

Asheville Area Congestion Report

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

French Broad River MPO
A PROGRAM AT LAND OF SKY REGIONAL COUNCIL | APRIL 16, 2026

EXECUTIVE SUMMARY

ABOUT THIS REPORT

This report serves as the French Broad River Metropolitan Planning Organization's (MPO) biennial update to its Congestion Management Process (CMP). The CMP is a federally required planning tool for metropolitan areas that monitors transportation system performance and identifies strategies to manage congestion in a cost-effective and sustainable way.

Rather than focusing solely on adding roadway capacity, the CMP emphasizes a broader approach to improving mobility. This includes understanding when and where congestion occurs, evaluating travel time reliability, and identifying strategies such as Transportation Demand Management (TDM), operational improvements, multimodal investments, and system resilience.

This report compiles and analyzes a range of data sources—including travel time data, commute patterns, and employment trends—to assess how congestion and travel behavior are evolving across the region. By tracking these trends over time, the MPO and its partners are better equipped to make informed decisions about transportation investments, project prioritization, and policy direction.

This report matters because it helps the region move beyond reacting to congestion and toward proactively managing it. The findings provide critical insight into how the transportation system is performing today, what factors are driving change,

and where targeted strategies can have the greatest impact on mobility, reliability, and accessibility.

2025 SUMMARY OF FINDINGS

The Asheville region has experienced significant population and employment growth over the past decade, though recent years have introduced new challenges, including economic uncertainty, housing constraints, and the impacts of Hurricane Helene. These factors have influenced both travel behavior and transportation system performance across the region.

Despite these challenges, traffic delay across the five-county region remains significantly below pre-pandemic (2019) levels, even as Vehicle Miles Traveled (VMT) has returned to or exceeded 2019 levels. This indicates that the transportation network is currently accommodating similar levels of travel with less overall delay. The primary driver of this trend appears to be a shift in when people travel, particularly due to increased telecommuting and more flexible work schedules, which have reduced peak-period demand.

At the same time, the nature of congestion has changed. Recurring, peak-period congestion has declined, while non-recurring delays—such as those caused by construction, incidents, and extreme weather—have become more prominent. Major construction projects along I-26 and recovery efforts following Hurricane Helene have contributed to more variable and less predictable travel conditions, particularly on key regional corridors.

Commuting patterns have also shifted significantly. While driving alone remains the dominant mode of travel (73.4%), the

share of workers working from home has increased substantially (14.4%), becoming the second most common “mode” in the region. Other modes—including carpooling, transit, walking, and bicycling—have remained relatively flat or declined slightly. These trends suggest that while *when* people travel has changed, *how* they travel has not.

The region is also becoming increasingly interconnected. Cross-county commuting has grown substantially, with more workers living in one county and working in another. Buncombe County, the region’s primary employment center, relies heavily on workers commuting from surrounding counties to support its workforce. This trend reflects broader economic and housing dynamics and reinforces the importance of regional transportation connections.

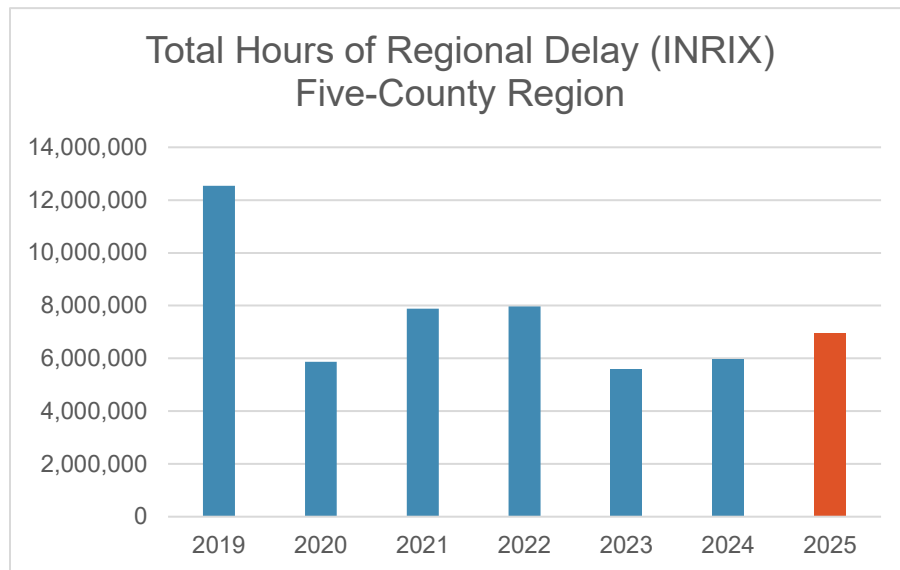
Importantly, these shifts have implications to lower-income workers as well. Lower-income workers are increasingly commuting from outside major employment centers, particularly into Asheville and Buncombe County. This likely reflects rising housing costs and may result in longer commutes, higher transportation costs, and reduced access to reliable travel options for some residents.

Overall, the region’s transportation system is experiencing a transition. Peak-period congestion has eased, but travel patterns are more dispersed, regional, and variable. While current conditions show improved performance, the continued reliance on single-occupancy vehicles and increasing cross-county travel suggest that long-term challenges related to congestion, reliability, and accessibility remain.

These findings highlight the importance of supporting Transportation Demand Management (TDM) strategies, including telework and flexible scheduling; improving reliability through work zone management, incident response, and real-time information; expanding multimodal options to provide alternatives to driving alone, and coordinating transportation and housing strategies to address growing regional commuting patterns.

TRAFFIC DELAY & CAUSES

Observed traffic delay across the five-county region remains substantially below pre-pandemic (2019) levels, with only modest increases in recent years. This trend persists even as vehicle miles traveled (VMT) have returned to—or in some cases exceeded—2019 levels. In effect, the region is accommodating similar or greater travel demand with less overall delay.



However, post-pandemic travel behavior is only part of the story. The impacts of Hurricane Helene have also influenced system performance in the region. Damage to key roadway segments, temporary closures, and ongoing recovery efforts have altered travel patterns, in some cases reducing available capacity while simultaneously redistributing traffic across the network. While these disruptions might typically be expected to increase delay, the data suggest that broader shifts in when and

how people travel—particularly reduced peak-period demand—have more than offset these impacts at a regional level.

The continued divergence between VMT and delay indicates a structural shift in travel behavior. Increased telecommuting, flexible work schedules, and trip chaining appear to be spreading demand more evenly throughout the day, reducing the intensity of traditional peak periods. At the same time, storm-related disruptions and recovery activities have likely contributed to more dynamic and less predictable travel patterns.

These findings reinforce the importance of Transportation Demand Management (TDM) strategies. Continued coordination with employers to support telework and flexible scheduling could help preserve these system performance gains, particularly as the region continues to recover from storm impacts and rebuild damaged infrastructure. Additional insight into evolving travel patterns is anticipated through the upcoming Regional Travel Survey.

Causes of Delay

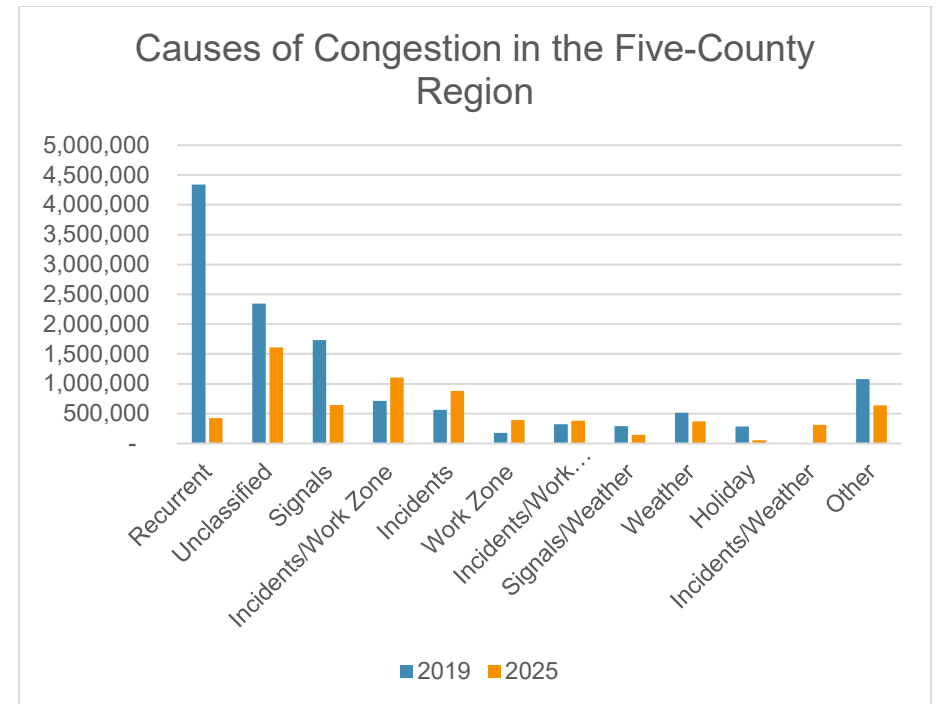
The composition of congestion has shifted notably since 2019, continuing trends first identified in the 2023 CMP Report and further influenced by recent storm impacts.

Recurring congestion—defined as delay caused by sustained high traffic volumes—has declined significantly. Between 2019 and 2021, recurring congestion decreased by more than 60%, dropping from approximately 62% of total congestion incidents to just over 6%. This reflects a sustained reduction in peak-period pressure on the transportation network.

In contrast, non-recurring sources of delay have become more prominent. Work zone-related congestion and incidents have increased, likely driven by major construction activity along key corridors such as I-26, including projects I-4700 and I-4400, as well as major bridge work in Haywood County.

In addition, storm-related impacts associated with Hurricane Helene—including roadway damage, emergency repairs, debris removal, and temporary traffic control—have likely contributed to an increase in incident-related and non-recurring delay, especially on the I-40 corridor. These types of disruptions tend to be episodic and location-specific but can significantly affect reliability on key corridors and detour routes.

Overall, the region’s congestion profile is shifting from one dominated by predictable, recurring peak-hour congestion to one more influenced by episodic disruptions, including construction activity and extreme weather events. This shift has important implications for congestion management strategies, suggesting an increased need to focus on work zone management, incident response, system resilience, and real-time traveler information, alongside traditional demand management approaches.



TOP BOTTLENECKS IN 2025

Data from HERE was provided on the top bottlenecks in the five-county region for 2025. This data is ranked based on total delay which is calculated by the total time a congestion event takes place multiplied by the estimated number of vehicles involved.

#1 WESTBOUND I-26 @ NC 146 (EXIT 37)

# of Events	243
Average Daily Duration	3h 43m
Total Hours of Delay	271,768,155
2019 Ranking	#6

#2 EASTBOUND I-40 @ HARMON DEN (EXIT 7)

# of Events	96
Average Daily Duration	4h 46m
Total Hours of Delay	228,632,676
2019 Ranking	#5

#3 WESTBOUND I-40 @ NC STATE LINE

# of Events	125
Average Daily Duration	2h 20m
Total Hours of Delay	110,228,798
2019 Ranking	#10

#4 WESTBOUND I-26 @ NC 191 (EXIT 33)

# of Events	294
Average Daily Duration	31m
Total Hours of Delay	89,934,196
2019 Ranking	#1

#5 SOUTHBOUND US 19 @ NC 63

# of Events	170
Average Daily Duration	1h 10m
Total Hours of Delay	59,576,634
2019 Ranking	#8

#6 EASTBOUND I-26 @ OZONE DRIVE (EXIT 59)

# of Events	229
Average Daily Duration	31m
Total Hours of Delay	57,251,003
2019 Ranking	Unranked

#7 SOUTHBOUND FUTURE I-26 @ I-240

# of Events	90
Average Daily Duration	1h 52m
Total Hours of Delay	53,387,965
2019 Ranking	#22

#8 EASTBOUND I-40 @ NC 215 (EXIT 31)

# of Events	58
Average Daily Duration	40m
Total Hours of Delay	53,089,256
2019 Ranking	#75

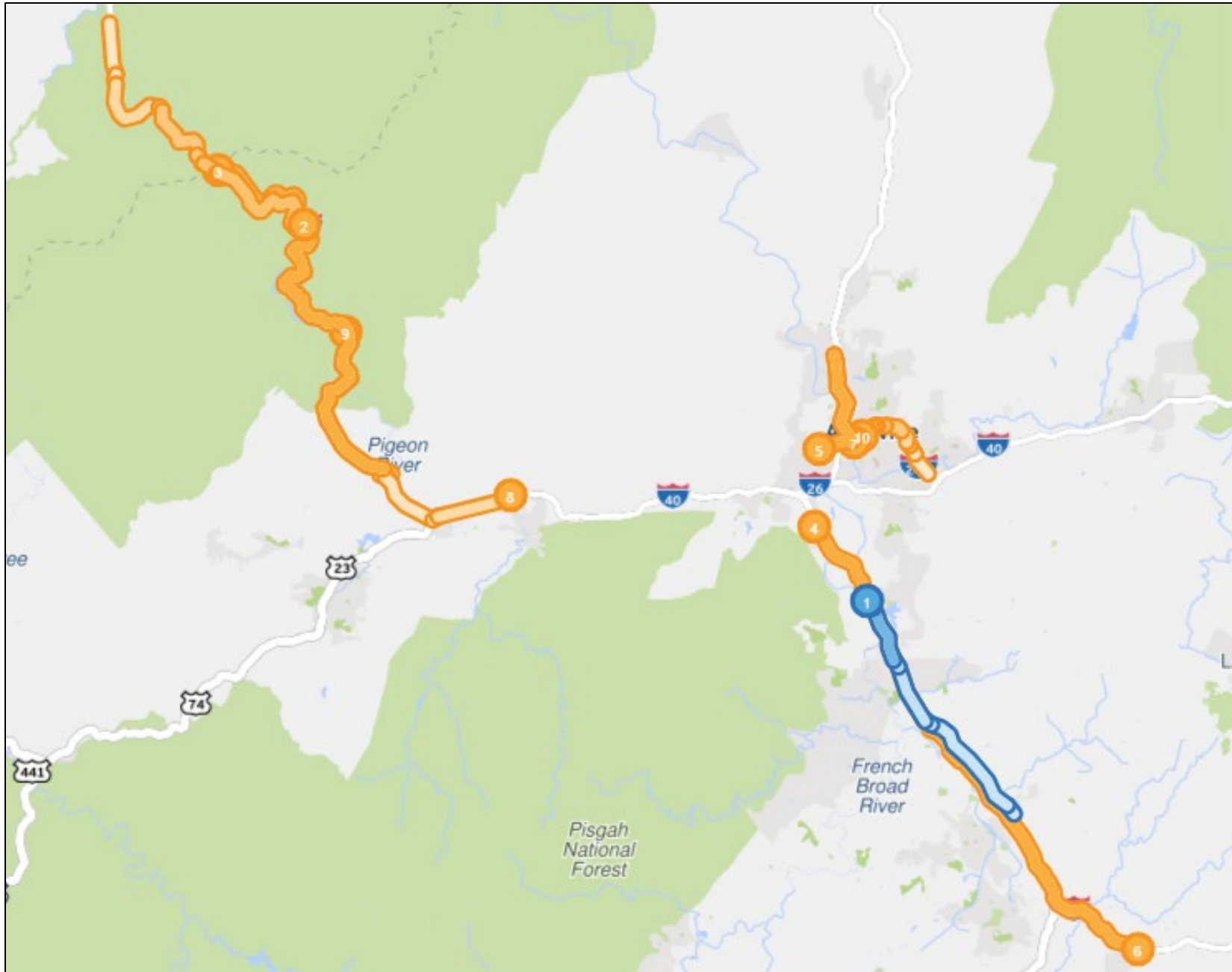
#9 WESTBOUND I-40 @ FINES CREEK (EXIT 15)

# of Events	57
Average Daily Duration	1h 22m
Total Hours of Delay	52,305,625
2019 Ranking	#132

#10 WESTBOUND I-240 @ MONTFORD (EXIT 4C)

# of Events	79
Average Daily Duration	48m
Total Hours of Delay	40,031,103
2019 Ranking	#17

It should be noted that many of the top bottlenecks in the region overlap with on-going construction projects. I-40 has a large area being repaired after Hurricane Helene. I-26 has construction from US 64 to I-40 as part of I-4700 and I-4400, likely adding to the delays observed along that corridor.



TOP 10
 Bottlenecks in
 the Five-County
 Area in 2025
 with associated
 queue lengths.
 Map provided
 by RITIS.

Top Non-Interstate Bottlenecks by County

BUNCOMBE COUNTY

Route	Intersection	Number of Events	Average Daily Duration	Total Delay	Regional Rank
US 19 (Patton Avenue) Southbound	NC 63 (New Leicester Highway)	170	1h 10m	59,576,634	5
US 25A (Sweeten Creek Road) Southbound	Mills Gap Road	5	2h 3m	32,189,295	12
US 25 (Merrimon Avenue) Northbound	Beaverdam Road	1	2h 51m	30,496,482	15
US 25 (Hendersonville Road) Southbound	Mills Gap Road	51	1h 29m	29,624,984	16
US 25 (Merrimon Avenue) Southbound	WT Weaver Boulevard	74	2h 5m	22,667,850	19

HENDERSON COUNTY

Route	Intersection	Number of Events	Average Daily Duration	Total Delay	Regional Rank
US 64 (Four Seasons Boulevard) Westbound	Thompson Street	55	5h 5m	16,962,129	25
US 25 (Hendersonville Road) Southbound	Howard Gap Road	34	1h 55m	5,918,440	54
US 64 (MLK Boulevard) Eastbound	King Street	4	7h 3m	5,150,541	61
US 64 (Four Seasons Boulevard) Eastbound	Thompson Street	8	1h 32m	5,065,422	63
US 25 (Hendersonville Road) Northbound	Cane Creek Road	71	1h 27m	4,926,141	71

HAYWOOD COUNTY

Route	Intersection	Number of Events	Average Daily Duration	Total Delay	Regional Rank
US 276 (Russ Avenue) Southbound	N Main Street	6	1h 54m	12,494,072	34
US 276 (Dellwood Road) Northbound	US 19 (Soco Road)	10	4h 28m	9,597,627	39
US 276 (Russ Avenue) Northbound	US 19 (Dellwood Road)	6	8h 9m	7,834,941	47
US 276 (Russ Avenue) Southbound	Howell Mill Road	1	2h 14m	6,241,507	51
US 276 (Pisgah Highway)	Blue Ridge Parkway	1	12m	6,180,574	52

MADISON COUNTY

Route	Intersection	Number of Events	Average Daily Duration	Total Delay	Regional Rank
US 25 (Bridge Street) Southbound	NC 209	6	10m	15,324,858	29
US 25 (Bridge Street) Northbound	NC 209	4	4m	3,042,673	97
US 25/70 Southbound	Walnut Creek Road	28	40m	2,407,937	110
US 25/70 Northbound	NC 208	6	1m	1,094,377	172
US 25/70 Northbound	Walnut Creek Road	11	3m	1,086,028	174

EVALUATING DELAY

To assess congestion and system performance, the MPO evaluates delay using two widely accepted metrics: the Travel Time Index (TTI) and the Planning Time Index (PTI). These measures are used nationally and internationally to evaluate both the intensity and reliability of congestion, providing a more complete picture of how roadway users experience travel conditions.

Each metric captures a different dimension of delay. The Travel Time Index (TTI) reflects typical, day-to-day congestion conditions, while the Planning Time Index (PTI) captures variability and unreliability—how much extra time travelers must budget to account for unexpected delays.

As defined by the Bureau of Transportation Statistics, TTI represents the ratio of travel time during peak periods to travel time under free-flow conditions. For example, a TTI of 1.5 indicates that a trip taking 10 minutes under uncongested conditions would require 15 minutes during peak travel times. This metric is particularly useful for identifying corridors with recurring congestion, where delays are experienced consistently during morning and evening peak periods.

The Planning Time Index (PTI) reflects travel time reliability by comparing the 95th percentile travel time (i.e., near-worst-case conditions) to free-flow travel time. A PTI of 1.5 indicates that a 10-minute trip would take 15 minutes or longer only about one day per month. This metric is especially valuable for identifying

non-recurring congestion, such as delays caused by crashes, weather events, or work zones, where travel times can vary significantly from day to day.

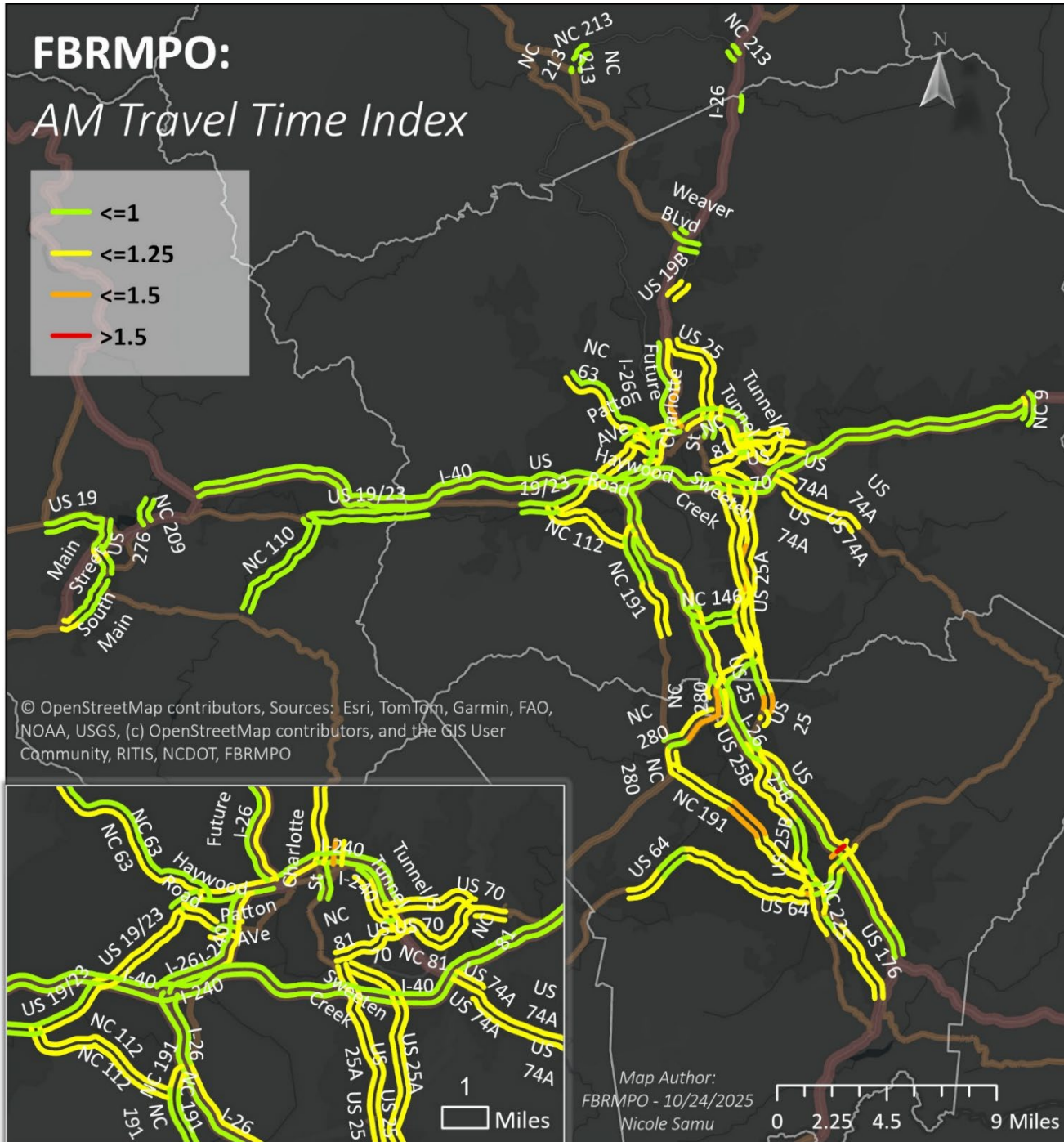
Taken together, these measures provide a more comprehensive understanding of system performance. Corridors with high TTI values tend to experience consistent, predictable congestion, while corridors with elevated PTI values but lower TTI may appear to function well on a typical day but experience occasional, severe disruptions that affect reliability.

For this report, TTI and PTI were calculated for roadway segments identified through the MPO's Congestion Management Process during the AM (7:00–9:00 AM) and PM (4:00–6:00 PM) peak periods. The following maps display these metrics by roadway segment, highlighting where congestion is most pronounced and where travel time reliability may be most affected.

In interpreting these maps, it is important to note that lower TTI values observed in recent years do not necessarily indicate the absence of congestion, but rather reflect a reduction in concentrated peak-period demand. At the same time, elevated PTI values in certain corridors may point to increased variability associated with construction activity, incident-related delay, or weather-related disruptions. Together, these measures help identify not only where congestion occurs, but how predictable—or unpredictable—travel conditions are across the regional network.

FBRMPO:

AM Travel Time Index



AM Travel Time Index

0.1%

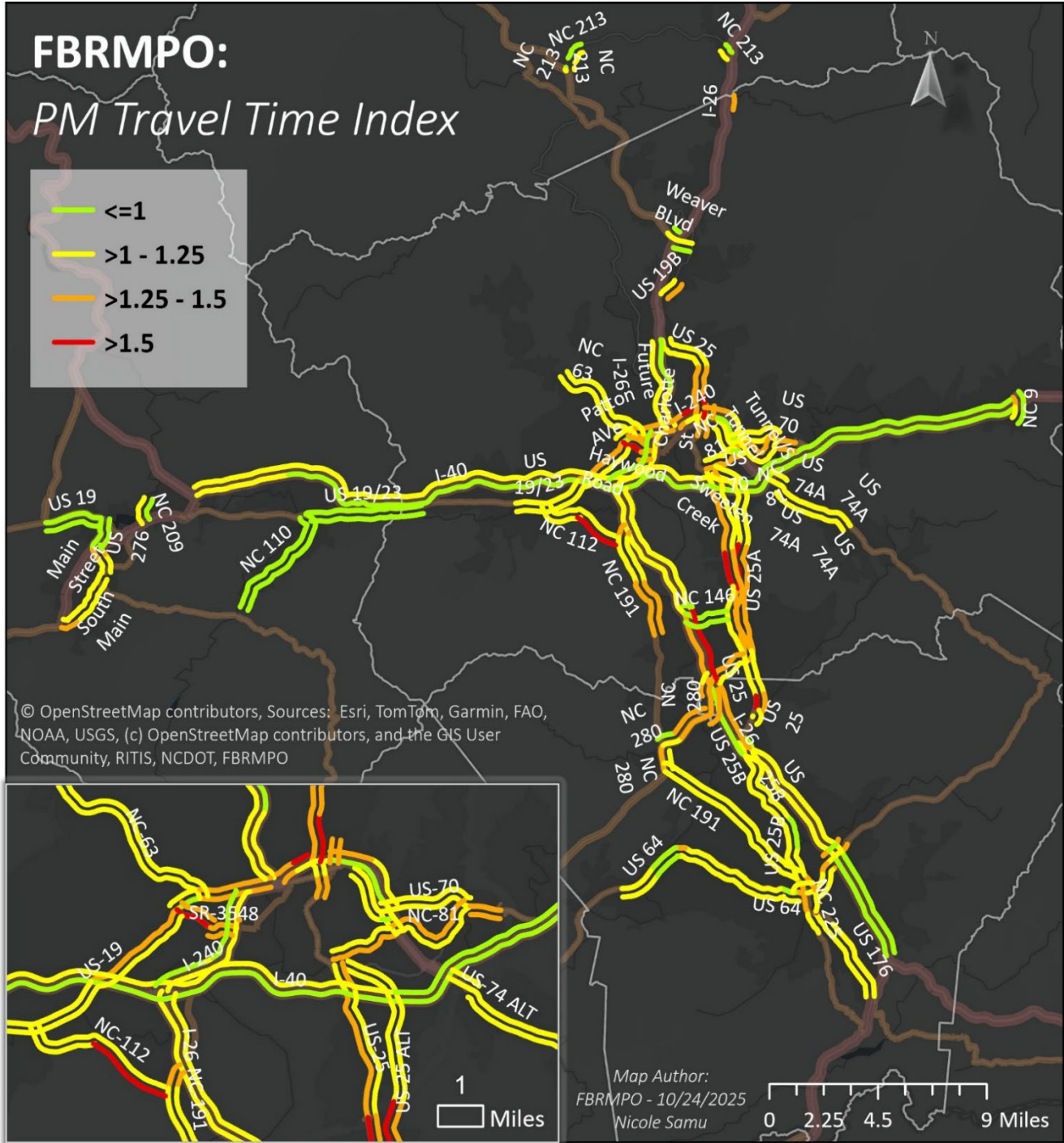
of studied roadway miles had a Travel Time Index > 1.5 in 2023

0.5%

of studied roadway miles had a Travel Time Index > 1.5 in 2021

FBRMPO:

PM Travel Time Index



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Map Author:
FBRMPO - 10/24/2025
Nicole Samu



PM Travel Time Index

3.1%

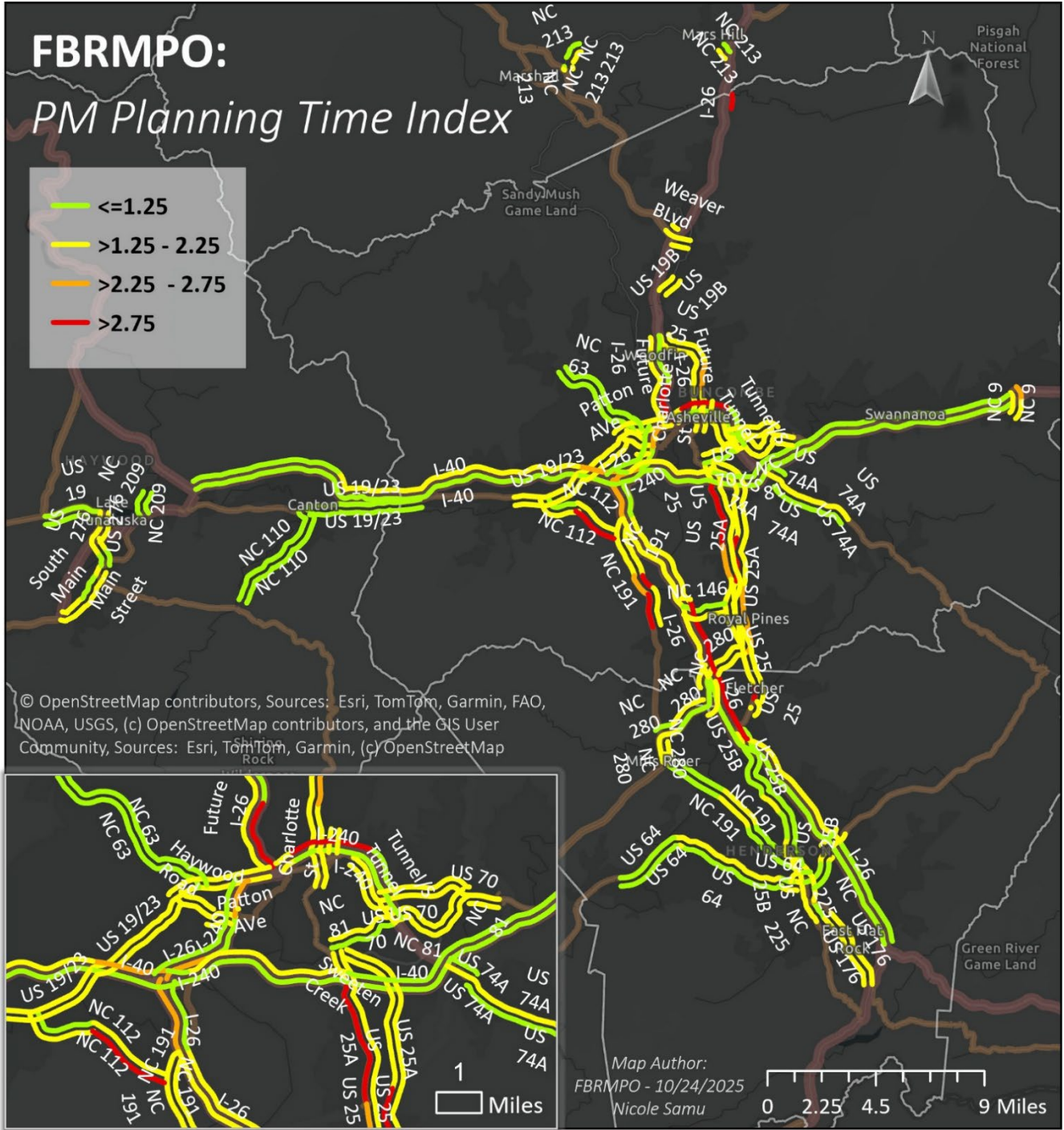
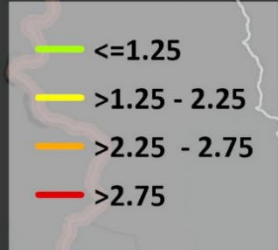
of studied roadway miles had a Travel Time Index > 1.5 in 2023

5.1%

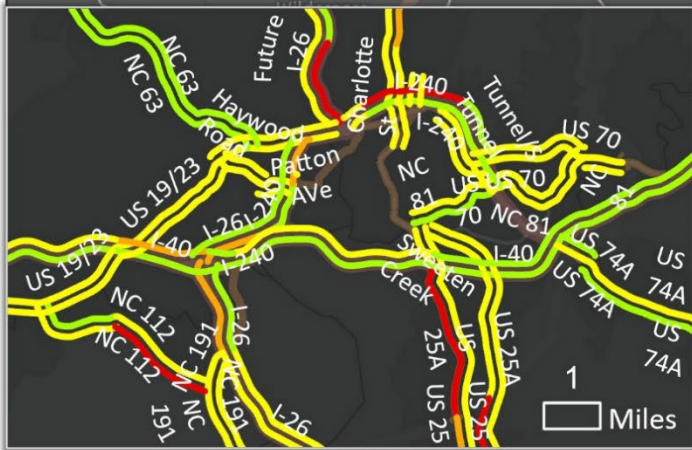
of studied roadway miles had a Travel Time Index > 1.5 in 2021

FBRMPO:

PM Planning Time Index



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Map Author:
FBRMPO - 10/24/2025
Nicole Samu

0 2.25 4.5 9 Miles

PM Planning Time Index

25.9%

of studied roadway miles had a Planning Time Index > 1.5 in 2023

27%

of studied roadway miles had a Planning Time Index > 1.5 in 2021

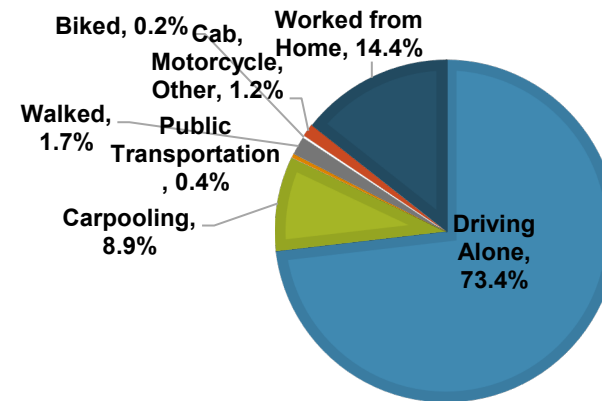
HOW PEOPLE COMMUTE & MOVE IN THE REGION

Data describing how residents commute to work is provided by the U.S. Census Bureau's American Community Survey (ACS). This dataset reflects **journey-to-work trips only** and is based on annual survey samples. As a result, it does not fully capture non-work travel, including recreational walking and bicycling, which are common in the region. This limitation is important when interpreting active transportation trends.

Despite these limitations, commute data remains one of the most important indicators of transportation system performance because commute trips are disproportionately concentrated during peak travel periods. Morning and evening commutes largely define when congestion occurs, placing the greatest demand on the transportation network over relatively short periods of time. As a result, even small changes in how, when, or whether people commute—such as increases in remote work or shifts in mode choice—can have outsized impacts on congestion, travel time reliability, and overall system efficiency.

Understanding commute patterns is therefore critical to interpreting trends in delay and congestion identified in this report. Changes in commuting behavior, particularly the growth in working from home, help explain why peak-period congestion has declined in recent years even as overall travel demand has recovered.

COMMUTE TO WORK- PRIMARY MODE (US CENSUS BUREAU ACS), 2024



How People Commute

Commuting in the region remains overwhelmingly dominated by single-occupancy vehicle travel. In 2024, approximately 73.4% of workers (170,661 individuals) reported driving alone to work.

The second most common category is workers who work from home, accounting for 14.4% of the workforce (33,513 workers). This represents a substantial share of regional commuting behavior and reflects lasting changes in work patterns following the COVID-19 pandemic.

Carpooling remains the third-largest commute mode at **8.9%**, followed by significantly smaller shares for walking (**1.7%**), public transportation (**0.4%**), bicycling (**0.2%**), and other modes (**1.2%**).

Overall, the regional commute pattern continues to rely heavily on personal vehicles, with relatively limited use of transit and active transportation for work trips.

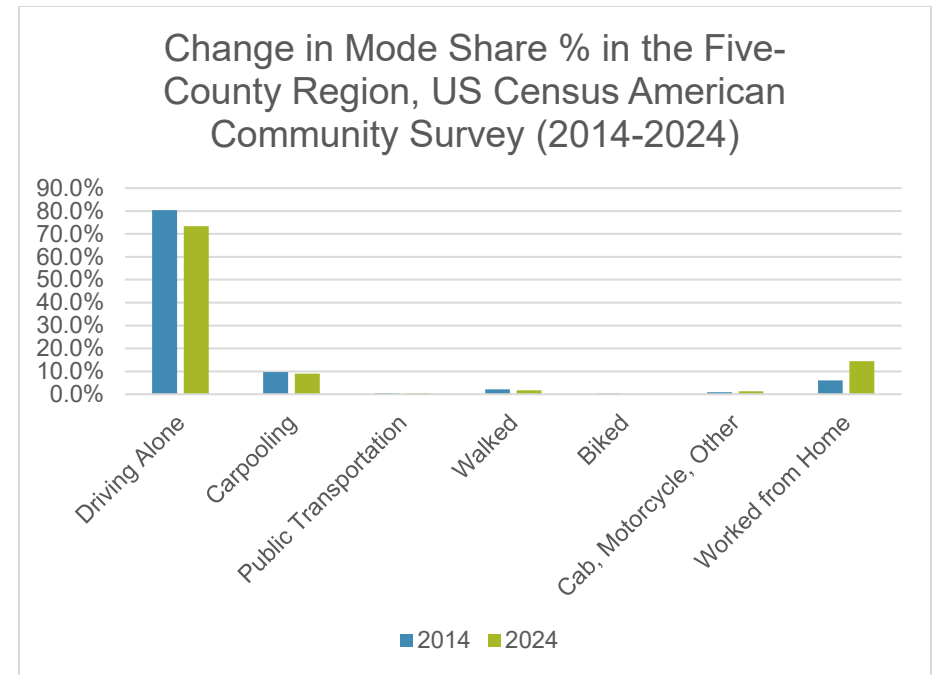
Changes in Commute Habits & Peak Driving Alone

Commute patterns in the five-county region have shifted notably over the past decade, as illustrated in the 2014–2024 comparison.

Most significantly, the share of workers **driving alone has declined**, while the share of workers **working from home has increased substantially**. In 2014, working from home represented a relatively small portion of commute trips; by 2024, it has grown to become the second most common “mode” in the region.

This shift has important implications for the transportation system. The increase in remote and hybrid work has likely contributed to reduced peak-period congestion, consistent with trends observed in the region’s delay metrics.

In contrast, other modes—including carpooling, transit, walking, and bicycling—have remained relatively flat or experienced modest declines. This indicates that while *when* people travel has changed, *how* they travel has remained largely consistent.



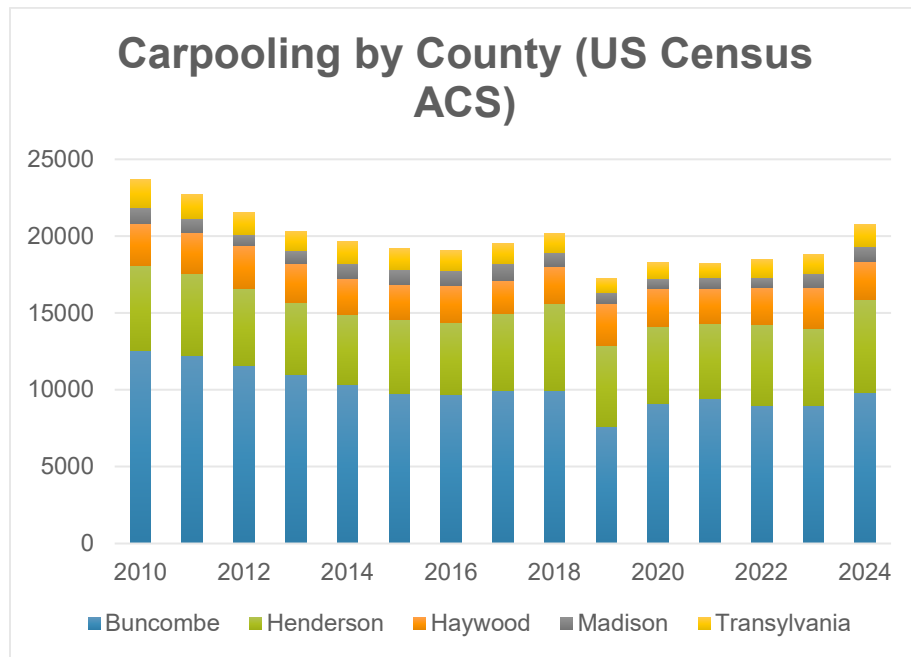
Carpooling, Transit, and Active Transportation

Carpooling continues to be a meaningful component of regional travel but has declined over time. As shown in the trend data, carpooling decreased from approximately **11–12% of commute trips in 2010** to a low point near **7.5% in 2019**, before modestly rebounding to **8.9% in 2024**.

County-level data suggests that this pattern is consistent across the region, with all five counties experiencing declines in carpooling over the past decade, followed by slight recent increases. This may reflect changing work patterns, economic conditions, or renewed interest in shared travel as commuting activity has stabilized post-pandemic.

Active transportation modes—walking and bicycling—remain a small share of commute trips and have shown relatively little change over time. Walking has generally hovered around **2%**, while bicycling has remained below **0.5%**. While these shares are small, they likely underrepresent total walking and biking activity in the region, particularly for non-work trips.

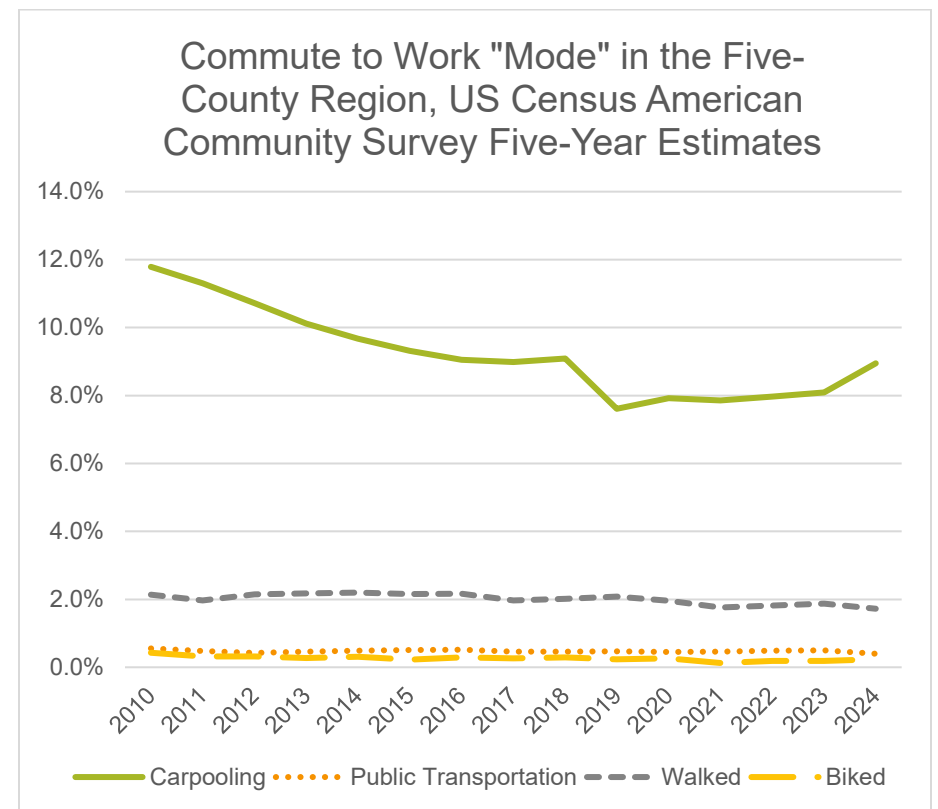
Public transportation use for commuting has also remained consistently low, generally around **0.4–0.5%** of commute trips. While there may be localized variation within specific communities, the regional trend suggests that transit plays a limited role in work-related travel.



Overall, the data indicate that the most significant shift in regional commuting behavior has been the **rise in working**

from home, rather than a shift toward alternative transportation modes.

This change has likely contributed to improved traffic conditions by reducing peak-period demand. However, the continued dominance of single-occupancy vehicles suggests that long-term congestion, system efficiency, and environmental goals will remain closely tied to the region's ability to expand and support viable alternatives to driving alone.



BICYCLE AND PEDESTRIAN

The 2018 CMP classifies “congested” roadways into different corridor types with Destination Corridors identified as major roadway corridors experiencing congestion that intersect areas that are relatively more conducive to bicycle and pedestrian travel. This identification is important for two different reasons: **1) IMPROVE SAFETY:** in areas where bicycle and pedestrian travel is more likely to occur, prioritizing speed and vehicular movements can lead to more safety concerns for people traveling by bike or walking; and **2) REDUCE CONGESTION:** enhancing bicycle and pedestrian accommodations along these corridors and inducing more trips by those modes may play a significant role in reducing congestion in those areas.

This section of the report helps to monitor Destination Corridors in terms of how these roads interact with bicycle and pedestrian modes. The corridors below are sorted based on a bicycle and pedestrian risk score developed by NCDOT as part of the Prioritization Process. The bicycle and pedestrian risk score is based on roadway accommodations as well as bicycle and pedestrian trip generators to develop an index based on projected use as well risk to each user. For this analysis, some CMP corridors are longer than the segments in the bicycle and pedestrian risk score so an average of overlapping segments has been applied. Also of note is the bicycle and pedestrian risk score has not been updated since the last report so it should be noted that significant changes have occurred on a couple of corridors in the region but are not reflected in the score in the table below.

Along with the bicycle and pedestrian risk score are recorded bicycle and pedestrian crashes within 50 feet of the identified corridor over a five-year period (2020-2024.)

Facility	From	To	Bike Crashes	Pedestrian Crashes	Total Crashes	KA Crashes	NCDOT Crash Risk Score
Merrimon Avenue	I-240	Beaverdam Road	5	21*	26	3	50.1**
Patton Avenue	Haywood Road	I-240	4	12	16	3	31.1
Hendersonville Road	Lodge Street	Blue Ridge Parkway	5	5	10	2	46.6
Tunnel/S Tunnel Road	Beaucatcher Tunnel	Swannanoa River Road	3	6	9	2	46.9
South Main Street	Hyatt Creek	Pigeon Avenue	0	3	3	1	44.5
Swannanoa River Road	Biltmore Avenue	Tunnel Road	2	0	2	1	43.3
Haywood Road (Bunc)	I-240	Patton Avenue	9	4	13	0	38.9
Biltmore Avenue	College Street	Biltmore Village	2	8	10	0	48.9
Amboy/Meadow	I-240	Biltmore Avenue	3	6	9	0	43.3

Facility	From	To	Bike Crashes	Pedestrian Crashes	Total Crashes	KA Crashes	NCDOT Crash Risk Score
Charlotte Street	Chestnut Street	College Street	4	4	8	0	50.4**
Asheville Highway	Spartanburg Highway	Haywood Road	3	3	6	0	31.3
Spartanburg Highway	Brooklyn Avenue	Greenville Highway	1	4	5	0	44.5
NC 110	Main Street	Henson Grove Road	0	2	2	0	35.8
US 64	Blythe Street	King Street	0	2	2	0	46.2
N Main Street	Pigeon Street	Walnut Street	0	2	2	0	46
Greenville Highway	Highland Lake Road	Spartanburg Highway	0	1	1	0	41.6
Haywood Road (Hend)	Asheville Highway	Blythe Street	0	1	1	0	46.1
Weaver Boulevard	I-26	Main Street	0	0	0	0	50.3
Sweeten Creek Road	I-40	McDowell Street	0	0	0	0	39.9
Elk Mountain Road	I-26	Riverside Drive	0	0	0	0	40.8
NC 213	Main Street	I-26	0	0	0	0	37.7

*Includes scooter, skateboard, or other crashes

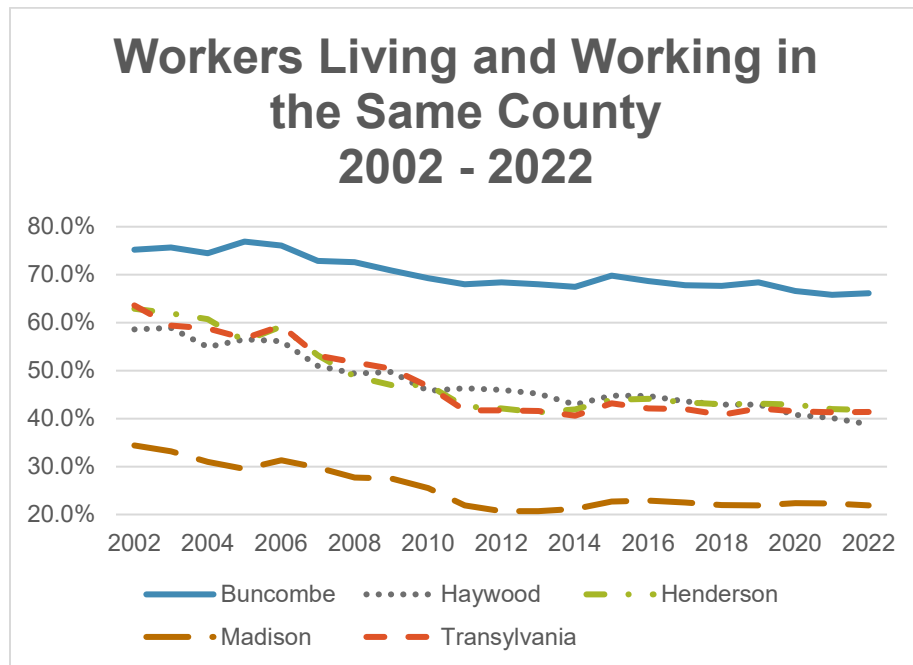
**Significant roadway changes have been made that are not reflected in the crash risk score.

Corridors in the table are ranked by KA (serious and fatal) bicycle and pedestrian crashes between 2017 and 2021.

COMMUTING PATTERNS

A significant component of the region's shifting traffic and travel patterns is the change in commuting patterns over time. While commuting represents only one trip purpose, it plays an outsized role in shaping peak-period demand, when the transportation system experiences its greatest strain.

Data for this section is drawn from the Longitudinal Employer-Household Dynamics (LEHD) dataset provided by the U.S. Census Bureau. This dataset reflects the relationship between worker residences and employer locations. It is important to note that LEHD identifies where workers are *employed*, not necessarily where they commute daily. As such, increases in long-distance connections may reflect both traditional commuting and the rise of remote or hybrid work arrangements.



LEHD data shows a clear and sustained increase in cross-county employment connections over the past two decades. The region's economic geography is becoming more interconnected, with workers increasingly living in one county and working in another.

The most significant example is the connection between Henderson and Buncombe Counties. The number of Henderson County residents working in Buncombe County increased by 142% since 2002, making it the largest county-to-county commuting flow in the region (12,955 workers in 2022). Similar growth has been observed in commuting flows from Haywood, Madison, and McDowell Counties into Buncombe County.

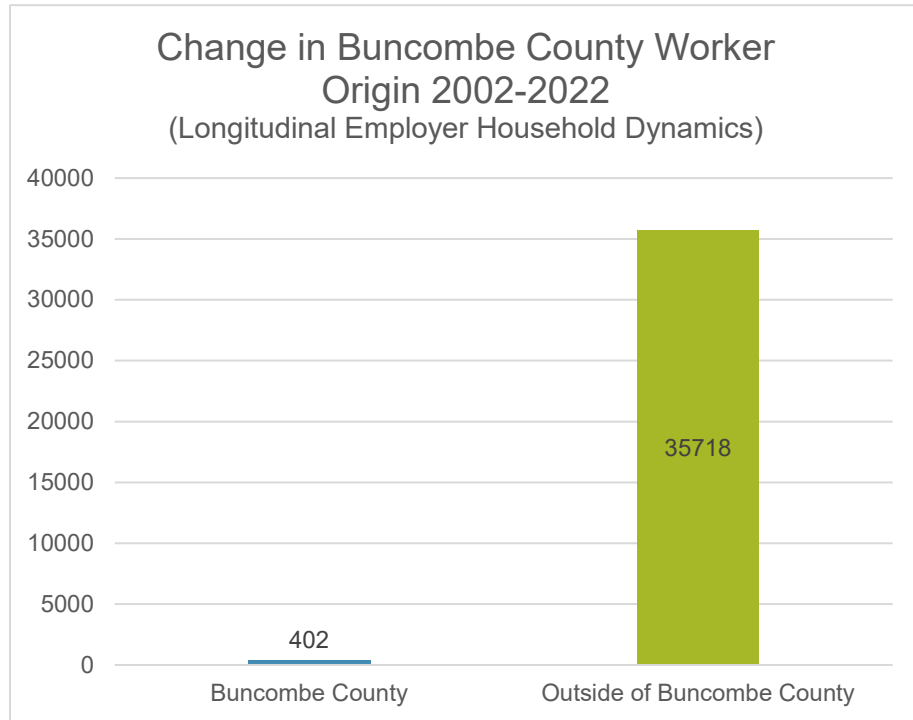
At the same time, there has been notable growth in longer-distance employment connections, including Buncombe County residents working in Mecklenburg County (5,603 workers, +2,665 since 2002). While these connections are unlikely to represent daily long-distance commuting for most workers, they reflect broader changes in employment patterns, including remote work and employer location reporting within the dataset.

Overall, these trends indicate that the region's labor market is functioning at an increasingly regional—and in some cases statewide—scale, rather than being confined within county boundaries.

JOBS-HOUSING IMBALANCE & REGIONAL DEPENDENCE

Changes in commuting patterns also highlight a growing imbalance between where jobs are located and where workers live.

Buncombe County, the region’s primary employment center, added approximately 36,120 jobs between 2002 and 2022. Of those net gains, nearly all of those additional jobs were filled by workers living outside of Buncombe County, indicating a strong reliance on in-commuting from surrounding counties.



This pattern is not unique to Buncombe County: Henderson County and Haywood County both show similar patterns within the LEHD dataset.

These trends suggest that job growth across the region is increasingly supported by a workforce that lives elsewhere, reinforcing the importance of regional transportation connections. As cross-county commuting increases, so does demand on key corridors, particularly during peak travel periods.

Worker Origin	County of Employment	Number of Workers, 2022	Change Since 2002
Henderson	Buncombe	12,955	+ 7,881
Buncombe	Henderson	7,936	+463
Haywood	Buncombe	6,501	+2,951
Buncombe	Mecklenburg	5,603	+2,665
Madison	Buncombe	3,760	+ 1,127
McDowell	Buncombe	3,450	+2,278

Six Largest County-to-County Connections for All Jobs

IMPLICATIONS FOR TRANSPORTATION

The increase in cross-county commuting has several important implications for the transportation system:

- **Greater demand on regional corridors**, particularly those connecting surrounding counties to Buncombe County
- **Increased trip lengths**, which can contribute to higher vehicle miles traveled (VMT) even if peak congestion is moderated
- **More complex and less predictable travel patterns**, especially when combined with hybrid and remote work arrangements
- **Limited multimodal interventions**, to reduce the impacts of single-occupancy commuters coming from farther away.

At the same time, the rise in telecommuting may be offsetting some of the congestion impacts of longer-distance commuting by reducing the frequency of peak-period trips.

LOW-INCOME WORKER CONSIDERATIONS

LEHD data also provides insight into commuting patterns by income level, revealing important equity considerations.

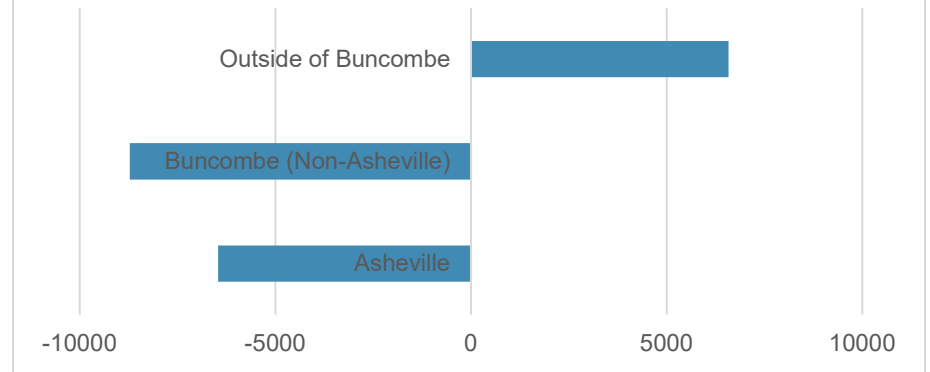
In the City of Asheville, the number of workers earning less than \$3,333 per month has increasingly shifted toward workers living **outside of Buncombe County**, while the number of lower-income workers living within Asheville and Buncombe County has declined.

This trend suggests that lower-income workers are either relocating farther from major employment centers due to housing affordability constraints or being recruited from a broader geographic area to meet workforce demand

In either case, the result is likely an increase in transportation burden for lower-income workers, who may face longer commutes, higher transportation costs, and more limited access to reliable travel options.

While similar patterns are observed elsewhere in the region, the trend is most pronounced in Asheville and Buncombe County, where housing pressures are greatest. This reinforces the connection between housing affordability, workforce access, and transportation demand, and highlights the importance of considering these factors together in regional planning efforts.

Asheville Workers Earning <\$3333/month,
Place of Residence Change 2002-2022
(Longitudinal Employer Household Dynamics)



AREAS OF CONCERN

Based on all of the data collected in this report, several areas of concern pop-up.

1. I-40, West of I-26

Cause of Concern: the I-40 corridor between I-26 and Exit 37 in Buncombe County has consistently shown up in these reports as being one of the least reliable segments in the region. This corridor is one of the primary freight routes in the region and has an increasing amount of vehicles per day, likely with Haywood commuters as well as visitors to the Smokey Mountains National Park playing significant roles. While this segment wasn't directly impacted by Hurricane Helene, the impacts to the Pigeon River Gorge are likely having a secondary effect on the performance of this segment.

What's Happening: This segment has been submitted to the Prioritization Process for a widening since 2018, but has not been funded. In 2025, the MPO Board held several meetings to consider the addition of express lanes to address congestion with a more competitive project. The MPO Board ultimately voted to submit the project as an express lane widening to the P8 cycle of Prioritization.

2. US 25 Alt (Sweeten Creek Road) from I-40 to NC 280 (Airport Road)

Cause of Concern: the Sweeten Creek Road corridor has seen a significant increase in residents in the last two decades and, with it, a significant increase in travel volumes. In travel-time data, the afternoon southbound traffic was one of the least reliable segments for surface streets in the region. It includes

some of the biggest bottlenecks in the region, most notably the intersection with Mills Gap Road.

What's Happening: Parts of Sweeten Creek Road, between Rock Hill Road and NC 280, were previously funded, but have been defunded since 2025. The projects are back in consideration in the Prioritization Process for P8, but funding availability is likely to be a major challenge to move the projects forward in the near-future.

3. US 64 (Four Seasons Boulevard)

Cause of Concern: The Four Seasons Boulevard corridor has consistently been one of the least reliable corridors in Henderson County and the region for a number of years, and is one of the major gateways into the City of Hendersonville as well as one of the busiest interchanges on I-26.

What's Happening: The MPO recently programmed a Corridor Study on US 64, in cooperation with the City of Hendersonville. The study plans to look at short-term and long-term solutions to help address safety and congestion on the corridor.

4. US 19 (Patton Avenue)

Cause of Concern: The Patton Avenue corridor in West Asheville has been one of the more unreliable corridors in the region for a number of years as well as one of the most dangerous for vulnerable road users. In the past five years (of available data), the corridor has had three fatal or serious bike/ped crashes and 16 total bike/ped crashes.

What's Happening: The NCDOT Safety Unit is planning improvements at North Louisiana Avenue. NCDOT Division 13 has also submitted a multiple intersection improvement project

from NC 63 (New Leicester Highway) to North Louisiana Avenue to Prioritization.

5. US 25 (Merrimon Avenue)

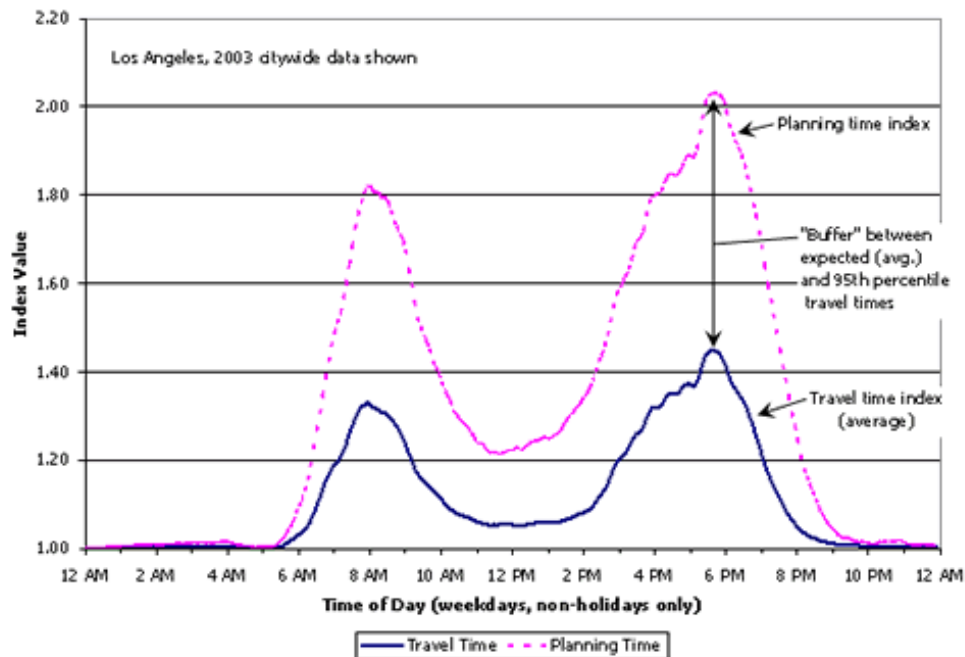
Cause of Concern: The Merrimon Avenue corridor north of Downtown Asheville is one of the least reliable “destination” corridors in the MPO’s CMP and includes some major bottlenecks at Beaverdam Road and WT Weaver Boulevard. In addition, the corridor has been one of the most dangerous for vulnerable road users in the region with three fatal/serious bike/ped crashes and 26 total bike/ped crashes.

What’s Happening: A road diet was recently implemented north of WT Weaver Boulevard. Recent studies by NCDOT have found that the intervention improved safety, increased walking and biking, and had marginal impacts to travel-times through the corridor. Additional improvements are expected to be needed at some intersections with further multimodal improvements planned south of the recent road diet.

APPENDIX A: TRAVEL TIME INDEX

Legend

Attribute	What It Means
Travel Time Index	A ratio of average travel-time over a select time period over free-flow travel-time
TTI Day	Travel Time Index Throughout the Day (6AM – 9PM)
TTI AM	Travel Time Index in the AM Rush (7AM-9AM)
TTI PM	Travel Time Index in the PM Rush (4PM-6PM)
Change	Change in Travel Time Index between 2019 and 2021



Freight Corridors

CMP Code	Route	2023			2019			Change		
		TTI Day	TTI AM	TTI PM	TTI Day3	TTI AM2	TTI PM2	TTI Day5	TTI AM6	TTI PM7
F2 WB	I-26 WB NC 280 to I-40	1.13	1	1.41	1.19	1.09	1.59	0.06	0.09	0.18
F7 WB	I-240 WB 74A to Future 26	1.05	0.97	1.33	1.03	0.93	1.42	-0.02	-0.04	0.09
F2 EB	I-26 EB I-40 to NC 280	1.07	0.99	1.23	1.11	1.04	1.37	0.04	0.05	0.14
F8 WB	I-40 WB I-26 to Exit 37	1	0.94	1.13	1.01	0.95	1.14	0.01	0.01	0.01
F1 WB	I-26 WB US 25 to NC 280	1.02	1	1.08	1.04	1	1.09	0.02	0.00	0.01
F1 EB	I-26 EB NC 280 to US 25	1.01	0.96	1.06	1	0.98	1.02	-0.01	0.02	-0.04
F9 WB	I-40 WB Exit 37 to US 23/74	0.99	0.94	1.06	0.99	0.96	1.03	0.00	0.02	-0.03
F3 WB	I-40 WB US 74A to I-26	0.98	0.96	1.05	0.97	0.95	1.06	-0.01	-0.01	0.01
F5 WB	I-240 WB Future 26 to I-40	0.98	0.96	1.05	1.03	1.02	1.14	0.05	0.06	0.09
F6 SB	Future 26 SB from Weaver Blvd to I-240	1.01	1.1	1.03	1.04	1.18	1.11	0.03	0.08	0.08
F6 NB	Future 26 NB from I-240 to Weaver Blvd	0.99	0.97	1.02	0.97	0.96	1.02	-0.02	-0.01	0.00
F7 EB	I-240 EB Future 26 to 74A	0.99	0.99	1.02	0.97	0.98	1.03	-0.02	-0.01	0.01
F9 EB	I-40 EB US 23/74 to Exit 37	1	0.96	1	0.94	0.94	0.94	-0.06	-0.02	-0.06
F4 WB	I-40 WB NC 9 to US 74A	0.97	0.97	0.98	0.99	0.96	1.06	0.02	-0.01	0.08
F3 EB	I-40 EB I-26 to US 74A	0.96	0.96	0.96	0.96	0.96	0.95	0.00	0.00	-0.01
F4 EB	I-40 EB US 74A to NC 9	0.96	0.96	0.96	0.98	0.97	0.98	0.02	0.01	0.02
F5 EB	I-240 EB I-40 to Future 26	0.96	0.96	0.96	1.04	1.09	1.23	0.08	0.13	0.27
F8 EB	I-40 EB Exit 37 to I-26	0.96	0.95	0.96	0.95	0.95	0.98	-0.01	0.00	0.02

Mobility Corridors

CMP Code	Route	2023			2019			Change		
		TTI Day	TTI AM	TTI PM	TTI Day3	TTI AM2	TTI PM2	TTI Day5	TTI AM6	TTI PM7
M2 SB	US 25A SB I-40 to NC 280	1.18	1.1	1.44	1.6	1.2	2.28	0.42	0.1	0.84
M2 NB	US 25A NB NC 280 to I-40	1.2	1.18	1.34	1.41	1.29	1.79	0.21	0.11	0.45
M8 SB	US 25 SB BRP to Cane Creek	1.15	1.08	1.29	1.09	1.02	1.24	-0.06	-0.06	-0.05
M12 SB	NC 9 SB US 70 to Blue Ridge	1.16	1.05	1.25	1.29	1.15	1.36	0.13	0.1	0.11
M8 NB	US 25 NB Cane Creek to BRP	1.16	1.1	1.25	1.11	1.06	1.19	-0.05	-0.04	-0.06
M13 NB	NC 191 NB NC 280 to I-26	1.11	1.07	1.24	1.1	1.03	1.31	-0.01	-0.04	0.07
M13 SB	NC 191 SB I-26 to NC 280	1.11	1.06	1.23	1.14	1.05	1.44	0.03	-0.01	0.21
M1 SB	US 19/23 WB Haywood to NC 151	1.12	1.05	1.22	1.43	1.31	1.55	0.31	0.26	0.33
M7 EB	US 70 EB I-240 to BRP	1.13	1.06	1.21	0.93	0.9	0.97	-0.2	-0.16	-0.24
M9 SB	NC 280 SB US 25 to Butler Bridge	1.11	1.02	1.21	1.23	1.14	1.39	0.12	0.12	0.18
M12 NB	NC 9 NB Blue Ridge to US 70	1.1	1	1.2	1.39	1.19	1.54	0.29	0.19	0.34
M6 NB	US 25 NB Beaverdam to New Stock	1.13	1.04	1.2	1.05	1	1.11	-0.08	-0.04	-0.09
M7 WB	US 70 WB BRP to I-240	1.12	1.06	1.2	1.06	0.98	1.14	-0.06	-0.08	-0.06
M9 NB	NC 280 NB Butler Bridge to US 25	1.12	1.04	1.2	1.16	1.09	1.22	0.04	0.05	0.02
M5 NB	US 25B NB New Stock to Reems Creek	1.11	1.07	1.17	1.55	1.47	1.69	0.44	0.4	0.52
M6 SB	US 25 SB New Stock to Beaverdam	1.13	1.06	1.17	0.99	0.96	1.02	-0.14	-0.1	-0.15
M20 NB	US 276 NB Main to US 19	1.1	1	1.16	1.07	0.98	1.13	-0.03	-0.02	-0.03
M17 WB	US 64 WB Howard Gap to King	1.13	1.06	1.15	1.23	1.03	1.29	0.1	-0.03	0.14
M1 NB	US 19/23 EB NC 151 to Haywood	1.09	1.08	1.14	1.43	1.61	1.51	0.34	0.53	0.37
M11 WB	NC 146 WB US 25 to I-26	1.03	1.02	1.14	1.07	1.1	1.16	0.04	0.08	0.02
M17 EB	US 64 EB King to Howard Gap	1.07	0.99	1.14	1.22	1.05	1.35	0.15	0.06	0.21
M20 SB	US 276 SB US 19 to Main	1.09	1	1.14	1.02	0.94	1.06	-0.07	-0.06	-0.08
M14 SB	NC 112 SB US 1923 to NC 191	1.08	1.06	1.13	1.08	1.09	1.17	0	0.03	0.04
M18 EB	US 64 EB Brickyard to Blythe	1.08	1.06	1.11	0.99	0.98	1	-0.09	-0.08	-0.11
M15 SB	NC 280 SB Butler Bridge to 191	1.02	1	1.1	1.12	1.1	1.22	0.1	0.1	0.12
M16 NB	NC 191 NB Blythe to 280	1.08	1.11	1.1	1.08	1.08	1.16	0	-0.03	0.06
M16 SB	NC 191 SB 280 to Blythe	1.07	1.1	1.1	1.12	1.1	1.22	0.05	0	0.12
M18 WB	US 64 WB Blythe to Brickyard	1.06	1.04	1.1	1	0.99	1.01	-0.06	-0.05	-0.09
M19 SB	US 25B SB Butler Bridge to 191	1.07	1.05	1.1	0.95	0.95	0.97	-0.12	-0.1	-0.13
M3 SB	US 74A SB I-40 to Old Fort	1.05	1.02	1.1	1.06	1.11	1.09	0.01	0.09	-0.01
M5 SB	US 25B SB Reems Creek to New Stock	1.07	1.05	1.1	1.6	1.47	1.75	0.53	0.42	0.65
M4 SB	NC 63 SB Newfound to US 19/23	1.07	1.08	1.09	1.23	1.23	1.16	0.16	0.15	0.07

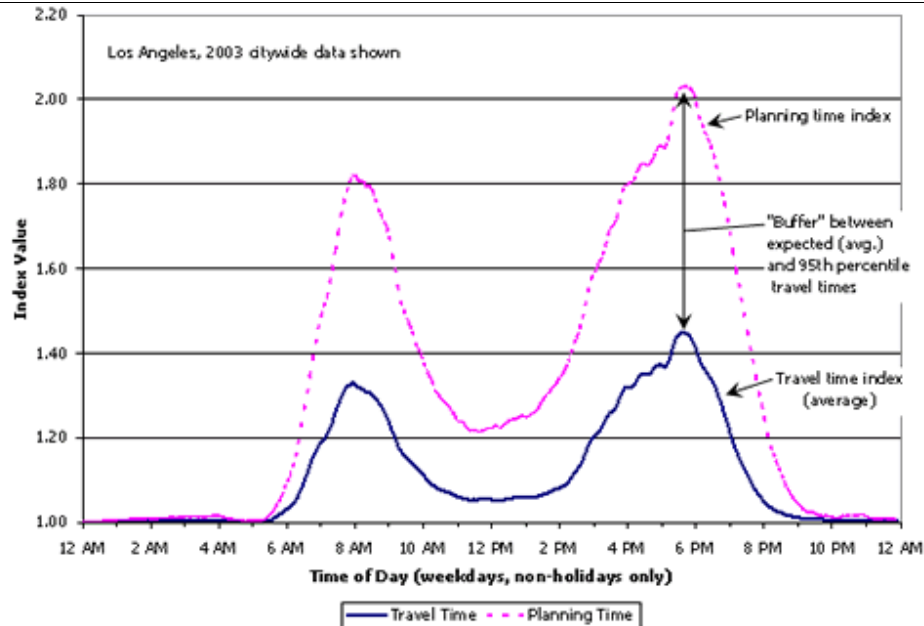
Destination Corridors

CMP Code	Route	2023			2019			Change		
		TTI Day	TTI AM	TTI PM	TTI Day3	TTI AM4	TTI PM5	TTI Day5	TTI AM6	TTI PM7
D6 NB	US 25 NB I-240 to Beaverdam	1.27	1.09	1.47	1.06	0.95	1.16	-0.21	0.12	0.1
D11 SB	Patton SB I-240 to Haywood	1.13	0.97	1.38	1.27	1.09	1.67	0.14	0.05	0.27
D17 SB	US 25 SB 191 to 176	1.26	1.15	1.37	0.92	0.81	1	-0.34	0.09	0.15
D9	Charlotte Street	1.22	1.13	1.37						
D6 SB	US 25 SB Beaverdam to I-240	1.2	1.05	1.32	1.04	0.89	1.19	-0.16	0.08	0.15
D1 SB	US 25 SB Lodge to BRP	1.13	1.07	1.29	1	0.97	1.22	-0.13	-0.08	-0.23
D3 SB	Haywood SB Patton to I-240	1.12	0.99	1.28	1.19	1.01	1.37	0.07	0.2	0.16
D17 NB	US 25 NB 176 to 191	1.23	1.19	1.26	0.9	0.89	0.9	-0.33	0.08	0.04
D9	Charlotte Street	1.11	1.03	1.25						
D1 NB	US 25 NB BRP to Lodge	1.17	1.11	1.24	1.01	0.94	1.11	-0.16	-0.07	-0.21
D15 WB	US 176 WB Brooklyn to 225	1.17	1.13	1.23	1.07	1.07	1.16	-0.1	0.17	0.15
D8 WB	Tunnel from NC 81 to Tunnel	1.12	0.97	1.23	1.07	0.95	1.15	-0.05	0.15	-0.03
D10 NB	US 25A NB I-40 to US 25	1.1	1.01	1.2	1.3	1.07	1.46	0.2	0.06	0.1
D11 NB	Patton NB Haywood to I-240	1.11	1.09	1.2	1.25	1.25	1.37	0.14	0.18	0.14
D3 NB	Haywood NB I-240 to Patton	1.1	1	1.2	1.09	0.95	1.22	-0.01	0.16	0.21
D13 EB	US 64 EB Blythe to King	1.17	1.17	1.19	1.15	1.07	1.18	-0.02	0.06	0.1
D15 EB	US 176 EB 225 to Brooklyn	1.13	1.07	1.18	1	0.98	1.05	-0.13	0.14	0.1
D18 SB	S Main SB Pigeon to Hyatt Creek	1.1	1.01	1.17	1	0.91	1.03	-0.1	0.08	0.08
D8 EB	Tunnel from Tunnel to NC 81	1.09	0.96	1.17	1	0.91	1.06	-0.09	0.15	-0.03
D18 NB	S Main NB Hyatt Creek to Pigeon	1.11	1.03	1.16	0.97	0.88	1.02	-0.14	0.09	0.1
D13 WB	US 64 WB King to Blythe	1.11	1.15	1.15	1.03	1.03	1.06	-0.08	0.07	0.06
D2 NB	NC 191 NB US 25B to Blythe	1.12	1.13	1.15	0.91	0.92	0.92	-0.21	0.06	0.04
D5 SB	NC 81 SB US 70 to Biltmore	1.09	1.03	1.15	1	0.91	1.06	-0.09	0.05	0.05
D7 EB	Weaver EB from I-26 to Main	1.07	0.96	1.15	1.4	1.26	1.48	0.33	0.27	0.14
D14 NB	US 225 NB Highland Lake to US 176	1.09	1.04	1.13	1.04	0.98	1.07	-0.05	0.02	0.01
D10 SB	US 25A SB US 25 to I-40	1.08	1.02	1.12	0.98	0.9	1.04	-0.1	-0.01	0.04
D19 SB	N Main SB Walnut to Pigeon	1.09	0.97	1.12	1.15	0.96	1.2	0.06	0.21	0.2
D2 SB	NC 191 SB Blythe to US 25B	1.09	1.07	1.12	0.86	0.83	0.87	-0.23	0.02	0.02
D14 SB	US 225 SB US 176 to Highland Lake	1.09	1.06	1.11	0.99	0.97	1.01	-0.1	0.07	0.05
D20 WB	213 WB 26 to Main	1.07	1.06	1.11	0.86	0.84	0.88	-0.21	0.03	0.01
D5 NB	NC 81 NB Biltmore to US 70	1.07	1.01	1.11	0.94	0.86	0.98	-0.13	0.04	0.04
D19 NB	N Main NB Pigeon to Walnut	1.07	0.97	1.1	1.26	1.07	1.3	0.19	0.26	0.23

APPENDIX B: PLANNING TIME INDEX

Legend

Attribute	What It Means
Planning Time Index	A ratio of 95 th percentile travel-time over a select time period over free-flow travel-time
PTI Day	Planning Time Index Throughout the Day (6AM – 9PM)
PTI AM	Planning Time Index in the AM Rush (7AM-9AM)
PTI PM	Planning Time Index in the PM Rush (4PM-6PM)
Change	Change in Planning Time Index between 2019 and 2021



Freight Corridors

CMP Code	Route	2023			2021			2019			Change		
		PTI Day	PTI AM	PTI PM	PTI Day4	PTI AM4	PTI PM3	PTI Day3	PTI AM2	PTI PM2	PTI Day5	PTI AM6	PTI PM7
F2 WB	I-26 WB NC 280 to I-40	1.99	1.23	2.65	1.77	1.12	2.52	2.02	1.42	3.11	0.03	0.19	0.46
F7 WB	I-240 WB 74A to Future 26	1.42	1.08	2.35	1.09	0.98	1.88	1.46	1.02	2.58	0.04	-0.06	0.23
F2 EB	I-26 EB I-40 to NC 280	1.59	1.14	2.13	1.73	1.16	2.14	1.72	1.21	2.36	0.13	0.07	0.23
F8 WB	I-40 WB I-26 to Exit 37	1.21	1.02	1.82	1.14	1	1.98	1.25	1.07	1.84	0.04	0.05	0.02
F1 WB	I-26 WB US 25 to NC 280	1.26	1.08	1.57	1.39	1.09	1.9	1.23	1.09	1.65	-0.03	0.01	0.08
F9 WB	I-40 WB Exit 37 to US 23/74	1.07	1.02	1.5	1.08	1.01	1.42	1.07	1.05	1.14	0.00	0.03	-0.36
F6 SB	Future 26 SB from Weaver Blvd to I-240	1.16	1.6	1.43	1.1	1.24	1.43	1.33	1.98	1.71	0.17	0.38	0.28
F3 WB	I-40 WB US 74A to I-26	1.04	1.04	1.35	1.05	1	1.24	1.07	1.03	1.34	0.03	-0.01	-0.01
F5 WB	I-240 WB Future 26 to I-40	1.04	1.04	1.35	1.01	0.96	1.13	1.14	1.1	1.58	0.10	0.06	0.23
F1 EB	I-26 EB NC 280 to US 25	1.19	1.05	1.3	1.13	1.06	1.11	1.1	1.08	1.13	-0.09	0.03	-0.17
F7 EB	I-240 EB Future 26 to 74A	1.11	1.18	1.19	1.03	1	1.06	1.15	1.23	1.52	0.04	0.05	0.33
F6 NB	Future 26 NB from I-240 to Weaver Blvd	0.98	0.97	1.1	1.02	0.99	1.12	1.07	1.04	1.37	0.09	0.07	0.27
F8 EB	I-40 EB Exit 37 to I-26	1.05	1.03	1.05	1.04	0.98	1.03	1.08	1.04	1.2	0.03	0.01	0.15
F9 EB	I-40 EB US 23/74 to Exit 37	1.07	1.02	1.05	1.03	0.98	1.02	1.01	1.01	1.01	-0.06	-0.01	-0.04
F3 EB	I-40 EB I-26 to US 74A	1.04	1.04	1.03	1.06	1.01	1.01	1.05	1.04	1.05	0.01	0.00	0.02
F4 WB	I-40 WB NC 9 to US 74A	1.03	1.04	1.03	1.08	0.99	1.03	1.04	1.03	1.08	0.01	-0.01	0.05
F5 EB	I-240 EB I-40 to Future 26	1.04	1.04	1.03	1.09	1.1	1.63	1.33	1.67	2.21	0.29	0.63	1.18
F4 EB	I-40 EB US 74A to NC 9	1.03	1.04	1.02	1.11	1.02	1.01	1.06	1.05	1.05	0.03	0.01	0.03

Mobility Corridors

CMP Code	Route	2023			2019			Change		
		PTI Day	PTI AM	PTI PM	PTI Day3	PTI AM2	PTI PM2	PTI Day5	PTI AM6	PTI PM7
M2 SB	US 25A SB I-40 to NC 280	1.64	1.33	2.23	1.6	1.2	2.28	0.21	0.05	0.18
M2 NB	US 25A NB NC 280 to I-40	1.58	1.56	1.84	1.41	1.29	1.79	0.19	0.12	0.13
M13 NB	NC 191 NB NC 280 to I-26	1.41	1.3	1.79	1.54	1.29	2.25	0.31	0.11	0.44
M13 SB	NC 191 SB I-26 to NC 280	1.36	1.24	1.76	1.72	1.37	2.74	0.54	0.26	1.08
M8 SB	US 25 SB BRP to Cane Creek	1.45	1.31	1.75	1.51	1.3	1.73	0.25	0.13	0.21
M11 WB	NC 146 WB US 25 to I-26	1.34	1.45	1.62	1.42	1.61	1.56	0.17	0.29	0.22
M8 NB	US 25 NB Cane Creek to BRP	1.45	1.36	1.61	1.52	1.41	1.68	0.26	0.25	0.11
M12 NB	NC 9 NB Blue Ridge to US 70	1.52	1.27	1.55	1.93	1.55	2.13	0.19	0.13	-0.18
M12 SB	NC 9 SB US 70 to Blue Ridge	1.46	1.31	1.54	1.83	1.56	1.83	0.33	0.22	0.11
M9 NB	NC 280 NB Butler Bridge to US 25	1.38	1.26	1.51	1.51	1.38	1.53	0.17	0.12	0.06
M17 EB	US 64 EB King to Howard Gap	1.34	1.22	1.49	2	1.54	2.18	0.42	0.14	0.05
M1 SB	US 19/23 WB Haywood to NC 151	1.36	1.26	1.48	1.43	1.31	1.55	0.18	0.16	0.13
M9 SB	NC 280 SB US 25 to Butler Bridge	1.36	1.21	1.47	1.59	1.36	1.92	0.23	0.11	0.27
M20 NB	US 276 NB Main to US 19	1.4	1.21	1.45	1.36	1.24	1.47	-0.14	-0.14	-0.2
M7 WB	US 70 WB BRP to I-240	1.37	1.27	1.45	1.36	1.18	1.42	0.2	0.08	0.08
M7 EB	US 70 EB I-240 to BRP	1.37	1.3	1.44	1.11	1.07	1.18	-0.02	0.01	-0.05
M17 WB	US 64 WB Howard Gap to King	1.44	1.34	1.43	1.93	1.53	2.04	0.31	0.12	0.25
M5 NB	US 25B NB New Stock to Reems Creek	1.33	1.26	1.41	1.55	1.47	1.69	0.08	0.06	0.01
M14 SB	NC 112 SB US 1923 to NC 191	1.32	1.3	1.4	1.38	1.46	1.53	0.19	0.2	0.22
M6 NB	US 25 NB Beaverdam to New Stock	1.29	1.2	1.39	1.26	1.15	1.39	0.11	0.07	0.09
M1 NB	US 19/23 EB NC 151 to Haywood	1.33	1.43	1.37	1.43	1.61	1.51	0.21	0.27	0.15
M20 SB	US 276 SB US 19 to Main	1.34	1.2	1.37	1.31	1.16	1.31	0.05	-0.01	-0.02
M14 NB	NC 112 NB NC 191 to US 1923	1.26	1.27	1.34	1.72	1.41	2.44	0.37	0.03	0.34
M6 SB	US 25 SB New Stock to Beaverdam	1.33	1.19	1.33	1.15	1.12	1.2	0.08	0.01	0.03
M5 SB	US 25B SB Reems Creek to New Stock	1.28	1.22	1.31	1.6	1.47	1.75	0.12	0.05	-0.01
M15 SB	NC 280 SB Butler Bridge to 191	1.15	1.2	1.29	1.5	1.4	1.61	0.16	0.17	0.04
M19 SB	US 25B SB Butler Bridge to 191	1.24	1.24	1.28	1.15	1.16	1.2	0.08	0.08	0.05
M18 EB	US 64 EB Brickyard to Blythe	1.21	1.2	1.27	1.11	1.11	1.12	-0.07	-0.12	-0.19
M11 EB	NC 146 EB I-26 to US 25	1.2	1.25	1.26	1.45	1.47	1.54	0.19	0.16	0.12
M16 NB	NC 191 NB Blythe to NC 280	1.28	1.43	1.26	1.38	1.35	1.46	0.39	0.08	0.42
M3 SB	US 74A SB I-40 to Old Fort	1.19	1.16	1.25	1.06	1.11	1.09	-0.05	-0.16	-0.15
M16 SB	NC 191 SB 280 to Blythe	1.24	1.38	1.24	1.5	1.4	1.61	0.47	0.1	0.52

Destination Corridors

CMP Code	Route	2023			2019			Change		
		PTI Day	PTI AM	PTI PM	PTI Day3	PTI AM2	PTI PM2	PTI Day5	PTI AM6	PTI PM7
D1 SB	US 25 SB Lodge to BRP	1.34	1.27	2.21	1.33	1.22	2.39	-0.01	-0.05	0.18
D6 NB	US 25 NB I-240 to Beaverdam	1.73	1.37	2.04	1.41	1.28	1.47	-0.32	-0.09	-0.57
D9	Charlotte Street	1.72	1.51	1.99						
D11 SB	Patton SB I-240 to Haywood	1.6	1.22	1.94	2.18	1.6	2.83	0.58	0.38	0.89
D17 SB	US 25 SB 191 to 176	1.64	1.49	1.82	1.29	1.1	1.41	-0.35	-0.39	-0.41
D6 SB	US 25 SB Beaverdam to I-240	1.59	1.31	1.7	1.45	1.22	1.55	-0.14	-0.09	-0.15
D3 SB	Haywood SB Patton to I-240	1.44	1.22	1.64	1.58	1.35	1.82	0.14	0.13	0.18
D8 WB	S Tunnel from NC 81 to Tunnel	1.47	1.21	1.61	1.47	1.24	1.57	0	0.03	-0.04
D9	Charlotte Street	1.41	1.33	1.6						
D17 NB	US 25 NB 176 to 191	1.55	1.54	1.55	1.23	1.22	1.2	-0.32	-0.32	-0.35
D1 NB	US 25 NB BRP to Lodge	1.43	1.36	1.54	1.39	1.32	1.52	-0.04	-0.04	-0.02
D10 NB	US 25A NB I-40 to US 25	1.46	1.28	1.51	1.96	1.52	2.01	0.5	0.24	0.5
D11 NB	Patton NB Haywood to I-240	1.45	1.41	1.5	1.87	1.82	2.01	0.42	0.41	0.51
D15 WB	US 176 WB Brooklyn to 225	1.49	1.44	1.49	1.44	1.44	1.63	-0.05	0	0.14
D3 NB	Haywood NB I-240 to Patton	1.4	1.21	1.49	1.16	1.09	1.18	-0.24	-0.12	-0.31
D13 EB	US 64 EB Blythe to King	1.53	1.59	1.48	1.75	1.56	1.65	0.22	-0.03	0.17
D8 EB	S Tunnel from Tunnel to NC 81	1.41	1.18	1.47	1.33	1.15	1.34	-0.08	-0.03	-0.13
D15 EB	US 176 EB 225 to Brooklyn	1.36	1.3	1.41	1.37	1.36	1.44	0.01	0.06	0.03
D7 EB	Weaver EB from I-26 to Main	1.33	1.14	1.41	1.93	1.71	2.09	0.6	0.57	0.68
D18 NB	S Main NB Hyatt Creek to Pigeon	1.34	1.2	1.39	1.24	1.11	1.27	-0.1	-0.09	-0.12
D13 WB	US 64 WB King to Blythe	1.4	1.57	1.38	1.47	1.53	1.41	0.07	-0.04	0.03
D7 WB	Weaver WB from Main to I-26	1.31	1.24	1.38	1.86	1.45	2.17	0.55	0.21	0.79
D2 NB	NC 191 NB US 25B to Blythe	1.32	1.43	1.37	1.23	1.33	1.09	-0.09	-0.1	-0.28
D18 SB	S Main SB Pigeon to Hyatt Creek	1.32	1.19	1.36	1.25	1.09	1.29	-0.07	-0.1	-0.07
D10 SB	US 25A SB US 25 to I-40	1.32	1.27	1.35	1.32	1.25	1.42	0	-0.02	0.07
D19 SB	N Main SB Walnut to Pigeon	1.35	1.18	1.35	1.56	1.36	1.36	0.21	0.18	0.01
D19 NB	N Main NB Pigeon to Walnut	1.34	1.16	1.34	1.84	1.59	1.65	0.5	0.43	0.31
D2 SB	NC 191 SB Blythe to US 25B	1.28	1.23	1.34	1	0.93	1	-0.28	-0.3	-0.34
D14 NB	NC 225 NB Highland Lake to US 176	1.29	1.2	1.3	1.37	1.16	1.37	0.08	-0.04	0.07
D14 SB	NC 225 SB US 176 to Highland Lake	1.29	1.28	1.29	1.23	1.19	1.26	-0.06	-0.09	-0.03
D5 SB	NC 81 SB US 70 to Biltmore	1.25	1.14	1.29	1.45	1.22	1.55	0.2	0.08	0.26
D20 WB	213 WB 26 to Main	1.23	1.23	1.28	1.01	0.97	1.05	-0.22	-0.26	-0.23

