# Prioritization Subcommittee

**Meeting Agenda**  
February 7, 2024  
9:30 AM  

*Meeting to be held at Land of Sky Regional Council or via Zoom: [https://zoom.us/j/91373453789](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), Archie Pertiller (Town of Black Mountain), Catherine Cordell (Town of Weaverville)

<table>
<thead>
<tr>
<th></th>
<th>Agenda Item</th>
<th>Presenter(s)</th>
</tr>
</thead>
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<tr>
<td>1</td>
<td>Welcome and Introductions</td>
<td>Elizabeth Teague</td>
</tr>
<tr>
<td>2</td>
<td>Public Comment</td>
<td>Elizabeth Teague</td>
</tr>
<tr>
<td>3</td>
<td>Approval of November, 2023 Meeting Minutes</td>
<td>Elizabeth Teague</td>
</tr>
<tr>
<td>4</td>
<td>Business</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A. Memorandum of Understanding</td>
<td>Tristan Winkler, MPO Staff</td>
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<td>B. P 7.0 Local Input Point Methodology</td>
<td>Tristan Winkler, MPO Staff</td>
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<td></td>
<td>C. Comprehensive Transportation Plan</td>
<td>Daniel Sellers, NCDOT</td>
</tr>
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<td></td>
<td>D. Locally Administered Projects Update</td>
<td>Logan DiGiacomo, MPO Staff</td>
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<tr>
<td>5</td>
<td>News, Events, Updates</td>
<td>Elizabeth Teague</td>
</tr>
<tr>
<td>6</td>
<td>Public Comment</td>
<td>Elizabeth Teague</td>
</tr>
<tr>
<td>7</td>
<td>Adjournment</td>
<td>Elizabeth Teague</td>
</tr>
</tbody>
</table>
Item 4A

Memorandum of Understanding (MOU)

After updating the MPO’s Planning Area, the MPO is required to update its Memorandum of Understanding. Several updates are required, either to update language to current federal law or to change committee and Board designations for members who may or may not apply any longer. After a Draft MOU is established it is required to be approved by EVERY JURISDICTION IN THE MPO.

Proposed Timeline:

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>October, 2023</td>
<td>Introduce MOU</td>
</tr>
<tr>
<td>November, 2023</td>
<td>Develop Survey for MPO Representatives</td>
</tr>
<tr>
<td>January, 2024</td>
<td>Discuss Survey Results</td>
</tr>
<tr>
<td>February, 2023</td>
<td>Draft MOU Discussion</td>
</tr>
<tr>
<td>March, 2023</td>
<td>Draft MOU Consideration</td>
</tr>
<tr>
<td>April, 2023 - ?</td>
<td>Local Government Council Consideration</td>
</tr>
</tbody>
</table>

Items to Consider Within the MOU:

1. MPO Membership
   a. MPO members to be removed in the updated MOU
      i. Transylvania County (non-voting) (TCC and Board)
      ii. State Bicycle Committee Representative for Divisions 13 & 14 (TCC only)- group has been defunct for some time
   b. MPO members to add
      i. Transit representative were added via amendment, would be included in the updated list
2. Quorum
   a. Currently defines quorum for “active” members, inactive members are those that have not attended the previous two meetings, don’t count towards quorum
3. Voting Power
   a. Distribution of Votes
   b. Veto Votes
   c. Weighted Voting
4. MPO Roles and Responsibilities
Items for Consideration:

1. **MPO Board Voting Distribution**
   “MPOs are required to consider the equitable and proportional representation of the population of the metropolitan area when designating officials or representatives.”

Current breakdown of population/MPO Board vote for local government seats:

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Board Seats</th>
<th>Pop/Vote</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buncombe County (Unincorporated)</td>
<td>2</td>
<td>70,433</td>
</tr>
<tr>
<td>Asheville</td>
<td>2</td>
<td>47,294</td>
</tr>
<tr>
<td>Henderson County (Unincorporated)</td>
<td>2</td>
<td>40,172</td>
</tr>
<tr>
<td>Haywood County (Unincorporated)</td>
<td>2</td>
<td>17,028</td>
</tr>
<tr>
<td>Hendersonville</td>
<td>1</td>
<td>15,137</td>
</tr>
<tr>
<td>Waynesville</td>
<td>1</td>
<td>10,140</td>
</tr>
<tr>
<td>Black Mountain</td>
<td>1</td>
<td>8,426</td>
</tr>
<tr>
<td>Fletcher</td>
<td>1</td>
<td>7,987</td>
</tr>
<tr>
<td>Woodfin</td>
<td>1</td>
<td>7,936</td>
</tr>
<tr>
<td>Mills River</td>
<td>1</td>
<td>7,078</td>
</tr>
<tr>
<td>Weaverville</td>
<td>1</td>
<td>4,567</td>
</tr>
<tr>
<td>Canton</td>
<td>1</td>
<td>4,422</td>
</tr>
<tr>
<td>Madison County (Unincorporated)</td>
<td>1</td>
<td>3,827</td>
</tr>
<tr>
<td>Flat Rock</td>
<td>1</td>
<td>3,486</td>
</tr>
<tr>
<td>Laurel Park</td>
<td>1</td>
<td>2,250</td>
</tr>
<tr>
<td>Mars Hill</td>
<td>1</td>
<td>2,007</td>
</tr>
<tr>
<td>Maggie Valley</td>
<td>1</td>
<td>1,687</td>
</tr>
<tr>
<td>Biltmore Forest</td>
<td>1</td>
<td>1,409</td>
</tr>
<tr>
<td>Clyde</td>
<td>1</td>
<td>1,368</td>
</tr>
<tr>
<td>Montreat</td>
<td>1</td>
<td>901</td>
</tr>
</tbody>
</table>

**Scenario A: Maintain the Status Quo**
Alternative Scenarios:

Scenario B: Maintain 24 Local Gov Board Votes, Make Them Roughly Proportional by Population with One Seat Per Dues-Paying Member

Scenario C: Reduce to 14 Local Gov Board Seats, One Seat Per Dues Paying Member, 7 Seats Split by Population, Emphasis on Smaller Town Representation

Scenario D: Change Voting Power to Be Reflective of Population (1 Vote Per Jurisdiction + 1 Per 10,000 Population) – Similar to CRTPO, would Make Every Vote a Weighted Vote

Any/Every Other Combination Can Be Considered.
2. **Non-Local Government Seats**

   Current Board Seats:
   - FHWA (non-voting)
   - Division 13 Board of Transportation Representative
   - Division 14 Board of Transportation Representative
   - Urban Transit Representative
   - Rural Transit Representative

   Per the Draft 2023 FBRMPO Certification Review, additional seats that are recommended include:
   - FTA (non-voting)
   - Housing
   - Other Modes of Transportation
   - Freight (TCC only)

   Current TCC Seats That Require Replacement/Deletion:
   - NCDOT Bike/Ped Committee Representative for Divisions 13/14
3. Weighted Voting

Weighted voting was one of the items where a slim majority of survey respondents votes for no change.

Current language:

**Weighted Vote**

When any project is on an Interstate route, a limited-access highway, or is on a designated Strategic Highway Corridor, any member of the Board may call for a weighted vote regarding project-specific decisions related to the MTIP. The weighted vote must take place at a duly advertised meeting of the Board in which a quorum is present. In a weighed vote, votes of Board members from “directly impacted” jurisdictions will be weighted according to the following table:

**Votes per Representative – Weighted Vote**

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Not “Directly Impacted”</th>
<th>“Directly Impacted”</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asheville (2 representatives)</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Biltmore Forest</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Black Mountain</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Buncombe County (2 representatives)</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Canton</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Clyde</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Flat Rock</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Fletcher</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Haywood County (2 representatives)</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Henderson County (2 representatives)</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Hendersonville</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Laurel Park</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Madison County</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Mars Hill</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Maggie Valley</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Mills River</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Montreat</td>
<td>1</td>
<td>3</td>
</tr>
</tbody>
</table>
Waynesville                     1  3
Weaverville                     1  3
Woodfin                         1  3

NCDOT BOT Division 13           1  1
NCDOT BOT Division 14           1  1

Urban Transit Representative    1  1
Rural Transit Representative    1  1

“Directly Impacted” Defined. “Directly impacted” jurisdictions shall include Municipalities where any portion of the project is within the Municipality’s corporate limits or sphere of influence, and shall include Counties where any portion of the project is within the County’s unincorporated area and outside the sphere of influence of any municipality. Sphere of influence shall include extraterritorial jurisdiction, pending annexation areas, or areas covered by a Resolution of Intent to annex.

**Action: Discuss Potential Changes to the Weighted Vote**
- **Scenario A:** Maintain Status Quo
- **Scenario B:** Remove the Weighted Vote (WMPO, FAMPO)
- **Scenario C:** Change the Weighted Vote to Consists of One Vote per 10,000 Residents (CAMPO)
- **Scenario D:** All votes are weighted votes (CRTPO)
4. **Veto Power**
The veto power provision was one of the items where a slim majority of survey respondents votes for no change.

Current Language:

When any project is on a road that does not carry an Interstate route designation, is not located on a limited-access highway, or is not a designated Strategic Highway Corridor, any member of the Board shall be allowed to call for a veto vote to determine whether a selected project will be excluded from the MTIP. In a veto vote, members from jurisdictions that are “directly impacted” by the project may vote to exclude a project from the MTIP, provided that every Board member from the “directly impacted” jurisdictions must be present, and must unanimously vote for the veto. The call for a veto vote can only take place at a duly advertised meeting of the Board in which a quorum is present.

Option A: Status Quo

Option B: Remove the Veto Power Clause

Option C: Strengthen the Veto Power Clause to allow any directly impacted jurisdiction to veto a project
Item 4B:

P 7.0 Local Input Point Methodology

As part of the Statewide Prioritization Process, determined by the Strategic Transportation Investments Act, MPOs, RPOs, and Divisions have local input points that play a major role in prioritizing projects at the Regional Impact and Division Needs levels. Local input points are utilized to help priority projects have a better chance of being funded.

<table>
<thead>
<tr>
<th>Funding Tier</th>
<th>Statewide Mobility</th>
<th>Regional Impact</th>
<th>Division Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quantitative Score</td>
<td>100%</td>
<td>70%</td>
<td>50%</td>
</tr>
<tr>
<td>MPO Score</td>
<td>0%</td>
<td>15%</td>
<td>25%</td>
</tr>
<tr>
<td>Division Score</td>
<td>0%</td>
<td>15%</td>
<td>25%</td>
</tr>
<tr>
<td>Amount of All Funding</td>
<td>40%</td>
<td>30%</td>
<td>30%</td>
</tr>
<tr>
<td>Distribution</td>
<td>All Projects Compete Against Each Other</td>
<td>Split Between Seven Regions, Projects Compete Within Each Region</td>
<td>Split Between 14 Divisions, Projects Compete Within Division</td>
</tr>
<tr>
<td>Funding</td>
<td>One Big Pot of Funds</td>
<td>Split to Each Region Based on Population</td>
<td>Split Equally Between 14 Divisions</td>
</tr>
</tbody>
</table>

How local input points are applied is not intuitive. Each MPO, RPO, and Division receive a set number of points they may assign to projects. Projects may receive up to 100 local input points from each MPO, RPO, or Division. However, 100 local input points on a project boosts a Regional Impact project by 15 points, a Division Needs projects by 25 points.

For MPOs, RPOs, and Divisions, a methodology must be developed and approved to assign local input points to projects. These methodologies must include at least one quantitative criterion and at least one qualitative criterion.

Below is the methodology approved by the MPO Board for P 6.0.
The Strategic Transportation Investments (STI) law governs the process in which the State of North Carolina prioritizes transportation projects. The law was passed in 2013 with the intent of creating a data-driven, collaborative process between NCDOT, planning organizations, local governments, and the public to efficiently utilize funding for transportation improvements across the state.

As part of the prioritization process, projects are solicited from planning organizations and NCDOT Divisions. Projects submitted into the prioritization process are placed into three different funding categories based on facility and project types: Statewide Mobility, Regional Impact, and Division Needs. Project scoring for the Statewide Mobility funding category is based solely on quantitative data developed by the Prioritization Workgroup. Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and Division Engineers assign local input points to projects in the Regional Impact and Division Needs funding categories. These points are applied in the calculation of the final project scores for Prioritization 5.0 to determine which projects are funded at the Regional Impact and Division Needs funding categories.
Project eligibility for each STI category, as defined in law, are shown below:

<table>
<thead>
<tr>
<th>Mode</th>
<th>Statewide Mobility</th>
<th>Regional Impact</th>
<th>Division Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway</td>
<td>• Interstates (existing &amp; future)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• NHS Routes</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• STRAHNET Routes</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• ADHS Routes</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Not Completed Intrastate projects</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Designated Toll Facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Highway</td>
<td>Other US and NC Routes</td>
<td>All County (SR) Routes</td>
</tr>
<tr>
<td></td>
<td>Intrastate projects</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Designated Toll Facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aviation</td>
<td>Large Commercial Service Airports ($500,000 Cap)</td>
<td>Other Commercial Service Airports not in Statewide ($300,000 cap)</td>
<td>All airports without Commercial Service ($18.5M cap)</td>
</tr>
<tr>
<td>Public Transportation</td>
<td>N/A</td>
<td>N/A</td>
<td>All Projects ($0 State funds)</td>
</tr>
<tr>
<td>Rail</td>
<td>Freight Capacity Service on Class 1 Railroad Corridors</td>
<td>Rail service spanning two or more counties not Statewide</td>
<td>Rail Service not included on Statewide or Regional</td>
</tr>
</tbody>
</table>

To ensure local input points are being applied through a process that is transparent, MPOs and RPOs are required to develop a methodology that outlines how they will determine which projects will have local input points applied. This local input methodology for the French Broad River MPO has been developed to meet the requirements of Session Law 2012-84 which requires that MPOs and RPOs have a process that includes at least two criteria (with at least one being qualitative), for determining project prioritization.
FRENCH BROAD RIVER MPO PRIORITIZATION TASKS

The French Broad River MPO engages in the prioritization process in the following ways:

1. Selection of transportation projects to be considered in the prioritization process
2. Apply local input points to projects in the Regional Impact and Division Needs funding categories using a process that follows the MPO’s local input methodology
3. Involve the public in the MPO’s tasks during the prioritization process
4. Consider/Adopt the 2020-2029 Transportation Improvement Program (TIP)

As stipulated by the STI legislation, local points may be assigned to projects in the Regional Impact and Division Needs categories, but not the Statewide Mobility category. The French Broad River Metropolitan Planning Organization (FBRMPO) may allocate the following number of local points for projects in the eligible categories:

- 1900 points – Regional Impact projects
- 1900 points – Division Needs projects

A committee of TCC and MPO Board members was created to develop a local input point methodology. The contents of this memorandum describe the methodology developed by the committee, which the FBRMPO proposes to use to allocate its local input points. NCDOT requires that the methodology include the following:

- Two criteria (at least one must be qualitative)
• Public involvement (on the proposed methodology, and the preliminary assignment of local input points to projects based on the approved methodology)
• Dissemination of methodology, local points and public input on FBRMPO's website (www.frenchbroadrivermpo.org)

POINT ASSIGNMENT PROCESS

OVERVIEW AND GUIDING PRINCIPLES
The following principles will be used for the allocation of FBRMPO's local points.

Cascading Projects

During the prioritization process, projects are allowed to “cascade” from one funding category into another. For example, if a project in the Statewide Mobility funding category is unsuccessful at being funded, the project may cascade into the Regional Impact and/or Division Needs funding categories to be funded. The same may be applied to Regional Impact projects which may cascade to the Division Needs funding category. Projects may not cascade in the opposite direction (i.e. Division Needs to Regional Impact or Statewide Mobility).

MPO Cascading Policy: The MPO will- by default- not assign points to any cascading project, but reserves the right to address cascading projects on a case-by-case basis, and will provide written explanation and justification for any cascading project that justifies an exception.

Bicycle, Pedestrian, and Transit Projects

Bicycle, Pedestrian, and Transit projects in the FBRMPO planning area are only eligible for funding in the Division Needs funding category. These projects require a local match from local governments or transit operators in order to be successfully implemented.

MPO Bicycle, Pedestrian, and Transit Prioritization Policy: The MPO will reserve 500 points for Division Needs that will be prioritized for bicycle, pedestrian, and transit modes, but may be used towards highway projects if the Board finds insufficient warrant for the application of points towards these modes.

General Application and Deviations from Methodology Scoring

Projects with the highest MPO Scores will be given the maximum number of points allowable within their funding category until the MPO points are expended or 150% of the estimated amount of funding available within that funding category is expended. If no funding is projected to be available in this round of prioritization in a funding tier, the MPO will consider putting points on projects up to a sum of $50,000,000 for that tier.
The MPO Board can adjust projects receiving points or adjust the number of points given to a project based on their discretion, recommendations from the TCC and other MPO committees, and/or public input. Any exceptions will require written explanation to be provided to NCDOT and be part of an open, public process that complies with Chapter 143, Article 33C of the North Carolina General Statutes.

**Point Sharing Among Planning Organizations**

Assignment of local points to a project that crosses MPO boundaries may be based on a proportionate share of project mileage within FBRMPO and after confirmation from adjacent RPO that they will assign proportionate points to project.

<table>
<thead>
<tr>
<th>MPO/RPO</th>
<th>Project Miles</th>
<th>% of Project in MPO</th>
<th>Max. Points per PO</th>
</tr>
</thead>
<tbody>
<tr>
<td>FBRMPO</td>
<td>3.52</td>
<td>55%</td>
<td>55</td>
</tr>
<tr>
<td>LOSRPO</td>
<td>2.88</td>
<td>45%</td>
<td>45</td>
</tr>
<tr>
<td>TOTAL</td>
<td>6.4</td>
<td>100%</td>
<td>100</td>
</tr>
</tbody>
</table>

**Local Input Point Flexing Policy**

The FBRMPO has the option to apply the Local Input Point Flexing Policy. This means that up to 500 LIP can be transferred from one category to the other. If the organization utilizes flex LIP, the FBRMPO will provide written documentation to the SPOT office prior to assigning Regional Impact Local Input Points.

**NCDOT Division 13 and 14 Coordination**

Coordination with NCDOT Division 13 and 14 staffs will occur as FBRMPO’s LIP are being allocated in an effort to ensure that mutual assignment of local points can be considered.

Final point assignments submitted to the NCDOT Strategic Prioritization Office (via SPOT Online) must be adopted by FBRMPO Board.

**TOTAL SCORE AND PROJECT RANKING APPROACH**

**STATEWIDE MOBILITY**

Modes Considered: Highway and Aviation

Projects considered for funding in the Statewide Mobility funding category will be programmed based solely on the quantitative scoring developed by NCDOT and the P 6.0 workgroup. The MPO methodology for local input points does not apply to determining funding at this funding category. However, please note the MPO’s Cascading Policy for projects that are eligible for Statewide Mobility but may cascade to other funding categories.
REGIONAL IMPACT
Modes Considered: Highway and Aviation

Projects considered for funding in the Regional Impact funding category will be subject to scoring through the MPO’s methodology. The following (sometimes overlapping) steps will be taken to determine what projects are assigned local input points from the MPO:

- Unfunded Statewide Mobility projects will be considered for cascading on a case-by-case basis
- Highway and Aviation projects will be scored based on the methodology detailed below
- Draft Local Input points will be applied to the highest scoring projects until MPO local input points or 300% of estimated funding available is exhausted
- Public Input will be solicited on the Draft Point Assignment
- Discussion/Approval of Local Point Assignment from the MPO Prioritization Subcommittee, TCC, and Board

DIVISION NEEDS
Modes Considered: Highway, Bicycle/Pedestrian, Transit, and Aviation

Projects considered for funding in the Division Needs funding category will be subject to scoring through the MPO’s methodology. The following (sometimes overlapping) steps will be taken to determine what projects are assigned local input points from the MPO:

- Unfunded Statewide Mobility and Regional Impact projects will be considered for cascading on a case-by-case basis
- Bicycle, Pedestrian, and Transit projects will be scored based on the methodology detailed below and compete for 500 local input points reserved for these modes
- Highway and Aviation projects will be scored based on the methodology detailed below
- Draft Local Input points will be applied to the highest scoring projects until MPO local input points or 300% of estimated funding available is exhausted
- Public Input will be solicited on the Draft Point Assignment
- Discussion/Approval of Local Point Assignment from the MPO Prioritization Subcommittee, TCC, and Board

DESCRIPTION OF CRITERIA AND WEIGHTS
Projects will be scored based on the transportation mode. These include: Highway, Aviation, Bicycle/Pedestrian, and Transit. There are no Rail or Ferry projects within the FBRMPO planning area.
**HIGHWAY**

There are overarching criteria that link back to goals in the MTP (shown in blue in the table). The sub criteria under each criterion describe the data points that the FBRMPO use to measure the merits of a particular highway project. Criteria for the other modes follow the remainder of the narrative.

<table>
<thead>
<tr>
<th>Maximum Points</th>
<th>Minimal Need</th>
<th>Low Need</th>
<th>Moderate Need</th>
<th>High Need</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Improve Safety on Surface Streets and Highways</strong></td>
<td><strong>NCDOT P 6.0 Safety Score</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective category</td>
<td>Projects scoring within the 25th-49.9th percentile of all projects in the MPO Planning Area considered in each respective category</td>
<td>Projects scoring within the 50th-74.9th percentile of all projects in the MPO Planning Area considered in each respective category</td>
<td>Projects scoring within the top 25th percentile of all projects in the MPO Planning Area considered in each respective category</td>
</tr>
<tr>
<td>0 Points</td>
<td>8 Points</td>
<td>16 Points</td>
<td>24 Points</td>
<td></td>
</tr>
</tbody>
</table>

| **Address Congestion and Bottlenecks** | **NCDOT P 6.0 Congestion Score** | | | |
| 17 | Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective category | Projects scoring within the 25th-49.9th percentile of all projects in the MPO Planning Area considered in each respective category | Projects scoring within the 50th-74.9th percentile of all projects in the MPO Planning Area considered in each respective category | Projects scoring within the top 25th percentile of all projects in the MPO Planning Area considered in each respective category |
| 0 Points | 6 Points | 12 Points | 17 Points |
## Improve Non-Motorized Transportation Options

<table>
<thead>
<tr>
<th>Bicycle and Pedestrian Average Risk Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective category</td>
</tr>
<tr>
<td>0 Points</td>
</tr>
</tbody>
</table>

### Proposed Complete Streets Treatment

<table>
<thead>
<tr>
<th>Proposed Complete Streets Treatment</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Complete Streets Recommendations</td>
</tr>
<tr>
<td>0 Points</td>
</tr>
</tbody>
</table>

## Maintain and Improve Safe Freight Movement

<table>
<thead>
<tr>
<th>NCDOT P 6.0 Freight Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective category</td>
</tr>
<tr>
<td>0 Points</td>
</tr>
</tbody>
</table>

## Planning Process

<table>
<thead>
<tr>
<th>Planning Process</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the Project in the FBRMPO Metropolitan Transportation Plan (MTP) or a Locally Adopted Plan?</td>
</tr>
<tr>
<td>10</td>
</tr>
<tr>
<td>Project not adopted in the FBRMPO MTP or Locally Adopted Plan</td>
</tr>
<tr>
<td>0 Points</td>
</tr>
</tbody>
</table>
## Ensure Changes Respect Our Unique Places and Environments

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Partially or Completely Outside Existing Public Water/Sewer Service Area</th>
<th>Completely Inside Existing Public Water/Sewer Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 Points</td>
<td>0 Points</td>
<td>5 Points</td>
</tr>
</tbody>
</table>

**7**

### Does the project use a non-widening strategy from the MPO's Congestion Management Process (CMP) to address congestion?

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>The project does not use a non-widening strategy from the CMP to address congestion</td>
<td>0 Points</td>
</tr>
<tr>
<td>The Project uses a non-widening strategy from the CMP to address congestion on a CMP Corridor</td>
<td>2 Points</td>
</tr>
</tbody>
</table>

### Resiliency

<table>
<thead>
<tr>
<th>Project</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project does not overlap with documented 100-year floodplain, historic landslide location, or identified wildlife corridor</td>
<td>0 points</td>
</tr>
<tr>
<td>Project overlaps with documented 100-year floodplain, historic landslide location, or identified wildlife corridor</td>
<td>5 points</td>
</tr>
</tbody>
</table>

### Local Priorities

<table>
<thead>
<tr>
<th>County</th>
<th>Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buncombe</td>
<td>5 projects</td>
</tr>
<tr>
<td>Henderson</td>
<td>3 projects</td>
</tr>
<tr>
<td>Haywood</td>
<td>2 projects</td>
</tr>
<tr>
<td>Madison</td>
<td>1 project</td>
</tr>
</tbody>
</table>

Local Priority points will be distributed based on county-level meetings with TCC and/or MPO Board members or Local TAC. County groups including local government representation will pick priority projects for each tier. Each priority project will receive an additional 15 points in this methodology. Each county group will receive the following number of priority projects to pick, loosely based on proportion of population: Buncombe- 5 projects, Henderson- 3 projects, Haywood- 2 projects, Madison- 1 project.
NON-HIGHWAY MODES

AVIATION

- Aviation projects must be requested to cascade to Regional Impact and/or Division Needs categories, per the MPO’s cascading policy outlined in this methodology. Aviation projects will use the P 6.0 score and local priority points to score the project at the Regional Impact or Division Needs level. This score (out of 100) will be used to compete with other modes at that funding category.

<table>
<thead>
<tr>
<th>Preliminary P 6.0 Score</th>
<th>P 6.0 Score Assigned Based on Rank within FBRMPO Percentile (from the corresponding funding category)</th>
</tr>
</thead>
<tbody>
<tr>
<td>75</td>
<td>Projects scoring below the 25th percentile of all projects in the region</td>
</tr>
<tr>
<td>0 Points</td>
<td>25 Points</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Planning Process</th>
<th>Is the Project in the FBRMPO Metropolitan Transportation Plan (MTP) or a Locally Adopted Plan?</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Project not adopted in the FBRMPO MTP or Locally Adopted Plan</td>
</tr>
<tr>
<td>0 Points</td>
<td>10 Points</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LOCAL PRIORITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
</tr>
</tbody>
</table>

See the Highway Methodology for Local Priorities. All modes will compete for the same set of points.
### BICYCLE, PEDESTRIAN, AND TRANSIT

- Bicycle and Pedestrian projects will not receive local input points from the MPO without written affirmation of required local match from a sponsoring local government representative as well as the use of local priority points from the MPO’s methodology.
- Bicycle and Pedestrian projects will be scored based on the P 6.0 score and local priority points. These projects will compete for the Division Needs points reserved for bicycle, pedestrian, and transit projects.
- Transit projects will be scored based on the P 6.0 score and local priority points. These projects will compete for the Division Needs points reserved for bicycle, pedestrian, and transit projects.

### Preliminary P 6.0 Score

<table>
<thead>
<tr>
<th>P 5.0 Score Assigned Based on Rank within FBRMPO Percentile (from the corresponding funding category)</th>
<th>Projects scoring below the 25th percentile of all projects in the region</th>
<th>Projects scoring within the 25th - 49.9th percentile of all projects in the region</th>
<th>Projects scoring within the 50th - 74.9th percentile of all projects in the region</th>
<th>Projects scoring within the top 25th percentile of all projects in the region</th>
</tr>
</thead>
<tbody>
<tr>
<td>75</td>
<td>0 Points</td>
<td>25 Points</td>
<td>50 Points</td>
<td>75 Points</td>
</tr>
</tbody>
</table>

### Planning Process

<table>
<thead>
<tr>
<th>Is the Project in the FBRMPO Metropolitan Transportation Plan (MTP) or a Locally Adopted Plan?</th>
<th>Project not adopted in the FBRMPO MTP or Locally Adopted Plan</th>
<th>Project is adopted in the FBRMPO MTP or Locally Adopted Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>0 Points</td>
<td>10 Points</td>
</tr>
</tbody>
</table>

### LOCAL PRIORITIES

| 15 | See the Highway Methodology for Local Priorities. All modes will compete for the same set of points. |
SCHEDULE AND PUBLIC OUTREACH

PUBLIC INVOLVEMENT PROCESS

At a minimum, the FBRMPO will follow its Public Involvement Process for the Prioritization List will include the following steps based on the FBRMPO's adopted Public Involvement Plan, section V.C. on page 16:

- After consideration and preliminary adoption by the MPO Board, the draft Prioritization List will be published for a minimum two-week (14-day) public comment period and the notice will be advertised using our media resources provided in Appendix C of the Plan.

- The notices for the public comment period and the public hearing will include an announcement stating that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). The Prioritization List will be on file for review at the Land-of-Sky Regional Council Office, and available in a PDF format for downloading from the FBRMPO website. Written comments will be received during the comment period and will be directed to the FBRMPO. The FBRMPO’s contact person, phone number and e-mail address will be included in the public notice. The FBRMPO will assemble all comments and forward comments to the MPO Board.

- The Board will hold a public hearing on the draft Prioritization List. The public hearing will be held at a location which is accessible to persons with disabilities. The Board will approve a final Prioritization List after considering the public comments received. The Prioritization List shall be submitted to the NCDOT at or before the NCDOT public hearings for input into the STIP. The MPO Board may elect to open a dialogue with the State on specific project priorities.

The Effect of MPO Local Input Points on Project Prioritization

The MPO’s allocation of local input points on projects in the Regional Impact and Division Needs funding categories plays a part in determining the project’s overall score in the state’s prioritization process. For each funding category the MPO’s allocation of local input points accounts for the following percentage of a project’s P 5.0 score:

Regional Impact Funding Category – 15%

Division Needs Funding Category – 25%
# PRIORITIZATION SCHEDULE

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>June 1st</strong></td>
<td>Prioritization Subcommittee approves methodology</td>
</tr>
<tr>
<td><strong>June 2nd</strong></td>
<td>Methodology open for public comment</td>
</tr>
<tr>
<td><strong>June 10th</strong></td>
<td>TCC approves methodology</td>
</tr>
<tr>
<td><strong>June 24th</strong></td>
<td>MPO Board approves methodology</td>
</tr>
<tr>
<td>August</td>
<td>NCDOT programs Statewide Mobility funding category projects</td>
</tr>
<tr>
<td><strong>September</strong></td>
<td>MPO staff holds county-level meetings with TCC or elected officials (depending on the presence of a county-level TAC) to determine Local Priorities points</td>
</tr>
<tr>
<td>October</td>
<td>MPO advertises for public comment on placement of local input points</td>
</tr>
<tr>
<td><strong>November 18th</strong></td>
<td>TCC approves local input points for Regional Impact projects</td>
</tr>
<tr>
<td><strong>November 18th</strong></td>
<td>MPO Board approves local input points for Regional Impact projects</td>
</tr>
<tr>
<td><strong>January, 2022</strong></td>
<td>NCDOT programs Regional Impact funding category projects, Division Needs funding category window for local input points</td>
</tr>
<tr>
<td><strong>February, 2022</strong></td>
<td>MPO staff holds county-level meetings with TCC or elected officials (depending on the presence of a county-level TAC) to determine Local Priorities points</td>
</tr>
<tr>
<td><strong>March, 2022</strong></td>
<td>MPO advertises for public comment on placement of local input points</td>
</tr>
<tr>
<td><strong>April 14th, 2022</strong></td>
<td>TCC approves local input points for Division Needs projects</td>
</tr>
<tr>
<td><strong>April 28th, 2022</strong></td>
<td>MPO Board approves local input points for Division Needs projects</td>
</tr>
<tr>
<td><strong>August, 2022</strong></td>
<td>NCDOT releases Draft STIP</td>
</tr>
</tbody>
</table>
MATERIAL SHARING
The FBRMPO plans to maintain complete transparency through the local input scoring process. All relevant materials will be posted on the FBRMPO website in accordance with the MPO’s Public Involvement Policy and will remain available until after the adoption of the TIP and STIP by the MPO Board, and NC Board of Transportation, respectively.

The FBRMPO plans to maintain the following resources on its website:

- A link to NCDOT’s Prioritization homepage
- The FBRMPO prioritization methodology
- A schedule of the local input process
- Draft and final local input point scores and records of deviations
Item 4C:

Comprehensive Transportation Plan Updates

Materials from NCDOT Transportation Planning Division are below.

The general initiative moving forward is to provide the MPO’s CTP in updated mapping requirements. No new congestion projects have been recommended but MPO staff did ask that additional modernization projects be analyzed. Below are materials from NCDOT that included existing CTP projects as well as recommended projects to be added.
<table>
<thead>
<tr>
<th>#</th>
<th>Identified Need</th>
<th>Recommendation Name</th>
<th>Limits</th>
<th>Length in Miles</th>
<th>Modes</th>
<th>Description</th>
<th>Identified Need</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Congestion</td>
<td>I-26</td>
<td>From US 25 to US 25</td>
<td>11.37</td>
<td>H</td>
<td>Add Additional Lanes</td>
<td>I-26 is projected to be over capacity in 2045.</td>
</tr>
<tr>
<td>2</td>
<td>Congestion</td>
<td>I-26</td>
<td>From I-26 to NC 280</td>
<td>3.33</td>
<td>H</td>
<td>Add Additional Lanes</td>
<td>I-26 is projected to be over capacity in 2045.</td>
</tr>
<tr>
<td>3</td>
<td>Congestion</td>
<td>I-26</td>
<td>From NC 280 to I-40</td>
<td>0.37</td>
<td>H</td>
<td>This Project is underway. Please contact the NCDOT Division 16 office for details.</td>
<td>I-26 is projected to be over capacity in 2045.</td>
</tr>
<tr>
<td>4</td>
<td>Congestion</td>
<td>US-19</td>
<td>From Haywood Rd (SR 2564) to US 19/23 (Broadway Ave)</td>
<td>5.1</td>
<td>H</td>
<td>This Project is underway. Please contact the NCDOT Division 16 office for details.</td>
<td>I-26 is projected to be over capacity in 2045.</td>
</tr>
<tr>
<td>5</td>
<td>Congestion</td>
<td>I-26</td>
<td>From I-40 to Haywood Rd (SR 2564)</td>
<td>2.72</td>
<td>H</td>
<td>This Project is underway. Please contact the NCDOT Division 16 office for details.</td>
<td>I-26 is projected to be over capacity in 2045.</td>
</tr>
<tr>
<td>6</td>
<td>Congestion</td>
<td>I-26</td>
<td>From I-26 to NC 280</td>
<td>6.51</td>
<td>H</td>
<td>Add Additional Lanes</td>
<td>I-26 is projected to be over capacity in 2045.</td>
</tr>
<tr>
<td>7</td>
<td>Access Management</td>
<td>US-44</td>
<td>From Blythe Dr (SR 1188) to White Pine Dr (SR 1189)</td>
<td>1</td>
<td>H</td>
<td>This Project is underway. Please contact the NCDOT Division 16 office for details.</td>
<td>US-64 (Brevard Road) is projected to be over capacity in 2045.</td>
</tr>
<tr>
<td>8</td>
<td>Other (Safety, etc.)</td>
<td>US-25 BUS</td>
<td>From US 25 to South Main Street</td>
<td>0.16</td>
<td>H</td>
<td>: Median to 5 Lanes</td>
<td>US-25 BUS is projected to be over capacity in 2045.</td>
</tr>
<tr>
<td>9</td>
<td>Access Management</td>
<td>NC-191</td>
<td>From NC 191 to US 250</td>
<td>1.08</td>
<td>H</td>
<td>Construct Access Management and Complete Streets Improvements</td>
<td>NC 280 is projected to be over capacity in 2045.</td>
</tr>
<tr>
<td>10</td>
<td>Access Management</td>
<td>NC-43 (New Leicester Av)</td>
<td>From US 1602 (Patterson Ave) to Newlan Rd</td>
<td>4.43</td>
<td>H</td>
<td>Construct Access Management and Complete Streets Improvements</td>
<td>NC-43 is projected to be over capacity in 2046.</td>
</tr>
<tr>
<td>11</td>
<td>Access Management</td>
<td>Rossville Rd (SR 3013)</td>
<td>From US 70 (Tunnel Rd) to Older Vicks Lane (SR 1363)</td>
<td>1.05</td>
<td>H</td>
<td>Modernize Roadway</td>
<td>Rossville Rd (SR 3013) currently has 91 lanes.</td>
</tr>
<tr>
<td>12</td>
<td>Access Management</td>
<td>Ambrose Rd (SR 1054)</td>
<td>From I-240 to NC 81 (Melrose Ave)</td>
<td>2.67</td>
<td>H</td>
<td>Modernize Roadway and Add Additional Lanes</td>
<td>Ambrose Rd (SR 1054) is projected to be over capacity in 2046.</td>
</tr>
<tr>
<td>13</td>
<td>Access Management</td>
<td>Enka Access Road</td>
<td>From US 14 to NC 122 (Said Ridge Rd)</td>
<td>0.78</td>
<td>H</td>
<td>New Access Road for Enka Commerce Park</td>
<td>2020 MTP Project</td>
</tr>
<tr>
<td>14</td>
<td>Modernization</td>
<td>North Louisiana Ave (SR 1152)</td>
<td>From US 1602 (Patterson Ave) to Evans Ave (SR 1258)</td>
<td>0.64</td>
<td>H</td>
<td>Modernize Roadway and Complete Streets Improvements</td>
<td>North Louisiana Ave (SR 1152) currently has 109 lanes.</td>
</tr>
<tr>
<td>15</td>
<td>Modernization</td>
<td>US 4 (Sweeney River Rd)</td>
<td>From US 70 (Tunnel Rd) to US 74 (South Tunnel Rd)</td>
<td>2.33</td>
<td>H</td>
<td>Modernize Roadway and Complete Streets Improvements</td>
<td>US-4 (Sweeney River Rd) currently has 110 lanes.</td>
</tr>
<tr>
<td>16</td>
<td>Modernization</td>
<td>US-20/74</td>
<td>From Biltmore View Dr (SR 1777) to Old Biltmore Rd (SR 1155)</td>
<td>1.16</td>
<td>H</td>
<td>Modernize Roadway</td>
<td>US-20/74 has narrow unwrapped shoulders.</td>
</tr>
<tr>
<td>17</td>
<td>Modernization</td>
<td>US-276 (Jordan Creek Rd)</td>
<td>From US 14 to I-40</td>
<td>5.87</td>
<td>H</td>
<td>Modernize Roadway and Complete Streets Improvements</td>
<td>US-276 (Jordan Creek Rd) has narrow unwrapped shoulders.</td>
</tr>
<tr>
<td>18</td>
<td>Modernization</td>
<td>Kanuga Rd (SR 1157)</td>
<td>From US 25 to Little Mountain Rd (SR 2223)</td>
<td>3.89</td>
<td>H</td>
<td>Modernize Roadway and Complete Streets Improvements in Hendersonville</td>
<td>Kanuga Rd (SR 1157) currently has 91 lanes and narrow unwrapped shoulders.</td>
</tr>
<tr>
<td>21</td>
<td>Access Management</td>
<td>US-176 (Russ Ave)</td>
<td>From US 1770 to US 25 (Highway 226)</td>
<td>1.06</td>
<td>H</td>
<td>This Project is underway. Please contact the NCDOT Division 16 office for details.</td>
<td>US-176 (Russ Ave) has 119 lanes and has inadequate sidewalks and bike facilities.</td>
</tr>
<tr>
<td>22</td>
<td>Modernization</td>
<td>I-26</td>
<td>From US 24/270 to North Asheville School Rd (SR 2007)</td>
<td>1.81</td>
<td>H</td>
<td>Upgrade to interstate design standards</td>
<td>As part of the Future I-240 corridor, US-29 does not currently meet interstate design standards.</td>
</tr>
<tr>
<td>23</td>
<td>Modernization</td>
<td>Highland Lake Rd (SR 1756)</td>
<td>From NC 25 to NC 176</td>
<td>1.07</td>
<td>H</td>
<td>This Project is underway. Please contact the NCDOT Division 16 office for details.</td>
<td>Highland Lake Rd (SR 1756) currently has 91 lanes.</td>
</tr>
<tr>
<td>25</td>
<td>Access Management</td>
<td>US-25</td>
<td>From NC 146 (Sung Shiah Rd) to Blue ridge Parkway</td>
<td>3.08</td>
<td>H</td>
<td>Construct Access Management and Complete Streets Improvements</td>
<td>US-25 is a four lane facility in a commercial area with many access points.</td>
</tr>
<tr>
<td>26</td>
<td>Access Management</td>
<td>US-25</td>
<td>From NC 146 (Sung Shiah Rd) to NC 280 (Airport Rd)</td>
<td>1.91</td>
<td>H</td>
<td>Construct Access Management and Complete Streets Improvements</td>
<td>US-25 is a four lane facility in a commercial area with many access points.</td>
</tr>
<tr>
<td>27</td>
<td>Other (Safety, etc.)</td>
<td>Biltmore / McDowell Upgrade</td>
<td>From All Souls Crescent to Benwood Ave</td>
<td>4.43</td>
<td>H</td>
<td>Project Generally intends to better accommodate Multimodal infrastructure while maintaining or improving traffic flows and safety</td>
<td>US-25 (McDowell Street) and US-26 (Biltmore Avenue) are multi-lane facilities without medians which are a single gateway into the City of Asheville and provide key access to the hospital.</td>
</tr>
<tr>
<td>28</td>
<td>Other (Safety, etc.)</td>
<td>McDowell Ave</td>
<td>From Inwood Dr to I-240</td>
<td>2.8</td>
<td>H</td>
<td>Road Diet and Complete Streets Improvements</td>
<td>McDowell Ave is a four lane facility with adjacent sidewalks.</td>
</tr>
<tr>
<td>29</td>
<td>Access Management</td>
<td>US-7 (Tunnel Rd)</td>
<td>From I-240 to Blue Ridge Parkway</td>
<td>2.55</td>
<td>H</td>
<td>Construct Access Management and Complete Streets Improvements</td>
<td>US-7 (Tunnel Rd) currently has 110 lanes and a five lane facility in a commercial area with many access points.</td>
</tr>
</tbody>
</table>

60 Access Management US-19 (Deerwood Rd) From US 25 (Haywood Rd) to US 276 (Hemlock Creek Rd) 2.18 H Construct Access Management and Complete Streets Improvements

61 Access Management US-19 From I-40 to NC 151 2.95 H Construct Access Management and Complete Streets Improvements

62 Modernization Bruce Rd (SR 1154) From I-26 to I-40 0.38 H Modernization Roadway

63 Modernization Blue Ridge Road (SR 3040) From NC 10 to White Pines Dr 0.98 H Modernization Roadway, Upgrade Intersection, and Complete Streets Improvements

64 Access Management Woodfin St (SR-608) From Central Ave to Junction St 0.42 H Road Diet

65 Access Management US 19/23 To US 19/23 0.36 H Road Diet

66 Other (Safety, etc.) US-70 From Blue Ridge Rd (SR 2002) to NC 7 1.11 H Road Diet

67 Modernization US-12 (Swannanoa River Road) From I-40 to I-81 1.54 H Modernization Roadway, Upgrade Intersection, and Complete Streets Improvements

68 Access Management US-70 (Laurel Rd) From US 12 (Swannanoa River Rd) to The Tunnel 2.07 H Construct Access Management and Complete Streets Improvements

69 Modernization NC-15 From I-40 to Blue Ridge Parkway 2.82 H Modernization Roadway and Complete Streets Improvements

70 Modernization US-55 From Blue Ridge Parkway to the Top Road (SR 1346) at Great Town in the Sky 7.7 H Modernization Roadway

71 Modernization White Pine Dr (SR-1172) From US 25 to NC 200 2.19 H Modernization Roadway, Add turn lanes, widen lanes and shoulders, and improve geometry and intersection operations as appropriate.

72 Modernization Fanling Bridge Rd (SR-5198) From US 25 to US 200 5.15 H Modernization Roadway, Add turn lanes, widen lanes and shoulders, and improve geometry and intersection operations as appropriate. Incorporate complete streets improvements.

73 Modernization US 19/23 From NC 215 to Historic Mountain Rd (SR-1020) 3.33 H Modernization Roadway and Complete Streets Improvements

74 Modernization Ramsey Rd (SR-1150) From US 25 to US 25 BUS 2.07 H Modernization Roadway and Complete Streets Improvements

75 Modernization Old Haywood Rd (SR-2162) From US 64 to NC 191 0.63 H Modernization Roadway, Add turn lanes, widen shoulders, and improve geometries and intersection operations as appropriate. Include complete streets improvements.

76 Modernization Skinner Bridge Rd (SR-1014) From NC 260 to US 25 BUS 2.73 H Modernization Roadway

77 Modernization Duncan Hill Road (SR-1152) From US 25 to Old Haywood Rd 0.79 H Modernization Roadway and Complete Streets Improvements

78 Access Management US-19 (Swannanoa Rd) From US 25 to US 276 (Haywood Ave) 1.3 H Access Management and Complete Streets Improvements

79 Access Management US 19/23 (Patterson Ave) From I-40 to US 19-23 (Haywood Rd) 1.56 H Access Management and Complete Streets Improvements

80 Modernization Rock Hill Rd (SR-889) From US 25 to US 25 ALT 0.84 H Modernization Roadway and Complete Streets Improvements

81 Modernization US-150 (Haywood Rd) From US 150 (Patterson Ave) to Cramers St 3.52 H Modernization Roadway and Complete Streets Improvements

82 Modernization Broadway Rd (SR-1786) From I-240 to existing Piedmont section or Chestnut St 0.31 H Modernization Roadway and Complete Streets Improvements

83 Modernization NC-82 (Airport Rd) From I-240 to NC 25 3.01 H Modernization Roadway and Complete Streets Improvements

84 Modernization Broadwater Rd (SR-1853) From US 25 to NC 25 BUS 4.52 H Modernization Roadway and Complete Streets Improvements

85 Modernization NC-82 (Airport Rd) From I-240 to NC 25 BUS 3.01 H Modernization Roadway and Complete Streets Improvements

86 Modernization NC-82 (Airport Rd) From I-240 to NC 25 BUS 3.01 H Modernization Roadway and Complete Streets Improvements

87 Modernization NC-82 (Airport Rd) From I-240 to NC 25 BUS 3.01 H Modernization Roadway and Complete Streets Improvements

88 Modernization Broadwater Rd (SR-1853) From US 25 to NC 25 BUS 4.52 H Modernization Roadway and Complete Streets Improvements

89 Modernization US-150 (Swannanoa Creek Rd) From I-40 to Rock Hill Rd (SR-2081) 1.5 H Access Management and Complete Streets Improvements

90 Modernization NC-82 (Airport Rd) From I-240 to Rock Hill Rd (SR-2081) 1.5 H Access Management and Complete Streets Improvements

91 Modernization NC-82 (Airport Rd) From US 25 to NC 25 BUS 1.15 H Modernization Roadway and Complete Streets Improvements

92 Modernization Elkwood Ave (SR-1674) From US 25 to NC 25 BUS 1.15 H Modernization Roadway and Complete Streets Improvements

93 Access Management NC-82 (Airport Rd) From I-240 to NC 25 BUS 1.15 H Access Management

94 Modernization Old Country Home Rd (SR-1107) From NC 4 to Old Country Home Rd (SR-1107) 0.91 H Modernization Roadway and Complete Streets Improvements

95 Modernization Ben Lippen Rd (SR-1158) From Old Country Home Rd (SR-1107) to SR 1105/1158 1.44 H Modernization Roadway and Complete Streets Improvements

96 Access Management Walnut St From US 25 to US 25 BUS 1.36 H Modernization Roadway and Complete Streets Improvements
98 98 Modernization Sulphur Springs Rd / Smathers St (SR 1176) From Hazelwood Ave (SR 1172) to Millers Street 1.16 H Modernize Roadway and Complete Streets Improvements. Sulphur Springs Rd / Smathers St (SR 1176) are part of the main non-highway North-South route in Waynesville. They are primarily residential except at the termini and currently have two 11 foot lanes.

99 99 Modernization Broadview Rd From Hazelwood Drive to Biggs Avenue 0.18 H Modernization 2020 MTP Project

100 100 Modernization US-64 From Foothills Rd (SR 1176) to Glade Rd (SR 1217) 4.68 H Modernize Roadway and Complete Streets Improvements. US-64 has two 10 foot lanes, narrow unpaved shoulders, and high traffic volumes.

101 101 Modernization Easley Rd (SR 1171) From US-19/74 to Hazelwood Ave (SR 1173) 0.15 H Modernize Roadway and Complete Streets Improvements. 2020 MTP Project

102 102 Access Management US-176 From NC 5 to Shepherd Rd (SR 176) 2.3 H Access Management with Complete Streets Improvements. US-176 is a 5 lane facility in a commercial area with many access points and high speeds.

103 103 Modernization Shepherd Rd (SR 176) / Airport Rd (SR 1756) From NC 256 to Tryon Grove Rd (SR 1768) 2.25 H Modernization Roadway and Complete Streets Improvements. Shepherd Rd (SR 176) and Airport Rd (SR 1756) provide a connection across south Hendersonville. It crosses the commercial district and serves the airport, campus community, and college. It has two 8 foot lanes.

104 104 Access Management US-25 Bypass From I-40 to NC 191 6.58 H Access Management with Complete Streets Improvements. US-25 Bypass is a 2 lane facility in a commercial area with many access points, intermittent or no sidewalks, and high volume and high speeds.

105 105 Modernization Bethlehem Rd (SR 1347) From US 74 to Cramerton Street 0.71 H Modernize Roadway and Complete Streets Improvements. Bethlehem Rd (SR 1347) is a 2 lane facility. It lacks bike accommodations and shoulders. Sidewalks are rare and often lack.

106 106 Congestion US-23 Bypass From East St to Arradell Cove Rd (SR 1640) 3.06 H Access Management. US-23 Bypass serves north-west Waynesville, including the elementary school, high school, and residential areas.

110 110 Modernization US-35 From School House Road to Spouse Town Rd (SR 1588) 6.2 H Access Management. To accommodate growth in the region and provide for the mobility needs, upgrade to expressway.

111 111 Congestion US-25 From US 19 BUS to Monticello Rd (SR 1727) 1.39 H Construct additional lanes as needed and provide Complete Streets improvements. As development increases to the west of US-25, maintaining a connection with a high level of service to downtown Waynesville will be important to ensure its continued economic health and expansion.

112 112 Modernization Brevard Rd (SR 1033) From US 29 to Moody Cove Rd (SR 2130) 6.48 H Modernization 2023 MTP Modernization Project.

113 113 Congestion Woodland Hills Rd (SR 1892) From Pigeon Run Rd to Asheville Hwy (SR 1893) 0.91 H Congestion & Mobility. This corridor serves as the primary access to US 19/29 and US 19/29 Bypass for the area southwest of Waynesville. Growth in coming years will result in increased traffic volumes approaching existing capacity.

114 114 Congestion US-35 (Herman Rd) From Asheville Rd (SR 1260) to Cullowhee Ave (SR 1274) 1.82 H Access Management and Sport Interaction Improvements. US-35 is projected to be at or near capacity in 2020. US 35 is a 2 lane without turn lanes, divided slightly high along much of the corridor, consisting primarily of residential development.

115 115 Access Management NC 225 (Riverwood Dr) From I-240 to Asheville Rd (SR 1233) 0.62 H Access Management with Complete Streets Improvements. NC-225 (Riverwood Dr) currently has 9 lane miles and is in a two lane facility. It lacks walking and biking accommodations and shoulders. Current land use is industrial with many access points.

116 116 Congestion NC 51 (Riverwood Dr) From US 19 BUS to Asheville Rd (SR 1233) 0.62 H Access Management. US 19 BUS serves north-west Waynesville, including the elementary school, high school, and residential areas.

117 117 Congestion Roberts St/Syman Ave From Woodland Ave to Asheville Dr 0.04 H Renew the greenway River Arts District so that it supports its businesses, residents, artists, and the large Asheville community’s vision as adopted in the Wilma Dykeman RiverWay Master Plan.

118 118 Congestion US 41 (Swannanoa River Road) From Millers Creek Rd (SR 1262) to US 74 (Surry Rd) 1.22 H Modernization. US 41 (Swannanoa River Road) is a critical link between the City of Waynesville to the west and the City of Asheville to the east.

119 119 Modernization NC 81 (Swannanoa River Road) From Millers Creek Rd (SR 1262) to US 74 (Surry Rd) 1.22 H Modernization. US 41 (Swannanoa River Road) is a critical link between the City of Waynesville to the west and the City of Asheville to the east.

121 121 Other (driving, etc.) US-70 From I-240 to Flat Creek Rd (SR 1250) 0.78 H Modify the cross-section to improve safety of existing three lane. Redesignate the gated US 70 intersections at Pigeon Creek and Flat Creek Roads as roundabouts. Maintain access control. US 70 transitions from a pair of 2 lane high-speed freeway ramps, through a segment of 4-lane divided expressway, to a low, 1.5-mph urban street that passes in front of an elementary school. This all occurs in a distance of just over one half mile.

122 122 Modernization US 74 BUS at Charlotte Highway From I-40 to Juniper Springs Rd (SR 2772) 0.83 H Access Management and Sport Interaction Improvements. Volumes along this corridor are very close to the daily capacity of the facility.

123 123 Modernization Fruitland Rd (SR 1574) From US 19 BUS to Sugar St (SR 1581) 1.68 H Modernization Roadway. Fruitland Road serves as the main route to I-40 and is well beyond US 19 BUS for most of the development along Terrys Gap and Mills Gap Roads, as well as far enough of the development to the north and east.

125 125 Congestion Howard Gap Road (SR 1106) From US 19 BUS to Woodward Rd (SR 1783) 4.71 H Access management and intersection improvements as needed to maintain the function of the road.

128 128 Modernization Hoopers Creek Rd (SR 1310) From Mills Gap Rd (SR 1310) to Tommy Gap Rd (SR 1316) 2.75 H Modernization. 2023 MTP Modernization Project.


131 131 Modernization Mills Gap Road (SR 1316) From Cowee Road (SR 1318) to Wiscon Road (SR 1317) 4.11 H The facility is generally 2 lanes without turn lanes and in many locations there is poor sight distance, no shoulder and little horizontal clearance. Add lane, widen shoulders and improve geometric.

132 132 Modernization Cowee Rd (SR 1316) From Mills Gap Road (SR 1316) to Wiscon Road (SR 1317) 0.66 H The facility is generally 2 lane without turn lanes, and in many locations there is poor sight distance, no shoulder and little horizontal clearance. As appropriate, turn lanes should be added at intersections, typically as development occurs. Additionally, the shoulder should be widened, properly paved, and where feasible geometric and sight distance should be improved.

133 133 Modernization US-64 From White Piers (SR 1373) to Wholesale Rd (SR 1369) 6.74 H Modernization. 2023 MTP Modernization Project.

134 134 Congestion US-25 ACH (Swannanoa Creek Road) From Rich Hill Road to US 25 (Waynesville Road) 7.17 H It is recommended this corridor should be widened to four lanes with a median. South Asheville has grown rapidly in recent years and is expected to experience continued growth. In 2021, AADT for the roadway exceeded the daily capacity of the roadway and volumes are expected to increase noticeably in the coming years.


138 138 Congestion NC 109 From I-240 to Old Blue Ridge Parkway 3.52 H Where possible, the 78%K should be converted to a median. Additionally, improved access control and spot intersection improvements will be needed to maintain an acceptable level of service.

140 140 Congestion NC 109 From NC 109 to NC 200 5.15 H Widens to Multi Lanes with Bicycle Lanes. 2020 MTP Project.

141 141 Congestion NC 109 From Blue Ridge Parkway to NC 146 3.7 H Widens to Multi Lanes with Bicycle Lanes.
142 Congestion NC 112 From NC 101 to US 16/52 3.73 III Widens to Multi Lanes with Bicycle Lanes 2020 MTP Project

143 Congestion NC 101 From NC 240 to US 25/45US 7.2 III Widens to Multi Lanes with Bicycle Lanes 2020 MTP Project

144 Congestion US 64 From I-64 To Byerly Dr (SR 526) 3.41 III Careful consideration of the many types of lane uses along this corridor will be necessary to adjust the proposal as needed; intersection improvements and additional lanes can be added where needed. East, West, and through downtown Hendersonville, existing AADT exceeds Capacity, with traffic projected to continue growing through 2045.

145 Congestion NC 215 (Svnenene Highway) US 25/40 (High Knob) To Campbells Dr (SR 1037) 3.19 III Access Management Given the critical nature of this facility to the overall transportation system, the preservation of existing capacity through access management is a top priority. The conversion of center turn lanes to medians may eventually be warranted.

146 Modernization West Blue Ridge Rd (SR 1812) From NC 225 (Svnenene Highway) To Harper Road (SR 140) 1.21 III Add turn lanes, widen shoulder and improve geometrics as appropriate.

147 Modernization White Street From Willow Road To US 176 (Garnet Mountain Highway) 2.41 Modernization Roadway: Partially on new location.

148 Access Management NC 208 From NC 12 (at northern intersection with NC 207) To Transylvania County Line 6.3 III In addition to safety benefits, the management of access is far easier and more effective if medians are in place. Therefore, where feasible, conversion of two-way left turn lanes to medians is recommended. Although the CTA does not forecast substantial traffic growth, there will be considerable pressure for development along the corridor, which would result in land uses and other intensities, leading to traffic congestion.

149 Modernization US 176 From US 23 July 4 (SR 108) 6.7 III Modernization

150 Modernization NC 151 From US 421 (I-40 Bus Highway) To Upper Black River Road (SR 401) 3.13 III An appropriate, turn lanes should be added at intersections, typically at development access. Additionally, the shoulder should be widened, possibly paved, and where feasible geometrics and right of way should be improved.

151 Access Management NC 182 From NC 11 to Williams Dr (SR 191) 3.9 III Appropriate improvements to provide sufficient capacity to provide a desirable level of traffic service and safety for anticipated automobile and truck traffic.

152 Congestion NC 215 From Blue Ridge Dr (SR 1814) To NC 215 (Cherokee Dr) 1.8 III Upgrade intersection as warranted by safety or capacity concerns. Reconfiguration or movement of existing intersections may ultimately be considered.

153 Modernization Newfound Rd (SR 1104) From US 127 To NC 63 (New Leicester Road) 12.05 III Modernization

154 Modernization NC 225 From NC 225 (Greenville Highway) To I-40 2.27 III Appropriate improvements to provide sufficient capacity to provide a desirable level of traffic service and safety for anticipated automobile and truck traffic.

155 Modernization Old Haywood Rd (SR 1300 / 1304) From NC 191 (Brevard Rd) To US 25 (Hendersonville Rd) 5.35 III Appropriate improvements to provide sufficient capacity to provide a desirable level of traffic service and safety for anticipated automobile and truck traffic. The corridor serves a growing area in addition to connecting to the Blue Ridge Parkway. The facility is 2-lane without turn lanes and in many locations there is poor sight distance, no shoulder and little horizontal clearance.

156 Modernization US 23 (Haywood St) To East St 1.15 III Manage driveway access, and upgrade roadway with spot intersection and signal improvements, as needed. This corridor is expected to continue to grow in the coming years. Volumes are already nearly at the ultimate (LOS E) daily capacity resulting in some recurring congestion.

157 Modernization NC 63 (New Leicester Rd) From Haywood Rd (SR 1300) To Turkey Creek Road (SR 1408) 5.46 III The corridor should be widened to 4-lane facility with median. The corridor is expected to continue to grow in the coming years. Volumes are already nearly at the ultimate (LOS E) daily capacity resulting in some recurring congestion.

158 Modernization NC 208 (Stratton Rd) From Old Clyde Rd (SR 1523) To NC 182 5.22 III Appropriate improvements to provide sufficient capacity to provide a desirable level of traffic service and safety for anticipated automobile and truck traffic.

159 Modernization Old Haywood Rd (SR 1302) From NC 208 (Stratton Rd) To Hickory Creek Road (SR 1421) 1.88 III Modernization

160 Modernization US 23 (Haywood St) To Airport Rd (SR 1764) 1.90 III Access Management: Partially on new location. 2020 MTP Project

161 Modernization NC 101 From US 25 to NC 63 7.34 III Modernization 2020 MTP Project

162 Modernization US 9 To US 25/45US 7.84 III Widens to Multi Lanes. 2020 MTP Project

163 Modernization NC 101 (Jung Drive Rd) From NC 101 (Jung Drive Rd) To NC 25 (Haw Creek Road) 2.37 III In order to maintain an acceptable level of service along this corridor, the TWI/LI should be converted to a median. Access control will be critical to accommodating estimated future volumes. Spot intersection improvements may also be necessary.

164 Modernization Mountain Rd (SR 1381) From US 25 To NC 201 3.88 III Modernization 2020 MTP Project

165 Modernization Sugarloaf Rd (SR 1764) From NC 191 US 411 To Airport Rd (SR 1764) 3.35 III Add turn lanes, widen shoulders, and improve geometrics and intersection operations as appropriate. Sugarloaf Road is an important east-west route in the western side of the county, just south of US 44. It provides alternative access to commercial development at I-26 and I-40. The area around continues to experience rapid commercial and residential development.

166 Modernization Hazelwood Ave (SR 1317) From NC 23 To NC 23 Bus (US 411 Main St) 0.98 III Add turn lanes, and improve intersection geometrics and signalization as practical. Hazelwood Ave provides an important east-west connection between residential development west of US 76 and downtown Hendersonville. The corridor also include narrow intersections, frequent driveways, meandering structures, and an ungraded railroad crossing.


168 Modernization US 226 (South Main Street) From US 226 (South Main Street) To I-385 Exit 4 2.1 III Widens to multi-lanes. 2020 MTP Project

169 Modernization US 226 (South Main Street) From US 226 (South Main Street) To I-385 Exit 4 2.1 III Widens to multi-lanes. 2020 MTP Project

170 Modernization School House Rd (SR 1162) From NC 40 To NC 201 2.01 III Modernization 2020 MTP Project

171 Modernization Crab Creek Dr (SR 1167) From US 127 To Airport Rd (SR 1764) 7.62 III Modernization 2020 MTP Project

172 Modernization Littleriver Rd (SR 1120) From US 231 To Kings Rd (SR 1127) 4.06 III Modernization

173 Modernization Rutledge Rd (SR 1164) From US 231 To NC 115 1.52 III Modernization

174 Modernization Cummings Rd (SR 1173) From US 127 To NC 115 2.47 III Add turn lanes, widen shoulders, and improve intersection geometrics and traffic control as appropriate. This road serves a large area of dense residential development. Although volume forecasts do not appear to exceed practical capacity for a typical 2-lane road such as this, Cummings Road lacks the pavement/shoulder width and clear sight distances...
**January 2024**

**FRENCH BROAD RIVER MPO COMPREHENSIVE TRANSPORTATION PLAN**

176
- **Modernization**
  - Stove St / Edward Dr (SR 1144)
  - From Hershock Road (SR 1372) to Avington Road (SR 1427)
  - 2.03
  - 
  - Add curb lanes, wider shoulders, and improve geometry and intersection operations as appropriate.

178
- **Access Management**
  - US 19 (Gato Rd)
  - From US 276 to the Top Road at Ghost Town in the Sky (SR 1478)
  - 5.33
  - 
  - Access Management.

180
- **Modernization**
  - S Mills Gap Rd (SR 1386) / Turkey Gap Rd (SR 1450)
  - From US 441 to Chasney Road (SR 1450) to Turkey Gap Rd (SR 1450)
  - 6.78
  - 
  - Modernization.

181
- **Modernization**
  - Mission Rd / Country Club Dr / Cranes Cove Rd (SR 1316) / Bacon Rd (SR 1813)
  - From US 23 (Main St) to Antmire Rd (SR 1813)
  - 4.01
  - 
  - Add turn lanes, widen lanes/shoulders, and improve alignment and intersection geometries as warranted.

182
- **Modernization**
  - Log Cabin Rd
  - From US 12 Business (South Main St to US 62 / F15 Pages Jr)
  - 0.36
  - 
  - A combination of signing, turn lanes, and modified intersection design/traffic control should address a significant number of gaps, out of the intersection, reducing delay. These improvements have already been identified in the TIP Project Brief.

183
- **Congestion**
  - US 127/16 (Great Smoky Mountains Expressway)
  - From I-40 to Maryville Parkway
  - 12.75
  - 
  - Widening to 6-lane.

201
- **Modernization**
  - SR 1263
  - From US 12 Main St to US 227/24 (Great Smoky Mountains Expressway)
  - 3.08
  - 
  - Modernization.

186
- **Other (Safety, etc.)**
  - Pack Square Plaza Visioning and Improvements
  - Road Square, Market St, College St, Sycamore St, and Courthouse
  - 0.3
  - 
  - This initiative is being conducted by the City of Asheville and Buncombe County. Please contact them for latest design concepts.

187
- **Modernization**
  - Mount Carmel Road (SR 1346)
  - From Old Leicester Highway (SR 1306) to Old County Home Road (SR 1317)
  - 3.35
  - 
  - Additional shoulder and turn lanes should be added at intersections. Additionally, the shoulder should be widened, possibly paved, and where feasible geometry and sight distance should be improved.

190
- **Modernization**
  - New Street Road (SR 1421)
  - From Aiken Road (SR 1305) to McDowell Rd (SR 1277)
  - 2.24
  - 
  - Additional shoulder and turn lanes should be added at intersections. Additionally, the shoulder should be widened, possibly paved, and where feasible geometry and sight distance should be improved.

191
- **Modernization**
  - Abalsey Road (SR 1324) / Liberty Road (SR 1326)
  - From US 12 to 40
  - 1.26
  - 
  - Additional shoulder and turn lanes should be added at intersections. Additionally, the shoulder should be widened, possibly paved, and where feasible geometry and sight distance should be improved.

192
- **Modernization**
  - Clayton Road (SR 1361)
  - From NC 100 (Brown Road) to NC 146 (Long Shoals Road)
  - 1.2
  - 
  - Additional shoulder and turn lanes should be added at intersections. Additionally, the shoulder should be widened, possibly paved, and where feasible geometry and sight distance should be improved.

206
- **Modernization**
  - 430
  - From Lower Christ School Rd (SR 1331) to US 74A
  - 2.68
  - 
  - Modernization.

207
- **Modernization**
  - Carter Rd
  - From US 25 to US 25 Alt.
  - 2.07
  - 
  - Modernization.

208
- **Modernization**
  - NC 215
  - From US 25 to NC 215
  - 2.06
  - 
  - Modernization.

209
- **Modernization**
  - NC 112
  - From US 276 to Lake Logan Rd (SR 1111)
  - 5.57
  - 
  - Modernization.

210
- **Modernization**
  - Locust St (and connections)
  - From NC 132 to NC 1652
  - 0.71
  - 
  - Modernization.

212
- **Modernization**
  - I-40
  - From Patton Avenue Road (SR 205) to Memorial Road
  - 18.4
  - 
  - Modernization.

217
- **Modernization**
  - US 14/157
  - From Fairview Rd (SR 3238) to June Sayles Rd (SR 2772)
  - 1.7
  - 
  - Modernization.

218
- **Modernization**
  - I-40
  - From US 74A to US 25
  - 6.57
  - 
  - Modernization.

**5.33 H Access Management**

- From US 276 to Fie Top Road at Ghost Town in the Sky (SR 1304)

- This short link could help reduce congestion at the US 23 Business/US 276 intersection, by pulling out trips between the eastern and southern legs of this intersection, which is severely constrained with respect to capacity improvement options.

**6.78 H Modernization 2023 CTP Modernization Project**

- From US 23 Bus (S Main St) to Ratcliff Cove Rd (SR 1818)

- This corridor is one of the few north-south routes northwest of Asheville. The facility is generally 2-lane without turn lanes and in many locations there is poor sight distance, no shoulder and little horizontal clearance.

**12.73 H Widen to six-lane 2020 MTP Project**

- From I-40 to Blue Ridge Parkway

**3.08 H Modernization 2023 CTP Modernization Project**

- From US 23 (Main St) to US 23/74 (Great Smoky Mountain Expressway)

- This corridor is one of the few north-south routes northwest of Asheville. The facility is generally 2-lane without turn lanes and in many locations there is poor sight distance, no shoulder and little horizontal clearance.

**0.3 H This initiative is being conducted by the City of Asheville and Buncombe County. Please Contact them for latest design concepts.**

**10.4 Congestion & Mobility**

- From Old Leicester Highway (SR 1306) to Old County Home Road (SR 1317)

- The corridor is one of the few north-south routes northwest of Asheville. The facility is generally 2-lane without turn lanes and in many locations there is poor sight distance, no shoulder and little horizontal clearance.

**0.71 Modernization**

- The 2008 CTP identified these roads as an alternative used by US 19/23 – NC 110 traffic to avoid congestion in downtown Canton.

**6.57 Congestion & Mobility**

- From NC 100 (Brown Road) to NC 146 (Long Shoals Road)

- Traffic is projected to reach 63,000 vpd by 2045.

**6.5 H Modernization**

- From NC 132 to NC 1652

- Traffic is projected to reach 43,000 vpd by 2045.

**5.57 Modernization**

- From US 276 to Lake Logan Rd (SR 1111)

- Traffic is projected to reach 27,500 vpd by 2045.

**7.33 Modernization**

- From Old Leicester Highway (SR 1306) to Old County Home Road (SR 1317)

- Traffic is projected to reach 42,000 vpd by 2045.

**1.2 Modernization**

- From I-40 to Blue Ridge Parkway

- Traffic is projected to reach 31,000 vpd by 2045.

**2.96 Modernization**

- From Old Leicester Highway (SR 1306) to Old County Home Road (SR 1317)

- Traffic is projected to reach 21,000 vpd by 2045.

**2.24 Modernization**

- From Aiken Road (SR 1305) to McDowell Rd (SR 1277)

- Traffic is projected to reach 19,000 vpd by 2045.

**1.7 Modernization**

- From Lower Christ School Rd (SR 1331) to US 74A

- Traffic is projected to reach 13,000 vpd by 2045.

**0.2 Modernization**

- From Red Square, Market St, College St, Sycamore St, and Courthouse

- Traffic is projected to reach 6,000 vpd by 2045.
221 Congestion I-40
From US 12 (Wendover Avenue) to Patton Cove Road
3.88 Congestion & Mobility
I-40 is projected to be over capacity in 2045. Current volumes of 65,000 already approaches LOS E capacity of 68,700. Traffic is projected to reach 91,000 in 2045.

222 Congestion US 19/23 (Patton Avenue/Smokey Park Highway)
From I-40 to US 19
2.67 Construct Access Management and Complete Streets Improvements
US 19 is a five lane road with limited bicycle and pedestrian accommodations.

223 Congestion I-40
From US 74 to US 12/17/467
20.64 Congestion & Mobility
I-40 is projected to be over capacity in 2045. Current volumes of 53,000 already approaches LOS D capacity of 68,700. Traffic is projected to reach 91,000 in 2045.

224 Modernization Crossroads Parkway New Location
From Calerin-Eddy Drive to Crossroads Parkway
0.43 Other
Local Access Project. Underway as R-5779

225 Modernization County Rd
From US 18 to NC 209
1.56 Modernization
County Rd (SR 1270) is a three lane roadway with no bicycle and partial pedestrian accommodations. It currently has 9-ft lanes and narrow shoulder in places.

226 Modernization Cravens-Mountain Rd
From NC 215 to Upper Drive (SR 1262)
3.16 Modernization
2023 CTP Modernization Project

227 Modernization Thrush Rd (SR 1161)
From US 74 to Cravens Mountain Rd (SR 1262)
1.53 Modernization
2023 CTP Modernization Project

228 Modernization Rookery Rd (SR 1814)
From Raccoon Rd (SR 1812) to Stoney Creek Rd (SR 1262)
3.48 Modernization
2023 CTP Modernization Project

229 Modernization Haypath Creek Rd (SR 1562)
From US 23 to Old Balsam Rd (SR 1262)
3.44 Modernization
2023 CTP Modernization Project

230 Modernization Iron Duff Rd (SR 1363)
From NC 208 to Riverside Dr (SR 1363)
3.82 Modernization
2023 CTP Modernization Project

231 Modernization Riverside Dr (SR 1362)
From NC 208 to Iron Duff Rd (SR 1363)
4.37 Modernization
2023 CTP Modernization Project

232 Modernization Grapevine Rd (SR 1370)
From NC 213 to Big Laurel Rd (SR 1370)
11.77 Modernization
2023 CTP Modernization Project

233 Modernization Main St (SR 1609)
From NC 213 to Calvin Eddy Rd (SR 1549)
1.61 Modernization
2023 CTP Modernization Project

234 Modernization Main St (SR 1527)
From NC 197 to US 25
4.02 Modernization
2023 CTP Modernization Project

235 Modernization Main St (SR 1527)
From US 25 to Jupiter Rd (SR 1756)
4.19 Modernization
2023 CTP Modernization Project

236 Modernization Old Mars Hill Hwy (SR 1527)
From US 19 to I-40
2.19 Modernization
2023 CTP Modernization Project

237 Modernization Coal Creek Rd (SR 1548), Paint Fork Rd (SR 1530), Clyde Brown Rd (SR 1527), Cracked Creek Rd (SR 1526), and Paint Fork Rd (SR 1530)
From I-26 to US 19
12.54 Modernization
2023 CTP Modernization Project

238 Modernization Watauga Branch Rd (SR 1546, 2144)
From NC 107 to Beech Glen Rd (SR 1548)
3.27 Modernization
2023 CTP Modernization Project

239 Modernization Main St (SR 1608)
From Bruce Rd (SR 1546) to I-26
2.16 Modernization
2023 CTP Modernization Project

240 Modernization Steele's Branch Rd (SR 2148)
From NC 27 to I-26
1.7 Modernization
2023 CTP Modernization Project

241 Modernization Upper Flat Creek Rd (SR 1742)
From NC 213 to I-26
3.07 Modernization
2023 CTP Modernization Project

242 Modernization Lower Flat Creek Rd (SR 1742)
From NC 213 to I-26
3.07 Modernization
2023 CTP Modernization Project

243 Modernization Lower Flat Creek Rd (SR 1742)
From NC 213 to I-26
3.07 Modernization
2023 CTP Modernization Project

244 Modernization Lower Flat Creek Rd (SR 1742)
From NC 213 to I-26
3.07 Modernization
2023 CTP Modernization Project

245 Modernization Lower Flat Creek Rd (SR 1742)
From NC 213 to I-26
3.07 Modernization
2023 CTP Modernization Project

246 Modernization Lower Flat Creek Rd (SR 1742)
From NC 213 to I-26
3.07 Modernization
2023 CTP Modernization Project

247 Modernization NC 251
From Eastern Mountain Rd (SR 1620) to Old Burnsville Hill Rd (SR 1674)
6.13 Modernization
2023 CTP Modernization Project

248 Modernization Flat Rock Rd (SR 1620) and Lower Valley Rd (SR 1641)
From NC 213 to Old NC 25 Highway (SR 1622)
5.62 Modernization
2023 CTP Modernization Project

249 Modernization Old Marshall Hwy (SR 1639)
From NC 213 to US 19
1.64 Modernization
2023 CTP Modernization Project

250 Modernization Old Mountain Scenic Hwy (SR 1610)
From Bevan Glyph Rd (SR 2104) to Old Creek Rd (SR 1610)
7.18 Modernization
2023 CTP Modernization Project

251 Modernization Cow Creek Rd (SR 1619)
From Beefy Creek Rd (SR 1620) to Old Mountain Scenic Hwy (SR 2104)
4.17 Modernization
2023 CTP Modernization Project

252 Modernization Dawn Rd (SR 1124)
From Tracy Grove Rd (SR 1760) to Upward Rd (SR 1762)
5.07 Modernization
2023 CTP Modernization Project

253 Modernization Old Spartanburg Rd (SR 1801)
From US 25 to Upward Rd (SR 1763)
1.57 Modernization
2023 CTP Modernization Project

254 Modernization Old Shuler Rd (SR 1780), Ridge Rd (SR 1780), Pinney Mountain Rd (SR 1730), Sugarloaf Rd (SR 1720), Paint Fork Rd (SR 1562), and Paint Fork Rd (SR 1530)
From Howard Gap Rd (SR 1805) to US 19
8.32 Modernization
2023 CTP Modernization Project

255 Modernization Old Kings Rd / S Frink Dr (SR 1130)
From Kings Rd (SR 1120) to Knob Rd (SR 1270)
2.26 Modernization
2023 CTP Modernization Project

256 Modernization Old Kings Rd / S Frink Dr (SR 1130)
From Kings Rd (SR 1120) to Knob Rd (SR 1270)
2.26 Modernization
2023 CTP Modernization Project

257 Modernization Alexander Rd (SR 1620)
From NC 43 to US 19
3.66 Modernization
2023 CTP Modernization Project

258 Modernization Old Leicester Hwy (SR 1120) and German Grove Rd (SR 1347)
From Creek Rd (SR 1386) to Meadow Valley Rd (SR 1446)
4.18 Modernization
2023 CTP Modernization Project
<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>302</td>
<td>302</td>
<td>Modernization</td>
<td>Jones Cove Rd (SR 1800)</td>
<td>From US 1 to US 19</td>
</tr>
</tbody>
</table>
## Locally Administered Projects Update

The MPO recently sent out a request for project updates to the various project managers overseeing our Locally Administered Projects. Below is a table that shows the current status of each project as of January 2024.

<table>
<thead>
<tr>
<th>TIP ID</th>
<th>Project Title</th>
<th>County</th>
<th>Project Status</th>
<th>When Will Current Phase Be Completed?</th>
<th>Construction Year (Beginning)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BL-0005</td>
<td>Broadway St Ped Improvement</td>
<td>Buncombe</td>
<td>Closing Out</td>
<td>Recently Completed!</td>
<td></td>
</tr>
<tr>
<td>HL-0012</td>
<td>I-240/Charlotte St Interchange &amp; Ped Improvements</td>
<td>Buncombe</td>
<td>Under Construction</td>
<td>Recently Completed!</td>
<td></td>
</tr>
<tr>
<td>BL-0007</td>
<td>Ecusta Trail (Kanuga Rd to US 64)</td>
<td>Henderson</td>
<td>Under Construction</td>
<td>Winter 2024 (Weather Dependent - Possibly Spring 2025)</td>
<td>2023</td>
</tr>
<tr>
<td>EB-5948</td>
<td>Onteora Blvd Sidewalks</td>
<td>Buncombe</td>
<td>Under Construction</td>
<td>Spring 2024, possibly later in the year.</td>
<td>2023</td>
</tr>
<tr>
<td>U-5190</td>
<td>New Leicester Sidewalks</td>
<td>Buncombe</td>
<td>Under Construction</td>
<td>Spring 2024</td>
<td>2023</td>
</tr>
<tr>
<td>HL-0014</td>
<td>Biltmore Ave/White Fawn Dr Intersection Improvements</td>
<td>Buncombe</td>
<td>Working on Project Agreement</td>
<td>Construction to Begin This Year</td>
<td>2024</td>
</tr>
<tr>
<td>EB-5944</td>
<td>Johnston Rd Sidewalks</td>
<td>Buncombe</td>
<td>Design – 99% R.O.W – 99%</td>
<td>Construction to Begin This Year</td>
<td>2024</td>
</tr>
<tr>
<td>Project Code</td>
<td>Description</td>
<td>Design %</td>
<td>R.O.W. %</td>
<td>Construction Start Year</td>
<td>Estimated Completion Year</td>
</tr>
<tr>
<td>--------------</td>
<td>--------------------------------------------------</td>
<td>----------</td>
<td>----------</td>
<td>--------------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>EB-5947</td>
<td>New Haw Creek Rd Sidewalks</td>
<td>Buncombe</td>
<td>99%</td>
<td></td>
<td>2024</td>
</tr>
<tr>
<td>U-5019A</td>
<td>Town Branch Greenway</td>
<td>Buncombe</td>
<td>95%</td>
<td></td>
<td>2024</td>
</tr>
<tr>
<td>HL-0003</td>
<td>Haywood Rd Resurfacing &amp; Ped Improvements</td>
<td>Buncombe</td>
<td>0%</td>
<td></td>
<td>2024</td>
</tr>
<tr>
<td>BL-0076</td>
<td>Riceville Rd Sidewalks</td>
<td>Buncombe</td>
<td>0%</td>
<td>October 2024</td>
<td>2025</td>
</tr>
<tr>
<td>EB-5547A</td>
<td>Riverwalk Greenway (Black Mountain Ave to Flat Creek Greenway)</td>
<td>Buncombe</td>
<td>30%</td>
<td>Late 2024</td>
<td>2025</td>
</tr>
<tr>
<td>EB-5547B</td>
<td>Riverwalk Greenway (Black Mountain Ave to Into the Oaks Trail)</td>
<td>Buncombe</td>
<td>30%</td>
<td>Late 2024</td>
<td>2025</td>
</tr>
<tr>
<td>EB-5824</td>
<td>Enka Heritage Trail</td>
<td>Buncombe</td>
<td>15%</td>
<td>R.O.W. – Late 2024 or Early 2025</td>
<td>2025</td>
</tr>
<tr>
<td>EB-5831</td>
<td>Coxe Ave Bike/Ped Improvements</td>
<td>Buncombe</td>
<td>10%</td>
<td>Spring 2024</td>
<td>2025</td>
</tr>
<tr>
<td>EB-5774B</td>
<td>Beaverdam Creek Greenway</td>
<td>Buncombe</td>
<td>30%</td>
<td>R.O.W. - Late 2024</td>
<td>2026</td>
</tr>
<tr>
<td>EB-5822</td>
<td>North RAD Greenway</td>
<td>Buncombe</td>
<td>0%</td>
<td></td>
<td>2026</td>
</tr>
<tr>
<td>HL-0013</td>
<td>9th Ave Bridge Replacement</td>
<td>Buncombe</td>
<td>30%</td>
<td>Design – Complete in 2025 R.O.W. – Beginning Late 2024</td>
<td>2026</td>
</tr>
<tr>
<td>BL-0078</td>
<td>Ecusta Trail (US 64 to Transylvania County Line)</td>
<td>Henderson</td>
<td>Design Underway</td>
<td>Winter 2024</td>
<td>2027</td>
</tr>
<tr>
<td>EB-5823</td>
<td>Bent Creek Greenway</td>
<td>Buncombe</td>
<td>PE to Begin in 2029</td>
<td></td>
<td>Funded for PE Only</td>
</tr>
<tr>
<td>EB – 5946</td>
<td>NC 280 Multi-Use Path</td>
<td>Henderson</td>
<td></td>
<td></td>
<td>Funded for PE Only</td>
</tr>
</tbody>
</table>
Data:

Hours of Delay For the Five-County (Buncombe, Haywood, Henderson, Madison, and Transylvania) Area

Total Hours of Regional Delay (INRIX)
Five-County Region

Hours of Delay By County for 2023:

Total Hours of Delay by County
Top-10 Bottleneck in the Five-County Area – January, 2024

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I-40 WB</td>
<td>US 276 (Haywood)</td>
</tr>
<tr>
<td>2</td>
<td>I-40 EB</td>
<td>US 276 (Haywood)</td>
</tr>
<tr>
<td>3</td>
<td>I-26 WB</td>
<td>NC 146 (Buncombe)</td>
</tr>
<tr>
<td>4</td>
<td>I-26 EB</td>
<td>US 64 (Henderson)</td>
</tr>
<tr>
<td>5</td>
<td>I-40 EB</td>
<td>Fines Creek Road (Haywood)</td>
</tr>
<tr>
<td>6</td>
<td>I-26 WB</td>
<td>US 25 (Henderson)</td>
</tr>
<tr>
<td>7</td>
<td>US-19 SB</td>
<td>NC 63 (Buncombe)</td>
</tr>
<tr>
<td>8</td>
<td>I-240 WB</td>
<td>Montford Avenue (Buncombe)</td>
</tr>
<tr>
<td>9</td>
<td>NC 280 SB</td>
<td>I-26 (Buncombe)</td>
</tr>
<tr>
<td>10</td>
<td>US 25A SB</td>
<td>Mills Gap Road (Buncombe)</td>
</tr>
</tbody>
</table>

I-26 Delay

I-26 Hours of Delay
Merrimon Avenue Delay

**Hours of Delay on Merrimon Avenue from WT Weaver Blvd to Beaverdam Road**
1/1/19 - 12/31/23

Roadway Fatalities in the Five-County Area (36 Fatalities Reported Through August 31, 2023) *2023 Projected Based on Data Through November 30, 2023

**Roadway Fatalities, Five-County Area**

2018 2019 2020 2021 2022 2023
Pedestrian Involved Fatalities in the Five-County Area (Two Fatalities Reported Through August 31, 2023) *2023 Projected Based on Data Through November 30, 2023

Bicycle-Involved Fatalities in the Five-County Area (Two Fatalities Reported Through August 31, 2023) *2023 Projected Based on Data Through November 30, 2023
Motorcyclist Involved Fatalities in the Five-County Area (Fourteen Fatalities Reported Through August 31, 2023) *2023 Projected Based on Data Through November 30, 2023

Motorcyclist Fatalities, Five-County Area