

Prioritization Subcommittee

Meeting Agenda

May 3, 2023

9:30 AM

Meeting to be held at Land of Sky Regional Council or via

Zoom: <https://zoom.us/j/91373453789>

Voting Members on the Committee: Jessica Morris (City of Asheville, Vice-Chair), William High (Buncombe County), Autumn Radcliff (Henderson County), Anthony Sutton (Town of Waynesville), Elizabeth Teague (Town of Waynesville, Chair), Jerry Vehaun (Town of Woodfin), Archie Pertiller (Town of Black Mountain)

1. Welcome and Introductions	Elizabeth Teague
2. Public Comment	Elizabeth Teague
3. Approval of March, 2023 Meeting Minutes	Elizabeth Teague
4. Business	
A. Draft 2024-2033 TIP Update	Tristan Winkler, MPO Staff
B. CMP Biennial Report	Tristan Winkler, MPO Staff
C. PM2 & PM3 Performance Targets	Logan DiGiacomo, MPO Staff
D. Park and Ride Status and Needs	Jon Barsanti, TDM
5. News, Events, Updates	Elizabeth Teague
6. Public Comment	Elizabeth Teague
7. Adjournment	Elizabeth Teague

Item 4A

Draft 2024-2033 TIP Update

The “final” Draft 2024-2033 TIP is available here: <https://frenchbroadrivermpo.org/tip/>

This includes the swap that was approved by the MPO Board and NCDOT to swap-in the I-26/US 64 Interchange Improvements in place of Kanuga Road Modernization as well as the split of the Sweeten Creek Road widening.

Several other changes were made to project schedules as part of the “final” Draft STIP for projects in the FBRMPO region. That includes a one-year delay for the Liberty Road Interchange in Buncombe County on I-40 as well as a three-year delay for the planned widening of NC 112 (Sand Hill/Sardis Road), also in Buncombe County.

ROUTE/CITY	DESCRIPTION	PROJECT ID	CONSTRUCTION SCHEDULE DRAFT 2024-2033 STIP (AUGUST 2022)	CONSTRUCTION SCHEDULE FINAL 2024-2033 STIP (MARCH 2023)	CONSTRUCTION DRAFT STIP TO FINAL STIP CHANGE
I-40	I-40/SR 1228 (LIBERTY ROAD). CONVERT GRADE SEPARATION TO AN INTERCHANGE AND CONSTRUCT TWO LANE ROADWAY NORTH OF I-40 TO SR 1224 AND FOUR LANE ROADWAY SOUTH OF I-40 TO US 19/US 23/NC 151 WITH PARTS ON NEW LOCATION.	I-4759	2025	2026	1 YEAR DELAY
NC 112 (SARDIS ROAD/SANDHILL ROAD)	NC 191 (BREVARD ROAD) TO US 19/23 (SMOKEY PARK HIGHWAY). WIDEN ROADWAY.	U-6047	2028	2031	3 YEAR DELAY

ROUTE/CITY	DESCRIPTION	PROJECT ID	CONSTRUCTION SCHEDULE DRAFT 2024-2033 STIP (AUGUST 2022)	CONSTRUCTION SCHEDULE FINAL 2024-2033 STIP (MARCH 2023)	CONSTRUCTION DRAFT STIP TO FINAL STIP CHANGE
US 25A (SWEETEN CREEK ROAD)	US 25 (HENDERSONVILLE ROAD) TO SR 3116 (MILLS GAP ROAD)	U-2801AA	2031	FUNDED FOR PRELIMINARY ENGINEERING ONLY	PROJECT UNCOMMITTED
I-26	US 64 INTERCHANGE IMPROVEMENTS	I-4400BA	FUNDED FOR PRELIMINARY ENGINEERING ONLY	2029	PROJECT BECOMES COMMITTED
SR 1127 (KANUGA ROAD)	US 25 BUSINESS (CHURCH STREET) TO SR 1123 (LITTLE RIVER ROAD). UPGRADE ROADWAY.	R-5748	2029	FUNDED FOR PRELIMINARY ENGINEERING ONLY	PROJECT UNCOMMITTED

Next Steps:

The Board of Transportation plans to approve the Draft STIP at its May meeting.
The FBRMPO plans to consider adoption of the Draft TIP at its August meeting.

Information Only

Item 4B:

CMP Biennial Report

The French Broad River MPO is required to maintain a Congestion Management Process (CMP) for the region which includes congestion monitoring on a biennial basis. A draft biennial report and presentation will be provided.

Item 4C:

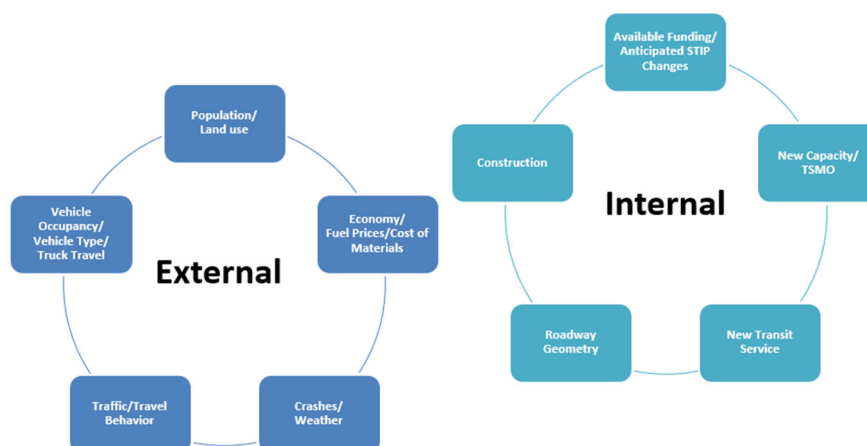
FHWA Performance Targets for PM2 & PM3

NCDOT reported its 2-year and 4-year statewide targets for the federally required performance measures for pavement condition, bridge condition, travel time reliability, truck freight reliability, and CMAQ on December 15, 2022. The 2-year targets represent performance at the end of calendar year 2023, while the 4-year targets reflect performance at the end of 2025.

NCDOT set these targets taking into account recent performance trends, current and planned STIP projects, and variables that influence the measures in each performance area. The primary considerations taken into account when establishing these targets are:

- The State’s economic growth and resulting VMT trends in recent years are **expected to continue over the next several years.**
- Projects and funding levels in the STIP are unlikely to **significantly change performance over the next 2-4 years.**
- Project **costs over the past two years have increased significantly** due to inflation and a great deal of uncertainty remains about costs and economic conditions over next four years.
- Given these factors, the targets maintain a **conservative and balanced stance given the unknowns.** NCDOT will continue to monitor and report performance on a regular basis and has an opportunity to assess performance after 2023 and adjust the 2025 targets if necessary.

Factors Influencing Performance



What will performance look like in 2023 and 2025?

New travel patterns vs. return to pre-2020 equilibrium

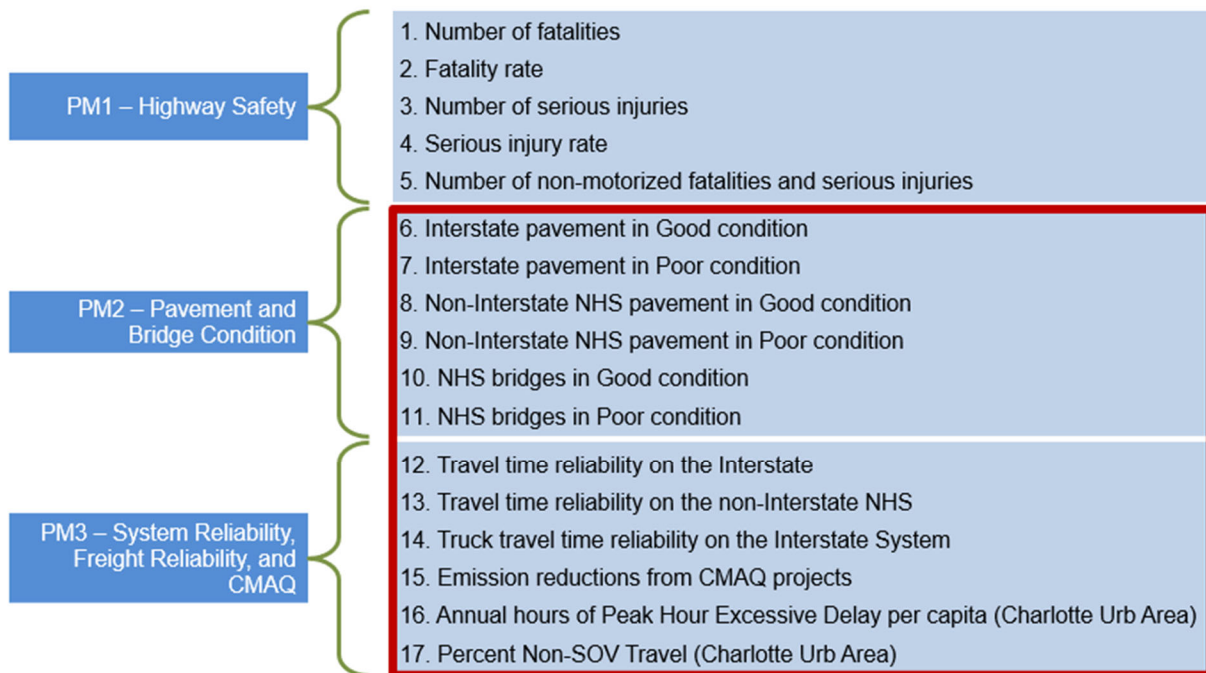
Effects of hybrid and remote work

Changes in carpooling and transit use

Economic conditions and fuel prices

Changes to the STIP due to cost increases

FHWA Performance Measures:



NCDOT Draft Statewide Targets:

Pavement Condition:

Performance Measure	2023 Target	2025 Target
Percent of Interstate Pavement in Good Condition	60%	62%
Percent of Interstate Pavement in Poor Condition	1.8%	1.5%
Percent of Non-Interstate NHS Pavement in Good Condition	30%	31%
Percent of Non-Interstate NHS Pavement in Poor Condition	3.5%	3.0%

Bridge Condition:

Performance Measure	2023 Target	2025 Target
Percent of NHS Bridges by Deck Area in Good Condition	38%	36%
Percent of NHS Bridges by Deck Area in Poor Condition	5%	5%

Travel Time Reliability:

Performance Measure	2023 Target	2025 Target
Percent of Person-Miles Traveled on the Interstate that are Reliable	75%	75%
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	70%	70%
Truck Travel Time Reliability Index	1.70	1.70

FBRMPO Options:

- Establish Unique Targets Only Applicable to FBRMPO Planning Area
- **Adoption of NCDOT Recommended Statewide Targets (Staff Recommendation)**

Action:

Consider a recommendation of performance targets.

Item 4D:

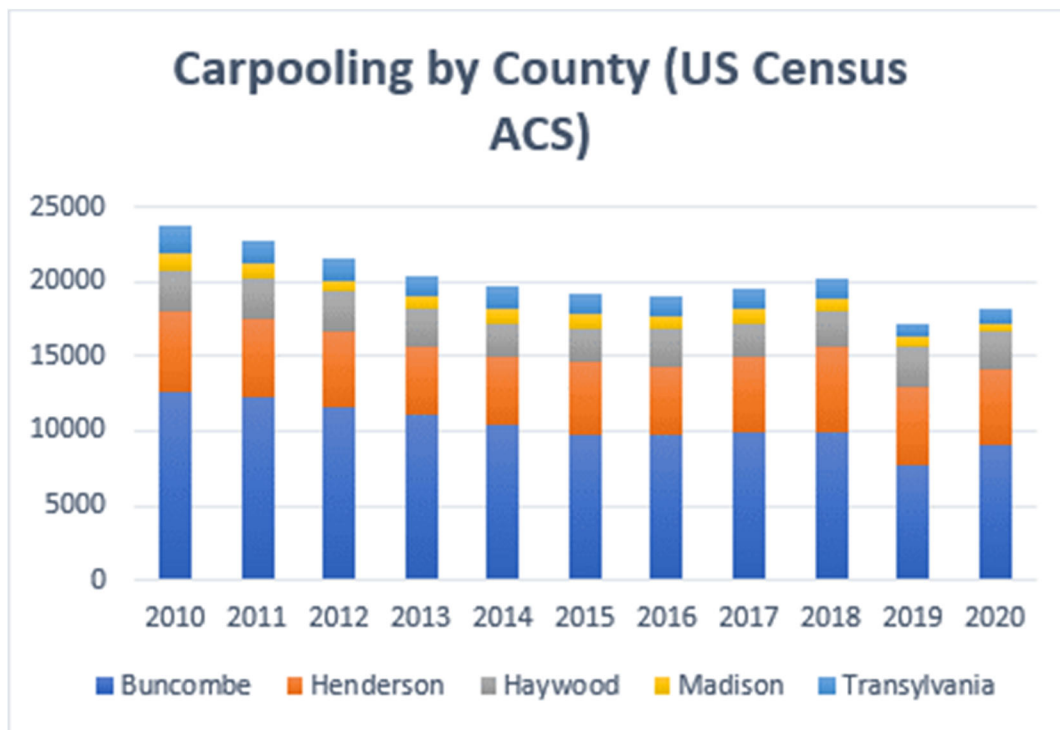
Regional Park and Ride Facilities

Specific Changes Needed at Existing Park and Ride Facilities

Overview: We have six official park and rides in the area and two unofficial park and rides. There are two types of Park and Rides: Park and Pool locations at Waynesville, Canton, Weaverville, and Mars Hill, and Park and Rides for Black Mountain, South Asheville, and Rosman. The unofficial park and rides are at the Goodwill Location on Patton Road and the Asheville Outlet Mall off of US-26.

Some of the lots are well utilized, and one is “never” utilized. The Canton, Mars Hill, and Rosman locations are the most used with consistent 40% occupancy, 50% occupancy and 75% occupancy, respectively. The Airport/South Asheville and Weaverville locations normally have 15-25% occupancy, with the Black Mountain location having a range of 5-24%. The Waynesville Location, exit 102 on US-74, has sat vacant whenever surveyed.

Carpooling and Vanpooling have seen a drop in use, especially after the beginning of the COVID Crisis. Carpooling peaked in North Carolina between 2005 and 2008, with 10.40% to 10.74% of commuters traveling with other people. As of 2021 that number stands at 7.50%, according to the Bureau of Transportation Statistics.



The **Black Mountain** Parking Lot is located along the rail line and has a bus stop, The bench is a small shelter for possibly two people. This lot is only identified as a parking lot.

- It needs Park and Ride advertising at the interstate,
- directional arrows,
- and a Share the Ride NC Sign

The **South Asheville/Agricultural Center/Airport Park and Ride** is located on a bus route, has lighting, a shelter, and a trash can. There are no signs directing you to the lot from I-26. This lot has a connection to the Rosman Park and ride. It is quite a distance.

- It needs a Share the Ride NC Sign,
- It could use a Park and Ride one mile out from the US I-26 interchange, east and west of New Airport Rd. It could use a park and ride sign coming from the south/west on 280.

The **Rosman Park and Ride** location is well used. It has a Transylvania in Motion sign.

- It needs a park and ride sign.
- There are no directional arrows, it could use one on the opposite side of the street.
- It needs a shelter, a bench and some lighting.
- It does have a share the ride sign that is being overgrown.

The **Waynesville/Bible Baptist Road** location has very little signage to get you to the location. It does have a Share the Ride sign.

- It needs lighting.
- The sign from the west is non-existent and the sign from the east is obscured by a tree.
- It needs a shelter, a bench, and lighting.

The **Canton/Newfound Road** location is well used. It has a Share The Ride sign. It has lighting and good signage.

- The shelter is in need of repair with graffiti, broken glass, and damage to the frame itself.

The **Weaverville/Flat Rock** location is underutilized. It has good signage from the expressway and directional signs leading you to it. It does have lighting.

- It needs an STR Sign.
- It needs a shelter and a trash can.

The **Mars Hill** location is well used considering that there are no park and ride signs on I-26 and there is no STR sign. There are directional signs when you exit I-26. There is no bench or shelter.

- It needs a park and ride sign at the highway.
- It needs an STR sign
- It needs a bench and a shelter.

The **Goodwill/Transit West 3** location and the **Asheville Outlet Mall** location do not have any discernable markings that would indicate that they are park and ride or park and pool locations.

Summary: We need a consistent appearance and roadside marketing to attract more people who will participate in Park and Ride and Park and Pool facilities. Park and Ride Signs should be along the major highways. Directional signs should take you to the lot. The lot should be lit. A Share the Ride sign should be present. Park, Charge, and Ride could beef up the numbers with two or more charging stations in each lot, with charging station signs along the major roads with the Park and Ride Green Road Signs. Each lot could use some top-coating and a fresh coat of paint. Consistency in the shelters would help.