

**French Broad River MPO  
Prioritization  
Subcommittee  
Meeting Minutes  
August 2, 2023**

**ATTENDANCE**

*Voting Members*

Elizabeth Teague, Town of Waynesville  
Jessica Morriss, City of Asheville  
Jerry Vehaun, Town of Woodfin  
William High, Buncombe County  
Autumn Radcliff, Henderson County  
Archie Pertiller, Town of Black Mountain

*Non-Voting Members*

Tristan Winkler, FBRMPO	Stephan Sparks, NCDOT Div 13
Scott Adams, FBRMPO	Dylan Casper, Buncombe County
Hannah Bagli, FBRMPO	Lucy Crown, City of Asheville
Jane Pies LOSRC (Minutes)	Michael Malecek, Town of Mills River
Asha Rado LOSRC (Minutes)	Troy Wilson, NCDOT Div 14
Teresa Robinson, NCDOT STIP	Daniel Cobb, Town of Mills River
Hannah Cook, NCDOT Div 13	Logan DiGiacomo, FBRMPO
Steve Williams, NCDOT Div 14	Daniel Sellers, NCDOT – TPD
Jon Barsanti, FBRMPO	Thomas Gull, Buncombe County
Janna Bianculli, Henderson County	

**WELCOME AND INTRODUCTIONS**

Elizabeth Teague started the meeting at 9:31 AM with introductions. A quorum was announced, and roll was called.

**PUBLIC COMMENT**

Elizabeth Teague opened the floor for public comment. No comments were heard.

**APPROVAL OF MARCH/JUNE 2023 MINUTES AND AGENDA**

***Jerry Vehaun moved to approve the June 2023 meeting minutes, and the agenda. William High seconded the motion which passed unanimously upon a roll call vote.***

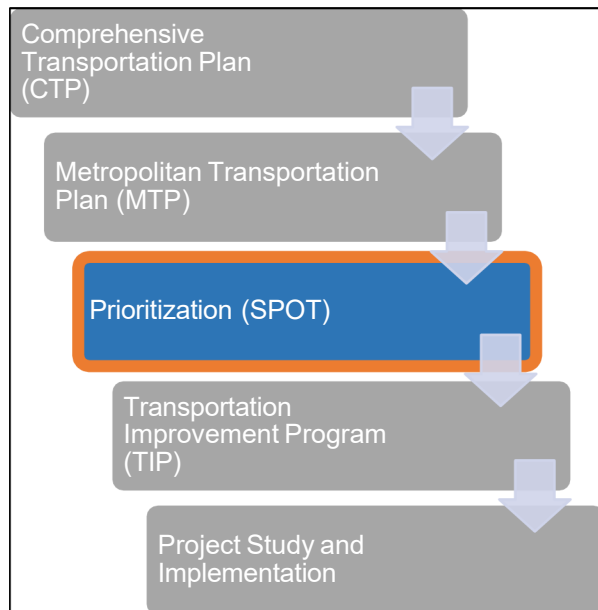
**BUSINESS**

**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.



minimum was 4%); 90% minimum for highway funding remains the same

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

**What is the Schedule for Events in P 7.0?**

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

### Carryover Projects

<b>P</b>	<b>TI</b>	<b>Route / Facility / Project Name</b>	<b>From / Cross Street / Location</b>	<b>To / Cross Street</b>	<b>Specific Improvement Type</b>	<b>Count (ies)</b>	<b>Count</b>
0010AB	A-	I-26, US 19, US 23	US 25 / 70 (Weaver Boulevard)	SR 2207 (North Buncombe School Road)	17 - Upgrade Freeway to Interstate Standards	mbe	Bunco
0010A C	A-	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	mbe	Bunco
6018	I-	I-40	I-240, US 74 Alternat e		8 - Improve Interchange	mbe	Bunco
6021	I-	I-40	SR 2838 (Porters Cove Road) - Exit 55		8 - Improve Interchange	mbe	Bunco
		US 19 (Smokey Park Highway), US 23	I-40	NC 151 (Pisgah Highway)	11 - Access Management	mbe	Bunco
6046	U-	NC 81 (SWANNANOA RIVER ROAD)	US 70 (Tunnel Road)	US 74 (South Tunnel Road)	16 - Moderate Roadway	mbe	Bunco
6162	U-	SR 1332 (NORTH LOUISIANA AVENUE)	US 19-23 (Patton Avenue)	SR 1338 (Emma Road)	16 - Moderate Roadway	mbe	Bunco
6054C	I-	I-40	SR 1200 (Wiggins Road), Exit 37	SR 1224 (Monte Vista Road)	1 - Widen Existing Roadway	mbe	Bunco

3403B	U-(NC 191 BREVARD ROAD - OLD HAYWOOD ROAD)	SR 3498 (LEDBETTER ROAD)	North of Blue Ridge Parkway	1 - Widen Existing Roadway	Buncombe
5972	U-(NC 63 New Leicester Highway)	US 19/23 Patton Ave	Newfour nd 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

6173	U- US 25, US 70	Approximately 1760' North of SR 1584 (Tillery Branch Road)	SR 1727 (Montice llo Road)	25 - Improve Multiple Intersections along Corridor	Bunco mbe, Madison
6054A	I-40	NC 215 - Exit 31	US 74 - Exit 27	1 - Widen Existing Roadw ay	Hayw ood

P	TI	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specifi c Improvement Type	Count ty(ies)
6160	U-	US 19 (Soco Road)	SR 1304 (Fie Top Road) at Ghost Town in the Sky	Blue Ridge Parkway	16 - Moder nize Roadway	Hayw ood
6054B	I-	I-40	NC 215 (Champi on Drive)	SR 1200 (Wiggin s Road)	1 - Widen Existin g Roadway	Hayw ood, Buncombe
6172A	U-	US 23/US 74 (GREAT SMOKEY MOUNTAINS EXPRESSWAY )	SR 1777(Bal sam View Drive)	SR 1158 (Old Balsam Rd)	16 - Moder nize Roadway	Hayw ood, Jackson
6172B	U-	US 23/US 74 (GREAT SMOKEY MOUNTAINS EXPRESSWAY )	SR 1777(Bal sam View Drive)	SR 1158 (Old Balsam Rd)	16 - Moder nize Roadway	Hayw ood, Jackson
4400A	I-	I-26	US 25	US 64 (Four Seasons Bouleva rd)	1 - Widen Existing Roadw ay	Hende rson

2588A	R-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
6124	U-(BOYLSTON HIGHWAY) NC 280	NC 191 Northern Intersection (Old Haywood Road)	NC 191 Southern Intersection (Haywood Road)	11 - Access Management	Henderson

P	TI	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	Count (ies)
5748	R-	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 (Henders onville Road)	Blue Ridge Parkway	NC 146 (Long Shoals Road)	Access Management	Buncombe	Regional Impact
US 25 (Henders onville 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)	Beaucher 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	Beaver dam Road	Modernization - improve intersections and sidewalks	Buncombe	Regional Impact
US 25 (Merrimon Avenue)	I-240	WT Weaver Boulevard	Road Diet	Buncombe	Regional Impact

<b>US 70 (West State Street)</b>	<b>Blue Ridge Road</b>	<b>NC 9</b>	<b>Road Diet</b>	<b>Buncombe</b>	<b>Regional Impact</b>
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<b>Route</b>	<b>From</b>	<b>To</b>	<b>Improvement Type</b>	<b>County</b>	<b>Funding Tier</b>
<b>Blue Ridge Road</b>	<b>NC 9</b>	<b>Blue Ridge Assembly Road</b>	<b>Modernization</b>	<b>Buncombe</b>	<b>Division Needs</b>
<b>Reems Creek Road</b>	<b>US 19 Business (Weaverville Highway)</b>	<b>Ox Creek Road</b>	<b>Modernization</b>	<b>Buncombe</b>	<b>Division Needs</b>
<b>Cane Creek Road</b>	<b>US 74 Alternative (Charlotte Highway)</b>	<b>Mills Gap Road</b>	<b>Modernization</b>	<b>Buncombe</b>	<b>Division Needs</b>
<b>Old Fort Road</b>	<b>US 74 Alternative (Charlotte Highway)</b>	<b>Whitaker Road</b>	<b>Modernization</b>	<b>Buncombe</b>	<b>Division Needs</b>
<b>Sand Hill Road</b>	<b>Sand Hill School Road</b>	<b>-</b>	<b>Intersection Improvement</b>	<b>Buncombe</b>	<b>Division Needs</b>
<b>US 19/23 (Park Street)</b>	<b>Bridge Street</b>	<b>NC 215</b>	<b>Modernization</b>	<b>Haywood</b>	<b>Regional Impact</b>
<b>US 19 (Carolina Boulevard)</b>	<b>Smathers Street</b>	<b>Pleasant Hill Road</b>	<b>Access Management</b>	<b>Haywood</b>	<b>Regional Impact</b>
<b>US 19 (Dellwood Road)</b>	<b>Dayton Drive</b>	<b>US 23/74</b>	<b>Access Management</b>	<b>Haywood</b>	<b>Regional Impact</b>
<b>US 276</b>	<b>Raccoon Road</b>	<b>NC 110</b>	<b>Modernization</b>	<b>Haywood</b>	<b>Regional Impact</b>

US 25 Business (Asheville Highway)	N Main Street	-	Intersect ion Improvement	Hend erson	Regi onal Impact
US 25 Business (Asheville Highway)	Butler Bridge Road	-	Intersect ion Improvement	Hend erson	Regi onal Impact
US 176 (Spartanb urg Highway)	NC 225	Upwar d Road	Access Management	Hend erson	Regi onal Impact
US 64 (Chimney Road Road)	Fruitla nd Road	Gilliam Mountain Road	Moderni zation	Hend erson	Regi onal Impact

Route	From	To	Improve ment Type	Count y	Fun ding Tier
Fanning Bridge Road	US 25	NC 280	Improve Multiple Intersections	Hend erson	Divi sion Needs
White Pine Drive	US 64	Hebro n Road	Moderni zation	Hend erson	Divi sion Needs
Blythe Street	US 64	NC 191	Moderni zation	Hend erson	Divi sion Needs
NC 213	Athleti c Street	Gabriel 's Creek Road	Access Management	Madis on	Regi onal 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 (Smoke Park)	7 - Protected Linear Pedestrian Facility (Pedestrian)	Buncombe

		Highway)		
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)	Buncom be
SR 1338 (Emma Road)	Boone Street	SR 1332 (North Louisiana Avenue )	7 - Protected Linear Pedestrian Facility (Pedestrian)	Buncom be

Route	From	To	Project Description	County
SR 2500 (North Blue Ridge Road)	US 70	Fortun e St	7 - Protected Linear Pedestrian Facility (Pedestrian)	Buncom be
Reems Creek Greenway	Quarry Road	Karpen Soccer Field	2 - Off- Road/Separated Linear Bicycle Facility (Bicycle)	Buncom be
US 19/23	Bridge Street	Chestn ut Mountain Road	2 – Off- Road/Separated Linear Bicycle Facility (Bicycle)	Haywoo d
Champion Drive	N Canton Road	Thicket y Road	2 – Off- Road/Separated Linear Bicycle Facility (Bicycle)	Haywoo d
Richland Creek Greenway	Current Richland Creek Greenway termini near Waynesville Rec Center	Wayne sville Greenway	2 – Off- Road/Separated Linear Bicycle Facility (Bicycle)	Haywoo d

<b>Raccoon Creek Greenway</b>	<b>Waynesville Greenway</b>	<b>Junaluska Elementary School</b>	<b>2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)</b>	<b>Haywood</b>
<b>Above the Mud Greenway Connector</b>	<b>Ecusta Trail</b>	<b>Oklawaha Greenway</b>	<b>2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)</b>	<b>Henderson</b>
<b>Mills River Valley Trail</b>	<b>NC 191</b>	<b>NC 191</b>	<b>2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)</b>	<b>Henderson</b>
<b>Oklawaha Greenway Extension</b>	<b>Oklawaha Greenway Southern Termini</b>	<b>Blue Ridge Community College</b>	<b>2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)</b>	<b>Henderson</b>
<b>Allen Branch Greenway</b>	<b>US 64</b>	<b>Clear Creek Greenway</b>	<b>2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)</b>	<b>Henderson</b>
<b>Brooklyn Avenue</b>	<b>NC 225</b>	<b>Old Sparta Hamburg Highway</b>	<b>7 - Protected Linear Pedestrian Facility (Pedestrian)</b>	<b>Henderson</b>

<b>Route</b>	<b>From</b>	<b>To</b>	<b>Project Description</b>	<b>County</b>
<b>Church &amp; King Street</b>	<b>US 176</b>	<b>N Main Street</b>	<b>8 – Multi-Site Pedestrian Facility (Pedestrian)</b>	<b>Henderson</b>
<b>Fanning Bridge Road</b>	<b>Underwood Road</b>	<b>US 25</b>	<b>2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)</b>	<b>Henderson</b>

<p><b>Bailey/Ba</b>  <b>njo Branch</b>  <b>Greenway</b></p>	<p><b>Dr. Otis T</b>  <b>Duck Greenway</b>  <b>Northern</b>  <b>Termini</b></p>	<p><b>Bailey</b>  <b>Street</b></p>	<p><b>2 – Off-</b>  <b>Road/Separated</b>  <b>Linear Bicycle</b>  <b>Facility</b>  <b>(Bicycle)</b></p>	<p><b>Madison</b></p>
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### New Transit Submittals

<b>Route / Facility / Project Name</b>	<b>From / Cross Street / Location</b>	<b>Description</b>	<b>Specific Improvement Type</b>	<b>County(ies)</b>
<b>Transit Maintenance Facility</b>	<b>City of Asheville Service Area. Location is yet unknown.</b>	<b>Construct a new maintenance facility in order to accommodate additional vehicles and address current maintenance facility capacity through a facility assessment.</b>	<b>9 - Facility – Maintenance</b>	<b>Buncombe</b>
<b>Expansion Vehicles</b>	<b>City of Asheville Service Area</b>	<b>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.</b>	<b>1 - Mobility (route- specific) - New Service</b>	<b>Buncombe</b>
<b>Transit Multimodal Facility</b>	<b>City of Asheville Service Area and routes provided by ART Current transit facility is 49 Coxé Ave</b>	<b>Construct a new transit multimodal facility to accommodate vehicles that pick-up and drop transit riders.</b>	<b>5 - Facility - Passenger Station</b>	<b>Buncombe</b>



### New Rail Submittals

Route	From	To	Improve ment 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

Tristan Winkler presented. Discussion occurred as to if MPO staff met with local governments regarding the draft submittals for P7.0. Tristan Winkler shared that they were. A general thank you to the staff was given for this. Appreciation was also given to Henderson County for getting the Ecusta Trail funding.

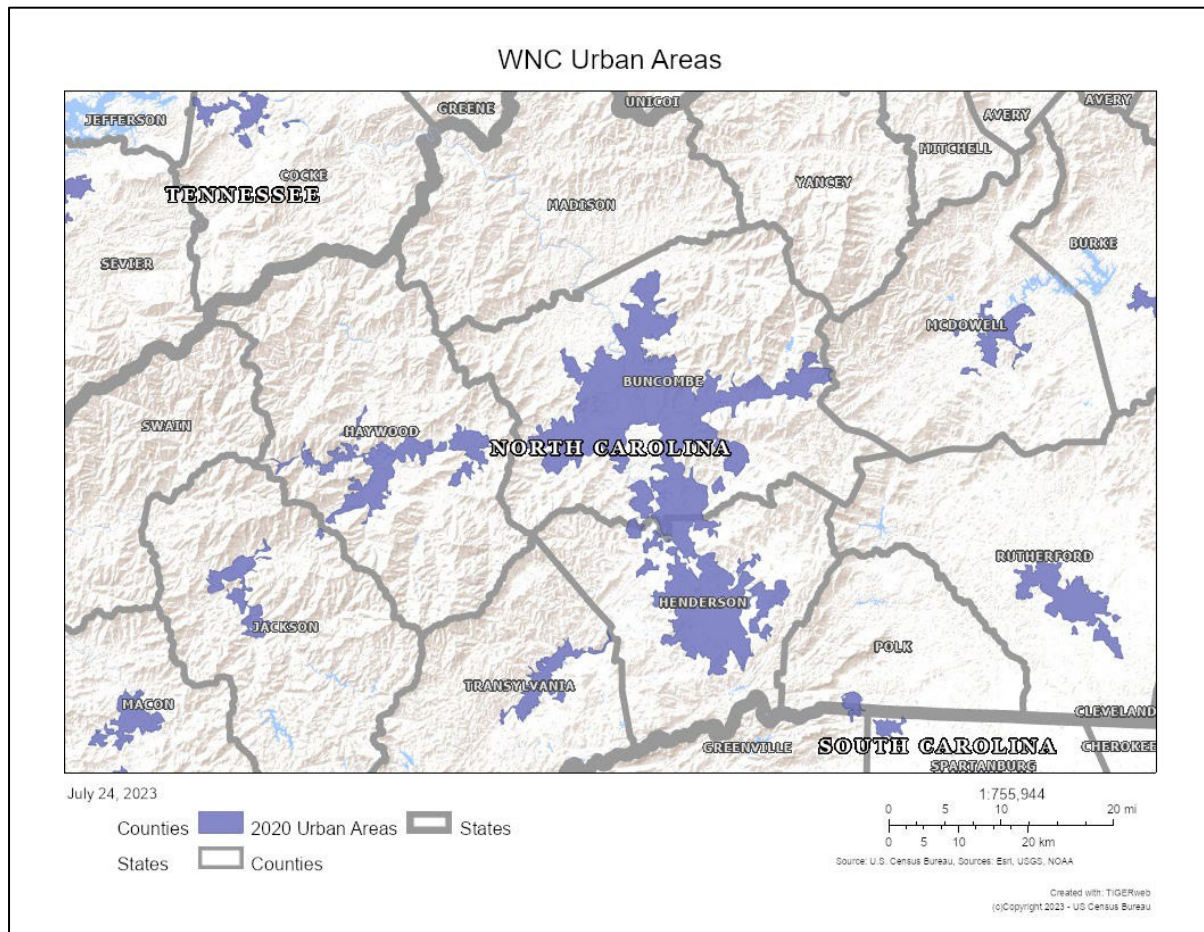
***Jessica Morriss moved to recommend for approval the Draft Submittal for P7.0. Archie Pertiller seconded the motion which passed unanimously upon a roll call vote.***

## 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

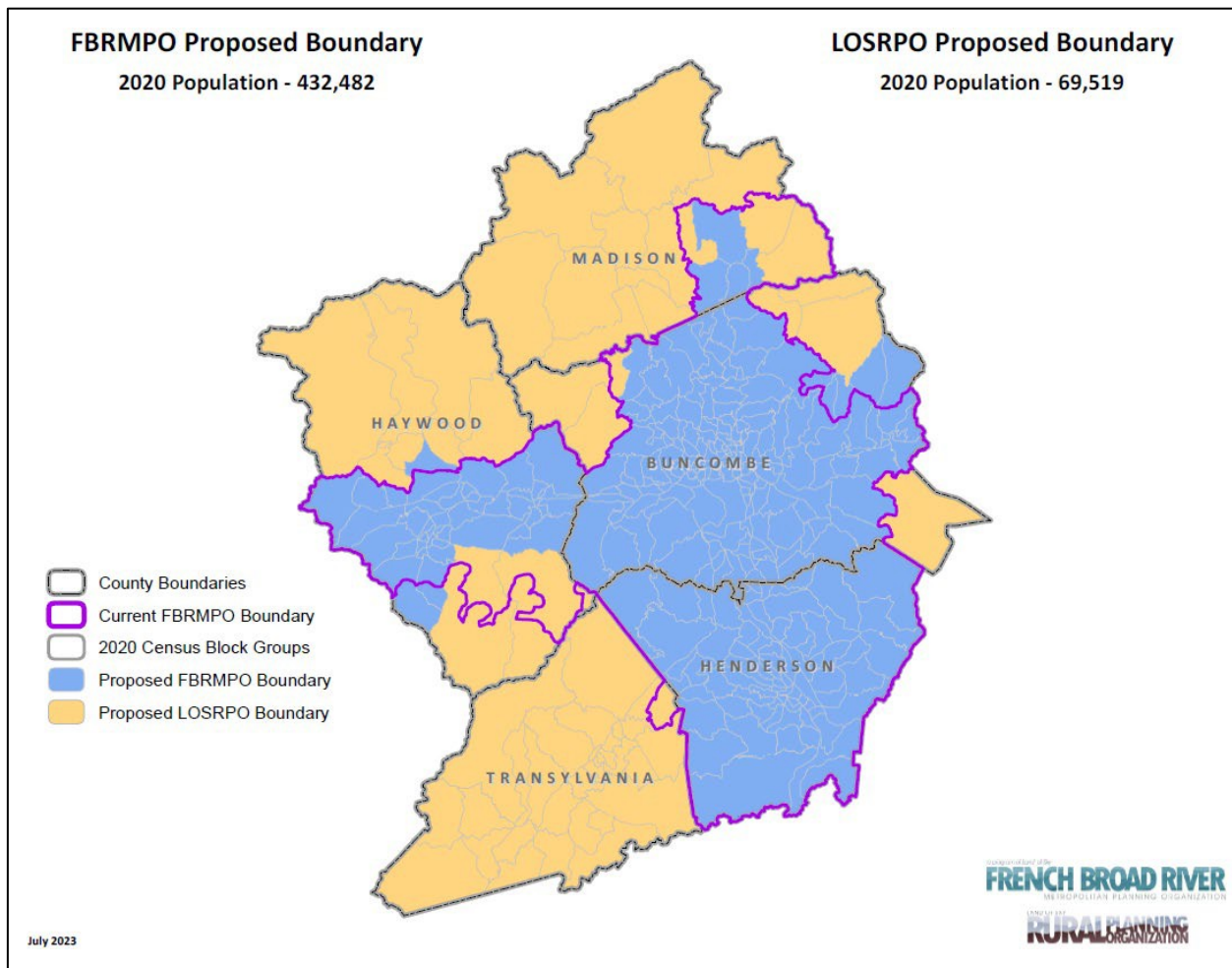
#### Transylvania County

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

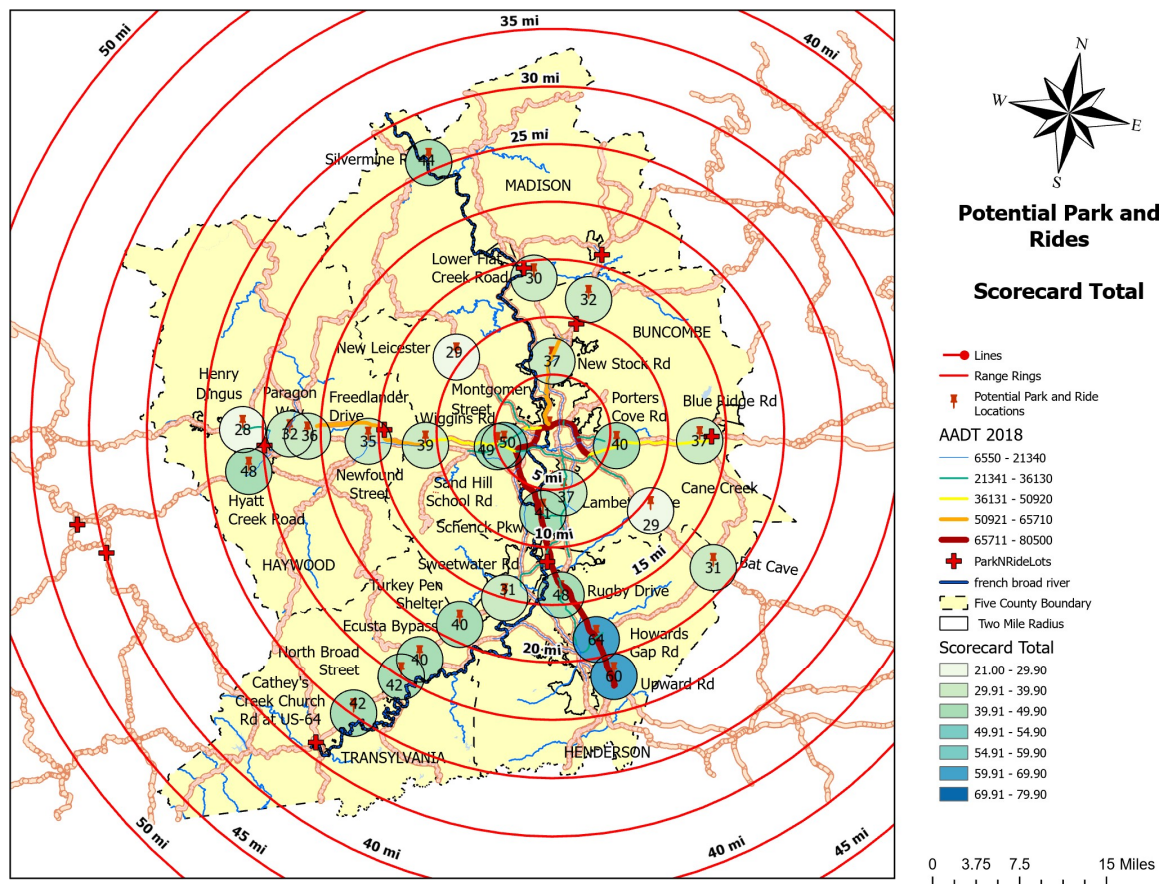


Tristan Winkler presented. Discussion occurred regarding the removal of Transylvania County out of MPO boundaries. Net change was questioned, and it was shared that the territory will get smaller, but the population will get larger compared to 2010.

***Jerry Vehaun moved to recommend the Draft MPO Planning Area to the MPO TCC and Board the Draft MPO Planning Area for approval. Autumn Radcliff seconded the motion which passed upon a unanimous roll call vote.***



## Proposed Park and Ride Facilities



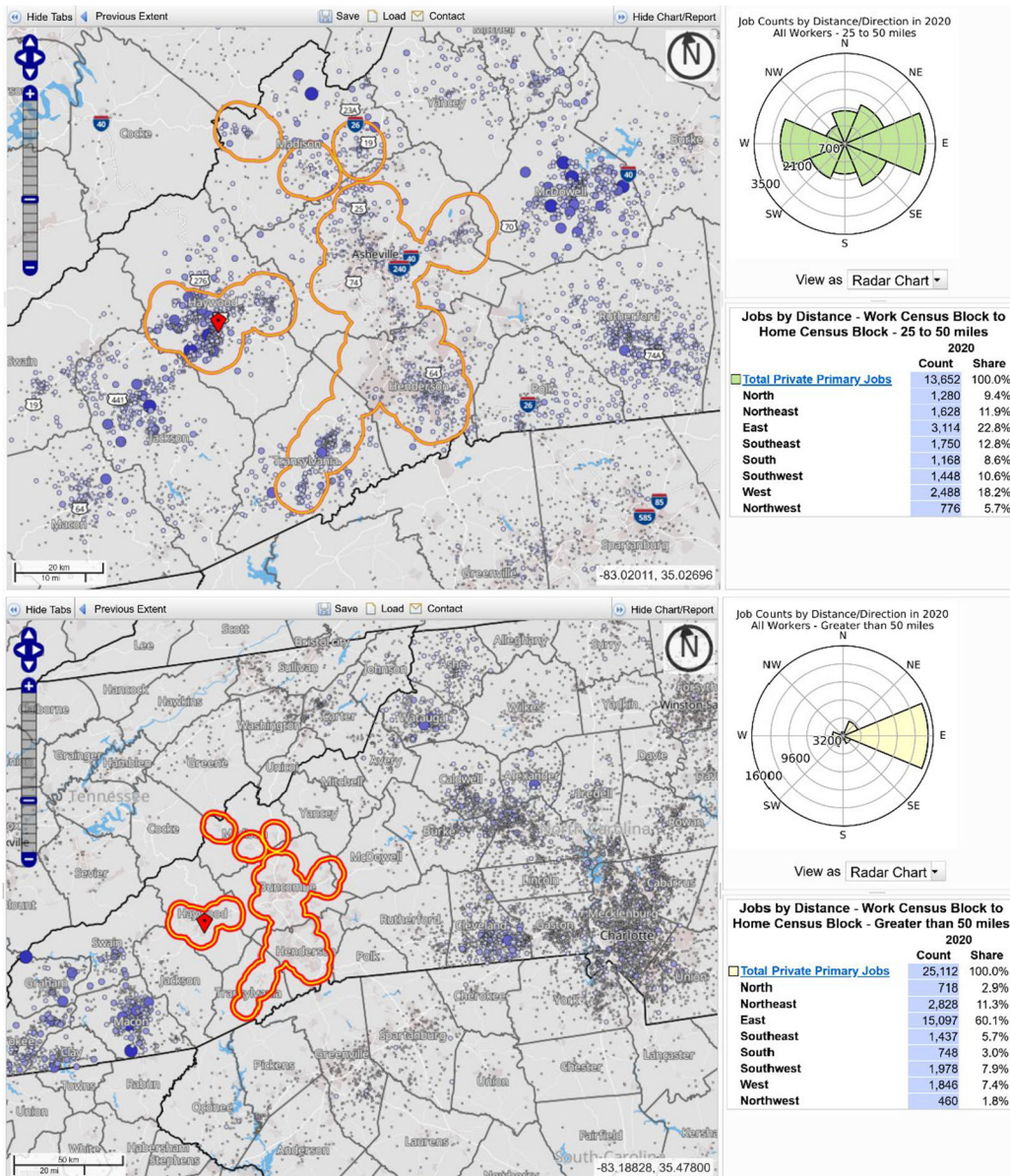
Transportation Demand Management has three varieties: Commuter TDM, Commercial TDM, (or Freight TDM,) and School TDM (or Safe Routes to School TDM.) The Transportation Demand Management literature that focuses on Commuter TDM points to a number of tools that can be used to reduce the amount of single 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?



**Information only. No action required.**

Jon Barsanti presented. Discussion occurred regarding next steps on how we improve the Park & Rides that we do have currently. It was recommended that the locations should be added to the <https://www.sharetheridenc.org> website.

## PUBLIC COMMENT

Elizabeth Teague opened the floor for public comment. No comments were heard.

## ADJOURNMENT

Elizabeth Teague adjourned the meeting at 10:53 AM.