

# Prioritization Subcommittee

## *Meeting Agenda*

June 5, 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)

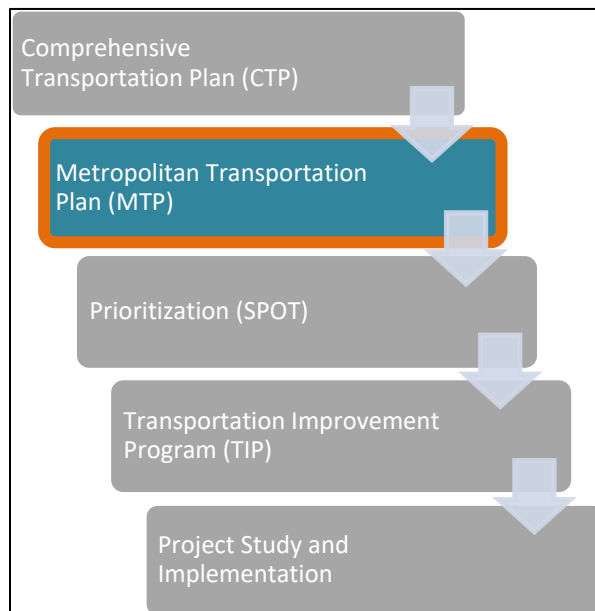
<b>1. Welcome and Introductions</b>	Elizabeth Teague
<b>2. Public Comment</b>	Elizabeth Teague
<b>3. Approval of May, 2024 Meeting Minutes</b>	Elizabeth Teague
<b>4. Business</b>	
A. 2050 MTP Kick-Off	Tristan Winkler, MPO Staff
B. P 7- Draft Local Input Points for Regional Impact Projects & P 7 Update	Tristan Winkler, 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

## 2050 Metropolitan Transportation Plan (MTP)

### Very Brief Overview

The Metropolitan Transportation Plan (MTP) is a federally-required planning document that MPOs are required to update and maintain to reflect planned transportation investments in the region over the next twenty-five years. The MTP is required to be fiscally constrained, meaning that projects in the MTP have to be reasonably expected to work within projected revenues. The French Broad River MPO is required to update its MTP every five years with the last update completed in September, 2020 (not including amendments.)



### Why You Should Care

- Projects requiring federal actions or federal funds cannot proceed without being in the MTP
- Provides a realistic roadmap to the region's next 25 years by looking at current and projected challenges and opportunities
- Helps to explore links between transportation and land use
- Provides an opportunity to revisit regional priorities
- Involve the public and other stakeholders in regional transportation planning

### General Summary for Today

- The MPO has hired a team led by McAdams to develop the 2050 MTP
- The scope of work includes revisiting identified needs, prioritizing projects, incorporating planning factors, analyzing environmental justice concerns, and engaging resource agencies, stakeholders, marginalized communities, and the public in the process
- The McAdams team will present on the project schedule for the MTP as well as the Public Involvement Plan

# FBRMPO 2050 MTP

## Public Involvement Plan

The French Broad River MPO 2050 MTP public involvement plan will be used to guide the engagement process throughout the development of the MTP. It is intended to be a guide and a living document that can adjust to the needs of the MPO.

### Purpose

The purpose of this community engagement plan is to:

- > Inform the community on the proposed planning process for the 2050 MTP.
- > Provide an overview of prior community involvement.
- > Gauge public interest in the planning process.
- > Understand where the community desires transportation network improvements throughout the FBRMPO planning area.
- > Understand how the community would like to see the transportation network develop in future years.
- > Phase and prioritize transportation projects for future investment and development.

### Public Involvement Methods

The McAdams team will use a variety of techniques including:

- > Project Website
- > Social Media
- > Email Blasts
- > Media Releases
- > Pop-up Events
- > Small Group Meetings
- > Surveys
- > Online Interactive Mapping Tools & Exercises

Opportunities					
Techniques	Goals + Objectives	Candidate Projects	Fiscally Constrained Project List	Ongoing Education	Draft 2050 MTP
Website	●	●	●	●	●
Social Media	●	●	●	●	●
E-Blasts	●	●	●	●	●
Media Release	●	●	●		●
Public Meetings	●	●	●	●	
Pop-up Events	●		●	●	●
Small Group Meetings		●	●		
Surveys	●		●		
Online Interactive Mapping		●	●		

### Stakeholder/Agency Outreach

Stakeholder outreach will be designed to extend throughout the planning process. Key stakeholders in the region will be convened in virtual Focus Groups, with up to 8 virtual meetings for stakeholders over the course of the 2050 MTP development. The following organizations will be included in the outreach and Focus Groups:

- > **Transportation and Community Service Providers**
  - Transit Agencies / Local Transportation Staff
    - Asheville Rides Transit (ART)
    - Apple Country Public Transit
    - Madison County Public Transportation Authority
    - Haywood Public Transit
    - Mountain Mobility
  - Freight Stakeholders
    - Norfolk Southern
  - Local and Regional Airports
    - Asheville Regional Airport
- > **Civic Organizations**
  - Bicycle and Pedestrian Advocacy Groups
    - Asheville on Bikes
  - Housing Authorities
  - Faith-Based & Volunteer Organizations
  - Environmental Advocacy Groups
    - MountainTrue
- > **Economic Development**
  - Chambers of Commerce
  - Business Associations/Stakeholders
  - Large Employers / Traffic Generators
    - Biltmore Estate
    - Sierra Nevada
    - Mission Health
    - Pratt and Whitney
    - Eaton Corporation
    - Pardee Memorial Hospital
    - Park Ridge Health

- Wilsonart LLC
  - Blue Ridge Community College
  - Meritor
  - Mars Hill University
  - Consolidated Metco
  - Giles Chemical
- Career/Workforce
- > **Elected Officials**
  - City Councils/Mayors
  - State Legislators
  - Planning Commissions
  - Transportation and Public Works Committees
- > **Public Agencies**
  - Local Government
    - Emergency Services
- Law Enforcement
  - Health Departments
  - Schools
  - Parks and Recreation Departments
- State/Federal DOT
- Environmental Resource
  - Asheville-Buncombe Air Quality Organization
- Housing Authorities /Advocacy Groups
- > **Area Residents**
  - Homeowners Associations
  - Community Associations
  - Historically Under-Represented Groups<sup>1</sup>

Throughout the development of the 2050 MTP, the FBRMPO Technical Coordinating Committee and Board will be updated on the status of public involvement. The McAdams team will coordinate with FBRMPO staff to identify additional stakeholders to include in the process. Stakeholders will be able to participate in Public Meetings, virtual Focus Groups, and through Community Outreach efforts further described hereafter.

The 8 Focus Groups will be determined with input from the Steering Committee and dates will be set following that coordination. It is anticipated that there will be one Focus Group held for each category of stakeholders and two catch-all meetings for stakeholders who could not attend the meeting that corresponds to their categorization.

## Public Meetings

The McAdams team proposes to hold 4 phases of public meetings (with *up to* 3 meetings per series) to inform and engage the public. A description of the phases is detailed below:

- > Phase 1: Define Our Vision
  - This will occur in **July 2024**, with an in-person event in either Canton/Waynesville or Mars Hill.
  - *Guiding Principles*: How we approach the process
  - *Vision Statement*: Where we want to be
  - *Goals & Objectives*: What we want
  - *Performance Measures & Targets*: How we will know if we got where we want to be
- > Phase 2: Evaluate Today's Network (Existing Conditions, Opportunities & Constraints)
  - This will occur in **September 2024**, with the in-person component held in Henderson County (Apple Festival).
  - *Status of the System*: What we have now

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<sup>1</sup> See **Environmental Justice and Community Outreach** section

- *System Deficiency Summary*: What needs to improve
- *Transportation Network Evaluation*: How it performs
  
- > Phase 3: Analyze Tomorrow's Network (Modeling, Scenario Planning, Preliminary Projects)
  - This will occur in **February 2024**, with the in-person component held in Mars Hill or Canton/Waynesville.
  - *2050 Model Runs*: What 2050 will be like based on trends
  - *Performance Based Scenarios*: Our possible futures
  - *Preliminary Projects*: Response to current and anticipated needs, proposed projects and scoring
  - *Strategy & Phasing Considerations*: How to work towards getting the network we want.
  
- > Phase 4: Build Our Roadmap (Implementation Plan, Financial Plan, 2050 MTP)
  - This will occur in **April 2025**, with the in-person component held in Asheville.
  - *Project & Strategy Recommendations*: What we need to build the desired network
  - *Phasing & Implementation Plan*: Specific steps to build the desired network and implement policy recommendations
  - *Financial Plan*: How it will be funded, matching costs with anticipated revenue
  - *Draft 2050 MTP*: Share draft MTP document

The feedback collected through the various public outreach methods will be considered in development of the plan and used in the decision-making process of what will be incorporated into the final report. Comments received will be documented in the final report, which will then be presented to the FBRMPO TCC and MPO Board meetings for a public hearing. Public meetings will be held at various locations around the FBRMPO Planning Area to ensure that residents across the region have the opportunity to provide input. The Working Group will decide specific locations, dates, and times. FBRMPO staff will be responsible for reserving the public meeting venues and publicizing the public meetings. The McAdams team will also utilize a digital survey platform for virtual public engagement throughout the life of the project and will create a chapter of the final report summarizing the public input received.

## Digital Engagement

Content for a project website will be provided by the McAdams team and hosted by the FBRMPO. Additionally, social media platforms will be utilized, and social media content provided, online and hard copy paper surveys created, and virtual engagement opportunities hosted as available and identified within the MTP PIP. Media content developed for the MTP will be translated into languages other than English when appropriate as outlined in the FBRMPO's Title VI Plan. The FBRMPO's Title VI Plan identifies that within the Asheville MSA, 5.12% of the population speaks Spanish or Spanish Creole, and of that percentage, 2.69% speak English less than "very well." As such, McAdams anticipates the need to provide social media materials in Spanish as well as in English.

## Environmental Justice and Community Outreach

The McAdams team will identify community partners and organizations within or serving environmental justice and underrepresented communities. We will collaborate with these partners to develop a targeted engagement strategy, using events, networks and techniques that the communities are already familiar with to distribute information and obtain feedback to ensure their meaningful representation in the MTP development process. The McAdams team will ensure that the targeted EJ engagement strategy developed is easily adapted so that if initial strategies do not result in sufficient engagement

from EJ communities alternative methods will be explored. The team anticipates that EJ engagement strategies will prioritize methods to overcome traditional barriers to inclusion, such as accessibility (ADA, transit-accessible), resources (childcare, food, transportation, etc.), language, and access to technology. Furthermore, the McAdams team will identify stakeholders conducting outreach in the targeted areas and coordinate with those stakeholders to the extent possible.

### Environmental Justice (EJ) Communities

Inclusive public outreach and offering equitable opportunities to provide input is a key component of the engagement efforts associated with MTP development and is also a required component of the metropolitan transportation planning process. FBRMPO is committed to encouraging and facilitating public engagement for Environmental Justice (EJ) communities and ensuring events and activities are accessible for these community members.

EJ Stakeholders may include:

- > Community organizations
- > Faith-based organizations
- > Latino community leaders

EJ locations may include:

- > Churches
- > Barbershops
- > Libraries

When engaging with EJ communities, it is important to make sure that they are heard. One way to ensure this occurs is to connect with ambassadors who have existing relationships with Communities of Concern. In order to advance equity and inclusion within the context of the 2050 MTP, the consultant team will aim to apply the Government Alliance on Race and Equity (GARE) framework. It is recommended that the FBRMPO connects with and presents at an upcoming City of Asheville Community Reparations Commission meeting in the summer of 2024.

Among the groups that the consultant team will connect with early in the process to build relationships and identify ambassadors for EJ communities are:

### **Buncombe County**

- > Local Government
  - o Department of Equity and Inclusion for the City of Asheville
    - Sala Menaya-Meritt, Director ([smenaya-merritt@ashevillenc.gov](mailto:smenaya-merritt@ashevillenc.gov))
  - o African American Heritage Commission
- > Nonprofit Organizations
  - o Christine W. Avery Learning Center
  - o The State of Black Asheville
  - o YMI Cultural Center, Inc.
  - o Center for Participatory Change
  - o Asheville-Buncombe Community Land Trust
  - o Hood Huggers International
  - o Asheville Racial Justice Coalition
  - o Asheville-Buncombe Institute of Parity Achievement\

- BeLoved Asheville
- Building Bridges of Asheville, NC
- Green Opportunities
- Southerners On New Ground
- Eagle Market Streets Development Corporation, CDC
- > Businesses
  - PennyCup Coffee
  - Noir Collective AVL
  - Asheville Cake Lady
  - Haywood Lounge
  - Tiger Bay Café
  - Hummingbird Candle Co.
  - The Block
- > Neighborhood Groups
  - Shiloh Community
  - Burton Street Community
  - Hill Street Community
  - Stumptown
  - East End/Valley Street Neighborhood Association
- > Churches
  - St. Matthias Episcopal Church
  - St. James African Methodist Episcopal (A.M.E.) Church
  - Hill Street Missionary Baptist Church
  - St. John Missionary Baptist Church
  - Unitarian Universalist Congregation of the Swannanoa Valley

### **Henderson County**

- > Diversity & Inclusion Advisory Committee for the City of Hendersonville
- > Henderson County's Black History Research Committee
  - Ronnie Pepper ([pepper@blackhistories.org](mailto:pepper@blackhistories.org))
- > Churches
  - Shaw's Creek A.M.E. Zion Church
  - Star of Bethel Baptist Church
  - Mud Creek Missionary Baptist
  - Union Grove Baptist
  - Angel of Love Holiness
  - Mt. Zion Baptist
- > Neighborhood Groups
  - Beacock Town Community
  - Black Bottom Community
  - West End Community
  - Brooklyn/Green Meadows Community
- > Nonprofits
  - Hola Carolina
  - True Ridge
  - Blue Ridge Literacy Council
- > Businesses
  - Dred Life Kitchen



- Sweet Thangs
- Carolina Cutz

### **Haywood County**

- > Pigeon Community Multicultural Development Center
- > The Community Foundation of Western North Carolina
- > Haywood Pathways Center
- > SCORE
- > Folkmoot USA
- > Affordable Home Ownership, Inc.

### **Madison County**

- > Madison County Racial Justice Coalition
- > Community Housing Coalition
- > La Esperanza
- > Mars Hill University Center for Diversity, Equity, and Inclusion
- > Mars Hill United Methodist Church
- > Episcopal Church of the Holy Spirit

### **Community Survey**

- > The purpose of the public survey is to:
  - Introduce the project and gauge public support.
  - Solicit and compile public comment on destinations, opportunities and challenges, user preferences, and route preferences.
  - Fulfill requests for information.
  - Develop an email contact list for interested parties.
- > Survey Questions - Draft survey questions provided in separate document. Survey questions to be determined following coordination with Steering Committee members.
  - Transportation Network Needs (corridors with opportunities for improvement or current constraints/concerns)
  - Current Facility User Preferences (frequency of use, type of use, and comfort level)
  - Desired Destinations (recreational, civic, retail, school)
  - Commuting Patterns (home and work zip codes, modes of transportation)
  - Demographics (age, gender, race/ethnicity, income, access to vehicles, and disability)
- > Survey Timeline: **September – October 2024**
  - Proposed survey launch: September/October 2024 – exact dates to be determined in coordination with the FBRMPO staff and Steering Committee members.
  - The survey will be open for public comment for at least 21 days.
- > Survey Format + Distribution:
  - Online Survey Platform (PublicInput.com with interactive mapping component) to be linked on the FBRMPO's website.
  - PDF copy provided for paper copies of the survey to be distributed by FBRMPO staff and Steering Committee members.

- Communications materials to be provided for survey distribution: flyer, sample social media posts with images, and press release.

### Draft Study Review

- > The draft study will be provided to Steering Committee members and the public for review and final comments.
- > Draft Review Timeline:
  - Release of the Draft Study is proposed for May/June 2025, but exact dates to be determined based on project schedule.
  - The review period will be open for Steering Committee members for at least 14 days.
  - Following Steering Committee member review, the review period will be open for the public for at least 14 days.
- > Draft Study Distribution:
  - A PDF link of the draft study to be provided to Steering Committee members via email, and the pdf study should be linked on the FBRMPO's website for public review.

### Project Webpage

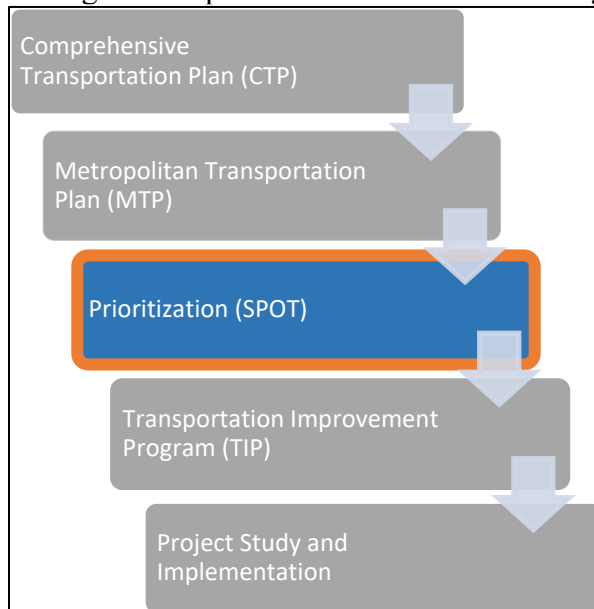
- > A project webpage will be posted to the FBRMPO's website. The following project overview and updates will be provided by the project team at set intervals based on the project schedule:
  - Project Overview and Schedule
  - Study Area Map
  - Existing Conditions Maps
  - Community Survey Link
  - Survey Results
  - Steering Committee Meeting Presentations
  - Public Meeting Presentation
  - Draft MTP

# Item 4B:

## P 7 – Draft Local Input Point Assignment for Regional Impact Projects

### Very Brief Overview

The Prioritization Process (AKA SPOT, AKA P 7) is the process in North Carolina that helps determine the majority of transportation improvements across the State. The process is dictated by the Strategic Highway Investments Act (STI) of 2012 and is generally designed to be a data-driven, transparent process to determine what transportation projects are funded or not. MPOs are engaged throughout the process to submit projects for consideration (along with Divisions and RPOs) as well as local input points that are used to boost the scores of projects competing for Regional Impact or Division Needs funding.



### Action Items for Today

- Overview of the Public Survey that was done across the five-county area for P 7 considerations
- Recommend which projects should receive Draft Local Input Points in the Regional Impact tier



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# P 7.0 PUBLIC SURVEY SUMMARY

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May 2024

# Introduction

The process of prioritizing transportation projects in North Carolina is dictated by the Strategic Transportation Investments Act, passed into law in 2012. The law dictates a process that is transparent, data-driven, and collaborative. This process is known as SPOT, which is a process in which projects are evaluated, scored, and either committed funding or re-entered to compete in future rounds of SPOT. 'P 7' refers to the 7<sup>th</sup> iteration of the Prioritization (SPOT) process. Each round of SPOT results in a new State Transportation Improvement Program (STIP). The STIP is a ten-year living document that details federally funded transportation projects including project descriptions, funding sources, and timelines.

Engaging with the public is a crucial part of the Prioritization process. At the regional level, it can be challenging to explain the process of prioritizing transportation investments and get the public engaged. However, as public interest in transportation in our region has grown, the planning organizations for our region have worked to creatively and more effectively engage the public about projects being considered for our region.

The survey was developed, in tandem with the Land of Sky RPO and NCDOT, using Survey Monkey and was available in English and Spanish. The format of the survey was informed through the MPO's Citizens' Advisory Committee and was intended to be digestible to someone who may not be familiar with the regional transportation planning process. Each page consisted of a map of projects color-coded by the improvement type, a terminology key, and a question for each project where users could identify their sentiment of the project from 1-5. 1 being very supportive, 2 being somewhat unsupportive, 3 being neutral, 4 being somewhat supportive, and 5 being very supportive. Projects were divided by county and mode, and users could choose to provide input on as many or as few projects as they wished. The survey was open from April 1<sup>st</sup>, 2024 to May 20<sup>th</sup>, 2024.

The purpose of this survey was to inform the MPO & RPO's TCC, Board, and members governments of the public sentiment around potential projects in the region as well as inform the application of Local Input Points later in the Prioritization process.

# Survey Distribution

The French Broad River MPO and Land of Sky RPO pursued several routes of promotion of the survey including various digital avenues and physical ones. The survey was accessible via the MPO and RPO websites as well as through links shared with relevant MPO & RPO email lists.

The survey was also promoted on social media via Facebook, X (Twitter), Instagram, Nextdoor, and Reddit. It was also advertised digitally on Meta platforms (Facebook & Instagram). These advertisements ran for the entire time that the survey was open and generated 443 clicks on the survey link.

Physical flyers, both in English and Spanish, were distributed throughout the region in libraries, community centers, and local stores/restaurants. The flyers contained a brief explanation of the survey and a QR code that users could scan to access the survey. Cardboard drink coasters were also distributed throughout the region to local coffee shops, restaurants, and breweries. These coasters displayed an attention-grabbing design, also with a QR code that linked to the survey.



Left: Advertisement used on Meta platforms (Facebook & Instagram)



Right: Design of cardboard coasters that were distributed throughout the region

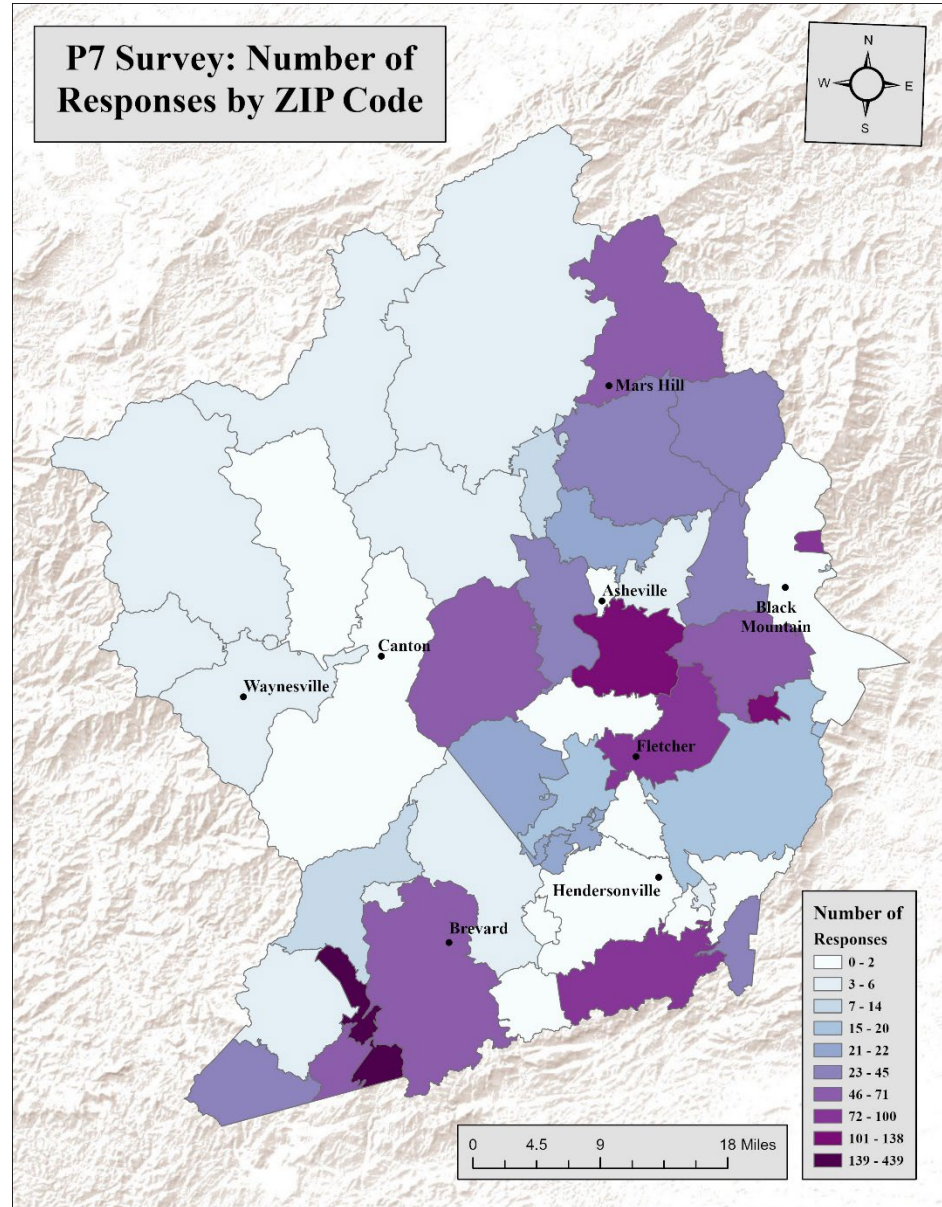
## Survey Responses

The survey received a total of 1,761 responses from the five counties surveyed. Of those, 593 came from Buncombe County, 53 came from Haywood County, 415 came from Henderson County, 60 came from Madison County, and 655 came from Transylvania County.

Despite being the second-least populated county in the surveyed region, Transylvania County had the most responses to the survey. Buncombe, being the most populated county in the region, closely followed Transylvania with roughly 60 less responses. Henderson County, the second-most populated surveyed county, followed Buncombe by nearly 180 responses.

Survey responses from Haywood and Madison Counties were minimal compared to the other counties, with both counties garnering over 350-fewer responses than Henderson County, and roughly 500-fewer responses than Buncombe or Transylvania Counties.

The introduction page of the survey asked users to input their ZIP code, this was the only required question in the survey. The data from this question allowed staff to map responses by ZIP code to get a better understanding of where responses were coming from within counties. The map to the right shows the number of responses by ZIP code.



## Survey Results – Buncombe County

Buncombe County Projects received 593 individual responses, with between 336 – 454 responses per project, depending on the project. The county received the second-highest survey turnout in the region, surpassed only by Transylvania County.

In general, all projects received more positive ratings from survey users than neutral or negative, except for three: the Modernization of Old US 19 from US 19/23 (Smoky Park Highway) to Youngs Cove Rd, the New Location project on Peachtree Road, and the Widening of I-40 from Wiggins Rd to Monte Vista Rd. The I-40 project was the only project in the entire survey to receive more negative ratings than neutral or positive.

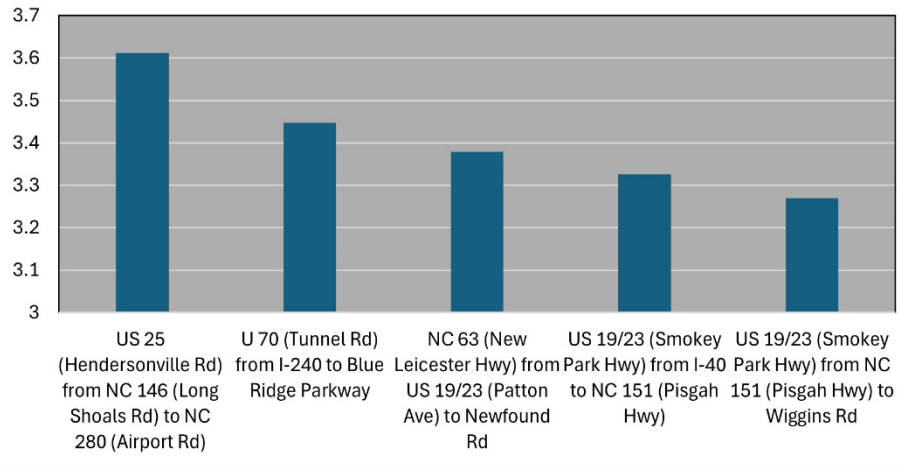
Bike/ped and transit/rail projects were generally more positively received than highway projects. The notable exception being the I-26/I-40/I-240 Interchange Improvement project, or section C of the I-2513 I-26 Connector project. This project was the second highest rated project for all of Buncombe County. The highest rated project for Buncombe County was the Norfolk Southern Line Asheville to Salisbury Passenger Rail project, which was also the highest scoring project in the entire survey. It received 79% positive ratings. Other notably high-rated projects include both segments of the Bent Creek Greenway, both segments of the Reed Creek Greenway, US 70 (Tunnel Rd) sidewalks, and the Reed Creek Greenway.

Though highway projects did not receive as much positive feedback as other modes, there were still projects that were distinctly well-received, and projects that were not. Aside from the previously mentioned I-26/I-40/I-240 Interchange project, the I-240/US 25 (Merrimon Ave) Interchange Improvement project was notably well-rated. The Modernization project on US 25 (Merrimon Ave)/US 19 Business (Weaverville Hwy) and the I-40/I-240/US 74A Interchange Improvement project were also among the highest rated highway projects in the county. The lowest rated highway projects in Buncombe County include the Widening of NC 191 (Brevard Rd/Old Haywood Rd), Modernization project of Cane Creek Rd, and US 70 (West State Rd) Road-Diet project.

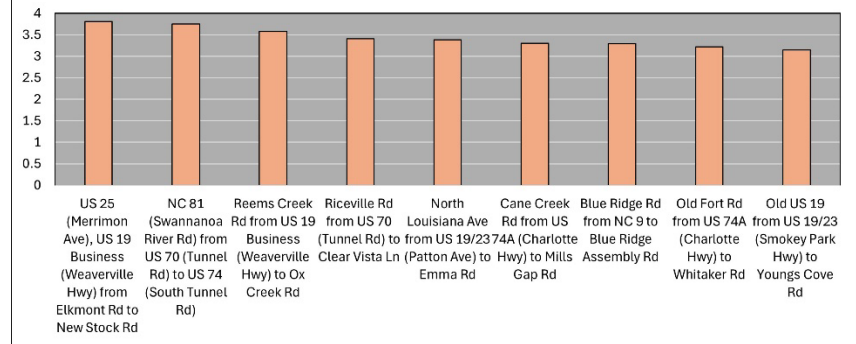
*For the simplified results of the Buncombe County portion of the survey, see the charts on the next page(s). For detailed information on the responses to each project, see the table in the appendix.*



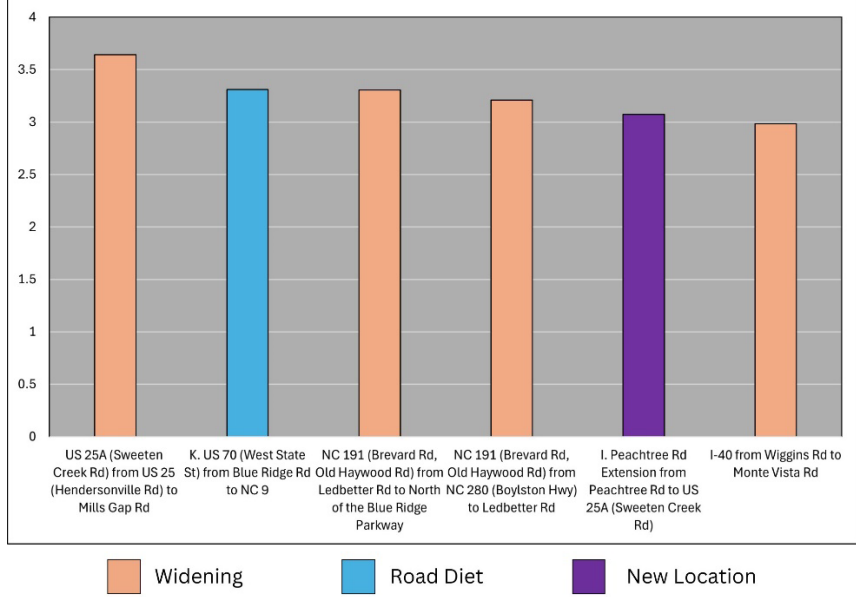
### Buncombe County Access Management Projects



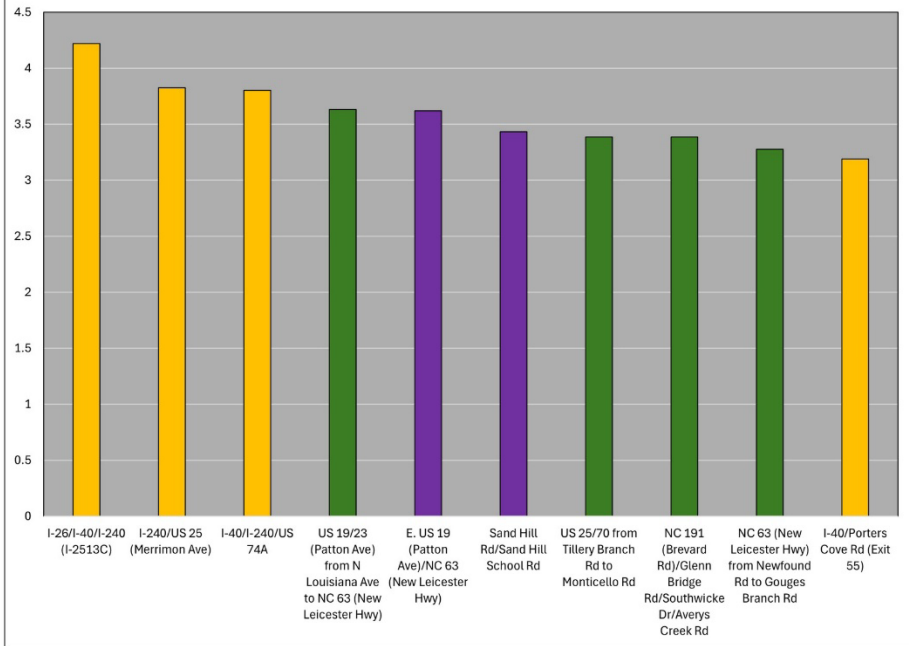
### Buncombe County Modernization Projects



### Buncombe County Widening, Road Diet, & New Location Projects



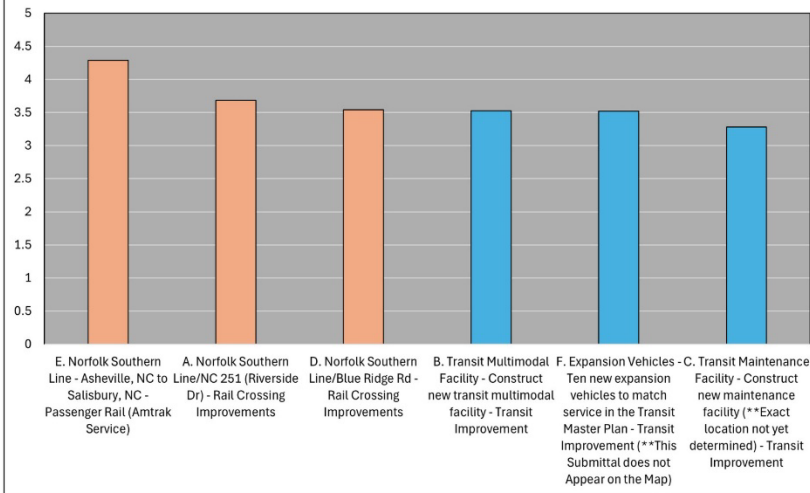
### Buncombe County Intersection & Interchange Projects



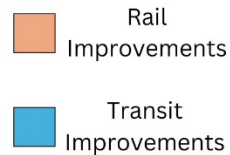
■ Interchange Improvements    
 ■ Multiple Intersection Improvements    
 ■ Intersection Improvements

# Buncombe County “Simplified” Survey Results Part 1

Buncombe Transit Projects



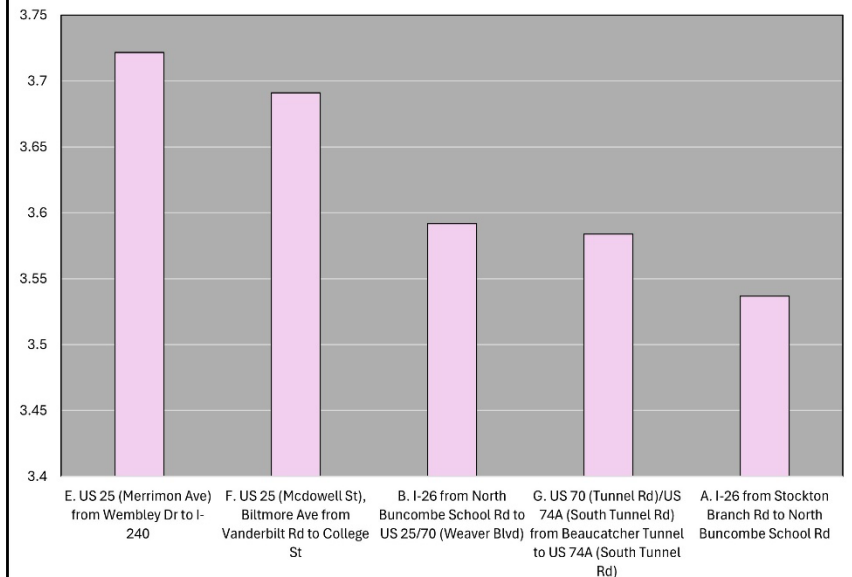
- 454 Responses
- Generally very strong support for passenger rail & other rail improvement projects
- Public expressed desire for more frequent bus schedules and stronger connections to other counties in the region



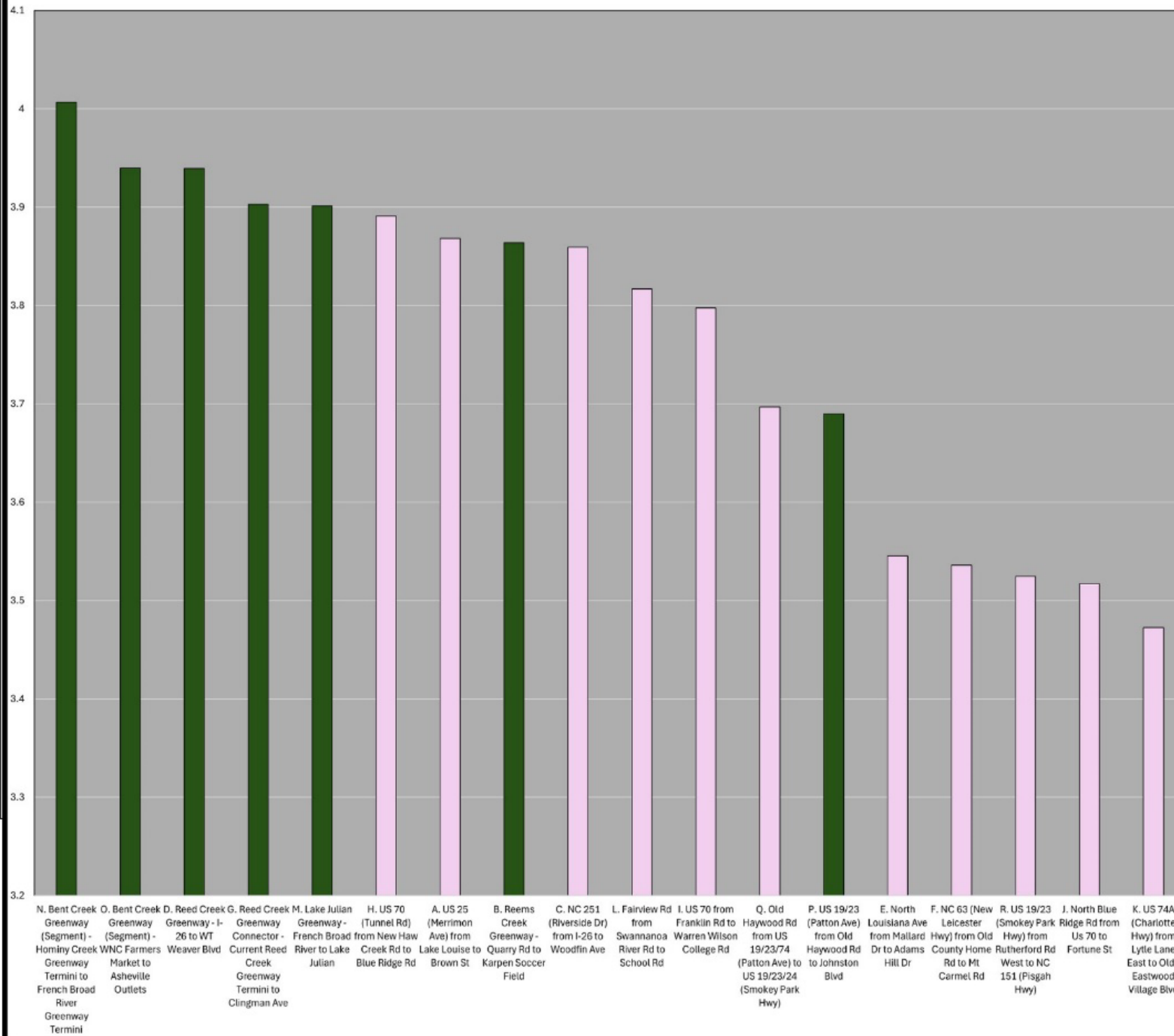
## Buncombe County “Simplified” Survey Results Part 2

## Next Page: Buncombe County “Simplified” Survey Results Part 3

Buncombe County Roadway Upgrade Projects



Buncombe County Bicycle & Pedestrian Projects



479 Responses

Strong support for safety and reducing vehicle traffic

Some desire to prioritize sidewalk projects over greenways

Greenway  
Sidewalk

## Survey Results – Haywood County

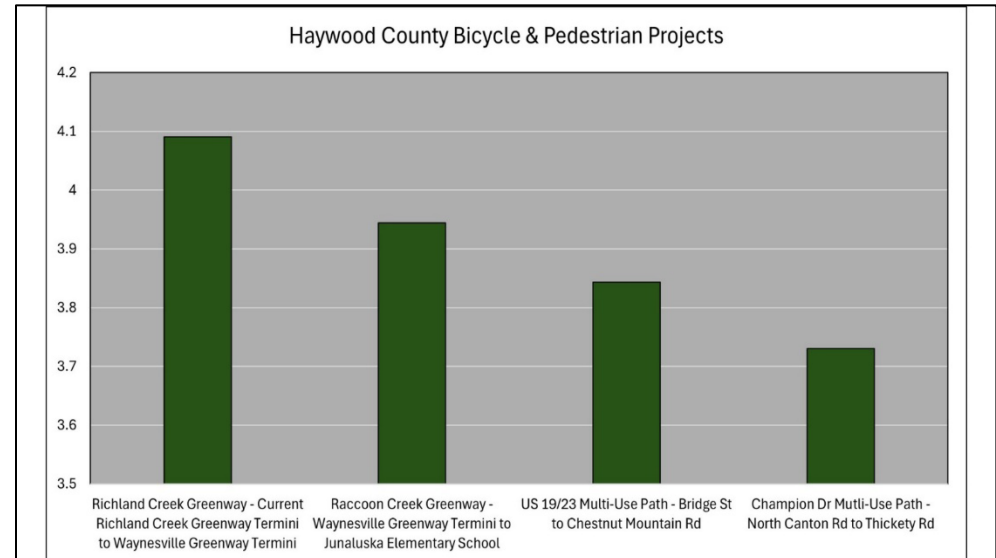
Haywood County Projects received a total of 53 responses, with between 49 – 55 responses per project, depending on the project. This was the county with the fewest responses of the five counties despite being the third most populous of the five counties.

Much like Buncombe County, Bike/Ped and Transit projects were generally favored over highway projects. In fact, there was not one highway project that was rated higher than a Bike/Ped or Transit project. The highest rated projects were the Richland Creek Greenway and Raccoon Creek Greenway, which held a marginal lead over the US 19/23 Multi-Use Path project. All Bike/Ped and Transit projects held a notable lead over highway projects.

The highest scoring highway project was the US 19/23 Roadway Upgrade project, followed by both sections of the I-40 widening project(s) which held nearly identical ratings. This is interesting to note, as the section of the I-40 widening project in Buncombe County was the lowest rated project in Buncombe, as well as the entire survey.

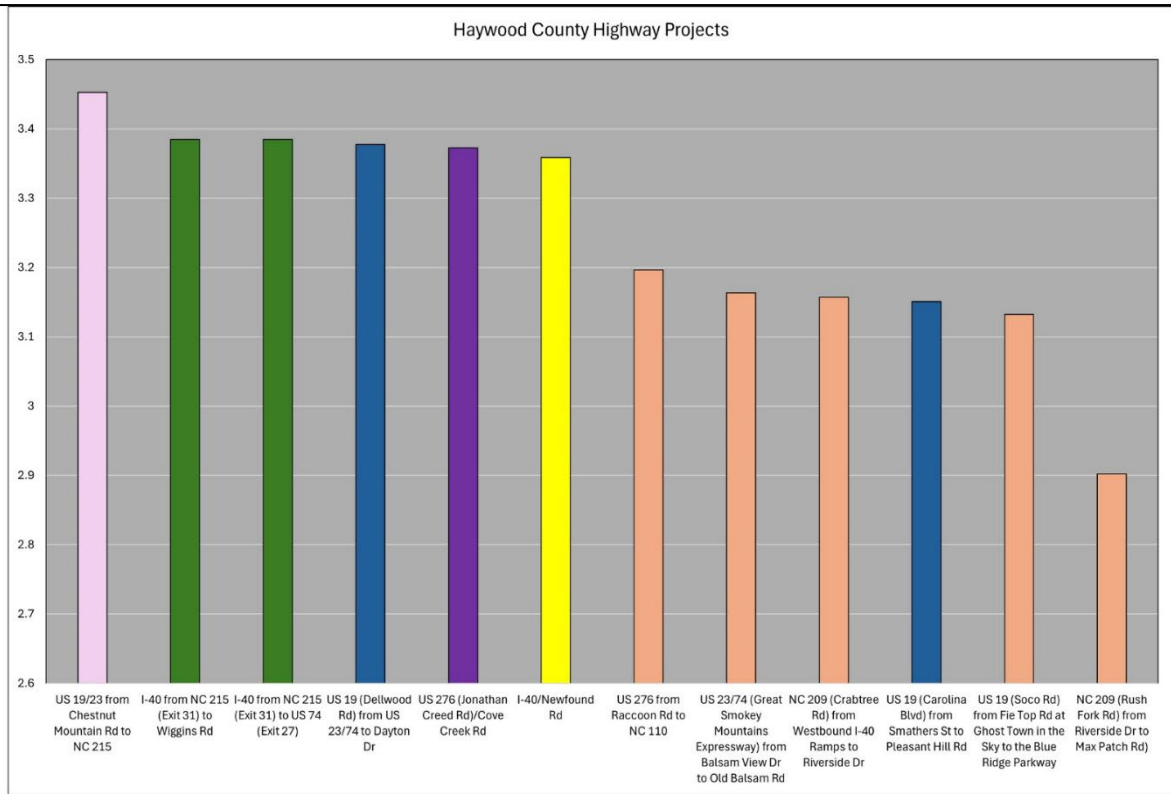
The lowest scoring projects in Haywood County were the US 19 (Carolina Blvd) Access Management project, the US 19 (Soco Rd Modernization project, and the NC 209 (Rush Fork Rd) Modernization project. The NC 209 project was the lowest rated in the County but did still have marginally more positive ratings than neutral or negative.

*For the simplified results of the Haywood County portion of the survey, see the charts on this page and the next. For detailed information on the responses to each project, see the table in the appendix.*



- 55 Responses
- Public expressed a desire for prioritizing greenway projects. Some expressed a desire for greenways over on-road bike lanes
- Some expressed concern for safety and accessibility at night on greenways

Greenways



- 53 Responses
- Public expressed a desire for safety, addressing traffic, and increasing multimodal infrastructure
- Public expressed a general opposition for projects that may encourage growth in the county, and concern regarding environmental impacts of projects

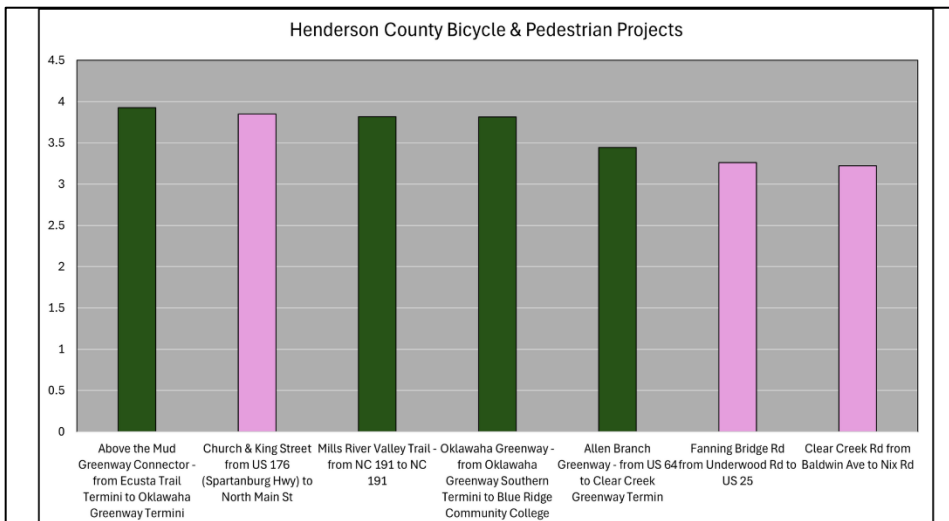
- Intersection Improvements
- Interchange Improvements
- Access Management
- Modernization
- Upgrade Roadway
- Widening

## Haywood County “Simplified” Survey Results

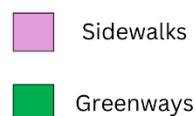
## Survey Results – Henderson County

Henderson County received a total of 415 responses, with between 275 – 305 responses per project, depending on the project. The county received the third most responses in the survey behind Buncombe and Transylvania counties.

Following the theme of the results of the survey in other counties, Bike/Ped and Transit projects were generally received better than Highway projects. The three highest rated projects in Henderson County were the Above the Mud Greenway Connector, Church & King St Sidewalk Connections, and Mills River Valley Trail. The Above the Mud Greenway Connector Project was the highest scoring project out of all modes in the county. The less-favored Bike/Ped projects include the Allen Branch Greenway, Fanning Bridge Rd Sidewalks, and Clear Creek Rd Sidewalks. The Clear Creek Rd Sidewalk project was the lowest scoring Bike/Ped project and interestingly scored lower than most highway projects as well.

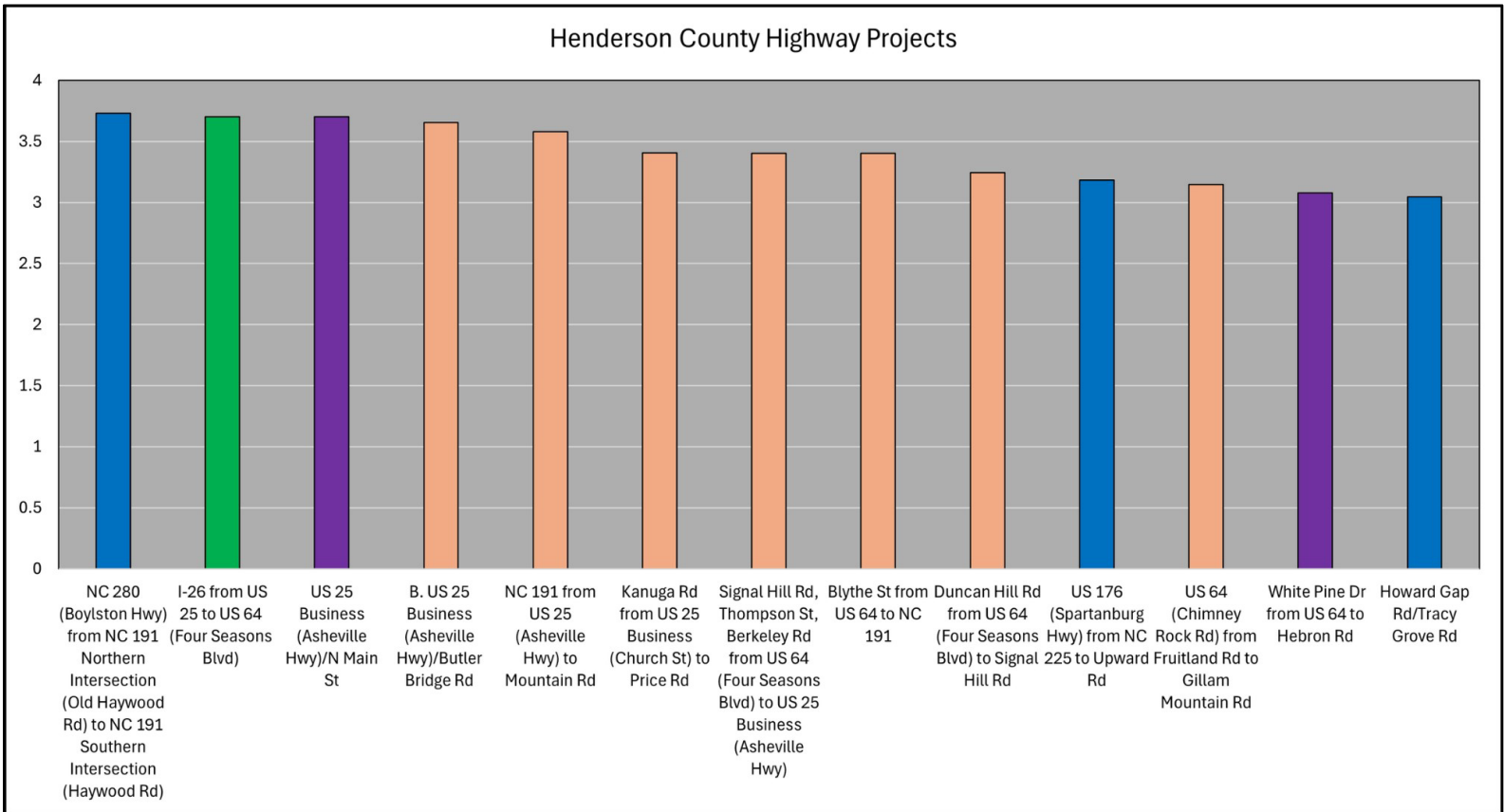


- 308 Responses
- Public expressed a desire for safety, aesthetics, and increased funding for bike/ped projects
- Some expressed a desire for a stronger emphasis on road projects over bike/ped

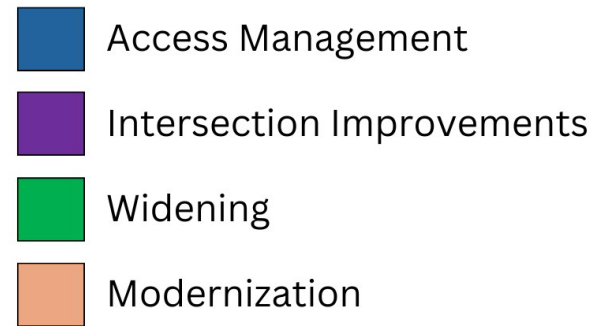


In terms of highway projects, the highest rated projects were the NC 280 (Boylston Highway) Access Management Project, the I-26 Widening Project (from Four Seasons Blvd to US 25), and both US 25 (Asheville Hwy) Intersection Improvement Projects. Less-favored projects included the US 64 (Chimney Rock Rd) Modernization Project, the White Pine Dr Modernization Project, and the Howard Gap Rd/Tracy Grove Rd Intersection Improvement Project which was the lowest scoring project for Henderson County.

*For the simplified results of the Henderson County portion of the survey, see the charts to the left and on the next page. For detailed information on the responses to each project, see the table in the appendix.*



- 304 Responses
- Public expressed a desire for safety, aesthetics, and bike/ped infrastructure
- Public expressed a general opposition for projects that may encourage growth in the county



## Henderson County “Simplified” Survey Results

## Survey Results – Madison County

Madison County received 60 survey responses, with between 55 – 60 responses on individual projects, depending on the project. Despite being the least-populated county surveyed, it managed to receive a few more responses than Haywood County.

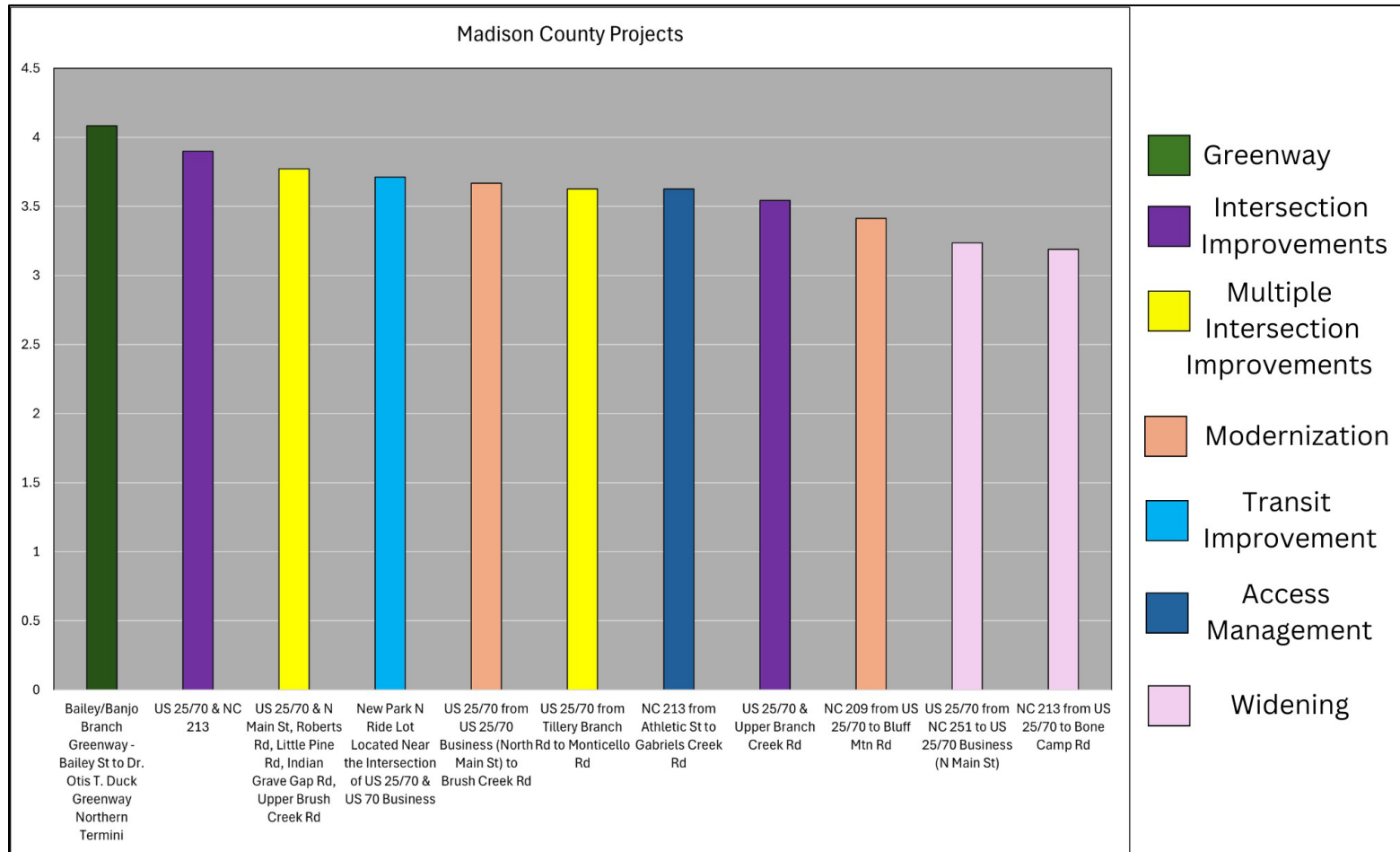
Madison County survey results followed the trend of other counties' results, where Bike/Ped and Transit projects generally were rated higher than Highway projects. There was only one Bike/Ped project in the county – the Bailey/Banjo Branch Greenway, which would connect Bailey St to the existing Otis T. Duck Greenway's Northern termini. The project was the highest-rated project in the county and was one of the highest-rated projects in the entire survey.

There was only one Transit project in the county as well, the Park N Ride project located near the intersection of US 25/70 & US 70 Business. This project was the fourth-highest rated project in Madison County with 64% of responses being positive.

A few highway projects stood out as highly favored over others. The highest-rated being the US 25/70 & NC 213 Intersection Improvement Project. This project was also the second-highest rated project out of all modes for Madison County. The US 25/70 Multiple Intersection Improvements Project closely followed the latter project, both of which were rated higher than the previously mentioned Transit project. Less-favored projects included the NC 209 Modernization Project, The US 25/70 Widening Project from NC 251 to US 25/70 Business (N Main St), and the NC 213 Widening Project from US 25/70 to Bone Camp Rd. The NC 213 Widening Project was the lowest-rated project in Madison County.

*For the simplified results of the Madison County portion of the survey, see the chart on the next page. For detailed information on the responses to each project, see the table in the appendix.*





- 60 Responses
- Public expressed emphatic concern about safety for all road users
- Public also expressed desire to address traffic without widening roads
- There is also a desire for increased multimodal infrastructure and connectivity

**Madison County  
“Simplified” Survey Results**

## Survey Results – Transylvania County

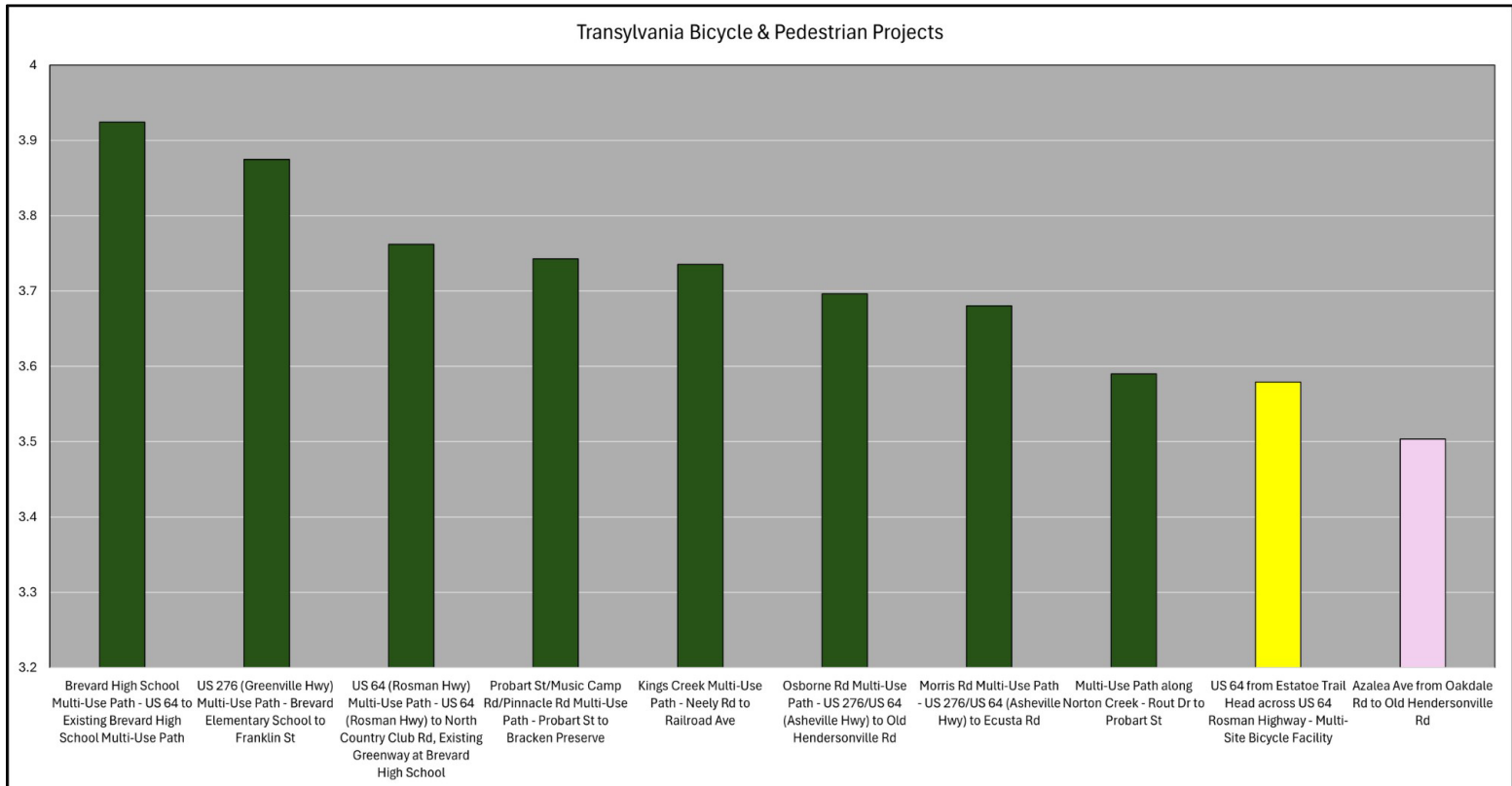
Transylvania County received a total of 655 responses, with between 428 – 465 responses on individual projects, depending on the project. The county received the most responses out of all other counties in the region, despite being the second-least populated county surveyed.

Bike/Ped Projects were generally received better than highway projects, with the highest scoring projects being the Brevard High School Multi-Use Path, the US 276 (Greenville Hwy) Multi-Use Path, and the US 64 (Rosman Hwy) Multi-Use Path. The US 64 (Rosman Hwy) Multi-Use Path was rated very closely to the Probart St/Music Camp Rd/Pinnacle Rd Multi-Use Path and the Kings Creek Multi-Use Path. The highest scoring Bike/Ped project was the Brevard High School Multi-Use Path, which was also the highest scoring project for the entire county.

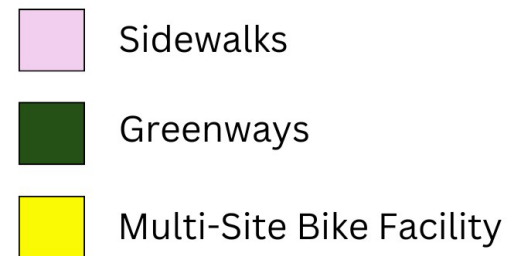
Unlike other counties, Transit Projects did not fare well in Transylvania County, and were among the lower-rated projects for the county. However, it's worth noting that the Transit Shelters Project was more favored than the Park N Ride Project.

The most favored highway project in Transylvania County was the Ecusta Rd Modernization Project that runs from US 64 to Old Hendersonville Hwy. This is followed by the US 64/US 276 (Asheville Hwy) Intersection Improvements Project and the US 276 (Greenville Hwy) Multiple Intersection Improvements Project. Less-favored highway projects include the US 178 (Pickens Hwy) Modernization Project, the US 64 (Rosman Hwy) Modernization Project that runs from Indian Creek to Flat Creek Valley Rd, and the US 64 (Rosman Hwy) Widening Project which runs from Clement Rd to just past the US 178 Park n Ride lot.

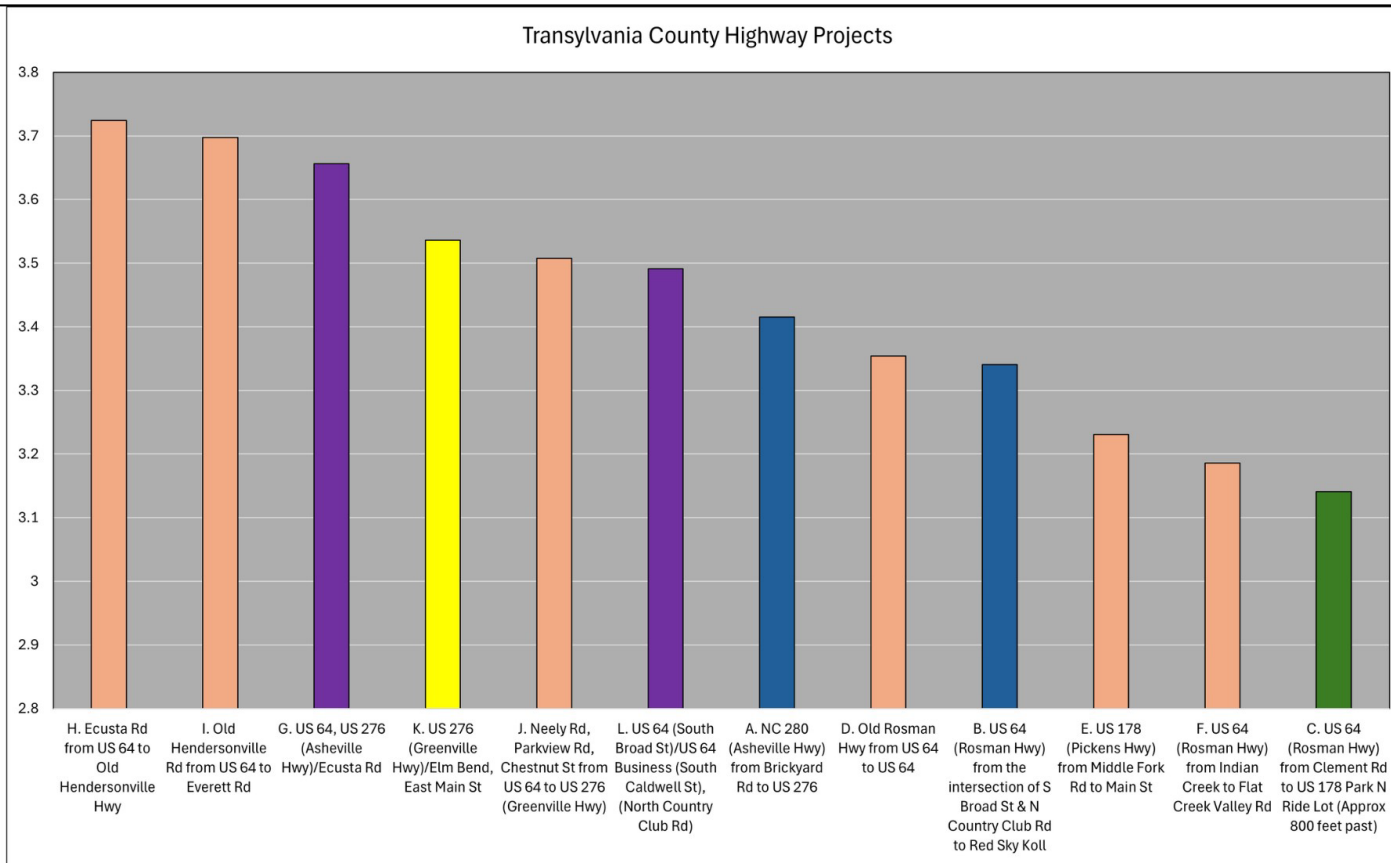
*For the simplified results of the Transylvania County portion of the survey, see the charts on the following pages. For detailed information on the responses to each project, see the table in the appendix.*



- 449 Responses
- Public expressed a strong desire for bike/ped infrastructure not only including greenways but on-street multimodal connections
- Some expressed wanting to prioritize improving roads over bicycle & pedestrian infrastructure



**Transylvania County “Simplified”  
Survey Results Part 1**



- 464 Responses
- Public expressed a desire for addressing congestion as well as modernizing current infrastructure
- Many expressed a desire for pursuing intersection improvements that are not roundabouts

- Intersection Improvements
- Multiple Intersection Improvements
- Access Management
- Modernization
- Widening

**Transylvania County “Simplified”  
Survey Results Part 2**

## Public Comments

Each section of the survey ended with an open-ended question where users could leave detailed thoughts on projects in the survey, and/or any other thoughts they would like to share. For each county, the survey was split into sections by mode, and users could comment on each section. For example, on the Henderson County Bike/Ped projects page, survey-takers could leave comments on Bike/Ped projects. **The survey received a total of 806 comments.**

Comments were generally positive when it came to Bike/Ped projects, with a majority of survey-takers supporting stronger bicycle and pedestrian infrastructure and safety measures. Some users expressed frustration with the historic emphasis on highway projects and wished to see increased prioritization of Bike/Ped projects moving forward. Some users argued that sidewalk projects should be emphasized over greenway projects, emphasizing the safety aspects of pedestrian connections and recent pedestrian crashes and casualties in our region. A small number of survey-takers opposed funding Bike/Ped projects, arguing that some existing facilities go unused and aren't safe in their current condition.

Comments on Transit projects were also generally positive. Several dozen comments expressed a strong desire for passenger rail and emphasized prioritizing mass transit in the region. Some survey-takers noted that they would like to see more local rail transit options connecting regionally, such as commuter light-rail. A small number of survey-takers opposed passenger rail, citing issues such as ride time and route, preferring a more direct connection to Charlotte or Raleigh. In Buncombe, as well as all other counties, several comments pertained to increasing public transportation availability, expressing a desire for more frequent bus schedules and safer bus stops. In more rural counties such as Madison and Transylvania, some survey-takers opposed funding transit projects, expressing worries about encouraging growth in their respective counties.

Sentiment around highway projects was more polarized, with many survey-takers expressing disdain for continuing investments in and reliance on auto-focused infrastructure and others expressing desires for wider and safer roads. The most contentious improvement types seem to be road widenings and road diets, with the former being by far the most negatively perceived road

Public Comments	
Buncombe	405
Haywood	29
Henderson	119
Madison	12
Transylvania	237

treatment region wide. This sentiment is directly reflected in the survey scores of these project types (see Appendix). That said, it's worth noting that road widening projects seemed to be more positively favored in Haywood and Henderson Counties based on public comment.

More favored highway treatments include Intersection and Interchange Improvements, both of which received positive comments in all five counties expressing desire for improvements in safety and efficiency. Access Management and Modernization projects also received positive comments, mostly pertaining to safety and a need for pavement rehabilitation particularly in Henderson, Madison, and Transylvania Counties. These treatments, however, did receive more negative reviews than Intersection or Interchange improvements. Conversely, it's worth noting that for Transylvania County, there were a number of comments expressing frustration with roundabouts in the county and a desire to pursue different intersection treatments in future projects.

*For the full list of public comments received separated by county and mode, see the appendix.*

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# Appendix



## Buncombe County Projects

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
Norfolk Southern Line - Asheville, NC to Salisbury, NC - Passenger Rail (Amtrak Service)	Rail Improvement	4.286343612	454	359	79%	43	9%	52	11%
I-26/I-40/I-240 (I-2513C)	Interchange Improvement	4.218666667	375	282	75%	59	16%	34	9%
Bent Creek Greenway (Segment) - Hominy Creek Greenway Termini to French Broad River Greenway Termini	Greenway	4.006696429	448	305	68%	84	19%	59	13%
Bent Creek Greenway (Segment) - WNC Farmers Market to Asheville Outlets	Greenway	3.939732143	448	303	68%	77	17%	68	15%
Reed Creek Greenway - I-26 to WT Weaver Blvd	Greenway	3.939130435	460	308	67%	81	18%	71	15%
Reed Creek Greenway Connector - Current Reed Creek Greenway Termini to Clingman Ave	Greenway	3.902934537	443	291	66%	87	20%	65	15%
Lake Julian Greenway - French Broad River to Lake Julian	Greenway	3.901123596	445	295	66%	85	19%	65	15%
US 70 (Tunnel Rd) from New Haw Creek Rd to Blue Ridge Rd	Sidewalk	3.891025641	468	298	64%	104	22%	66	14%
US 25 (Merrimon Ave) from Lake Louise to Brown St	Sidewalk	3.868085106	470	295	63%	105	22%	70	15%
B. Reems Creek Greenway - Quarry Rd to Karpen Soccer Field	Greenway	3.863829787	470	294	63%	94	20%	82	17%
NC 251 (Riverside Dr) from I-26 to Woodfin Ave	Sidewalk	3.859002169	461	297	64%	90	20%	74	16%
I-240/US 25 (Merrimon Ave)	Interchange Improvement	3.825268817	372	235	63%	79	21%	58	16%
Fairview Rd from Swannanoa River Rd to School Rd	Sidewalk	3.816742081	442	264	60%	116	26%	62	14%
US 25 (Merrimon Ave), US 19 Business (Weaverville Hwy) from Elkmont Rd to New Stock Rd	Modernization	3.808184143	391	247	63%	82	21%	62	16%
I-40/I-240/US 74A	Interchange Improvement	3.802739726	365	220	60%	82	22%	63	17%
US 70 from Franklin Rd to Warren Wilson College Rd	Sidewalk	3.797494781	479	285	59%	111	23%	83	17%
NC 81 (Swannanoa River Rd) from US 70 (Tunnel Rd) to US 74 (South Tunnel Rd)	Modernization	3.75257732	388	222	57%	114	29%	52	13%
US 25 (Merrimon Ave) from Wembley Dr to I-240	Upgrade Roadway	3.721485411	377	225	60%	93	25%	59	16%

Q. Old Haywood Rd from US 19/23/74 (Patton Ave) to US 19/23/24 (Smokey Park Hwy)	Sidewalk	3.696759259	432	243	56%	117	27%	72	17%
US 25 (Mcdowell St), Biltmore Ave from Vanderbilt Rd to College St	Upgrade Roadway	3.690909091	385	219	57%	103	27%	63	16%
US 19/23 (Patton Ave) from Old Haywood Rd to Johnston Blvd	Sidewalk	3.689814815	432	239	55%	120	28%	93	22%
A. Norfolk Southern Line/NC 251 (Riverside Dr) - Rail Crossing Improvements	Rail Improvement	3.683098592	426	233	55%	124	29%	69	16%
US 25A (Sweeten Creek Rd) from US 25 (Hendersonville Rd) to Mills Gap Rd	Widening	3.64231738	397	237	60%	67	17%	93	23%
US 19/23 (Patton Ave) from N Louisiana Ave to NC 63 (New Leicester Hwy)	Multiple Intersection Improvements	3.632478632	351	186	53%	111	32%	54	15%
US 19 (Patton Ave)/NC 63 (New Leicester Hwy)	Intersection Improvements	3.621082621	351	182	52%	113	32%	56	16%
US 25 (Hendersonville Rd) from NC 146 (Long Shoals Rd) to NC 280 (Airport Rd)	Access Management	3.611253197	391	213	54%	100	26%	70	18%
I-26 from North Buncombe School Rd to US 25/70 (Weaver Blvd)	Upgrade Roadway	3.591731266	387	210	54%	97	25%	80	21%
US 70 (Tunnel Rd)/US 74A (South Tunnel Rd) from Beaucatcher Tunnel to US 74A (South Tunnel Rd)	Upgrade Roadway	3.584	375	199	53%	108	29%	68	18%
Reems Creek Rd from US 19 Business (Weaverville Hwy) to Ox Creek Rd	Modernization	3.582245431	383	201	52%	105	27%	77	20%
North Louisiana Ave from Mallard Dr to Adams Hill Dr	Sidewalk	3.545248869	442	222	50%	136	31%	84	19%
Norfolk Southern Line/Blue Ridge Rd - Rail Crossing Improvements	Rail Improvement	3.543062201	418	205	49%	139	33%	74	18%
I-26 from Stockton Branch Rd to North Buncombe School Rd	Upgrade Roadway	3.536842105	380	201	53%	95	25%	84	22%
NC 63 (New Leicester Hwy) from Old County Home Rd to Mt Carmel Rd	Sidewalk	3.535874439	446	220	49%	141	32%	85	19%
Transit Multimodal Facility - Construct new transit multimodal facility - Transit Improvement	Transit Improvement	3.524822695	423	215	51%	118	28%	90	21%
US 19/23 (Smokey Park Hwy) from Rutherford Rd West to NC 151 (Pisgah Hwy)	Sidewalk	3.524590164	427	202	47%	140	33%	85	20%

Expansion Vehicles - Ten new expansion vehicles to match service in the Transit Master Plan - Transit Improvement (**This Submittal does not Appear on the Map)	Transit Improvement	3.519704433	406	203	50%	122	30%	81	20%
North Blue Ridge Rd from Us 70 to Fortune St	Sidewalk	3.517084282	439	210	48%	136	31%	93	21%
US 74A (Charlotte Hwy) from Lytle Lane East to Olde Eastwood Village Blvd	Sidewalk	3.472422062	417	193	46%	136	33%	88	21%
U 70 (Tunnel Rd) from I-240 to Blue Ridge Parkway	Access Management	3.44691358	405	192	47%	127	31%	86	21%
Sand Hill Rd/Sand Hill School Rd	Intersection Improvements	3.432835821	335	156	47%	116	35%	63	19%
Riceville Rd from US 70 (Tunnel Rd) to Clear Vista Ln	Modernization	3.405479452	365	165	45%	124	34%	76	21%
North Louisiana Ave from US 19/23 (Patton Ave) to Emma Rd	Modernization	3.387811634	361	165	46%	118	33%	78	22%
US 25/70 from Tillery Branch Rd to Monticello Rd	Multiple Intersection Improvements	3.387464387	351	155	44%	118	34%	78	22%
NC 191 (Brevard Rd)/Glenn Bridge Rd/Southwicke Dr/Averys Creek Rd	Multiple Intersection Improvements	3.386904762	336	141	42%	124	37%	71	21%
NC 63 (New Leicester Hwy) from US 19/23 (Patton Ave) to Newfound Rd	Access Management	3.378590078	383	165	43%	142	37%	76	20%
US 19/23 (Smokey Park Hwy) from I-40 to NC 151 (Pisgah Hwy)	Access Management	3.326259947	377	156	41%	143	38%	78	21%
US 70 (West State St) from Blue Ridge Rd to NC 9	Road Diet	3.31043257	393	175	45%	113	29%	105	27%
Cane Creek Rd from US 74A (Charlotte Hwy) to Mills Gap Rd	Modernization	3.306818182	352	145	41%	129	37%	78	22%
NC 191 (Brevard Rd, Old Haywood Rd) from Ledbetter Rd to North of the Blue Ridge Parkway	Widening	3.305263158	380	175	46%	100	26%	105	28%
Blue Ridge Rd from NC 9 to Blue Ridge Assembly Rd	Modernization	3.293800539	371	156	42%	126	34%	89	24%
Transit Maintenance Facility - Construct new maintenance facility (**Exact location not yet determined) - Transit Improvement	Transit Improvement	3.279012346	405	161	40%	146	36%	98	24%
NC 63 (New Leicester Hwy) from Newfound Rd to Gouges Branch Rd	Multiple Intersection Improvements	3.275964392	337	131	39%	131	39%	75	22%

US 19/23 (Smokey Park Hwy) from NC 151 (Pisgah Hwy) to Wiggins Rd	Access Management	<b>3.269541779</b>	371	145	39%	146	39%	80	22%
Old Fort Rd from US 74A (Charlotte Hwy) to Whitaker Rd	Modernization	<b>3.218390805</b>	348	123	35%	145	42%	80	23%
NC 191 (Brevard Rd, Old Haywood Rd) from NC 280 (Boylston Hwy) to Ledbetter Rd	Widening	<b>3.209549072</b>	377	164	44%	98	26%	115	31%
I-40/Porters Cove Rd (Exit 55)	Interchange Improvement	<b>3.190751445</b>	346	122	35%	138	40%	86	25%
Old US 19 from US 19/23 (Smokey Park Hwy) to Youngs Cove Rd	Modernization	<b>3.143678161</b>	348	119	34%	142	41%	87	25%
Peachtree Rd Extension from Peachtree Rd to US 25A (Sweeten Creek Rd)	New Location	<b>3.074175824</b>	364	114	31%	150	41%	100	27%
I-40 from Wiggins Rd to Monte Vista Rd	Widening	<b>2.983957219</b>	374	125	33%	119	32%	130	35%

Clear Creek Rd from Baldwin Ave to Nix Rd	Sidewalk	<b>3.221402214</b>	271	107	39%	88	32%	76	28%
US 176 (Spartanburg Hwy) from NC 225 to Upward Rd	Access Management	<b>3.183098592</b>	284	111	39%	84	30%	89	31%
US 64 (Chimney Rock Rd) from Fruitland Rd to Gillam Mountain Rd	Modernization	<b>3.146341463</b>	287	114	40%	90	31%	83	29%
White Pine Dr from US 64 to Hebron Rd	Modernization	<b>3.078853047</b>	279	109	39%	76	27%	94	34%
Howard Gap Rd/Tracy Grove Rd	Intersection Improvements	<b>3.047272727</b>	275	90	33%	100	36%	85	31%

## Haywood County Projects

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
Richland Creek Greenway - Current Richland Creek Greenway Termini to Waynesville Greenway Termini	Greenway	4.090909	55	42	76%	3	5%	10	18%
Raccoon Creek Greenway - Waynesville Greenway Termini to Junaluska Elementary School	Greenway	3.944444	54	39	72%	4	7%	11	20%
US 19/23 Multi-Use Path - Bridge St to Chestnut Mountain Rd	Greenway	3.843137	51	33	65%	9	18%	9	18%
Expansion Vehicles - Two expansion vehicles	Transit Improvement	3.803922	51	33	65%	9	18%	9	18%
Champion Dr Mutli-Use Path - North Canton Rd to Thickety Rd	Greenway	3.73077	52	31	60%	11	21%	10	19%
Passenger Station - Transfer building with bathrooms and small vehicle maintenance capabilities	Transit Improvement	3.698113	53	32	60%	13	25%	8	15%

US 19/23 from Chestnut Mountain Rd to NC 215	Upgrade Roadway	3.45283	53	25	47%	16	30%	12	23%
I-40 from NC 215 (Exit 31) to Wiggins Rd	Widening	3.384615	52	25	48%	10	19%	17	33%
I-40 from NC 215 (Exit 31) to US 74 (Exit 27)	Widening	3.38462	52	27	52%	8	15%	17	33%
US 19 (Dellwood Rd) from US 23/74 to Dayton Dr	Access Management	3.377358	53	25	47%	14	26%	14	26%
US 276 (Jonathan Creed Rd)/Cove Creek Rd	Intersection Improvements	3.372549	51	25	49%	14	27%	12	24%
I-40/Newfound Rd	Interchange Improvements	3.358491	53	26	49%	14	26%	13	25%
US 276 from Raccoon Rd to NC 110	Modernization	3.196078	51	20	39%	16	31%	14	27%
US 23/74 (Great Smokey Mountains Expressway) from Balsam View Dr to Old Balsam Rd	Modernization	3.16327	49	20	41%	14	29%	15	31%
NC 209 (Crabtree Rd) from Westbound I-40 Ramps to Riverside Dr	Modernization	3.15686	51	21	41%	15	29%	15	29%
US 19 (Carolina Blvd) from Smathers St to Pleasant Hill Rd	Access Management	3.150943	53	19	36%	18	34%	16	30%
US 19 (Soco Rd) from Fie Top Rd at Ghost Town in the Sky to the Blue Ridge Parkway	Modernization	3.132075	53	20	38%	16	30%	17	32%

NC 209 (Rush Fork Rd) from Riverside Dr to Max Patch Rd)	Modernization	2.901961	51	20	39%	12	24%	19	37%
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## Transylvania County Projects

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
Brevard High School Multi-Use Path - US 64 to Existing Brevard High School Multi-Use Path	Greenway	3.92428	449	307	68%	62	14%	80	18%
US 276 (Greenville Hwy) Multi-Use Path - Brevard Elementary School to Franklin St	Greenway	3.87472	447	304	68%	56	13%	87	19%
US 64 (Rosman Hwy) Multi-Use Path - US 64 (Rosman Hwy) to North Country Club Rd, Existing Greenway at Brevard High School	Greenway	3.761798	445	284	64%	64	14%	97	22%
Probart St/Music Camp Rd/Pinnacle Rd Multi-Use Path - Probart St to Bracken Preserve	Greenway	3.742664	443	274	62%	72	16%	97	22%
Kings Creek Multi-Use Path - Neely Rd to Railroad Ave	Greenway	3.73516	438	273	62%	68	16%	97	22%
Ecusta Rd from US 64 to Old Hendersonville Hwy	Modernization	3.724138	464	297	64%	66	14%	101	22%
	Modernization	3.697624	463	301	65%	56	12%	106	23%
Osborne Rd Multi-Use Path - US 276/US 64 (Asheville Hwy) to Old Hendersonville Rd	Greenway	3.696552	435	265	61%	67	15%	103	24%
Morris Rd Multi-Use Path - US 276/US 64 (Asheville Hwy) to Ecusta Rd	Greenway	3.680272	441	270	61%	70	16%	101	23%

US 64, US 276 (Asheville Hwy)/Ecusta Rd	Intersection Improvements	<b>3.655983</b>	468	289	62%	63	13%	116	25%
Multi-Use Path along Norton Creek - Rout Dr to Probart St	Greenway	<b>3.589862</b>	434	247	57%	82	19%	105	24%
US 64 from Estatoe Trail Head across US 64 Rosman Highway - Multi-Site Bicycle Facility	Multi-Site Bike Facility	<b>3.579186</b>	442	260	59%	63	14%	119	27%
US 276 (Greenville Hwy)/Elm Bend, East Main St	Multiple Intersection Improvements	<b>3.536264</b>	455	251	55%	93	20%	111	24%
Neely Rd, Parkview Rd, Chestnut St from US 64 to US 276 (Greenville Hwy)	Modernization	<b>3.507625</b>	459	249	54%	102	22%	108	24%
Azalea Ave from Oakdale Rd to Old Hendersonville Rd	Sidewalk	<b>3.50348</b>	431	226	52%	93	22%	112	26%
US 64 (South Broad St)/US 64 Business (South Caldwell St), (North Country Club Rd)	Intersection Improvements	<b>3.491304</b>	460	247	54%	98	21%	115	25%
A. NC 280 (Asheville Hwy) from Brickyard Rd to US 276	Access Management	<b>3.415054</b>	465	232	50%	115	25%	118	25%
Transit Shelters - Purchase and construct 2-3 transit shelters at various stops along fixed route. To include ADA compliant curb ramps, sidewalks, and pad.	Transit Improvement	<b>3.413551</b>	428	215	50%	102	24%	111	26%
Old Rosman Hwy from US 64 to US 64	Modernization	<b>3.353846</b>	455	235	52%	94	21%	126	28%
US 64 (Rosman Hwy) from the intersection of S Broad St & N Country Club Rd to Red Sky Koll	Access Management	<b>3.340517</b>	464	218	47%	127	27%	119	26%

Park N Ride with Bus Shelter - South of Turkey Pen Roundabout on the East Side of NC 280 just Inside the Transylvania County Line	Transit Improvement	<b>3.254762</b>	420	187	45%	111	26%	122	29%
US 178 (Pickens Hwy) from Middle Fork Rd to Main St	Modernization	<b>3.230942</b>	446	200	45%	113	25%	133	30%
US 64 (Rosman Hwy) from Indian Creek to Flat Creek Valley Rd	Modernization	<b>3.18552</b>	442	190	43%	120	27%	132	30%
US 64 (Rosman Hwy) from Clement Rd to US 178 Park N Ride Lot (Approx 800 feet past)	Widening	<b>3.140969</b>	454	197	43%	104	23%	153	34%

## Henderson County Projects

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
Above the Mud Greenway Connector - from Ecusta Trail Termini to Oklawaha	Greenway	<b>3.927392739</b>	303	201	66%	49	16%	53	17%
Church & King Street from US 176 (Spartanburg Hwy) to North Main St	Sidewalk	<b>3.84717608</b>	301	189	63%	69	23%	43	14%
Mills River Valley Trail - from NC 191 to NC 191	Greenway	<b>3.817275748</b>	301	194	64%	50	17%	57	19%
Oklawaha Greenway - from Oklawaha Greenway Southern Termini to Blue Ridge Community College	Greenway	<b>3.814935065</b>	308	191	62%	64	21%	53	17%
NC 280 (Boylston Hwy) from NC 191 Northern Intersection (Old Haywood Rd) to NC 191 Southern Intersection (Haywood Rd)	Access Management	<b>3.72909699</b>	299	185	62%	56	19%	58	19%
I-26 from US 25 to US 64 (Four Seasons Blvd) - Widening	Widening	<b>3.702341137</b>	299	180	60%	52	17%	67	22%

US 25 Business (Asheville Hwy)/N Main St	Intersection Improvements	<b>3.701694915</b>	295	172	58%	72	24%	51	17%
US 25 Business (Asheville Hwy)/Butler Bridge Rd	Intersection Improvements	<b>3.655290102</b>	293	168	57%	78	27%	47	16%
NC 191 from US 25 (Asheville Hwy) to Mountain Rd	Modernization	<b>3.578947368</b>	304	172	57%	69	23%	63	21%
Fanning Bridge Rd from US 25 to NC 280	Multiple Intersection Improvements	<b>3.457912458</b>	297	136	46%	102	34%	59	20%
Allen Branch Greenway - from US 64 to Clear Creek Greenway Termin	Greenway	<b>3.444839858</b>	281	137	49%	78	28%	66	23%
Kanuga Rd from US 25 Business (Church St) to Price Rd	Modernization	<b>3.405498282</b>	291	152	52%	65	22%	74	25%
Signal Hill Rd, Thompson St, Berkeley Rd from US 64 (Four Seasons Blvd) to US 25 Business (Asheville Hwy)	Modernization	<b>3.403508772</b>	285	142	50%	76	27%	67	24%
Blythe St from US 64 to NC 191	Modernization	<b>3.400684932</b>	292	144	49%	74	25%	74	25%
Fanning Bridge Rd from Underwood Rd to US 25	Sidewalk	<b>3.260714286</b>	280	120	43%	76	27%	84	30%
Duncan Hill Rd from US 64 (Four Seasons Blvd) to Signal Hill Rd	Modernization	<b>3.244755245</b>	286	119	42%	89	31%	77	27%

## Madison County Projects

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
H. Bailey/Banjo Branch Greenway - Bailey St to Dr. Otis T. Duck Greenway Northern Termini	Greenway	4.083333333	60	44	73%	7	12%	9	15%
J. US 25/70 & NC 213	Intersection Improvements	3.9	60	37	62%	16	27%	7	12%
D. US 25/70 & N Main St, Roberts Rd, Little Pine Rd, Indian Grave Gap Rd, Upper Brush Creek Rd	Multiple Intersection Improvements	3.771929825	57	35	61%	13	23%	9	16%
K. New Park N Ride Lot Located Near the Intersection of US 25/70 & US 70 Business	Transit Improvement	3.711864407	59	38	64%	9	15%	12	20%
C. US 25/70 from US 25/70 Business (North Main St) to Brush Creek Rd	Modernization	3.666666667	57	34	60%	12	21%	11	19%
I. US 25/70 from Tillery Branch Rd to Monticello Rd	Multiple Intersection Improvements	3.627118644	59	36	61%	12	20%	11	19%
G. NC 213 from Athletic St to Gabriels Creek Rd	Access Management	3.627118644	59	34	58%	12	20%	13	22%
B. US 25/70 & Upper Branch Creek Rd	Intersection Improvements	3.543859649	57	30	53%	15	26%	12	21%
A. NC 209 from US 25/70 to Bluff Mtn Rd	Modernization	3.413793103	58	28	48%	16	28%	14	24%

## Transylvania County Projects

Project	Improvement Type	Average Score	Number of Responses	# Positive	% Positive	# Neutral	% Neutral	# Negative	% Negative
Brevard High School Multi-Use Path - US 64 to Existing Brevard High School Multi-Use Path	Greenway	3.92428	449	307	68%	62	14%	80	18%
US 276 (Greenville Hwy) Multi-Use Path - Brevard Elementary School to Franklin St	Greenway	3.87472	447	304	68%	56	13%	87	19%
US 64 (Rosman Hwy) Multi-Use Path - US 64 (Rosman Hwy) to North Country Club Rd, Existing Greenway at Brevard High School	Greenway	3.761798	445	284	64%	64	14%	97	22%
Probart St/Music Camp Rd/Pinnacle Rd Multi-Use Path - Probart St to Bracken Preserve	Greenway	3.742664	443	274	62%	72	16%	97	22%
Kings Creek Multi-Use Path - Neely Rd to Railroad Ave	Greenway	3.73516	438	273	62%	68	16%	97	22%
Ecusta Rd from US 64 to Old Hendersonville Hwy	Modernization	3.724138	464	297	64%	66	14%	101	22%
	Modernization	3.697624	463	301	65%	56	12%	106	23%
Osborne Rd Multi-Use Path - US 276/US 64 (Asheville Hwy) to Old Hendersonville Rd	Greenway	3.696552	435	265	61%	67	15%	103	24%
Morris Rd Multi-Use Path - US 276/US 64 (Asheville Hwy) to Ecusta Rd	Greenway	3.680272	441	270	61%	70	16%	101	23%

US 64, US 276 (Asheville Hwy)/Ecusta Rd	Intersection Improvements	<b>3.655983</b>	468	289	62%	63	13%	116	25%
Multi-Use Path along Norton Creek - Rout Dr to Probart St	Greenway	<b>3.589862</b>	434	247	57%	82	19%	105	24%
US 64 from Estatoe Trail Head across US 64 Rosman Highway - Multi-Site Bicycle Facility	Multi-Site Bike Facility	<b>3.579186</b>	442	260	59%	63	14%	119	27%
US 276 (Greenville Hwy)/Elm Bend, East Main St	Multiple Intersection Improvements	<b>3.536264</b>	455	251	55%	93	20%	111	24%
Neely Rd, Parkview Rd, Chestnut St from US 64 to US 276 (Greenville Hwy)	Modernization	<b>3.507625</b>	459	249	54%	102	22%	108	24%
Azalea Ave from Oakdale Rd to Old Hendersonville Rd	Sidewalk	<b>3.50348</b>	431	226	52%	93	22%	112	26%
US 64 (South Broad St)/US 64 Business (South Caldwell St), (North Country Club Rd)	Intersection Improvements	<b>3.491304</b>	460	247	54%	98	21%	115	25%
A. NC 280 (Asheville Hwy) from Brickyard Rd to US 276	Access Management	<b>3.415054</b>	465	232	50%	115	25%	118	25%
Transit Shelters - Purchase and construct 2-3 transit shelters at various stops along fixed route. To include ADA compliant curb ramps, sidewalks, and pad.	Transit Improvement	<b>3.413551</b>	428	215	50%	102	24%	111	26%
Old Rosman Hwy from US 64 to US 64	Modernization	<b>3.353846</b>	455	235	52%	94	21%	126	28%
US 64 (Rosman Hwy) from the intersection of S Broad St & N Country Club Rd to Red Sky Koll	Access Management	<b>3.340517</b>	464	218	47%	127	27%	119	26%



Park N Ride with Bus Shelter - South of Turkey Pen Roundabout on the East Side of NC 280 just Inside the Transylvania County Line	Transit Improvement	<b>3.254762</b>	420	187	45%	111	26%	122	29%
US 178 (Pickens Hwy) from Middle Fork Rd to Main St	Modernization	<b>3.230942</b>	446	200	45%	113	25%	133	30%
US 64 (Rosman Hwy) from Indian Creek to Flat Creek Valley Rd	Modernization	<b>3.18552</b>	442	190	43%	120	27%	132	30%
US 64 (Rosman Hwy) from Clement Rd to US 178 Park N Ride Lot (Approx 800 feet past)	Widening	<b>3.140969</b>	454	197	43%	104	23%	153	34%

E. US 25/70 from NC 251 to US 25/70 Business (N Main St)	Widening	3.236363636	55	27	49%	10	18%	18	33%
F. NC 213 from US 25/70 to Bone Camp Rd	Widening	3.189655172	58	26	45%	13	22%	19	33%

Project Category	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)
Statewide Mobility	I-40	US 74 (Smokey Mountain Expressway) - Exit 27	NC 215 (CHAMPION DRIVE) - Exit 31	Widen Roadway.	1 - Widen Existing Roadway	\$ 222,300,000	79.59
Statewide Mobility	I-40	SR 1200 (Wiggins Road), Exit 37	SR 1224 (Monte Vista Road)	SR 1200 (Wiggins Road), Exit 37 to SR 1224 (Monte Vista Road). Add additional lanes.	1 - Widen Existing Roadway	\$ 204,600,000	77.90
Statewide Mobility	I-40	NC 215 (Champion Drive) - Exit 31	SR 1200 (Wiggins Road) - Exit 37	Widen Roadway.	1 - Widen Existing Roadway	\$ 424,800,000	76.96
Statewide Mobility	I-26	US 25	US 64 (Four Seasons Boulevard)	Add Additional Lanes.	1 - Widen Existing Roadway	\$ 168,400,000	73.16
Statewide Mobility	I-40	SR 2838 (Porters Cove Road) - Exit 55	N/A	Upgrade interchange improve EB off-ramp connection to SR 2838 (Porters Cove Road)	8 - Improve Interchange	\$ 1,900,000	69.30
Statewide Mobility	US 74 (Great Smokey Mountains Expressway), US 23	Blue Ridge Parkway Interchange	N/A	Blue Ridge Parkway Intersection Improvements	10 - Improve Intersection	\$ 2,500,000	68.98
Statewide Mobility	I-40	SR 1004 (Newfound Road)	N/A	Upgrade interchange to a diamond interchange with round-a-bouts at the ramp junctions.	8 - Improve Interchange	\$ 34,300,000	58.18
Statewide Mobility	I-26	I-26/I-40/I-240 Final Interchange Improvements	N/A	Reconstruct interchange	8 - Improve Interchange	\$ 284,000,000	53.79
Statewide Mobility	I-240	US 25 (Merrimon Avenue)	N/A	Improve Interchange.	8 - Improve Interchange	\$ 118,500,000	52.36
Statewide Mobility	I-26, US 19, US 23	US 25, US 70 (Weaver Boulevard)	SR 2207 (North Buncombe School Road)	Upgrade existing 4-lane section to Interstate Standards	17 - Upgrade Freeway to Interstate Standards	\$ 204,000,000	52.31
Statewide Mobility	I-40	I-240, US 74 Alternate	N/A	Upgrade interchange	8 - Improve Interchange	\$ 175,600,000	51.33
Statewide Mobility	I-26, US 19, US 23	SR 2207 (North Buncombe School Road)	South of SR 2148 (Stockton Branch Road)	Upgrade existing 4-lane section to Interstate Standards	17 - Upgrade Freeway to Interstate Standards	\$ 59,200,000	50.10

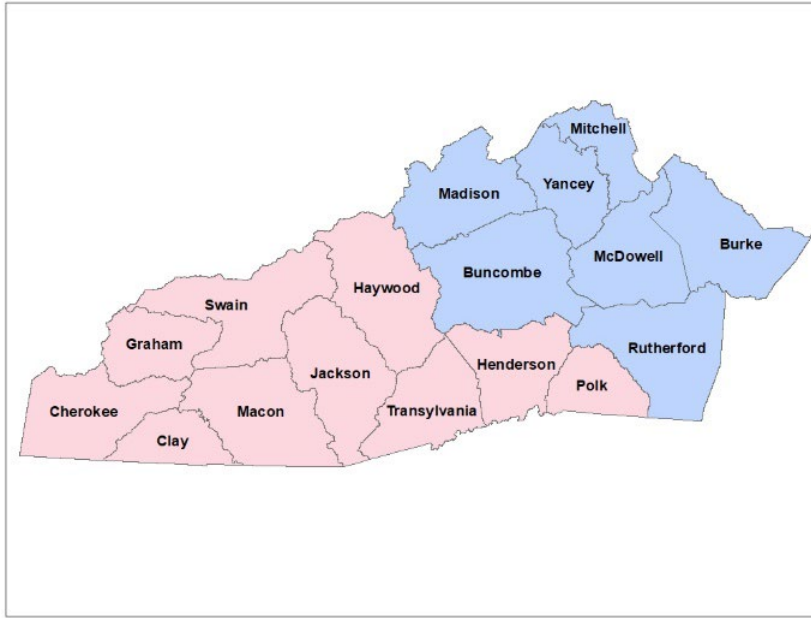
**About the Regional Impact Tier**

**Quick Summary:** No Funding Available

**Funding Available:** -\$191,00,000

**Eligible Projects in Our Region:** US Highways, NC Highways, Anything Not Funded in the Statewide Mobility Tier that is requested to cascade

**Competition:** Region G (pictured below)



**Action Required: Recommend Local Input Point Assignment for Regional Impact Points to the MPO TCC and Board**

County	Funding Tier	Route	From	To	Type of Improvement	Cost Estimate	Safety		Congestion		Non-Motorized			Freight		Planning Process	Environment		Resiliency	Local Priorities	Total
							Safety Raw Score	Safety	Congestion Raw Score	Congestion	Bike/Ped Risk Raw Score	Bike/Ped Risk	Complete Streets	Freight Raw Score	Freight	Planning Process	Utility Area	CMP	Resiliency	Local Priorities	
Buncombe	Regional Impact	US 19/23 (Smokey Park Highway)	I-40	NC 151 (Pisgah Highway)	Access Management	\$85,700,000	77.95	24	82.7	17	0.392237	6	3	68.92	10	10	5	2	5	15	97
Buncombe	Regional Impact	US 25 (Hendersonville Road)	NC 146 (Long Shoals Road)	NC 280 (Airport Road)	Access Management	\$132,200,000	68.29	24	77.66	17	0.409101	9	3	47.85	7	10	5	2	0	15	92
Henderson	Regional Impact	US 176 (Spartanburg Highway)	NC 225 (Greenville Highway)	Upward Road	Access Management	\$121,700,000	64.97	16	60.04	6	0.395117	9	3	60.29	10	10	5	2	5	15	81
Buncombe	Regional Impact	US 19 (Patton Avenue)	N Louisiana Avenue	NC 63 (New Leicester Highway)	Improve Multiple Intersections	\$5,256,000	78.27	24	84.07	17	0.413434	9	0	46.77	7	10	5	2	5	0	79
Henderson	Regional Impact	NC 280 (Boylston Highway)	NC 191 (Brevard Road)	NC 191 (Haywood Road)	Access Management	\$40,500,000	61.81	16	73.18	12	0.353168	3	3	54.77	7	10	5	2	5	15	78
Buncombe	Regional Impact	NC 63 (New Leicester Highway)	US 19 (Patton Avenue)	Newfound Road	Access Management	\$100,700,000	79.33	24	72.12	12	0.355845	3	3	32.86	3	10	0	2	5	15	77
Henderson	Regional Impact	US 25 (Hendersonville Road)	Butler Bridge Road	-	Intersection Improvement	\$6,400,000	64.47	16	73.22	12	0.349195	3	2	67.39	10	10	5	0	0	15	73
Buncombe	Regional Impact	US 25 (Merrimon Avenue)	I-240	Wembley Drive	Roadway Upgrade	\$56,500,000	68.39	24	86.15	17	0.393683	6	2	14.29	0	10	5	2	5	0	71
Buncombe	Regional Impact	US 70 (Tunnel Road)	Beaucatcher Tunnel	US 74A (South Tunnel Road)	Road Diet	\$58,300,000	65.17	24	71.7	12	0.415916	9	3	10.57	0	10	5	2	0	0	65
Buncombe	Regional Impact	NC 280 (Airport Road)	US 25 (Hendersonville Road)	Rockwood Road	Access Management	\$62,400,000	55.57	8	76.21	17	0.398664	9	3	57.55	10	10	5	2	0	0	64
Buncombe	Regional Impact	NC 191 (Brevard Road)	North of the Blue Ridge Parkway	Ledbetter Road	Widening	\$86,500,000	59.95	16	81.49	17	0.288779	0	3	42.91	7	10	5	0	5	0	63
Haywood	Regional Impact	US 19/23 (Asheville Highway/Main Street/Park Street)	NC 215	Chestnut Mountain Road	Modernization	\$40,200,000	17.11	0	55.09	6	0.394261	6	3	62.07	10	10	5	2	5	15	62
Buncombe	Regional Impact	US 25 (Merrimon Avenue/Weaverville Highway)	Elkmont Road	New Stock Road	Roadway Upgrade	\$16,000,000	36.68	0	71.33	12	0.395125	9	3	8.94	0	10	5	2	5	15	61
Buncombe	Regional Impact	NC 81 (Swannanoa River Road)	US 70 (Tunnel Road)	US 74A (South Tunnel Road)	Modernization	\$53,000,000	58.31	8	74.11	17	0.404837	9	3	16.31	0	10	5	2	5	0	59
Haywood	Regional Impact	US 19 (Dellwood Road)	Dayton Drive	US 23/74	Access Management	\$130,100,000	40.56	0	54.18	6	0.377982	3	3	56.58	10	10	5	2	5	15	59
Buncombe	Regional Impact	US 25A (Sweeten Creek Road)	Mills Gap Road	US 25 (Hendersonville Road)/NC 280 (Airport Road)	Widening	\$135,000,000	51.47	8	67.6	12	0.38376	6	3	21.18	0	10	5	0	0	15	59
Buncombe	Regional Impact	US 25 (McDowell Avenue)/US 25A(Biltmore Avenue)	Southside Avenue	All Souls Crescent	Roadway Upgrade	\$75,100,000	59.08	16	80.91	17	0.388639	6	2	15.79	0	10	5	2	0	0	58

County	Funding Tier	Route	From	To	Type of Improvement	Cost Estimate	Safety Raw Score	Safety	Congestion Raw Score	Congestion	Bike/Ped Risk Raw Score	Bike/Ped Risk	Complete Streets	Freight Raw Score	Freight	Planning Process	Utility Area	CMP	Resiliency	Local Priorities	Total
Buncombe	Regional Impact	US 19/23 (Smokey Park Highway)	NC 151 (Pisgah Highway)	Wiggins Road	Access Management	\$95,500,000	63.1	16	52.43	6	0.333024	0	3	75.11	10	10	5	2	5	0	57
Haywood	Regional Impact	US 19 (Soco Road)	Fie Top Road	Blue Ridge Parkway	Modernization	\$55,800,000	65.04	24	26.84	0	0.334645	0	1	22.6	3	10	5	0	5	0	48
Buncombe	Regional Impact	US 70 (State Street)	Blue Ridge Road	NC 9	Road Diet	\$38,400,000	50.35	8	28.18	0	0.392051	6	3	58.8	10	10	5	0	5	0	47
Buncombe	Regional Impact	US 70 (Tunnel Road)	I-240	Blue Ridge Parkway	Access Management	\$102,000,000	48.68	8	66.85	6	0.392333	6	3	41.73	7	10	5	2	0	0	47
Henderson	Regional Impact	US 25 (Asheville Highway)	North Main Street	-	Intersection Improvement	11,900,000	54.26	8	70.81	12	0.37083	3	2	29.31	3	10	5	2	0	0	45
Henderson	Regional Impact	NC 191 (Haywood Road)	US 25 (Asheville Highway)	Mountain Road	Widening	\$119,400,000	33.01	0	72.26	12	0.386685	6	2	25.63	3	10	5	0	5	0	43
Buncombe	Regional Impact	NC 63 (New Leicester Highway)	Newfound Road	Gouges Branch Road	Improve Multiple Intersections	\$7,800,000	60.95	16	61.78	6	0.321441	0	0	28.65	3	10	5	2	0	0	42
Buncombe	Regional Impact	NC 191 (Brevard Road)	Glen Bridge Road/Avery Creek Road	-	Improve Intersection	\$4,004,000	54.81	8	62.78	6	0.345875	3	0	39.43	7	10	5	2	0	0	41
Haywood	Regional Impact	US 19 (Carolina Boulevard)	Smathers Street	Pleasant Hill Road	Access Management	\$84,000,000	42.94	8	49.3	6	0.410056	9	3	31.57	3	0	5	0	5	0	39
Henderson	Regional Impact	US 64 (Chimney Road Road)	Fruitland Road	Gilliam Mountain Road	Modernization	\$99,800,000	69.11	24	43.04	0	0.307651	0	3	14.71	0	10	0	2	0	0	39
Madison	Regional Impact	NC 213 (Cascade Street)	Athletic Street	Bone Camp Road	Access Management	\$44,300,000	29.84	0	23.87	0	0.353379	3	3	26.43	3	0	5	2	0	15	31
Henderson, Transylvania	Regional Impact	NC 280 (Asheville Highway)	Northern Termini of R-5799	SR 1323 (Brickyard Road)	Access Management	\$93,800,000	40.48	0	28.61	0	0.3816533	3	3	47.29	7	10	5	0	0	0	28
Buncombe, Henderson	Regional Impact	NC 191 (Brevard Road)	NC 280 (Boylston Highway)	Ledbetter Road	Widening	\$68,700,000	21.43	0	47.87	0	0.322128	0	2	25.74	3	10	5	0	5	0	25
Haywood	Regional Impact	US 276 (Pigeon Road)	NC 110 (Pisgah Drive)	Raccoon Road	Modernization	\$97,600,000	64.37	16	25.46	0	0.332212	0	2	17.25	0	0	0	0	5	0	23
Buncombe, Madison	Regional Impact	US 25/70	North of Tillery Brach Road	Monticello Road	Upgrade Arterial to Signalized RCI Corridor	\$49,700,000	40.33	0	16.13	0	0.2388142	0	0	45.13	7	0	0	0	5	0	12

**Alternative #1: Follow the MPO's Methodology  
Three Highway Priorities Based on Scores**

If no funding is available, the methodology says four projects would receive points- three highway projects and one non-highway project.

<b>County</b>	<b>Route</b>	<b>From</b>	<b>To</b>	<b>Type of Improvement</b>	<b>Cost Estimate</b>
Buncombe	US 19/23 (Smokey Park Highway)	I-40	NC 151 (Pisgah Highway)	Access Management	\$85,700,000
Buncombe	US 25 (Hendersonville Road)	NC 146 (Long Shoals Road)	NC 280 (Airport Road)	Access Management	\$132,200,000
Henderson	US 176 (Spartanburg Highway)	NC 225 (Greenville Highway)	Upward Road	Access Management	\$121,700,000

**One Non-Highway Project (Only Non-Highway Project)**

<b>County</b>	<b>Route</b>	<b>From</b>	<b>To</b>	<b>Type of Improvement</b>	<b>Cost Estimate</b>
Buncombe	WNC Passenger Rail	Asheville	Salisbury	Passenger Rail Service	\$133,000,000

**Cost of All Projects Prioritized- \$472,600,000**

**Alternative #2: Put Local Input Points on All Local Highway Priorities  
+ One Non-Highway Project**

County	Route	From	To	Type of Improvement	Cost Estimate
Buncombe	US 19/23 (Smokey Park Highway)	I-40	NC 151 (Pisgah Highway)	Access Management	\$85,700,000
Buncombe	US 25 (Hendersonville Road)	NC 146 (Long Shoals Road)	NC 280 (Airport Road)	Access Management	\$132,200,000
Henderson	US 176 (Spartanburg Highway)	NC 225 (Greenville Highway)	Upward Road	Access Management	\$121,700,000
Henderson	NC 280 (Boylston Highway)	NC 191 (Brevard Road)	NC 191 (Haywood Road)	Access Management	\$40,500,000
Buncombe	NC 63 (New Leicester Highway)	US 19 (Patton Avenue)	Newfound Road	Access Management	\$100,700,000
Henderson	US 25 (Hendersonville Road)	Butler Bridge Road	-	Intersection Improvement	\$6,400,000
Haywood	US 19/23 (Asheville Highway/Main Street/Park Street)	NC 215	Chestnut Mountain Road	Modernization	\$40,200,000
Buncombe	US 25 (Merrimon Avenue/Weaverville Highway)	Elkmont Road	New Stock Road	Roadway Upgrade	\$16,000,000



<b>County</b>	<b>Route</b>	<b>From</b>	<b>To</b>	<b>Type of Improvement</b>	<b>Cost Estimate</b>
Haywood	US 19 (Dellwood Road)	Dayton Drive	US 23/74	Access Management	\$130,100,000
Buncombe	US 25A (Sweeten Creek Road)	Mills Gap Road	US 25 (Hendersonville Road)/NC 280 (Airport Road)	Widening	\$135,000,000
Madison	NC 213 (Cascade Street)	Athletic Street	Bone Camp Road	Access Management	\$44,300,000

**One Non-Highway Project**

<b>County</b>	<b>Route</b>	<b>From</b>	<b>To</b>	<b>Type of Improvement</b>	<b>Cost Estimate</b>
Buncombe	WNC Passenger Rail	Asheville	Salisbury	Passenger Rail Service	\$133,000,000

**Cost of All Projects Prioritized- \$985,800,000**

### Alternative #3: Use All MPO Local Input Points

County	Route	From	To	Type of Improvement	Cost Estimate
Buncombe	US 19/23 (Smokey Park Highway)	I-40	NC 151 (Pisgah Highway)	Access Management	\$85,700,000
Buncombe	US 25 (Hendersonville Road)	NC 146 (Long Shoals Road)	NC 280 (Airport Road)	Access Management	\$132,200,000
Henderson	US 176 (Spartanburg Highway)	NC 225 (Greenville Highway)	Upward Road	Access Management	\$121,700,000
Buncombe	US 19 (Patton Avenue)	N Louisiana Avenue	NC 63 (New Leicester Highway)	Improve Multiple Intersections	\$5,256,000
Henderson	NC 280 (Boylston Highway)	NC 191 (Brevard Road)	NC 191 (Haywood Road)	Access Management	\$40,500,000
Buncombe	NC 63 (New Leicester Highway)	US 19 (Patton Avenue)	Newfound Road	Access Management	\$100,700,000
Henderson	US 25 (Hendersonville Road)	Butler Bridge Road	-	Intersection Improvement	\$6,400,000
Buncombe	US 25 (Merrimon Avenue)	I-240	Wembley Drive	Roadway Upgrade	\$56,500,000

<b>County</b>	<b>Route</b>	<b>From</b>	<b>To</b>	<b>Type of Improvement</b>	<b>Cost Estimate</b>
Buncombe	US 70 (Tunnel Road)	Beaucatcher Tunnel	US 74A (South Tunnel Road)	Road Diet	\$58,300,000
Buncombe	NC 280 (Airport Road)	US 25 (Hendersonville Road)	Rockwood Road	Access Management	\$62,400,000
Buncombe	NC 191 (Brevard Road)	North of the Blue Ridge Parkway	Ledbetter Road	Widening	\$86,500,000
Haywood	US 19/23 (Asheville Highway/Main Street/Park Street)	NC 215	Chestnut Mountain Road	Modernization	\$40,200,000
Buncombe	US 25 (Merrimon Avenue/Weaverville Highway)	Elkmont Road	New Stock Road	Roadway Upgrade	\$16,000,000
Buncombe	NC 81 (Swannanoa River Road)	US 70 (Tunnel Road)	US 74A (South Tunnel Road)	Modernization	\$53,000,000
Haywood	US 19 (Dellwood Road)	Dayton Drive	US 23/74	Access Management	\$130,100,000
Buncombe	US 25A (Sweeten Creek Road)	Mills Gap Road	US 25 (Hendersonville Road)/NC 280 (Airport Road)	Widening	\$135,000,000
Buncombe	US 25 (McDowell Avenue)/US 25A(Biltmore Avenue)	Southside Avenue	All Souls Crescent	Roadway Upgrade	\$75,100,000

<b>County</b>	<b>Route</b>	<b>From</b>	<b>To</b>	<b>Type of Improvement</b>	<b>Cost Estimate</b>
Buncombe	US 19/23 (Smokey Park Highway)	NC 151 (Pisgah Highway)	Wiggins Road	Access Management	\$95,500,000

**One Non-Highway Project**

<b>County</b>	<b>Route</b>	<b>From</b>	<b>To</b>	<b>Type of Improvement</b>	<b>Cost Estimate</b>
Buncombe	WNC Passenger Rail	Asheville	Salisbury	Passenger Rail Service	\$133,000,000

**Cost of All Projects Prioritized- \$1,434,056,000**

# Data:

Hours of Delay For the Five-County (Buncombe, Haywood, Henderson, Madison, and Transylvania) Area- 2024 Data is Projected to the Full Year

