

# 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>

**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)

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

# 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:

Date	Event
October, 2023	Introduce MOU
November, 2023	Develop Survey for MPO Representatives
January, 2024	Discuss Survey Results
February, 2023	Draft MOU Discussion
March, 2023	Draft MOU Consideration
April, 2023 - ?	Local Government Council Consideration

### 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:

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

**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

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

Waynesville	1	3
Weaverville	1	3
Woodfin	1	3
<b>NCDOT BOT Division 13</b>	1	1
NCDOT BOT Division 14	1	1
<b>Urban Transit Representative</b>	<b>1</b>	<b>1</b>
<b>Rural Transit Representative</b>	<b>1</b>	<b>1</b>

“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.

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

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 projects 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.

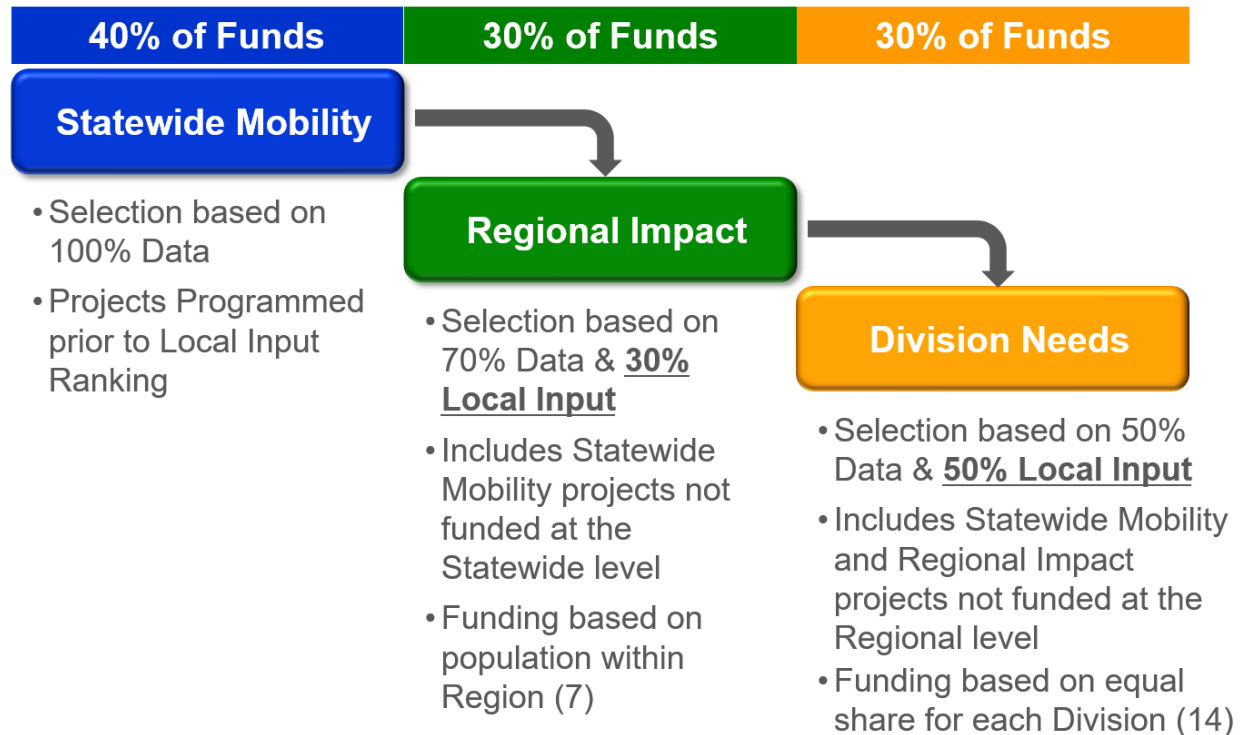
Below is the methodology approved by the MPO Board for P 6.0.

## DRAFT 2020 MPO P 6.0 (SPOT) METHODOLOGY

### INTRODUCTION

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.

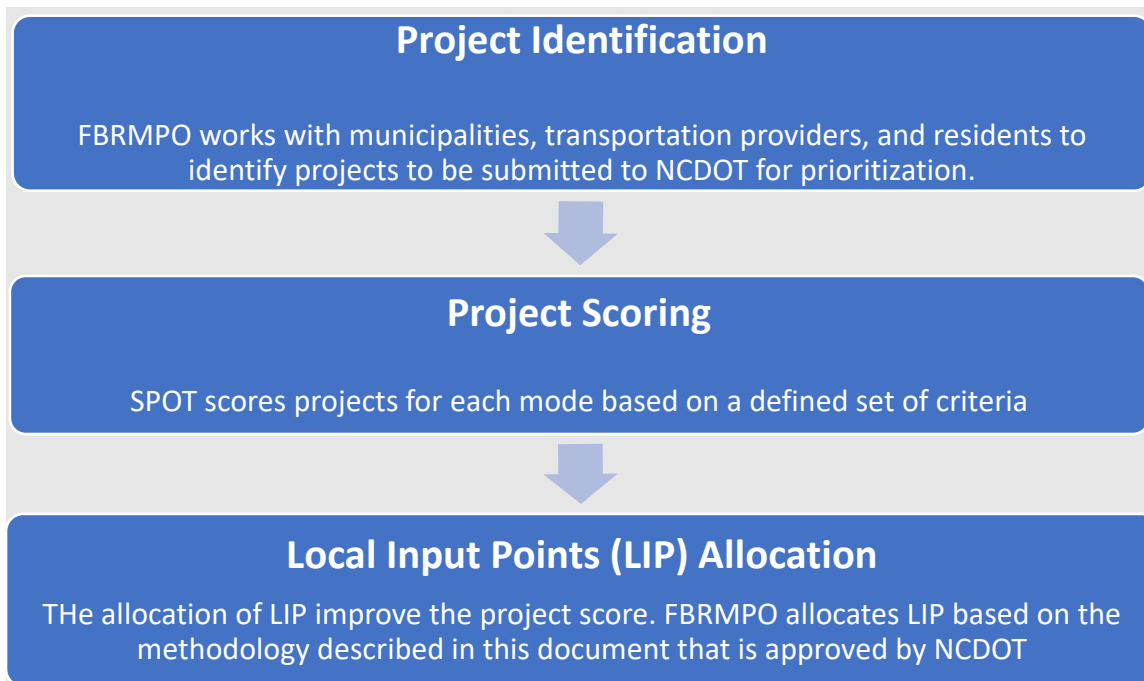
As part of the prioritization process, projects are solicited from planning organizations and NCDOT Divisions. Projects submitted into the prioritization process are placed into three different funding categories based on facility and project types: Statewide Mobility, Regional Impact, and Division Needs. 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:

<b>STI Project Eligibility</b>			
<b>Mode</b>	<b>Statewide Mobility</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Highway	<ul style="list-style-type: none"> <li>• Interstates (existing &amp; future)</li> <li>• NHS Routes</li> <li>• STRAHNET Routes</li> <li>• ADHS Routes</li> <li>• Not Completed Intrastate projects</li> <li>• Designated Toll Facilities</li> </ul>	Other US and NC Routes	All County (SR) Routes
Aviation	Large Commercial Service Airports (\$500,000 Cap)	Other Commercial Service Airports not in Statewide (\$300,000 cap)	All airports without Commercial Service (\$18.5M cap)
Bicycle-Pedestrian	N/A	N/A	All Projects (\$0 State funds)
Public Transportation	N/A	N/A	All other service including terminals, stations, facilities, etc.
Rail	Freight Capacity Service on Class 1 Railroad Corridors	Rail service spanning two or more counties not Statewide	Rail Service not included on Statewide or Regional

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](http://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.

MPO/RPO	Project Miles	% of Project in MPO	Max. Points per PO
FBRMPO	3.52	55%	55
LOSRPO	2.88	45%	45
<b>TOTAL</b>	<b>6.4</b>	<b>100%</b>	<b>100</b>

### 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.

Maximum Points	Minimal Need	Low Need	Moderate Need	High Need
<b>Improve Safety on Surface Streets and Highways</b>				
<b>NCDOT P 6.0 Safety Score</b>				
<b>24</b>	Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 25 <sup>th</sup> - 49.9 <sup>th</sup> percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 50 <sup>th</sup> – 74.9 <sup>th</sup> 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
	<b>0 Points</b>	<b>8 Points</b>	<b>16 Points</b>	<b>24 Points</b>
<b>Address Congestion and Bottlenecks</b>				
<b>NCDOT P 6.0 Congestion Score</b>				
<b>17</b>	Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 25 <sup>th</sup> - 49.9 <sup>th</sup> percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 50 <sup>th</sup> – 74.9 <sup>th</sup> 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
	<b>0 Points</b>	<b>6 Points</b>	<b>12 Points</b>	<b>17 Points</b>



<b>Improve Non-Motorized Transportation Options</b>				
	<b>Bicycle and Pedestrian Average Risk Score</b>			
<b>12</b>	Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 25 <sup>th</sup> - 49.9 <sup>th</sup> percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 50 <sup>th</sup> – 74.9 <sup>th</sup> 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
	<b>0 Points</b>	<b>3 Points</b>	<b>6 Points</b>	<b>9 Points</b>
	<b>Proposed Complete Streets Treatment</b>			
	No Complete Streets Recommendations	Bikeable Shoulder	Sidewalks and/or On-Street Bike Lanes	Multi-Use Path and/or Protected Bike Facilities
<b>0 Points</b>	<b>1 Point</b>	<b>2 Points</b>	<b>3 Points</b>	
<b>Maintain and Improve Safe Freight Movement</b>				
	<b>NCDOT P 6.0 Freight Score</b>			
<b>10</b>	Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 25 <sup>th</sup> - 49.9 <sup>th</sup> percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 50 <sup>th</sup> – 74.9 <sup>th</sup> 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
	<b>0 Points</b>	<b>3 Points</b>	<b>7 Points</b>	<b>10 Points</b>
<b>Planning Process</b>				
	<b>Is the Project in the FBRMPO Metropolitan Transportation Plan (MTP) or a Locally Adopted Plan?</b>			
<b>10</b>	Project not adopted in the FBRMPO MTP or Locally Adopted Plan		Project is adopted in the FBRMPO MTP or Locally Adopted Plan	
	<b>0 Points</b>		<b>10 Points</b>	

<b>Ensure Changes Respect Our Unique Places and Environments</b>		
	<b>Is the project located within an area of existing public utility service area?</b>	
<b>7</b>	Partially or Completely Outside Existing Public Water/Sewer Service Area	Completely Inside Existing Public Water/Sewer Service Area
	<b>0 Points</b>	<b>5 Points</b>
	<b>Does the project use a non-widening strategy from the MPO's Congestion Management Process (CMP) to address congestion?</b>	
	The project does not use a non-widening strategy from the CMP to address congestion	The Project uses a non-widening strategy from the CMP to address congestion on a CMP Corridor
	<b>0 Points</b>	<b>2 Points</b>
<b>Resiliency</b>		
<b>5</b>	<b>Does the project overlap with identified environmental threats to the transportation network?</b>	
	Project does not overlap with documented 100-year floodplain, historic landslide location, or identified wildlife corridor	Project overlaps with documented 100-year floodplain, historic landslide location, or identified wildlife corridor
	<b>0 points</b>	<b>5 points</b>
<b>Local Priorities</b>		
<b>15</b>	<p>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:</p> <ul style="list-style-type: none"> <li>Buncombe- 5 projects</li> <li>Henderson- 3 projects</li> <li>Haywood- 2 projects</li> <li>Madison- 1 project</li> </ul>	

# 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.

Preliminary P 6.0 Score				
	<b>P 6.0 Score Assigned Based on Rank within FBRMPO Percentile (from the corresponding funding category)</b>			
<b>75</b>	Projects scoring below the 25th percentile of all projects in the region	Projects scoring within the 25 <sup>th</sup> - 49.9 <sup>th</sup> percentile of all projects in the region	Projects scoring within the 50 <sup>th</sup> – 74.9 <sup>th</sup> percentile of all projects in the region	Projects scoring within the top 25th percentile of all projects in the region
	<b>0 Points</b>	<b>25 Points</b>	<b>50 Points</b>	<b>75 Points</b>
Planning Process				
	<b>Is the Project in the FBRMPO Metropolitan Transportation Plan (MTP) or a Locally Adopted Plan?</b>			
<b>10</b>	Project not adopted in the FBRMPO MTP or Locally Adopted Plan		Project is adopted in the FBRMPO MTP or Locally Adopted Plan	
	<b>0 Points</b>		<b>10 Points</b>	
LOCAL PRIORITIES				
<b>15</b>	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.

<b>Preliminary P 6.0 Score</b>				
<b>75</b>	<b>P 5.0 Score Assigned Based on Rank within FBRMPO Percentile (from the corresponding funding category)</b>			
	Projects scoring below the 25th percentile of all projects in the region	Projects scoring within the 25 <sup>th</sup> - 49.9 <sup>th</sup> percentile of all projects in the region	Projects scoring within the 50 <sup>th</sup> – 74.9 <sup>th</sup> percentile of all projects in the region	Projects scoring within the top 25th percentile of all projects in the region
	<b>0 Points</b>	<b>25 Points</b>	<b>50 Points</b>	<b>75 Points</b>
<b>Planning Process</b>				
	<b>Is the Project in the FBRMPO Metropolitan Transportation Plan (MTP) or a Locally Adopted Plan?</b>			
<b>10</b>	Project not adopted in the FBRMPO MTP or Locally Adopted Plan		Project is adopted in the FBRMPO MTP or Locally Adopted Plan	
	<b>0 Points</b>		<b>10 Points</b>	
<b>LOCAL PRIORITIES</b>				
<b>15</b>	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

Date	Event
June 1 <sup>st</sup>	Prioritization Subcommittee approves methodology
June 2 <sup>nd</sup>	Methodology open for public comment
June 10 <sup>th</sup>	TCC approves methodology
<b>June 24<sup>th</sup></b>	<b>MPO Board approves methodology</b>
August	NCDOT programs Statewide Mobility funding category projects
September	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
October	MPO advertises for public comment on placement of local input points
November 18 <sup>th</sup>	TCC approves local input points for Regional Impact projects
<b>November 18<sup>th</sup></b>	<b>MPO Board approves local input points for Regional Impact projects</b>
January, 2022	NCDOT programs Regional Impact funding category projects, Division Needs funding category window for local input points
February, 2022	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
March, 2022	MPO advertises for public comment on placement of local input points
April 14 <sup>th</sup> , 2022	TCC approves local input points for Division Needs projects
<b>April 28<sup>th</sup>, 2022</b>	<b>MPO Board approves local input points for Division Needs projects</b>
August, 2022	NCDOT releases Draft STIP

## **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.



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**Highway Recommendations**

Highway Class: ■ Congestion ■ Access Management ■ Modernization ■ Other (Safety, etc.) ■ Bridge/Intersection

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
1	1	Congestion	I-26	From US 25 to US 25	11.37	H	Add Additional Lanes	I-26 is projected to be over capacity in 2045.
2	2	Congestion	I-26	From US 25 NC 280	3.33	H	Add Additional Lanes	I-26 is projected to be over capacity in 2045.
3	3	Congestion	I-26	From NC 280 to I-40	9.37	H	This Project is underway. Please contact the NCDOT Division 13 office for details.	I-26 is projected to be over capacity in 2045.
4	4	Congestion	US-19	From Haywood Rd (SR 3548) to US 19/23 (Broadway Ave)	5.1	H	This Project is underway. Please contact the NCDOT Division 13 office for details.	I-26 is projected to be over capacity in 2045.
6	6	Congestion	I-240	From I-40 to Haywood Rd (SR 3548)	2.72	H	This Project is underway. Please contact the NCDOT Division 13 office for details.	I-26 is projected to be over capacity in 2045.
9	9	Congestion	I-26 (US-19/23)	From Broadway Ave to US 25/70)	6.51	H	Add Additional Lanes	I-26 is projected to be over capacity in 2045.
10	10	Access Management	US-64	From Blythe St (SR 1180) to White Pine Dr (SR 1186)	1	H	This Project is underway. Please contact the NCDOT Division 14 office for details.	US 64 (Brevard Road) is projected to be over capacity in 2045.
11	11	Other (Safety, etc.)	US-25 BUS	From US 176 to South Main Street	0.14	H	Widen to 5 Lanes	US 25 BUS is projected to be over capacity in 2045.
12	12	Access Management	NC-191	From NC 191 to NC 191	1.09	H	Construct Access Management and Intersection Improvements.	NC 280 is projected to be over capacity in 2045.
16	16	Access Management	NC-63 (New Leicesters Rd)	From US 19/23 (Patton Ave) to Newfound Rd	4.43	H	Construct Access Management and Complete Streets Improvements	NC 63 is projected to be over capacity in 2045.
22	22	Modernization	Riceville Rd (SR 2002)	From US 70 (Tunnel Rd) to Clear Vista Lane (SR 2285)	1.05	H	Modernize Roadway	Riceville Rd (SR 2002) currently has 9ft lanes.
24	24	Modernization	Amboy Rd (SR 3556)	From I-240 to NC 81 (Biltmore Ave)	2.87	H	Modernize Roadway and Add Additional Lanes	Amboy Rd (SR 3556) is projected to be over capacity in 2045.
25	25	Other (Safety, etc.)	Enka Access Road	From US 19/23 to NC 112 (Sand Hill Rd)	0.78	H	New Access Road for Enka Commerce Park	2020 MTP Project
27	27	Modernization	North Louisiana Ave (SR 1332)	From US 19/23 (Patton Ave) to Emma Rd (SR 1338)	0.64	H	Modernize Roadway and Complete Streets Improvements	North Louisiana Ave (SR 1332) currently has 10ft lanes.
28	28	Modernization	NC 81 (Swannanoa River Rd)	From US 70 (Tunnel Rd) to US 74 (South Tunnel Rd)	2.33	H	Modernize Roadway and Complete Streets Improvements	NC 81 (Swannanoa River Rd) currently has 10ft lanes.
30	30	Modernization	US-23/74	From Balsam View Dr (SR 1777) to Old Balsam Rd (SR 1158)	1.16	H	Modernize Roadway	US-23/74 has narrow unpaved shoulders.
31	31	Modernization	US 276 (Jonathan Creek Rd)	From US 19 to I-40	5.87	H	Modernize Roadway and Complete Streets Improvements	US 276 (Jonathan Creek Rd) has narrow unpaved shoulders.
33	33	Modernization	Kanuga Rd (SR-1127)	From US 25 BUS to Little River Rd (SR 1123)	3.89	H	Modernize Roadway and Complete Streets Improvements in Hendersonville	Kanuga Rd (SR-1127) currently has 9ft lanes and narrow unpaved shoulders.
34	34	Modernization	US 19/23	From Wiggins Rd to Chestnut Mountain Rd (SR 1836)	3.86	H	Modernize Roadway and Complete Streets Improvements	US 19/23 currently has 11ft lanes and narrow unpaved shoulders.
36	36	Access Management	US-276 (Russ Ave)	From US 23/74 to US 19	1.41	H	Construct Access Management and Complete Streets Improvements	US-276 (Russ Ave) has a center turn lane and intermittent sidewalks.
37	37	Access Management	US-276 (Russ Ave)	From US 23/74 to US 23 BUS (Main Street)	1.06	H	This Project is underway. Please contact the NCDOT Division 14 office for details.	US-276 (Russ Ave) has 11ft lanes and has inadequate sidewalks and bike facilities.
39	39	Modernization	I-26	From US 25/70 to North Buncombe School Rd (SR 2207)	1.81	H	Upgrade to interstate design standards	As part of the Future I-26 corridor, US 19 does not currently meet interstate design standards.
40	40	Modernization	Highland Lake Rd (SR 1783)	From NC 225 to US 176	1.07	H	This Project is underway. Please contact the NCDOT Division 14 office for details.	Highland Lake Rd (SR 1783) currently has 10ft lanes.
50	50	Modernization	I-26	From North Buncombe School Rd (SR 2207) to Stockton Branch Rd (SR 2148)	4.2	H	Upgrade to interstate design standards	As part of the Future I-26 corridor, US 19 does not currently meet interstate design standards.
52	52	Access Management	US-25	From NC 146 (Long Shoals Rd) to Blue ridge Parkway	3.08	H	Construct Access Management and Complete Streets Improvements	US 25 is a five lane facility in a commercial area with many access points.
53	53	Access Management	US-25	From NC 146 (Long Shoals Rd) to NC 280 (Airport Rd)	1.91	H	Construct Access Management and Complete Streets Improvements	US 25 is a five lane facility in a commercial area with many access points.
54	54	Other (Safety, etc.)	Biltmore / McDowell Upgrade	From All Souls Crescent to Hilliard Ave	4.83	H	Project Generally Intends to better accommodate Multimodal infrastructure while maintaining or improving traffic flows and safety.	US 25 (McDowell Street) and US 25A (Biltmore Avenue) are multilane facilities without medians which are a principle gateway into the City of Asheville and provide key access the the hospital.
55	55	Other (Safety, etc.)	US-25 (Merrimon Ave) Road Diet	From I-240 to Wembley Dr	2.8	H	Road Diet and Complete Streets Improvements	US 25 (Merrimon Avenue) is a four lane undivided facility with adjacent sidewalks.
57	57	Access Management	US-70 (Tunnel Rd)	From I-240 to Blue Ridge Parkway	2.55	H	Construct Access Management and Complete Streets Improvements	US 70 (Tunnel Rd) currently has 10ft lanes and is a five lane facility in a commercial area with many access points.
58	58	Modernization	Weaverville Highway	From Elkwood Dr to Reems Creek Rd	3.63	H	Construct Access Management and Complete Streets Improvements	2020 MTP Project

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59	59	Access Management	US 19/23	From NC 215 to Midway Crossings Rd	3.61	H	Construct Access Management and Complete Streets Improvements	US 19/23 (New Clyde Highway) is a five lane facility in a commercial area with many access points.
60	60	Access Management	US-19 (Dellwood Rd)	From US 276 (Russ Ave) to US 276 (Jonathan Creek Rd)	2.39	H	Construct Access Management and Complete Streets Improvements	US-19 (Dellwood rd) is a five lane facility in a commercial area with many access points.
62	62	Access Management	US 19/23	From I-40 to NC 151	2.95	H	Construct Access Management and Complete Streets Improvements	US 19/23 is a five lane facility with a railroad on one side and a commercial area with many access points on the other.
63	63	Modernization	Bruce Rd (SR 1354)	From N Main St to Bailey St	0.98	H	Modernize Roadway	Bruce Rd (SR 1354) currently has 9ft lanes and narrow unpaved shoulders.
64	64	Modernization	Blue Ridge Road (SR 2500)	From NC 9 to White Pine Dr	0.99	H	Modernize Roadway, Ungrade Intersection, and Complete Streets Improvements	Blue Ridge Road (SR 2500) currently has 8ft lanes and narrow unpaved shoulders.
65	65	Access Management	Woodfin St (NS-908)	From Central Ave to Lexington Ave	0.42	H	Road Diet	Woodfin St (NS-908) is a five lane facility with about 8,000 AADT.
66	66	Other (Safety, etc.)	US-70	From Blue Ridge Rd (SR 2500) to NC 9	1.31	H	Road Diet	US 70 is currently a 4 lane undivided facility with about 9,000 AADT.
67	67	Modernization	US 25 ALT (Sweeten Creek Road)	From I-40 to Landon Rd	1.54	H	Modernize Roadway, Access Management, Ungrade Intersection, and Complete Streets Improvements	US 25 ALT (Sweeten Creek Road) currently has 11ft lanes and is a two lane facility. It lacks walking and biking accommodations and shoulders. It serves as a parallel route to US 25.
68	68	Access Management	US-70 (Tunnel Rd)	From NC 81 (Swannanoa River Rd) to The Tunnel	2.07	H	Construct Access Management and Complete Streets Improvements	US 70 (Tunnel Rd) is currently a 4 and 5 lane undivided facility.
69	69	Access Management	US-25 (Hendersonville Rd)	From I-40 to Blue Ridge Parkway	2.82	H	Construct Access Management and Complete Streets Improvements	US 25 (Hendersonville Rd) is currently a 5 lane undivided facility with 12 foot lanes.
70	70	Modernization	US-19	From Blue Ridge Parkway to Fie Tap Road (SR 1304) at Ghost Town in the Sky	5.7	H	Modernize Roadway	US 19 currently has 10ft lanes and narrow unpaved shoulders.
71	71	Other (Safety, etc.)	US-19	From NC 215 to Chestnut Mountain Rd (SR 1836)	2.51	H	Modernization of roadway including Complete Streets elements and improving intersection operations as appropriate.	US 19 has a mixed cross section, and forms a part of the one-way pair of primary facilities through Canton.
72	72	Modernization	Fanning Bridge Rd (SR-1358)	From US 25 to NC 280	2.19	H	Modernize roadway. Add turn lanes, widen lanes and shoulders, and improve geometrics and intersection operations as appropriate. Incorporate complete streets improvements.	Fanning Bridge Rd (SR-1358) is currently a 2 lane undivided facility with 11 foot lanes.
73	73	Modernization	White Pine Dr (SR-1172)	From US 64 to Kanuga Rd (SR 1127)	3.33	H	Modernize Roadway and Complete Streets Improvements	White Pine Dr (SR-1172) currently has 9-11 ft lanes.
74	74	Modernization	Berkeley Rd (SR-1508)	From US 64 to US 25 BUS	2.01	H	Modernize Roadway and Complete Streets Improvements	Berkeley Rd (SR-1508) currently has 10-11 ft lanes.
75	75	Modernization	Blythe St (SR-2162)	From US 64 to NC 191	0.83	H	Modernize roadway. Add turn lanes, widen shoulders, and improve geometrics and intersection operations as appropriate. Include complete streets improvements.	Blythe St (SR-2162) currently has 9-11 ft lanes and no shoulder.
76	76	Congestion	Butler Bridge Rd (SR-1354)	From NC 280 to US 25	2.73	H	Modernize roadway.	Butler Bridge Rd (SR-1354) currently has 10 ft lanes and no shoulder.
77	77	Modernization	Duncan Hill Road (SR-1525)	From US 64 to Signal Hill Rd	0.79	H	Modernize Roadway and Complete Streets Improvements	Duncan Hill Road (SR-1525) is a 2 lane facility in a commercial area with many access points, no shoulders, and inconsistent sidewalk availability.
82	82	Access Management	US 19 (Dellwood Rd)	From US 23/74 to US 276 (Russ Ave)	1.3	H	Access Management with Complete Streets Improvements	US 19 (Dellwood Rd) is a 5 lane facility in a commercial area with many access points, no sidewalks, and high volumes and high speeds.
83	83	Access Management	US 19/23 (Patton Avenue)	From I-40 to US 19 BUS (Haywood Rd)	1.56	H	Access Management with Complete Streets Improvements	US 19/23 (Patton Avenue) is a 6 lane facility in a commercial area with many access points, intermittent or no sidewalks, and high volumes and high speeds.
84	84	Modernization	Rock Hill Rd (SR-3081)	From US 25 to US 25 ALT	0.49	H	Modernize Roadway and Complete Streets Improvements	Rock Hill Rd (SR-3081) currently has 9ft lanes and is a two lane facility. It lacks walking and biking accommodations and shoulders. The narrow bridge over the railroad tracks is the only connection to US 25.
85	85	Modernization	US-19 BUS (Haywood Rd)	From US 19/23 (Patton Ave) to Craven St	2.52	H	Modernize Roadway and Complete Streets Improvements	US-19 BUS (Haywood Rd) has a mixed 2-3 lane cross section. It has many small commercial storefronts backed by residential neighborhoods. This is in contrast to its use as a secondary East-West corridor by locals.
86	86	Modernization	Broadway St (SR-1781)	From I-240 to existing divided section at Chestnut St	0.31	H	Modernize Roadway and Complete Streets Improvements	Broadway St (SR-1781) is a 4 lane undivided facility. This facility was identified as a High Crash location during the MTP.
87	87	Access Management	NC-280 (Airport Rd)	From I-26 to US 25	2.01	H	Modernize Roadway and Complete Streets Improvements	NC-280 (Airport Rd) is a 5 lane facility in a commercial area with many access points, intermittent or no sidewalks, and high volumes and high speeds.
88	88	Modernization	Beaverdam Rd (SR-2053)	From US 25 (Merrimon Ave) to Webb Cove Rd (SR 2053)	4.52	H	Modernize Roadway and Complete Streets Improvements	Beaverdam Rd (SR-2053) currently has 10ft lanes and is a two lane facility. It lacks walking and biking accommodations and shoulders.
89	89	Access Management	US-25 ALT (Sweeten Creek Rd)	From I-40 to Rock Hill Rd (SR 3081)	1.5	H	Access Management with Complete Streets Improvements	US-25 ALT (Sweeten Creek Rd) is a 5 lane facility in a commercial area with many access points, sidewalks only to the east of the road, and high volumes and high speeds.
90	90	Other (Safety, etc.)	Peachtree Rd Extension	From US 25 (Hendersonville Rd) to US 25 ALT (Sweeten Creek Rd)	0.35	H	New Roadway with Complete Streets Improvements	There is currently limited connectivity between US 25 and US 25 ALT. Peachtree Rd is an opportunity to provide a connection in the 4 mile gap between Rock Hill Rd (SR-3081) and Mills Gap Rd (SR 3116). Peachtree also has medical offices and a mall.
92	92	Modernization	Elkwood Ave (SR-1674)	From US 25 to NC 251	1.35	H	Modernize Roadway and Complete Streets Improvements	Elkwood Ave (SR-1674) currently has 9ft lanes and is a two lane facility. It lacks walking and biking accommodations and shoulders.
93	93	Access Management	NC-280 (Airport Rd)	From I-26 to existing 5 lane section at the French Broad River	1.92	H	Access Management	NC-280 (Airport Rd) is a 5 lane facility in a commercial area with high traffic volumes.
94	94	Modernization	Old Country Home Rd (SR-1373 / SR-1369)	From NC 63 (New Leicester Hwy) to NC 63 (New Leicester Hwy)	1.01	H	Modernize Roadway and Complete Streets Improvements	Old Country Home Rd (SR-1373 / SR-1369) currently has 9ft lanes and is a two lane facility. It lacks walking and biking accommodations and shoulders.
95	95	Modernization	Ben Lippen Rd (SR-1338)	From Old Country Home Rd (SR-1373 / SR-1369) to Gorman Bridge rd (SR 1357)	1.44	H	Modernize Roadway and Complete Streets Improvements	Ben Lippen Rd (SR-1338) currently has 8ft lanes and is a two lane facility. It lacks walking and biking accommodations and shoulders.
96	96	Access Management	Walnut St	From US 23 BUS (Main St) to US 276 (Russ Ave)	1.93	H	Modernize Roadway and Complete Streets Improvements	Walnut St provides an important connection between two US highways. It provides access to important community locations, such as banks, health care, and public assistance.

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98	98	Modernization	Sulphur Springs Rd / Smathers St (SR-1176)	From Hazelwood Ave (SR 1173) to Miller Street	1.36	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	Brown Ave	From Hazelview Drive to Boyd Avenue	0.59	H	Modernization	2020 MTP Project
100	100	Modernization	US-64	From Fruitland Rd (SR 1574) to Gilliam Rd (SR 1577)	4.69	H	Modernize Roadway and Complete Streets Improvements	US 64 has two 10 foot lanes, narrow unpaved shoulders, and high traffic volumes.
101	101	Modernization	Elysinia (SR-1177)	From US 23/74 to Hazelwood Ave (SR 1173)	0.52	H	Modernize Roadway and Complete Streets Improvements	2020 MTP Project
102	102	Access Management	US-176	From NC 225 to Shepherd St (SR 1779)	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 St (SR 1779) / Airport Rd (SR 1775)	From NC 225 to Tracey Grove Rd (SR 1793)	2.25	H	Modernize Roadway and Complete Streets Improvements	Shepherd St (SR 1779) and Airport Rd (SR 1775) provide a connection across south Hendersonville. It crosses the commercial district and serves the airport, community college and high school. It has two 8-11foot lanes.
104	104	Access Management	US-25 BUS	From I-40 to NC 191	6.58	H	Access Management with Complete Streets Improvements	US-25 BUS is a 5 lane facility in a commercial area with many access points, intermittent or no sidewalks, and high volumes and high speeds.
105	105	Modernization	Dellwood Rd (SR 1247)	From US 276 to Commerce Street	0.71	H	Modernize Roadway and Complete Streets Improvements	Dellwood Rd (SR 1247) is a two lane facility. It lacks biking accommodations and shoulders. Sidewalks are not offset from road.
107	107	Congestion	US-23 BUS	From East St to Ratcliff Cove Rd (SR 1818)	3.96	H	Access Management	US 23 BUS serves north-east Waynesville, including the elementary school, high school, and residential areas.
110	110	Modernization	US-25	From Sheppard Branch Rd (SR 1741) to Spouse Town Rd (SR 1588)	4.2	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 addition lanes as needed and provide Complete Streets Improvements	As development increases to the west of I-26, maintaining a connection with a high level of service to downtown Weaverville will be important to ensure its continued economic health and expansion.
112	112	Modernization	Reems Creek Rd (SR 1003)	US 19 BUS to Moody Cove Rd (SR 2118)	6.49	H	Modernization	2023 CTP Modernization Project
113	113	Congestion	Woodland Hills Rd (SR 1882)	US 19 BUS to Aiken Rd (SR 1883)	0.91	H	Congestion & Mobility	This corridor serves as the primary access to US 19/23 and US 19/23 Bus for the area southwest of Weaverville. Growth in coming years will resultant increases in traffic volumes approaching existing capacity.
114	114	Congestion	US 25 (Merrimon Ave)	From Beaverdam Rd (SR 2230) to Elkwood Ave (SR 1674)	1.82	H	Access Management and Spot Intersection Improvements	US 25 is projected to be at or near capacity in 2045. US 25 is 2-lane without turn lanes; driveway density is high along much of the corridor, consisting primarily of residential driveways.
116	116	Congestion	NC 251 (Riverside Dr)	From I-26 to Beaverdam Rd (SR 2230)	0.62	H	Access Management with Complete Streets Improvements	NC 251 (Riverside Dr) currently has 9ft lanes and is a two lane facility. It lacks walking and biking accommodations and shoulders. Current land use is industrial with many access points.
118	118	Congestion	Roberts St/Lyman Ave	From Riverside Dr to Riverside Dr	0.64	H	Renovate the greater River Arts District so that it supports its businesses, residents, artists, and the larger Asheville community's vision as adopted in the Wilma Dykeman RiverWay Master Plan.	Upgrade roadway in tandem with the Wilma Dykeman RiverWay Master Plan.
119	119	Modernization	NC 81 (Swannanoa River Road)	From Biltmore Ave (SR 3214) to US 74 (Tunnel Rd)	1.62	H	Modernization	2020 MTP Project
121	121	Other (Safety, etc.)	US-70	From I-40 to Flat Creek Rd (SR 2515)	0.79	H	Modify the cross-section to taper from I-40 to existing three lane. Reconfigure the paired Old US 70 intersections at Padgettown and Flat Creek Roads as modern roundabouts. Maintain access control.	US 70 transitions from a pair of 2-lane high-speed freeway ramps, through a segment of 4-lane divided expressways, to a 3-lane, 25-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 ALT (Charlotte Highway)	From I-40 to June Sayles Road (SR 2772)	0.83	H	Access Management and Spot Intersection Improvements	Volumes along this corridor are very close to the daily capacity of the facility.
123	123	Modernization	Fruitland Rd (SR 1574)	From US 64 to Sugar St (SR 1581)	1.69	H	Modernize Roadway	Fruitland Road serves as the main route to I-26 and to westbound US 64 for most the development along Terrys Gap and Mills Gap Roads, as well as for much of the development to the north and east.
125	125	Congestion	Howard Gap Road (SR 1006)	From US 25 to Upward Road (SR 1783)	4.71	H	Access management and intersection improvements as needed to maintain the function of the road.	This road provides the only continuous north-south route on the eastern side of I-26. It provides access to large residential areas, links arterials and collectors, and distributes traffic to the locations where it is possible to cross or access I-26.
128	128	Modernization	Hoopers Creek Rd (SR 1553)	From Mills Gap Rd (SR 1551) to Terrys Gap Rd (SR 1565)	2.75	H	Modernization	2023 CTP Modernization Project
130	130	Modernization	Christ School Rd (SR 3188)/Baldwin Rd (SR 3189)	From US 25 ALT to Lower Christ School Rd (SR 3197)	1.62	H	Modernization	Add turn lanes, widen shoulder and improve geometrics as appropriate
131	131	Modernization	Mills Gap Road (SR 3116)	From Concord Road (SR 3150) to Weston Road (SR 3157).	4.11	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.	Add turn lanes, widen shoulder and improve geometrics as appropriate
132	132	Modernization	Concord Road (SR 3150)	From Mills Gap Road (SR 3116) to School Road East (SR 3117)	0.86	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, possibly paved, and where feasible geometrics and sight distance should be improved.
133	133	Modernization	US 64	From White Pine Dr (SR 1173) to Brickyard Rd (SR 1424)	6.74	H	Modernization	2023 CTP Modernization Project
134	134	Congestion	US 25 ALT (Sweeten Creek Road)	From Rock Hill Road to US 25 (Hendersonville 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 2022, AADT for the roadway exceeded the daily capacity of the roadway and volumes are expected to increase noticeably in the coming years.
137	137	Modernization	Brookside Camp Rd (SR 1528)	From US 25 to Howard Gap Rd (SR 1106)	1.62	H	Modernization	2023 CTP Modernization Project
139	139	Congestion	NC 191	From I-26 to Blue Ridge Parkway	2.52	H	Where possible, the TWLTL should be converted to a median. Additionally, improved access control and spot intersection improvements will likely be warranted to maintain an acceptable level of service.	The area around this corridor is expected to experience continued growth in the coming years. The cross-section is 4-lane with a TWLTL, there is no access control and the capacity can be expected to decline as driveway volumes increase.
140	140	Congestion	NC 191	From NC 146 to NC 280	5.15	H	Widen to Multi-Lanes with Bicycle Lanes	2020 MTP Project
141	141	Congestion	NC-191	From Blue Ridge Parkway to NC 146	3.7	H	Widen to Multi-Lanes with Bicycle Lanes	2020 MTP Project

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142	142	Congestion	NC-112	From NC 191 to US 19/23	3.73	H	Widen to Multi-Lanes with Bicycle Lanes	2020 MTP Project
143	143	Congestion	NC-191	From NC 280 to US 25 BUS	7.2	H	Widen to Multi-Lanes with Bicycle Lanes	2020 MTP Project
144	144	Congestion	US 64	From I-26 to Blythe St (SR 2162)	3.41	H	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	145	Congestion	NC 225 (Greenville Highway)	US 25 BUS (King St) to Campbell Dr (SR 1217)	2.29	H	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 some center turn lanes to medians may eventually be warranted.
146	146	Modernization	West Blue Ridge Rd (SR 1812)	From NC 225 (Greenville Highway) to Roper Road (SR 1807)	1.21	H	Add turn lanes, widen shoulder and improve geometrics as appropriate	Combined with East Blue Ridge and Little River Roads, West Blue Ridge Road forms the central portion of the most significant east-west connection serving Flat Rock and East Flat Rock. The narrow shoulders and curving alignment, safety is a concern.
147	147	Modernization	White Street	From Willow Road To US 176 (Spartanburg Highway)	0.41		Modernize Roadway Partially on New Location	2020 MTP Project
148	148	Access Management	NC 280	From NC 191 (at northern intersection with NC 280) to Transylvania County Line	6.3	H	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 CTP does not forecast substantial traffic growth, there will be considerable pressure for development along the corridor, which could result in land uses and other intensities, leading to traffic degradation.
149	149	Modernization	US 276	From US 23 BUS to J R Sayles Rd (SR 1895)	6.7	H	Modernization	2023 CTP Modernization Project
150	150	Modernization	NC 151	From US 19/23 (Smokey Park Highway) to Upper Gladly Fork Road (SR 3452)	3.13	H	As appropriate, turn lanes should be added at intersections, typically as development occurs. Additionally, the shoulder should be widened, possibly paved, and where feasible geometrics and sight distance should be improved.	This 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.
153	153	Congestion	US 19/23	From NC 151 to Williams St (in Haywood County)	3.9	H	Appropriate improvements to provide sufficient capacity to provide a desirable level of traffic service and safety for anticipated automobile and truck traffic.	This facility parallels I-40, providing access to adjacent land uses and collector roads, and serving as an alternate route when incidents cause delays on I-40. The facility is essentially two lanes, and current AADT exceeds capacity.
154	154	Congestion	NC 215	From Fiberville Rd (SR 1643) to NC 215 (Champion Rd)	1.8	H	Upgrade intersection as warranted by safety or capacity concerns. Reconfiguration or movement restrictions may ultimately be considered.	The intersection cluster on Champion Drive at the Pigeon River crossing (Blackwell Dr, Beaverdam St, and North Canton Rd), with its two one-way bridges, skewed/steep approaches, heavy truck traffic, and limited rights-of-way creates a very complicated.
155	155	Modernization	Newfound Rd (SR 1104)	From N Main Street to NC 63 (New Leisester Highway)	12.85	H	Modernization	2023 CTP Modernization Project
156	156	Modernization	W Lake Ave (SR 1173)	From Blythe Street to Hebron Road (SR 1172)	0.63	H	Add turn lanes, widen shoulders, and improve geometrics and intersection operations as appropriate.	A growing number of trips are using these facilities to avoid congestion on US routes. By providing minor geometric and intersection improvements that improve continuity, the function of these facilities can be enhanced as an alternative.
157	157	Congestion	NC-63 (New Leichestre Rd)	From Newfound Rd (SR 1104) to Turkey Creek Road (SR 1380)	5.46	H	The corridor should be widened to a 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	158	Congestion	NC 209 (Crabtree Rd)	From Old Clyde Rd (SR 1523) to I-40	3.22	H	Appropriate improvements to provide sufficient capacity to provide a desirable level of traffic service and safety for anticipated automobile and truck traffic.	This corridor is near capacity in the base year. And while no growth is anticipated in the CTP, the critical junction this facility plays connecting two freeways needs to be monitored.
159	159	Modernization	Old Clyde Rd (SR 1523)	From NC 209 (Crabtree Rd) to Richland Creek Rd (SR 1519)	1.88	H	Modernization	2023 CTP Modernization Project
160	160	Modernization	US 23 BUS (Walnut St)	From US 276 (Walnut St) to East St	1.15	H	Manage driveway access, and upgrade roadway with spot intersection and signal improvements, as needed.	This connection between US 276 and US 23 Business allows east-west traffic to avoid avoiding downtown, while also providing access to adjacent commercial development.
161	161	Modernization	N Rugby Rd (SR 1309 / 1365)	From US 64 to I-26	7.34	H	Modernization	2023 CTP Modernization Project
162	162	Modernization	Tracy Grove Rd (SR 1793)	From Airport Road (SR 1755) to Dana Road (SR 1525)	3.82	H	Add turn lanes, widen shoulders, and improve geometrics and intersection operations as appropriate.	A growing number of trips are using these facilities to avoid congestion on US routes. By providing minor geometric and intersection improvements that improve continuity, the function of these facilities can be enhanced as an alternative.
163	163	Access Management	NC 146 (Long Shoals Rd)	From NC 191 (Brevard Rd) to US 25 (Hendersonville Rd)	2.27	H	In order to maintain an acceptable level of service along this corridor, the TWLTL should be converted to a median. Access control will be critical to accommodating estimated future volumes. Spot intersection improvements may also be necessary	The area around continues to experience rapid commercial and residential development. It is the primary access to I-26 for all of south Asheville and Arden. Traffic volumes in 2022 were 28,500 and project to reach 37,200 in 2045. Over Capacity of 29,400
164	164	Modernization	Mountain Rd (SR 1381)	From US 25 to NC 191	1.88	H	Modernization	2023 CTP Modernization Project
165	165	Modernization	Sugarloaf Road (SR 1734)	From US 64 to Pace Road (SR 1726)	3.35	H	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 64. It provides alternative access to commercial development at I-26 and US 64.
166	166	Modernization	Hazelwood Ave (SR 1173)	From US 23 to US 23 BUS (S Main St)	0.98	H	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 74 and downtown Waynesville. The corridor also include skewed intersections, frequent driveways, encroaching structures, and an at-grade rail crossing.
167	167	Modernization	Jupiter Rd (SR 1756)	From I-26 to US 25	6.95	H	Modernization	2023 CTP Modernization Project
168	168	Congestion	US 23B (South Main Street)	From US 276 (Pigeon Street) To Hyatt Creek Road	2.1	H	Widen to multi-lanes.	2020 MTP Project
169	169	Other (Safety, etc.)	New Frontage Rd (S of I-40)	From Blue Ridge Road (SR 2500) to Patton Cove Road (SR 2740)	3.68	H	Construct two-lane/three-lane connectors on new alignments, designed for 35 – 45 mph speed limits. Where practical, tie into and improve existing roads, such as Old Lytle Cove Road, Dillingham Panaview Road, Buckeye Access Road, or Mockingbird Road.	A number of physical obstacles severely restrict travel in the US 70 corridor from Black Mountain to East Asheville. The situation south of I-40 is particularly deficient, and will only worsen with the completion of planned residential growth.
170	170	Modernization	School House Rd (SR 1426)	From NC 280 to NC 191	2.01	H	Modernization	2023 CTP Modernization Project
172	172	Modernization	Crab Creek Rd (SR 1127)	From Little River Rd (SR 1123) to Transylvania County	7.62	H	Modernization	2023 CTP Modernization Project
173	173	Modernization	Little River Rd (SR 1123)	From US 225 to Kanuga Rd (1127)	4.06	H	Modernization	2023 CTP Modernization Project
174	174	Modernization	Rutledge Dr (SR 1166)	From US 225 to US 225	1.52	H	Modernization	2023 CTP Modernization Project
175	175	Modernization	Cummings Rd (SR 1171)	From US 64 to Hebron Road (SR 1171)	2.47	H	Add turn lanes, widen shoulders, and improve intersection geometrics and traffic control as appropriate.	This road serves a large area of low-density residential development. Although forecast volumes 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.

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176	176	Modernization	State St / Erkkwood Dr (SR1164)	From Hebron Road (SR 1172) to Kanuga Road (SR 1127)	2.03	H	Add turn lanes, widen shoulders, and improve geometrics and intersection operations as appropriate.	A growing number of trips are using these facilities to avoid congestion on US routes. By providing minor geometric and intersection improvements that improve continuity, the function of these facilities can be enhanced as an alternative.
178	178	Access Management	US 19 (SoCo Rd)	From US 276 to Fie Top Road at Ghost Town in the Sky (SR 1304)	5.33	H	Access Management	US 19 is also the main road through the Town of Maggie Valley. In order to protect all uses of the facility from degradation of service, measures may be needed to control access, turning movements, and crossing activity.
180	180	Modernization	S Mills Gap Rd (SR 1586) / Terrys Gap Rd (SR 1565)	From US 64 (Chimney Rock Rd) to Terrys Gap Road (SR 1565)	6.78	H	Modernization	2023 CTP Modernization Project
181	181	Modernization	Ninevah Rd/Country Club Dr/Crymes Cove Rd (SR 1134) / Raccoon Rd (SR 1812)	From US 23 Bus (S Main St) to Ratcliff Cove Rd (SR 1818)	4.01	H	Add turn lanes, widen lanes/shoulders, and improve alignment and intersection geometrics as warranted.	Connectivity in this area of Haywood County is generally poor, in large part a result of the terrain. Improvements to this facility would enable it to become a viable alternative for traffic moving between southern Waynesville and the Woodrow area.
182	182	Modernization	Legion Drive	From US 23 Business (South Main St) to US 276 Pigeon St	0.26	H	A combination of signing, turn lanes, and modified intersection design/traffic control should divert a significant number of trips out of the intersection, reducing delays. These improvements have already been identified in TIP Project U-3466.	This short link could help relieve 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.
183	183	Congestion	US 23/74 (Great Smokey Mountains Expressway)	From I-40 To Blue Ridge Parkway	12.73	H	Widen to six-lane	2020 MTP Project
184	184	Modernization	SR-1243	From US 23 (Main St) to US 23/74 (Great Smokey Mountain Expressway)	3.08	H	Modernization	2023 CTP Modernization Project
186	138	Other (Safety, etc.)	Pack Square Plaza Visioning and Improvements	Pack Square, Market St, College St, Spruce St, and Court Plaza	0.3	H	This initiative is being conducted by the City of Asheville and Buncombe County. Please Contact them for latest design concepts.	The vision for Pack Square Plaza is to make it an engaging and welcoming place for all, expanded by making streets and unused space accessible; become a useable and flexible space for programming, events and daily use.
188	188	Modernization	Mount Carmel Road (SR 1369)	From Old Leicester Highway (SR 1002) to Old Country Home Road (SR 1373)	3.25	H	As appropriate, turn lanes should be added at intersections. Additionally, the shoulder should be widened, possibly paved, and where feasible geometrics and sight distance should be improved.	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.
190	190	Modernization	New Stock Road (SR 1882)	From Aiken Road (SR 1720) to Monticello Road (SR 1727)	2.24	H	As appropriate, turn lanes should be added at intersections. Additionally, the shoulder should be widened, possibly paved, and where feasible geometrics and sight distance should be improved.	The facility is generally 2-lane without turn lanes and in many locations there is poor sight distance, no shoulder and little horizontal clearance.
191	191	Modernization	Asbury Road (SR1234)/Liberty Road (SR 1228)	From US 23 to I-40	1.26	H	As appropriate, turn lanes should be added at intersections. Additionally, the shoulder should be widened, possibly paved, and where feasible geometrics and sight distance should be improved.	This road currently connects to one of the few crossings of I-40 in the area and is expected to increase in importance with the construction of the interchange at Liberty Rd as this will be the most direct route between NC 112 and I-40.
192	192	Modernization	Clayton Road (SR 3501)	From NC 191 (Brevard Road) to NC 146 (Long Shoals Road)	1.3	H	As appropriate, turn lanes should be added at intersections. Additionally, the shoulder should be widened, possibly paved, and where feasible geometrics and sight distance should be improved.	This corridor serves as a connector between NC 191 and NC 146. It is also the primary road in an area expected to experience noticeable development in the coming years.
193	193	Modernization	Bennett Road (SR 3446)	From Beaverdam Road (SR 3449) to Lower Gladly Fork Road (SR 3449)	3.68	H	As appropriate, turn lanes should be added at intersections. Additionally, the shoulder should be widened, possibly paved, and where feasible geometrics and sight distance should be improved.	The facility is generally 2-lane without turn lanes and in many locations there is poor sight distance, no shoulder and little horizontal clearance.
194	194	Congestion	Enka Lake Rd	From Queen Rd (SR 3447) to NC 112	1.65		Congestion & Mobility	Enka Lake Rd (SR 3446) is a two lane roadway with no bicycle or pedestrian accommodations. It serves Enka High School and connects it to Enka Village.
196	196	Modernization	Presbyterian Church Rd	From NC 280 to School House Rd (SR 1426)	0.43		Modernization	Presbyterian Church Rd currently has 8ft lanes and narrow unpaved shoulders.
197	197	Modernization	US 70	From Blue Ridge Parkway to Old 70 (SR 2435) / College Street (SR 2501)	8.27		Congestion & Mobility	US 70 is a critical component of the transportation system serving the communities of Swannanoa and Black Mountain. It is also the only alternative available for re-routing traffic during incidents on I-40. Traffic is projected as 29,500 vpd by 2030.
198	198	Modernization	NC 215	From US 23 to US 276	7.92		Modernization	NC 215 is a two lane roadway with no bicycle or pedestrian accommodations. It has 9-10ft lanes. It serves Bethel Middle School and PisgahHigh School.
199	199	Modernization	Lake Logan Rd	From US 276 to NC 215	2.69		Modernization	Lake Logan Rd (SR 1111) is a two lane roadway with no bicycle or pedestrian accommodations. It has 9-10ft lanes.
201	201	Modernization	Caribou Rd	From US 25 to US 25 Alt	2.07		Modernization	Caribou Rd is a two lane roadway with no bicycle and partial pedestrian accommodations. It has 9-10ft lanes.
202	202	Modernization	NC 215	From US 23 to US 276	2.96		Modernization	The 2008 CTP identified NC 215 as having an alignment that was winding, with narrow lanes and shoulders, and other geometric problems that limit sight-distance at some of the frequent driveways and intersections.
203	203	Modernization	NC 110	From US 276 to Lake Logan Rd (SR 1111)	5.57		Modernization	NC 210 is a two lane roadway with no bicycle and partial pedestrian accommodations. It has 9-10ft lanes.
204	204	Modernization	Locust St (and connections)	From NC 110 to US 19/23	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.
206	206	Congestion	I-40	From Patton Cove Road To US 25 (Hendersville Road)	10.4		Congestion & Mobility	I-40 is a four lane interstate. Current Volume is 61,000 vpd on a capacity of 68,700. Projected 2045 traffic is 91,000 vpd.
207	207	Modernization	East St	From US 23 BUS to US 23 BUS	1.29		Modernization	East St is a two lane roadway with insufficient bicycle and partial pedestrian accommodations. It has 9ft lanes.
208	208	Modernization	Cane Creek Rd	From Lower Christ School Rd (SR 3197) to US 74 ALT	7.33		Modernization	Cane Creek Rd (SR 3136) currently has 9ft lanes and narrow unpaved shoulders.
209	209	Congestion	US 64	From Blythe St (SR 1180) to Sugar Loaf Rd (SR 1897)	0.34		Congestion & Mobility	US 64 is projected to be over capacity in 2045. Current volumes of 34,000 already exceed LOS E capacity of 28,000. Traffic is projected to reach 35,900 in 2045.
212	212	Congestion	Banner Farm Rd	From NC 191 to US 64	3.6		Modernization	Banner Farm Rd (SR 1331) is a two lane roadway with no bicycle and partial pedestrian accommodations. It currently has 9ft lanes and narrow unpaved shoulders. It serves Mills River Elementary School.
213	213	Congestion	US 25	From I-26 to Butler Bridge Rd (SR 1345)	0.59		Congestion & Mobility	US 25 is projected to be over capacity in 2045. Current volumes of 30,000 already exceed LOS E capacity of 29,400. Traffic is projected to reach 41,900 in 2045.
215	215	Congestion	Bear Creek Rd	From Sand Hill Rd (SR 3412) to NC 191	1.09		Modernization	Bear Creek Rd (SR 3413) is a two lane roadway with no bicycle and partial pedestrian accommodations. It currently has 9ft lanes and narrow unpaved shoulders.
217	217	Congestion	US 74 ALT	From Fairview Rd (SR 3238) to June Sayles Rd (SR 2772)	1.7		Congestion & Mobility	US 74 ALT is projected to be over capacity in 2045. Current volumes of 27,000 already exceed LOS E capacity of 24,100. Traffic is projected to reach 33,900 in 2045.
218	218	Congestion	I-40	From US 74 ALT to US 25	6.57		Congestion & Mobility	I-40 is projected to be near capacity in 2045. Current volumes are 80,000 and LOS E capacity is 137,500. Traffic is projected to reach 122,000 in 2045.

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221	221	Congestion	I-40	From US 53 (Hendersonville Road) 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	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	223	Congestion	I-40	From US 74 to US 19/23/74 ALT	20.64	Congestion & Mobility	I-40 is projected to be over capacity in 2045. Current volumes of 53,000 already approaches LOS E capacity of 68,700. Traffic is projected to reach 95,900 in 2045.
224	224	Other (Safety, etc.)	Crossroads Parkway New Location	From Calvin Edney Drive to Crossroads Parkway	0.43	Other	Local Access Project. Underway as R-5779
225	225	Modernization	County Rd	From US 19 to NC 209	1.96	Modernization	County Rd (SR 1376) is a two lane roadway with no bicycle and partial pedestrian accommodations. It currently has 8ft lanes and narrow unpaved shoulders.
226	226	Modernization	Crabtree Mountain Rd	From NC 215 to Upper Crabtree Rd (SR 1503)	6.16	Modernization	2023 CTP Modernization Project
229	229	Modernization	Thickety Rd (SR 1513)	From US 74 to Crabtree Mountain Rd (SR 1509)	5.89	Modernization	2023 CTP Modernization Project
230	230	Modernization	Ratcliff Cove Rd (SR 1818)	From Raccoon Rd (SR 1812) to Starkey Cove Rd (SR 1823)	3.48	Modernization	2023 CTP Modernization Project
231	231	Modernization	Hayatt Creek Rd (SR 1160)	From US 23 to Old Balsam Rd (SR 1243)	2.44	Modernization	2023 CTP Modernization Project
232	232	Modernization	Iron Duff Rd (SR 1363)	From NC 209 to Riverside Dr (SR 1355)	3.8	Modernization	2023 CTP Modernization Project
233	233	Modernization	Riverside Dr (SR 1355)	From NC 209 to Iron Duff Rd (SR 1363)	4.37	Modernization	2023 CTP Modernization Project
235	235	Modernization	Grapevine Rd (SR 1370)	From NC 213 to Big Laurel Rd (SR 1370)	13.77	Modernization	2023 CTP Modernization Project
236	236	Modernization	Main St (SR 1609)	From NC 213 to Calvin Edney Rd (SR 1549)	1.61	Modernization	2023 CTP Modernization Project
237	237	Modernization	Beech Glen Rd (SR 1540), Paint Fork Rd (SR 1530), Clyde Brown Rd (SR 1527), Crooked Creek Rd (SR 1526), and Paint Fork Rd (SR 1530)	From I-26 to US 19	12.54	Modernization	2023 CTP Modernization Project
238	238	Modernization	Holcombe Branch Rd (SR 1546 / 2162)	From NC 197 to Beech Glen Rd (SR 1540)	3.27	Modernization	2023 CTP Modernization Project
239	239	Modernization	Main St (SR 1609)	From Bruce Rd (SR 1354) to I-26	2.16	Modernization	2023 CTP Modernization Project
240	240	Modernization	Stockton Branch Rd (SR 2148)	From NC 197 to I-26	1.7	Modernization	2023 CTP Modernization Project
244	244	Modernization	Lower Flat Creek Rd (SR 1742)	From NC 251 to Jupiter Rd (SR 1756)	3.07	Modernization	2023 CTP Modernization Project
245	245	Modernization	Old Mars Hill Hwy (SR 2207)	From US 19 to Jupiter Rd (SR 1756)	2.19	Modernization	2023 CTP Modernization Project
246	246	Modernization	Monticello Rd (SR 1727)	From NC 251 to US 25	4.02	Modernization	2023 CTP Modernization Project
247	247	Modernization	NC 251	From Fletcher Martin Rd (SR 1620) to Old Burnsville Hill Rd (SR 1674)	9.13	Modernization	2023 CTP Modernization Project
248	248	Modernization	Fletcher Martin Rd (SR 1620) and Jenkins Valley Rd (SR 1641)	From NC 251 to Old NC 20 Highway (SR 1622)	5.62	Modernization	2023 CTP Modernization Project
249	249	Modernization	Old Marshall Hwy (SR 1839)	From NC 251 to US 19 BUS	1.64	Modernization	2023 CTP Modernization Project
250	250	Modernization	Elk Mountain Scenic Hwy (SR 2230)	From Beaverdam Rd (SR 2230) to Ox Creek Rd (SR 2109)	7.38	Modernization	2023 CTP Modernization Project
251	251	Modernization	Ox Creek Rd (SR 2109)	From Reems Creek Rd (SR 1003) to Elk Mountain Scenic Hwy (SR 2230)	4.17	Modernization	2023 CTP Modernization Project
252	252	Modernization	Dana Rd (SR 1525)	From Tracy Grove Rd (SR 1793) to Upward Rd (SR 1783)	5.07	Modernization	2023 CTP Modernization Project
253	253	Modernization	Old Spartanburg Rd (SR 1803)	From US 25 BUS to Upward Rd (SR 1783)	1.97	Modernization	2023 CTP Modernization Project
254	254	Modernization	Upward Rd (SR 1783), Ridge Rd (SR 1783), Piney Mountain Rd (SR 1733), Sugarloaf Rd (SR 1902), Pilot Mountain Rd (SR 1783)	From Haward Gap Rd (SR 1006) to US 64	8.32	Modernization	2023 CTP Modernization Project
256	256	Modernization	Old Kanuga Rd / E Prince St (SR 1138)	From Kanuga Rd (SR 1127) to Willow Rd (SR 1171)	2.26	Modernization	2023 CTP Modernization Project
257	257	Modernization	Alexander Rd (SR 1620)	From NC 63 to NC 20	3.66	Modernization	2023 CTP Modernization Project
258	258	Modernization	Old Leicester Hwy (SR 1002) and Gorman Bridge Rd (SR 1357)	From Emma Rd (SR 1338) to Jenkins Valley Rd (SR 1641)	4.18	Modernization	2023 CTP Modernization Project

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259	259	Modernization	Riceville Rd (SR 2002)	From Clear Vista Ln (SR 2285) to Warren Wilson Rd (SR 2416)	6.44	Modernization	2023 CTP Modernization Project
261	261	Modernization	Pisgah View Rd (SR 1403) and Starnes Cove Rd (SR 1255)	From Old Haywood Rd to Deaverview Rd	2.06	Modernization	2023 CTP Modernization Project
262	262	Modernization	Johnston Blvd (SR 1319)	From US 19 to Old Country Home Rd (SR 1315)	2.21	Modernization	2023 CTP Modernization Project
263	263	Modernization	Old County Home Rd (SR 1315)	From NC 63 to NC 63	1.45	Modernization	2023 CTP Modernization Project
264	264	Modernization	Sand Hill Rd (SR 3412)	From NC 112 (Sardis Rd) to Bear Creek Rd (SR 3413)	2.33	Modernization	2023 CTP Modernization Project
265	265	Modernization	Monte Vista Rd (SR 1224)	From Dogwood Rd (SR 1220) to Holbrook Rd (SR 1238)	2.84	Modernization	2023 CTP Modernization Project
266	266	Modernization	Onteora Blvd / School Rd (SR 3075)	From US 25 ALT to I-40	2	Modernization	2023 CTP Modernization Project
267	267	Modernization	Rose Hill Rd / Pinners Cove Rd (SR 3121)	From Mills Gap Rd (SR 3116) to US 64 ALT	5.99	Modernization	2023 CTP Modernization Project
268	268	Modernization	NC 215	From Lake Logan Rd (SR 1111) to Blue Ridge Parkway	23.59	Modernization	2023 CTP Modernization Project
269	269	Modernization	US 276	From Wagon Gap Trail to Blue Ridge Parkway	4.03	Modernization	2023 CTP Modernization Project
270	270	Modernization	Garren Creek Rd (SR 2806) and Flat Creek Rd (SR 2786)	From US 74 ALT to Chestnut Hill Rd (SR 2776)	8.91	Modernization	2023 CTP Modernization Project
271	271	Modernization	Old Fort Rd (SR 2776)	From US 74 ALT to NC 9	9.16	Modernization	2023 CTP Modernization Project
272	272	Modernization	NC 9	From Chestnut Hill Rd (SR 2776) to Blue Ridge Rd (SR 2500)	4.74	Modernization	2023 CTP Modernization Project
274	274	Modernization	Reems Creek Rd / Maney Branch Rd / Paint Fork Rd (SR 1003)	From Moody Cove Rd (SR 2118) to NC 1997	5.32	Modernization	2023 CTP Modernization Project
275	275	Modernization	Big Laurel Rd (SR 1318)	From I-26 to Foster Creek Rd	5.73	Modernization	2023 CTP Modernization Project
281	281	Modernization	Morgan Branch Rd / S Turkey Creek Rd / Potato Branch Rd (SR 1220)	From Newfound Rd (SR 1004) to NC 63 (New Leicester Hwy)	8.67	Modernization	2023 CTP Modernization Project
282	282	Modernization	NC 63 (New Leicester Hwy)	From S Turkey Creek Rd (SR 1220) to NC 209	6.86	Modernization	2023 CTP Modernization Project
283	283	Modernization	Meadows Town Rd (SR 1001)	From Meadows Town Rd (SR 1001) to Madison County	1.41	Modernization	2023 CTP Modernization Project
289	289	Modernization	New Stock Rd (SR 1740)	From Monticello Rd (SR 1727) to US 25	1.46	Modernization	2023 CTP Modernization Project
290	290	Modernization	Hamburg Mountain Rd (SR 2123)	From Reems Creek Rd (SR 1003) to US 19 BUS (Main St)	2.52	Modernization	2023 CTP Modernization Project
291	291	Modernization	N Louisiana Ave (SR 1332)	From Emma Rd (SR 1338) to Richmond Hill Dr (SR 1345)	1.34	Modernization	2023 CTP Modernization Project
292	292	Modernization	Emma Rd (SR 1338)	From Gorman Bridge Rd (SR 1357) to Boone St	2.05	Modernization	2023 CTP Modernization Project
293	293	Modernization	Liberty Rd (SR 1228)	Interchange at I-40	1.1	Modernization	2023 CTP Modernization Project
294	294	Modernization	Mills Gap Rd (SR 1551)	From Hoopers Creek Rd (SR 1553) to Cane Creek Rd (SR 3136)	0.69	Modernization	2023 CTP Modernization Project
295	295	Modernization	5th Ave West and Blythe St	From US 64 to White Pine Dr (SR 1173)	0.83	Modernization	2023 CTP Modernization Project
296	296	Modernization	Stoney Mountain Rd (SR 1383)	From US 25 BUS to NC 191	2.29	Modernization	2023 CTP Modernization Project
297	297	Modernization	N Clear Creek Rd (SR 1622)	From Clear Creek Rd (SR 1503) to Lancaster Rd (SR 1582)	1.8	Modernization	2023 CTP Modernization Project
298	298	Modernization	N Main St / Clear Creek Rd (SR 1503)	From US 25 BUS to N Clear Creek Rd (SR 1622)	3.35	Modernization	2023 CTP Modernization Project
299	299	Modernization	NC 225 (Greenville Hwy)	From Rutledge Dr (SR 1166) to Sherwood Dr	1.18	Modernization	2023 CTP Modernization Project
300	300	Modernization	Will Hyatt Rd (SR 1175)	From Platt Creek Rd (SR 1173) to Eagles Nest Rd (SR 1177)	0.44	Modernization	2023 CTP Modernization Project
301	301	Modernization	Richland Creek Rd (SR 1519) and Old Clyde Rd (SR 1523)	From NC 209 to US 74	3.37	Modernization	2023 CTP Modernization Project

302	302	Modernization	Jones Cove Rd (SR 1800)	From US 19 to US 19	1.91	Modernization	2023 CTP Modernization Project
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# HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2045


## FRENCH BROAD RIVER

Comprehensive Transportation Plan

### Highway Features

Proposal ID# Improve New Location

Congestion / Mobility (e.g., add lanes)	#	—	—
Access Management / Operations (e.g., add median)	#	—	—
Modernization (e.g., widen lanes, add turn lanes)	#	—	—
Other (e.g., safety, economic development)	#	—	—
Interchange	#	□	□
Bridge / Overpass	#	○	○
Intersection	#	△	△

-  French Broad River MPO
-  Land of Sky RPO
-  Other Planning Organizations / States



Full report at:  
[frenchbroadrivermpo.org/mtpl](http://frenchbroadrivermpo.org/mtpl)

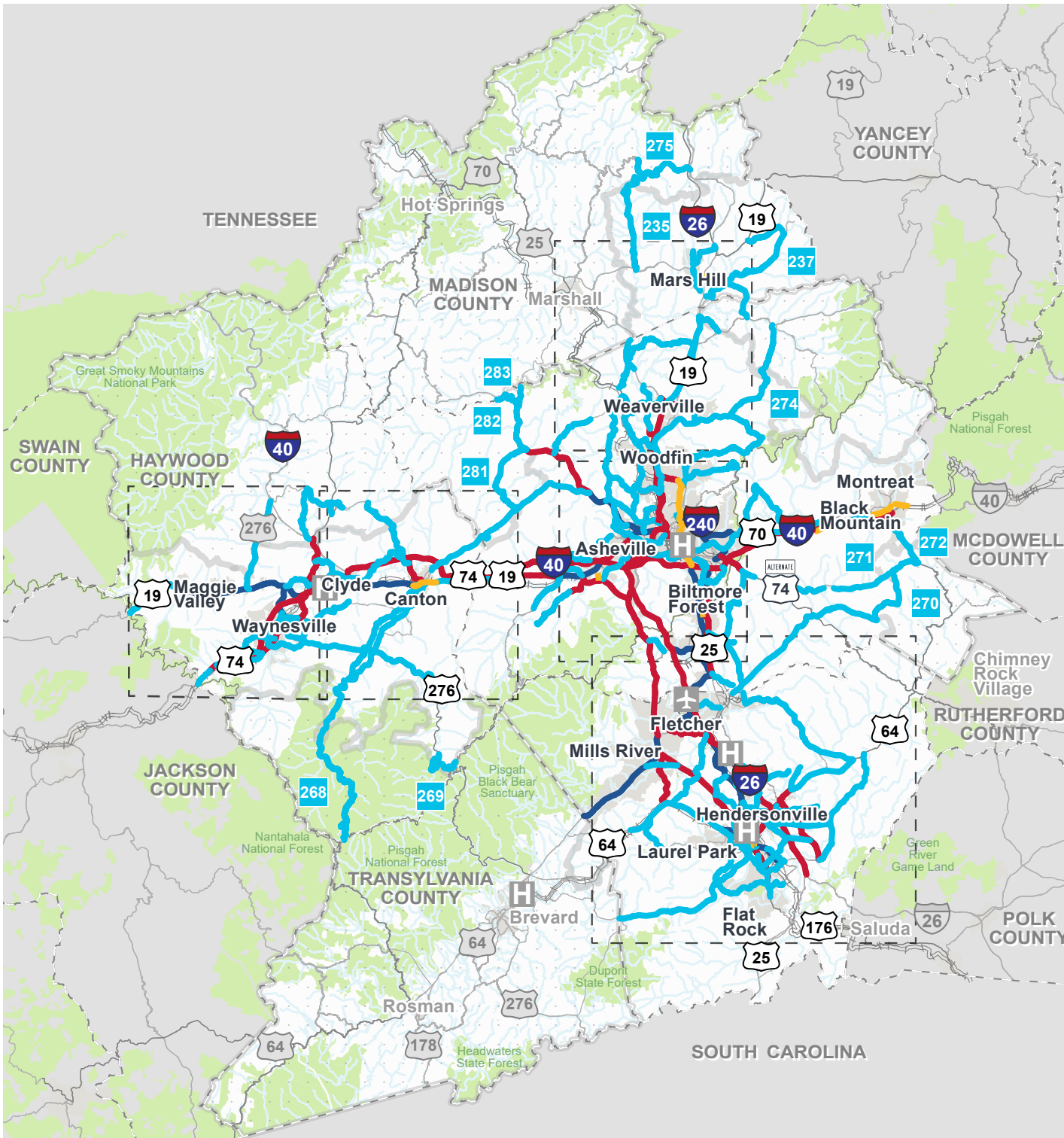


Sheet 2 of 5

Base map date: April 16, 2020

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Plan Date: January 30, 2024

# HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2045



## FRENCH BROAD RIVER

Comprehensive Transportation Plan

### Highway Features

Proposal ID# Improve New Location

Congestion / Mobility (e.g., add lanes)	#	—	- - -
Access Management / Operations (e.g., add median)	#	—	- - -
Modernization (e.g., widen lanes, add turn lanes)	#	—	- - -
Other (e.g., safety, economic development)	#	—	- - -
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲

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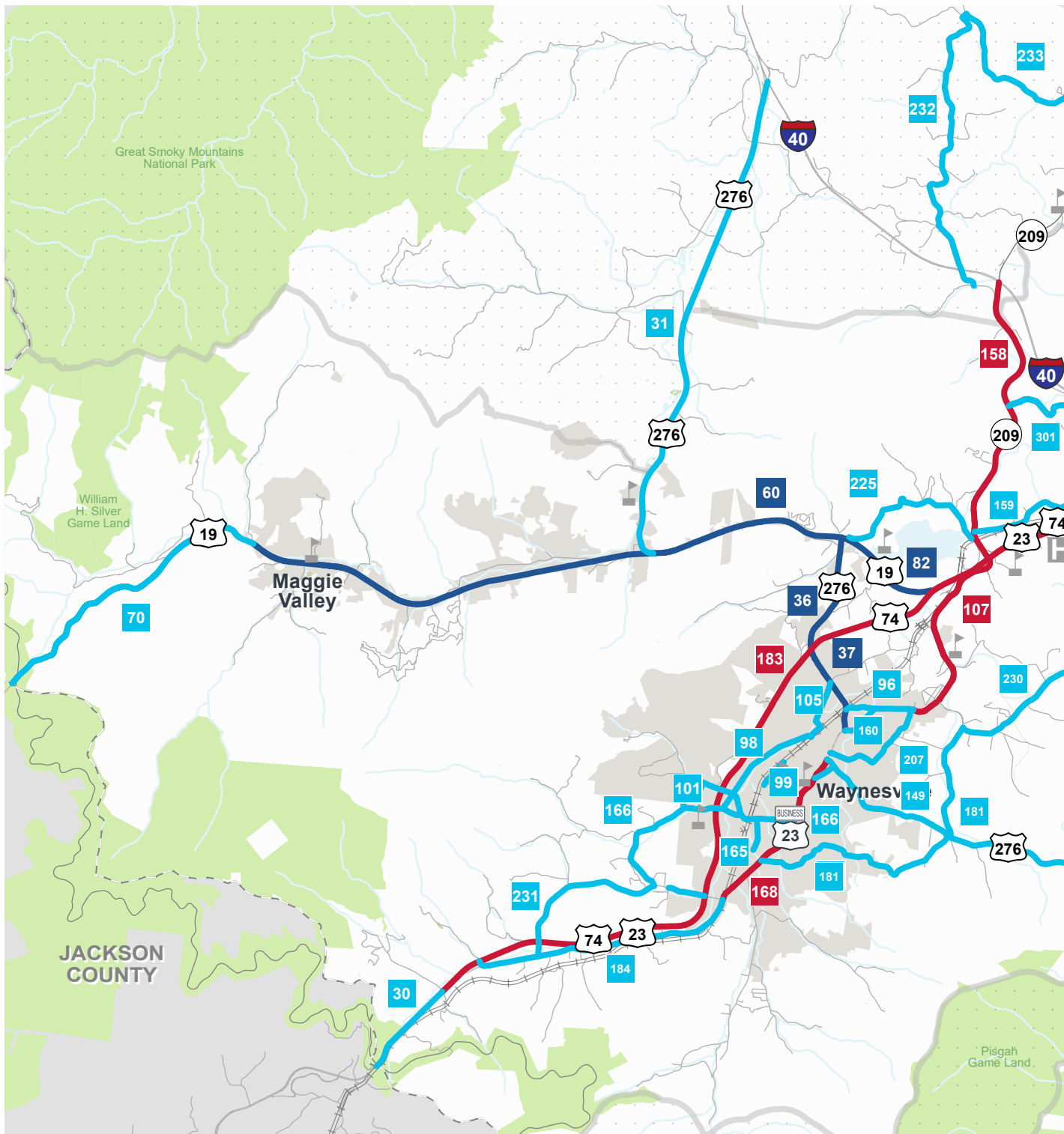
Sheet 2A of 5

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Plan Date: January 30, 2024



# HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2045


## FRENCH BROAD RIVER

Comprehensive Transportation Plan

### Highway Features

Proposal ID# Improve New Location

Congestion / Mobility (e.g., add lanes)	#	—	- - -
Access Management / Operations (e.g., add median)	#	—	- - -
Modernization (e.g., widen lanes, add turn lanes)	#	—	- - -
Other (e.g., safety, economic development)	#	—	- - -
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲

-  French Broad River MPO
-  Land of Sky RPO
-  Other Planning Organizations / States



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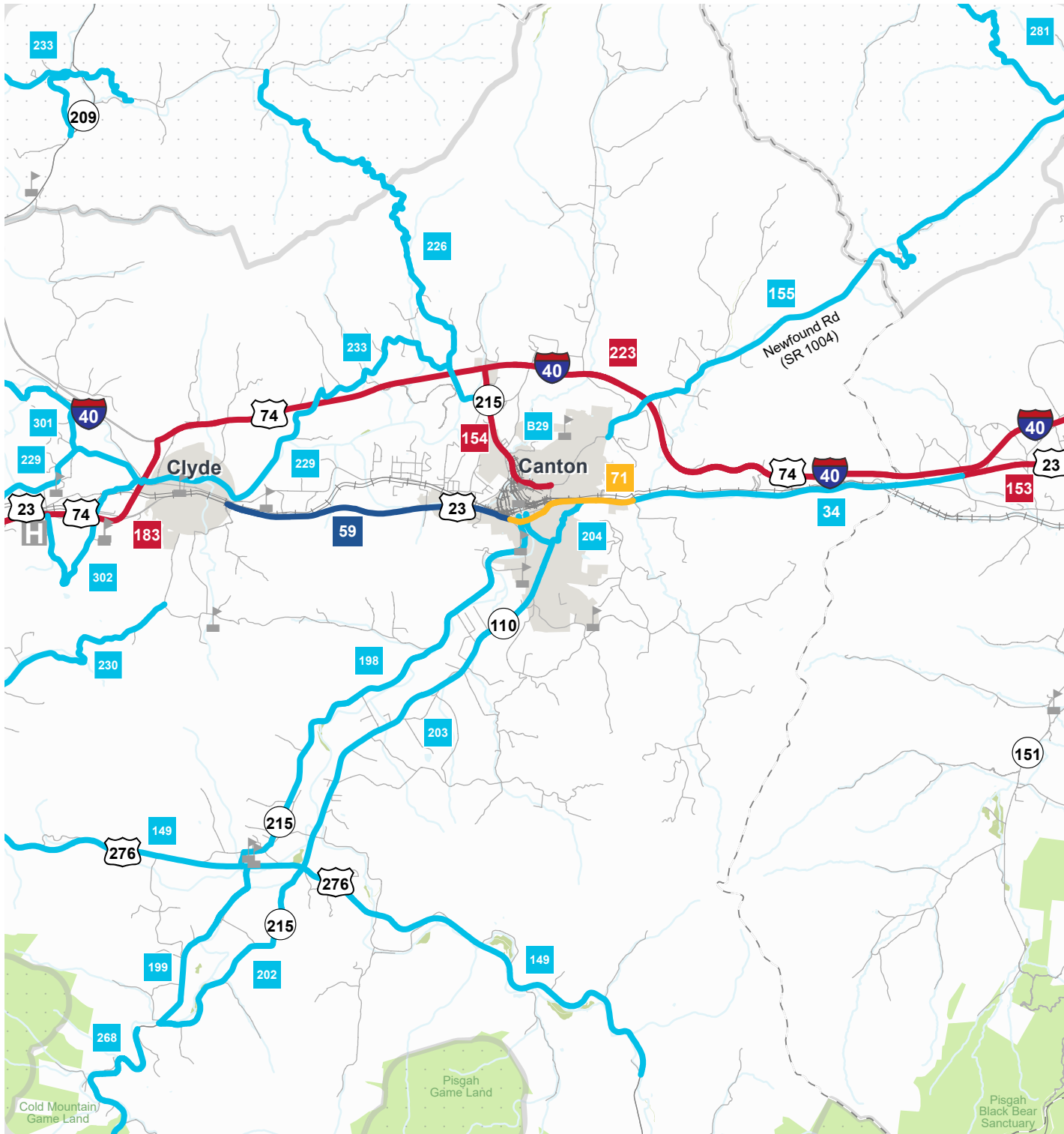


Sheet 2B of 5

Base map date: April 16, 2020

#### Legal Disclaimer

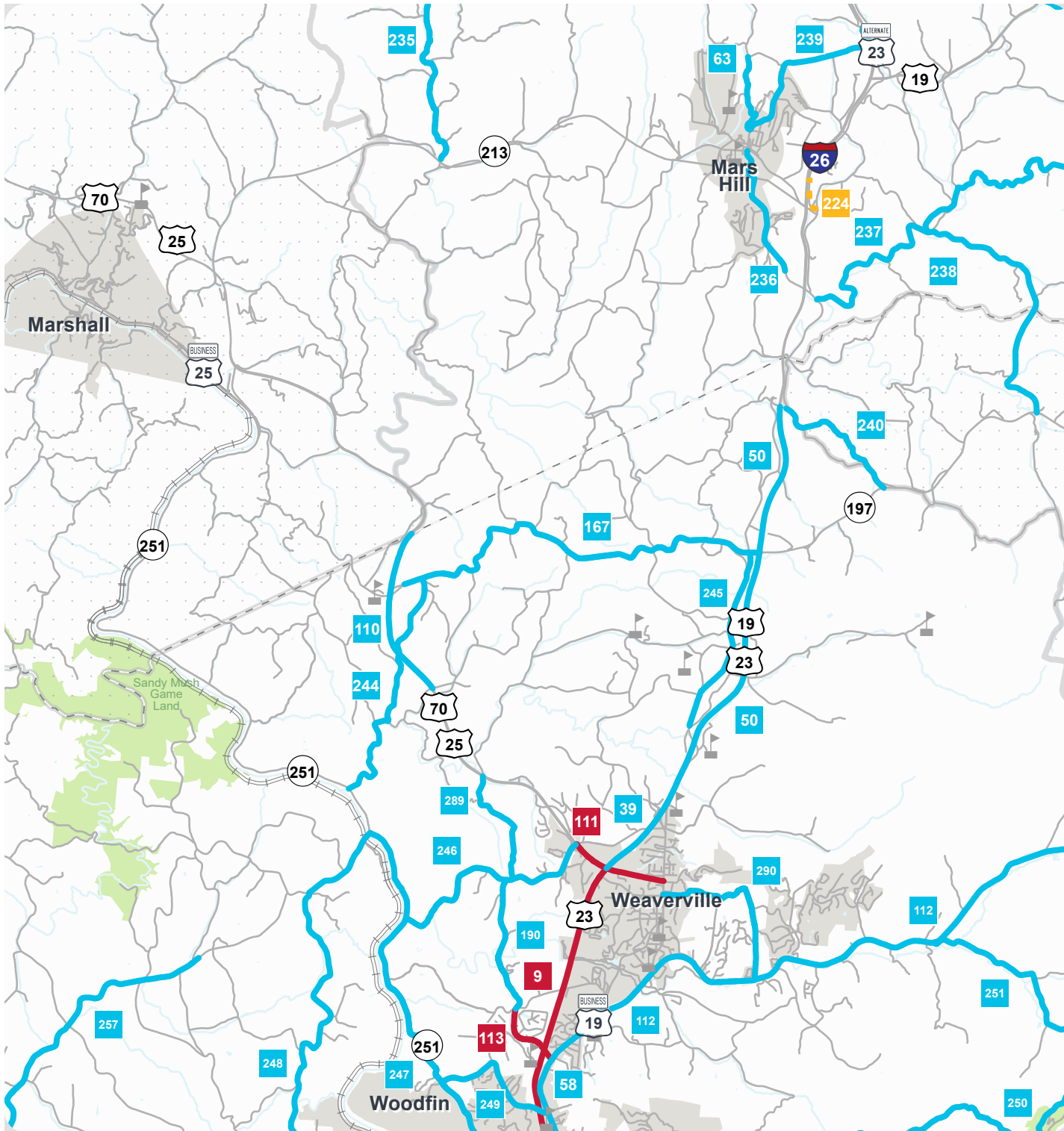
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Plan Date: January 30, 2024

# HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2045




## FRENCH BROAD RIVER

Comprehensive Transportation Plan

### Highway Features

Proposal ID# Improve New Location

Congestion / Mobility (e.g., add lanes)	#	—	- - -
Access Management / Operations (e.g., add median)	#	—	- - -
Modernization (e.g., widen lanes, add turn lanes)	#	—	- - -
Other (e.g., safety, economic development)	#	—	- - -
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲

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-  Land of Sky RPO
-  Other Planning Organizations / States



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Sheet 2C of 5

Base map date: April 16, 2020

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Plan Date: January 30, 2024

# HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2045

## FRENCH BROAD RIVER

Comprehensive Transportation Plan

### Highway Features

	Proposal ID #	Improve	New Location
<b>Congestion / Mobility</b> (e.g., add lanes)	#		
<b>Access Management / Operations</b> (e.g., add median)	#		
<b>Modernization</b> (e.g., widen lanes, add turn lanes)	#		
<b>Other</b> (e.g., safety, economic development)	#		
<b>Interchange</b>	#		
<b>Bridge / Overpass</b>	#		
<b>Intersection</b>	#		
	French Broad River MPO		
	Land of Sky RPO		
	Other Planning Organizations / States		



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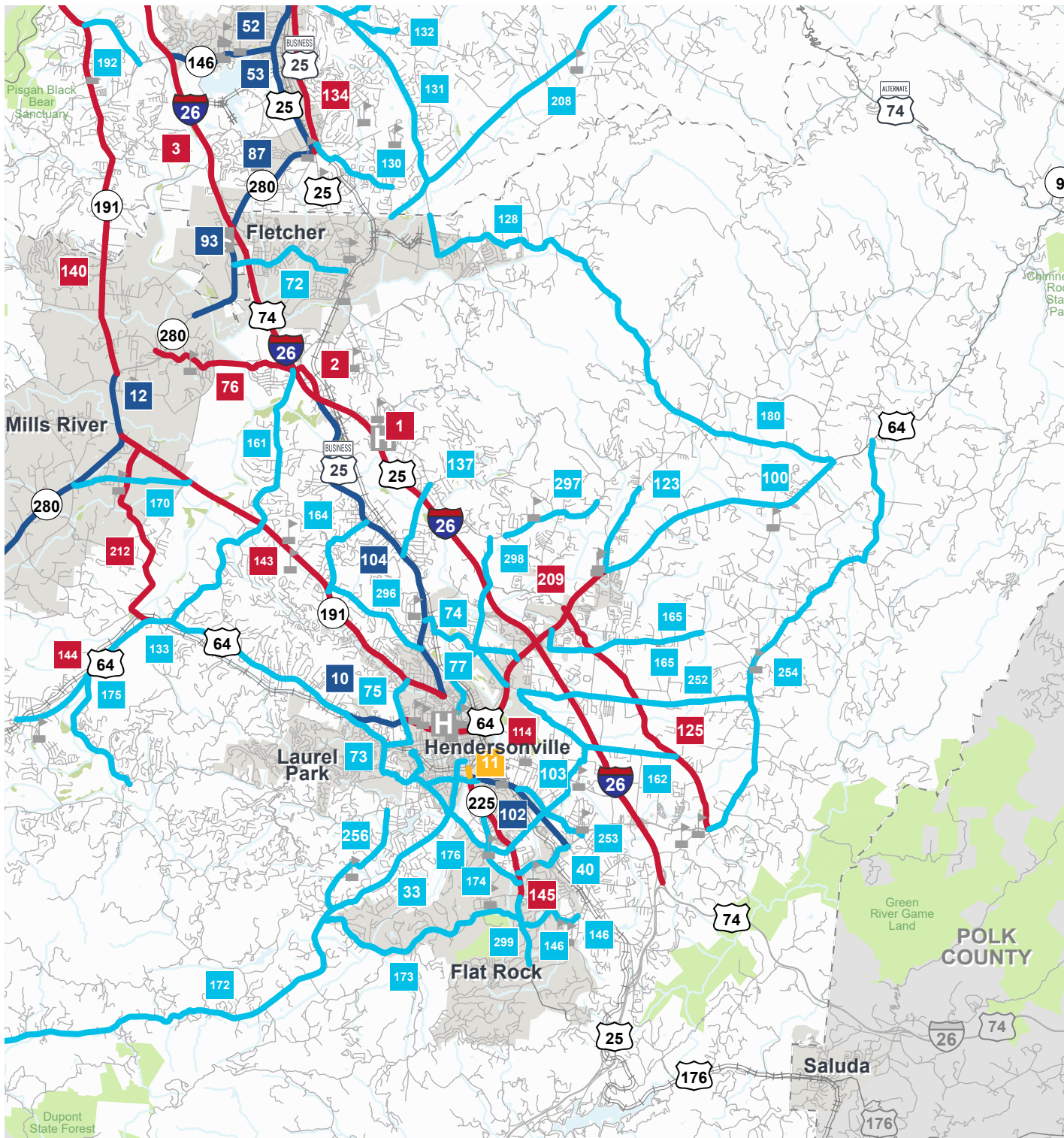


Sheet 2D of 5

Base map date: April 16, 2020

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Plan Date: January 30, 2024

# HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2045

## FRENCH BROAD RIVER

Comprehensive Transportation Plan

### Highway Features

Proposal ID# Improve New Location

Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		

Interchange	#		
Bridge / Overpass	#		
Intersection	#		

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- Land of Sky RPO
- Other Planning Organizations / States



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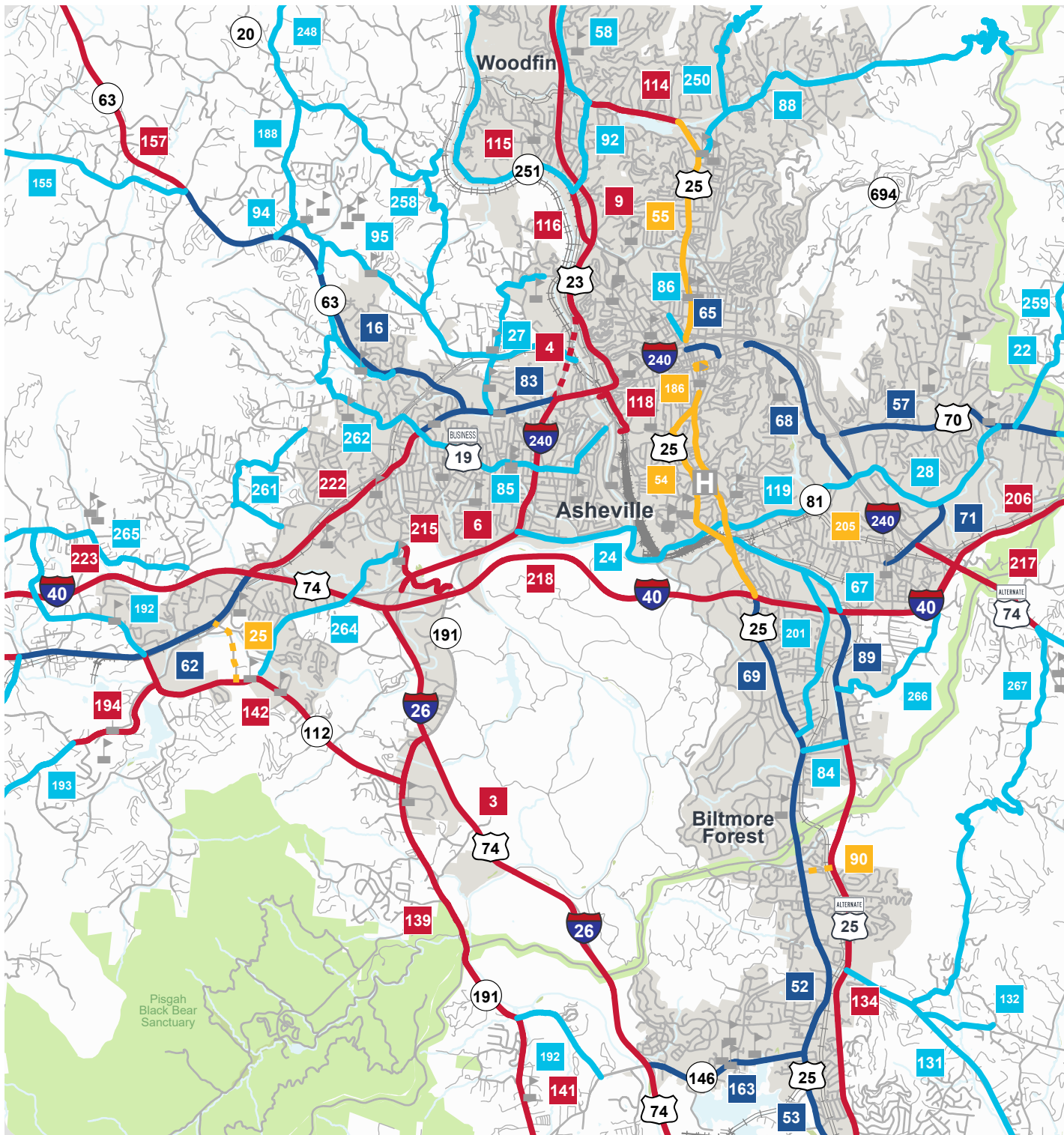


Sheet 2E of 5

Base map date: April 16, 2020

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Plan Date: January 30, 2024

**PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS**  
Proposals that address identified needs through 899

**FRENCH BROAD RIVER**  
Comprehensive Transportation Plan

Public Transportation and Rail Features

	Proposal ID #	Existing	Proposed
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#		
Amtrak Station	#		
Intermodal Terminal	#		

- French Broad River MPO
- Land of Sky RPO
- Other Planning Organizations / States
- Studied Roads

Denotes Highway Incidental ★



Full report at:  
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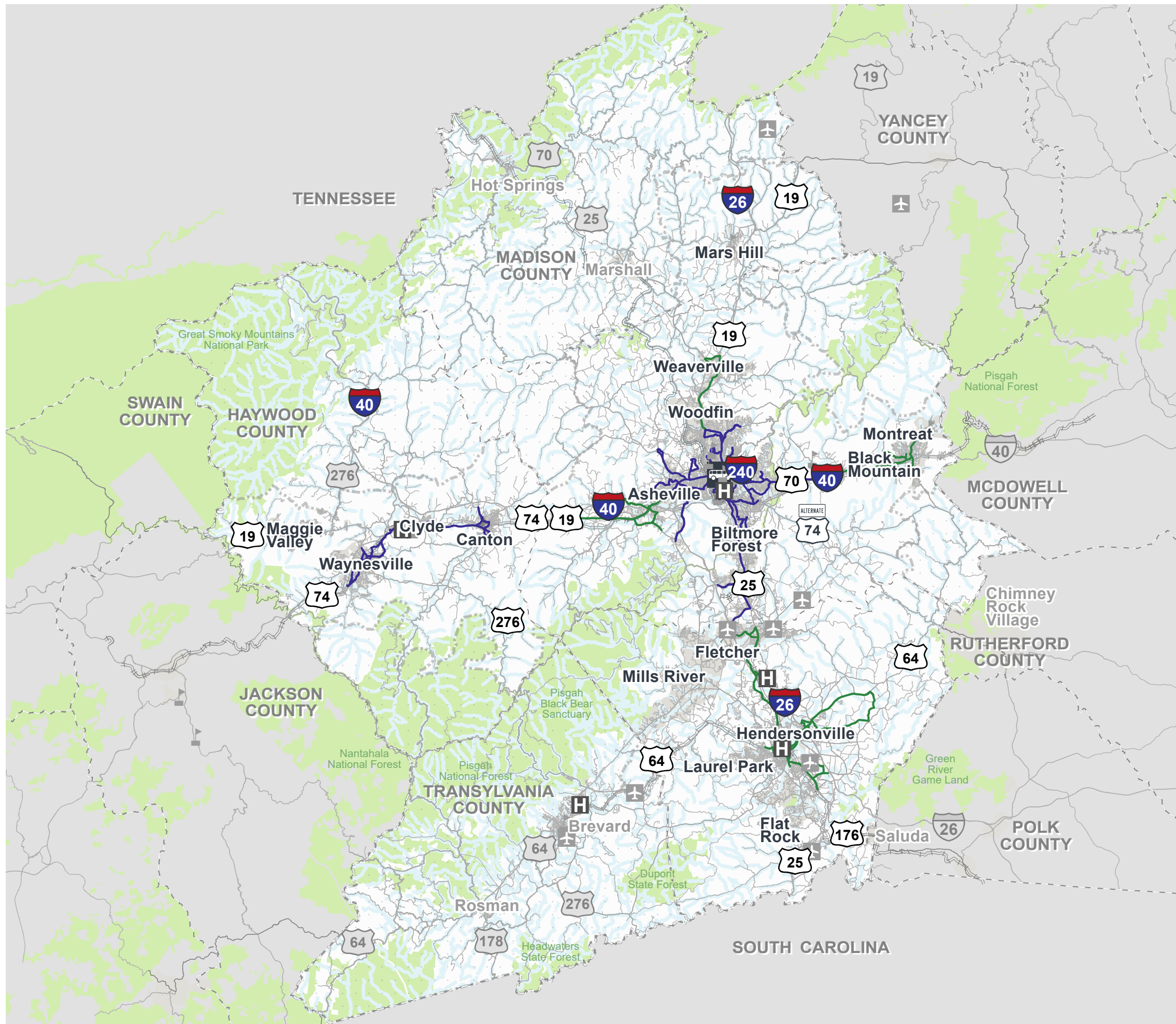


Sheet 3 of 4

Base map date: March 18, 2018

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**DRAFT WORKING MAP**  
Plan Date: January 28, 2024

# PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 899

## FRENCH BROAD RIVER

### Comprehensive Transportation Plan

#### Public Transportation and Rail Features

	Proposal ID #	Existing	Proposed
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#		
Amtrak Station	#		
Intermodal Terminal	#		

- French Broad River MPO
- Land of Sky RPO
- Other Planning Organizations / States
- Studied Roads

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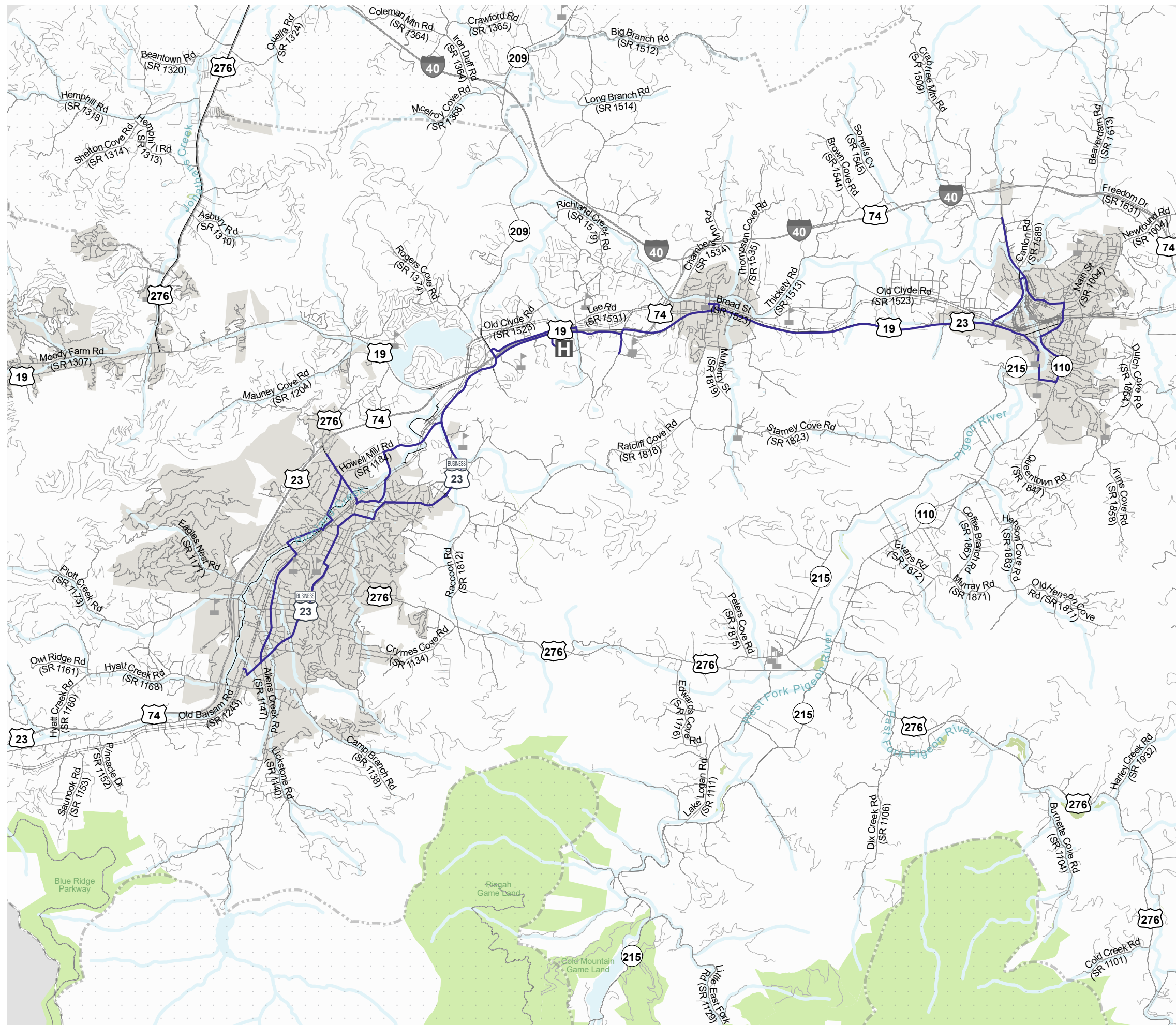
Sheet 3A of 4

Base map date: March 18, 2018

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**DRAFT WORKING MAP**  
 Plan Date: January 28, 2024





# PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 899

## FRENCH BROAD RIVER

### Comprehensive Transportation Plan

#### Public Transportation and Rail Features

	Proposal ID #	Existing	Proposed
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
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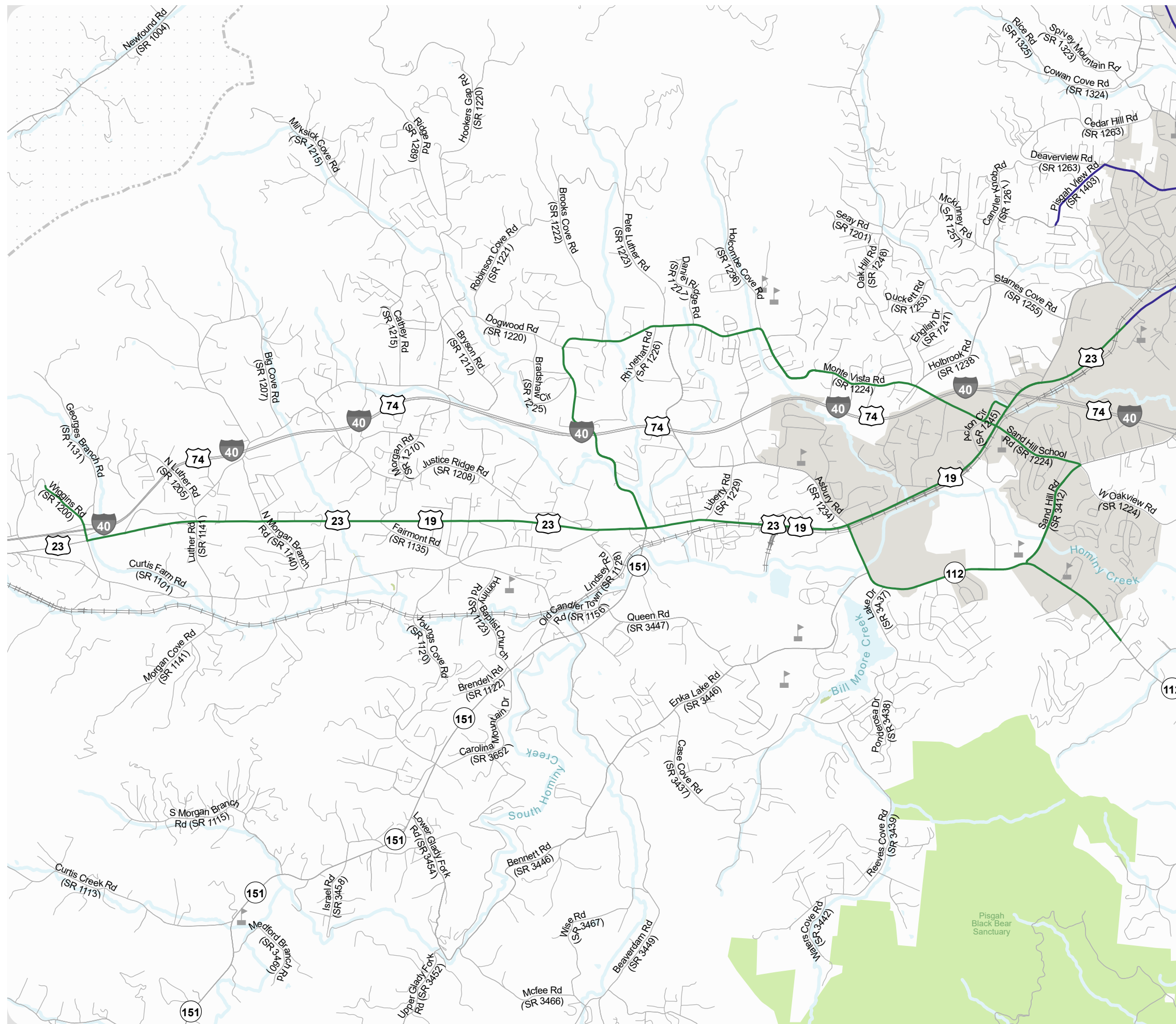
Sheet 3B of 4

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**DRAFT WORKING MAP**  
 Plan Date: January 28, 2024



# PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 899

## FRENCH BROAD RIVER Comprehensive Transportation Plan

### Public Transportation and Rail Features

	Proposal ID #	Existing	Proposed
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
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Amtrak / Freight Route	#		
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Amtrak Station	#		
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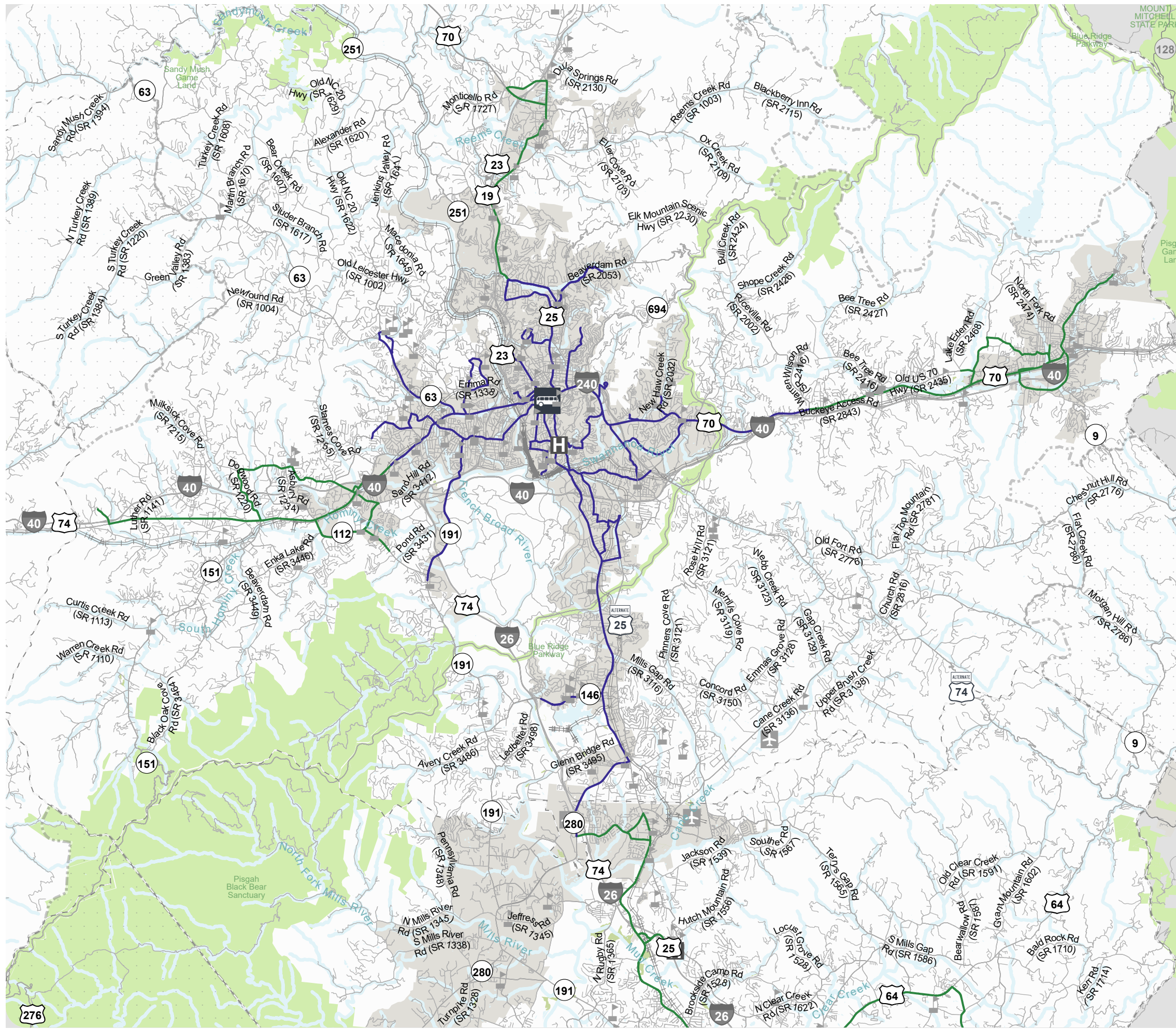
Sheet 3C of 4

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**DRAFT WORKING MAP**  
 Plan Date: January 28, 2024



# Item 4D:

## 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.

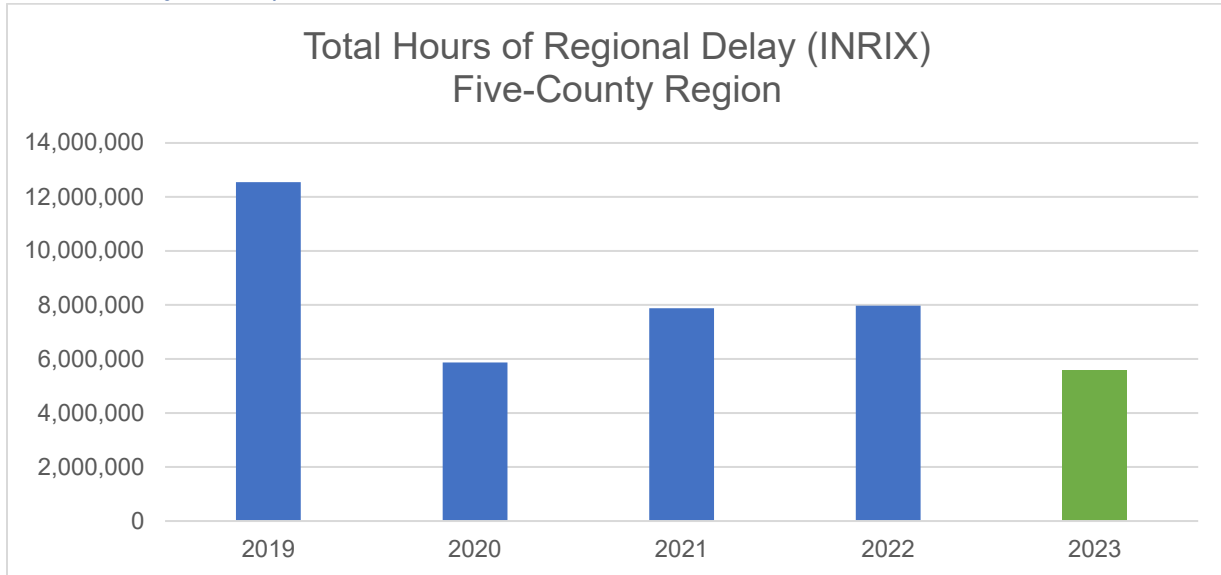
<b>TIP ID</b>	<b>Project Title</b>	<b>County</b>	<b>Project Status</b>	<b>When Will Current Phase Be Completed?</b>	<b>Construction Year (Beginning)</b>
<b>BL-0005</b>	Broadway St Ped Improvement	Buncombe	Closing Out	Recently Completed!	
<b>HL-0012</b>	I-240/Charlotte St Interchange & Ped Improvements	Buncombe	Under Construction	Recently Completed!	
<b>BL-0007</b>	Ecusta Trail (Kanuga Rd to US 64)	Henderson	Under Construction	Winter 2024 (Weather Dependent - Possibly Spring 2025)	2023
<b>EB-5948</b>	Onteora Blvd Sidewalks	Buncombe	Under Construction	Spring 2024, possibly later in the year.	2023
<b>U-5190</b>	New Leicester Sidewalks	Buncombe	Under Construction	Spring 2024	2023
<b>HL-0014</b>	Biltmore Ave/White Fawn Dr Intersection Improvements	Buncombe	Working on Project Agreement	Construction to Begin This Year	2024
<b>EB-5944</b>	Johnston Rd Sidewalks	Buncombe	Design – 99% R.O.W – 99%	Construction to Begin This Year	2024

<b>EB-5947</b>	New Haw Creek Rd Sidewalks	Buncombe	Design – 99% R.O.W. – 99%	Construction to Begin This Year	2024
<b>U-5019A</b>	Town Branch Greenway	Buncombe	Design – 95% R.O.W. – 100%	Construction to Begin This Year	2024
<b>HL-0003</b>	Haywood Rd Resurfacing & Ped Improvements	Buncombe	Design – 80%	Construction to Begin This Year	2024
<b>BL-0076</b>	Riceville Rd Sidewalks	Buncombe	Design – 0%	October 2024	2025
<b>EB-5547A</b>	Riverwalk Greenway (Black Mountain Ave to Flat Creek Greenway)	Buncombe	Design – 30%	Late 2024	2025
<b>EB-5547B</b>	Riverwalk Greenway (Black Mountain Ave to Into the Oaks Trail)	Buncombe	Design – 30%	Late 2024	2025
<b>EB-5774A</b>	Woodfin Greenway	Buncombe	Design – 85%	R.O.W. – 2024 Construction - 2025	2025
<b>EB-5824</b>	Enka Heritage Trail	Buncombe	Design – 15%	R.O.W. – Late 2024 or Early 2025	2025
<b>EB-5831</b>	Coxe Ave Bike/Ped Improvements	Buncombe	Design – 10%	Spring 2024	2025
<b>EB-5774B</b>	Beaverdam Creek Greenway	Buncombe	Design – 30%	R.O.W. - Late 2024	2026
<b>EB-5822</b>	North RAD Greenway	Buncombe	Design to Begin Soon		2026
<b>HL-0013</b>	9 <sup>th</sup> Ave Bridge Replacement	Buncombe	Design – 30%	Design – Complete in 2025 R.O.W. – Beginning Late 2024	2026

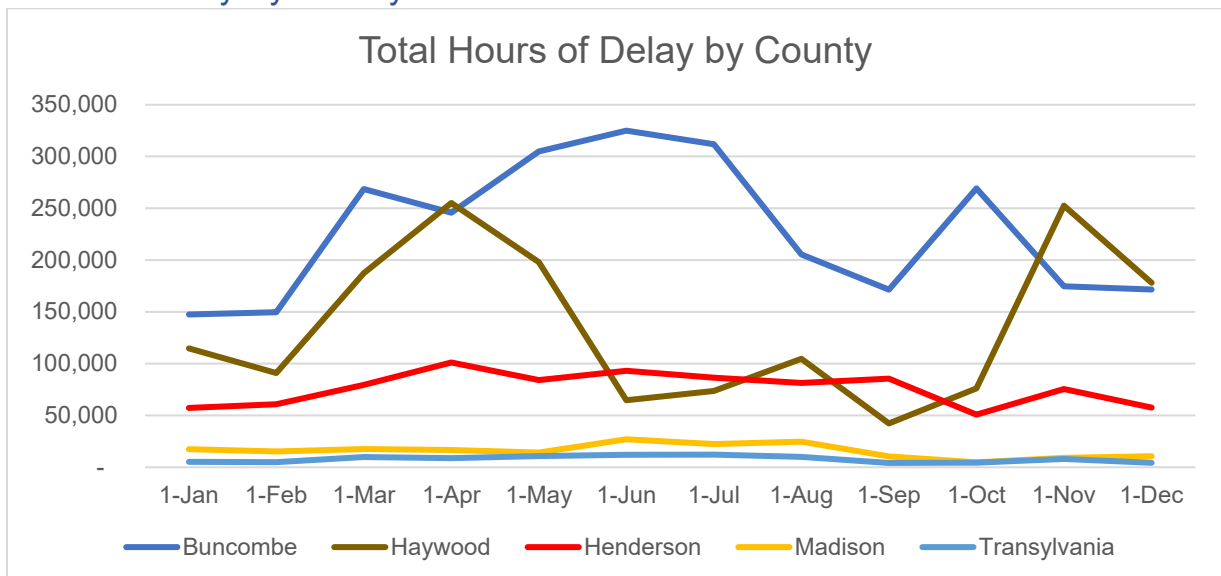
<b>BL-0078</b>	Ecusta Trail (US 64 to Transylvania County Line)	Henderson	Design Underway	Winter 2024	2027
<b>EB-5823</b>	Bent Creek Greenway	Buncombe	PE to Begin in 2029		Funded for PE Only
<b>EB – 5946</b>	NC 280 Multi-Use Path	Henderson			Funded for PE Only

# Data:

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



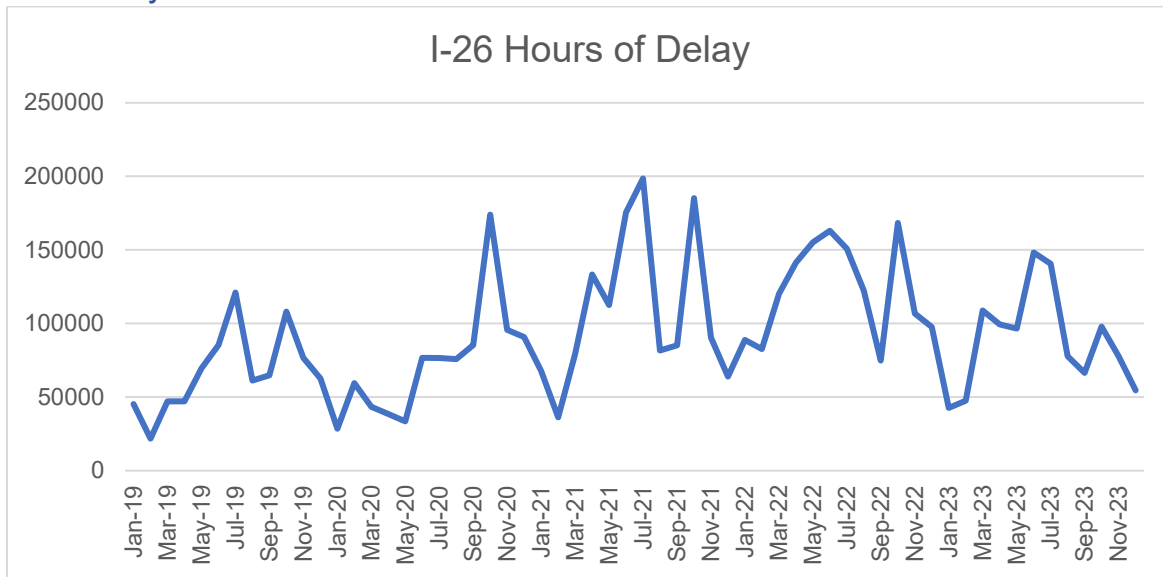
Hours of Delay By County for 2023:



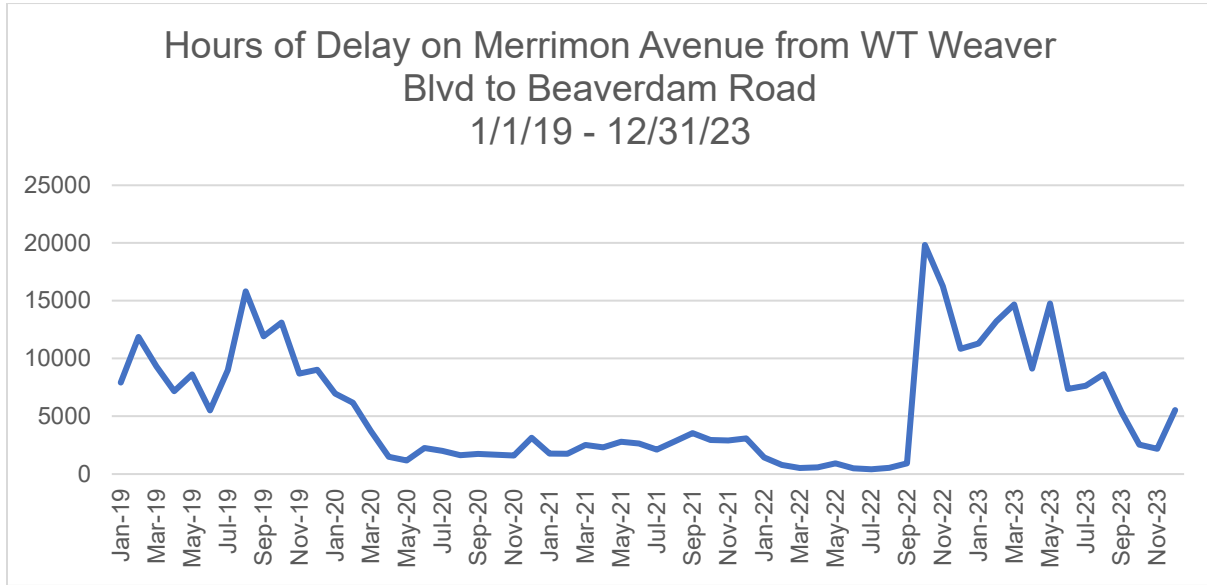
## Top-10 Bottleneck in the Five-County Area – January, 2024

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

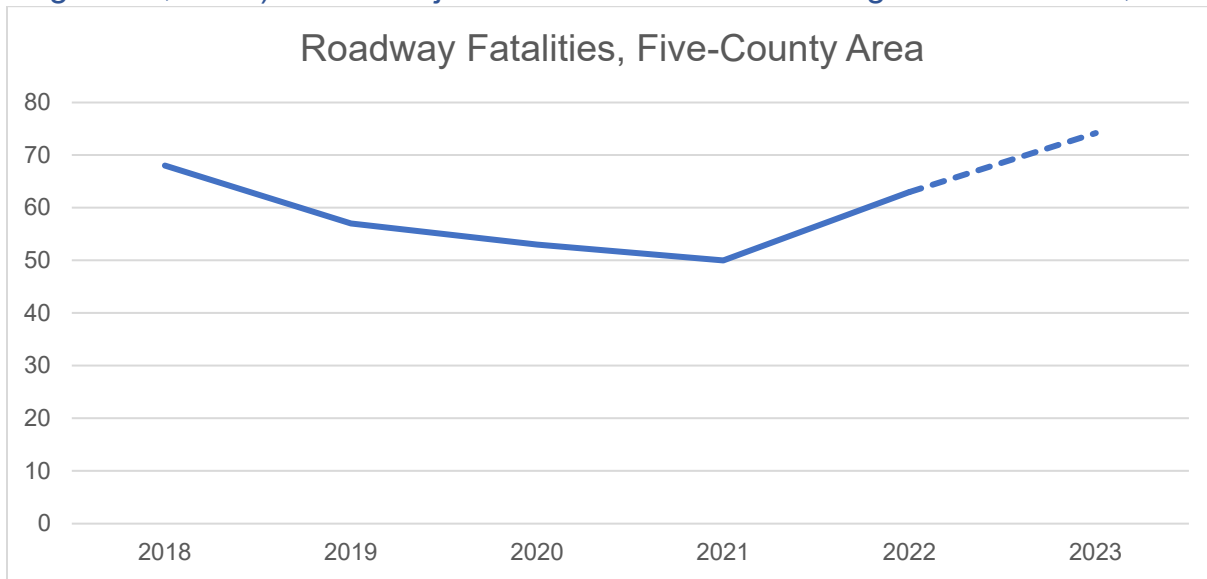
## I-26 Delay



### Merrimon Avenue Delay

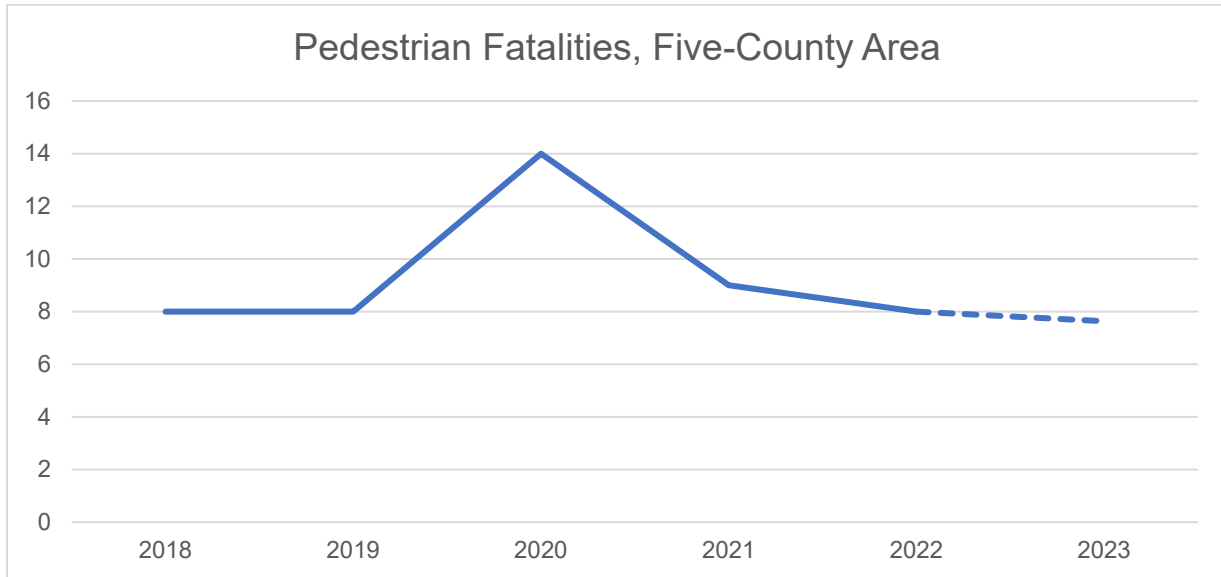


### Roadway Fatalities in the Five-County Area (36 Fatalities Reported Through August 31, 2023) \*2023 Projected Based on Data Through November 30, 2023

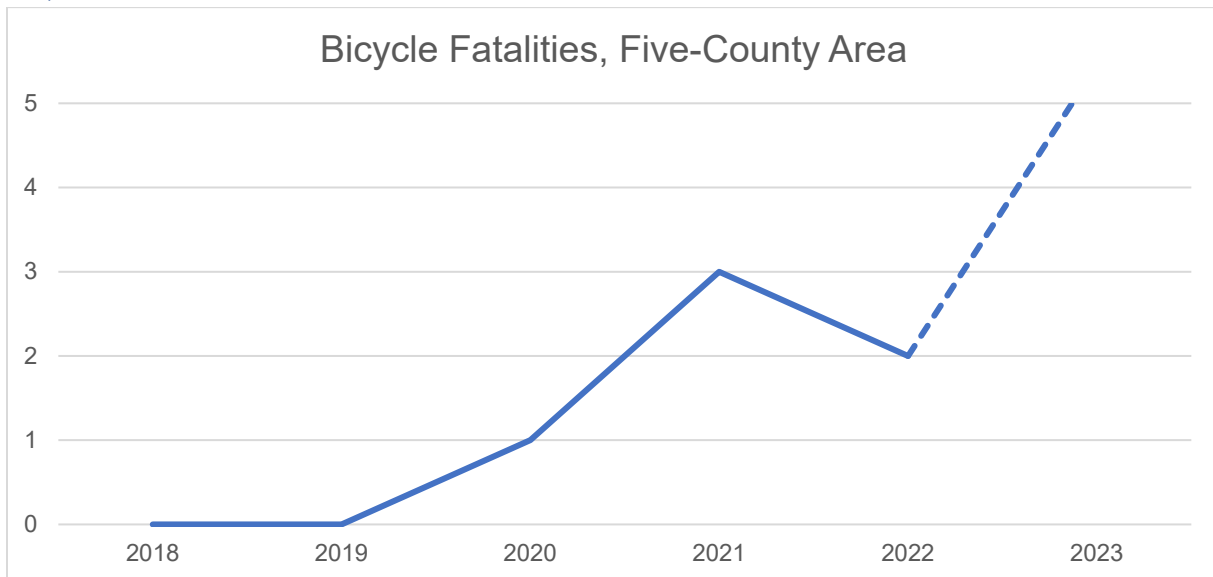




Pedestrian Involved Fatalities in the Five-County Area (Two Fatalities Reported Through August 31, 2023) \*2023 Projected Based on Data Through November 30, 2023



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

