

9:00 A.M. PUBLIC HEARING

2019 Schedule of Values

October 17, 2018

PLEASE PRINT

Name:

Address:

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|--------------|--------------------------------|
| 1. Ken Fitch | 1046 Patton St. Hendersonville |
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HENDERSON COUNTY BOARD OF COMMISSIONERS

1 Historic Courthouse Square, Suite 1
Hendersonville, North Carolina 28792
Phone: 828-697-4808 • Fax: 828-692-9855
www.hendersoncountync.org

J. MICHAEL EDNEY
Chairman
GRADY H. HAWKINS
Vice-Chairman

CHARLES D. MESSER
WILLIAM G. LAPSLEY
THOMAS H. THOMPSON

NOTICE

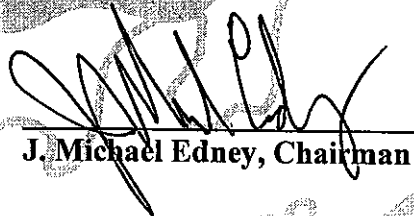
*PUBLIC HEARING

DATE: Wednesday, October 17, 2018

TIME: 9:00 a.m.

PLACE:
Commissioners' Meeting Room
1 Historic Courthouse Square, Hendersonville

SUBJECTS TO BE CONSIDERED: Public Hearing on 2019 Schedule of Values



J. Michael Edney, Chairman

- Action may be taken with respect to any of the items to be discussed at this meeting

October 17, 2018
9:00 a.m.
PUBLIC HEARING

For consideration of closing a portion of a Right-of-Way off Ripley Avenue in Mountain Home
Sign-up Sheet

Please Print

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Address:

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1 Historic Courthouse Square, Hendersonville

SUBJECTS TO BE CONSIDERED: Public Hearing for consideration of closing a portion of a Right-of-Way off Ripley Avenue in Mountain Home



J. Michael Edney, Chairman

- = Action may be taken with respect to any of the items to be discussed at this meeting.


PUBLIC COMMENT SIGNUP SHEET

OCTOBER 17, 2018

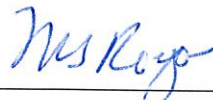
Pursuant to N.C. Gen. Stat. §153A-52.1, the Henderson County welcomes public comment at its meetings. Please note that each speaker is limited to three (3) minutes, unless a different time limit is announced. Also, the Board may adopt rules limiting the number of persons speaking taking the same position on a given issue, and other rules regarding the maintenance of good order.

Each speaker should be aware and by their signatures hereto they agree that their comments may be recorded (by audio-visual recordings, photography or other means), and may be (but are not required to be) broadcast by the County as a part of the broadcast of this meeting, or as a part of the County's programming on its local video channel(s). By their signature they further agree that Henderson County is and will be the sole owner of all rights in and to such programming. The undersigned hereby indemnifies Henderson County, its employees and agents, against any and all claims, damages, liabilities, costs and expenses arising out of the use of the undersigned's images and words in connection therewith.


1. John DeGelleke
PRINTED NAME
393 Triple Creek Dr
Hendersonville 28791
MAILING ADDRESS


SIGNATURE
Hwy 191 widening
Topic

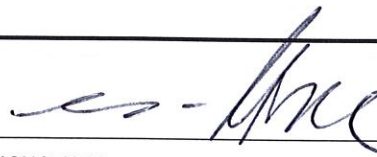
2. MARTI Rolo
PRINTED NAME
393 TRIPLE CREEK DR
HVILLE 28791
MAILING ADDRESS


SIGNATURE
Hwy 191
Topic

3. Judith Levinson
PRINTED NAME
212 Leverette Dr
Hville 28791
MAILING ADDRESS

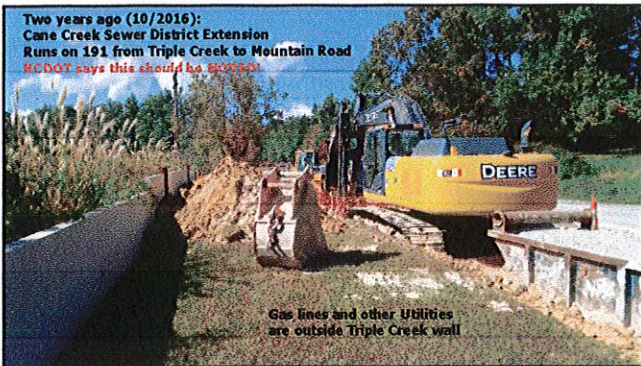
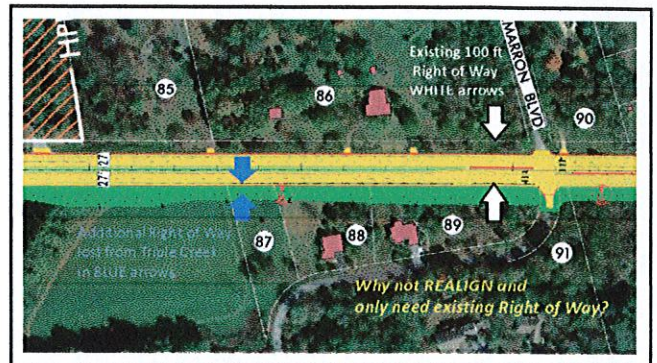
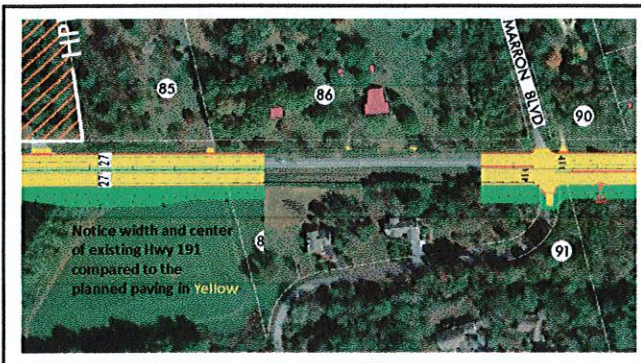
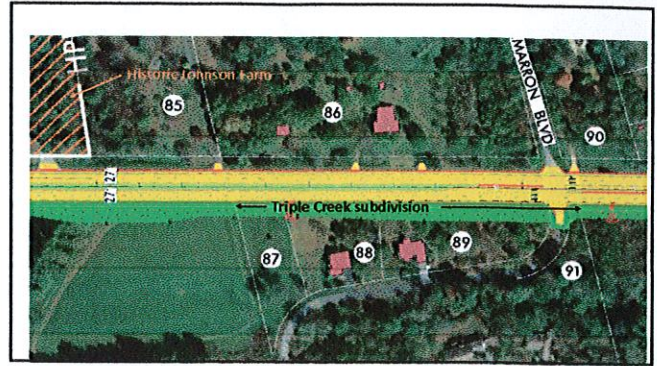
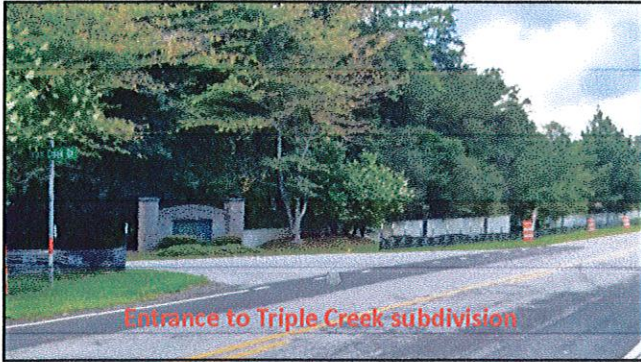

SIGNATURE
Hwy 191 widening
Topic

4. Steven Z. Levinson
PRINTED NAME
212 Leverette Dr
Hville 28791
MAILING ADDRESS


SIGNATURE
Highway 191 widening
Topic

John DeBelleke, secretary
Triple Creek Prop. Owners Assn.

Handout
Speaker #1



Traffic Study Study: looking at one of the details

Comparing old data to new (eastern end of the project)

NCDOT measured 12,100 vehicles/day in 2013
NCDOT forecast then for 23,400 vehicles/day for 2035
vs.
NCDOT measured 11,000 vehicles/day in 2018
This looks like a 9% decrease in 5 years!

Accident Analysis: looking at one of
the details

Comparing old data to new
(Bradley Road intersection, between the schools)

Project justification description states,
"Bradley Rd intersection has been averaging at least
5 crashes/year"

vs.

NCDOT report shows 7 crashes/5 years (6/12-5/17)

This looks like a 72% reduction since time project was justified!

Please request the TAC to place this
Project on their Agenda
and
reassess the future needs of Hwy 191
after the current School Safety
project's benefits are realized.

Handout
#3 speaker

Presentation re: NC 191 Widening (STIP project R-2588B)

My husband and I live just off 191 at Mountain Road & Leverette Drive. We acknowledge that 191 needs "improvement"—specifically improvements that can reduce traffic by improving the flow and increasing safety. Some ideas include wider lanes and paved shoulders so they don't flush away every time we have heavy rain, drop off lanes, merge lanes from side streets, and possibly center turn lanes at key intersections, similar to the Howard Gap improvements.

These types of improvements will make the traffic on 191 flow faster and become safer without taking away the natural beauty of our residential area by adding a five lane highway and at a fraction of the cost to taxpayers. Many of these options can be evaluated if you will urge NCDOT to reassess the 191 widening.

We do NOT want to stop **progress**. But in our opinion DOT's plan to transform 4.4 miles of 191 into a four-lane, median-divided highway between Mountain Road and Boylston Highway was not justified before, and is certainly not justified now that there will not be a connection to the Balfour Parkway. At much less cost, 191 could be improved all the way from Boylston Highway to 25 in Hendersonville by simply adding paved shoulders and needed turn lanes.

We believe that the DOT has grossly overestimated future traffic volume on 191 and based on the significant improvements currently underway to address school congestion during drop off and pick up times what is urgently needed **now** is a re-evaluation of the need for a four-lane divided highway **after** the benefits of the current school safety project can be assessed.

Thank you,
Judith Levinson, Ed.D.
jsberson@me.com

Handout #4
Speaker

DISCUSSION ON THE PROPOSED NC191 WIDENING (PROJECT R2588B)

WE ATTENDED A PRESENTATION BY TRISTAN WINKLER, THE TRANSPORTATION PLANNER FOR OUR REGION WHERE WE LEARNED THAT FEDERAL MONEY IS FOR BUILDING & ENLARGING HIGHWAYS BUT THE STATE IS RESPONSIBLE FOR **MAINTAINING** ROADS. THIS IS WHY SEVERAL LOCAL ROADS, INCLUDING 191, ARE VIEWED AS DANGEROUS BECAUSE THEY LACK SUFFICIENT TURN OFF LANES AND NEED SAFER SHOULDERS.

THE SECTION OF 191 FROM THE DOLLAR GENERAL AT MOUNTAIN ROAD TO 280/ BOYLSTON HWY IS ONLY 4.4 MILES. IN A GOOD CASE IT TAKES 6 -7 MINUTES TO DRIVE IT, IN THE WORST CASE 9-10 MINUTES. IF 191 WERE TO BECOME A 4-LANE HIGHWAY LIKE UPWARD ROAD OR CHIMNEY ROCK ROAD, IT MIGHT REDUCE THE DRIVE TIME BY 2 MINUTES, OR WITH TRAFFIC IT MAY BE REDUCED BY 5-8 MINUTES, BECAUSE WE STILL HAVE TWO SCHOOLS AND SEVERAL TRAFFIC LIGHTS. IN MY OPINION IF INSTEAD NCDOT WOULD ADD WIDE PAVED SHOULDERS, MANY TURNING LANES AND MERGING LANES, TRAVEL TIME ON 191 WILL BE SAFER, BE MORE ECOLOGICAL AND COMPATIBLE WITH THE RESIDENTIAL AREA AND PRESERVE THE APPEARANCE OF OUR LOVELY COUNTRY ROAD FOR A FRACTION OF THE COST. TEN YEARS LATER IF IT IS DETERMINED THAT THERE IS A CRITICAL NEED TO EXPAND THE ROAD, THEY CAN DO A NEW ASSESSMENT AT THAT TIME.

IF A 4-LANE DIVIDED HIGHWAY BETWEEN MOUNTAIN AND BOYLSTON WERE TO BECOME A REALITY, THE INTERSECTION AT MOUNTAIN ROAD MERGING INTO FROM FOUR LANES TO TWO LANES WILL BE SUCH A BOTTLENECK THAT NCDOT MAY FEEL JUSTIFIED TO CONTINUE ON AND WIDEN 191 ALL THE WAY TO 25. THAT WOULD BE UNCONSCIONABLE TO DESTROY SUCH A BEAUTIFUL, DENSELY POPULATED ROAD AND TAKE AWAY SO MANY HOMES.

JUST BECAUSE THE MONEY IS EARMARKED, NCDOT SHOULD BE MORE PRUDENT IN HOW THEY SPENT OUR TAXPAYER'S MONEY. IN THE IDEAL WORLD, IF THEY WOULD JUST PAVE THE SHOULDERS, ADD TURNING LANES AND MERGING LANES TO MOUNTAIN RD, STONEY MOUNTAIN RD AND 191 FROM MOUNTAIN RD TO 25, MUCH OF THE TRAFFIC THEY ARE WORRIED ABOUT WOULD BE DRASTICALLY REDUCED AND 191 WOULD BE MUCH SAFER WITHOUT BECOMING A HIGHWAY! THANK YOU,

THANK YOU FOR YOUR TIME,

STEVEN Z. LEVINSON

ZLEV900@GMAIL.COM

Address to County Commissioners

October 17, 2018
Phil Rasmussen
123 Haywood Park Dr
828-326-5419

Good morning. My name is Phil Rasmussen and I live in Haywood Park Estates which exits only onto NC 191 (or Haywood Rd).

I've come before you to discuss several things related to the NCDOT R-2588B widening of 191.

Many of those who oppose this widening project have been told that they are against progress. Nothing could be further from the truth.

The word progress has several different meanings, each of which play a vital role in American thought. Since the beginning of our country, progress has always been on the American mind. Everything America stands for is based on the progression of its people.

Americans stood together and built a government and a country full of potential. Initially progress meant moving west. However the industrial revolution changed the definition of progress to mean expanding commerce, building industries and creating markets.

Today, progress has a different meaning. While it is still about growth, it is no longer individual growth but that of government for its own benefit and not those of the people or for the people.

Please redefine progress so that government supports the people it serves. Progress should no longer be associated with financial growth but rather the well being of the people of Henderson County.

My second point concerns 191. As county commissioners you have the responsibility to determine the county budget and how to spend taxpayer monies. However, if the budget exceeds that of available funds, you, our commissioners,, must revise the budget because the metrics have changed.

The cancellation of the Balfour Parkway dramatically changed the metrics used to define the NCDOT R-2588B project. Just as a change in financial metrics requires you to reconsider how taxpayer money is spent, the changed metrics for the R-2588B requires you to revisit the 191 project.

My third point is that we realize that you have already spent a lot of time deciding the fate of the proposed 191 project. We believe that the 191 widening to 4 lanes is no longer needed, that the project will permanently destroy the value of rural living in our county, and that the widening does not support or provide for any economic well being. Consequently, we ask that each of you reconsider this project as it now stands, its impact on both local and county levels, and consider alternative means to reducing 191 traffic hat has increased because of past decisions that were not in the best interest of the county and its residents.

In closing, we, the people who put you into office to oversee our needs and the welfare of our county, ask that you take the time to seriously reassess the NCDOT R-2588B project in light of how it would truly serve us. We ask that this reassessment takes place after the 191 school safety project is completed and an effectiveness assessment of that project can be properly done.

Thank you for letting me appear before this board meeting.