

CTP Amendments Resulting from P6.0

The following projects are being considered for submission into the prioritization process, referred to as “SPOT”, and will be considered for funding in the 2023-2032 Transportation Improvement Program. As part of this process, it is required that projects being entered into SPOT are also in the Comprehensive Transportation Plan, or CTP. The French Broad River MPO CTP was adopted in 2008, with the most recent amendments in 2013, and the following projects were not included in the CTP. These amendments consider the need for new projects as priorities and identify needed improvements. The full list of draft SPOT projects is out for public comment from February 26 – March 25th. For more information on SPOT, go to: <http://frenchbroadrivermpo.org/spot-6-0/>

Project: Blue Ridge Road

From: I-40 **To:** NC 9 **Municipality (County):** Black Mountain (Buncombe)

Improvement Type: Modernization

SPOT/CTP ID: H171779

Purpose and Need: This two-lane facility currently provides a east-west connection in the southern part of Black Mountain, connecting NC 9 to US 70. The roadway has 12’ lanes with a minimal paved shoulder width of 1’. The 2017 AADT volumes were 4,500.

The Blue Ridge road interchange project, TIP I-4409, will likely increase volumes on this segment and open the area to further development. The interchange project, in addition to relieving freight traffic from navigating through Downtown Black Mountain, will include improvements of the section of Blue Ridge road from I-40 to White Pine Drive. Blue Ridge road has a close proximity to a new access road serving expanding industrial and commercial industries, and there will likely be growing commuter and freight traffic. Additionally, existing industrial businesses on US 70 have experienced growth and have seen increased freight volumes in the area. Bringing this corridor up to NCDOT standards, with paved shoulders and incorporating Complete Streets elements will improve safety and mobility for all users. This section of roadway provides a connection to the Douglas M. Brock Park, on the north side of I-40. The Black Mountain Bike Plan recommends sidewalks on this section of roadway, in order to connect destinations on NC 9 to the park and destinations on US 70. The Plan also calls for a bike able shoulder (minimum of five feet) or bike lane on the entirety of this segment.

Project: Woodfin Street

From: College Street **To:** Lexington Ave **Municipality (County):** Asheville (Buncombe)

Improvement Type: Roadway Upgrade

SPOT/CTP ID: N/A

Purpose and Need: This facility provides a connection between College Street on the east entrance to downtown Asheville and leads towards N. Lexington Avenue in downtown. There are multiple destinations along this corridor including the hotels, apartments, churches, and multiple venues. On the eastern section from College Street to Central Avenue, the roadway is a three-lane section with a two-way-center-turn-lane and on street parking. From Central to Lexington, the roadway becomes a four-lane cross section. The road has curb and gutter, with sidewalks on both sides. The 2017 AADT volumes were 7,300.

Due to its alignment and geometry, vehicle speeds tend to be higher than the posted 30 MPH. There are multiple mid-block crosswalks, driveways and intersections that make high speeds dangerous. Providing lane separation on the section of Woodfin from College Street to Central Avenue could help reduce speeds and conflict points. Given the high amount of pedestrians and bicyclists using this corridor, it is important to include Complete Streets elements that incorporate multimodal safety. The intersection of Woodfin and Broadway is mis-aligned and has a large footprint that makes turning movements problematic, in addition to the challenge posed for pedestrians and bicycles crossing the large intersection.

Project: US 25B/Asheville Highway at North Main Street Intersection

From: -- **To:** -- **Municipality (County):** Hendersonville (Henderson)

Improvement Type: Intersection Improvement

SPOT/CTP ID: H184193

Purpose and Need: This intersection is at the convergence of US 25, N. Main Street and N. Church Street with a large amount of traffic being generated from Hendersonville High School. This large intersection is just north of Hendersonville and serves as a crucial north-south connection, with 28,500 AADT on Asheville Highway, and 10,000 AADT on N. Main Street. During peak travel times, this intersection becomes congested from school traffic, in addition to traffic diverting from Four Seasons Boulevard. Increased development and growth north of Hendersonville mean that congestion is likely to further impact this intersection.

Given the location of the school, and the surrounding residential neighborhoods, sidewalk and multimodal infrastructure are important to the intersection design. The angles and alignment of the current intersections means there are multiple spots that are not conducive for pedestrians where they must cross four lanes of traffic, with a minimal, if any, mid-block crossing. Congestion and frequent curb-cuts provide further challenges for pedestrians to navigate. This intersection is also included in the Blue Ridge Bike Plan for proposed bike lanes, connecting N. Main to US 25 and NC 191.