



Let's get it right!

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NC Department of Transportation's plans for expanding I-26 through the heart of Asheville could cost upwards of \$750 million, will require taking an average of 200 homes and businesses and will disrupt residential neighborhoods.

For years, our community has said this project is too big, too impactful, and inconsistent with the scale and character of Asheville and what people want: safe travel and improved transportation options that benefit residents and tourists alike, reconnected neighborhoods, and minimal harm to our community and environment. **To learn more about the community effort to advance a common vision and secure a design for the I-26 expansion that benefits all of Asheville, visit bit.ly/I26Connectus**

NCDOT's current alternatives are problematic because they:

1. Are too large and create an unreasonable amount of negative impacts on our neighborhoods.
2. Are based on over-estimated traffic forecasts and are out of touch with the scale and needs of Asheville. NCDOT has designed this project as the fastest way to move people between South Carolina and Tennessee—**not taking into account the impacts to the heart of our city.**
3. **Fail to include sufficient pedestrian and bicycle improvements.** This leaves those in our community with the least access to transportation options even more vulnerable and puts them in danger
4. On average **will take 200 homes and businesses and further harm neighborhoods like Burton Street**, the historically African American community in West Asheville that has already been devastated from previous highway projects.
5. **Increase the number of lanes of traffic in section C from 8 to 12** and unnecessarily widens I-40 east of Brevard Rd.
6. Make access to neighborhoods and businesses, including Westgate Shopping Center, more difficult, complex and confusing.
7. Make the highway far too wide - 10 lanes - in West Asheville. NCDOT has again failed to include an analysis of a 6 lane option for this section and has designed the interchange at Haywood road to be more dangerous for bicycles and pedestrians. The on-off ramps to Haywood Road are designed for high speeds and are more suited to a suburban interchange with little pedestrian traffic. **Extremely high speed traffic onto Haywood road, sweeping right turns, insufficient sidewalks only 5 feet wide, no bike lane, and larger areas to cross make this section very dangerous for pedestrians. This small, "one way" sidewalk isn't big enough for a parent holding a child's hand to comfortably or safely walk next to this many lanes of traffic.**
8. Overdesign Amboy Road to Brevard Road as a 4-lane road with no bicycle or pedestrian accommodations, which will have major impacts to nearby neighborhoods and city parks.

For more information on the project and how you can get involved,
please visit [**bit.ly/I-26connectus**](http://bit.ly/I-26connectus)



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NCDOT's plans need the following improvements:

1. **More bike and pedestrian facilities** and a project that doesn't negatively impact Asheville's bus routes.
2. **Better connections** between West Asheville and downtown by turning Patton Avenue into a people-friendly boulevard.
3. Create **connections to neighborhoods and businesses that are simpler and easier** rather than more complex and confusing.
4. **Minimize harm to the Burton Street and Montford neighborhoods.**
5. Leave I-240 through West Asheville as 4 lanes or widen it to only **6 lanes instead of 10.**
6. Make I-26 where it crosses the river only **4 lanes instead of 6.**
7. **Leave Amboy Road as a 2 lane road** and add bicycle and pedestrian infrastructure.
8. **Remove the new 4 lanes of collector road** adjacent to I-40 west of Asheville and do not widen I-40 east of I-26.
9. Opt for the **simplest solution** for the I-240/I-26/I-40 interchange.
10. **Tighten up lanes, ramps, and all interchanges** so they have the smallest footprint possible.
11. Create opportunities for infill development **so Asheville can realize a long-term financial benefit from the project.**
12. **Include bicycle and pedestrian access** alongside, through and over the highway to reflect Asheville's Greenway Master Plan and NCDOT's Complete Streets Policy.

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