

Prioritization Subcommittee

Meeting Agenda

August 2, 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 Vebaun (Town of Woodfin), Archie Pertiller (Town of Black Mountain)

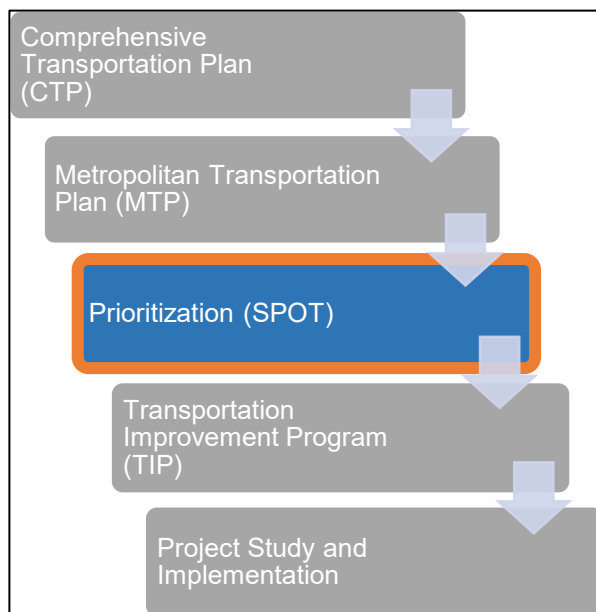
| | |
|--|----------------------------|
| 1. Welcome and Introductions | Elizabeth Teague |
| 2. Public Comment | Elizabeth Teague |
| 3. Approval of June, 2023 Meeting Minutes | Elizabeth Teague |
| 4. Business | |
| A. P 7.0 Draft Submittals | Tristan Winkler, MPO Staff |
| B. MPO Boundaries | Tristan Winkler, MPO Staff |
| C. Proposed Park and Ride Facilities | Jon Barsanti, Go Mountain |
| 5. News, Events, Updates | Elizabeth Teague |
| 6. Public Comment | Elizabeth Teague |
| 7. Adjournment | Elizabeth Teague |

Item 4A

P 7.0 Submittals

What is P 7.0 and the Prioritization Process?

The Prioritization Process (aka SPOT) is the process that determines the majority of capital improvement projects funded through NCDOT and NCDOT's allotment of federal funds. The process is governed by the Strategic Transportation Investments (STI) Law of 2012 that provides the framework for a more data-driven and transparent process that also utilizes local input from NCDOT Divisions, MPOs, and RPOs. In relation to other aspects of transportation planning, the prioritization process serves as the bridge to determine what long-range needs are funded in the TIP/STIP for implementation.



P 7.0 refers to the seventh iteration of the prioritization process in North Carolina and will be the process that determines what new projects are funded in the 2026-2035 TIP/STIP.

What's Changed Between P 6.0 and P 7.0?

In sum, not a lot. The process is still very much the same with some modifications or “tweaks” that have changed how some projects will be scored and opened the process to more project types. Some of the more substantive changes include:

- Microtransit is now an eligible submittal for transit funding
- Rail modernization is now an eligible submittal for rail funding
- A minimum of 6% of funding will be programmed to non-highway (the previous minimum was 4%); 90% minimum for highway funding remains the same

What is the Schedule for Events in P 7.0?

| Date | Event |
|-------------------------------|---|
| July, 2023 | Local Government Discussions on Potential Submittals |
| August, 2023 | Draft Submittal List (Board Action Required) |
| August-September, 2023 | Public Comment on Draft Submittal List |
| September, 2023 | Final Submittal List (Board Action Required) |
| February, 2024 | Data Review |
| March, 2024 | Local Input Point Methodology Adoption (Board Action Required) |
| April, 2024 | Statewide Mobility Projects Programmed |
| May, 2024 | Draft Local Input Point Assignment for Regional Impact Projects |
| May-June, 2024 | Public Comment on Draft Local Input Point Assignment for Regional Impact Projects |
| June, 2024 | Final Local Input Point Assignment for Regional Impact Projects |
| August, 2024 | Regional Impact Projects Programmed |
| October, 2024 | Draft Local Input Point Assignment for Division Needs Projects |
| October-November, 2024 | Public Comment on Draft Local Input Point Assignment for Division Needs Projects |
| November, 2024 | Final Local Input Point Assignment for Division Needs Projects |
| February, 2025 | Draft 2026-2035 TIP/STIP Released |
| August, 2025 | Final 2026-2035 TIP/STIP (Board Action Required) |

Carryover Projects

| TIP | Route / Facility / Project Name | From / Cross Street / Location | To / Cross Street | Specific Improvement Type | County(ies) |
|----------|--|---------------------------------------|---|--|-------------|
| A-0010AB | I-26, US 19, US 23 | US 25 / 70 (Weaver Boulevard) | SR 2207 (North Buncombe School Road) | 17 - Upgrade Freeway to Interstate Standards | Buncombe |
| A-0010AC | I-26, US 19, US 23 | SR 2207 (North Buncombe School Road) | South of SR 2148 (Stockton Branch Road) | 17 - Upgrade Freeway to Interstate Standards | Buncombe |
| I-6018 | I-40 | I-240, US 74 Alternate | | 8 - Improve Interchange | Buncombe |
| I-6021 | I-40 | SR 2838 (Porters Cove Road) - Exit 55 | | 8 - Improve Interchange | Buncombe |
| | US 19 (Smokey Park Highway), US 23 | I-40 | NC 151 (Pisgah Highway) | 11 - Access Management | Buncombe |
| U-6046 | NC 81 (SWANNANOA RIVER ROAD) | US 70 (Tunnel Road) | US 74 (South Tunnel Road) | 16 - Modernize Roadway | Buncombe |
| U-6162 | SR 1332 (NORTH LOUISIANA AVENUE) | US 19-23 (Patton Avenue) | SR 1338 (Emma Road) | 16 - Modernize Roadway | Buncombe |
| I-6054C | I-40 | SR 1200 (Wiggins Road), Exit 37 | SR 1224 (Monte Vista Road) | 1 - Widen Existing Roadway | Buncombe |
| U-3403B | NC 191 (BREVARD ROAD - OLD HAYWOOD ROAD) | SR 3498 (LEDBETTER ROAD) | North of Blue Ridge Parkway | 1 - Widen Existing Roadway | Buncombe |
| U-5972 | NC 63 (New Leicester Highway) | US 19/23 Patton Ave | Newfound Road | 25 - Improve Multiple Intersections along a corridor | Buncombe |

| TIP | Route / Facility / Project Name | From / Cross Street / Location | To / Cross Street | Specific Improvement Type | County(ies) |
|------------|--|---|-----------------------------|--|---------------------|
| I-2513C | I-26 | I-40/I-240 | | 8 - Improve Interchange | Buncombe |
| U-5837 | SR-2002 Riceville Road | US 70 (Tunnel Road) | SR 2285 (Clear Vista Lane) | 16 - Modernize Roadway | Buncombe |
| U-5971B | US 19 (Patton Avenue) | NC 63 (New Leicester Highway). Construct Final Intersection Improvements. | | 10 - Improve Intersection | BUNCOMBE |
| U-2801AA | US 25A (SWEETEN CREEK ROAD) | US 25 (Hendersonville Road) | Mills Gap Road | 1 - Widen Existing Roadway | BUNCOMBE |
| U-3403A | NC 191 (Brevard Road / Old Haywood Road) | NC 280 (BOYLSTON HIGHWAY) | TO SR 3498 (LEDBETTER ROAD) | 1 - Widen Existing Roadway | Buncombe, Henderson |
| | NC 280 (Airport Road) | SR 3568 (Rockwood Road) | US 25 (Hendersonville Road) | 11 - Access Management | Buncombe, Henderson |
| U-6173 | US 25, US 70 | Approximately 1760' North of SR 1584 (Tillery Branch Road) | SR 1727 (Monticello Road) | 25 - Improve Multiple Intersections along Corridor | Buncombe, Madison |
| I-6054A | I-40 | NC 215 - Exit 31 | US 74 - Exit 27 | 1 - Widen Existing Roadway | Haywood |

| TIP | Route / Facility / Project Name | From / Cross Street / Location | To / Cross Street | Specific Improvement Type | County(ies) |
|------------|---|---|---|----------------------------------|--------------------|
| U-6160 | US 19 (Soco Road) | SR 1304 (Fie Top Road) at Ghost Town in the Sky | Blue Ridge Parkway | 16 - Modernize Roadway | Haywood |
| I-6054B | I-40 | NC 215 (Champion Drive) | SR 1200 (Wiggins Road) | 1 - Widen Existing Roadway | Haywood, Buncombe |
| U-6172A | US 23/US 74 (GREAT SMOKEY MOUNTAINS EXPRESSWAY) | SR 1777(Balsam View Drive) | SR 1158 (Old Balsam Rd) | 16 - Modernize Roadway | Haywood, Jackson |
| U-6172B | US 23/US 74 (GREAT SMOKEY MOUNTAINS EXPRESSWAY) | SR 1777(Balsam View Drive) | SR 1158 (Old Balsam Rd) | 16 - Modernize Roadway | Haywood, Jackson |
| I-4400A | I-26 | US 25 | US 64 (Four Seasons Boulevard) | 1 - Widen Existing Roadway | Henderson |
| R-2588A | NC 191 | US 25 (Asheville Highway) | SR 1381 (Mountain Road) | 1 - Widen Existing Roadway | Henderson |
| | SR 1508 (Signal Hill Road), SR 1519 (Thompson Street), SR 1508 (Berkeley Road), SR 1511 (Berkeley Road) | US 64 (Four Seasons Boulevard) | US 25 Business (Asheville Highway) | 16 - Modernize Roadway | Henderson |
| | SR 1525 (Duncan Hill Road) | US 64 (Four Seasons Boulevard) | Signal Hill Road | 16 - Modernize Roadway | Henderson |
| U-6124 | NC 280 (BOYLSTON HIGHWAY) | NC 191 Northern Intersection (Old Haywood Road) | NC 191 Southern Intersection (Haywood Road) | 11 - Access Management | Henderson |

| TIP | Route / Facility / Project Name | From / Cross Street / Location | To / Cross Street | Specific Improvement Type | County(ies) |
|------------|--|---------------------------------------|--------------------------|----------------------------------|--------------------|
| R-5748 | SR 1127 (KANUGA ROAD) | US 25 Business (Church Street) | Price Road | 16 - Modernize Roadway | Henderson |

Modification of carryover projects:

- Kanuga Road (R-5748) modified southern termini from Little River Road to Price Road to avoid impacts to the Flat Rock Historic District
- No projects requested to be removed

New Highway Submittals

| Route | From | To | Improvement Type | County | Funding Tier |
|--|---------------------------|------------------------------|--|----------|-----------------|
| US 25 (Hendersonville Road) | Blue Ridge Parkway | NC 146 (Long Shoals Road) | Access Management | Buncombe | Regional Impact |
| US 25 (Hendersonville Road) | NC 146 (Long Shoals Road) | NC 280 (Airport Road) | Access Management | Buncombe | Regional Impact |
| US 25 (McDowell Street)/Biltmore Avenue | Vanderbilt Road | College Street | Roadway Upgrade-Unbalanced Couplet with Bike Lanes | Buncombe | Regional Impact |
| US 70 (Tunnel Road)/US 74A (South Tunnel Road) | Beaucatcher Tunnel | NC 81 (Swannanoa River Road) | Roadway Upgrade-Road Diet on US 70 with Access Management Improvements on US 74A | Buncombe | Regional Impact |
| US 70 (Tunnel Road) | I-240 | Blue Ridge Parkway | Access Management | Buncombe | Regional Impact |
| US 25 (Merrimon Avenue)/US 19 Business (Weaverville Highway) | Elkmont Road | New Stock Road | Modernization | Buncombe | Regional Impact |
| US 25 (Merrimon Avenue) | WT Weaver Boulevard | Beaverdam Road | Modernization - improve intersections and sidewalks | Buncombe | Regional Impact |
| US 25 (Merrimon Avenue) | I-240 | WT Weaver Boulevard | Road Diet | Buncombe | Regional Impact |
| US 70 (West State Street) | Blue Ridge Road | NC 9 | Road Diet | Buncombe | Regional Impact |

| Route | From | To | Improvement Type | County | Funding Tier |
|------------------------------------|---------------------------------------|--------------------------|--------------------------|---------------|---------------------|
| Blue Ridge Road | NC 9 | Blue Ridge Assembly Road | Modernization | Buncombe | Division Needs |
| Reems Creek Road | US 19 Business (Weaverville Highway) | Ox Creek Road | Modernization | Buncombe | Division Needs |
| Cane Creek Road | US 74 Alternative (Charlotte Highway) | Mills Gap Road | Modernization | Buncombe | Division Needs |
| Old Fort Road | US 74 Alternative (Charlotte Highway) | Whitaker Road | Modernization | Buncombe | Division Needs |
| Sand Hill Road | Sand Hill School Road | - | Intersection Improvement | Buncombe | Division Needs |
| US 19/23 (Park Street) | Bridge Street | NC 215 | Modernization | Haywood | Regional Impact |
| US 19 (Carolina Boulevard) | Smathers Street | Pleasant Hill Road | Access Management | Haywood | Regional Impact |
| US 19 (Dellwood Road) | Dayton Drive | US 23/74 | Access Management | Haywood | Regional Impact |
| US 276 | Raccoon Road | NC 110 | Modernization | Haywood | Regional Impact |
| US 25 Business (Asheville Highway) | N Main Street | - | Intersection Improvement | Henderson | Regional Impact |
| US 25 Business (Asheville Highway) | Butler Bridge Road | - | Intersection Improvement | Henderson | Regional Impact |
| US 176 (Spartanburg Highway) | NC 225 | Upward Road | Access Management | Henderson | Regional Impact |
| US 64 (Chimney Road Road) | Fruitland Road | Gilliam Mountain Road | Modernization | Henderson | Regional Impact |

| Route | From | To | Improvement Type | County | Funding Tier |
|---------------------|-----------------|----------------------|--------------------------------|---------------|---------------------|
| Fanning Bridge Road | US 25 | NC 280 | Improve Multiple Intersections | Henderson | Division Needs |
| White Pine Drive | US 64 | Hebron Road | Modernization | Henderson | Division Needs |
| Blythe Street | US 64 | NC 191 | Modernization | Henderson | Division Needs |
| NC 213 | Athletic Street | Gabriel's Creek Road | Access Management | Madison | Regional Impact |

New Bike/Ped Submittals

All Bike/Ped Submittals are evaluated at the Division Needs Category

| Route | From | To | Project Description | County |
|---|--------------------------------|--------------------------------------|--|----------|
| SR 1477 (Riverside Drive) | North of I-240 | SR 1517 (Hill Street) | 3 - On-Road Designated Bicycle Facility (Bicycle) | Buncombe |
| US 70 (Tunnel Road) | New Haw Creek Road | Blue Ridge Road | 7- Protected Linear Pedestrian Facility | Buncombe |
| Reed Creek Greenway Connector | Reed Creek Greenway | SR 3602 (Clingman Avenue) | 4 - On-Road Bicycle Facility (Bicycle) | Buncombe |
| NC 251 (Riverside Drive) | Future I-26 | Woodfin Avenue | 7- Protected Linear Pedestrian Facility | Buncombe |
| Lake Julian Greenway | French Broad River | Lake Julian | 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle) | Buncombe |
| Fairview Road | Swannanoa River Road | School Road | 7- Protected Linear Pedestrian Facility | Buncombe |
| Patton Avenue | Old Haywood Road | Johnston Boulevard | 7- Protected Linear Pedestrian Facility | Buncombe |
| Merrimon Avenue | Lake Louise | Brown Street | 7- Protected Linear Pedestrian Facility | Buncombe |
| Bent Creek Greenway (WNC Farmers Market to Asheville Outlets) | WNC Farmers Market | Asheville Outlets | 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle) | Buncombe |
| Old Haywood Road Sidewalks | US 19/23/74 (Patton Avenue) | US 19/23/74 (Smokey Park Highway) | 7 - Protected Linear Pedestrian Facility (Pedestrian) | Buncombe |
| Bent Creek Greenway (Hominy Creek/WNC Farmer's Market Segment) | Hominy Creek Greenway | French Broad River Greenway | 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle) | Buncombe |
| SR 1338 (Emma Road) | Boone Street | SR 1332 (North Louisiana Avenue) | 7 - Protected Linear Pedestrian Facility (Pedestrian) | Buncombe |

| Route | From | To | Project Description | County |
|----------------------------------|---|------------------------------|--|-----------|
| SR 2500 (North Blue Ridge Road) | US 70 | Fortune St | 7 - Protected Linear Pedestrian Facility (Pedestrian) | Buncombe |
| Reems Creek Greenway | Quarry Road | Karpen Soccer Field | 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle) | Buncombe |
| US 19/23 | Bridge Street | Chestnut Mountain Road | 2 – Off-Road/Separated Linear Bicycle Facility (Bicycle) | Haywood |
| Champion Drive | N Canton Road | Thickety Road | 2 – Off-Road/Separated Linear Bicycle Facility (Bicycle) | Haywood |
| Richland Creek Greenway | Current Richland Creek Greenway termini near Waynesville Rec Center | Waynesville Greenway | 2 – Off-Road/Separated Linear Bicycle Facility (Bicycle) | Haywood |
| Raccoon Creek Greenway | Waynesville Greenway | Junaluska Elementary School | 2 – Off-Road/Separated Linear Bicycle Facility (Bicycle) | Haywood |
| Above the Mud Greenway Connector | Ecusta Trail | Oklawaha Greenway | 2 – Off-Road/Separated Linear Bicycle Facility (Bicycle) | Henderson |
| Mills River Valley Trail | NC 191 | NC 191 | 2 – Off-Road/Separated Linear Bicycle Facility (Bicycle) | Henderson |
| Oklawaha Greenway Extension | Oklawaha Greenway Southern Termini | Blue Ridge Community College | 2 – Off-Road/Separated Linear Bicycle Facility (Bicycle) | Henderson |
| Allen Branch Greenway | US 64 | Clear Creek Greenway | 2 – Off-Road/Separated Linear Bicycle Facility (Bicycle) | Henderson |
| Brooklyn Avenue | NC 225 | Old Spartanburg Highway | 7 - Protected Linear Pedestrian Facility (Pedestrian) | Henderson |

| Route | From | To | Project Description | County |
|------------------------------|---|---------------|--|-----------|
| Church & King Street | US 176 | N Main Street | 8 – Multi-Site Pedestrian Facility (Pedestrian) | Henderson |
| Fanning Bridge Road | Underwood Road | US 25 | 2 – Off-Road/Separated Linear Bicycle Facility (Bicycle) | Henderson |
| Bailey/Banjo Branch Greenway | Dr. Otis T Duck Greenway Northern Termini | Bailey Street | 2 – Off-Road/Separated Linear Bicycle Facility (Bicycle) | Madison |

New Transit Submittals

| Route / Facility / Project Name | From / Cross Street / Location | Description | Specific Improvement Type | County(ies) |
|---------------------------------|--|---|---|-------------|
| Transit Maintenance Facility | City of Asheville Service Area. Location is yet unknown. | Construct a new maintenance facility in order to accommodate additional vehicles and address current maintenance facility capacity through a facility assessment. | 9 - Facility – Maintenance | Buncombe |
| Expansion Vehicles | City of Asheville Service Area | Ten (10) expansion vehicles to match service in the Transit Master Plan and improve service throughout the City by increasing headways and implementing new routes. | 1 - Mobility (route-specific) - New Service | Buncombe |
| Transit Multimodal Facility | City of Asheville Service Area and routes provided by ART Current transit facility is 49 Coxe Ave | Construct a new transit multimodal facility to accommodate vehicles that pick-up and drop transit riders. | 5 - Facility - Passenger Station | Buncombe |

New Rail Submittals

| Route | From | To | Improvement Type | County(ies) |
|-----------------------|-----------------------------------|-----------|---------------------------------------|--|
| Norfolk Southern Line | NC 251 (Riverside Drive) | - | 3 – Highway-Rail Crossing Improvement | Buncombe |
| Norfolk Southern Line | Asheville (near Biltmore Village) | Salisbury | 5 – Passenger Rail Service | Buncombe, McDowell, Burke, Catawba, Iredell, Rowan |

Action: Consider Recommending the Approval of Draft Submittals for P 7.0

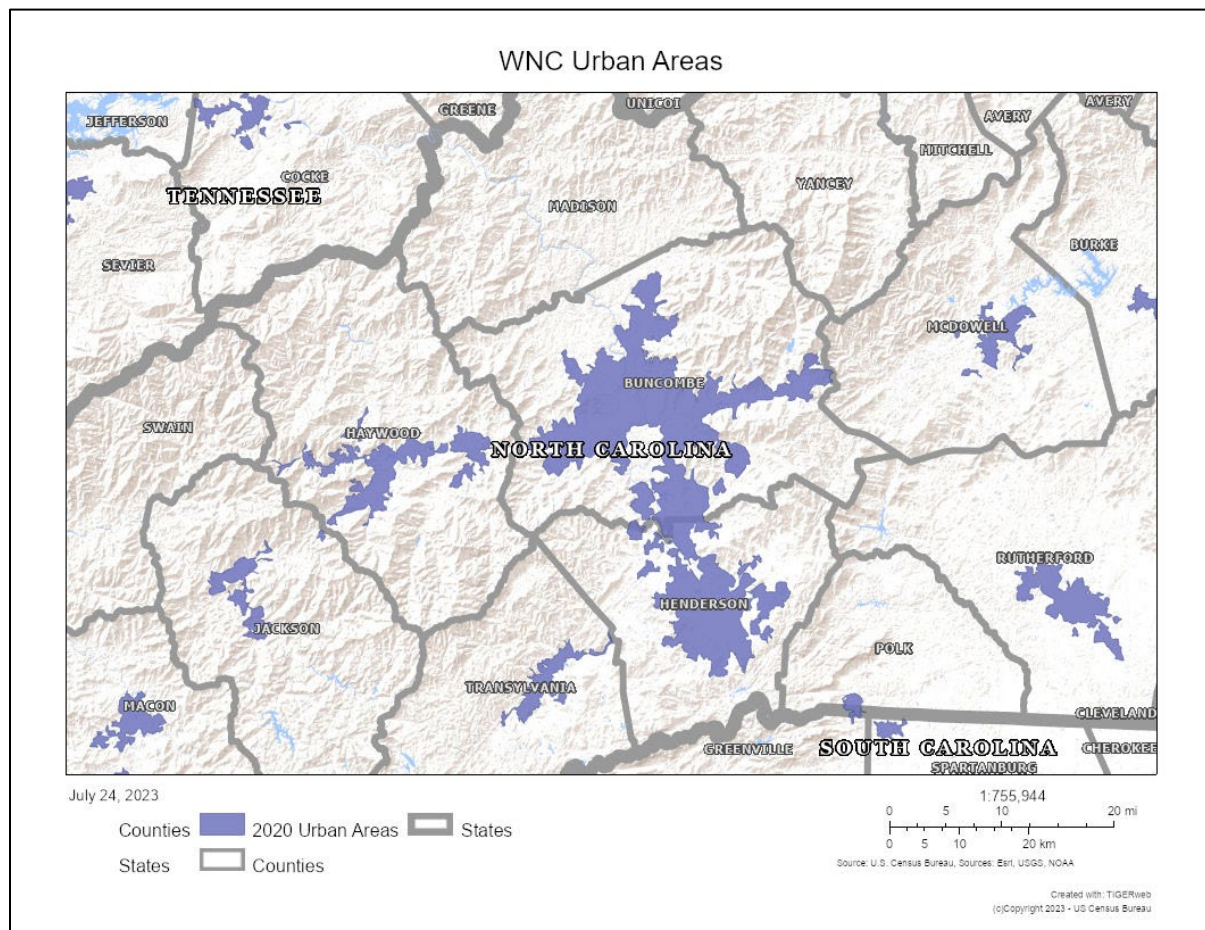
Item 4B:

MPO Planning Area Boundaries

In follow up to the discussion on the US Census Bureau's Urban Areas as determined by the 2020 Decennial Census, MPO staff has developed what an updated Draft Planning Area for the French Broad River MPO.

What Changed with the 2020 Census Urban Area?

A number of criteria used for determining the urban area were changed. For our area, the most significant change involved hops and jumps, which are considerations for bridging areas or urbanization. The hops and jumps were reduced and large areas of the 2010 Asheville Urban Area, including Haywood County and parts of Madison County, were removed from the 2020 Asheville Urban Area.



How Area MPO Boundaries Determined?

The regulations require that the MPO Planning Area include the Urban Area as well what is anticipated to urbanize in the next 20 years. Beyond that, there are not many requirements.

In discussions with other MPOs from across the country, most MPO's tend to determine their planning boundaries by taking any census tract or census block group intersecting the urban area and make those census tracts/block groups their boundary.

How Was the Draft Planning Area Drawn for the French Broad River MPO?

Each of the counties in the region have been approached somewhat differently based on unique considerations but generally the planning area was determined pulling in any block group that intersects the Asheville Urban Area, Canton Urban Area, or Waynesville Urban Area (within Haywood County.)

Buncombe County

Situation: Buncombe County is primarily within the urban area but is a member of both the MPO and RPO.

Boundary Development: any block group intersecting the urban area was made part of the Draft Planning Area.

Changes: some territory was added in Eastern Buncombe due to a simplified methodology. The current boundaries are somewhat arbitrary and not built on any census geography. One block group in NW Buncombe was removed from the MPO and added to the RPO due to a lack of urban area. No changes in member jurisdiction.

MPO Population: 258,694

Haywood County

Situation: Haywood County, after being part of the Asheville Urban Area since 2000, has no part of the Asheville Urban Area due to changes in the 2020 Census. Instead there are two small urban areas- Canton and Waynesville. However, there is a very high likelihood Haywood County will rejoin the Asheville Urban Area within the next 20 years.

Boundary Development: MPO staff met with County and municipal representatives and they requested to stay within the MPO. All block groups that intersected Canton or Waynesville Urban Areas were brought into the MPO Planning Area (note: part of the Waynesville Urban Area goes into Jackson County. This was not considered or discussed with Jackson County.) One block group that intersected Waynesville Urban Area was not added at the request of Land of Sky RPO.

Changes: a significant amount of land south of Canton and Clyde with roughly 3,600 residents will change from MPO to RPO but some land north and south of Waynesville with roughly 1,100 residents will change from RPO to MPO. No change in member jurisdictions.

MPO Population: 51,673

Henderson County

Situation: Henderson County elected to be fully within the MPO in 2010. The urbanized area changed somewhat within Henderson but the County retains a significant amount of Asheville Urban Area.

Boundary Development: all of Henderson County is considered part of the MPO Draft Planning Area.

Changes: No Changes

MPO Population: 116,281

Madison County

Situation: Madison County joined the MPO and Asheville Urban Area after the 2010 Census but fell out of the Asheville Urban Area in 2020.

Boundary Development: Madison County and the Town of Mars Hill requested to stay within the MPO. All block groups that intersect the Town of Mars Hill were added as well as an additional block group (371150106021) in order to keep P 7.0 submittals within the MPO.

Changes: three block groups will move from MPO to RPO and the population within the MPO will be reduced by roughly 3,600. No changes in member jurisdictions.

MPO Population: 5,834

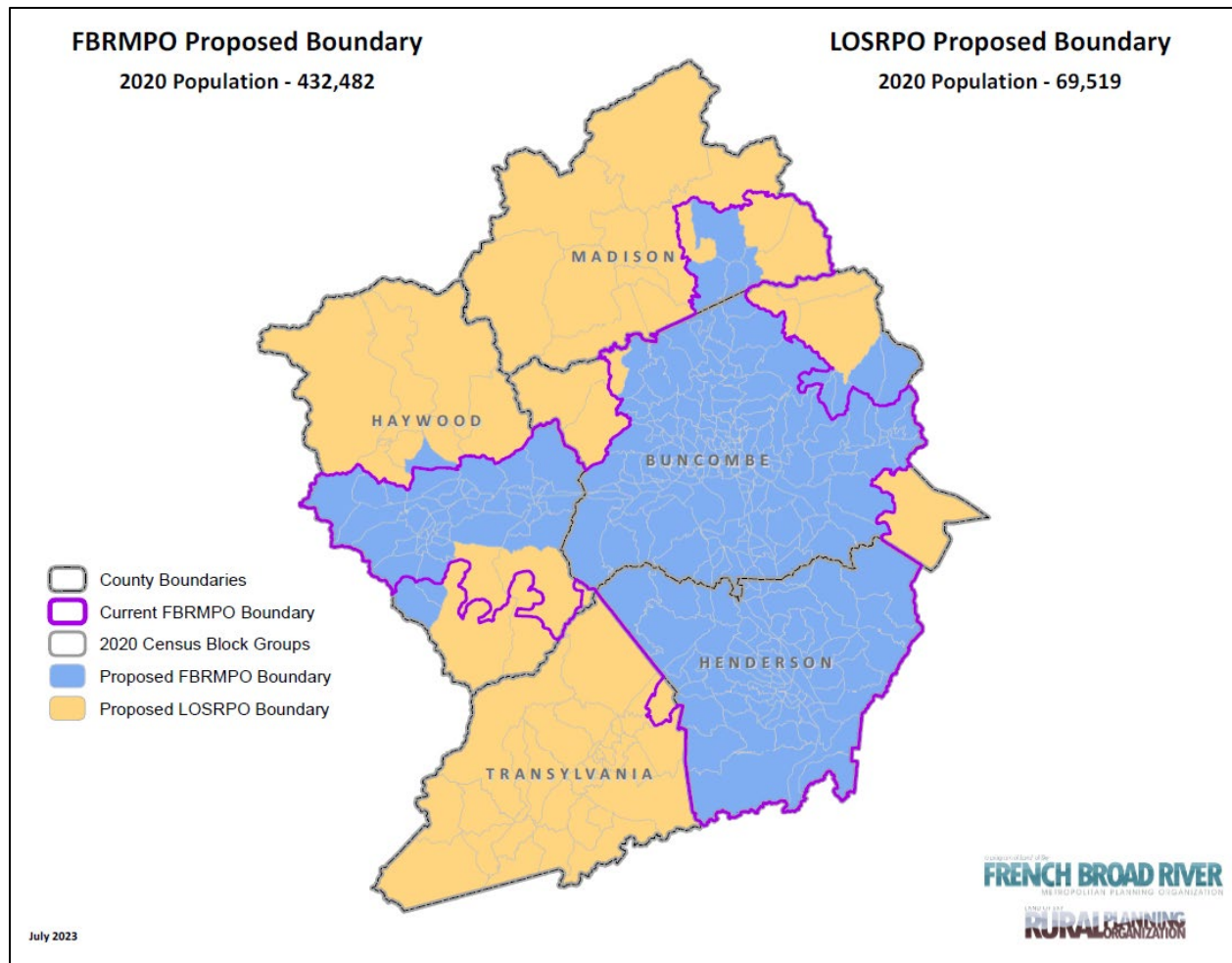
Transylvania County

Situation: Transylvania County is currently a non-voting member of the MPO due to a small enclave from the Asheville Urban Area in the 2010 Census. This enclave was removed from the Asheville Urban Area in 2020.

Boundary Development: Transylvania County was removed from the MPO Planning Area.

Changes: no part of Transylvania County is part of the MPO Planning Area. One block group with approximately 1,100 residents will switch from MPO to RPO.

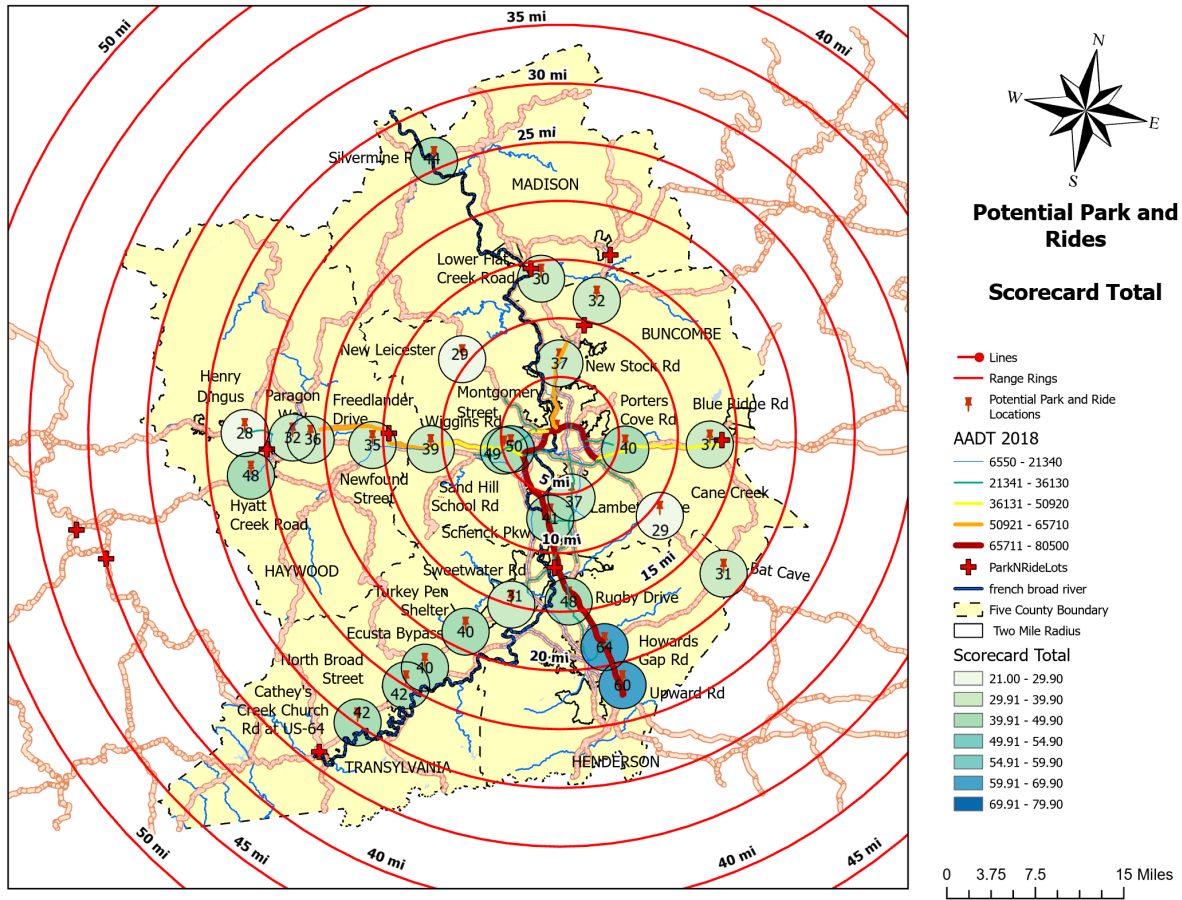
MPO Population: 0



Action: Consider Recommendation of the Draft MPO Planning Area

Item 4C:

Proposed Park and Ride Facilities



Transportation Demand Management has three varieties: Commuter TDM, Commercial TDM, (or Freight TDM,) and School TDM (or Safe Routes to School TDM.) The Transportation Demand Management literature that focuses on Commuter TDM points to a number of tools that can be used to reduce the amount of single occupancy vehicle ridership in the region, including the use of transit, transit-oriented development, telecommuting and park and ride facilities. Park and ride facilities can further be classified as park and ride, for transit usage, park and pool, for carpooling, park and

charge, for electric vehicles, and park and bike for people who may want to bike home from work.

This is the second step in improving TDM in the Land of Sky Region through improving our park and ride system. The first step was examining our existing park and ride facilities and making recommendations for improvement. Those recommendations included consistent signage, on and of major roads, consistent branding through the use of the ShareTheRideNC.org signs, and promoting the RideShark application affiliated with ShareTheRideNC.org. The second step is to identify locations where additional park and ride facilities are needed.

The Selection of Potential Sites involved research from prior reports. The process for expanding the Park and Ride locations, including park and pool and park and bike, started with examining the Congestion Management Process report (CMP 2018) and the Comprehensive Economic Development Strategy (2020) for areas where congestion occurs and which communities within the region need access to more options for traveling within the region. Multiple locations were identified, primarily along Congestion Corridors identified in the CMP 2018 report.

Reports from other agencies across the country indicated the need for Environmental Justice data, Housing and Economic Employment data, and Travel Data. The Virginia DOT and Florida DOT have published criteria for siting park and ride facilities. Environmental Justice data pertaining to age, gender, minority status, zero vehicle households, and carpooling preferences were captured for the areas around a two-mile radius for each location. Data was also collected regarding the number of employees and households within the area. Census data from the Census on the Map was collected with regard to household movement and employee movement in and out of the potential park and ride location areas. Average Annual Daily Trip data was collected from both the CMP 2018 report and from the NCDOT AADT Shapefile in ArcGIS Pro. ArcGIS has data tables that can be used to store information that is site specific. That data was then migrated to an excel table where the data could be examined and where ranking calculations could be performed.

What are the goals of expanding the Park and Ride Facilities in the region? Congestion Mitigation can be achieved by shifting Single Occupancy Vehicles (SOV) to carpools, vanpools, or bus usage. Equity issues can be mitigated by placing additional facilities in areas where there are higher minority populations or a higher concentration of those living in low-income homes. Environmental Justice and Congestion Management are not mutually exclusive, nor do they necessarily overlap uniformly. Do we want to encourage universities and K-12 schools to foster carpools and vanpools for teachers, staff, and students? Do we want to improve access to parks and trails by expanding park and ride facilities along new and existing park and trail facilities?

