

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Prioritization Subcommittee Meeting Agenda

May 7, 2019 – 9:00 A.M.

Agenda

- 1. WELCOME AND HOUSEKEEPING (5 min)**
 - A. Welcome and Introductions, Approval of Agenda** Josh O’Conner
 - B. April 9, 2019 Minutes** Josh O’Conner

- 2. PUBLIC COMMENT**

- 3. BUSINESS (60-90 min)**
 - A. P 6.0 Update and Prep** MPO Staff
 - B. Project Expectations Report** MPO Staff
 - C. Congestion Analysis** MPO Staff

- 4. ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (3 min)**

- 5. TOPICS FOR NEXT MEETING? (3 min)**

- 6. PUBLIC COMMENT 2**

- 7. ADJOURNMENT**

**Prioritization Subcommittee
Meeting Minutes
April 9, 2018
Land of Sky Regional Council**

ATTENDING

Voting Members

- Josh O'Conner, Buncombe County – Chair
- Julie Mayfield, City of Asheville
- John Dockendorf, Village of Flat Rock
- Elizabeth Teague, Town of Waynesville
- Autumn Radcliff, Henderson County

Non-Voting

- Lyuba Zuyeva, FBRMPO
- Nick Kroncke, FBRMPO
- Dan Baechtold, City of Asheville
- Troy Wilson, NCDOT
- Hannah Cook, NCDOT
- Stephen Sparks, NCDOT
- Daniel Sellers, NCDOT
- Colby Brown, Manhan Group
- Chandler Duncan, Metroanalytics
- Erica Anderson, Land of Sky
- LeRoy Roberson, Town of Waynesville

I. Welcome and Housekeeping

I-A // Welcome and Introductions, Approval of Agenda

Prioritization Chair, Josh O'Conner, presided calling meeting to order at 9:05am. Members gave their introduction. The Agenda was approved.

I-B // February 12, 2019 Minutes

The minutes from the January meeting were reviewed. Julie Mayfield made a motion to pass the minutes as presented. John Dockendorf seconded. All approved.

II. Public Comment

None at this time.

III. Business

III-A // JARC and 5310 Transit Projects Selection

Lyuba Zuyeva mentioned that a selection committee has previously been created to select projects for JARC and 5310 funding sources. JARC is Jobs Access Reverse Commute includes 10% set aside for urban transit set-aside and is allocated for Route 170 and Black Mountain Trailblazer. What's left is the Haywood County set-aside amount for Mountain Projects who operates as a non-profit. The total funding amount is around \$208,000 and Mountain Projects applied for the full amount. It is split between Capital and Operations for the new deviated fixed route and purchase of buses for that route. City of Asheville gets a 10% administration fee out of this funding. MPO staff recommendation is to approve this funding source at the full amount. Autumn Radcliff asked for what year the study formula was completed and the answer was that this is the fourth year.

For 5310 projects, there is a requirement that this funding is split 55% towards “traditional” capital projects and the other 45% can go towards operating. This funding is geared towards seniors and persons with disabilities. This round was competitive for both funding categories as there was more applications than funding. Lyuba went through each application to describe what program they were applying for. Julie asked for clarification on if the programs that are applying for funding is utilizing the full amount of funding. Elizabeth Teague asked if the programs can operate with limited funding. Lyuba said that the programs are typically scalable, and it can change based on year applied for. Lyuba mentioned looking at cost per trip but that may be disadvantageous to individuals who live farther out as their cost per trip will typically be higher. This will go to the MPO TCC and Prioritization for adoption, and be incorporated into the next round of TIP amendments.

The MPO staff recommendation is to fund each project at 66% as presented. Elizabeth Teague made a motion. Julie Mayfield seconded. All approved.

III-B // 2045 Land Use Study: Economic Forecasts

Chandler Duncan (Metro Analytics) and Colby Brown (Manhan Group) presented on economic forecasts. Colby started with a review of base-year data, with 2010 used for calibration of the TDM and 2015 as the new base year. The TDM hasn't been calibrated for the 2015 data yet. Colby showed a map with a “slider” looking at a map with 2010 and 2015 data. The number of jobs that a household could reach in 20 minutes at peak-travel times was measured. Colby mentioned the implications of being able to access jobs or markets (Groceries, schools) within 20 minutes of driving time. Overall, access to jobs is going up in the five-year period. It was noted that in the development pipeline there are not projects in Asheville and the household changes in the region were likely not accurate.

Colby made mention of producing a static map or web map with potential for members to QA/QC the data. Julie made mention of sharing this map with Land of Sky Board or the MPO Board. Chandler went on to describe the development pipeline inventory, which has been built since 2015 or is “all but built” and includes residential and non-residential.

FBRMPO staff will follow up with the consultants for spot checking problematic TAZs with population and household values.

Chandler Duncan (Metro Analytics) gave an overview of economic forecast “control totals” for the group. He noted that they typically underestimate growth and activity, especially in a region like FBRMPO. As noted, 2040 forecasts were expected



to be exceeded by 2020. There was questions regarding the accuracy of this statement. The resolution was that forecasts aren't exactly accurate.

Chandler noted that the forecasting methodology can't assume that changes are occurring when they actually are due to transportation improvements. Mention about the forecasting process took place, with Chandler explaining what the process entails. The summary (Slide available) showed employment growth at a rate of 0.78% with a population of 1.14% reflective of a growing retired population. Moody's analytics was chosen as the growth trajectories model because of the multiple anchor points available.

Julie mentioned ground-truthing the economic growth predictions with each county/municipality chambers of commerce.

Chandler showed around \$19 million in efficiency benefits due to FBRMPO program (Travel time and mileage savings). This can enable \$7 million in GDP and lead to 155 permanent jobs.

Elizabeth asked about looking at induction for what the model accounts for. Particularly for climate change and influx of retirees into the region over the next 20-30 years. Further discussion will take place at next Prioritization meeting.

III-C // New Meeting Time for Prioritization

Waynesville mentioned problems with the 2nd and 4th Tuesday of each month. The 3rd Tuesday is problematic for the City of Asheville. The 1st Tuesday would work best for members.

IV. Announcement, News, Special Updates - None.

V. Topics for Next Meeting

Next Meeting: **May 7 at 9am**. No topics identified.

VI. Public Comment 2

No public comment at this time.

VII. Adjournment

Josh O'Conner adjourned the meeting at 10:50 am.



Item 3A:

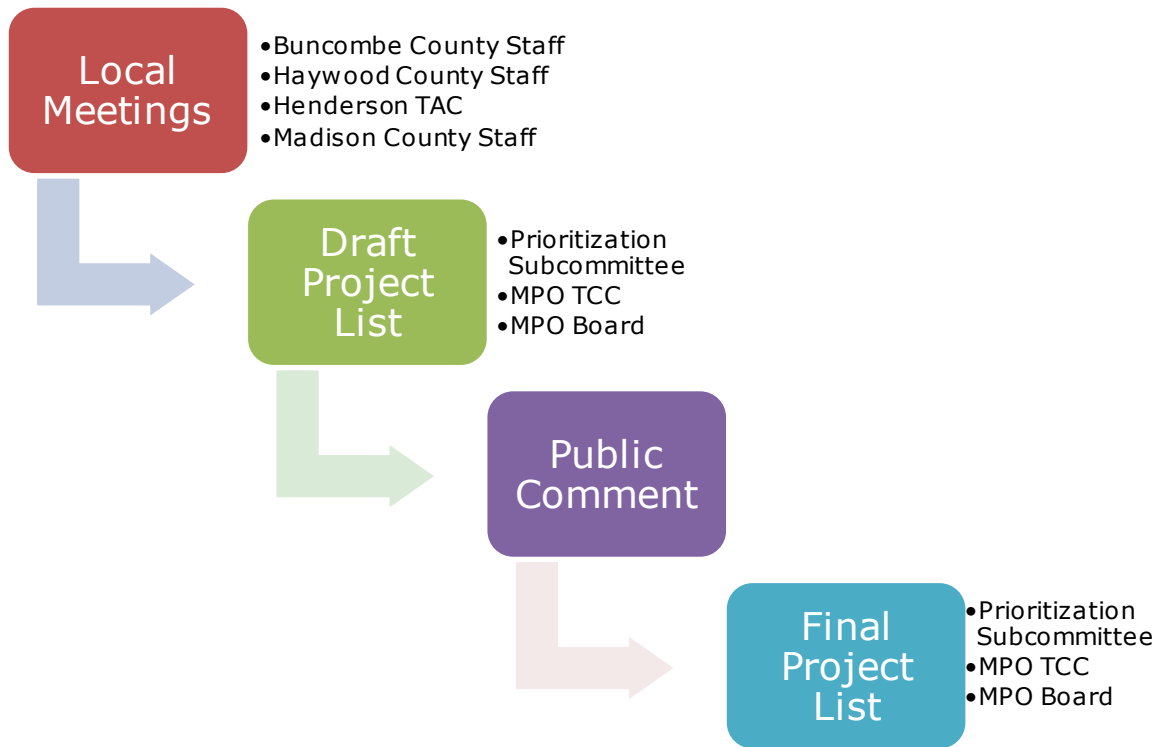
P 6.0 Update and Preparation

P 6.0 is upon us! In preparation for the coming round of prioritization, MPO staff plans on using the following timeline:

Task	Estimated Date(s)
Begin Local Meetings to Select Projects	May/June, 2019
Draft Project Submittals	August, 2019
Project Submittals Approved	September, 2019
MPO Prioritization Survey	Winter, 2019/2020
Statewide Mobility Programmed	April, 2020
MPO Methodology Due	May, 2020
Local Input Points for Regional Impact Projects Due	June, 2020
Local input Points for Division Needs Projects Due	October, 2020
Draft 2022-2031 STIP Released	January, 2021



MPO Process for Determining DRAFT Project Submittals:



Key Questions for the Prioritization Subcommittee:

- What needs improvement from the last round of prioritization?
- Is the MPO's general process for choosing project submittals worth revisiting?



Short List of Highway Projects Being Considered for Submittal:

BUNCOMBE COUNTY:

CTP ID	SPOT Tier	Route	From	To	Project Description
A5	Statewide Mobility	I-40	I-240	Porter Cove Road (Exit 55)	Widen to 6 Lanes
A4	Statewide Mobility	I-40	US 19 (Smokey Park Highway)	US 74 (Exit 27 in Haywood County)	Widen to 6 Lanes
A32	Regional Impact	NC 280	I-26	US 25	Access Management, Intersection Improvements
A18	Regional Impact	NC 146 (Long Shoals Road)	I-26	Hendersonville Road	Access Management
A30	Regional Impact	US 25 (Hendersonville Road)	Mills Gap Road	I-40	Access Management, Intersection Improvements
A46	Regional Impact	US 19/23B (Haywood Road)	Sand Hill Road	Westwood Place	Modernization, Intersection Improvements
A8	Regional Impact	US 19/23 (Smokey Park Highway)	I-40	NC 151	Widening, Access Management
A42	Regional Impact	US 25 (Merrimon Avenue)	I-240	Beaverdam Road	Access Management, Intersection Improvements
A47	Regional Impact	US 19/23B (Haywood Road)	Sand Hill Road	Patton Avenue	Modernization, Intersection Improvements
A33	Regional Impact	US 70	Swannanoa River Road	Riceville Road	Access Management
	Regional Impact	US 25 (McDowell Street)	US 25 Hendersonville Road/Biltmore Ave	Southside Ave	Access Management, spot intersection, and other operational improvements.
A9	Regional Impact	US 19/23 (Smokey Park Highway)	I-40	Haywood Road	Access Management



CTP ID	SPOT Tier	Route	From	To	Project Description
A28	Regional Impact	NC 151	US 19/23 (Smokey Park Highway)	Queen Road	Widening
	Regional Impact	US 70 (Tunnel Road)	I-240	Beverly Road	ACCESS MANAGEMENT AND SPOT INTERSECTION IMPROVEMENTS; COORDINATE WITH BIKE PLAN
A20	Regional Impact	US 74A (Charlotte Highway)	Avondale Road	June Sayles Road	Access Management
A37	Regional Impact	US 74A (Fairview Road)	Swannanoa River Road	Cedar Street	Access Management, Intersection Improvements
A17	Regional Impact	NC 146 (Long Shoals Road)	NC 191	Clayton Road	Widening
A48	Regional Impact	US 25A (Sweeten Creek Road)	I-40	London Road	Modernization, Intersection Improvements
A34	Regional Impact	US 70	Blue Ridge Parkway	College Street	Access Management, Intersection Improvements
	Regional Impact	US 19 BUS (Weaverville Highway), US 23 BUS	Beaver Drive near the Asheville/Woodfin Town Limit	SR 1740 (New Stock Road)	Weaverville Highway - Woodfin - Major Upgrade
A43	Regional Impact	US 25 (Merrimon Avenue)	Beaverdam Road	Elkwood Avenue	Access Management, Intersection Improvements
A45	Regional Impact	US 19/23B (North Main Street)	Weaver Boulevard	Monticello Road	Widening
A44	Regional Impact	US 19/23B/25 (Weaverville Highway)	Elkwood Avenue	Reems Creek Road	Widening, Access Management, Intersection Improvements



CTP ID	SPOT Tier	Route	From	To	Project Description
A35	Regional Impact	US 70	Charlotte Street	I-40	Reduce Lanes from Four to Two, Reconfigure Intersections
A23	Division Needs	Weaver Boulevard	Future I-26	North Main Street	Access Management, Widening
A29	Division Needs	Enka Lake Road	NC 112 (Sand Hill Road)	Beaverdam Road	Widening
A50	Division Needs	Bennett Road	Beaverdam Road	Lower Glady Fork Road	Modernization, Intersection Improvements
A51	Division Needs	Asbury Road	Patton Avenue	Liberty Road	Modernization, Intersection Improvements
A52	Division Needs	Monte Vista/Sand Hill School Road	Sand Hill Road	Holbrook Road	Intersection Improvements, Access Management
A53	Division Needs	Clayton Road	NC 191 (Brevard Road)	NC 146 (Long Shoals Road)	Intersection Improvements
A55	Division Needs	Mills Gap Road	Concord Road	Weston Road	Intersection Improvements, Modernization
A56	Division Needs	Concord Road	Mills Gap Road	School Road East	Intersection Improvements, Modernization
A57	Division Needs	Christ School Road/Baldwin Road	US 25A	Lower Christ School Road	Intersection Improvements, Modernization
A58	Division Needs	Elkwood Avenue	Merrimon Avenue	Riverside Drive	Intersection Improvements
A59	Division Needs	Monticello Road	Ollie Weaver Road	Alexander Road	Intersection Improvements, Modernization
A60	Division Needs	Monticello Road	Alexander Road	New Stock Road	Intersection Improvements, Modernization
A61	Division Needs	New Stock Road	Merrimon Avenue	Aiken Road	Intersection Improvements, Modernization
A62	Division Needs	New Stock Road	Aiken Road	Monticello Road	Intersection Improvements, Modernization



CTP ID	SPOT Tier	Route	From	To	Project Description
A63	Division Needs	Old NC 20 (SR 1641)	Old Leicester Highway	Old NC 20 (SR 1642)	Intersection Improvements, Modernization
A64	Division Needs	Mount Carmel Road	Old Leicester Highway	Old Country Home Road	Intersection Improvements, Modernization
A65	Division Needs	Old Country Home Road	NC 63	NC 63	Intersection Improvements, MODernization
A66	Division Needs	Dryman Mountain Road	Old Country Home Road	Gorman Bridge Road	Intersection Improvements, Modernization
A67	Division Needs	Roberts Street/Lyman Avenue	Riverside Drive	Riverside Drive	Modernization
A70	Division Needs	Beaverdam Road	Merrimon Avenue	Webb Cove Road	Intersection Improvements, Modernization
A71	Division Needs	New Frontage Road	Blue Ridge Road	Patton Cove Road	New Location
	Division Needs	Black Mountain SE Connector	US 70	NC 9	New Location



HAYWOOD COUNTY:

CTP ID	SPOT Tier	Route	From	To	Project Description
B1	Statewide Mobility	I-40	US 19 (Smokey Park Highway)	US 74 (Exit 27 in Haywood County)	Widen to 6 Lanes
B15	Regional Impact	NC 209	County Road	Foxwood Road	Modernization
B16	Regional Impact	US 19 ((Soco Road))	SR 1304 (Fie Top Road at Ghost Town USA)	Jenkins Creek Road	Modernize Roadway
B4	Regional Impact	US 19 (Dellwood Road)	Lakeshore Dr	US 276	Access Management, Modernization
B3	Regional Impact	US 19 , US 23	NC 215 in Canton	SR 1836	Modernize Roadway
C10	Regional Impact	US 19	US 276	Jackson County Line	Modernization, Access Management
B2	Regional Impact	US 19/23/74	NC 209	US 19 (Dellwood Road)	Widen to 6 Lanes
N/A	Regional Impact	US 19 (Carolina Blvd)	Pleasant Hill Rd	SR 1572 (Morgan St)	Streetscape project through the Town of Clyde. Convert TWLTL to median and add bike/ped facilities and street trees.
B14	Regional Impact	NC 215	US 19/23	Stamey Cove Road	Modernization
B12	Regional Impact	NC 215	Fiberville Road	Champion Road (NC 215)	Intersection Improvement
B8	Regional Impact	US 19	Main Street	Williams Street	Widening
B17	Division Needs	Walnut Street	US 276 (Russ Avenue)	US 23B (North Main Street)	Modernization
B18	Division Needs	Legion Drive	US 23B (South Main Street)	US 276 (Pigeon Street)	Intersection Improvements
B19	Division Needs	Hazelwood Avenue/Platt Creek Road	US 23/74	US 23B (South Main Street)	Intersection Improvements, Modernization



CTP ID	SPOT Tier	Route	From	To	Project Description
B20	Division Needs	Sulphur Springs Road/Smathers Street	Hazelwood Avenue	Miller Street	Intersection Improvements, Modernization
B21	Division Needs	Eagle Nest Road/Elsynia Avenue	Hazelwood Avenue	Miller Street	Modernization
B24	Division Needs	Old Clyde Road	NC 209	Walnut Ford Road	Modernization
B25	Division Needs	Locust Street	NC 110	US 19/23	Modernization
B26	Division Needs	Ninevah Road/Country Club Road/Crymed Cove Road	US 23B (South Main Street)	US 276 (Pigeon Road)	Modernization



HENDERSON COUNTY:

CTP ID	SPOT Tier	Route	From	To	Project Description	County
C16	Regional Impact	US 176	NC 225	Shepherd Street	Access Management, Intersection Improvements	Henderson
C11	Regional Impact	US 64	South Rugby Road	Banner Farm Road	Widening	Henderson
C17	Regional Impact	NC 225	US 176/US 25B	Erkwood Drive	Modernization, Access Management	Henderson
	Regional Impact	NC 191	US 25	SR 1381 (Mountain Road)	US 25 in Hendersonville to NC 280 South of Mills River. Widen to Multi-Lanes. Section A: US 25 to SR 1381 (Mountain Road).	Henderson
C13	Regional Impact	US 64	Buncombe Street	Brickyard Road	Widening, Modernization, Access Management	Henderson
C7	Regional Impact	NC 280	NC 191	Transylvania County Line	Access Management	Henderson
C18	Regional Impact	NC 225	W Blue Ridge Road	Little River Road	Modernization	Henderson
C8	Regional Impact	US 64	Howard Gap Road	Fruitland Road	Access Management	Henderson
C10	Division Needs	Fanning Bridge Road Extension	US 25	Howard Gap Road	New Location	Henderson
C12	Division Needs	Butler Bridge Road	US 25	NC 280	Widening, Access Management	Henderson
C20	Division Needs	Shepherd Street/Airport Road	NC 225 (Greenville Highway)	Tracy Grove Road	Intersection Improvements, Modernization	Henderson
C21	Division Needs	Tracy Grove Road	Airport Road	Dana Road	Modernization	Henderson
C22	Division Needs	Duncan Hill Road/Signal Hill Road	US 64	North Main Street	Modernization	Henderson



CTP ID	SPOT Tier	Route	From	To	Project Description	County
C23	Division Needs	Berkeley Road	North Main Street	US 25	Modernization	Henderson
C24	Division Needs	Blythe Street	NC 191 (Brevard Road)	US 64	Intersection Improvements, Modernization	Henderson
C25	Division Needs	Lake Avenue	Blythe Street	Hebron Road	Intersection Improvements, Modernization	Henderson
C26	Division Needs	Hebron Road	Lake Avenue	State Street	Intersection Improvements, Modernization	Henderson
C27	Division Needs	State Street	Hebron Road	Kanuga Road	Intersection Improvements, Modernization	Henderson
C29	Division Needs	Erkwood Drive	Kanuga Road	NC 225 (Greenville Highway)	Intersection Improvements, Modernization	Henderson
C30	Division Needs	Sugarloaf Road	US 64	Pace Road	Intersection Improvements, Modernization	Henderson
C33	Division Needs	Hooper's Creek Road	Burney's Gap Road	Terry's Gap Road	Intersection Improvements, Modernization	Henderson
C34	Division Needs	Cumming's Road	US 64	Hebron Road	Intersection Improvements, Modernization	Henderson
C35	Division Needs	West Blue Ridge Road	NC 225 (Greenville Highway)	Roper Road	Modernization	Henderson
C36	Division Needs	Fanning Bridge Road	US 25	NC 280	Intersection Improvements, Modernization	Henderson
C37	Division Needs	Fruitland Road	US 64	North of Lancaster Road	Intersection Improvements, Modernization	Henderson
	Division Needs	White Pine Drive (SR 1173)	US 64	Hebron Road (SR 1171)	Modernization, safety and geometric improvements and intersection improvements with complete streets elements.	Henderson



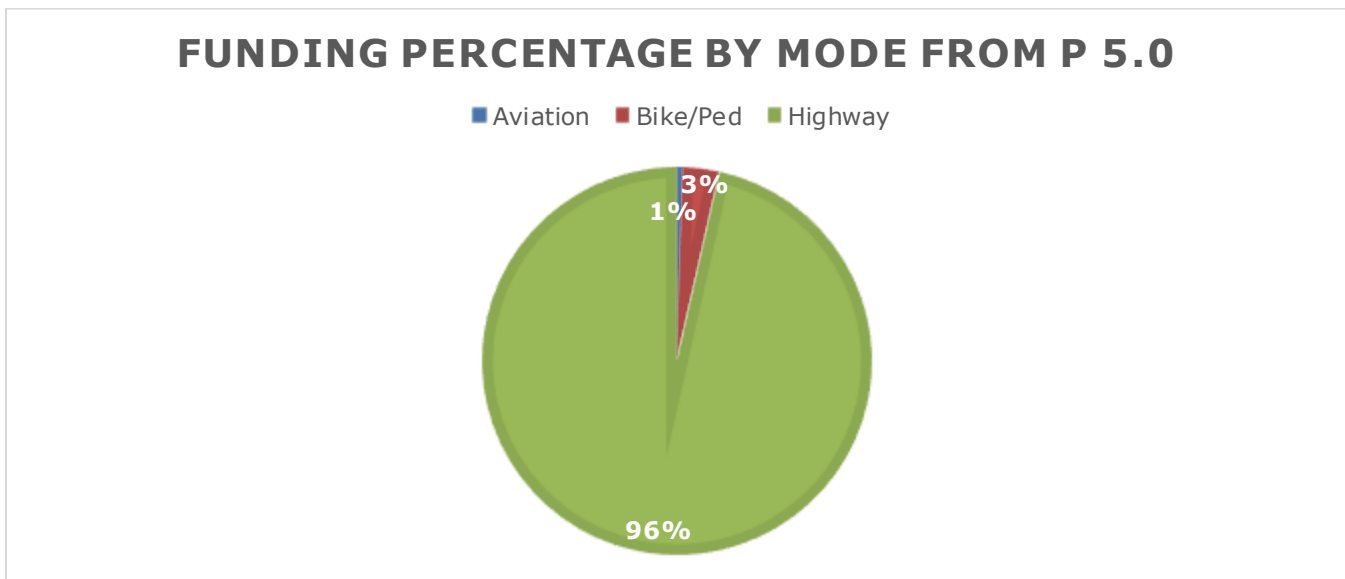
Item 3B:

Project Expectations Report

The "Project Expectations Report" will be scheduled to be adopted with MTP Amendments prior to the 2020-2029 TIP.

To help make the report more in-line with MTP Amendments, expected cross-sections should be developed for each project. More information will be provided by MPO Staff at the meeting.

Other Information on P 5.0 to be provided:



Projects considered committed in the FBRMPO 2020-2029 TIP from P 5.0:

Mode	Amount Committed	% of Total
Aviation	\$1,000,000	0.53%
Bike/Ped	\$5,590,240	2.98%
Highway	\$180,810,000	96.48%
Total	\$187,400,240	100%

Recommended Action: Advise MPO staff on how to best determine recommended cross-sections for projects funded in P 5.0



Item 3C:

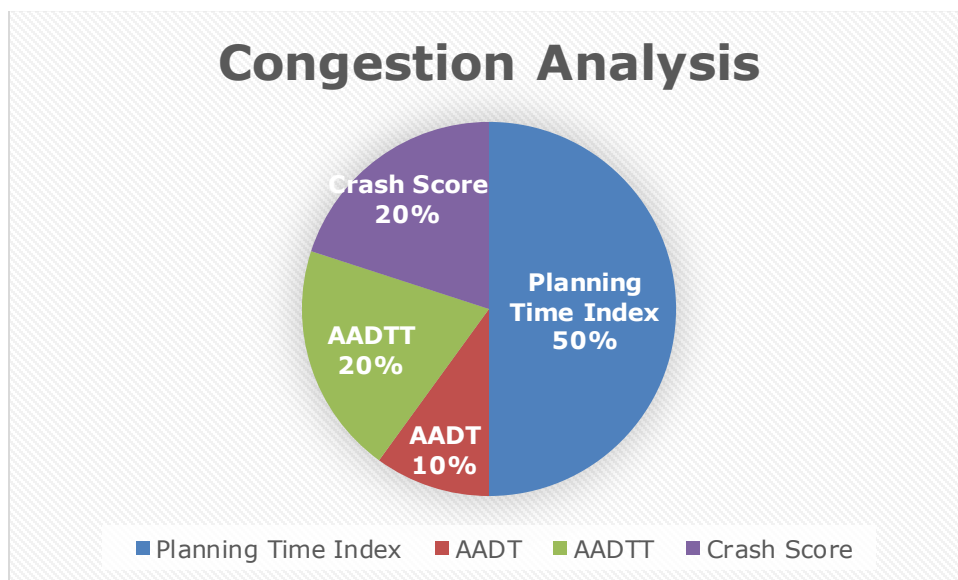
Congestion Analysis

The CMP recommends a biennial report be published that analyzes congestion in the FBRMPO Planning Area.

MPO staff put together a draft analysis of the CMP Freight Corridors (interstate corridors with more than 2,000 trucks/day and a volume capacity ratio greater than 60%.) The CMP recommends using travel-time, safety, freight, and volume data to evaluate and compare congested corridors in the CMP. The following data was used to score CMP Freight Corridors from 0-100:

- Planning Time Index (PTI) for bi-directional travel from all of 2018
- Average Annual Daily Traffic (AADT)
- Average Annual Daily Truck Traffic (AADTT)
- Crash Score (developed by NCDOT, based on crash histories)

Each source of data was collected for each segment and normalized against each other, i.e., the highest AADT received the maximum score and lowest AADT received the lowest score- every other segment was given a score relative to its difference in data points. Each category was given a different weight.



The Freight Corridors identified in the CMP are the following (and see attached map as well):

ID	Route as Referenced Below	Facility	From	To	County
F1	I-26 Henderson	I-26	Polk County	Buncombe County	Henderson
F2	I-26 S Buncombe	I-26	Henderson County	I-40	Buncombe
F3	I-40 C Buncombe	I-40	I-26	US 74-A/ I-240	Buncombe
F4	I-40 E Buncombe	I-40	I-240	NC 9*	Buncombe
F5	I-240 W Asheville	I-240	I-40/I-26 Interchange	Future I-26	Buncombe
F6	Future I-26	Future I-26	I-240	Weaver Boulevard	Buncombe
F7	I-240 E Asheville	I-240	Future I-26	I-40/US 74-A	Buncombe
F8	I-40 W Buncombe	I-40	I-26	Exit 37 (Wiggins Road)	Buncombe
F9	I-40 Haywood	I-40	Exit 37 (Wiggins Road)	US 23/74	Buncombe, Haywood

Route	PTI Score	AADT Score	AADTT Score	Crash Score	Total	Rank
I-26 S Buncombe	48	10	20	11	89	1
I-240 E Asheville	50	7	0	20	77	2
I-240 W Asheville	42	7	5	20	74	3
I-40 W Buncombe	30	7	20	13	70	4
Future I-26	22	2	0	19	43	5
I-26 Henderson	10	4	15	7	36	6
I-40 Haywood	0	1	18	6	25	7
I-40 C Buncombe	6	1	7	5	20	8
I-40 E Buncombe	0	0	9	0	9	9



Raw data from the analysis is below:

Route	Rank	PTI (averaged)	AADT (in thousands)	AADTT (in thousands)	Crash Score
I-26 S Buncombe	1	1.80	83.67	8.18	56.1
I-240 E Asheville	2	1.82	74.8	1.93	67.7
I-240 W Asheville	3	1.71	74	3.54	68.1
I-40 W Buncombe	4	1.56	74.5	8.27	58.9
Future I-26	5	1.46	60	1.83	66.7
I-26 Henderson	6	1.30	65.5	6.61	51.4
I-40 Haywood	7	1.17	57.33	7.54	50
I-40 C Buncombe	8	1.25	58.33	4.18	49.2
I-40 E Buncombe	9	1.17	54	4.72	42.3

MPO staff plans to conduct similar analyses on Mobility and Destination corridors using different sources and weights. Mobility Corridors are currently analyzed by Planning Time Index (50%), AADT (30%), and Crash Scores (20%.) Destination Corridors will include bike/ped crashes and transit usage.

Data Glossary:

Planning Time Index (PTI) = How much longer it takes to get through a corridor 95% of the time vs. free-flow conditions. Ex. If it takes 10 minutes to get through a corridor at free-flow and the corridor has a PTI of 1.8, to get through the corridor 95% of the time, you should plan for 18 minutes.

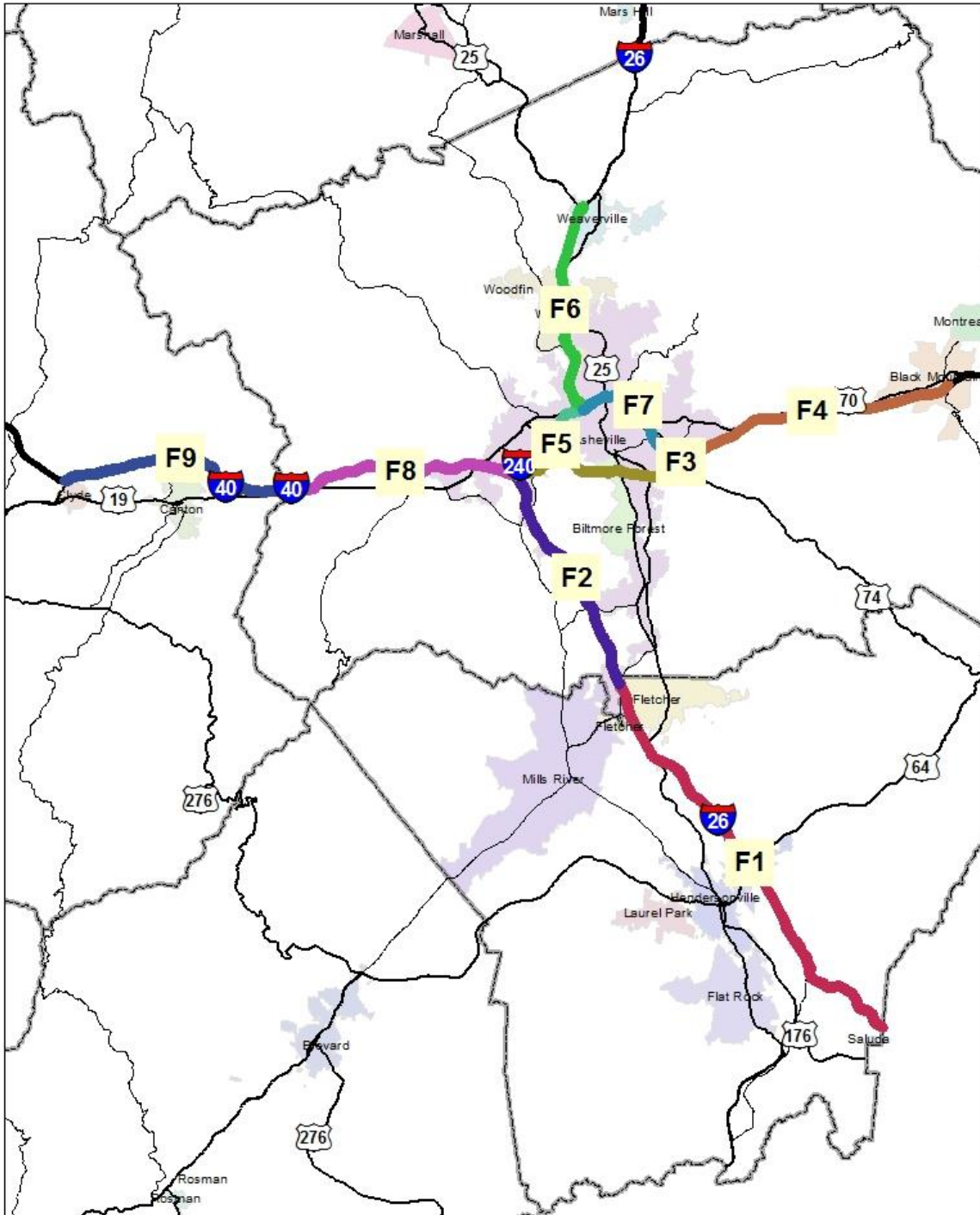
Average Annual Daily Traffic (AADT) = The average number of cars going through the corridor per day.

Average Annual Daily Truck Traffic (AADTT) = The average number of trucks going through the corridor per day.

Crash Score = We aren't totally sure but something NCDOT uses based on crash rate and severity to compare different sections of roadway. A roadway more susceptible to crashes is more likely to experience "non-recurring" congestion, but a roadway more susceptible to congestion is often more susceptible to crashes.



CMP Freight Corridors



No Action Required

