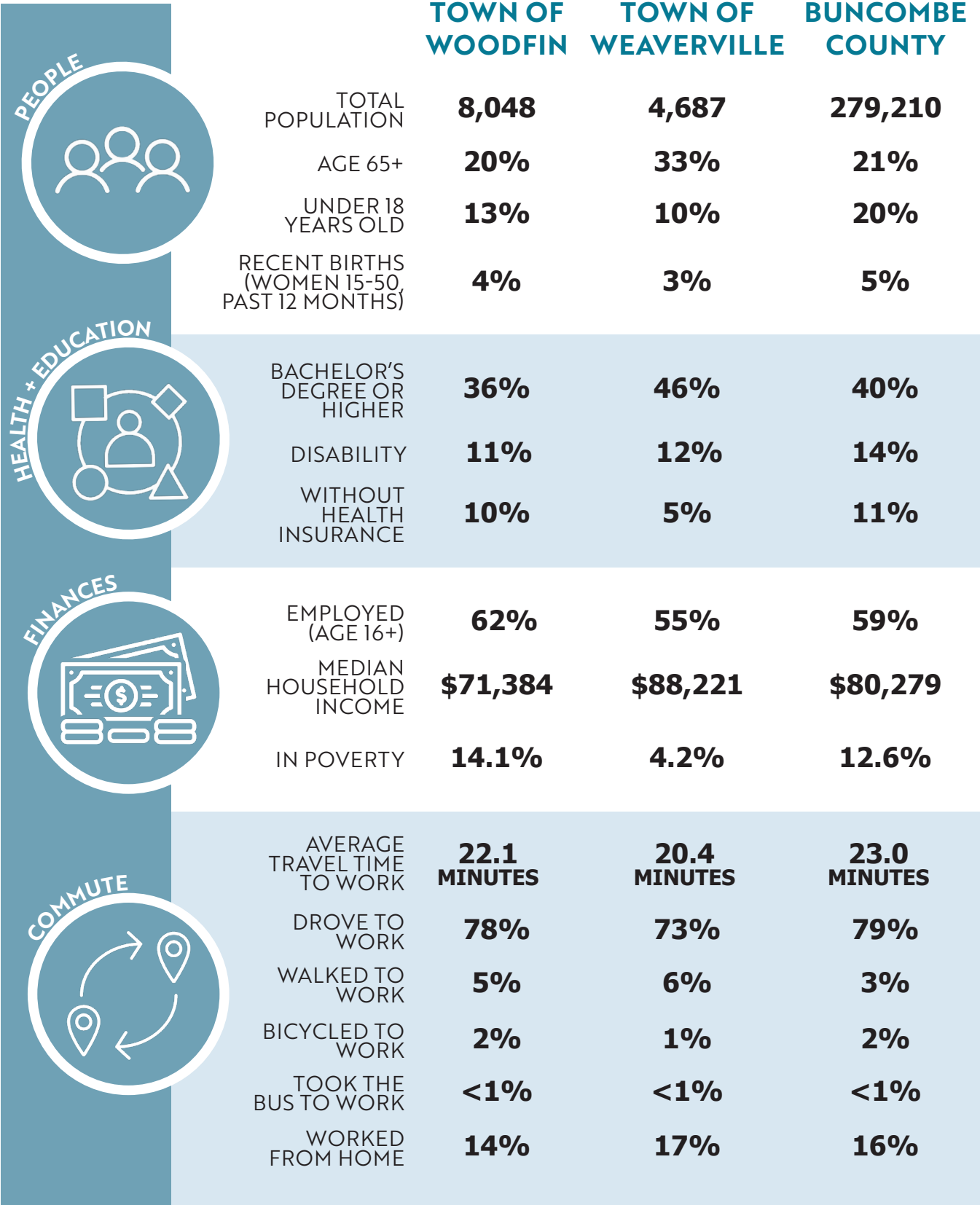


Image Source: McAdams

Weaverville Road in Woodfin, illustrating a typical commuting corridor where most access is by vehicle and there are no sidewalks, bike lanes, or marked crossings nearby.

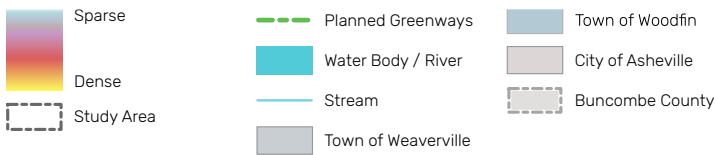
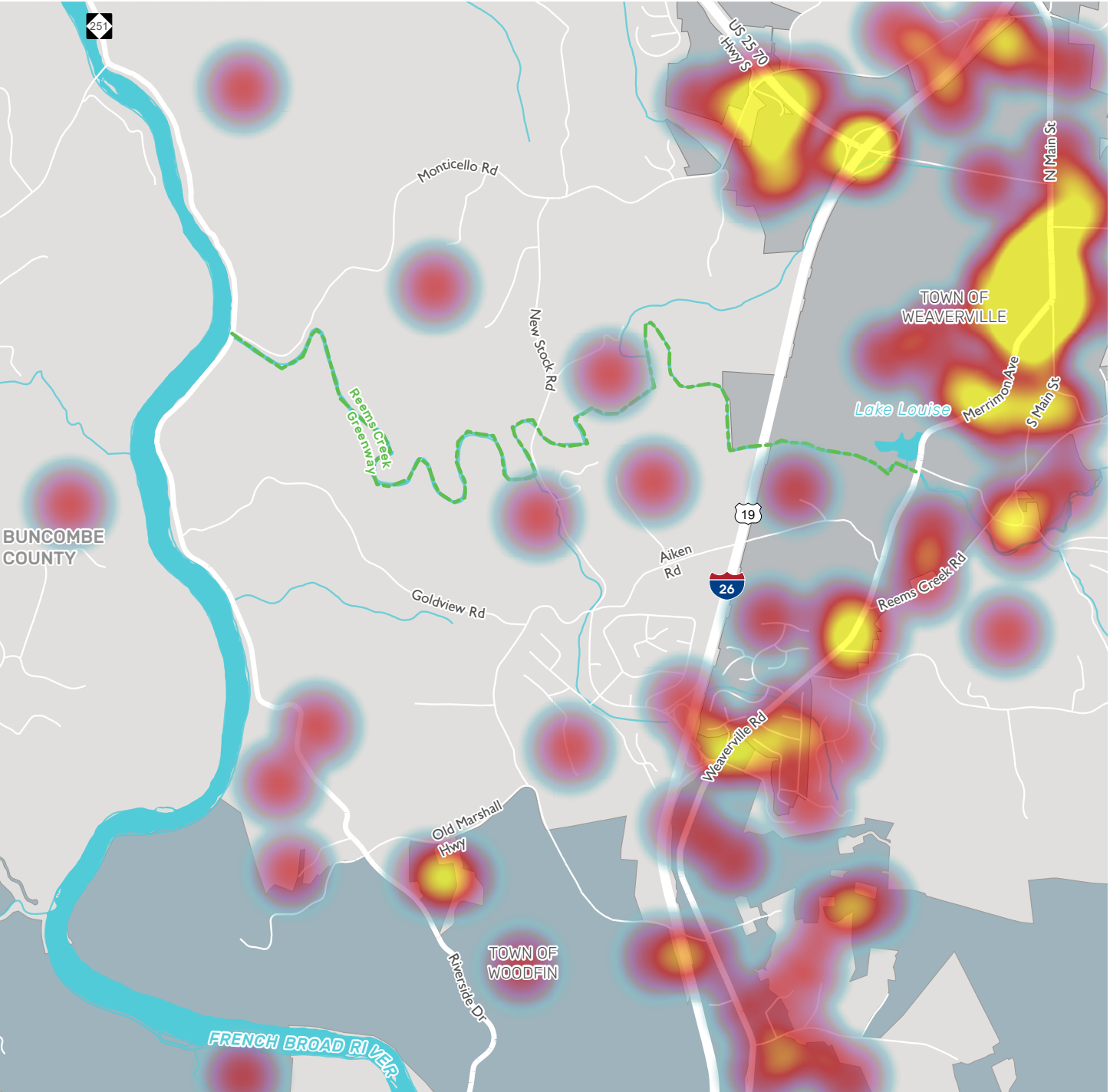
“This greenway would make a great addition to the community and would hopefully contribute to the overall health of the community.”
- survey respondent

Figure 8. Key Demographics Snapshot

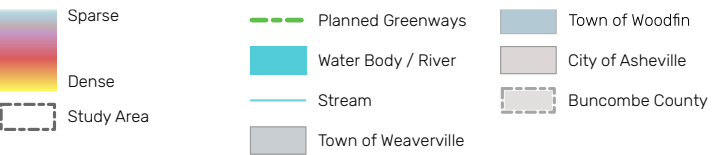
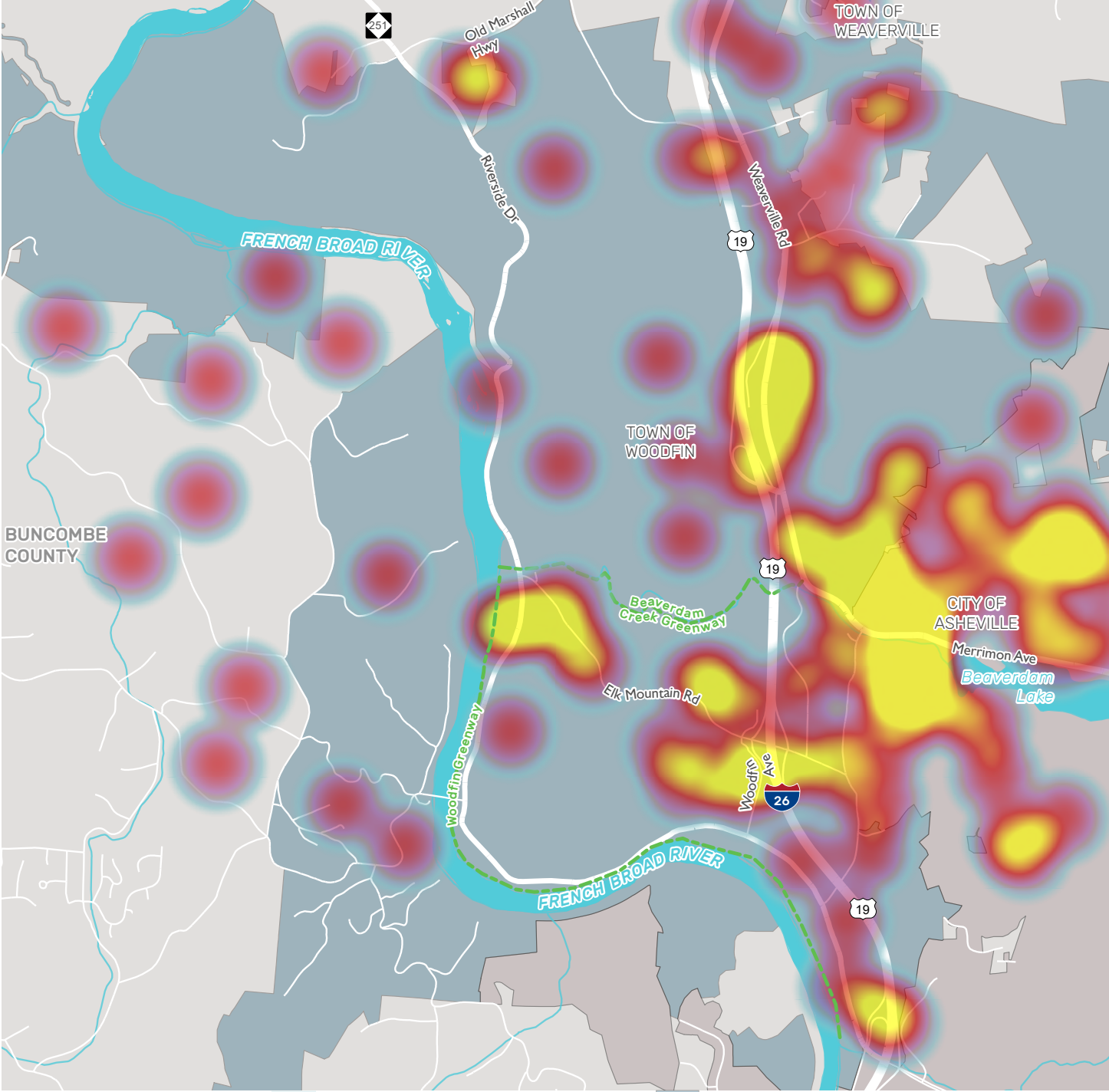


Data Source: U.S. Census 2024 American Community Survey 5-Year Estimates

Map 2. Employment Density: Northern Study Area



Map 3. Employment Density: Southern Study Area



EMPLOYMENT DENSITY

Employment is concentrated in key corridors within the study area, reflecting local business and institutional activity. In Weaverville, jobs cluster along Merrimon Avenue and North Main Street, including downtown businesses and community facilities. In Woodfin, employment is centered along Weaverville Road and Merrimon Avenue, with additional activity along Riverside Drive and in industrial areas such as Silver-Line Plastics.

The study area includes nearly 10,000 jobs, with major sectors including education and healthcare, accommodation and food service, and manufacturing.

CONNECTING WITHOUT A CAR

Travel options without a personal vehicle are limited. Sidewalks are generally confined to neighborhood areas, and bicycle infrastructure is minimal.

Mountain Mobility provides transit service connecting Woodfin and Weaverville to Asheville, with service extending from Elkwood Avenue/ Merrimon Avenue to the commercial area near the I-26/US-70 interchange. However, limited pedestrian and bicycle access to transit stops can make using the system challenging.

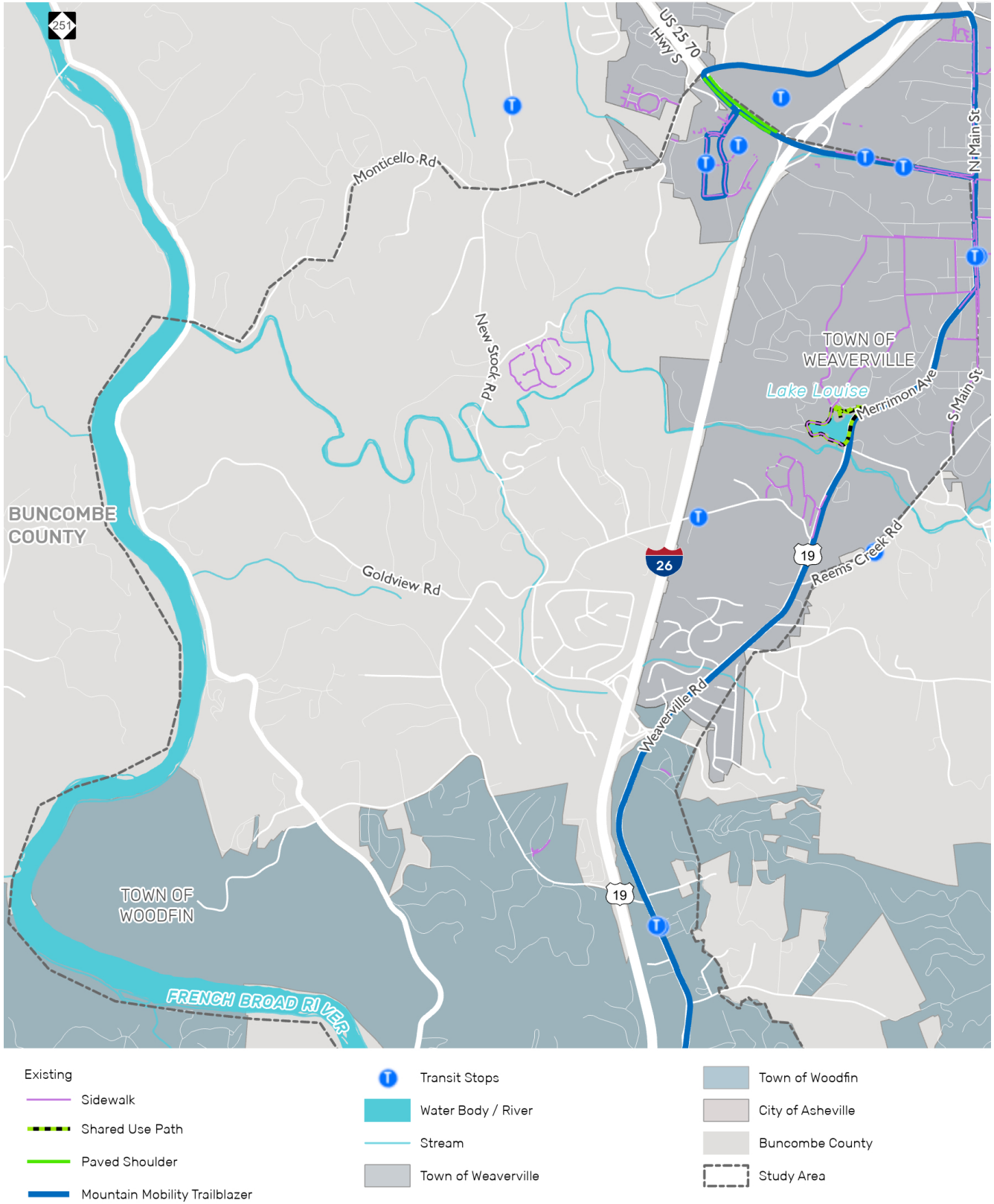
The maps on the following pages show existing sidewalks, bicycle facilities, and transit routes.

Image 9. Multimodal Traffic on Weaverville Road

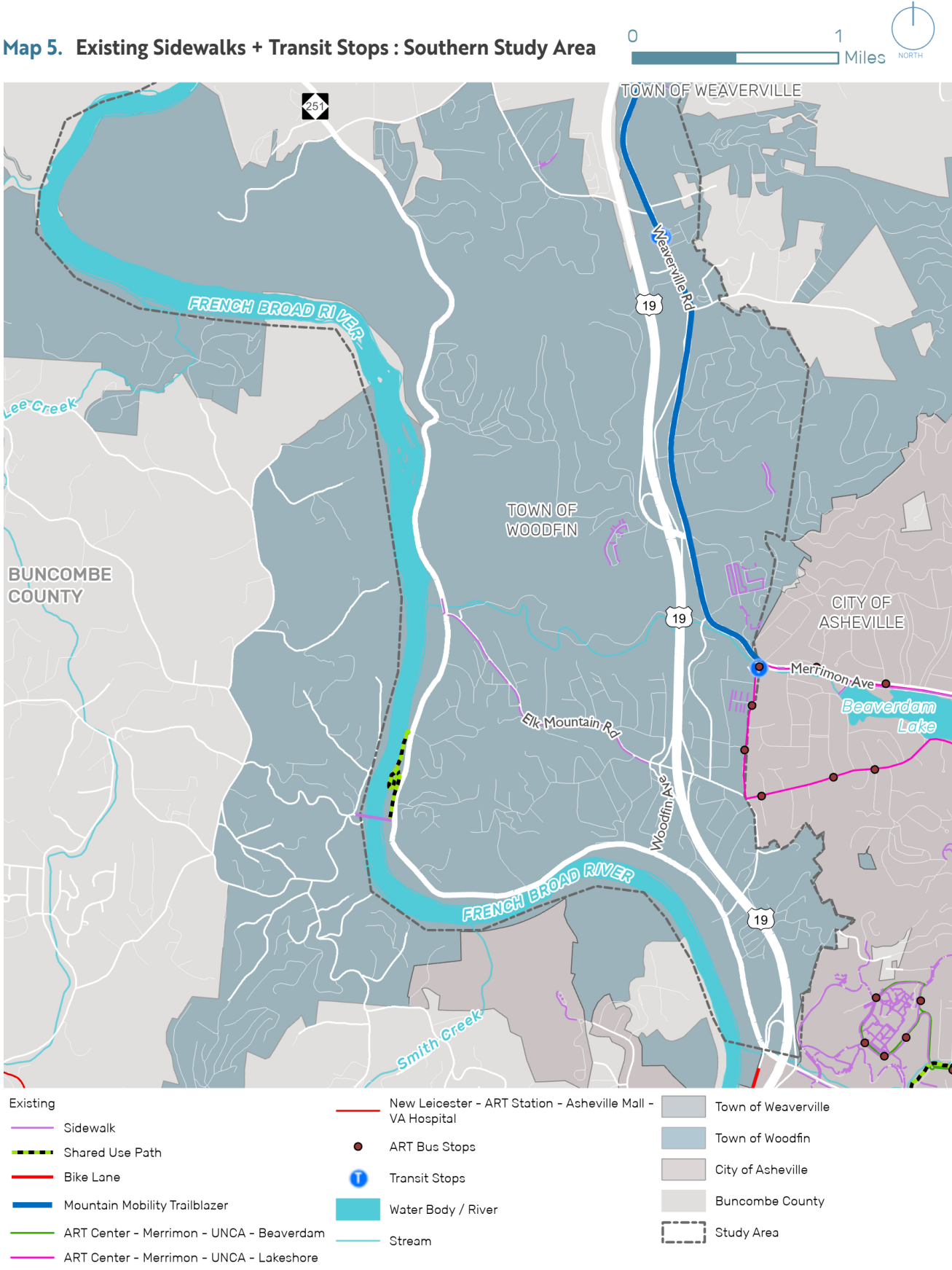


People walking or biking must share the roadway with vehicles, with no sidewalks or bike lanes, despite frequent driveways and nearby businesses.

Map 4. Existing Sidewalks + Transit Stops: Northern Study Area



Map 5. Existing Sidewalks + Transit Stops : Southern Study Area



BRIDGES

Existing bridges are potential barriers to a future greenway: if a bridge is not wide enough to accommodate a separated multi-use path, then users are at greater risk of being struck by a passing vehicle. NCDOT must conduct regular bridge inspections of structures within their right-of-way. As these structures get slated for replacement, the communities need to request replacement structures wide enough to accommodate bicycle and pedestrian infrastructure. For example, the Aiken Road bridge over Future I-26 is slated for replacement as part of an NCDOT STIP project. The Town of Weaverville appealed to NCDOT to include additional width for sidewalks and paved shoulders wide enough to accommodate bicycle lanes on both the bridge and the approach leading up to the bridge.

Another option is to provide a separate bicycle or pedestrian bridge running parallel to the vehicle bridge. This may be required if a bridge along the route is not slated for replacement in the near future.

UTILITY EASEMENTS

Duke Energy maintains an easement that runs on a generally north-south axis spanning the study area. The easement cuts across hilly terrain between Highway 251 and Old Marshal Highway. North of Old Marshal Highway, the easement then parallels the west side of Future I-26 north to Weaverville and beyond. Duke traditionally has not allowed for the placement of greenways and trails under their overhead utility lines due to safety concerns. The terrain it crosses is also not conducive to a paved multi-use trail that must be accessible to all users.

The Metropolitan Sewerage District (MSD) maintains sewer easements throughout the study area including running along Beaverdam Creek and Reems Creek. Although in some instances, developing a greenway along a sewer easement can be a compatible use, there are few sewer easements that run on a north-south axis in the study area. As a result, the sewer easements were not considered a viable alternative for a connection between Woodfin and Weaverville.

Image 10. Field Review of Existing Bridge



A closer look at an existing overpass highlights how bridge width and design can shape opportunities for safe, future greenway connections for people walking and biking.

"I would like to see it done based on what works best for most of the people that live in these areas. As long as it gets done - as soon as feasibly possible."
- survey respondent

SPEED LIMITS

Speed limit maps along NCDOT corridors in the study area are shown on the following pages. Given that speed significantly influences safety, lower speed limits are pivotal in safeguarding pedestrians and cyclists navigating the area. Lower speed limits in residential areas contribute to a safer environment for non-motorized users, encouraging walking and cycling.

With speed limit data only being available for certain roads, an assumption can be made that roads with no data representation are likely residential areas or services road with lower speed limits.

Within the study area, I-26 sees the highest speeds (between 65-70 mph). Other main roads such as Weaverville Road and Riverside Drive have speed limits of 40-45 mph.

“I love the idea of access to the businesses along Weaverville Road by bike!”
- survey respondent

SAFETY

- Roadway safety was evaluated using a composite safety score based on three measures:
- » **Crash Density Ratio**, comparing crash density within the study area to similar facilities;
 - » **Severity Index**, reflecting the seriousness of crashes; and
 - » **Critical Crash Rate Ratio**, comparing the observed crash rate to a critical threshold.

Scores from these three components were averaged to produce an overall safety score, with higher scores indicating poorer safety performance.

In Weaverville, the most notable safety concerns are concentrated around I-26 and several major intersections, including the I-26 and New Stock Road intersection, where pedestrian crashes have occurred in recent years. Additional concerns were identified along Monticello Road, which connects Weaverville’s commercial areas to the French Broad River and includes narrow, winding sections with limited shoulders. Portions of Weaverville Road also show elevated safety concerns, particularly north of Merrimon Avenue and north of New Stock Road.

Roadway segments with demonstrated safety concerns present strong opportunities for complete street redesign and may be more competitive for future funding.

Map 6. Speed Limits: Northern Study Area

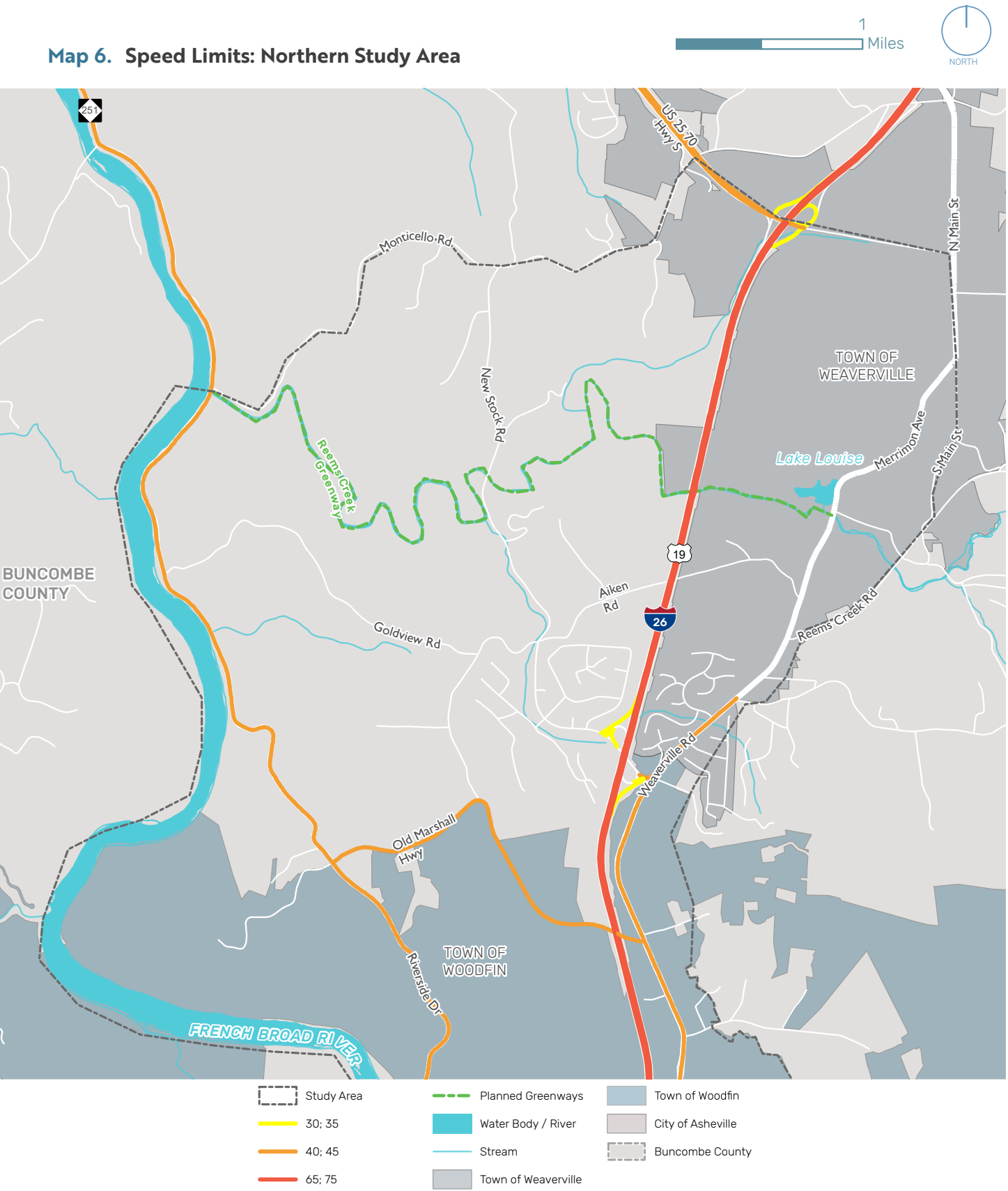
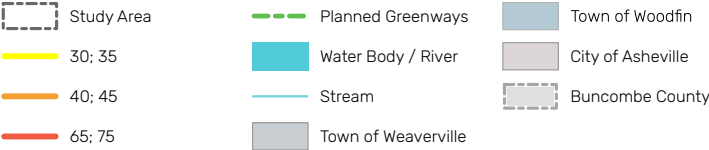
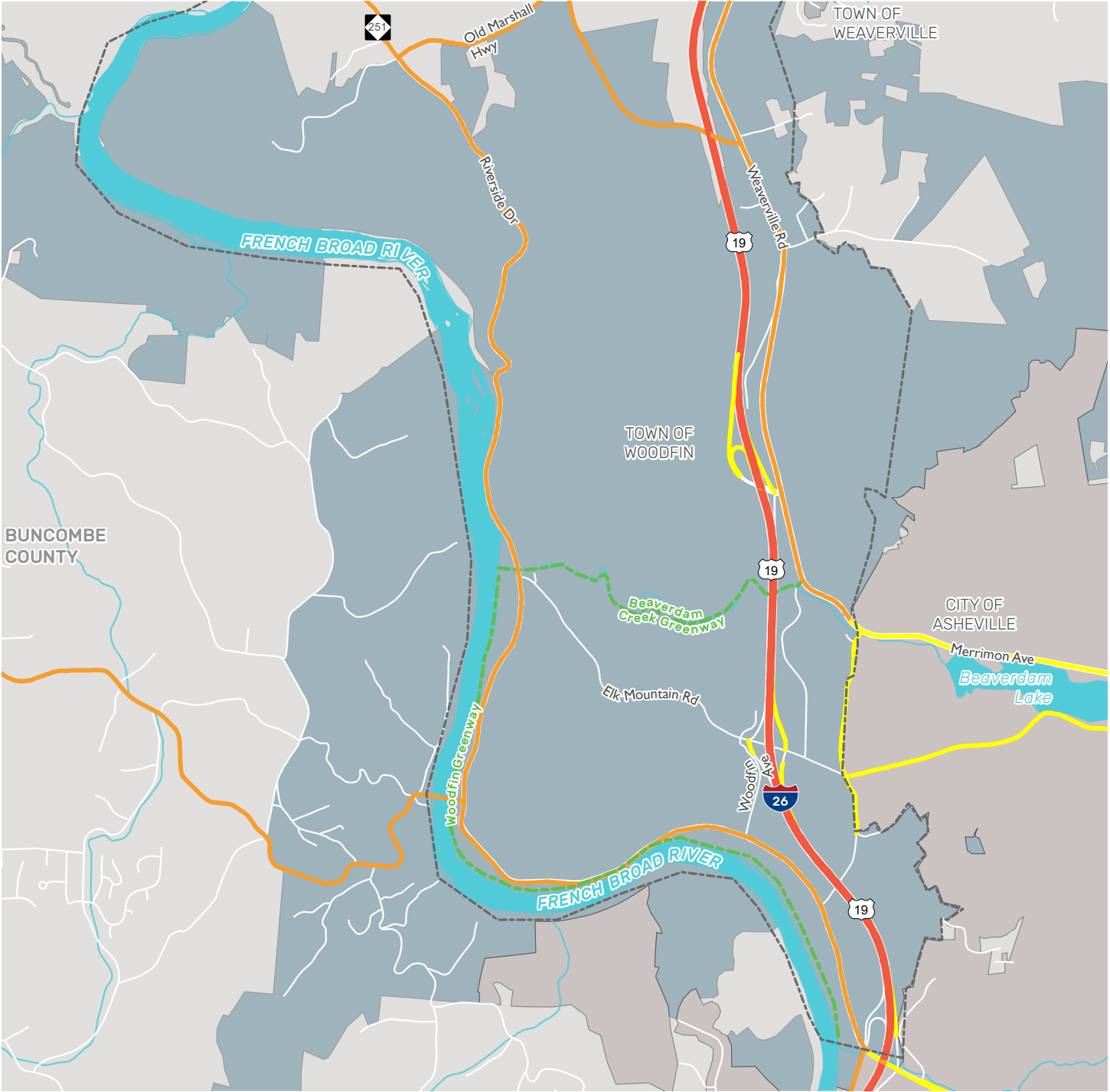


Image 11. Old Weaverville Road and Weaverville Road in Northern Woodfin

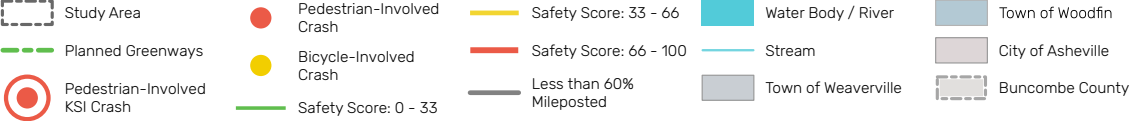
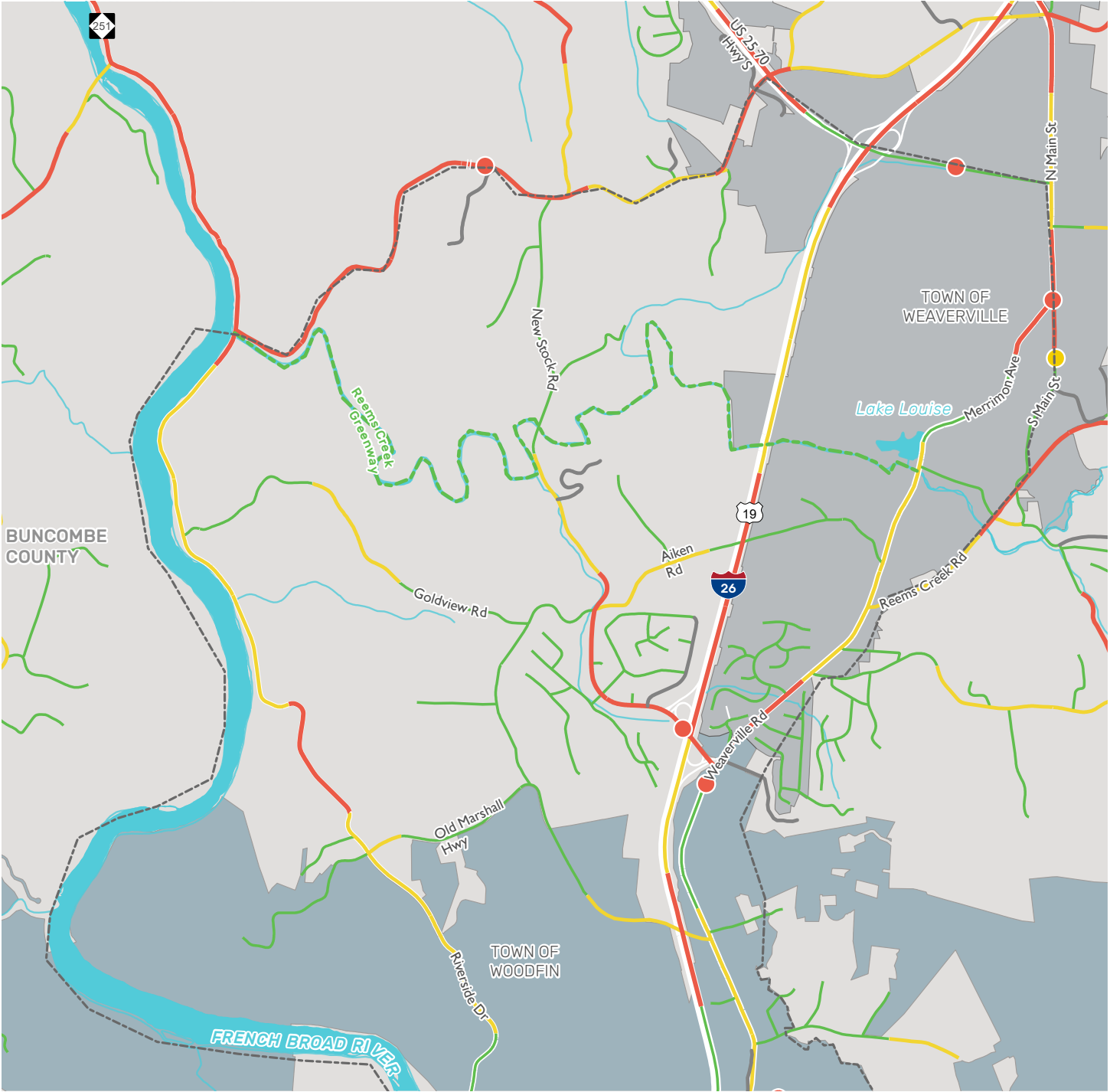


These parallel corridors function differently in terms of design and traffic operations, with Weaverville Road reflecting more typical NCDOT standards. Both roads could play a role in improving multimodal access, but each would require careful consideration of existing development, geometry, and roadway design.

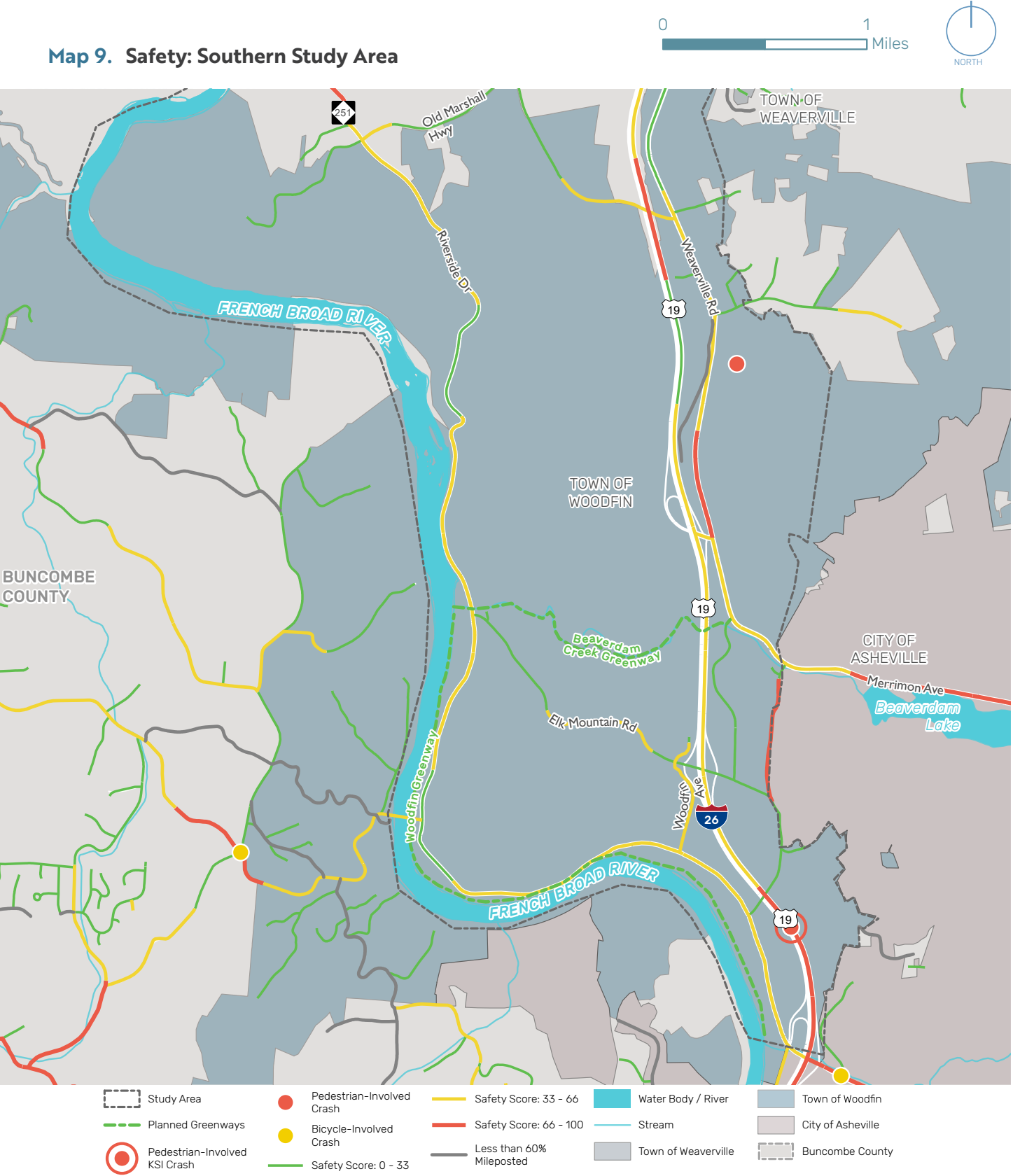
Map 7. Speed Limits: Southern Study Area



Map 8. Safety: Northern Study Area



Map 9. Safety: Southern Study Area



RIGHT-OF-WAY WIDTH

Right-of-way (ROW) widths indicate the amount of space that may be available to accommodate a paved trail within a publicly controlled corridor. ROW widths can vary along a roadway and may present opportunities for trail connections in select locations.

Although rights-of-way are primarily managed for roadway operations, portions may also be suitable for micromobility and other alternative transportation modes. In the study area, wider ROWs are generally associated with higher-volume roadways or additional travel lanes, meaning ROW width alone does not determine trail feasibility but can help identify more practical locations.

Interstate 26 has the largest right-of-way in the study area, while ROW widths narrow significantly along portions of the French Broad River. Weaverville Road, which runs parallel to I-26, generally has a ROW width of approximately 51–75 feet.

ANNUAL AVERAGE DAILY TRAFFIC (AADT)

Annual Average Daily Traffic (AADT) is a standard measure that represents the average number of vehicles traveling on a roadway each day over the course of a year. It is commonly used to understand traffic volumes and how busy different streets are. While residential areas generally have lower traffic volumes and quieter streets, they typically connect to higher-volume roadways at various points. Understanding traffic patterns and volumes is important for planning and managing the transportation network, particularly when evaluating how traffic levels may affect the greenway user experience and inform potential alignments.

Within the study area, Interstate 26 carries the highest AADT. The next busiest roadway is Weaverville Road, located east of I-26, with an AADT in the range of 10,000–19,000 vehicles per day. All other roadways with available data in the study area carry less than 10,000 vehicles per day, indicating generally lower traffic volumes outside of the primary regional corridors.

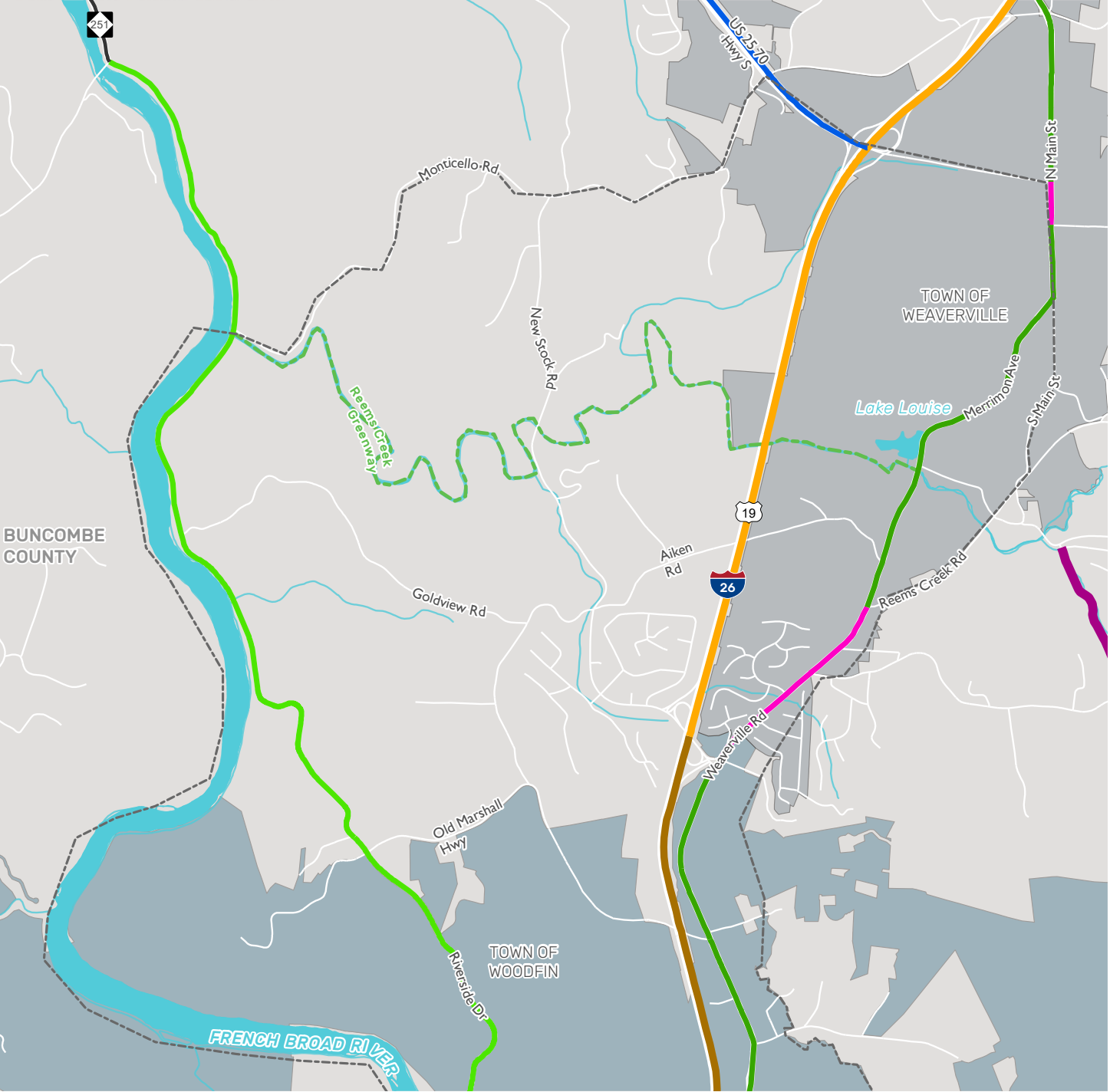
Image 12. Interstate 26



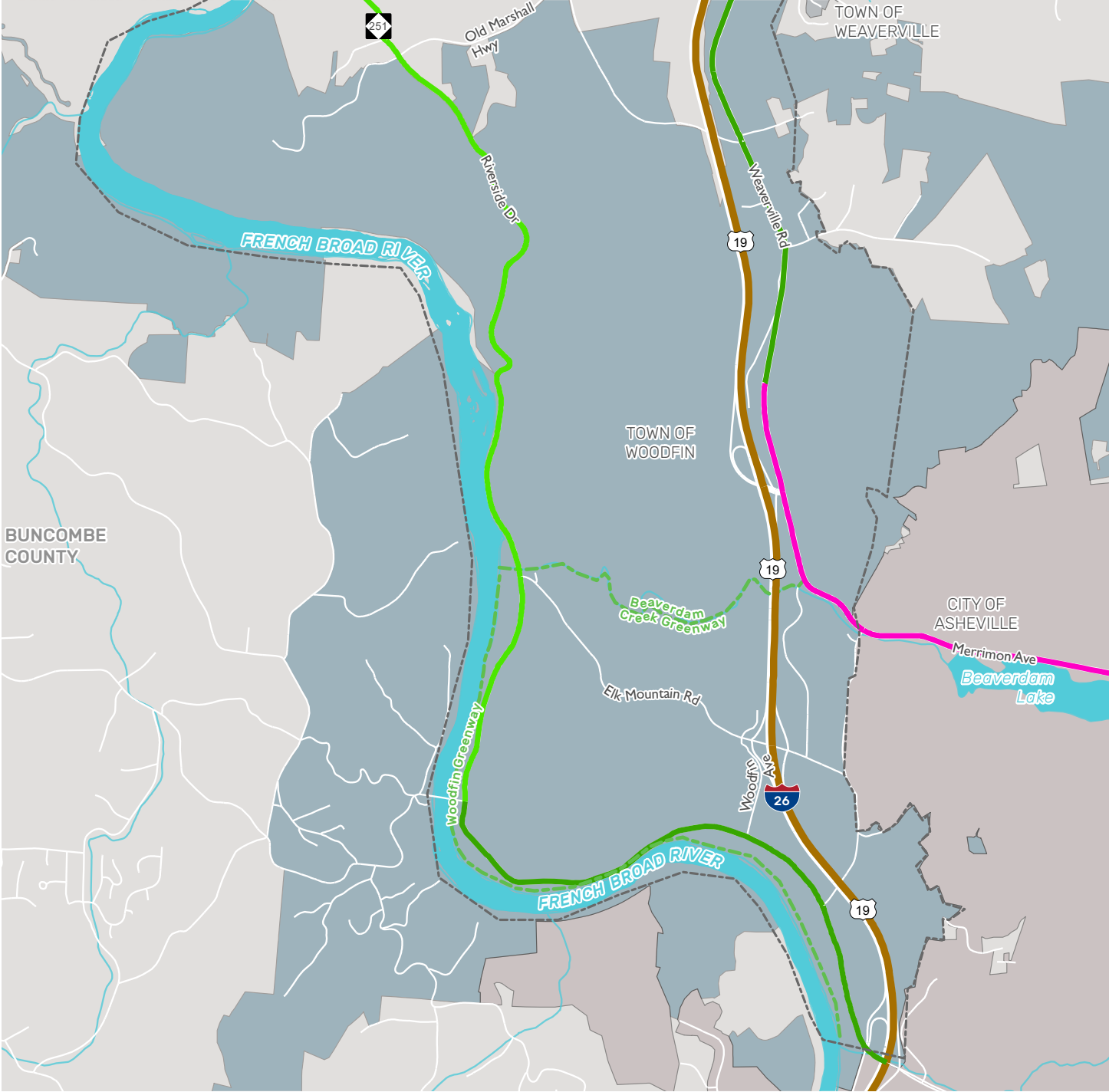
Interstate 26 is a major north–south corridor serving regional travel between Woodfin and Weaverville within the study area.

“I think having a greenway to connect Weaverville to Woodfin + eventually Asheville is very necessary and will contribute to healthier and a more connected community.”
- survey respondent

Map 10. Annual Average Daily Traffic: Northern Study Area



Map 11. Annual Average Daily Traffic: Southern Study Area



TRANSPORTATION DISADVANTAGE INDEX (TDI)

Maps on the following pages display the Transportation Disadvantage Index (TDI) for the study area. TDI is a tool used to support a broad assessment of access to transportation options. By incorporating factors such as, income, age, access to transportation, and limited English proficiency, the index helps identify where transportation disadvantage may exist and allows for comparison across neighboring communities.

On a scale of 0 to 21, the highest TDI score in the study area is located in southern Woodfin, east of the French Broad River. Compared to surrounding areas, this location has higher shares of residents under age 15 and a higher proportion of residents with limited English proficiency.

All other areas within the study area have TDI scores ranging from approximately 7.5 to 10.5.

“I think this is a wonderful project and would make the town more attractive to residents and bring more people to the area and out into the community in general. This would also help businesses.”

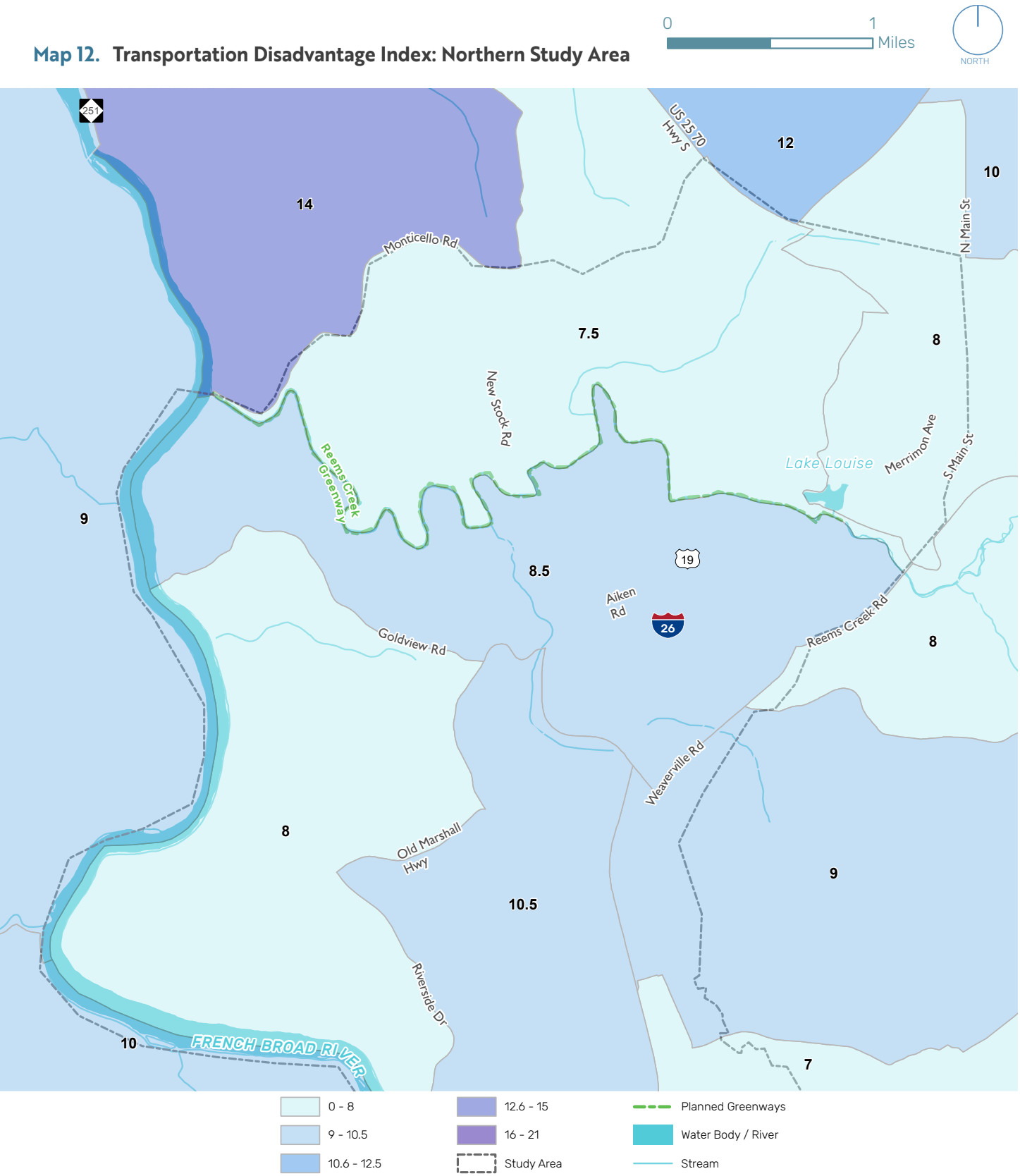
- survey respondent

Image 13. Housing in the Study Area

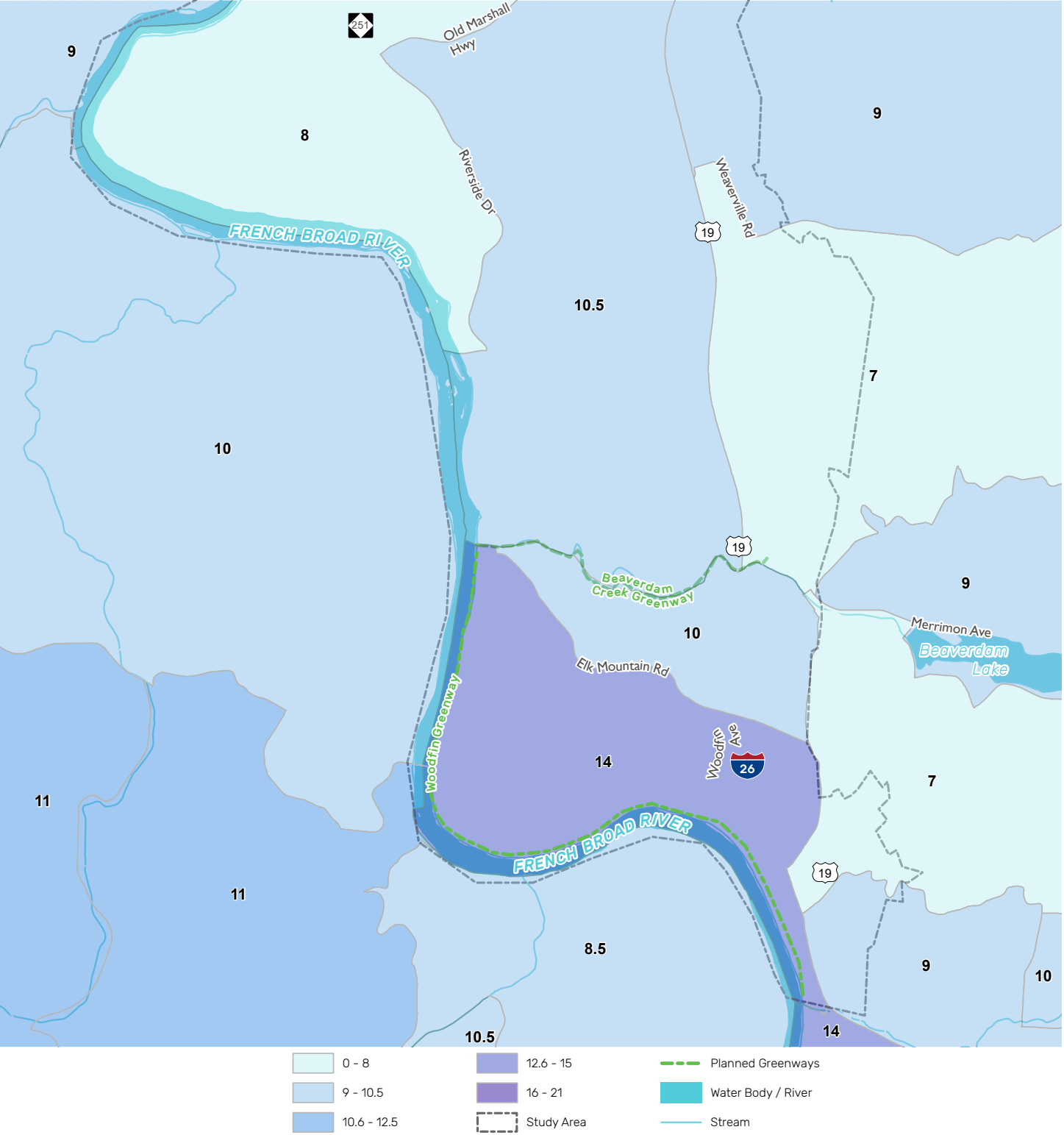


Residential areas along the study corridor include a range of housing types, underscoring the importance of providing safe and affordable walking and biking options alongside the roadway for everyday travel needs.

Map 12. Transportation Disadvantage Index: Northern Study Area



Map 13. Transportation Disadvantage Index: Southern Study Area



STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The North Carolina Department of Transportation’s (NCDOT) State Transportation Improvement Program (STIP) is a 10-year plan that outlines funding and scheduling for transportation projects statewide. Required by both state and federal law, the STIP is updated every two years. The current plan covers 2024–2033. Applicable projects within the study corridor are shown on the adjacent map and include:

- » **BL-0005:** Construct pedestrian improvements from US 19/23 northbound exit ramp to north of SR1477 (Riverside Drive);
- » **EB-5822:** SR 1477 (Riverside Drive) and SR 1231 (Hill Street) to Pearson Bridge Road in Asheville. Construct multi-use path along the French Broad River;
- » **I-2513B:** SR 3548 (Haywood Road) to US 19/23 at SR 1781 (Broadway Street); and
- » **I-2513D:** SR 1517 (Hill Street) to SR 1781 (Broadway Street). Widen roadway to include bicycle lanes and construct multi-use path.

“People will be more likely to stop and shop and spend money with LOCAL business owners if the greenway provides easy access to them as they go.”

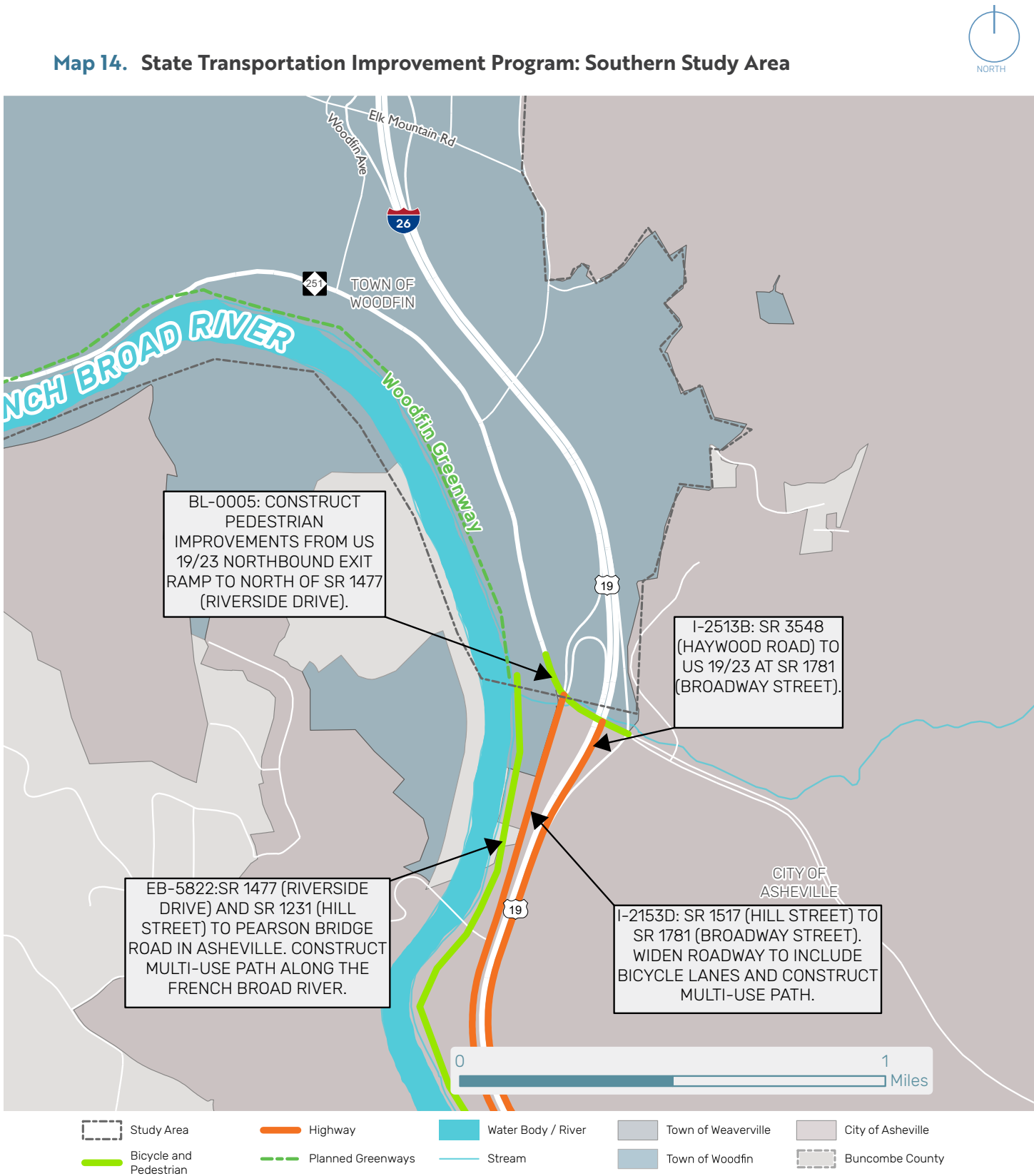
- survey respondent

Image 14. Bridge Over Reems Creek



Riverside Drive near Monticello Road is a two-lane connection between the French Broad River and Weaverville with no sidewalks, bike lanes, or shoulders, requiring people walking and biking to share space with vehicle traffic.

Map 14. State Transportation Improvement Program: Southern Study Area



NATURAL ENVIRONMENT

In addition to identifying the existing conditions of the man-made infrastructure, the team also considered the natural features found in the study area. These are documented for the dual purpose of identifying what needs to be protected and the constraints posed by natural features in the study area.

TOPOGRAPHY

Topography is what gives this area its character - the mountainous terrain and the river corridor define the landscape between the two communities. At the same time, the topography presents a significant constraint to developing a greenway connection. A multi-use trail must serve the needs of all users and that means the topography must be conducive of an accessible trail which has a running slope of 5% or less. This becomes a significant challenge on the east/west side roads between the French Broad River and I-26.

Where I-26 and Weaverville Road come together just north of Beaverdam Lake, the corridor is constrained by steep topography, including Goldview Knob, Reynolds Mountain, and Baird Mountain. There is an existing interstate cut in Goldview Knob. These landforms limit available space for roadway expansion.

"I appreciate that it would be a path that would allow bikes and e-bikes."

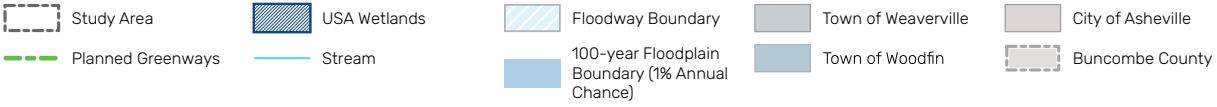
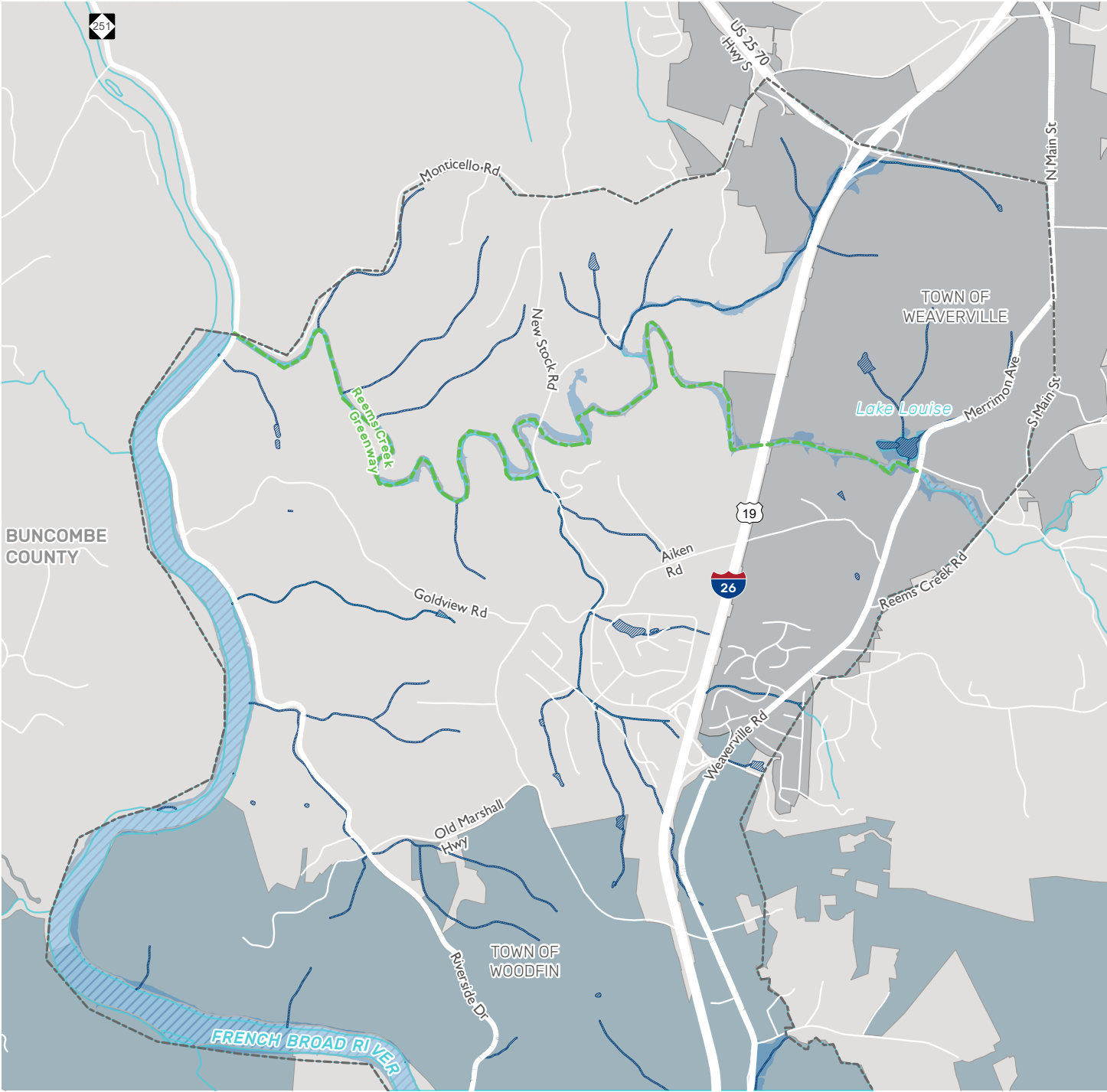
- survey respondent

Image 15. Drone Imagery of the Study Area

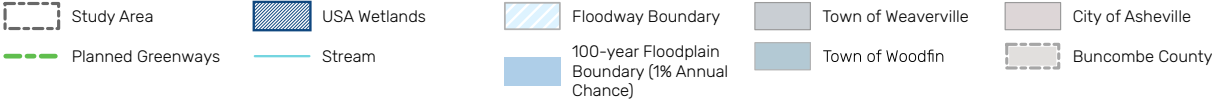
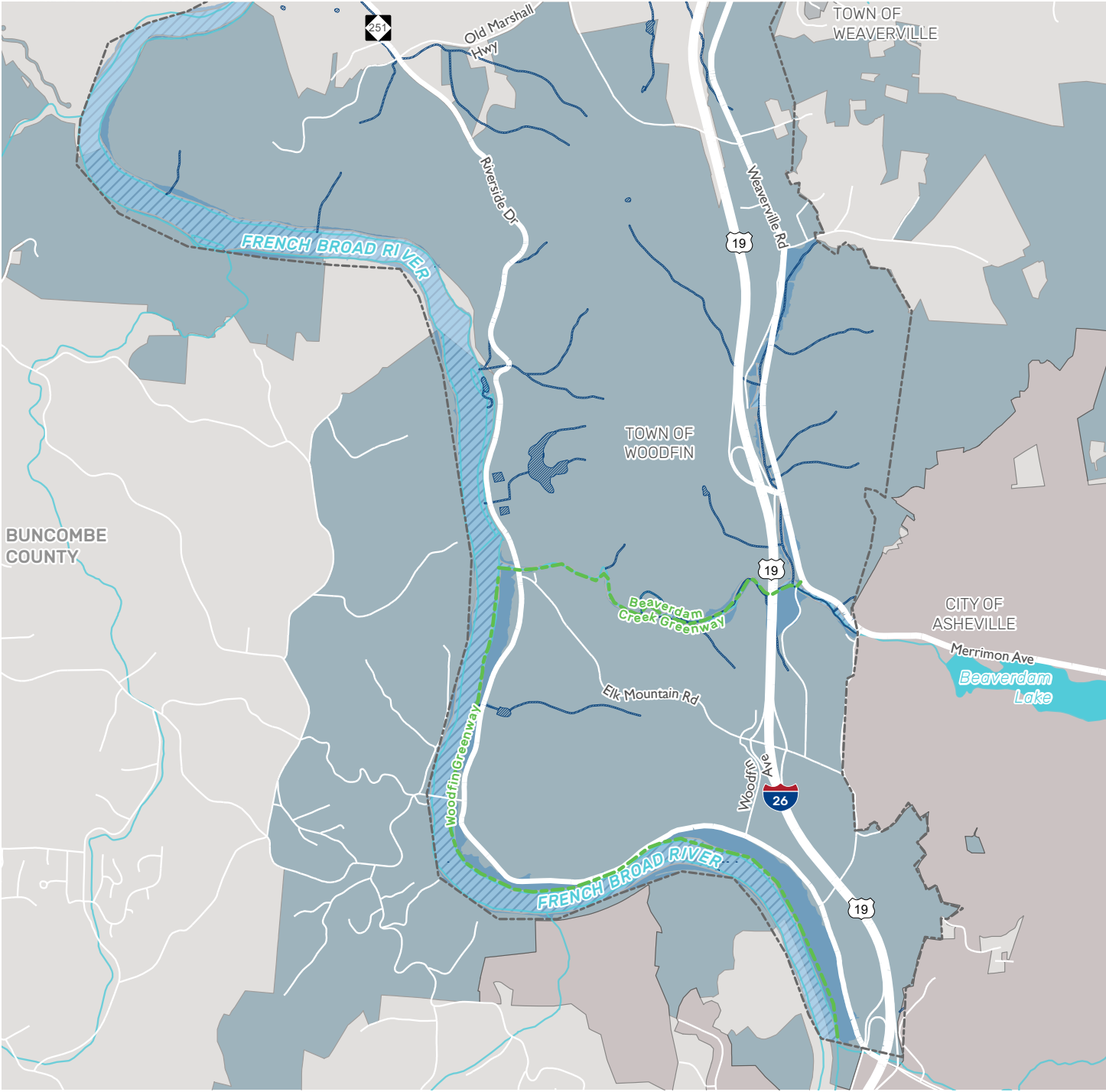


Rolling hills between Woodfin and Weaverville, with the MSD French Broad River Water Reclamation Facility in the foreground, highlighting the area's terrain and existing infrastructure within the study corridor.

Map 15. Floodplain: Northern Study Area



Map 16. Floodplain: Southern Study Area



RIVERS, WETLANDS + FLOODPLAINS

Several streams in the study area drain to the French Broad River, including Beaverdam Creek, Reems Creek, Wagner Creek, and Gill Branch. In some cases, these stream corridors, particularly along Reems Creek and Beaverdam Creek, present opportunities for adjacent greenway development when carefully designed.

However, most of these corridors run east–west rather than north–south, limiting their ability to provide a direct connection between Woodfin and Weaverville. Floodplains associated with these streams, along with wetlands, can also constrain greenway development. These features are considered carefully when identifying and refining potential routes.

PROTECTED SPECIES

As greenway development advances, the presence of threatened and endangered species within the study area must be carefully considered. These may include both terrestrial and aquatic species. Aligning the greenway to avoid critical habitats will help protect biodiversity and minimize environmental impacts.

A review of natural heritage elements was conducted using the NCDOT Atlas database, identifying protected species and associated habitats within the study area. This information is summarized in Appendix C. Additional environmental review and documentation will be required as the project moves forward.

“You could stop along the way (as long as there were bike racks installed) to support a local coffee shop or brewery.”
- survey respondent

SEGMENT ALTERNATIVES

Through evaluation of potential routes between Woodfin and Weaverville, the project team screened a wide range of alignment options and removed those that were not practical or feasible. This process resulted in a set of viable segment alternatives for further consideration. These segments were refined and vetted through the project’s public engagement process. Feedback is summarized in Chapter 3, and the preferred alignments are documented in Chapter 4.

OPPORTUNITIES AND CONSTRAINTS

Building on the study area analysis, the project team identified a series of route segments that could form a continuous connection between the two towns. Each segment was assigned an identification number and evaluated to understand its opportunities and constraints.

The segments were assessed based on constructability and feasibility factors, including right-of-way availability, topography, adjacent land uses, potential property and environmental impacts, permitting needs, and overall directness and functionality. This evaluation helped distinguish segments that may be more straightforward to implement from those requiring additional coordination, mitigation, or design refinement. A summary of preliminary findings is provided in **Table 1 - Preliminary Segment Investigations**.

Field visits and on-the-ground observations further informed the analysis. Photographs on the following pages document existing conditions, opportunities, and constraints along each segment and are cross-referenced to segment numbers for consistency with the evaluation.

Image 16. The French Broad River in Woodfin



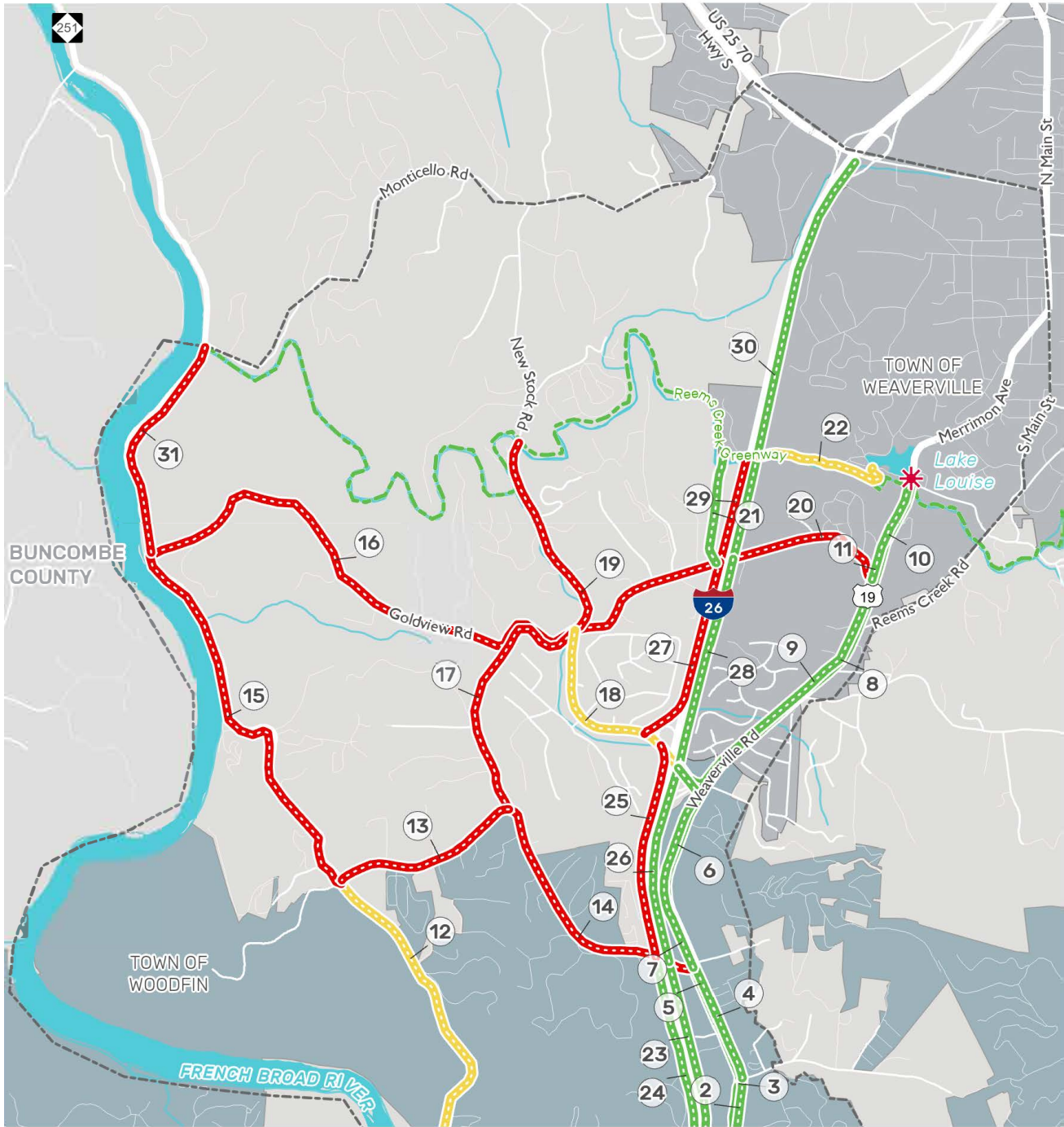
Along the French Broad River in Woodfin, riverbank conditions and visible erosion illustrate the dynamic nature of the floodplain and the importance of considering topography and flood behavior in future planning.

Image 17. Old Beaverdam Creek Road Under I-26



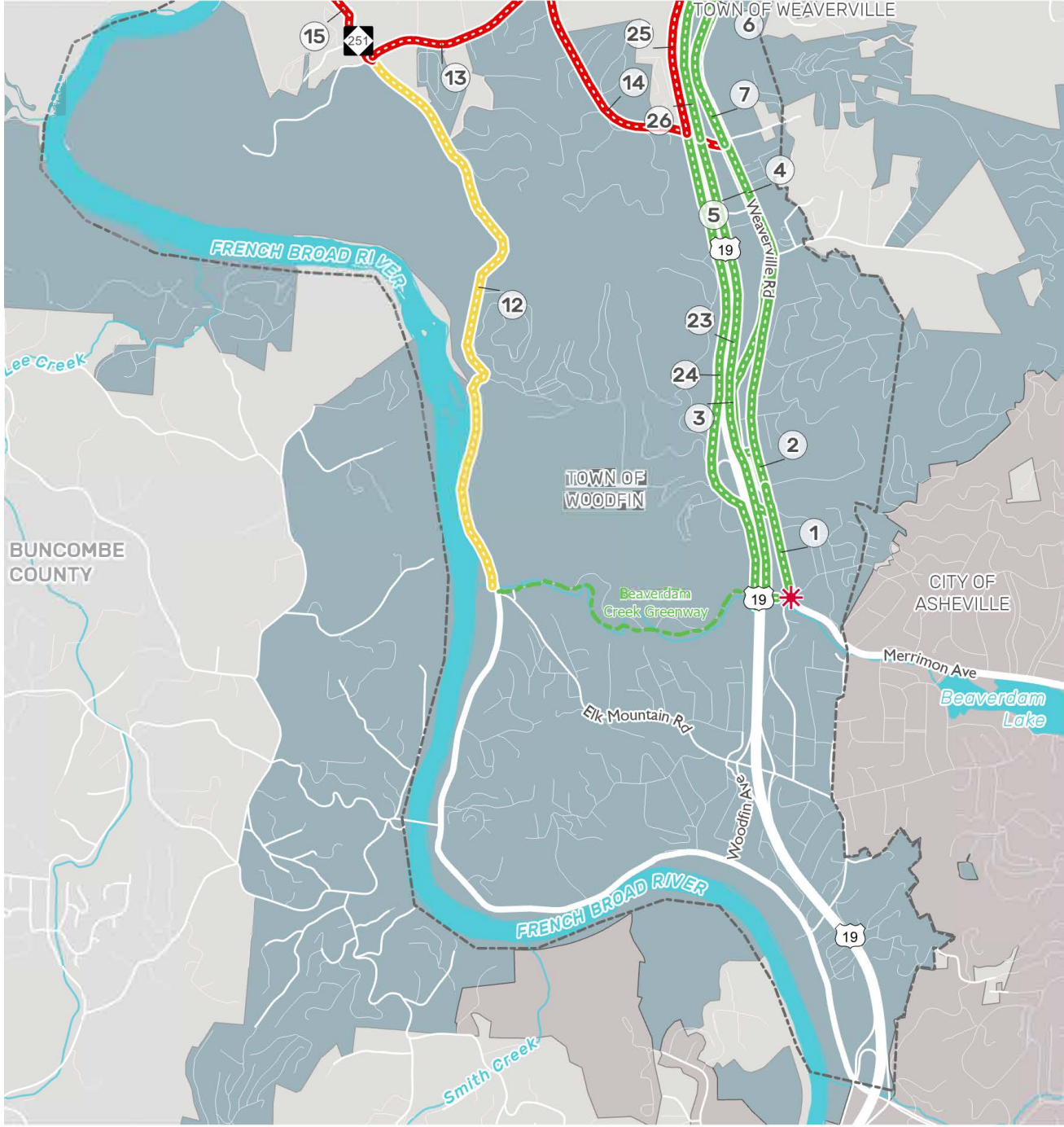
This roadway parallels the future Beaverdam Creek Greenway and represents a key area where connections from nearby neighborhoods in Woodfin will need to be carefully considered as the greenway network is extended. It highlights the challenge of providing clear, comfortable community access as the greenway connects Woodfin to Weaverville.

Map 17. Segment Alternatives: Northern Study Area



- | | | |
|--|-------------------------------|-------------------|
| Removed from Consideration | Proposed Greenway Connections | Town of Woodfin |
| Under Consideration: Additional Study Required | Water Body / River | City of Asheville |
| Under Consideration Pending Future I-26 Widening or Project For Weaverville Rd | Stream | Buncombe County |
| Project Connection Points | Town of Weaverville | Study Area |

Map 18. Segment Alternatives: Southern Study Area



- | | | |
|--|-------------------------------|-------------------|
| Removed from Consideration | Proposed Greenway Connections | Town of Woodfin |
| Under Consideration: Additional Study Required | Water Body / River | City of Asheville |
| Under Consideration Pending Future I-26 Widening or Project For Weaverville Rd | Stream | Buncombe County |
| Project Connection Points | Town of Weaverville | Study Area |

Table 1. Preliminary Segment Investigations

ID	SEGMENT EVALUATION	DESCRIPTION	LENGTH (LINEAR FEET)	CHALLENGES / CONSTRAINTS
1	Under Consideration pending NCDOT Project for Weaverville Rd	Sidepath along E side of Weaverville Rd from Senator Reynolds Rd to Reynolds Mtn Blvd	1,952	Impacts parking lots and private property
2	Under Consideration pending NCDOT Project for Weaverville Rd	Sidepath along E side of Weaverville Rd from Reynolds Mountain Blvd to Baird Cove Rd	4,356	Impacts parking lots and private property; stream impacts
3	Under Consideration	Sidepath along W side of Weaverville Rd to Hillcrest Rd and Old Weaverville Road to Baird Cove Road	4,937	Impacts parking lots and private property
4	Under Consideration pending NCDOT Project for Weaverville Rd	Sidepath along E side of Weaverville Rd from Baird Cave Rd to Old Home Rd	2,278	Impacts parking lots and private property; utility line
5	Under Consideration pending NCDOT Project for Weaverville Rd	Sidepath along W side of Weaverville Rd from Baird Cave Rd to Old Marshall Hwy	2,234	Impacts parking lots and private property
6	Under Consideration pending NCDOT Project for Weaverville Rd	Sidepath along E side of Weaverville Rd from Old Home Rd to New Stock Rd	3,399	Impacts parking lots and private property
7	Under Consideration pending NCDOT Project for Weaverville Rd	Sidepath along W side of Weaverville Rd from Old Marshall Hwy to New Stock Rd	3,469	Impacts parking lots and private property
8	Under Consideration pending NCDOT Project for Weaverville Rd	Sidepath along E side of Weaverville Rd from New Stock Rd to Aiken Rd	5,290	Impacts parking lots and private property; topography challenges
9	Under Consideration pending NCDOT Project for Weaverville Rd	Sidepath along W side of Weaverville Rd from New Stock Rd to Aiken Rd	5,596	Impacts parking lots and private property; topography challenges
10	Under Consideration pending NCDOT Project for Weaverville Rd	Sidepath along E side of Weaverville Rd from Aiken Rd to Lake Louise	2,079	Impacts parking lots and private property; topography challenges
11	Under Consideration pending NCDOT Project for Weaverville Rd	Sidepath along W side of Weaverville Rd from Aiken Rd to Lake Louise	1,982	Impacts parking lots and private property
12	Under Consideration with concerns	Sidepath along W side of Riverside Drive from Elk Mountain Rd to Old Marshall Hwy	11,309	Topography and floodplain challenges
13	Under Consideration with concerns	Sidepath along Old Marshall Hwy from Riverside Drive to Aiken Rd	3,553	Topography challenges
14	Under Consideration with concerns	Sidepath along Old Marshall Hwy from Aiken Rd to Weaverville Rd	5,044	Topography challenges
15	Removed from Consideration: Constructability	Sidepath along W side of Riverside Drive from old Marshall Hwy to Goldview Road	7,661	Topography and floodplain challenges

Table 1. Preliminary Segment Investigations (Cont'd)

ID	SEGMENT EVALUATION	DESCRIPTION	LENGTH (LINEAR FEET)	CHALLENGES / CONSTRAINTS
16	Removed from Consideration: Grades	Sidepath along Goldview Rd from Riverside Drive / Old Marshall Hwy to New Stock Rd	9,794	Topography challenges
17	Removed from Consideration: Grades, Adjacent Cemeteries	Sidepath along Aiken Rd from Old Marshall Hwy to New Stock Rd	4,947	Topography challenges
18	Under Consideration with concerns	Sidepath along New Stock Rd from Aiken Rd to Weaverville Rd	4,453	Topography challenges; doesn't connect to viable segment
19	Removed from Consideration: Constructability	Sidepath along New Stock Rd from Aiken Rd to proposed Reems Creek Greenway	3,961	Topography challenges
20	Under Consideration with concerns	Sidepath along Aiken Rd from New Stock Rd to Weaverville Rd	6,505	Topography challenges
21	Under Consideration pending Reems Creek Greenway	Sidepath along S Haven Rd from Aiken Rd to Reems Creek	1,853	Potential impacts to private property
22	Under Consideration pending Reems Creek Greenway	Greenway along Reems Creek from S Haven Rd to Lake Louise	3,877	Topography challenges on west side of I-26
23	Under Consideration pending future I-26 widening	Sidepath along E side of I-26 from Old Beaverdam Creek Rd to Old Marshall Hwy	9,033	Requires further study
24	Under Consideration pending future I-26 widening	Sidepath along W side of I-26 from Old Beaverdam Creek Rd to Old Marshall Hwy	9,186	Requires further study
25	Removed from Consideration: Constructability	Sidepath along W side of I-26 from Old Marshall Hwy to New Stock Rd	4,009	Duke Energy easement
26	Under Consideration pending future I-26 widening	Sidepath along E side of I-26 from Old Marshall Hwy to New Stock Rd	3,562	Requires further study
27	Removed from Consideration: Constructability	Sidepath along W side of I-26 from New Stock Rd to Aiken Rd	3,589	Duke Energy easement
28	Under Consideration pending future I-26 widening	Sidepath along E side of I -26 from New Stock Rd to Aiken Rd	3,987	Requires further study
29	Removed from Consideration: Constructability	Sidepath along W side of I-26 from Aiken Rd to Reems Creek	1,896	Duke Energy easement
30	Under Consideration pending future I-26 widening	Sidepath along E side of I-26 from Aiken Rd to Reems Creek	1,906	Requires further study
31	Removed from Consideration: Constructability	Sidepath along Riverside Drive from Goldview Rd to Monticello Rd	4,344	Topography and floodplain challenges
32	Removed from Consideration: Grades	Existing Social Path on AB-Tech Woodfin Campus from the FBR up to the campus	3,717	Topography challenges

OPPORTUNITIES + CONSTRAINTS

Weaverville Road and Old Weaverville Road



Segment 2: People currently use bicycles along Weaverville Road to access destinations.



Segment 2: Parking lots with open frontage on Weaverville Road. Wagner Branch runs parallel to Weaverville Road in this section.



Segment 3: Old Weaverville Rd. runs parallel but uphill from Weaverville Rd. The road ends at south of Baird Cove Rd.



Segment 3: Old Weaverville Rd. is a low-volume road with commercial and residential uses along it.



Segment 4: Multiple manufactured home communities are adjacent to Weaverville Road.



Segment 8 and 9: As Weaverville Road gets closer to Weaverville, the terrain gets more steep adjacent to the roadway.

OPPORTUNITIES + CONSTRAINTS

Riverside Drive + Beaverdam Creek Greenway



French Broad River: Opportunities exist to connect to the recreational development of the French Broad River in Woodfin.



Segment 12: North of Municipal Sewer District on Riverside Drive includes a sidewalk on the river side and a significant slope of the opposite side.



Segment 12: Further north along Riverside Drive includes significant challenges for constructing a multi-use sidepath including steep slopes on both sides of the roadway.



Beaverdam Creek Greenway: The former railbed is the corridor being studied for the Beaverdam Creek Greenway.



AB TECH Woodfin Campus: The community college is a significant point of interest in this part of the study area.



Old Beaverdam Creek Road: This private road includes ample clearance under the interstate highway.

OPPORTUNITIES + CONSTRAINTS

Old Marshall Highway, Goldview + Aiken Roads



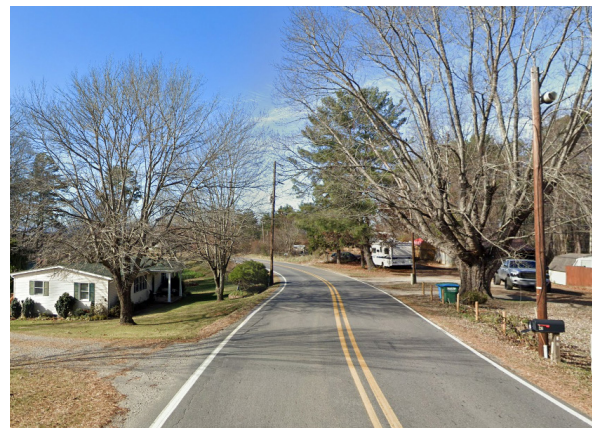
Segments 13 + 14: These segments along Old Marshall Highway connect east to west and have residential neighborhoods along the corridor.



Segments 13 + 14: Old Marshall Highway is a two lane road with longitudinal slopes of up to 8%, making this a challenge to developing a sidepath.



Segment 17: The industrial land uses west of the interstate highway mean truck traffic is present along rural roadways.



Segment 16: Goldview Road includes houses in close proximity to the two lane road. This road includes both horizontal and vertical curves with grades up to 10%.



Segment 14: At I-26 overpass at Old Marshall Highway.



Segment 20: Aiken Road Bridge over I-26.

OPPORTUNITIES + CONSTRAINTS

New Stock Road, Northern Riverside Drive, and Weaverville



Segment 31: A constraint to a multi-use sidepath in the northern Riverside Drive is a vehicle bridge over Reems Creek with narrow shoulder widths.



Segment 18: New Stock Road under the interstate includes just over 11' between the edge of road to the guardrail.



Segment 19: New Stock Road runs along a tributary to Reems Creek on one side with steep slopes on the opposite side.



Segment 21: Old Weaverville Road is a narrow residential road with an electrical easement parallel to the road.



Quarry Road has been studied as a corridor for the Reems Creek Greenway.



Lake Louise is the northern terminus of the study area and a beloved green space in Weaverville.

TOPOGRAPHY + SLOPE CONSTRAINTS

Terrain is a critical factor in determining where a safe, comfortable, and accessible greenway can be built between Woodfin and Weaverville. The study area includes steep hillsides shaped by the French Broad River valley, which limit opportunities for facilities that meet the needs of users of all ages and abilities. Greenways are most effective on gradual, consistent grades, with slopes of five percent or less generally preferred and steeper grades suitable only for short distances.

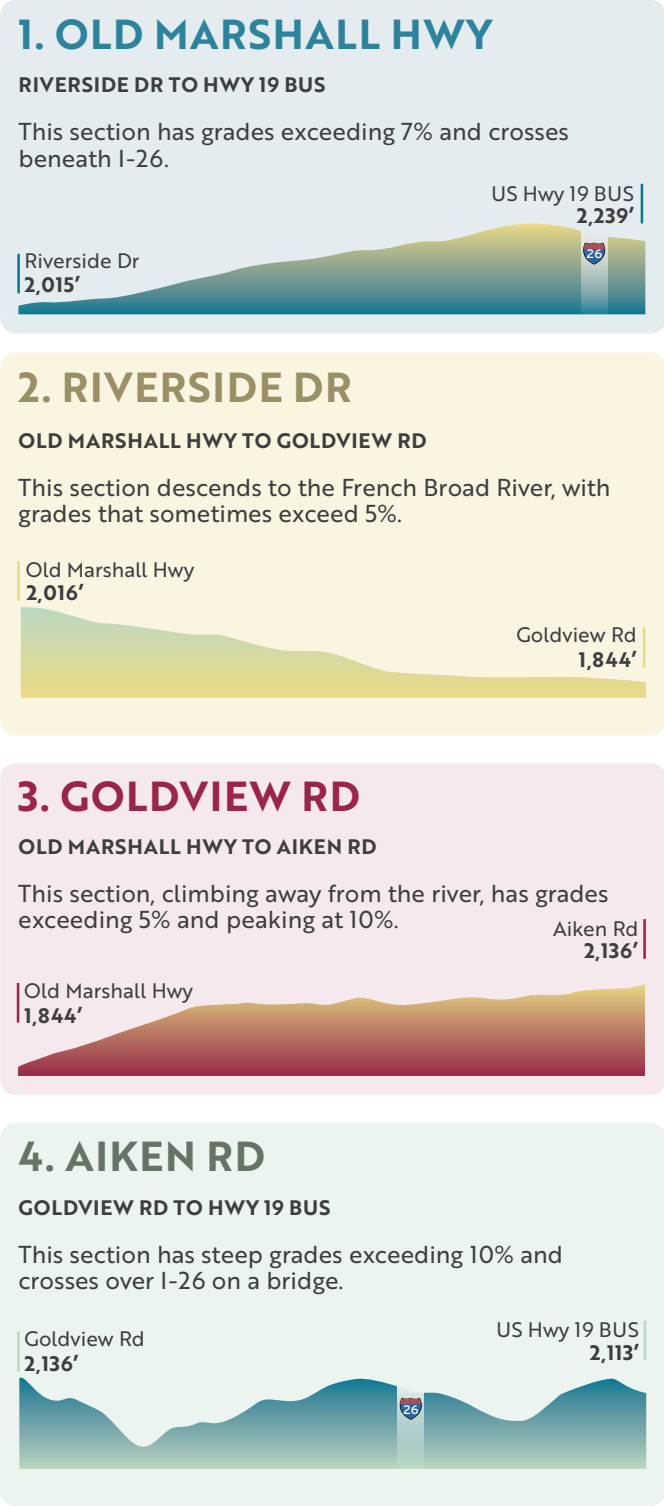
As part of the initial screening process, the project team evaluated several roadways that could appear to provide a connection. Elevation profiles and slope analyses were developed to understand how terrain affects feasibility. The diagrams shown illustrate conditions along Old Marshall Highway, Riverside Drive, Goldview Road, and Aiken Road.

Across all four corridors, the analysis identified long stretches of steep grades, many exceeding five percent and, in some locations, reaching seven to ten percent or more. Several corridors also cross over or beneath I-26, adding complexity. Together, these conditions present significant challenges for accessibility and user comfort and would require substantial interventions to address.

WHY THESE CORRIDORS WERE NOT CONSIDERED FOR FINAL RECOMMENDATION

Due to sustained steep grades and challenging elevation changes, these four roadways were removed from serious consideration as potential greenway alignments. The slope conditions exceed what is typically recommended for accessible, user-friendly greenways and would limit use by many people. While these corridors were not advanced as primary greenway alignments, targeted improvements may still be appropriate in select locations to support safer shared use. See the Corridor Spot Improvements section at the end of Chapter 4 for additional strategies. If future widening opportunities arise that could accommodate a separated path, these corridors should be re-evaluated. As a result, subsequent analysis focused on corridors better suited to supporting a feasible, comfortable, and broadly accessible multi-use path.

Figure 9. Slope Profiles of Selected Roadways



Elevation and slope profiles show sustained steep grades along several roadways in the study area. These grade conditions exceed typical greenway accessibility recommendations and led to these corridors being screened out of further analysis.

I-26 AS A GREENWAY OPPORTUNITY

Interstate 26 emerged as a viable corridor due to its direct north-south alignment, relatively consistent grades, and substantial right-of-way through the study area. Compared to many local roadways constrained by steep terrain and the complexities of diverse land uses, the I-26 corridor offers a more predictable profile that is generally conducive to accommodating a multi-use sidepath alongside future roadway improvements.

Precedent for shared-use paths along interstate highways is growing, including regionally. Planned multi-use paths associated with the I-26 Connector project in Asheville demonstrate how interstate-adjacent facilities can function successfully when thoughtfully designed.

FEASIBILITY AND CONSTRAINTS

From a feasibility standpoint, an I-26 alignment offers several advantages, including gentler grades, fewer intersections and driveways, and sufficient space to physically separate trail users from vehicle traffic. However, a Duke Energy transmission easement along the west side of I-26 limits the ability to provide a parallel multi-use path, effectively making the east side of the interstate the only feasible location for such a facility. Locating a sidepath on the east side would also allow for more direct connections to Weaverville Road and surrounding neighborhoods.

An I-26-adjacent path would function differently than a greenway routed through community-oriented corridors. It would likely serve more as a commuter and regional connector, prioritizing directness and efficiency, with fewer direct connections to housing, community services, and local businesses. Traffic noise and visual character must be abated by positive design.

Image 18. A Section of I-26



Image Source: McAdams

I-26 is planned to be widened in the future. The feasibility of a sidepath can continue to be explored as the project advances.

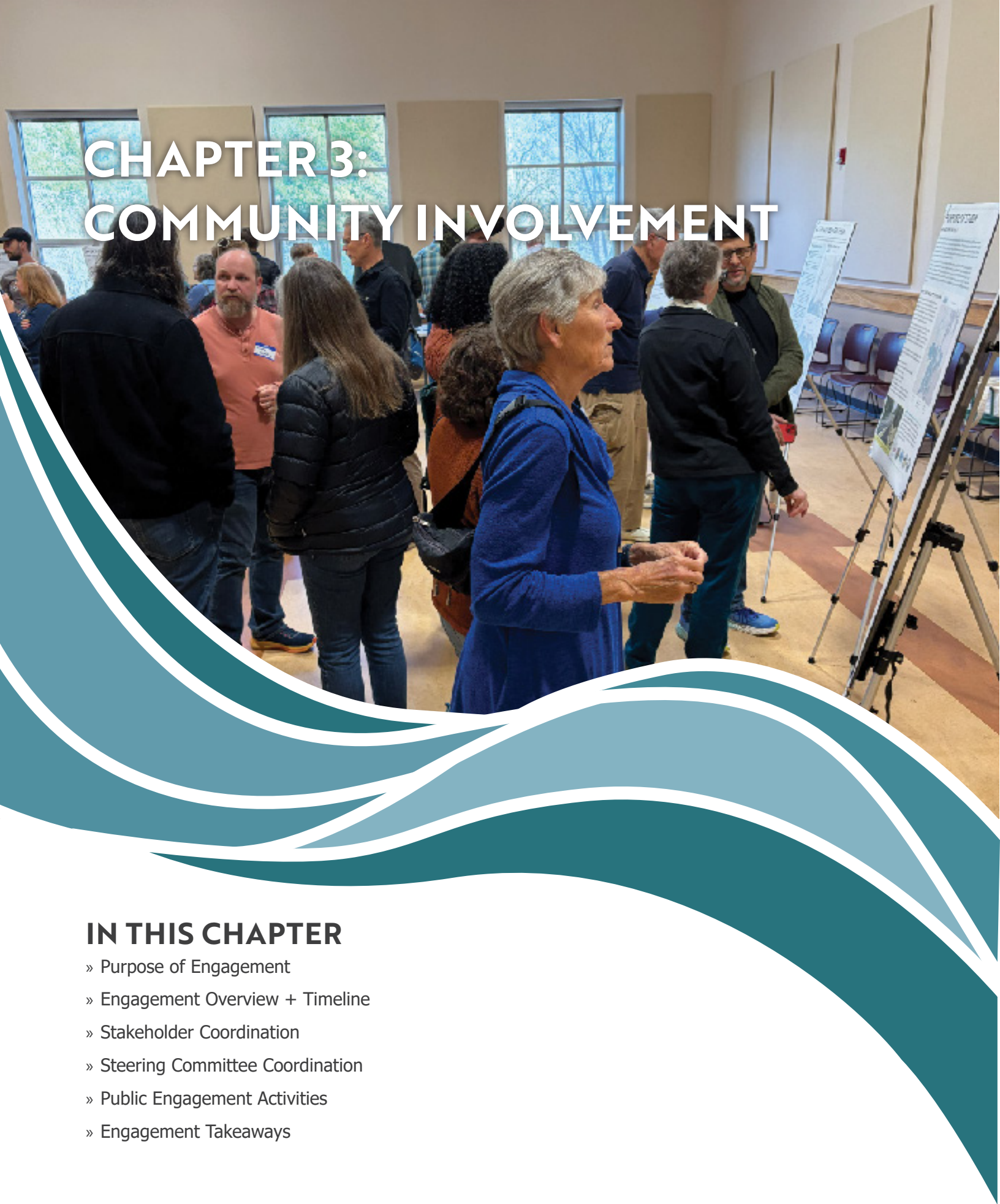
Image 19. The I-26 Corridor



Image Source: McAdams

Extended, relatively flat sections of I-26 provide a direct north-south corridor with grades suitable for a future multi-use path.

CHAPTER 3: COMMUNITY INVOLVEMENT



IN THIS CHAPTER

- » Purpose of Engagement
- » Engagement Overview + Timeline
- » Stakeholder Coordination
- » Steering Committee Coordination
- » Public Engagement Activities
- » Engagement Takeaways

PURPOSE OF ENGAGEMENT

Community and stakeholder engagement was a central component of the Woodfin to Weaverville (W2W) Greenway Feasibility Study. The engagement process was designed to gather local knowledge, understand community priorities, identify potential concerns early, and ensure that the proposed greenway connection reflects the needs and values of residents, businesses, and partner agencies in both communities.

Given the study’s focus on evaluating multiple potential corridors and understanding trade-offs related to safety, access, feasibility, and economic impact, engagement efforts emphasized transparent communication and meaningful opportunities for input. Feedback collected through stakeholder meetings, a public meeting, and an online survey directly informed the corridor evaluation and recommendations presented later in this study.

Figure 10. Public Engagement Value

WHY ENGAGEMENT MATTERS

Public input helped shape how routes were evaluated, what trade-offs mattered most, and which design features would make the greenway feel safe, useful, and welcoming.





Image 20. Community Meeting Comments



Community members shared thoughts, questions, and ideas during the public meeting.

ENGAGEMENT OVERVIEW + TIMELINE

Engagement activities occurred between July 2025 and March 2026 and included coordination with Town staff, NCDOT, elected and appointed leaders, a project steering committee, community members, and business owners.

Key engagement activities included:

- » Regular Project Management Team (PMT) meetings
- » Stakeholder meetings with the Towns of Woodfin and Weaverville
- » A stakeholder meeting with NCDOT Division 13 staff
- » Three Steering Committee meetings
- » An in-person public meeting at Weaverville Town Hall
- » An online public input survey

Figure 11. Public Engagement Timeline



STAKEHOLDER COORDINATION

Early coordination with municipal staff, Buncombe County staff, and key stakeholders was essential to understanding local priorities, existing plans, and constraints influencing the feasibility of the W2W Greenway. These discussions provided important context on ongoing projects, operational needs, and community concerns, and helped ensure that corridor concepts and engagement materials reflected local conditions. Stakeholder input also highlighted issues that required focused discussion during broader public outreach, particularly related to property impacts, safety, and long-term connectivity.

NCDOT DIVISION 13 STAKEHOLDER MEETING

November 14th, 2025 (In Person)

The project team met with NCDOT Division 13 staff and regional partners to discuss the feasibility of integrating a multi-use path within planned projects connecting Woodfin and Weaverville. McAdams reviewed the study purpose, corridor screening approach, and relevant case studies, and shared preliminary concepts for the I-26 and Weaverville Road corridors. Key discussion topics included:

- » Relative feasibility and timing of each corridor, with I-26 potentially advancing sooner;
- » Trade-offs between business access along Weaverville Road and potential impacts to parking and access;
- » Right-of-way needs, construction costs, and user experience considerations;
- » Maintenance responsibilities, noting that NCDOT does not maintain sidepaths; and
- » Applicability of NCDOT’s Complete Streets policy based on identified multimodal needs.

NCDOT staff confirmed that a multi-use sidepath alternative could still be considered during preliminary engineering for the I-26 A-0010 projects. The meeting concluded with agreement on next steps, including refining corridor comparisons and sharing draft engagement materials prior to public release.

Image 21. Reems Creek Greenway Conceptual Rendering



This rendering from the 2014 Reems Creek Greenway Feasibility Study shows a pedestrian bridge over Reems Creek near Lake Louise.

TOWN OF WOODFIN STAKEHOLDER MEETING

January 9th, 2026 (Virtual)

McAdams staff met virtually with Town of Woodfin’s Planning Director and Town Manager to share route alternatives, survey material and discuss key considerations related to potential greenway corridors. Discussion focused on:

- » The background and goals of the W2W Greenway Feasibility Study;
- » The existing NCDOT Express Design project along Weaverville Road; and
- » Potential impacts of road widening and sidepath construction on adjacent businesses.

Town staff expressed concerns about widening of Weaverville Road which would affect private property along the road corridor. These concerns directly informed how corridor cross-sections and visuals were presented at the public meeting. There was a strong emphasis on ensuring that public engagement materials clearly illustrate where and how a sidepath might have impacts to commercial and residential property, and other treatments to reduce property impacts and still provide pedestrian and bicycle facilities. Town staff also discussed outreach strategies for Woodfin business owners, with the Town offering to help invite business owners to participate in the public meeting.

TOWN OF WEAVERVILLE STAKEHOLDER MEETING

January 29th, 2026 (Virtual)

McAdams staff met virtually with Town of Weaverville representatives to provide project updates and discuss long-term connectivity goals.

Key discussion topics included:

- » The status and future implementation of the Reems Creek Greenway;
- » The importance of the W2W connection as part of a larger greenway network; and
- » Opportunities to extend potential connections north toward Weaver Boulevard.

Town staff emphasized the importance of considering elevation changes and topography, particularly near the I-26 corridor and the Lake Shore Drive area, where significant grade differences could affect feasibility and user comfort. There was strong support for illustrating long-term connectivity, even where near-term implementation may be challenging.

STEERING COMMITTEE COORDINATION

The Steering Committee played a key role in guiding the Woodfin to Weaverville Greenway Feasibility Study by providing early direction, regional perspective, and ongoing feedback throughout the planning process. Comprised of representatives from local governments, regional agencies, and partner organizations, the committee helped define what success would look like for the project, identify opportunities and constraints, and ensure the study remained responsive to community needs and broader transportation and connectivity goals.

STEERING COMMITTEE MEETING #1

July 29th, 2025 (Virtual)

The project team convened the Steering Committee to introduce the W2W Greenway Feasibility Study and gather early input on project goals, opportunities, and constraints. McAdams provided an overview of the study purpose, schedule, and existing conditions analysis, and shared a concept board with mapping and background information for committee review.

Committee members discussed what success would look like for the project, emphasizing:

- » Safe, comfortable, and enjoyable facilities for users of all ages;
- » Improved access to services, jobs, and parks;
- » A continuous, connected multimodal link between the two towns; and
- » Expanding travel choices in a rapidly growing area.

The group also discussed potential opportunities to coordinate with future NCDOT roadway projects along I 26 and Weaverville Road, while acknowledging challenges related to funding and the area’s topography. Additional suggestions included refining mapping to show the Woodfin Greenway, Reems Creek Greenway, and Beaverdam Creek Greenway connections, and adding planned future destinations such as the AdventHealth facility. Input from this meeting helped frame early project priorities and informed subsequent technical analysis and engagement efforts.

Figure 12. Steering Committee Roster

STEERING COMMITTEE

- » Chloe Donohoe, *Buncombe County*
- » James Eller, *Town of Weaverville*
- » John Hunter, *NCDOT Transportation Planning Unit*
- » Ricky Hurley, *Town of Woodfin*
- » Adrienne Isenhower, *Town of Woodfin*
- » Daisy O’Conner, *French Broad River MPO*
- » Doug Phillips, *NCDOT Division 13*
- » Adam Rosen, *Connect Buncombe*
- » Daniel Sellers, *NCDOT Transportation Planning Unit*
- » Shane Shields, *Town of Weaverville Resident*
- » Adam Smith, *Town of Woodfin Resident*
- » Tristan Winkler, *French Broad River MPO*

STEERING COMMITTEE MEETING #2

February 26th, 2026 (Virtual)

A combined Project Management Team (PMT) and Steering Committee meeting was held to prepare for public engagement activities. During this meeting, the project team:

- » Provided a project status update;
- » Reviewed preliminary corridor analysis; and
- » Presented draft public meeting materials and messaging.

Committee members provided feedback on how route options and constraints should be communicated to the public, helping ensure that engagement materials were clear, balanced, and accessible.

STEERING COMMITTEE MEETING #3

May 21st, 2026 (Virtual)

A joint Project Management Team (PMT) and Steering Committee meeting was held to review the draft Woodfin-to-Weaverville Greenway Feasibility Study and gather feedback prior to finalization. The project team provided an overview of the draft plan structure, key findings, and recommended corridor options, with a focus on how public and stakeholder input informed the evaluation process.

Committee members reviewed draft mapping, graphics, and recommendations, and provided feedback on clarity, messaging, and consistency with local and regional goals. Discussion also focused on refinement of implementation considerations, including phasing, coordination with partner agencies, and next steps following adoption of the study. Input from this meeting was used to refine the final document and prepare the study for completion.

PUBLIC ENGAGEMENT ACTIVITIES

Public engagement activities were designed to provide community members with multiple opportunities to learn about the study, ask questions, and share feedback on potential greenway connections between Woodfin and Weaverville. Through an in person public meeting and an online survey, the project team gathered input on route preferences, design features, safety concerns, and desired connections. Feedback from these activities helped validate technical findings, highlight community priorities, and inform the evaluation of corridor options and recommended next steps.

“We want pedestrian and bike infrastructure where we live and shop. I think it would actually benefit businesses long term if there was more foot traffic along Weaverville Road.”
- survey respondent

IN-PERSON PUBLIC MEETING

Weaverville Town Hall | March 19th, 2026

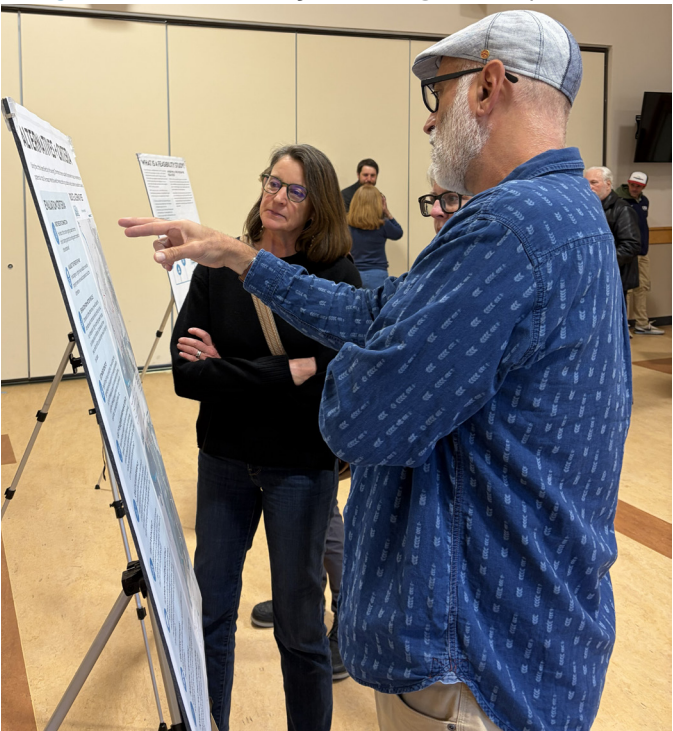
An in-person public meeting was held at Weaverville Town Hall to share project information and gather community feedback. Outreach materials, including flyers, were developed to promote the event. A total of 63 community members participated.

Meeting materials included:

- » Overview boards describing the study purpose and process;
- » Maps illustrating potential corridor options;
- » Visuals showing example greenway designs and separation treatments; and
- » Opportunities for written and verbal feedback.

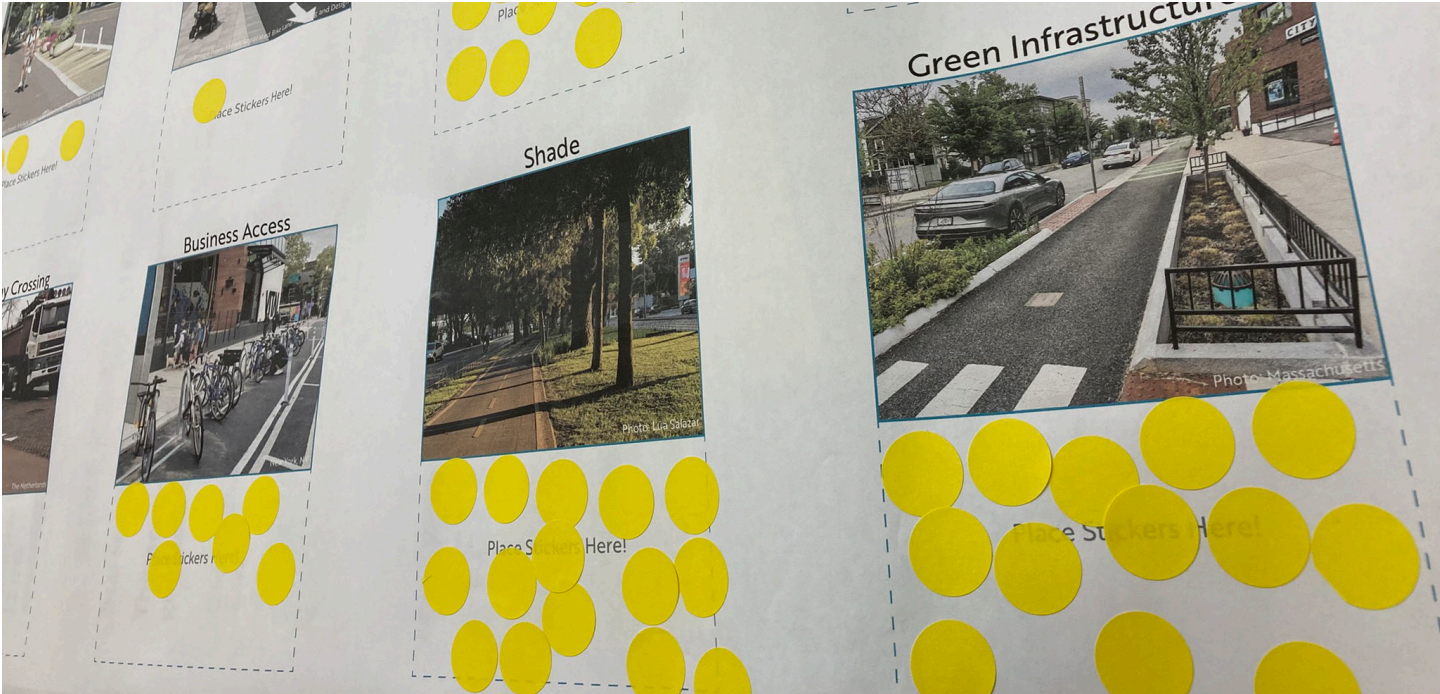
Participants shared comments on preferred routes, safety concerns, design features, and how the greenway could best support daily travel, recreation, and local businesses.

Image 22. Community Meeting Participation



Community members discussed potential routes and design concepts while reviewing project materials.

Image 23. Community Meeting Poster Board



Sticky-dot voting at the public meeting helped identify community preferences for different trail facility types and protection levels.

Image 24. Community Meeting Participation



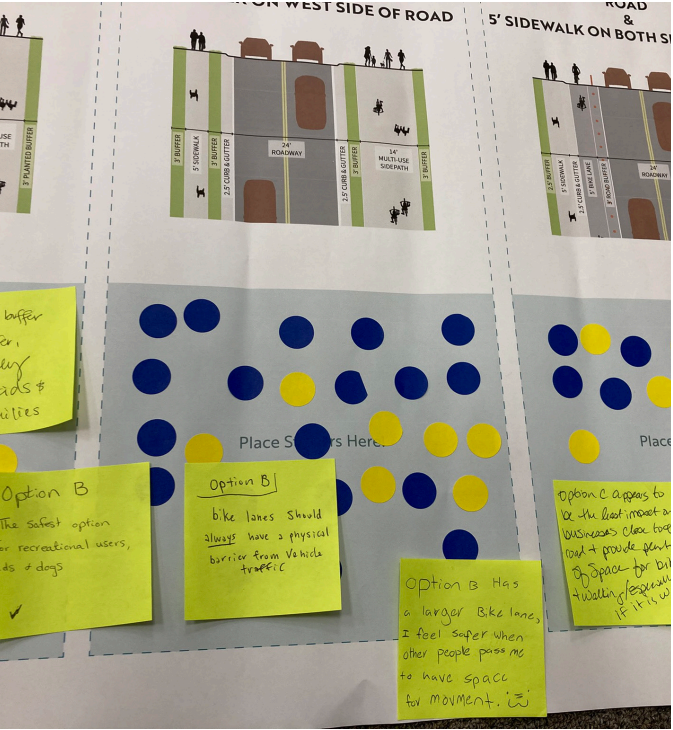
People were excited to hear about this project and learn about the decision-making process for determining the right route alternative.

Participants expressed a strong preference for separated bicycle and pedestrian facilities, with significantly more support for a 14 foot multi use sidepath than a 12 foot option. Respondents also emphasized the importance of raised, planted buffers to improve comfort and perceived safety. If the greenway is routed parallel to I-26, participants preferred more substantial separation measures, including walls and grade separation.

“The I-26 option would better support commuters and new business. The Weaverville Road corridor would likely better support already existing businesses.”

- survey respondent

Image 25. Community Meeting Poster Board



People provided input on facility preferences, how they like to get around, and comfort level using different trail types.

Image 26. Community Meeting Participation



Participants of all ages contributed feedback using sticky-dot voting at the public meeting.

Image 27. Community Meeting Participants



Community members gathered to review materials, ask questions, and share input throughout the public meeting.

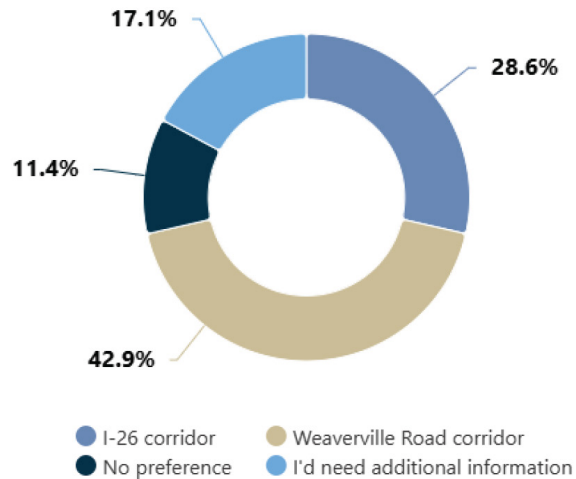
ONLINE PUBLIC INPUT SURVEY

An online public input survey was launched on March 19, 2026 to expand engagement opportunities beyond the in-person meeting. The survey received 40 responses and provided valuable insight into corridor preferences, design priorities, and community concerns. It was made available for a month.

Survey respondents were primarily residents or workers in the project area. Most respondents identified a connection to Weaverville, with additional responses from Woodfin and surrounding areas of Buncombe and Madison counties. The most common ZIP code was 28787. The largest age grouping was 25–44, followed by 45–64. A smaller number of respondents were 65 or older.

While some respondents already walk or bike for transportation several times per week, many reported rarely or never using non-motorized modes for functional trips, suggesting the greenway could serve as new infrastructure rather than only improving existing habits.

Figure 13. Corridor Preferences (Online Survey)



Presented with two possible route options, there was a clear preference for the Weaverville Road corridor. However, quite a few people said they did not have a preference or would need more information to decide.

KEY TAKEAWAYS

CORRIDOR PREFERENCES

Respondents were asked to compare the Weaverville Road corridor and the I-26 corridor.

Preferred Corridor: The Weaverville Road corridor was favored by most respondents. The I-26 corridor received less support, with some respondents indicating they needed more information or had no preference. There was strong support for a separated, paved path. Most respondents indicated they would be significantly more likely to bike or use an e bike between Woodfin and Weaverville if such a facility were provided.

Key reasons for preferences included:

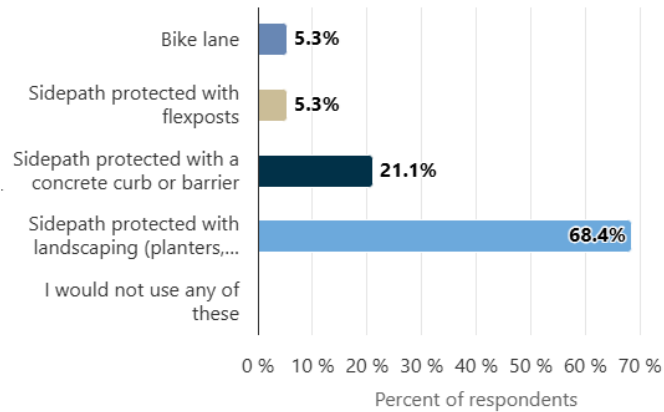
- » Weaverville Road: Direct access to businesses, restaurants, and breweries, and a more pleasant experience away from interstate noise and pollution.
- » I-26 Corridor: Perceived feasibility, fewer private property impacts, and potential for faster implementation.
- » Blended Approach: Several respondents supported using the highway corridor for efficiency while maintaining connections to Weaverville Road destinations.

DESIGN + EXPERIENCE PRIORITIES

Participants provided detailed feedback on what would make the greenway feel safe and comfortable in different contexts.

- » Weaverville Road: Strong preference for a sidepath protected with landscaping, including vegetated buffers, planter barriers, and raised medians.
- » I-26 Corridor: Preference for heavy separation, such as grade separation, walls, or fencing.
- » Overall Preference: Across all options, landscaped sidepaths were the most desired facility type.

Figure 14. Facility Preferences (Online Survey)

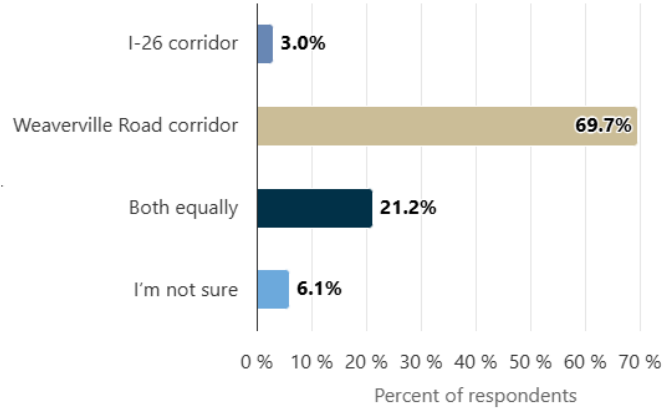


Most people said they want a bicycling facility that is separated from motor vehicle traffic, indicating a desire for safety and comfort in their facility preferences.

ECONOMIC + COMMUNITY IMPACTS

Respondents consistently viewed the greenway as an economic asset. On a scale of 0 to 10, most rated the importance of economic benefits, such as tourism, job access, and business support, between 8 and 10. Many emphasized the importance of routing choices that support existing local businesses rather than bypassing them.

Figure 15. Corridor with the Greatest Perceived Economic Benefit (Online Survey)



Many survey respondents indicated a desire to be able to access local businesses along the corridor, acknowledging that the Weaverville Road corridor provides more options to do so.

KEY CONCERNS + OPPORTUNITIES

Open-ended responses highlighted several issues for further consideration:

- » Perceived safety and comfort challenges along the I-26 corridor, including air quality and noise;
- » Infrastructure gaps, such as pedestrian improvements at N Main Street and Weaver Boulevard;
- » Interest in extending connections north toward schools to support student travel; and
- » A strong sense of urgency, with many respondents emphasizing a desire for progress, regardless of the final route.

“The southern portion could be along I-26 as it is very close to Weaver Blvd already.”
- survey respondent

ENGAGEMENT TAKEAWAYS

Overall, engagement efforts revealed strong community support for a continuous, separated greenway connection between Woodfin and Weaverville. Participants expressed a clear desire for safe, comfortable facilities that support daily travel, recreation, and local economic activity. Feedback highlighted the importance of transparent communication about trade-offs, especially related to corridor feasibility and potential property impacts, and reinforced the value of designing a greenway that connects people to destinations, not just between them.

Public and stakeholder input summarized in this chapter directly informed the corridor evaluation, design considerations, and recommendations presented in subsequent chapters of this study.

CHAPTER 4: EVALUATION + RECOMMENDATIONS

IN THIS CHAPTER

- » Route Alternatives
- » Evaluation Considerations
- » Design Recommendations

ROUTE ALTERNATIVES

The study team identified and evaluated multiple route segments for a future connection between Woodfin and Weaverville. Through a structured vetting process that considered feasibility and eliminated segments that proved impractical, three alternative alignments emerged as the most viable options: Alternative A, Alternative B, and Alternative C. Each alternative is comprised of multiple route segments that together form a continuous corridor between the two communities.

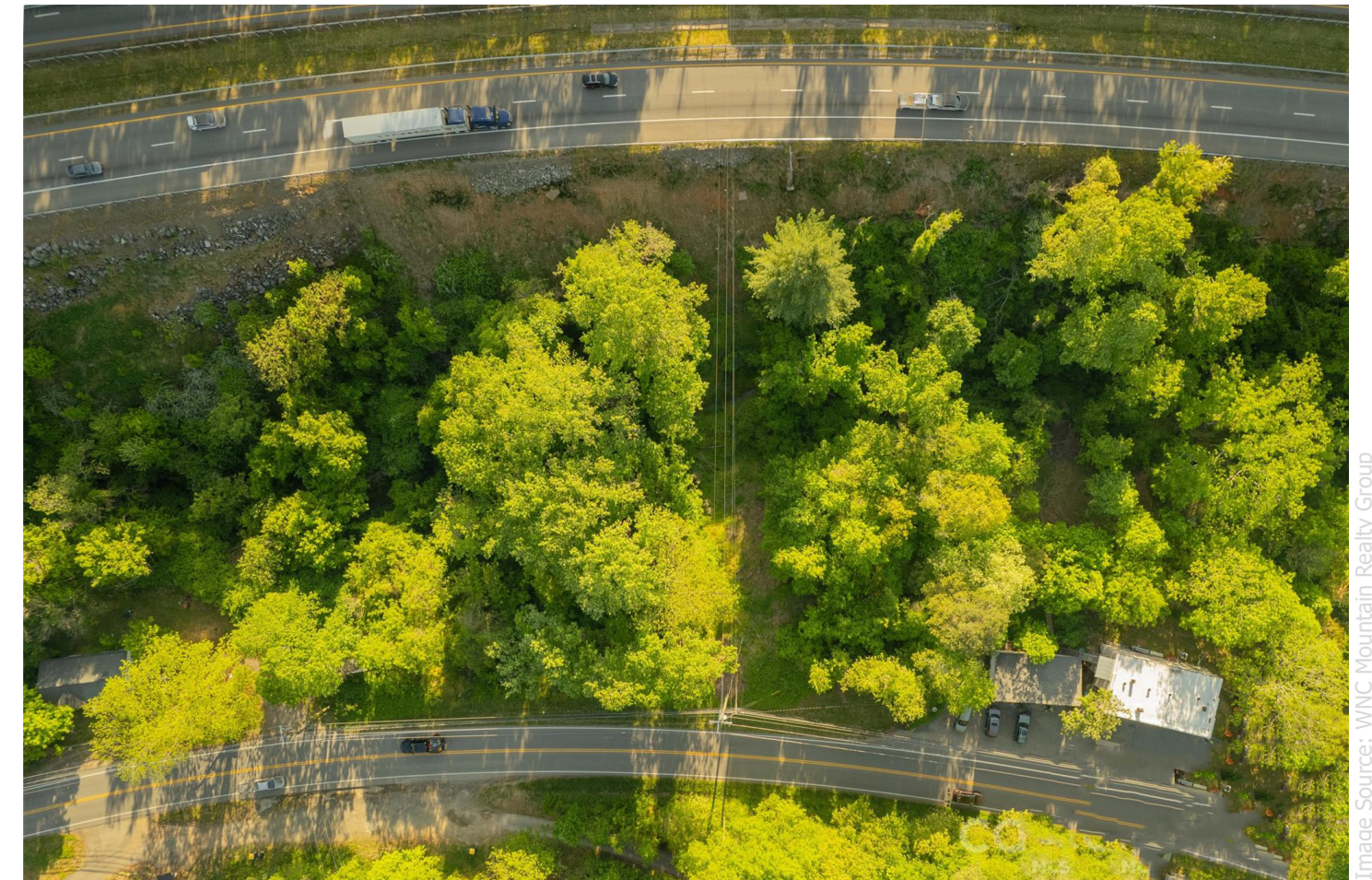
This chapter provides a detailed description and evaluation of each route alternative, highlights relevant case studies for similar trail types, and presents considerations and recommendations to enhance the overall user experience.

Figure 16. Route Alternatives Evaluation Summary

HOW WERE ROUTE ALTERNATIVES EVALUATED?

Route alternatives were screened using a combination of physical, operational, and community-focused considerations, including topography, safety, feasibility, access to destinations, and input from stakeholders and the public.

Image 28. I-26 and Weaverville Road



I-26 and Weaverville Road run closely together through parts of the study area, offering potential opportunities to shift between corridors and create a connected route that balances feasibility, access, and user experience.

Image Source: WNC Mountain Realty Group

ALTERNATIVE A: I-26 PARALLEL MULTI-USE TRAIL

Includes segments 23, 26, 28, and 30

This alternative begins in Woodfin on I-26 near Old Beaverdam Creek Road, at the eastern end of the future Beaverdam Creek Greenway, and extends north for approximately 4.61 miles running parallel to the east side of the Interstate, terminating near Weaver Boulevard in Weaverville.

In addition to the primary paved multi-use path, several connection points would provide access to nearby commercial destinations and residential neighborhoods along Weaverville Road. This alternative is intended to be pursued in conjunction with NCDOT’s planned widening of the I-26 corridor. The pros and cons associated with Alternative A are described below.

ALTERNATIVE A PROS

- » Opportunity to coordinate planning and construction with an NCDOT STIP project currently in the early planning stages
- » Potential eligibility for funding through NCDOT’s Complete Streets program
- » Potentially fewer direct impacts to commercial parking areas and residential properties compared to Alternative B
- » Potentially reduced effects on businesses and adjacent properties compared to on-street alternatives
- » Potential to connect to commercial growth areas in Weaverville near Weaver Boulevard
- » Opportunity to serve as a regional connection for daily travel between Weaverville, Woodfin, while also connecting with Asheville’s greenway network

ALTERNATIVE A CONS

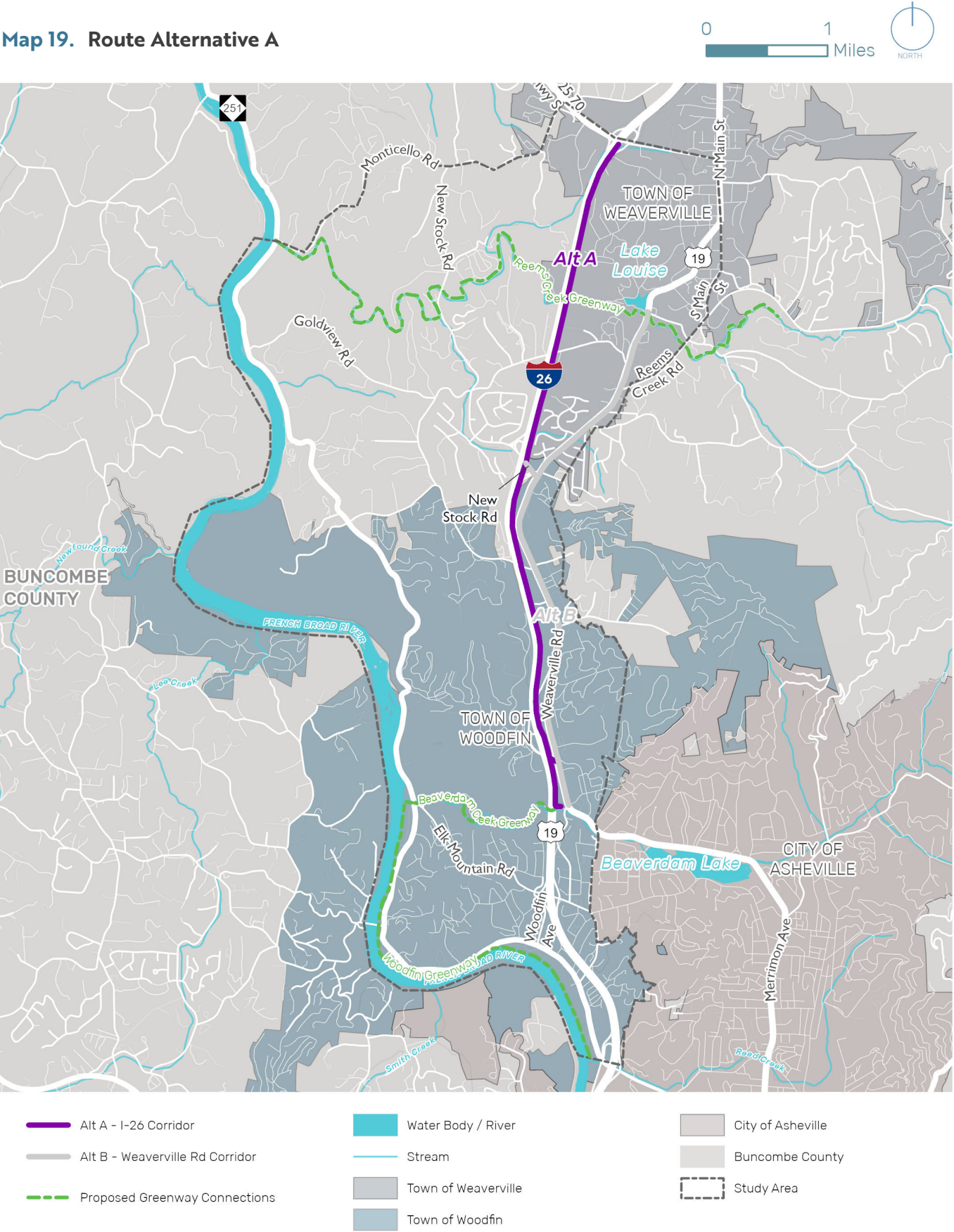
- » Potentially less desirable user experience compared to more community-oriented corridors
- » Would require supplemental connections that may not be included in the NCDOT STIP project scope
- » May add cost to an NCDOT project due to the need for additional structures such as bridges and retaining walls

Image 29. I-26 Shoulder



A gravel shoulder, guardrail, and adjacent wooded area illustrate the physical space and context for a potential multi-use path paralleling the interstate.

Map 19. Route Alternative A



ALTERNATIVE B: WEAVERVILLE ROAD SIDEPATH

Includes segments 1, 2, 4, 6, 8, and 10

This alternative would connect in Woodfin at the intersection of Weaverville Road and Senator Reynolds Boulevard, which serves as the terminus of the planned Beaverdam Creek Greenway. From there, the route would extend north as a sidepath along the east side of Weaverville Road for approximately 3.65 miles, connecting in Weaverville at Lake Louise Park and the planned Reems Creek Greenway.

This alternative would follow an established roadway corridor that includes a mix of residential and commercial uses. The pros and cons associated with Alternative B are summarized below.

ALTERNATIVE B PROS

- » Direct access to numerous commercial destinations, neighborhoods, and community amenities along Weaverville Road
- » Opportunity for a well-designed, separated sidepath to enhance the character of the corridor and provide a positive user experience

ALTERNATIVE B CONS

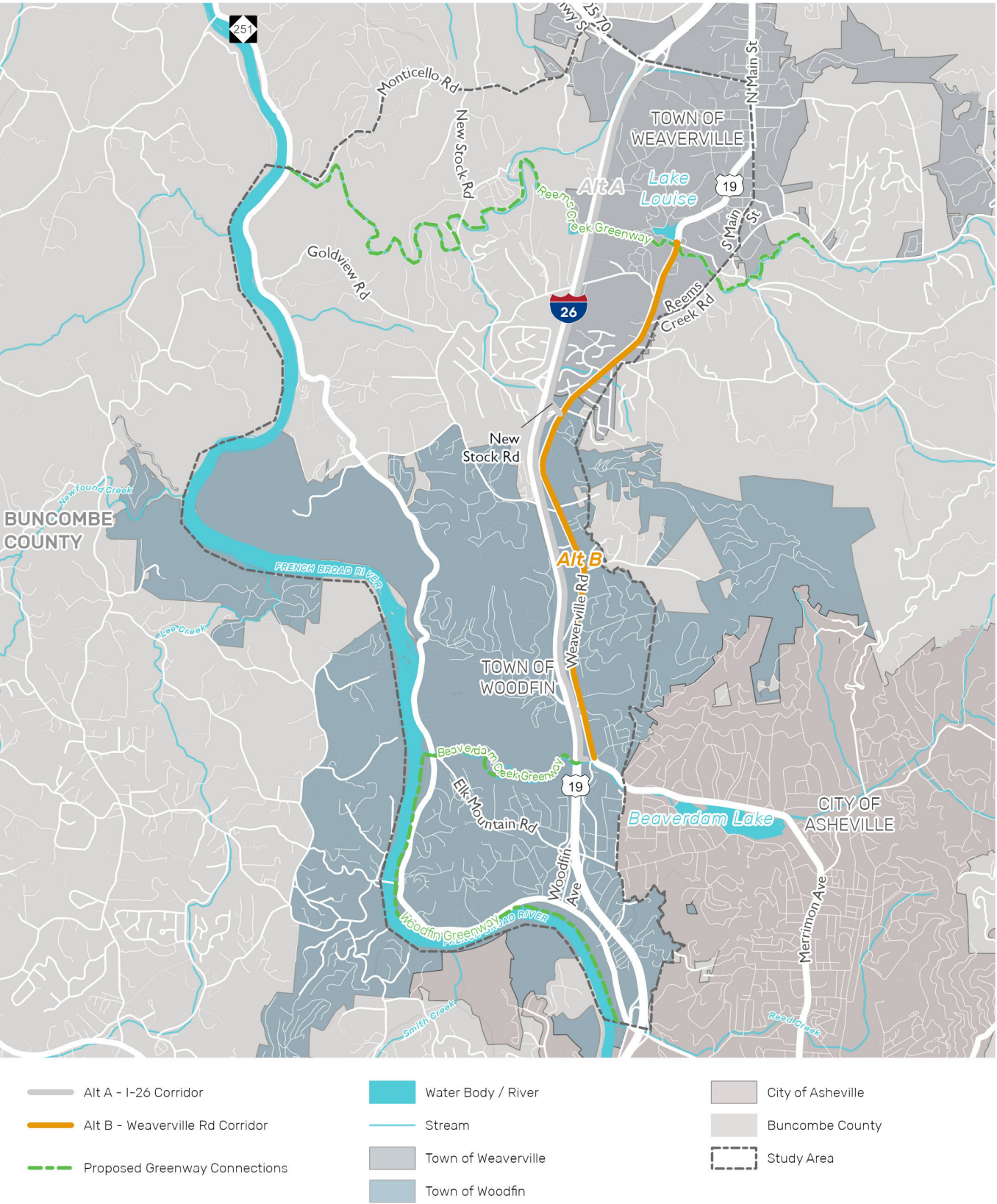
- » Would require retrofitting a sidepath along existing roadway and drainage infrastructure
- » Potentially significant impacts to existing commercial parking areas and some residential properties, which could affect business operations and residential access
- » Existing conditions along Weaverville Road include safety concerns and frequent access points, which introduce potential conflicts with vehicles and require careful design to mitigate risks
- » Topographic challenges, including areas where retaining walls may be required, particularly closer to Weaverville
- » Numerous driveway crossings present ongoing safety and operational challenges for trail users
- » Potential conflicts with overhead utility lines
- » Potential impacts to Wagner Branch Creek

Image 30. Weaverville Road in Woodfin



A two-lane roadway with grassy shoulders, adjacent creek, and overhead utilities illustrates the physical context and constraints for a potential sidepath along the corridor.

Map 20. Route Alternative B



ALTERNATIVE C: COMBINATION OF I-26 TRAIL AND WEAVERVILLE ROAD SIDEPATH

Includes segments 23, 26, 8, and 10

Alternative C represents a combination of Alternatives A and B. The southern portion of the route would follow I-26, paralleling the Interstate north from Woodfin to the New Stock Road interchange. At this point, the route would transition east to follow Weaverville Road north to Lake Louise Park and connect with the planned Reems Creek Greenway. The combined alignment is approximately 3.89 miles in length.

This alternative is intended to balance the feasibility and efficiency of the I-26 corridor with the access and community connectivity offered by Weaverville Road. The benefits and challenges associated with Alternative C are summarized below.

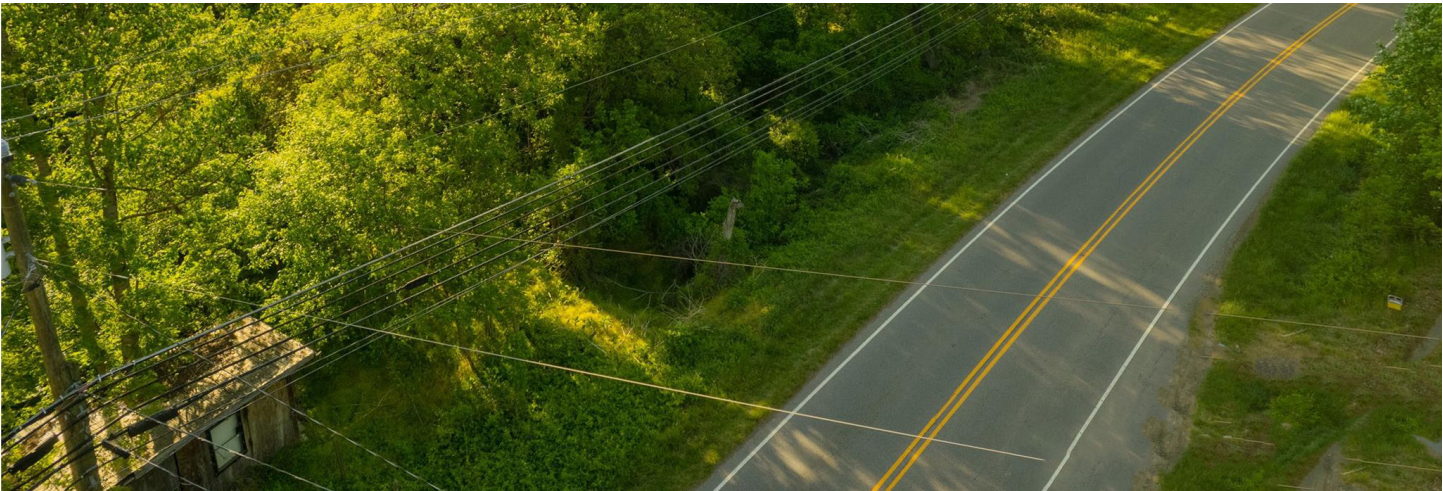
ALTERNATIVE C PROS

- » Businesses along Weaverville Road in the southern portion would experience fewer impacts, as this segment would parallel I-26
- » Ability to access commercial destinations and residential neighborhoods along the northern portion of Weaverville Road
- » Reduced number of driveway crossings compared to a full Weaverville Road sidepath
- » Terminates at Lake Louise Park, a key destination and desired endpoint

ALTERNATIVE C CONS

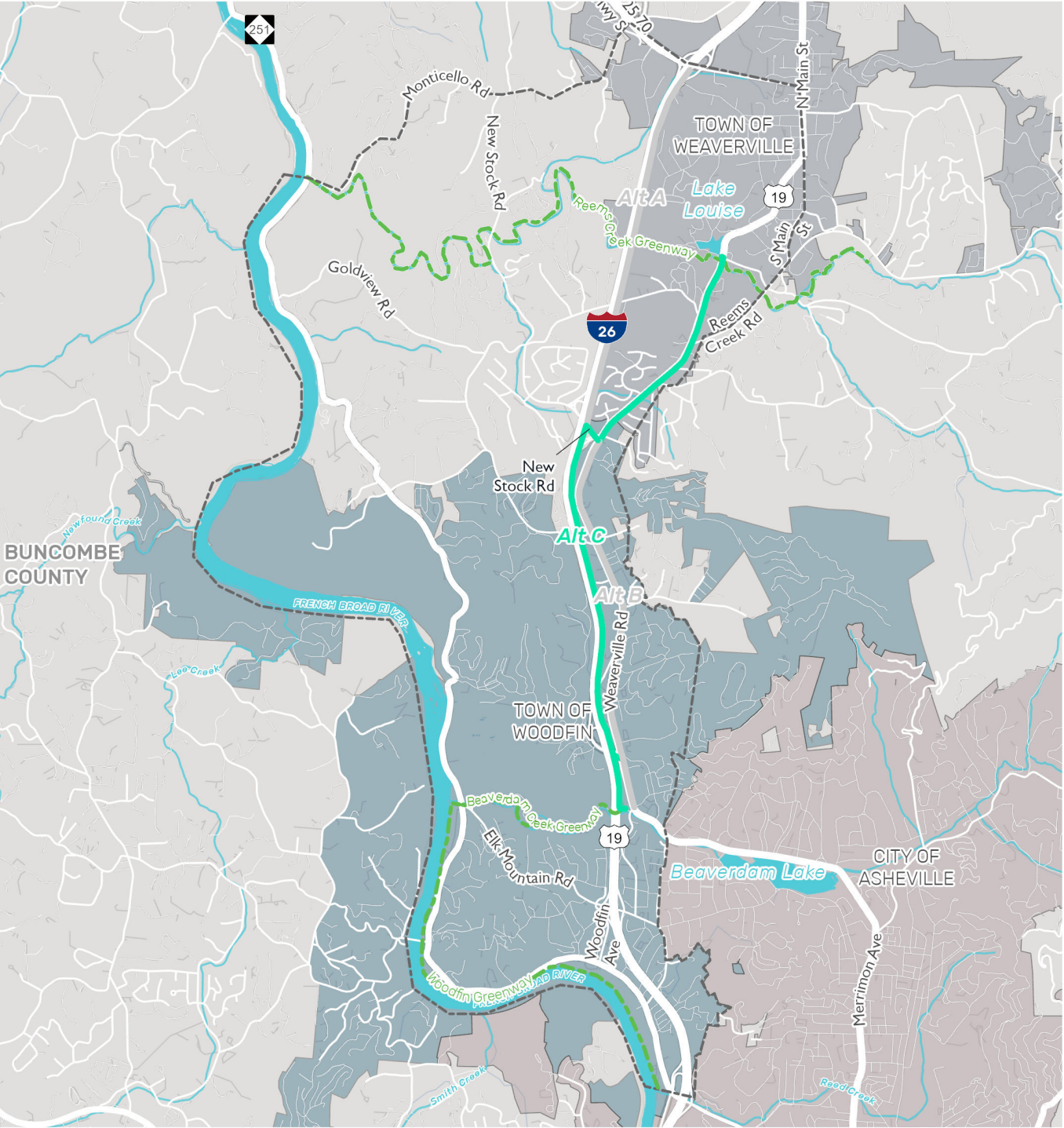
- » Portions of the route may not be eligible for NCDOT funding
- » Segments along Weaverville Road could require significant retaining walls, increasing construction costs

Image 31. Weaverville Road in Weaverville



A two-lane roadway with grassy shoulders, adjacent creek, and overhead utilities illustrates the physical context and constraints for a potential sidepath along the corridor.

Map 21. Route Alternative C



- | | | |
|---------------------------------|---------------------|-------------------|
| Alt A - I-26 Corridor | Water Body / River | City of Asheville |
| Alt B - Weaverville Rd Corridor | Stream | Buncombe County |
| Alt C | Town of Weaverville | Study Area |
| Proposed Greenway Connections | Town of Woodfin | |

EVALUATION
CONSIDERATIONS

During the feasibility process, the team applied the evaluation criteria to each of the three three route alternatives. The Route Alternative Evaluation Criteria Scoring table presents scores for each alternative across the individual criteria as well as an overall feasibility score.

“I would encourage a taller wall to separate from the highway (for noise).”
- survey respondent

Table 2. Evaluation Criteria



Directness of Connection

Compared to other alternatives, how direct is this route for users to get from the project’s start and end points?



Availability of Right-of-Way *(Anticipated Property Owner Cooperation)*

To what degree is right-of-way available or owned by property owners who would cooperate to build the alternative?



Separation from Motorized Vehicle Conflicts

Compared to other alternatives, how well does this alternative avoid motorized vehicle conflicts such as busy intersections, high volume/high speed crossings and shared road conditions? Alternatives that have fewer traffic conflicts provide higher levels of safety for trail users.



Secondary Benefits

Beyond the primary project goal, how well does this alternative provide opportunity for secondary benefits such as increased access for residents, economic development, connections to community resources, connections to places, and other benefits?



Ability to Acquire Environmental Permits

Based on known natural and human environmental impacts, which include things such as flood zones, sensitive species and habitats, areas with hazardous waste, and historic and archaeological sites, how likely is it that this option can be permitted?



Quality of User Experience

Compared to other alternatives, what level of user experience does this alternative provide? Considerations include visual surroundings, separation from hazards, feeling of personal safety, connection to nature, and topography (i.e., the alternative is flat or hilly).

Table 2. Evaluation Criteria (Cont’d)



Ability to Construct

Based on an investigation of physical obstacles and constraints such as roads/railroads, utilities, topography, buildings, or waterways, how likely is it that this alternative can be built?



Potential for Funding

Compared to other alternatives, how likely is this route to qualify for STIP funding or other known grant opportunities?



Cost Effectiveness

Compared to other alternatives, how cost effective is this alternative?



Alignment with Community Goals

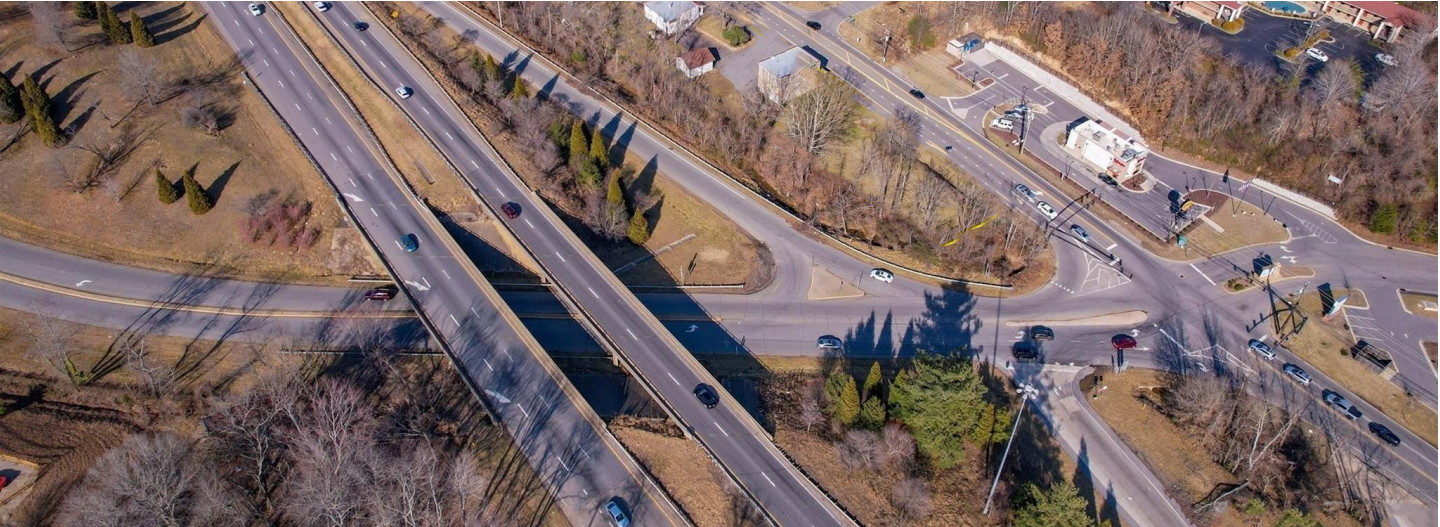
Based on community leadership, public feedback, adopted plans or planning efforts, and stated local and organizational goals and objectives, what is anticipated level of community support for this alternative?



Potential for Timely Implementation

Compared to other alternatives, how likely would this project be able to be designed, permitted and constructed?

Image 32. I-26 Interchange with Weaverville Road



The interchange between I-26 and Weaverville Road in Woodfin demonstrates how regional travel corridors intersect with local streets, influencing access and feasibility for future greenway connections.

Table 3. Route Alternative Evaluation Criteria Scoring

ROUND	CRITERIA	ALTERNATIVE SCORE		
		ALT A	ALT B	ALT C
1	Directness of connection	4	4	3
	Ability to acquire environmental permits	4	3	3
	Quality of user experience	3	3	3
	Availability of right-of-way (anticipated property owner cooperation)	4	2	3
	Secondary benefits	3	4	4
	Separation from motorized vehicle conflicts	4	3	3
	Round 1 Subtotal	22	19	19
2	Ability to construct	4	3	3
	Alignment with community goals	3	3	4
	Cost effectiveness	4	2	2
	Potential for funding	4	2	2
	Potential for timely implementation	3	2	2
	Round 2 Subtotal	18	12	13
	TOTAL	40	31	32

Figure 17. Alternative Scoring Metric

WHAT DO THESE SCORES MEAN?

Based on a comparison of all alternative routes, each alternative has been scored according to how it ranks with respect to the following:

- 1 - BELOW AVERAGE
- 2 - AVERAGE
- 3 - ABOVE AVERAGE
- 4 - HIGHEST

“I have small kids and want to be able to bike with them while they are young.”

- survey respondent

SUMMARY OF EVALUATION FINDINGS

Public engagement results indicated that Alternative B, a sidepath along Weaverville Road, was preferred by many participants at the public workshop due to its direct access to commercial destinations along the corridor. However, feedback from stakeholder coordination was less favorable toward this alternative. Widening Weaverville Road to include a protected sidepath would likely result in substantial impacts to adjacent businesses and residences due to the need for additional right-of-way.

Additionally, it should be noted that NCDOT would be unlikely to fund improvements to Weaverville Road without increasing vehicular capacity, which could include the addition of travel lanes such as a center turn lane. The combined width required for additional lanes and a 12- to 14-foot sidepath would significantly increase right-of-way needs. As a result, property acquisition would be required, and existing parking areas or structures would likely be affected, creating notable impacts to locally owned businesses and nearby residents in Woodfin.

Alternative C emerged during the stakeholder engagement process as a potential compromise. This option would use the I-26 corridor through Woodfin, thereby reducing impacts to businesses along Weaverville Road, before transitioning north along Weaverville Road to connect to the Town of Weaverville and the Reems Creek Greenway. Both towns viewed this combined approach positively. However, Alternative C would likely not be fully eligible for NCDOT funding because it would span two separate roadway projects with different timing and scopes. As a result, a substantial portion of the route would likely require local funding rather than support through the NCDOT State Transportation Improvement Program. While viable, this option represents a longer-term implementation strategy.

Based on the evaluation criteria and funding considerations, Alternative A represents the most feasible option for connecting Woodfin and Weaverville with construction potentially funded by NCDOT. To ensure this corridor functions as a usable and enjoyable greenway, two key considerations must be addressed:

1. Thoughtful connections between the greenway and Weaverville Road to allow access to commercial destinations and residential neighborhoods.
2. Design of the greenway and associated features to provide a high-quality user experience.

The following sections present design recommendations intended to address both of these considerations.

Image 33. Weaverville Road at I-26



Commercial development, frequent driveways, and adjacent parking areas characterize this corridor and influence access, safety, and feasibility considerations for a potential sidepath.

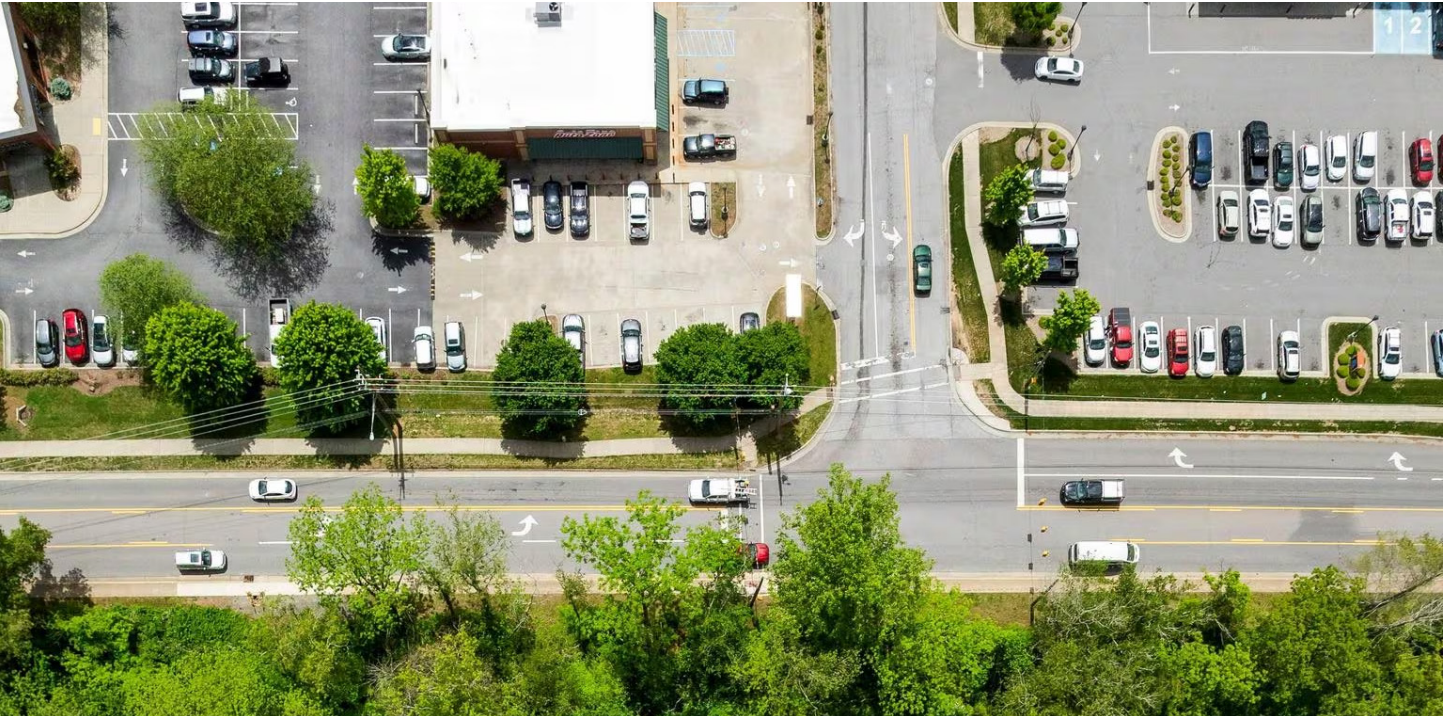
A COMMUTING CORRIDOR WITH CONNECTIONS

In addition to a well-designed greenway, the W2W Connector must include strong connections to nearby secondary roads. These connections function as “on- and off-ramps,” allowing users to access the corridor from surrounding neighborhoods and reach destinations directly along the route. The W2W corridor would benefit from at least five key connection points:

- 1. Senator Reynolds Boulevard**
This southern connection links to the Beaverdam Creek Greenway and provides access to Reynolds Village, including the YMCA. This aligns with recommendations in [Walk Bike Woodfin](#) (adopted 2025), which identifies connections to Beaverdam Creek Greenway and Riverside Drive as key priorities.
- 2. Exit 23**
This provides an additional access point in Woodfin with connections to Reynolds Village, nearby commercial uses along Weaverville Road, and adjacent higher-density residential development

- 3. Old Marshall Highway**
I-26 does not currently include an interchange at Old Marshall Highway. Providing access here would require further exploration of a dedicated bicycle and pedestrian connection to reach businesses along Weaverville Road.
- 4. New Stock Road**
This existing I-26 interchange provides a critical connection between the greenway and Weaverville Road, with access to commercial destinations, including Ingles, as well as nearby neighborhoods.
- 5. Weaver Boulevard**
This interchange serves as a major commercial node in Weaverville, serving northern Buncombe County and Madison/ Yancey Counties. It is also part of the [Active Weaverville](#) network (adopted 2023), which includes multimodal recommendations to strengthen connections between this corridor and downtown Weaverville. Connections at this location would link the greenway to jobs, retail, and high density residential areas, supporting its role as a viable commuting route.

Image 34. Weaver Boulevard in Weaverville



A well-developed sidewalk network on Weaver Boulevard connects numerous businesses and destinations, offering a strong opportunity for a future greenway to tie directly into the corridor via the existing I-26 interchange.

Map 22. A Commuting Corridor with Connections

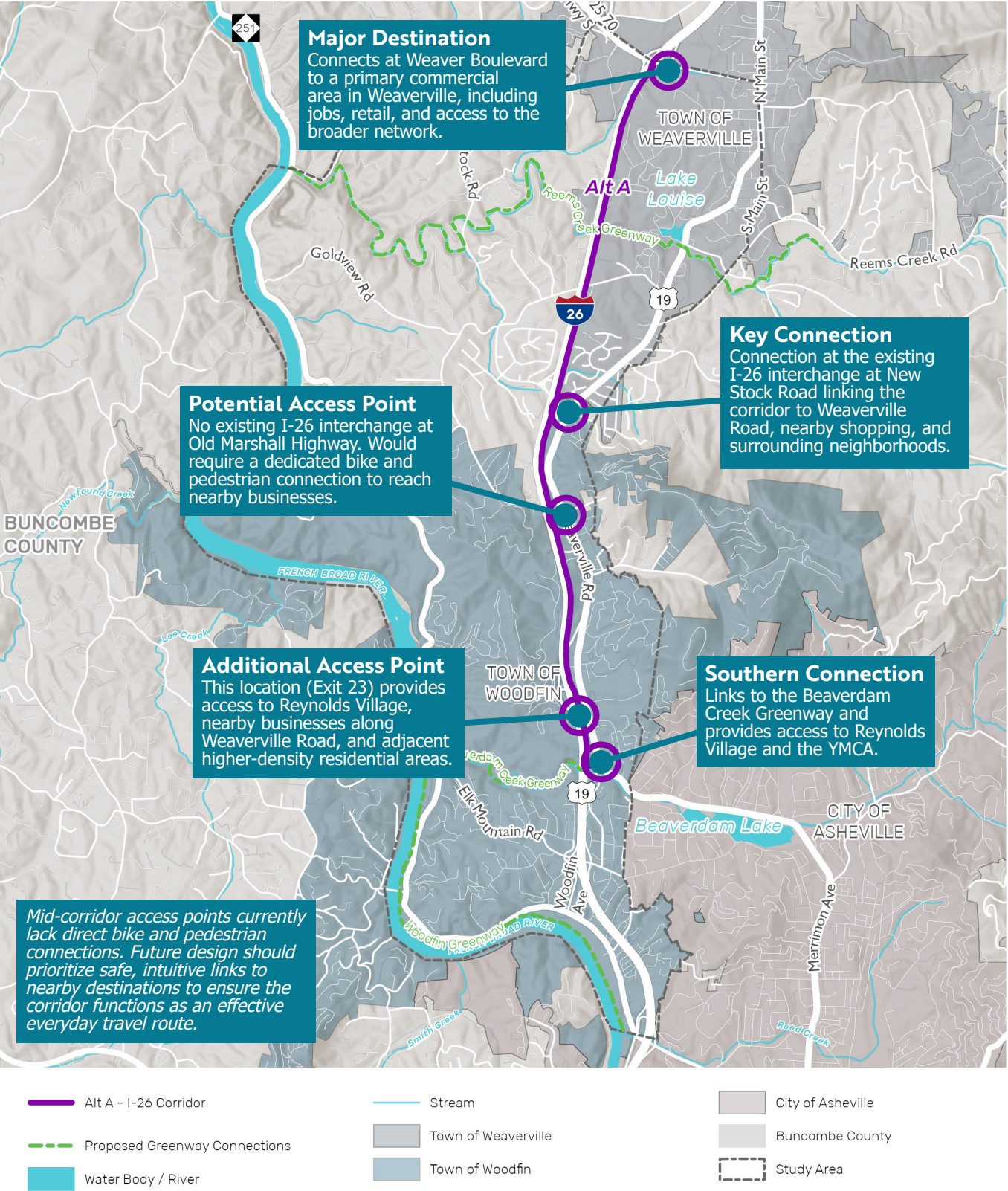


Image Source: Likewise Commercial Real Estate

DESIGN
RECOMMENDATIONS

In recent years, more greenways have been constructed alongside major highways and interstates. The project team reviewed examples from North Carolina and places across the country where this approach is more established.

The following case studies highlight how multi-use paths can be successfully integrated within interstate corridors when supported by thoughtful design.

CASE STUDIES

CHARTER OAK GREENWAY (I-384)

DOT + local partnership, regional integration, mixed contexts

State: Connecticut
Length: 16.5 Miles
Trail Surface: Asphalt

The Charter Oak Greenway follows I-384 and connects Hartford to Bolton Notch State Park. Maintained through a partnership between the Connecticut DOT and local municipalities, it is also part of the East Coast Greenway. The route passes through a mix of parks, residential areas, and institutional uses, illustrating how interstate-adjacent paths can serve a wide range of users.

CUSTIS TRAIL (I-66)

Integrated with highway project, high commuter use, topographic challenges

State: Virginia (Arlington)
Length: 4.5 Miles
Trail Surface: Asphalt

Constructed as part of the I-66 project in the 1980s, the Custis Trail provides a critical connection between Arlington and Washington, D.C. Despite hilly terrain, it functions as a well-used commuter route and connects to the regional trail network, including the Washington + Old Dominion Trail.

Image 35. Charter Oak Greenway

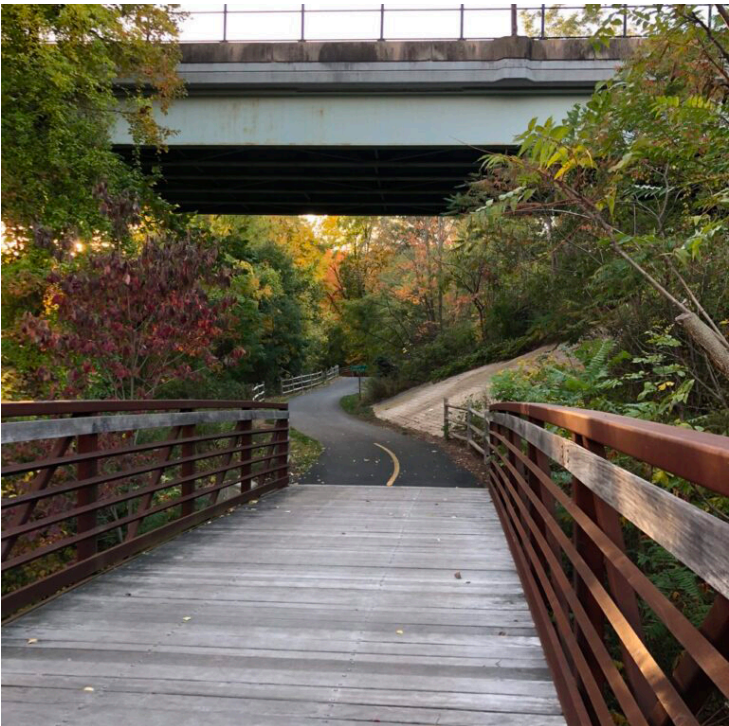


Image Source: CTMQ

Grade-separated crossings help maintain continuous, safe travel and improve accessibility by reducing conflicts with roadway traffic.

Image 36. Custis Trail



Image Source: Bike DC

A substantial barrier between the greenway and adjacent highway improves safety, reduces noise, and enhances overall user comfort.

BUSINESS 40 SIDEPATH (SALEM PKWY)

Local leadership, funding flexibility, urban retrofit conditions

State: North Carolina
Length: ~1-2 miles (phased)
Trail Surface: Asphalt

This sidepath was developed alongside Salem Parkway in Winston-Salem as part of the Business 40 reconstruction project. While initially tied to an NCDOT project, the City played a leading role in implementation due to funding limitations. The path connects to downtown destinations and existing pedestrian infrastructure.

PATH 400 (SR 400)

Strong urban connections, economic activity, placemaking

State: Georgia
Length: 5.2 Miles
Trail Surface: Asphalt and concrete

PATH 400 is a multi-use trail located alongside Georgia SR 400 in Atlanta’s Buckhead district. It connects neighborhoods, parks, schools, and commercial areas, and links to major regional trails such as the Atlanta BeltLine. The project transformed underutilized highway-adjacent space into an active, community-oriented corridor.

Image 37. Path 400

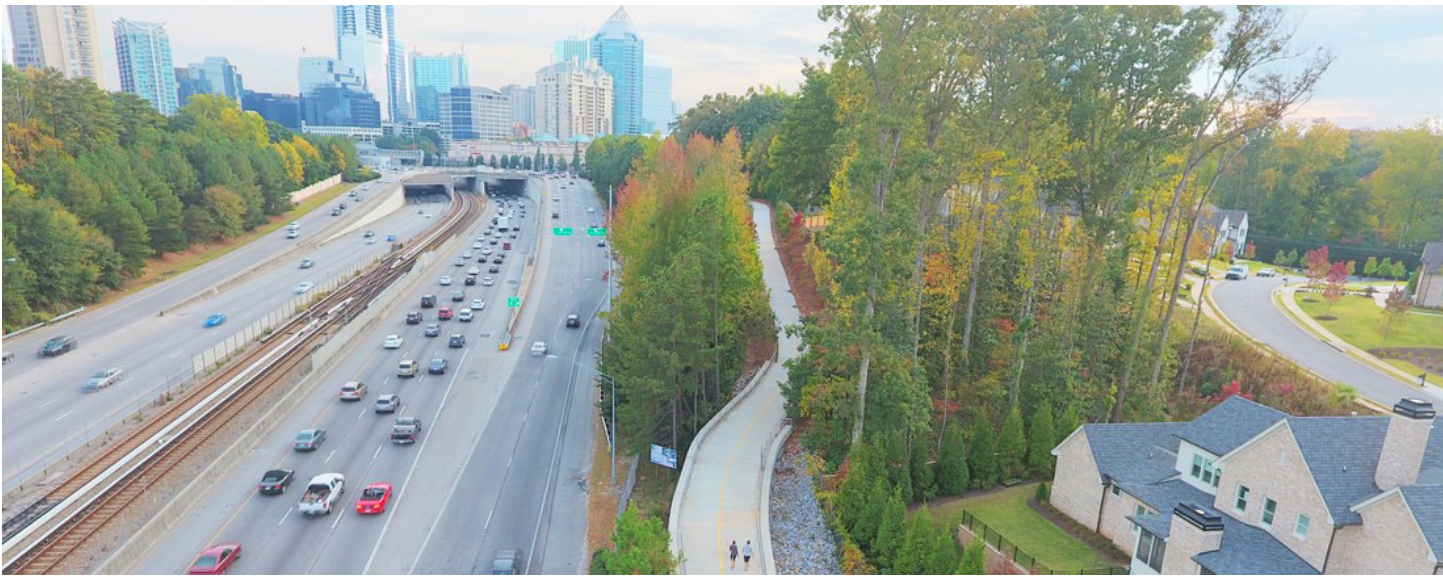


Image Source: Walk Friendly Communities

PATH 400 runs parallel to SR 400 through an urban corridor, illustrating how trails can be incorporated alongside major roadways and connect to surrounding destinations.

Figure 18. Case Study Summary

WHAT THESE CASE STUDIES
SHOW

- Greenways can be successfully integrated alongside interstate corridors
- Early coordination with transportation projects improves feasibility and funding potential
- Design approaches vary by context, from commuter corridors to destination-focused trails
- Strong local connections are critical to ensuring these corridors function as everyday transportation routes



I-66 PARALLEL TRAIL

Interchange navigation, varied conditions, hybrid access

State: Virginia (Fairfax)
Length: 18 Miles
Trail Surface: Asphalt

The I-66 Parallel Trail is a recently completed facility, constructed as part of a major interstate improvement project, with segments opening in 2023. It extends along segments of I-66 through Fairfax County. The corridor includes a mix of flat sections, bridge crossings, and passages through complex interchange areas. Portions connect directly into neighborhoods and local streets, demonstrating how larger corridor trails can maintain local access along their length.

Figure 19. E-Bikes Extend Peoples’ Reach

E-BIKES ARE EXTENDING THE REACH OF GREENWAYS

- E-bike use among U.S. cyclists has more than doubled in recent years
- Riders travel longer distances than traditional cyclists
- Provide alternatives for short vehicle trips
- Reduced physical effort makes biking feasible for more people
- The W2W Connector’s ~5-mile length is well within a realistic daily commute distance, especially with e-bikes extending range and reducing physical effort

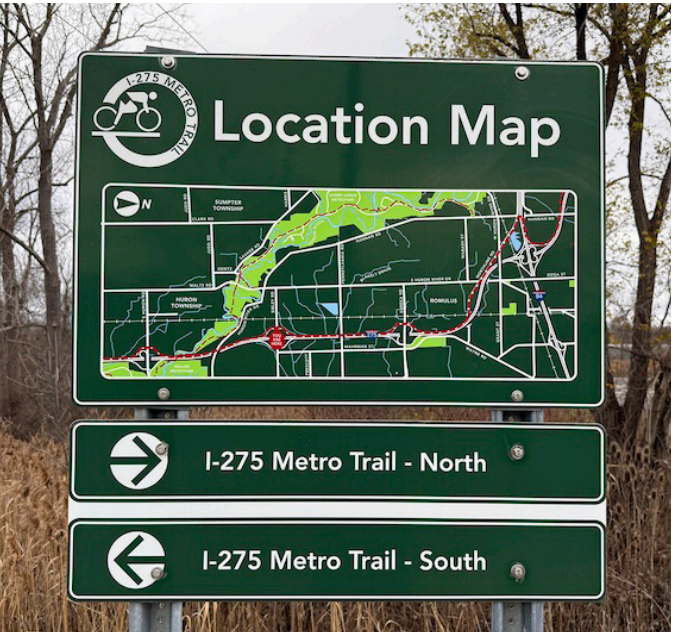


Image 38. Path 400



The PATH 400 trail navigates a complex urban highway environment with guardrails, fencing, and elevated structures, demonstrating how thoughtful design can balance safety, separation, and user experience.

Image 39. I-275 Metro Trail Location Map



Clear orientation and route information are essential for longer greenways, especially those that function as commuter corridors with fewer direct connections to surrounding streets.

Image 40. I-275 Metro Trail



The I-275 Metro Trail features a wide asphalt path with ample buffer from the interstate, illustrating how separation and space can enhance comfort and usability along a highway corridor.

TRIANGLE BIKEWAY (I-40)
planned

Forward-looking model, commuter focus, regional scale

State: North Carolina
Length: 23 Miles (planned)
Trail Surface: Asphalt

The Triangle Bikeway is a planned regional trail running parallel to I-40 and NC 54, connecting Raleigh, Cary, Morrisville, Research Triangle Park (RTP), Durham, and Chapel Hill. Designed as a major commuting corridor, it will link employment centers, neighborhoods, and transit hubs through a continuous, separated facility.

Image 41. Triangle Bikeway Bridge Rendering



Image Source: McAdams

A conceptual bridge over I-40 illustrates how grade-separated crossings can maintain continuous, safe travel across major highway barriers.

Image 42. Triangle Bikeway Rendering



Image Source: McAdams

A conceptual access point shows separated bike and pedestrian lanes and a controlled crossing of an I-40 off-ramp, illustrating how safe and intuitive access can be integrated into high-traffic areas.

I-26 CONNECTOR MULTI-USE PATHS

Integration with a major NCDOT project, leveraging highway funding to deliver multimodal infrastructure, improved direct connections across physical barriers, and expansion of the regional greenway network

State: North Carolina
Length: ~2.5-3.0 miles of new and improved multi-use
Trail Surface: Asphalt

The I-26 Connector is a major interstate reconstruction project in Asheville that includes significant multimodal improvements alongside roadway upgrades. As part of this project, new multi-use paths are being constructed along key corridors, including a sidepath connection from the Haywood Road / I-26 interchange to Patton Avenue and a new at-grade crossing across the Jeff Bowen Bridge to Clingman Avenue.

Additional improvements include an extension of the Riverside Drive greenway corridor by approximately 1.4 miles, connecting Hill Street to Broadway.

While the project is primarily focused on improving interstate operations and safety, it demonstrates how large-scale highway investments can also deliver critical bicycle and pedestrian infrastructure that may not be feasible through standalone funding sources. These improvements enhance connectivity between West Asheville, downtown Asheville, and the broader greenway network.

Image 43. I-26 Connector Multi-Use Path

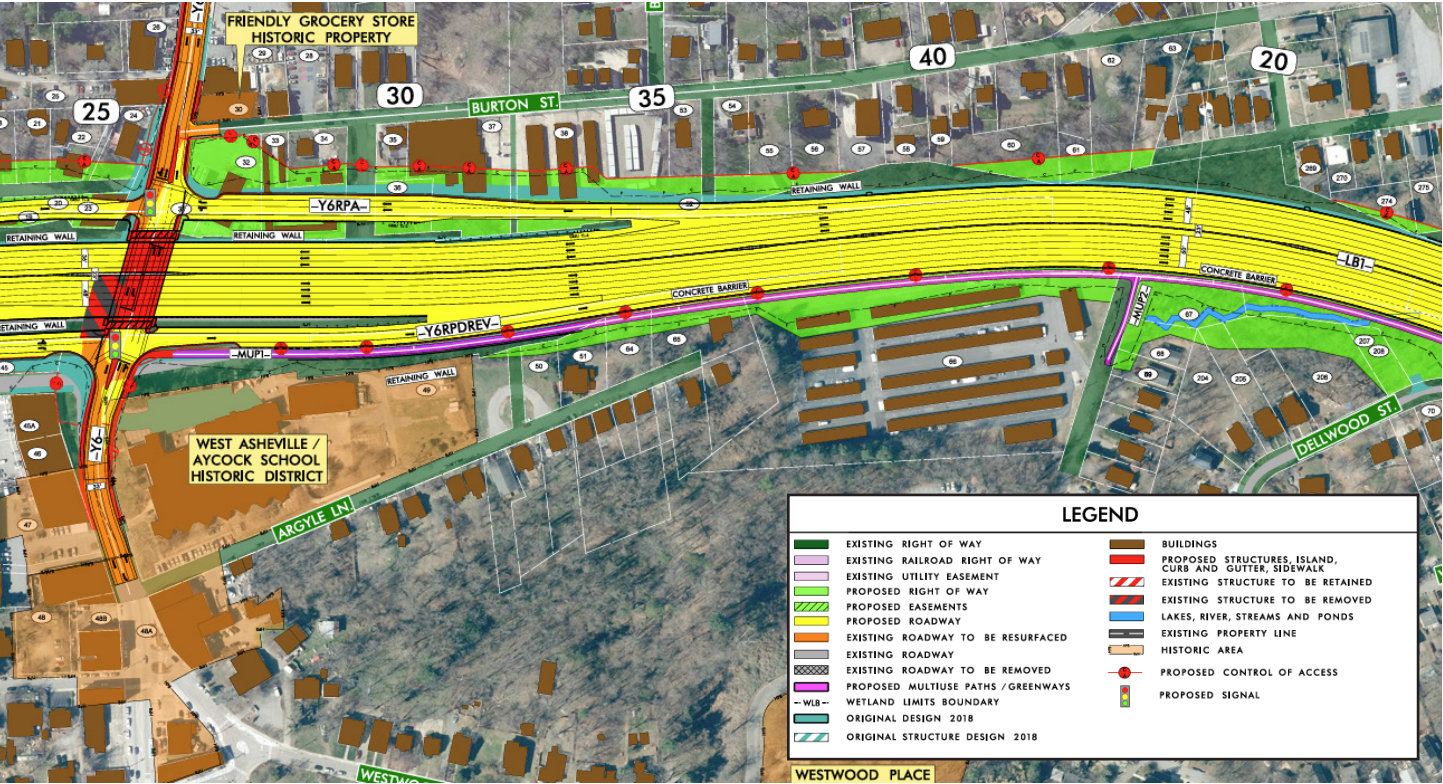


Image Source: NCDOT

The I-26 Connector includes new and improved multi-use paths in West Asheville, creating more direct connections between neighborhoods, commercial areas, and the regional greenway network.

OTHER DESIGN RECOMMENDATIONS

Through the public workshop and online survey, the design team asked users what features a greenway adjacent to an interstate would need to feel comfortable, appealing, and well used.

One advantage of the W2W Greenway is its relatively short length at less than five miles. Commute distances of five to ten miles are widely considered feasible for daily use, typically taking 25 to 50 minutes to travel.

In addition to distance, users emphasized the importance of separation from traffic and noise. Ideally, the greenway would be located above or below the roadway and buffered by elevation changes and vegetation. Where this is not feasible, barrier treatments such as walls or concrete barriers with fencing may be needed. In some locations, grade-separated crossings such as bridges or underpasses may also be desirable.

RETAINING WALL CONSIDERATIONS

Where topography, right-of-way constraints, or development limit space, retaining walls may be required. In addition to structural performance, their environmental impacts, visual character, and long-term maintenance should be considered.

Early coordination with engineers and design specialists is essential to identify context-appropriate solutions. Well-designed retaining walls can reduce grading impacts, protect adjacent resources, and better integrate the greenway into its surroundings.

GREENWAY FLYOVER BRIDGE CONSIDERATIONS

In some settings, grade-separated crossings such as flyover bridges may be desirable to safely carry a greenway over roadways or other physical barriers. Bridge design should respond to site-specific constraints, available budget, and existing infrastructure, while maintaining consistent standards for safety, accessibility, and continuity. Key considerations for greenway bridges include:

- » **Roadway Connections:** Where bridges cross roadways, efforts should be made to connect directly to existing pedestrian and bicycle facilities when feasible.
- » **Accessibility / Safety:** Bridge decks, approaches, railings, and connections must meet ADA requirements and be designed to accommodate maintenance and emergency access.
- » **Smooth Transitions:** Transitions between the bridge and adjoining greenway segments should be seamless, with consistent widths and surfaces. Steps, abrupt grade changes, or other obstacles that could impede travel should be avoided.

When carefully integrated, flyover bridges can maintain route continuity, reduce conflicts with vehicular traffic, and enhance overall network connectivity.

Image 44. Retaining Wall (French Broad River Greenway)



A concrete retaining wall designed to replicate natural stone demonstrates how functional infrastructure can be integrated in a visually appealing way along a greenway corridor.

Image 45. Flyover Bridge (Razorback Greenway)



While large and costly, grade-separated bridges can play an important role in maintaining route continuity and safely carrying trail users across major obstacles.

Figure 20. Bicycle Commuting Feasibility



A MANAGEABLE DISTANCE

Bicycle commute distances of five to ten miles are widely considered feasible for daily travel, typically taking about 25 to 50 minutes.

- Understanding and Measuring Bicycling Behavior: a Focus on Travel Time and Route Choice. OTREC-RR-08-03 December 2008

CROSSING DESIGN CONSIDERATIONS

Safe, well-designed crossings are essential where a greenway intersects with roadways, driveways, and other points of vehicle interaction. Although at-grade crossings can create conflicts, thoughtful design can reduce risk and provide safe, predictable conditions for users.

Each crossing should be evaluated based on site conditions such as traffic, roadway geometry, and visibility. Treatments may range from enhanced markings and signage to traffic calming or signalization. In higher-volume areas, features such as refuge islands or pedestrian-activated signals may be needed.

Where feasible, crossings should occur at existing intersections and connect to pedestrian infrastructure such as curb ramps, crosswalks, and signals. Mid-block crossings should be aligned as close to perpendicular as possible to improve visibility and reduce crossing distance. In some locations, grade-separated crossings such as flyover bridges may be appropriate.

- The following considerations should guide the design of all crossings:
- » **Visibility:** Clear striping, signage, and advance warnings to alert motorists
 - » **Accessibility:** Full ADA compliance with appropriate grades and detectable warnings
 - » **Continuity:** Smooth, consistent transitions between trail and crossings
 - » **Traffic Control:** Use of signals, flashing beacons, or other safety devices as needed
 - » **Right-of-Way:** Design within existing limits where possible
 - » **Site Integration:** Opportunities to incorporate drainage and green infrastructure

While final crossing design will depend on site conditions and engineering, these principles establish a strong foundation for safe and accessible connections. State and national guidance, including NCDOT standards and FHWA best practices, should inform final design decisions.

Image 46. Midblock Crossing (French Broad River Greenway)



High-visibility striping, signage, and ADA-compliant ramps provide a safe and accessible connection between a trailhead and the French Broad River Greenway.

Figure 21. Pedestrian Crossing Treatments



Rectangular Rapid Flashing Beacons (RRFB)

Devices used at mid-block crossings to improve visibility for people walking and biking. RRFBs are paired with warning signs and use rectangular yellow lights that flash in a rapid, alternating pattern to alert motorists to the crossing.

Crosswalks

Designated crossing locations where pedestrians have the legal right to cross the street. Crosswalks may be located at intersections or mid-block and are typically marked with pavement striping, signage, and, where appropriate, traffic control measures such as signals or flashing devices.

Curb Ramps

Sloped transitions between the greenway and the street that provide accessible connections at crossings. When designed to meet ADA standards, curb ramps allow people using mobility devices, strollers, or bicycles to safely and comfortably move between the trail and the roadway.

Pedestrian Signal Heads and Push Buttons

Features at signalized intersections that allow people to activate a pedestrian crossing phase. Signal heads indicate when it is safe to cross, often with a countdown timer to show remaining crossing time, while push buttons allow users to request the signal.

CORRIDOR SPOT IMPROVEMENTS

Providing bicycle and pedestrian infrastructure within the Woodfin–Weaverville corridor can be challenging. Roadways such as Weaverville Road and nearby connectors are often constrained by steep topography, existing development, streams, and limited right-of-way. Many of these roadways were originally designed for lower traffic volumes and speeds and now function as key regional corridors.

While the W2W Greenway is intended to provide a separated, comfortable facility, there will continue to be locations where people walk, bike, or access nearby destinations via adjacent streets. In these areas, targeted “spot improvements” can enhance safety and comfort, particularly where full corridor-wide upgrades are not feasible in the near term.

Spot improvements focus on specific, high-need locations and can provide meaningful benefits in a cost-effective and implementable way. These treatments are especially relevant along constrained corridors and at key access points to the W2W Greenway.

Image 47. Enhanced Warning Device



Image Source: Washington State DOT

Potential spot improvements include:

1. Enhanced Warning Devices

Use flashing beacons or other active warning treatments at locations with limited sight distance or complex movements, ideally with detection where appropriate.

2. Targeted Warning Signage

Install signage at key locations to alert drivers to the presence of people walking and biking, particularly in areas with constrained conditions or limited visibility.

3. Bicycle-Compatible Rumble Strips

Where rumble strips are needed, use bicycle-compatible designs that maintain space for riders along the edge of the roadway.

Image 48. Targeted Warning Signage



Image Source: Hottman Law Office

Image Source: Bay Area News Group

Image 49. Bicycle Compatible Rumble Strips



Image Source: South Carolina DOT

4. Spot Shoulder Widening

Provide short segments of widened shoulder in constrained areas to allow safer passing between vehicles and bicycles, particularly on uphill sections.

5. Sight Line Improvements

Improve visibility by clearing vegetation or adjusting roadside features at curves, intersections, or other constrained areas.

6. Intersection Safety Enhancements

Apply targeted treatments at high-conflict locations, such as improved markings, signage, or modified control (e.g., all-way stops), to improve safety for all users.

7. Education and Awareness

Support infrastructure improvements with targeted outreach to increase awareness of shared road use and safe operating behavior.

Image 50. Bikeable Shoulder



Image Source: Caltrans

Image 51. Intersection Sight Line



Image Source: Chesterfield Observer

Image 52. Intersection Safety Enhancements



Image Source: South Carolina DOT

Image 53. Safety Education Billboards



Image Source: BikeFM



Image Source: TheSource.Metro.Net

CHAPTER 5: IMPLEMENTATION

IN THIS CHAPTER

- » "Readiness Plan"
- » Alternatives Cutsheets
- » Key Implementation Partners
- » Action Plan: W2W Path to Construction
- » Funding Resources

"READINESS PLAN"

The findings presented in this report serve as a readiness plan to position the Towns of Woodfin and Weaverville for future NCDOT investment and to support ongoing advocacy for funding the W2W connection. This chapter includes project cutsheets, which provide concise summaries to help the French Broad River MPO and its partners advance the project. These standalone documents include route descriptions, phasing options, cross-sections, maps, visualizations, and planning-level cost estimates.

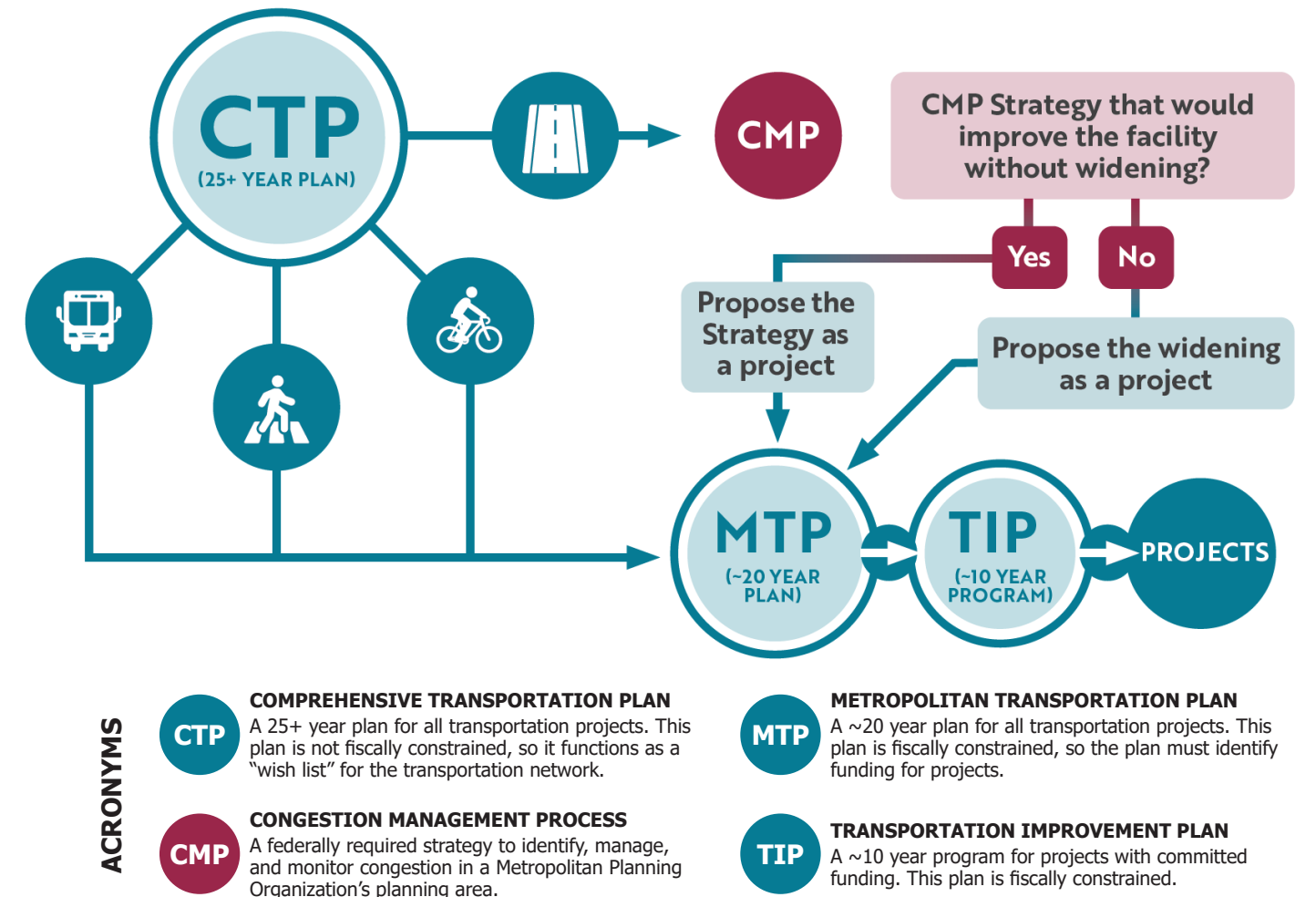
Advancing the project will also depend on strong local and regional partnerships, which are outlined in this chapter. In addition, an action plan is provided to guide implementation, including key tasks, lead agencies and partners, a general timeline, and performance measures to track progress.

PROJECT DEVELOPMENT PROCESS

One of the most common questions raised during the development of pedestrian and bicycle networks is, "When will this project be complete?" While the question is straightforward, the answer is more complex. The Project Development Process outlines the steps required for a project like W2W to be evaluated, approved, and ultimately included in the State Transportation Improvement Program (STIP).

"We should prioritize whatever can be built first as costs for implementing projects will only rise the longer we wait."
- survey respondent

Figure 22. Project Development Process



FROM READINESS TO IMPLEMENTATION

The Readiness Plan outlines the steps needed to position the W2W Greenway for implementation, including plan adoption, coordination, and integration into regional funding programs. Moving from readiness to implementation will depend on aligning the project with larger transportation investments, particularly the I-26 corridor improvements being advanced by NCDOT.

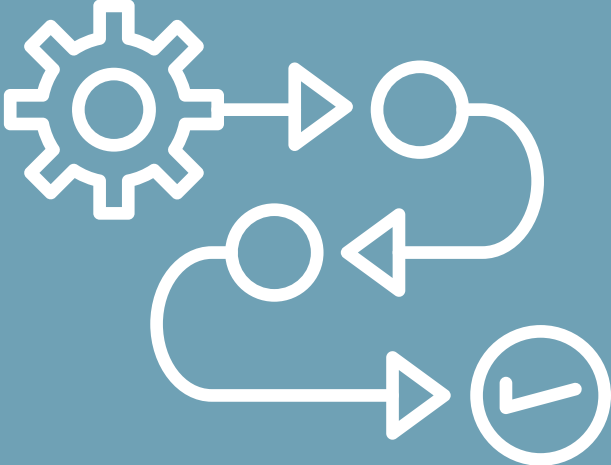
The following cutsheets present the recommended alignments as a set of clear, planning-level concepts informed by existing conditions, opportunities, constraints, and input from project partners and the public. These materials are intended to support coordination with NCDOT and other partners, helping to define how the greenway could be incorporated into future design efforts.

Together, the cutsheets provide a framework for advancing the W2W Connector as part of a broader, coordinated project. This approach allows the corridor to be considered alongside ongoing infrastructure improvements, positioning the greenway to be implemented in a way that maximizes feasibility, connectivity, and long-term value.

Figure 23. Implementing the W2W Connector

IMPLEMENTING THE W2W CONNECTOR

- Advance projects in phases as funding becomes available
- Coordinate with NCDOT and local projects (e.g., I-26, Beaverdam Creek)
- Prioritize high-impact and feasible segments
- Maintain a consistent long-term corridor vision



“Weaverville and Woodfin are already successful towns with small businesses. Visitors would still come regardless of where the bike path goes.”

- survey respondent

ALTERNATIVES CUTSHEETS

Alternative A is the preferred alternative for the following reasons:

- » This route could be fully funded through statewide transportation programs
- » It presents fewer points of conflict between greenway users and vehicles than the other alternatives
- » It results in fewer impacts to private property
- » The I-26 expansion is more likely to advance before improvements to Weaverville Road
- » With thoughtful design, it can provide a comfortable commuting corridor with connections to growth areas in both communities

Because this project is long-range in nature, future opportunities may arise that make Alternative B or C more competitive for state or federal funding. For this reason, all three alternatives remain viable and are presented as options for continued consideration. Cutsheets have been prepared for Alternatives A, B, and C.

The cutsheets, presented on the following pages, provide a snapshot of each alternative and include the following information:

- » Beginning and ending points
- » Length of alignment
- » Typical sidepath cross section
- » Right-of-way availability and potential property acquisition
- » Permitting considerations
- » Planning-level construction cost estimates (see Appendix for detailed cost information)

“Whatever makes this happen the soonest is what I support!”

- survey respondent

Image 54. I-26 at New Stock Road



At the New Stock Road interchange, the northbound lanes of I-26 show the eastern edge of the corridor where a buffered multi-use path could be accommodated as part of Alternative A.

ALTERNATIVE A

PROJECT SNAPSHOT

- » **Location:** East side of I-26 from Old Beaverdam Creek Road in Woodfin to Weaver Boulevard in Weaverville
- » **Facility Type:** 12–14 ft wide sidepath
- » **Total Length:** 4.61 miles
- » **Structures:** Retaining walls and pedestrian bridges likely; to be determined by NCDOT
- » **At-Grade Road Crossings:** None
- » **Potential Trail Connections:** Beaverdam Creek Greenway
- » **Destinations Served:** Reynolds Village, Weaver Boulevard, and commercial and employment areas at both termini
- » **Right-of-Way Needs:** Dependent on NCDOT right-of-way process
- » **Permitting Needs:** Dependent on NCDOT design and permitting process for I-26 expansion

Image 55. I-26 in Woodfin



COSTS

Estimated Greenway Addition to I-26 Expansion:
\$18,229,166*

** Costs for Alternative A would be determined through detailed feasibility work conducted by NCDOT as part of the I-26 widening project. Based on planning-level comparisons to the Triangle Bikeway, the greenway component is estimated at approximately \$5 million per mile, excluding roadway improvements.*

Image 56. Alternative A Typical Cross-Section

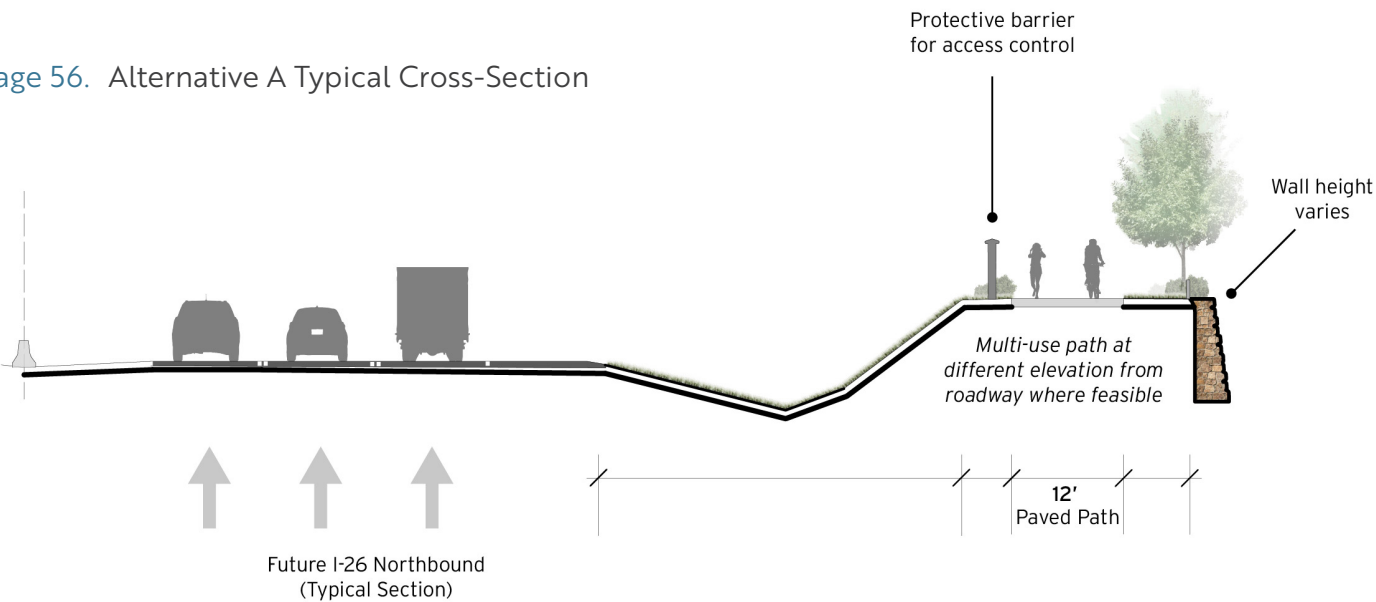


Image 57. Preliminary I-26 Cross-Section Rendering (NCDOT Project A-0010A)

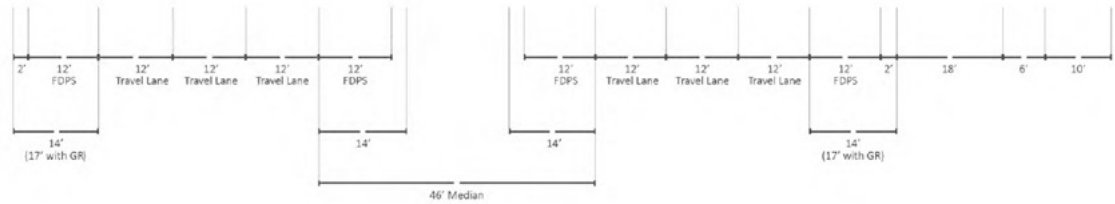
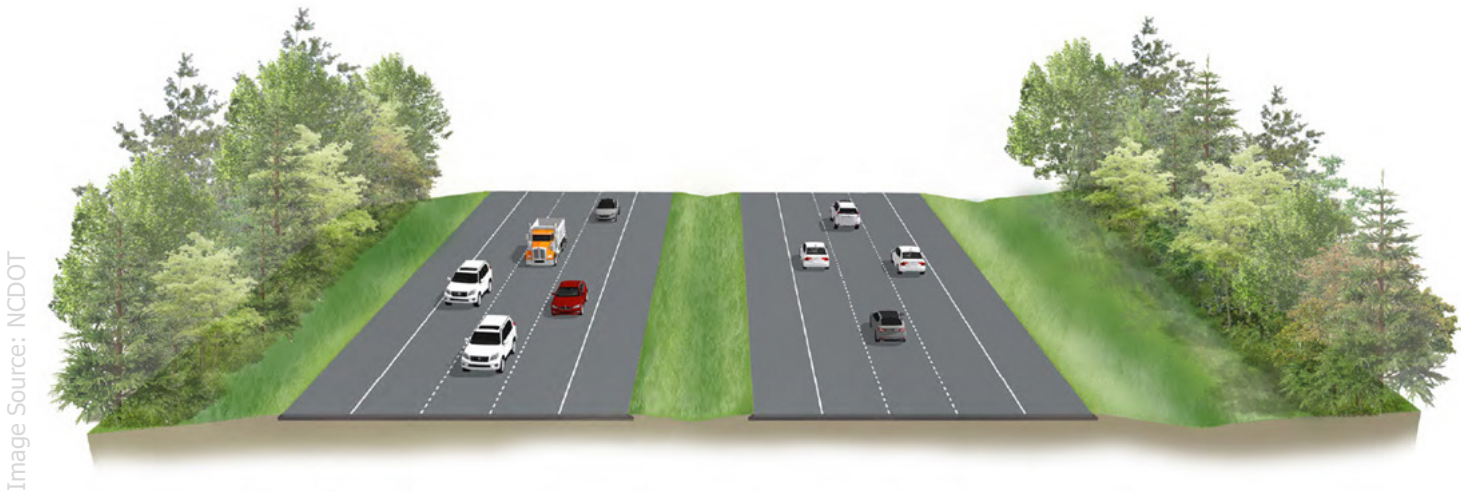
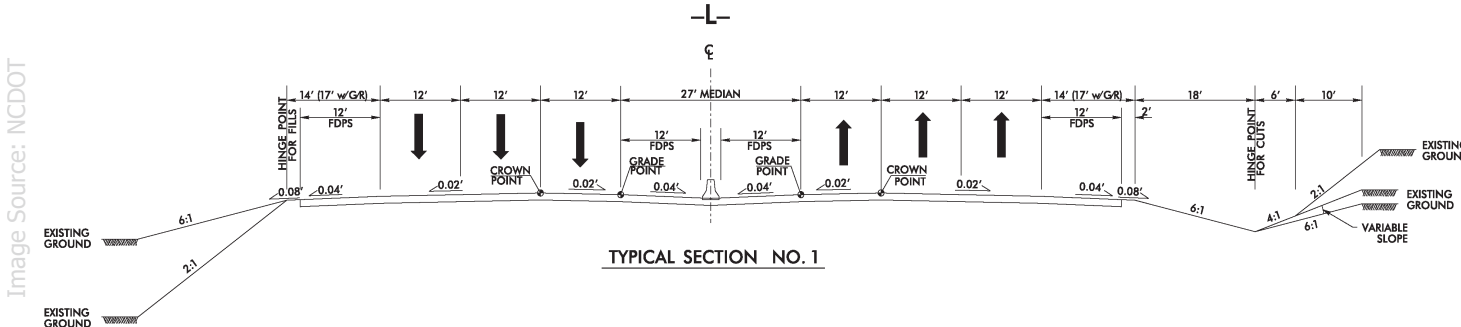


Image 58. Preliminary I-26 Typical Section (NCDOT Project A-0010A)



I-26 WIDENING PROJECT (A-0010A) + GREENWAY OPPORTUNITIES

The I-26 Connector (A-0010A) will reconstruct and widen the interstate through the study area, including new lanes, interchanges, and updated structures to improve safety and operations. This expanded corridor creates both constraints and opportunities for greenway development.

Alternative A leverages this investment by co-locating a greenway within the I-26 corridor. By aligning with planned right-of-way, grading, and structures, the project may be more feasible and cost-effective than a standalone facility. However, integration will require careful coordination with NCDOT to address separation, user comfort, and connections at interchanges.

Overall, the I-26 project provides a unique opportunity to advance a continuous, separated greenway between Woodfin and Weaverville that may not otherwise be achievable.

Conceptual cross-section showing how a greenway could be accommodated alongside I-26, informed by NCDOT's preliminary design plans (see following page).

ALTERNATIVE B

PROJECT SNAPSHOT

- » **Location:** East side of Weaverville Road from Old Beaverdam Creek Road in Woodfin to Lake Louise in Weaverville
- » **Facility Type:** 12 ft wide paved, buffered sidepath
- » **Total Length:** 3.65 miles
- » **Structures:** One 12 ft wide prefabricated bridge over Reems Creek
- » **At-Grade Road Crossings:** 26 intersection crossings, plus numerous driveway crossings
- » **Potential Trail Connections:** Beaverdam Creek Greenway; Reems Creek Greenway
- » **Destinations Served:** Businesses and residential areas along Weaverville Road, including Reynolds Village, and Lake Louise Park
- » **Right-of-Way Needs:** Potential impacts to numerous private properties along Weaverville Road
- » **Permitting Needs:** NCDOT encroachment; erosion and sedimentation control; Department of Environmental Quality permits; floodplain permits for bridge over Reems Creek

Image 59. Weaverville Road

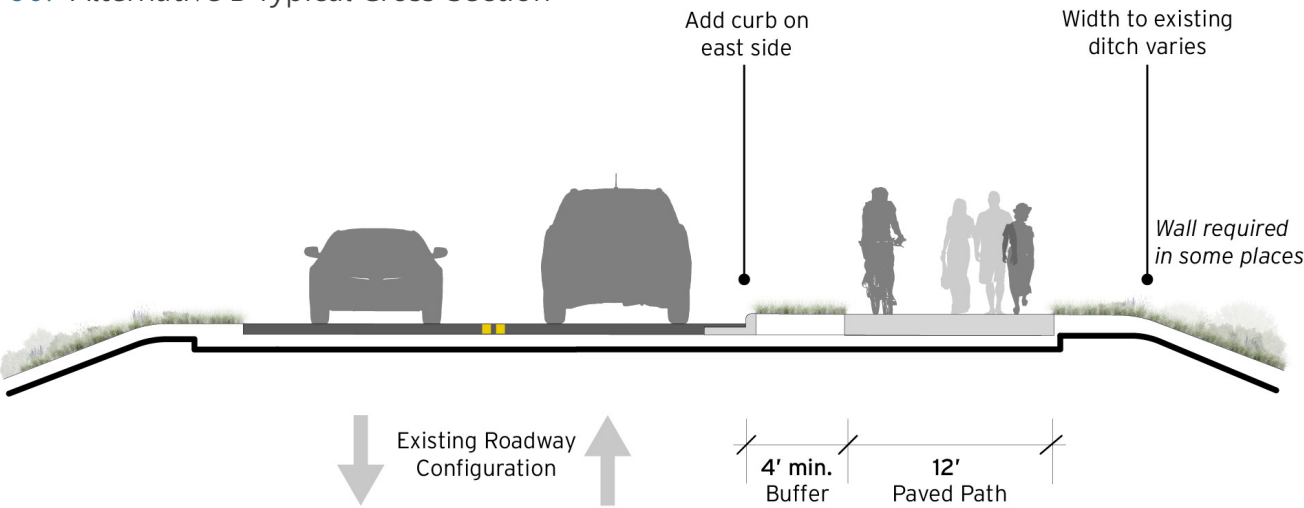


Image Source: McAdams

COSTS

Baseline: \$16,945,500
Contingency (35%): \$9,124,500
Total Estimated Cost: **\$26,070,000**

Image 60. Alternative B Typical Cross-Section



ALTERNATIVE C

PROJECT SNAPSHOT

- » **Location:** East side of I-26 from Old Beaverdam Creek Road in Woodfin to New Stock Road, then along the east side of Weaverville Road to Lake Louise Park in Weaverville
- » **Facility Type:** 12 ft wide paved, buffered sidepath
- » **Total Length:** 3.89 miles
- » **Structures:** One 12 ft wide prefabricated bridge over Reems Creek
- » **At-Grade Road Crossings:** 12 crossings, plus numerous driveway crossings
- » **Potential Trail Connections:** Beaverdam Creek Greenway; Reems Creek Greenway
- » **Destinations Served:** Lake Louise Park and areas along the northern corridor
- » **Right-of-Way Needs:** Potential impacts to private properties along Weaverville Road north of New Stock Road
- » **Permitting Needs:** NCDOT encroachment; erosion and sedimentation control; Department of Environmental Quality permits; floodplain permit for bridge

Image 61. North Weaverville Road



Image Source: McAdams

COSTS

Baseline: \$15,259,142
Contingency (35%): \$8,162,614
Total Estimated Cost: **\$23,321,757**

Image 62. I-26 Interchange with Weaverville Road

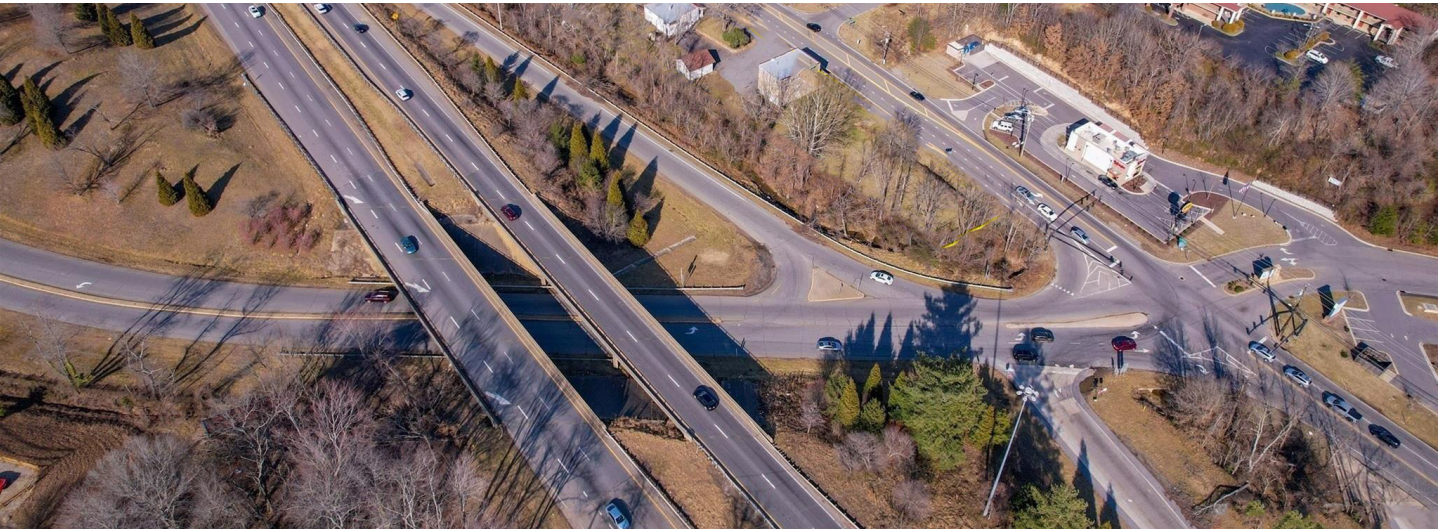


Image Source: Century 21 Commercial

The interchange between I-26 and Weaverville Road in Woodfin demonstrates how regional travel corridors intersect with local streets, influencing access and feasibility for future greenway connections.

KEY IMPLEMENTATION PARTNERS

Successful implementation of the W2W Greenway will require coordination among local, regional, and state agencies, as well as private sector and nonprofit partners. **Figure 24 - Key Partners for Implementation** identifies the primary partners and their roles, summarized below.

FRENCH BROAD RIVER MPO
The French Broad River MPO plays a central leadership and coordination role, supporting funding efforts and facilitating collaboration among partner agencies. This includes coordination with NCDOT, Buncombe County, and the Towns of Woodfin and Weaverville, as well as organizations such as the Tourism Development Authority. The MPO is also responsible for programming projects through tools such as the State Transportation Improvement Program (STIP) and identifying additional funding opportunities.

NCDOT DIVISION 13
NCDOT Division 13 is a key partner for implementing projects within the study area. Opportunities for coordination include projects identified in the STIP, as well as resurfacing, roadway, and bridge improvement projects. Collaboration with Division 13 provides access to technical expertise, project delivery processes, and funding mechanisms that are critical to advancing multimodal infrastructure.

BUNCOMBE COUNTY TOURISM DEVELOPMENT AUTHORITY
The Tourism Development Authority (TDA) invests revenue generated from overnight stays in projects that support tourism and quality of life. The TDA has prioritized investment in trails, including greenways, blueways, and hiking trails. Through funding for construction, land acquisition, and program support, the TDA can play an important role in advancing the W2W Greenway.

NCDOT INTEGRATED MOBILITY DIVISION
Based in Raleigh, the Integrated Mobility Division (IMD) provides guidance on bicycle and pedestrian planning, Complete Streets implementation, and statewide policy. This division plays an important role in supporting project development, funding planning studies, and ensuring alignment with state standards.

COMMUNITY + BUSINESS MEMBERS
Local residents and business owners are essential partners in shaping and supporting the W2W Greenway. Community members contribute through participation in public engagement, advocacy, and ongoing conversations that raise awareness and build support. Businesses and organizations can also play a role in activating and maintaining connections along the corridor.

BUNCOMBE COUNTY PARKS + RECREATION STAFF + COUNTY COMMISSIONERS
Buncombe County staff and elected officials support the advancement of W2W through policy direction, funding decisions, and regional coordination. The County plays an important role in working with NCDOT and the MPO, as well as helping guide implementation strategies and long-term project support.

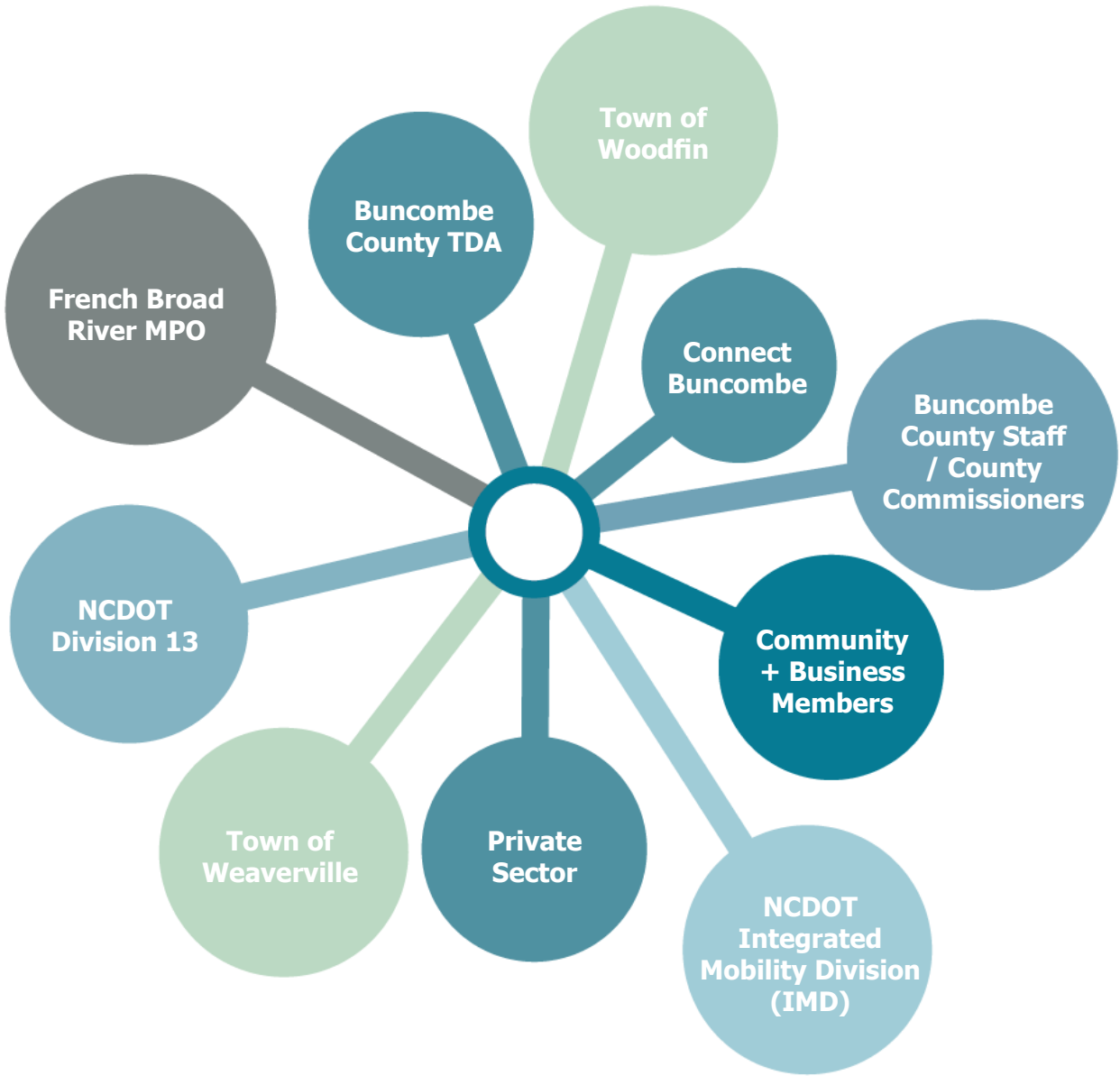
PRIVATE SECTOR
Private sector partners, including developers and nonprofit funders, can support implementation by incorporating greenway connections into new development and redevelopment projects. This approach helps expand the network over time and ensures that future growth contributes to improved walkability and connectivity.

TOWN OF WOODFIN + TOWN OF WEAVERVILLE STAFF + COUNCILS
The Towns of Woodfin and Weaverville are critical partners, as most of the recommended alignment is located within their jurisdictions. Town staff and elected officials will play key roles in project advocacy, coordination with partners, development review, and potential maintenance agreements. Coordination between the towns and Buncombe County will be essential to ensure consistency in policy, connectivity, and implementation.

CONNECT BUNCOMBE
Connect Buncombe is a nonprofit organization that supports the expansion of greenways across Buncombe County. Through advocacy, outreach, partnerships, and funding support, the organization helps advance local greenway goals and build public support for projects like W2W.

“Please continue to keep us (locals as well as people or businesses that will see and feel the effects) informed and included in the process of making this happen.”
- survey respondent

Figure 24. Key Partners for Implementation



ACTION PLAN: W2W PATH TO CONSTRUCTION

Early coordination among multiple agencies and partners will be essential to advancing this project. The French Broad River MPO, the Towns of Woodfin and Weaverville, and Buncombe County will need to coordinate closely and continue working with NCDOT, particularly Division 13. Partner roles and responsibilities are outlined in the Action Plan. Key early action items include:

- 1. For the Woodfin-to-Weaverville Greenway to be considered under NCDOT’s Complete Streets policy, the project must be included in an adopted plan. The Towns of Woodfin and Weaverville should formally adopt this plan.
- 2. Buncombe County should consider incorporating the W2W Greenway into the next update of its systemwide Parks and Recreation Master Plan, scheduled for adoption in 2026.
- 3. NCDOT will be a critical partner in project implementation. The French Broad River MPO and local staff should continue coordination with NCDOT to advocate for inclusion of Alternative A in the planning, funding, and construction of the long-term I-26 expansion.
- 4. Continue coordination with the Beaverdam Creek Greenway project to ensure a seamless connection in Woodfin. At the time of this report, the project is in final design from Riverside Drive to just east of the I-26 underpass. A feasibility study is underway for the final connection from the underpass to Weaverville Road near Woodfin Avenue and Senator Reynolds Boulevard.

Moving the W2W Greenway toward implementation will require a clear and coordinated approach. The following action plan outlines next steps, including timelines, lead agencies, key partners, and performance measures. This framework allows partners to move forward strategically while remaining flexible as funding opportunities and project conditions evolve.

“I would encourage a taller wall to separate from the highway for noise and also greenery and other plants for the environment and beautification.”
- survey respondent

Image 63. New Stock Road at I-26



New Stock Road passing beneath I-26 represents a critical access point for Alternative A, allowing users to enter and exit the corridor and connect to nearby streets and destinations.

Image Source: McAdams

Table 4. Implementation Action Plan

TASK #	DESCRIPTION	LEAD	PARTNER	TIME FRAME	HOW WILL SUCCESS BE MEASURED?
1	Coordinate with community partners, such as Connect Buncombe, to advocate for project prioritization and funding.	FBRMPO	Community partners	Summer 2026	Coordination notes / meeting minutes
2	Review the plan with NCDOT Division 13 and request inclusion of Alternative A in the feasibility analysis for the I-26 expansion.	FBRMPO	NCDOT Division 13	Summer 2026	Coordination notes / meeting minutes
3	Encourage the Towns of Woodfin and Weaverville to adopt this plan to establish it as an official planning document and demonstrate commitment to long-term implementation.	Town of Woodfin; Town of Weaverville	FBRMPO	Fall 2026	Adopted plans
4	Ensure the preferred alignments from this study are incorporated into regional plans, such as the CTP and MTP.	FBRMPO	Town staff; NCDOT IMD; NCDOT Division 13	Winter 2026	Amendments to plan documents
5	FBRMPO adopt the plan and submit the project to the SPOT process (SPOT 8.0 or future cycles).	FBRMPO; NCDOT Division 13	Town and County staff	Spring 2027	SPOT submittal
6	Coordinate with Woodfin and Weaverville to pursue funding for connections to Weaverville Road.	FBRMPO; Town of Woodfin; Town of Weaverville	Connect Buncombe; Buncombe County	Ongoing	Grants submitted
7	Work with key project partners to evaluate and advance phasing options based on scenarios presented in Chapter 5.	FBRMPO	NCDOT Division 13	Ongoing	Coordination notes / meeting minutes
8	Consider developing an annual work plan to guide project advancement, including key milestones, timelines, and roles.	FBRMPO	Town of Woodfin; Town of Weaverville; NCDOT Division 13	Ongoing	Annual work plan document
9	Coordinate with regional partners to ensure consistent branding, design, and wayfinding across the system.	Buncombe County	Town of Woodfin; Town of Weaverville; Community partners	One year prior to construction	Branding and wayfinding plan
10	Develop maintenance agreements for the project (noting that NCDOT typically does not maintain multi-use sidepaths).	Town of Woodfin; Town of Weaverville; Buncombe County	FBRMPO; NCDOT; Community partners	One year prior to construction	Maintenance plan document

FUNDING RESOURCES

The W2W Greenway will likely be funded through a combination of sources rather than a single program. Coordinating timing across these funding opportunities, aligning with larger transportation investments, and maintaining flexibility will be key to advancing the project from planning to implementation. The following funding sources may be used to support the planning, design, and implementation of the W2W Greenway. Additional opportunities are summarized in Appendix E.

NCDOT STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The State Transportation Improvement Program (STIP) identifies transportation projects programmed for funding over a 10-year period. The current STIP covers 2024–2033, while the next cycle (2026–2035) was developed through the Strategic Transportation Prioritization process.

Projects such as the W2W Greenway may be submitted through this process for evaluation and potential inclusion in a future STIP. Depending on the funding category, projects typically require a local match, often in the range of 20 percent.

[Information about the STIP](#)

DIRECT ALLOTMENT (SURFACE TRANSPORTATION BLOCK GRANT, STBG)

The MPO receives approximately \$6.5 million per year in federal transportation funds, including Surface Transportation Block Grant (STBG), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP) funds. The MPO issues calls for projects every two years to program these funds for eligible projects.

[U.S.DOT's STBG webpage](#)

BUNCOMBE COUNTY TOURISM DEVELOPMENT AUTHORITY (TDA)

The Tourism Development Authority invests occupancy tax revenue into projects that support tourism and quality of life. Trail and greenway construction, planning, and land acquisition are eligible uses. Projects typically require a 50 percent match and may be pursued by public, private, or nonprofit applicants.

[Information about the Buncombe County TDA](#)

NC LAND AND WATER FUND (NCLWF)

The NC Land and Water Fund supports projects that improve water quality, protect natural resources, and enhance public access. Greenway planning, land acquisition, and environmental improvements associated with trail development may be eligible for funding.

[North Carolina Land + Water Fund website](#)

RECREATIONAL TRAILS PROGRAM (RTP)

Administered by the NC Division of Parks and Recreation, RTP provides funding for trail construction and maintenance for both motorized and nonmotorized users. Grants typically require a 25 percent local match and are reimbursed after construction. Awards generally range from \$10,000 to \$100,000.

[Recreational Trails Program website](#)

[NC Trails Grant Application webpage](#)

NC PARKS AND RECREATION TRUST FUND (PARTF)

PARTF provides matching grants to local governments for parks and recreation projects, including greenways and trails. Grants require a dollar-for-dollar match and support both land acquisition and development.

[Parks + Recreation Trust Fund website](#)

SAFE STREETS AND ROADS FOR ALL (SS4A)

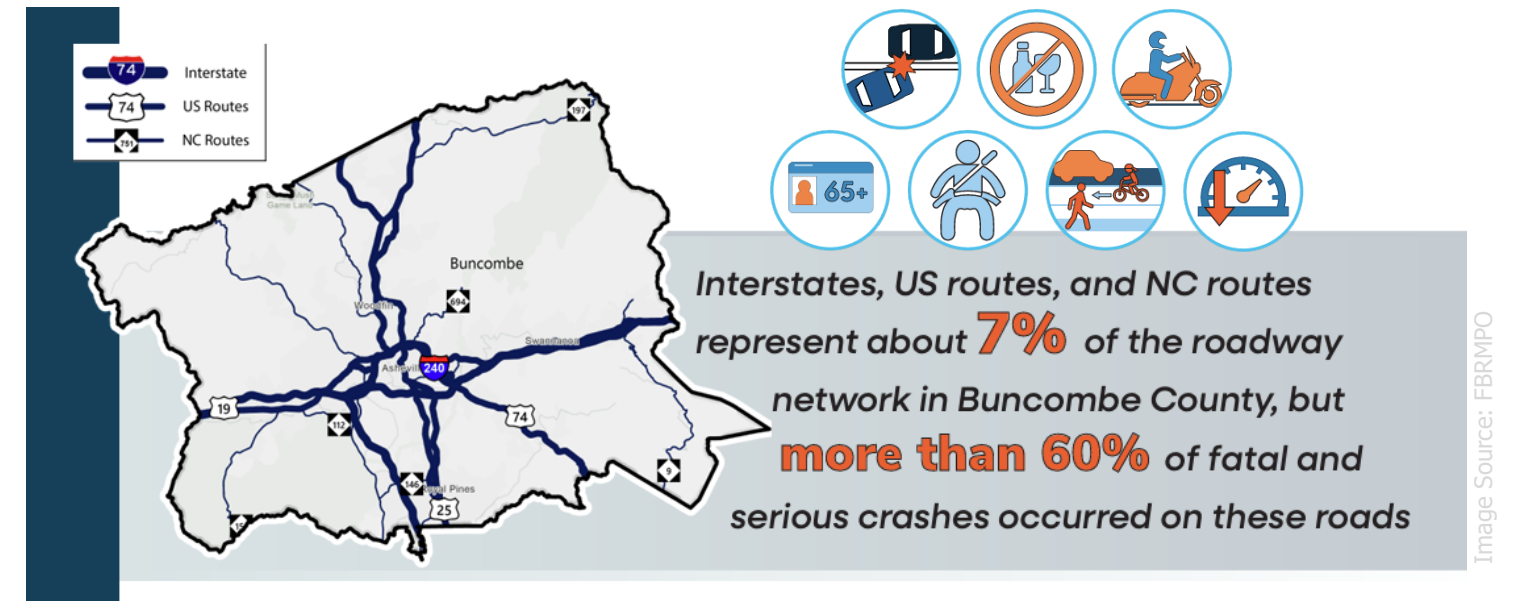
The SS4A discretionary grant program supports initiatives that improve roadway safety and reduce serious injuries and fatalities. Eligible activities include:

- » Developing or updating a Comprehensive Safety Action Plan
- » Conducting planning, design, and development activities
- » Implementing safety improvements identified in an Action Plan

Eligibility for implementation funding requires an approved Safety Action Plan. Buncombe County is included in the Safe Streets for Western NC Plan.

[Safe Streets for WNC Regional Safety Action Plan](#)

Figure 25. SS4WNC Fact Sheet (Buncombe County)



The Safe Streets for WNC Regional Safety Plan focuses on recommendations to improve safety outcomes, especially along the High Injury Network roadways. One of the strategies is improving routes and crossings for pedestrians and bicyclists.

BUILD GRANTS (FORMERLY RAISE)

The Better Utilizing Investments to Leverage Development (BUILD) program is a competitive federal grant program that supports multimodal transportation projects with significant local or regional impact. Eligible projects include walking and bicycling infrastructure, greenways, and other improvements that enhance safety, mobility, and connectivity.

BUILD grants can be used for both planning and construction activities. Projects that demonstrate strong community benefits, regional coordination, and readiness for implementation are typically more competitive. Funding is awarded on a competitive basis and is administered by the U.S. Department of Transportation.

This program was previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program and continues to be one of the most flexible federal funding sources for projects like the W2W Greenway.

[BUILD Grant website](#)

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) IMPROVEMENT PROGRAM

CMAQ funding supports projects that reduce vehicle emissions and improve air quality. Multimodal projects such as greenways may be eligible when they demonstrate measurable reductions in vehicle trips.

[CMAQ Improvement Program website](#)

PRIVATE AND NONPROFIT FUNDING

Private foundations, nonprofit organizations, and development partnerships can provide supplemental funding for greenway segments, connections, or amenities. These sources are often used to advance smaller phases or enhance user experience elements.

DEVELOPMENT-RELATED CONTRIBUTIONS

Coordination with private developers can help incorporate greenway segments or easements into new development or redevelopment projects. This approach can reduce costs and expand the network incrementally as growth occurs.

