



Transportation Advisory Committee Meeting Notice & Agenda

Wednesday, September 18, 2013
4:00 p.m. to 5:30 p.m.

King Street Meeting Room
100 North King Street
Hendersonville, NC 28792

Call to Order/Welcome

Public Comment

Discussion/Adjustment of Agenda

Consent Agenda

1. Draft Minutes: May 15, 2013
2. Henderson County Transportation Advisory Committee Bylaws Amendments

Discussion

3. LRTP & CTP Schedule & Henderson County Participation..... Lyuba Zuyeva (15 min)
4. SPOT 3 Process Matthew Cable (10 min)

Routine Updates

5. NCDOT ProjectsSteve Cannon, NCDOT (5 min)
6. Municipal Representatives Representatives (5 min)
7. Transportation Planner Matthew Cable (5 min)
8. FBRMPO TCC Meeting Review/Board Meeting Preview Matthew Cable (5 min)

Adjournment

CHAIRMAN

Jim Crafton
Phone: 828.329.0203
Email: craftonj@morrisbb.net

VICE-CHAIRMAN

Renee Kumor
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STAFF

Matthew Cable
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Henderson County believes it is the right of all citizens to participate. All persons with disabilities that need auxiliary aid should contact the Secretary to the Planning Board at (828) 697-4819, at least 48 hours prior to the meeting.

Henderson County Transportation Advisory Committee Meeting



Wednesday, September 18, 2013

Henderson County Planning Department

Agenda

Call to Order/Welcome
Public Comment
Discussion/Adjustment of Agenda
Consent Agenda
Discussion

Henderson County Planning Department

SPOT 3.0

FBRMPO to receive 14 slots for new projects in SPOT 3.0

11.21.13 Joint FBRMPO Board/TCC Meeting

Board will identify 14 projects from the submitted lists to be entered into the 14 open slots

Henderson County Planning Department

Local TAC Action Before 11/21

09.18.13

Present TAC with list of CTP projects that remain which have not been scored in SPOT

09.18.13 – 10.17.13

TAC members (w/TCC reps) review CTP project list and consider importance to their jurisdiction and County as a whole

10.17.13

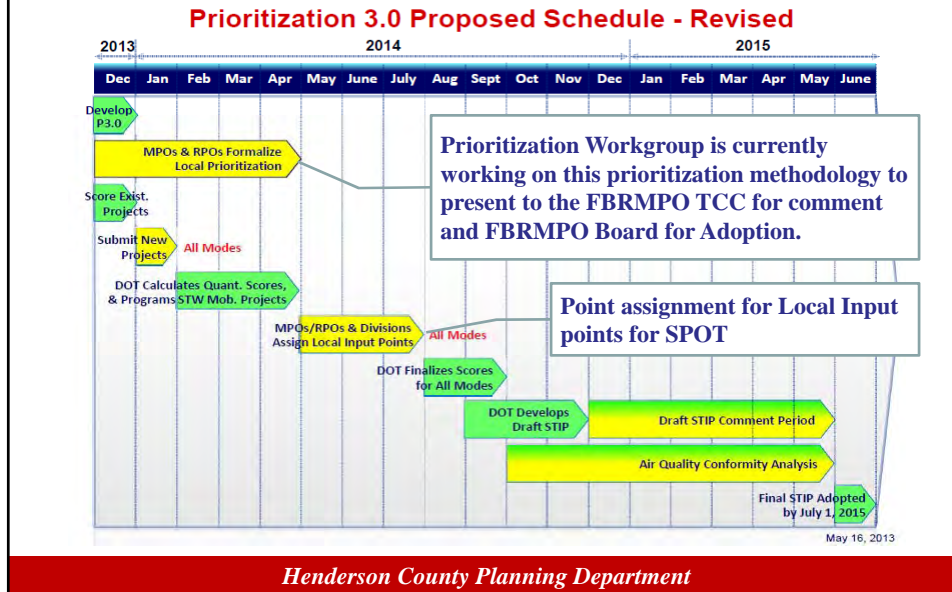
TAC prioritizes list to identify top 5 to 14 projects

10.18.13

TAC members send forward the prioritized list to FBRMPO

Henderson County Planning Department

SPOT 3.0 Schedule



Transportation Planner Update

NCDOT Projects Underway

- Balfour Parkway Project (FS-1214B) Feasibility Study
- I-26 (I-4400/I-4700) Environmental Impact Statement

FBRMPO Travel Survey project funding approved

The 40/30/30 Transportation Funding Plan (HB 817) Passes

Henderson County Planning Department

The 40/30/30 Plan:

How the Strategic Mobility Formula Works

Estimated \$15B in Funds for SFY 2016-2025

40% of Funds = \$6B

30% of Funds = \$4.5B

30% of Funds = \$4.5B

Statewide Mobility

Focus → Address Significant Congestion and Bottlenecks

Eligible Projects

- Statewide type Projects (such as Interstates)
- Selection based on 100% Data
- Projects Programmed prior to Local Input Ranking

Regional Impact

Focus → Improve Connectivity within Regions

Eligible Projects

- Projects Not Selected in Statewide Mobility Category
- Regional Projects
- Selection based on 70% Data & 30% Local Input
- Funding based on population within Region

Division Needs

Focus → Address Local Needs

Eligible Projects

- Projects Not Selected in Statewide or Regional Categories
- Division Projects
- Selection based on 50% Data & 50% Local Input
- Funding based on equal share for each Division

Henderson County Planning Department

Important Dates

MPO TCC	Henderson County TAC	MPO Board
10/17	10/23	10/31

Henderson County Planning Department



Henderson County Planning Department

Henderson County
TRANSPORTATION ADVISORY COMMITTEE
May 15, 2013

The Transportation Advisory Committee met May 15, 2013 at 4:00 p.m. in the King Street Meeting Room at 100 North King Street, Hendersonville.

Members present were Jim Crafton, Chairman at-large, Renee Kumor, Vice-Chairman at-large; Keith Maddox, at-large; Don Farr, Village of Flat Rock; and Robert Vickery, Town of Laurel Park. Members not in attendance were David Jones, at-large; Steve Caraker, City of Hendersonville; Eddie Henderson, Town of Fletcher; Roger Snyder, Town of Mills River; Board of Commissioners Vice-Chairman Tommy Thompson; and Commissioner Mike Edney. Henderson County Staff members included Matthew Cable, Transportation Planner; Autumn Radcliff, Interim Planning Director, and John Mitchell, Business and Community Development Director. Steve Cannon, NCDOT District Engineer was present.

Mr. Crafton called the meeting to order at 4:00 p.m.. Mr. Crafton opened the floor to public comment. No public comment was provided.

Approval of Minutes:

Ms. Kumor made a motion to approve of the minutes of the April 17, 2013 meeting. Mr. Farr seconded the motion and all members voted in favor. Mr. Cannon clarified the definition of let date, as noted in the April 17, 2013 meeting minutes, should be “bid opening date”. The committee agreed this modification to the minutes should be reflected.

New Business:

Chairman Comments. Mr. Crafton began his comments by pointing out the addition of a new and proposed recurring agenda item referred to as “FBRMPO TCC Meeting Review/Board Preview. He explained that the purposes of this agenda item would be to formally discuss action taken by the MPO TCC and considerations to be held by the MPO Board. Mr. Crafton also noted that the committee would be discussing amendments to the bylaws at his request.

Municipal Representative Updates. Mr. Farr noted that the sidewalk along Blue Ridge Road was nearing completion and should be finished in early June 2013. He further indicated that the Village of Flat Rock is working to identify a recreational connection between Flat Rock’s newly acquired land (proposed park at the former Highland Lake Golf Course) and the Carl Sandburg Home. According to Mr. Farr, the Village of Flat Rock is interested in connection by multi-purpose trails similar those shown in the Complete Streets manual, but not necessarily running alongside NCDOT roads. Mr. Cable indicated that the County was working with Mr. Farr to identify possible sources of funding for this multi-use trail and to assist in the process of funding acquisition as appropriate. Mr. Vickery did not have an updates of significance for the Town of Laurel Park other than mentioning the improvements on Lake Road.

NCDOT Projects Update. Mr. Cannon provided an update regarding several ongoing NCDOT projects in the County.

- NC Highway 225: Project to be completed on or about May 17, 2013.
- Upward Road: Delays for utilities, structures, and contractors result in an overall completion date delay of April 2014, at which point the final layer of pavement is scheduled to be applied.

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- Apple Valley Road: Bridge to be completed in March 2014 (with the structural work being completed in September 2013).
- US Highway 25 South: Resurfacing south of NC Highway 225 to repair damaged areas to begin in June 2013.
- Fruitland Road: Bridge projects (2) to be let in October 2013.
- Locust Grove Road: Bridge projected over Featherstone Creek to begin February 2014.
- Little River Road: Bridges (2) at 45% complete.
- Erkwood Drive/Shepherd Street: Realignment with 7 proposed alternatives which has been delayed by the identification of historic properties and environmental issues.
- Nix Road: NCDOT entered into a contract for the installation of guardrail on Nix Road between North Clear Creek Road and Howard Gap Road.
- Dana Road: Bridge project on Dana Road to let in May 2013.
- Howard Gap Road: The second section will be let in May 2013.
- Fruitland Road: The two bridges on Fruitland Road are set to let in October 2013. Local NCDOT staff is requesting construction begin in summer 2014 in light of school traffic from North Henderson High and Apple Valley Middle Schools.

Interstate 26 Corridor Summit. Mr. Cable briefly discussed the attendees and purposes of the I-26 Corridor Summit Meeting held at the North Carolina Arboretum and hosted by the City of Asheville Chamber of Commerce. The focus of the summit, as Mr. Cable explained, was to principally discuss the history and current status of proposed improvements to I-26 in Buncombe County. Further, the summit included additional information on proposed legislation that will impact interstate funding competition in the future. Mr. Cable indicating these funding impacts would be discussed later in the meeting.

House Bill 817: Strategic Transportation Investments. Mr. Cable then entered into a presentation on a proposed NC House Bill which had been approved by the House and was under consideration by a number of committees in the Senate. Proposed by Governor McCrory, and commonly referred to as the 40/30/30 Plan, this project was a proposed funding strategy for transportation improvement projects for the FY 2016-2025. The presentation provided by Mr. Cable was largely based on a presentation given by NCDOT at the I-26 Corridor Summit meeting. Mr. Cable explained that this legislation, combined with previous legislation (NCGS 136-18) could impact Henderson County transportation projects. The Committee entered briefly into discussion following the presentation of this information. Mr. Cable suggested that he present information on NCGS 136-18 before entering into a full discussion.

NCGS 136-18. Mr. Cable presented information on prior legislation which is impacting the SPOT 3.0 prioritization process. He explained that this legislation, when combined with the new proposed HB 817, could be of concern to Henderson County in that, when combined: (1) Henderson County's local and qualitative input would be diminished, (2) the disconnect between NCDOT and local jurisdictions (including Henderson County) would increase, (3) Henderson County's prior advantages through coordinated local prioritization prior to the MPO meeting would likely be lost, and (5) a lack of Henderson County's ability to provide input into a new local prioritization process. Mr. Crafton expressed concern over the loss of our local impact. He encouraged meeting participants to speak to legislatures regarding these pieces of legislation. Mr. Crafton encouraged all MPO Board members to take an active role in the MPO meetings to ensure any locally developed and controlled processes had Henderson County's influence.

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May 15, 2013

Travel Survey Status. Mr. Cable indicated that the Board of Commissioners considered the funding of the travel survey again and that the motion to approve failed 2:2. The Board would again consider this item at a future meeting.

FBRMPO TCC Meeting Review/Board Preview. Mr. Crafton inquired as to whether any significant issues were discussed at the MPO TCC meeting or would be discussed at the MPO Board meeting. Mr. Cable indicated that the significant items had already been discussed with the exception of the proposed workgroup to develop local prioritization methodologies for projects to be entered into SPOT. Mr. Cable indicated the MPO TCC had supported the development of the workgroup and it would be to Henderson County's benefit for its MPO Board members to support a workgroup that included Henderson County staff.

Important Dates. Mr. Cable provided the Committee with the meeting dates for the remainder of the year for the Henderson County Transportation Advisory Committee and MPO TCC and MPO Board meetings.

There being no further business, the meeting adjourned at 5:35 p.m.

Jim Crafton, Chairman
Henderson County Transportation Advisory Committee

REQUEST FOR COMMITTEE ACTION

HENDERSON COUNTY
TRANSPORTATION ADVISORY COMMITTEE

Meeting Date: September 18, 2013

Subject: Amendments to Transportation Advisory Committee Bylaws

Attachments: Draft Transportation Advisory Committee Bylaws

SUMMARY OF REQUEST:

The Henderson County Transportation Advisory Committee last reviewed and updated its bylaws in 2009, to reflected amendments to the Transportation Advisory Committee Charter by the Board of Commissioners on February 4, 2008. The bylaws included a reference to the day and times of meetings which have been changed since the last adoption of the bylaws. The Committee, prompted by the inconsistency between the bylaw stated meeting schedule and the actual meeting schedule, subsequently determined it an appropriate time to review of the existing bylaws. The Committee also requested the addition of language that would better describe the rules of meeting conduct. The Draft Transportation Advisory Committee bylaws (attached) include additional nonsubstantive amendments to correct grammatical errors and simplify bylaws language.

COMMITTEE ACTION REQUESTED:

The Committee recommend the Board of Commissioners approve the attached bylaws.

Suggested Motion:

I move the Committee recommend the Board of Commissioners approve amendments to the Transportation Advisory Committee bylaws as presented.

AMENDED BYLAWS AND RULES OF PROCEDURE FOR THE TRANSPORTATION ADVISORY COMMITTEE

I. **CHARTER.** On the 17th day of February, 2000 the Henderson County Board of Commissioners approved the charter for the Transportation Advisory Committee (hereinafter referred to as the “Committee”) and subsequently approved an amendment to that charter on February 4, 2008, and appointed members to the Committee. The terms of the ~~recently~~ amended February 4, 2008 charter shall govern the activities of the Committee, and to the extent that these bylaws conflict with the charter, the terms of the charter shall control.

II. **PURPOSE.** The purpose of the Committee is to advise the Board of Commissioners on matters related to transportation within Henderson County. The Committee should assess the transportation needs of the County and suggest methods to address these issues. The Committee should work with the NCDOT Division and District Offices, as well as the Planning Department on such projects as long range planning, specific project planning, major and minor street/road improvement projects, road and bridge safety, and alternative transportation.

III. MEETINGS.

A. **Meetings to be Open.** It is the public policy of North Carolina and Henderson County that the hearings, deliberations, and actions of this Committee be conducted openly. Except as allowed by NCGS 143-318.11 each meeting of the Committee shall be open to the public and any person is entitled to attend such a meeting. The Committee may allow time on the agenda for citizens to be heard at meetings regarding specific issues within the time constraints that shall be set by the Chair. However, the public’s right to attend such meeting does not necessarily entitle the public to participate in the meeting.

B. **Regular Meetings.** The Committee shall hold meetings according to a schedule which shall be determined at the last meeting of the ~~annual-calendar~~ year. The schedule shall be posted on the County’s website. Meetings shall be held ~~on Thursdays at 3:00 pm~~ at a regular time and day as selected by the Committee and in compliance with other provisions regulating notice of meetings. Meetings shall be held in the King Street Meeting Room of the Henderson County Administration Building located at 100 North King Street in Hendersonville, North Carolina. The schedule of the regular meetings of the Committee shall be kept on file with the Secretary of the Committee and shall be filed with the Clerk to the Henderson County Board of Commissioners. The Committee shall have the authority to change the schedule of regular meetings, and/or to change the date of a particular regularly scheduled meeting without the necessity of approval of the Board of Commissioners. If the Committee changes the schedule of regular meetings, the Secretary shall forward a copy of the new schedule to the Clerk to the Board of Commissioners at least seven (7) days prior to the first meeting held pursuant to the new schedule. If a

particular regularly schedule meeting is changed, the secretary shall comply with the notice provisions of paragraph D below (Special Meetings).

- C. **Special Meetings.** The Chair of the Committee or the majority of the members of the Committee may at any time call a special meeting of the Committee by signing a notice setting the time and place of the meeting and the subjects to be considered. Such notice must be posted on the bulletin board located in the front lobby of the Henderson County Courthouse, posted on the bulletin board for the County Administration Building, mailed or delivered to each newspaper, wire service, radio station and television station which has filed a written request for notice with the Secretary, mailed or delivered to any entity or person that has requested to be on the Committee's sunshine list as prescribed by law, and delivered to all members of the Committee, all to occur at least 48 hours before the meeting. Only the business that is specified in the notice of the meeting may be transacted during a special meeting unless all members (not simply a quorum) are present and consent to the addition of other matters, or those members absent have filed a waiver with the Secretary to the Committee.
- D. **Presiding Officer.** The presiding officer of each meeting of the Committee shall be the Chair of the Committee. In situations where the Chair is unavailable or unable to participate in the meeting or any particular matter before the Committee, the Vice-Chair shall preside. In the event that neither the Chair nor the Vice-Chair is available, the members of the Committee, by affirmative vote of the majority may appoint an acting Chair who shall have all powers of the Chair while acting as presiding officer.
- E. **Meeting Conduct. Meetings will be conducted according to Small Government Rules of Procedure.**

IV. MEMBERSHIP. The Committee shall consist of a total of 11 members, including one (1) MPO ~~Transportation Advisory Committee Board~~ representatives from ~~the Henderson County municipalities: (1) City of Hendersonville, (2) Town of Fletcher, (3) Town of Laurel Park, (4) Town of Mills River, and (5) Village of Flat Rock;~~ two MPO ~~TAC Board~~ representatives from Henderson County, and four at-large members, or other elected representatives from local governments. County and municipal staff may serve as alternate members to vote in the absence of the regular member from that local government. The municipalities may appoint one staff person to serve as ex-officio members to increase communication. The County Planning Director, or his designee, shall serve as an ex-officio member to serve as the county staff representative. At-large members shall serve two year appointments. Positions 1 and 2 shall initially be appointed for 1 year and two years thereafter. Positions 3 and 4 shall be appointed for a two year term and two years thereafter. Vacancies occurring on the Committee shall be filled by the Henderson County Board of Commissioners for the applicable unexpired term.

V. DUTIES. Duties of the Committee will be as assigned by the Henderson County Board of Commissioners.

VI. SELECTION OF THE CHAIR AND VICE CHAIR. The Chair shall be selected by the Board of Commissioners if so desired. The Chair may also be elected by the Committee. The Vice Chair shall be elected by a majority vote of the Committee.

VII. POWERS AND DUTIES OF THE CHAIR AND VICE-CHAIR The Chair shall preside at all meetings of the Committee but shall also have the right to engage in discussion and vote on any matter before the Committee unless otherwise excused. The Chair shall have the power to call a special meeting, rule on procedural matters during a meeting, call a brief recess of a meeting at any time, and adjourn a meeting in an emergency. At any other time, adjournment shall be by motion, duly approved. The Vice-Chair shall have all powers and perform all the duties of the Chair in his or her absence.

VIII. DUTIES OF THE SECRETARY. The staff person assigned to the Committee shall serve as the Secretary of the Committee and shall perform the following: ~~The Secretary shall~~ (1) ensure that all meetings of the Committee are properly noticed as outlined above; ~~.-The Secretary shall~~ (2) maintain the sunshine list which is a list of those persons or entities that have filed a written request indicating a desire to receive notice of all special meetings of the Committee. ~~The Secretary shall;~~ (3) take and record all actions of the Committee and draft minutes of the meetings accordingly. ~~The Secretary shall also;~~ (4) forward a copy of the minutes as they are approved to the Clerk to the Board of Commissioners. ~~The Secretary shall also be responsible for;~~ (5) maintaining an accurate list of members of the Committee, submitting to the Clerk to the Henderson County Board of Commissioners a monthly attendance report for its members and notifying said Clerk of any resignations of any of its members, or any other change in membership of the Committee.

IX. ATTENDANCE. All members of the Committee are expected to attend the regular and/or special meetings of the Committee. Any member not able to attend must notify the Secretary in advance of the meeting. Any member who fails to regularly attend the meetings of the Committee may be subject to consideration for removal from the Committee by the Henderson County Board of Commissioners.

X. REPORTS. The Committee shall make a report to the Henderson County Board of Commissioners and the Local Government Committee for Cooperative Action (LGCCA) at least annually. The Committee shall make reports to the Board of Commissioners and LGCCA as needed or as requested.

XI. ACTION BY THE COMMITTEE.

- A. **Quorum.** A two thirds majority of the members shall constitute a quorum. No action of the Committee may be taken at any meeting where less than a quorum is present. Once a quorum is established, it will not be defeated if members leave.
- B. **Motions.** Action of the Committee may be taken upon a motion made by any member, including the Chair, without the need for a second. A motion shall be adopted if approved by the affirmative vote of a majority of the members present and not excused after the discussion of the motion by the members.

XII. VOTING.

- A. **Duty to Vote.** It is the duty of each member, including the Chair, to vote unless otherwise excused. The Committee may excuse members from voting on any matter involving their own financial interest or official conduct or when a member has indicated an inability to be impartial in any quasi-judicial matter before the Committee.
- B. **Abstentions.** Should a member fail to vote on any matter before the Committee, without having been excused from such vote, such abstention will count as an affirmative vote.

XIII. MINUTES. Minutes shall be kept of all meetings of the Committee. The Secretary of the Committee shall present such minutes to the Committee for approval. Minutes of the meetings of the Committee shall be public records. The Secretary shall be responsible for sending a copy of all approved minutes to the Clerk for the Board of Commissioners.

XIV. AMENDMENTS. The Committee may amend these by-laws by action of the Committee provided however, those amendments shall not be effective until they are approved by the Henderson County Board of Commissioner. The Secretary shall be responsible for sending a copy of all approved minutes to the Clerk for the Board of Commissioners.

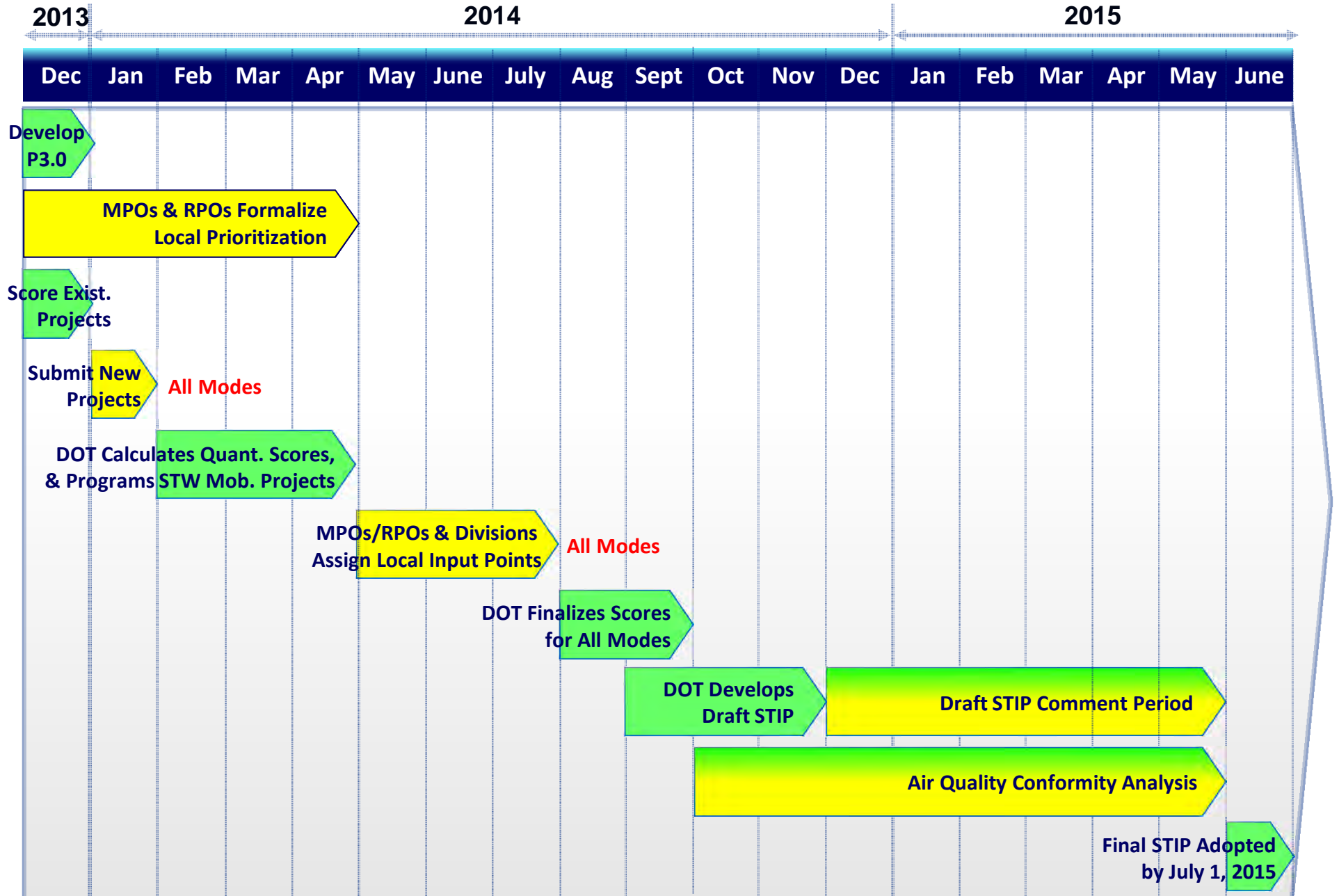
Jim Crafton
Transportation Advisory Committee Chair

**APPROVED BY THE HENDERSON COUNTY BOARD
OF COMMISSIONERS ON THE**

_____ **DAY OF** _____, **2013**

Charlie Messer, Chairman

Prioritization 3.0 Proposed Schedule - Revised



First Name	Last Name	Jurisdiction / Agency	Member of TAC	Member of TCC	Email	Position
Paul	Benson	Town of Waynesville	No	Yes	planning@townofwaynesville.org	Planning Director
Brian	Burch	NCDOT Division 14	No	No	brianburch@ncdot.gov	Division Construction Engineer, Div. 14
Matt	Cable	Henderson County	No	Yes	mcable@hendersoncountync.org	Transportation Planner
Doug	Dearth	Town of Weaverville	Yes	No	ddearth@weavervillenc.org	Weaverville Town Council
Mariate	Echeverry	Asheville Transit	No	Yes	MEcheverry@ashevillenc.gov	Transportation Manager
Larry	Freeman	Mills River	Yes	No	lfreeman@whkp.com	Mills River Town Council
Eddie	Henderson	Town of Fletcher	Yes	No	eddie.henderson@morrisbb.net	Fletcher Town Council
Marc	Hunt	Asheville City Council	Yes	No	marchunt@avlcouncil.com	Asheville City Council
Don	Kostelec	Kostelec Planning	No	No	don@kostelecplanning.com	Transportation Planning Consultant
Reuben	Moore	NCDOT Division 14	No	Yes	reubenmoore@ncdot.gov	Division Operations Engineer, Div. 14
Claudia	Nix	Liberty Bikes/FBRMPO TCC	No	Yes	ClaudiaNix@LibertyBikes.com	Owner, Liberty Bicycles
Josh	O'Conner	Buncombe County Planning & Development	No	Yes	josh.oconner@buncombecounty.org	Planner II
Ken	Putnam	City of Asheville	No	Yes	KPutnam@ashevillenc.gov	Director, Transportation Department, City of Asheville
Joel	Setzer	NCDOT Division 14	No	Yes	jsetzer@ncdot.gov	
Kristina	Solberg	NCDOT Division 13	No	Yes	ksolberg@ncdot.gov	Division 13 Planning Engineer

Table 1. Comprehensive Transportation Plan Projects (Within Henderson County) That Have Not Yet Been Entered Into SPOT

CTP ID	Street	From	To	Description	CTP Purpose and Need	CTP Recommendation	Possible Jurisdictions
C18	NC 225 (GREENVILLE HWY)	WEST BLUE RIDGE RD (SR 1812)	LITTLE RIVER RD (SR 1123)	ADD TURN LANES, WIDEN SHOULDER AND IMPROVE GEOMETRICS AS APPROPRIATE	This project specifically addresses the “dogleg” created by the offset intersections of West Blue Ridge Road and Little River Road. These two facilities combine to function as the primary east-west route in the Flat Rock area, while NC 225 serves as the major north-south route. The resulting traffic volumes (estimated at 6,600 vpd in 2005, and 8,200 vpd in 2030) include a large proportion of left-turning traffic. The resulting conflicts reduce the capacity of this section of road, and increase the potential for crashes.	Add turn lanes, widen shoulders, and improve intersection geometrics as appropriate. Consider realigning the two approaches to create a single intersection. Coordinate with highway project C35.	Flat Rock
C35	WEST BLUE RIDGE RD (SR 1812)	NC 225 (GREENVILLE HWY)	ROPER RD (SR 1807)	ADD TURN LANES, WIDEN SHOULDER AND IMPROVE GEOMETRICS AS APPROPRIATE	Combined with East Blue Ridge and Little River Roads, West Blue Ridge Road forms the central portion of the most significant east-west connection serving Flat Rock and East Flat Rock. Although the volume on this route between US 176 and NC 225 is forecast to nearly double by 2030, a good 2-lane road should provide more than adequate capacity. However, due to the narrow shoulders and curving alignment, safety is a concern.	Add turn lanes, widen lanes/shoulders, and improve geometrics as appropriate. Coordinate with highway project C17 and bicycle project C18.	Flat Rock
C29	ERKWOOD DR (SR 1164)	KANUGA RD (SR 1127)	NC 225 (GREENVILLE HWY)	ADD TURN LANES, WIDEN SHOULDER AND IMPROVE GEOMETRICS AS APPROPRIATE	INNER LOOP STREET* Erkwood Drive forms one segment of what is functionally an “inner loop” around central Hendersonville, comprised of a series of 2-lane streets.	Add turn lanes, widen shoulders, and improve geometrics and intersection operations as appropriate. Coordinate with highway projects C25, C27, and C19.	Flat Rock/Hendersonville
C31	OLD CANE CREEK RD (SR 1541)	FANNING BRIDGE RD EXTENSION (C10)	CANE CREEK RD (SR 1545)	PAVE ROAD AND SHOULDER; UPGRADE ROAD INCLUDING WIDENED LANES	This project is intended to improve connectivity to the north and east (where rapid growth is expected) for the extended and upgraded Fanning Bridge Road. This connection will also reduce traffic on US 25 through Fletcher.	Pave road and shoulders and upgrade to current standards. Coordinate with highway project C10.	Fletcher
C32b	OLD AIRPORT RD / MILLS AP RD (SR 1547/1551)	US 25	HOOPERS CREEK RD (SR 1553)	WIDEN TO 3 LANES; WIDEN SHOULDER AND IMPROVE GEOMETRICS AS APPROPRIATE	This 2-lane facility serves an area of significant residential growth. Traffic volumes of 10,200 vpd in 2005 were already approaching ultimate capacity, and the 16,900 vpd forecast for 2030 will substantially exceed the capacity of the existing facility. In addition, the intersection with US 25 averages over ten crashes per year.	Widen to 3 lanes. Additional lanes and geometric or traffic control improvements may be needed at major intersections. Maintenance of access management is also important. This project should be coordinated with bicycle project C7. This project was previously identified in the LRTP.	Fletcher

TWLTL = Two Way Left Turn Lane

Items Highlighted in Yellow address issues where capacity is or will be exceeded and/or high vehicle crash rates.

Inner Loop Street* = Listed in clockwise order from the north, they are: Berkeley Road, East Duncan Hill Road, Dana Road, Tracy Grove Road, Airport Road, Shepherd Street, Erkwood Drive, State Street, Hebron Street, West Lake Avenue, and Blythe Street. Additional/alternative segments include: Whitted Street, 5th Avenue West, State Street, Hebron Street, and White Pine Drive. It should be stressed that this *ad hoc* loop does not generally serve as a “bypass.” Instead, it provides circumferential access to higher-level radial facilities. Most trips use only a short segment of the “loop,” typically in the initial or final leg of a trip. However, on the eastern side of town especially, a growing number of trips are expected to use the “inner loop” to avoid congestion on US 64 and other major routes through downtown. By providing minor geometric and intersection improvements that improve continuity, the function of these circumferential facilities can be enhanced without requiring widening, or increasing travel speeds. Other Inner Loop Streets already entered into SPOT include: C24 Blythe Street (SR 1180), C27 State Street, and C28 Kanuga Road (SR 1127). C25 Lake Avenue has not been included in the list for entering into SPOT as it is a City maintained street.

Table 1. Comprehensive Transportation Plan Projects (Within Henderson County) That Have Not Yet Been Entered Into SPOT

CTP ID	Street	From	To	Description	CTP Purpose and Need	CTP Recommendation	Possible Jurisdictions
C33	HOOPERS CREEK RD (SR 1553)	MILLS GAP RD (SR 1551)	TERRYS GAP RD (SR 1565)	ADD TURN LANES, WIDEN SHOULDER AND IMPROVE GEOMETRICS AS APPROPRIATE	This road serves an area of potentially substantial low-density residential growth. Although forecast volumes do not appear to exceed practical capacity for a typical 2-lane rural/suburban road such as this, Hoopers Creek Road lacks the pavement/shoulder width and clear sight distances necessary for a safe and efficient roadway. In addition, given the large, relatively undeveloped area served by this road and the roads feeding into it, a slight increase in anticipated residential growth could result in traffic that is significantly higher than current forecasts.	Add turn lanes, widen shoulders, and improve intersection geometrics as appropriate. This project should be coordinated with bicycle project C8.	Fletcher
C9b/c	HOWARD GAP RD (SR 1006)	UPWARD RD	US 25	WIDEN TO 4 LANES WITH MEDIAN; GEOMETRIC IMPROVEMENTS	Howard Gap Road provides the only continuous northwest-southeast route on the eastern side of I-26. It provides access to large areas of low-density residential development, as well as linking major arterials and collectors, and distributing traffic to the limited number of locations where it is possible to cross or access I-26. Henderson County plans also identify two commercial activity areas along Howard Gap Road, one at Upward Road, and one at Naples Road. However, Howard Gap Road is basically a rural 2-lane facility, much of which is narrow, with poor vertical and horizontal alignment, limited sight distances, and frequent driveways. Crashes are already a significant concern, with at least four locations averaging 10 or more crashes a year. With volumes anticipated to increase from 8,500 vpd to 20,000 vpd between 2005 and 2030, both safety and congestion will become even greater problems.	In the long term, substantial portions of Howard Gap Road should be widened to four lanes with median. Significant geometric improvements – including construction on new alignment – will be necessary at many locations. With any necessary turn lanes in place, some segments may be able to retain a 2-lane cross-section, either temporarily or indefinitely. Access management and intersection improvements are also critical. Coordinate with highway projects include C3, C31, C4, C10, and C30, and bicycle project C3. This project was previously identified in the LRTP.	Fletcher/Hendersonville
C36	FANNING BRIDGE RD (SR 1358)	US 25	NC 280	ADD TURN LANES, WIDEN SHOULDER AND IMPROVE GEOMETRICS AS APPROPRIATE	Fanning Bridge Road is an important east-west connection in Fletcher, extending from US 25 just south of downtown Fletcher all the way to NC 280 at the airport. It is also one of only two routes crossing I-26 between the NC 280 and US 25 interchanges, a distance of over 3 miles. Traffic volumes on Fanning Bridge are expected to increase from 6,600 vpd in 2005 to 9,400 vpd in 2030. However, it would not be surprising if the airport and the surrounding area, as well as Fletcher and points east, experienced higher than anticipated levels of growth. This need is further amplified by the improved connectivity that would result from the eastward extension and railroad grade separation proposed for Fanning Bridge Road, as well as improvements to Old Cane Creek Road (C10 and C31).	Add turn lanes, widen lanes/shoulders, and improve geometrics and intersection operations as appropriate. Coordinate with highway projects C10, C31 and A26 and bicycle project C5. This project was previously identified in the LRTP.	Fletcher/Mills River

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C8	US 64	HOWARD GAP RD (SR 1006)	FRUITLAND RD (SR 1574)	CONVERT TWLTL TO MEDIAN	This segment of US 64 marks its transition between a multilane arterial and a 2-lane rural highway. As development moves east, traffic will increase (from an estimated 17,000 vpd in 2005 to 26,300 vpd in 2030), and eastward widening is anticipated (see C15). To preserve the safety and capacity of this transition area, particularly in light of the proposed Balfour Parkway connection (C3), improvements to Fruitland Road (C37), and the identification of the Fruitland Road intersection as a commercial area in Henderson County plans, some enhancements seem prudent.	To preserve capacity and minimize crash potential, convert TWLTL to median where appropriate. Maintain access management, and provide intersection and signalization upgrades as warranted. Coordinate with highway projects C3, C15 and C37.	Hendersonville
C16	US 176 / US 25 BUSINESS	NC 225 (GREENVILLE HWY)	SHEPERD ST (SR 1779)	ACCESS MANAGEMENT AND SPOT INTERSECTION IMPROVEMENTS	As of 2005, traffic volumes along this segment of US 176 reached 25,100 vpd. While approaching the maximum capacity of a 5-lane arterial of this type, the resulting level of congestion is fairly typical of an urbanized area. However, forecast volumes of 29,100 vpd by 2030 are more problematic, particularly in light of recent development proposals that would exceed densities assumed in the model-based forecasts. In addition, four intersections in along this segment of US 176 average at least 5 crashes per year.	Access management and spot intersection/signalization improvements are recommended. Coordinate with highway projects C17, C19, and C20.	Hendersonville
C17	NC 225 (GREENVILLE HWY)	US 176/US 25 BUSINESS	ERKWOOD DR (SR 1164)	ADD TURN LANES, WIDEN SHOULDER AND IMPROVE GEOMETRICS AS APPROPRIATE; POSSIBLE MULTI-LANES	Although the model does not forecast substantial traffic growth beyond the 11,300 vpd estimated for 2005, this volume is just under the maximum capacity of the facility. Furthermore, as noted in the discussion of C15, recently proposed redevelopment plans could result in significantly higher traffic volumes than those estimated by current travel models. In addition, the intersection of Shepherd Street, Erkwood Drive, and NC 225 is identified in Henderson County plans as a commercial activity area. Finally, two intersections included in this project are averaging 5 or more crashes per year.	Add turn lanes, widen shoulders, and improve intersection geometrics and signal operations as appropriate. A multi-lane cross-section for some or all of the project length may be desirable. Maintain access management. Coordinate with highway projects C16, C19, C20, and C29.	Hendersonville

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C20	SHEPHERD ST (SR 1779), AIRPORT RD (SR 1755)	NC 225 (GREENVILLE HWY)	TRACY GROVE RD (SR 1793)	REALIGN AT NEW HOPE RD; ADD TURN LANES; WIDEN SHOULDER AND IMPROVE GEOMETRICS	INNER LOOP STREET* Shepherd Street and Airport Rd are a continuous corridor which together form part of what is functionally an “inner loop” around central Hendersonville, comprised of a series of 2-lane streets. In addition, the intersection of Shepherd Street, Erkwood Drive, and NC 225 is identified in Henderson County plans as a commercial activity area as is portions of the area adjacent to Airport Rd. Additionally, Airport Rd provides access to the Blue Ridge Community College, and, via its connection with Tracy Grove Rd, it allows traffic to cross I-26 at one of only two locations between the US 64 and Upward Rd interchanges. Finally, two intersections in this corridor have been identified as high crash locations.	Add turn lanes, widen shoulders, and improve geometrics and intersection operations as appropriate. Consider realigning the intersection at NC 225 to eliminate the dogleg with Erkwood Drive. Similarly, consider reconfiguring the intersections with New Hope Road to eliminate the dogleg. Coordinate with highway projects C16, C17, C21, and C29 and bicycle project C12	Hendersonville
C21	TRACY GROVE RD (SR 1793)	AIRPORT RD (SR 1755)	DANA RD (SR 1525)	ADD TURN LANES, WIDEN SHOULDER AND IMPROVE GEOMETRICS AS APPROPRIATE	INNER LOOP STREET* Tracy Grove Road is an important access route to the Blue Ridge Community College, and is one of only two roads crossing I-26 between the Upward Road and US 64 interchanges (a distance of about 3.5 miles). This may be one reason why Henderson County plans identify the intersection of Tracy Grove and Airport Roads as a commercial area. Perhaps even more importantly, Tracy Grove Road forms a key segment of what is functionally an “inner loop” around central Hendersonville, comprised of a series of 2-lane streets.	Add turn lanes, widen shoulders, and improve geometrics and intersection operations as appropriate. Coordinate with highway project C20 and bicycle project C12.	Hendersonville
C22	DUNCAN HILL RD (SR 1525) / SIGNAL HILL RD	US 64	NORTH MAIN ST (SR 1503)	ADD TURN LANES, POSSIBLY TWLTL - WIDEN SHOULDER AND IMPROVE GEOMETRICS	INNER LOOP STREET* Duncan Hill Road (together with a short segment of Signal Hill Road) provides an important “back door” route to Four Seasons Mall and related commercial development, helping relieve congestion on US 64. It also forms one segment of what is effectively an “inner loop” around central Hendersonville, comprised of a series of 2-lane streets. With respect to safety, the intersections at 7th Avenue East and at US 64 each currently have at least ten crashes per year.	Add turn lanes, widen shoulders, and improve geometrics and intersection operations as appropriate. A TWLTL may be desirable for some or all of the project length. Coordinate with highway project C23.	Hendersonville

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C23	BERKELEY RD (SR 1508/1511)	NORTH MAIN ST (SR 1503)	US 25 BUSINESS	ADD TURN LANES, POSSIBLY <i>TWLTL</i> - WIDEN SHOULDER AND IMPROVE GEOMETRICS	INNER LOOP STREET* Berkeley Road provides an alternative to US 25 Business, as well as being part of a “back door” route to Four Seasons Mall and related commercial development via Signal Hill Drive and East Duncan Hill Road. It also forms one segment of an “inner loop” around central Hendersonville, comprised of a series of 2-lane streets.	Add turn lanes, widen shoulders, and improve geometrics and intersection operations as appropriate. A <i>TWLTL</i> may be desirable for some or all of the project length. It should be noted that upon completion of Balfour Parkway, traffic volumes on Berkeley Road may eventually drop. However, the recommended improvements would still provide substantial benefits, since they could be in place for many years before the Parkway is completed, and even at lower volumes, they still offer relatively low cost safety and operational benefits.	Hendersonville
C26	HEBRON RD (SR 1172)	W LAKE AVE	STATE ST	ADD TURN LANES, WIDEN SHOULDER AND IMPROVE GEOMETRICS AS APPROPRIATE	INNER LOOP STREET* Hebron Road forms one segment of what is functionally an “inner loop” around central Hendersonville, comprised of a series of 2-lane streets.	Add turn lanes, widen shoulders, and improve geometrics and intersection operations as appropriate. Coordinate with highway projects C25, C27, and C19.	Hendersonville
C30	SUGARLOAF RD (SR 1734)	US 64	PACE RD (SR 1726)	ADD TURN LANES, WIDEN SHOULDER AND IMPROVE GEOMETRICS AS APPROPRIATE	Sugarloaf Road is an important east-west route in the western side of the county, just south of US 64. At its western terminus, it provides alternative access to commercial development at I-26 and US 64; at Blue Ridge Road to the west, it serves a future commercial center identified in Henderson County plans. Volumes already exceed practical capacity at some locations, and are predicted to grow from 12,300 vpd in 2005 to 13,100 vpd by 2030. With respect to safety, the intersection at Howard Gap Road is currently averaging at least ten crashes per year.	Add turn lanes, widen shoulders, and improve geometrics and intersection operations as appropriate. Coordinate with highway project C9 and bicycle project C20.	Hendersonville

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C13	US 64 (BREVARD RS)	BUNCOMB E ST	BRICKYARD RD (SR 1424)	ADD <i>TWLTL</i> ; POSSIBLE MULTI-LANES	Large portions of this 2-lane segment of US 64 (interrupted by the segment in C11) already carry more traffic than their desirable capacity, and these volumes are forecast to increase from 16,500 vpd in 2005 to 19,100 vpd by 2030. Henderson County plans identify three commercial areas along this portion of US 64, near Etowah, Horseshoe, and Laurel Park. Several intersections in the eastern portion of this project have been averaging at least ten crashes per year. Frequent driveways and speed limits that vary from 35 mph to 55 mph already contribute to both crashes and congestion. The ability to widen the cross-section within this corridor is severely constrained by existing development, a rail line, steep slopes, streams, and cultural resources.	Given the constraints of this corridor, the addition of a <i>TWLTL</i> seems the most viable solution to existing and anticipated deficiencies. A multi-lane cross-section for some or all of the project length may be desirable though is likely infeasible in many areas. Access management (especially driveway consolidation) and some geometric and intersection improvements are also desirable and feasible. Coordinate with highway projects C11, C34 and C24. This project was previously identified in the LRTP.	Hendersonville/Laurel Park
C7	NC 280	NC 191 (IN INTERSECTION WITH NC 280)	TRANSYLVANIA COUNTY LINE	CONVERT <i>TWLTL</i> TO MEDIAN AND GENERAL ACCESS CONTROL	Although travel demand models do not forecast substantial traffic growth for this portion of NC 280, there will be considerable pressure for development along the corridor, which could result in land uses and intensities other than what were assumed in the model, leading to higher traffic volumes. For example, commercial activity centers are identified in Henderson County plans near both North and South Mills River Roads. In any case, it is critical to prevent any degradation in safety or capacity resulting from frequent driveways and undesirable intersections. The intersection with Haywood Road is already the fourth-highest crash location in the county. This corridor has been identified as a statewide Strategic Highway Corridor with a proposed cross-section of a four lane with median.	In addition to safety benefits, the management of access is far easier and more effective if medians are in place. Therefore, where feasible, conversion of two-way left-turn lanes to medians is recommended. Strict access management and improvements to signalized intersections (both geometric and operational) will be needed in any case. Coordinate with highway projects C5 and C6.	Mills River
C11	US 64 (BREVARD RD)	SOUTH RUGBY RD (SR1312)	BANNER FARM RD (1314)	WIDEN TO 4 LANES WITH MEDIAN	This segment of US 64 experiences heavy turn conflicts due to the confluence of a number of elements, including several intersecting roadways, two significant curves, an at-grade railroad crossing, and roadside development with multiple driveways. The 2005 traffic estimate of 14,400 vpd already exceeded the desirable capacity of this roadway, and as development and traffic volumes increase, so will delays and crashes. This segment of US 64 is targeted as the location for a commercial center in Henderson County plans.	Widen to 4 or 5 lanes, with medians where feasible. Upgrade intersections and traffic control as warranted, including at the railroad crossing. Maintain or improve access management. Coordinate with highway project C13.	

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C15	US 64	FRUITLAND RD (SR 1574)	GILLIAM RD (SR 1577)	ADD <i>TWLTL</i>	This portion of US 64 marks the beginning of the eastward transition to a 2-lane rural highway. As the eastern portion of the county grows, traffic will increase along this segment of US 64. Henderson County plans identify several commercial areas along this corridor, including one at Fruitland Road. Just as important as traffic growth is the preservation of existing roadway capacity, and without careful management of access, increases in driveway connections and turning traffic will decrease this capacity, while increasing crash potential.	Although widening to a four-lane median divided boulevard would be the surest solution for providing a high level of service, it is not clear that such a major investment is warranted in this situation. The addition of a <i>TWLTL</i> – in combination with access management and spot intersection improvements – should prove adequate. Coordinate with highway projects C8 and C37.	
C34	CUMMING S RD (SR 1171)	US 64	HEBRON RD (SR 1171)	ADD TURN LANES, WIDEN SHOULDER, AND IMPROVE GEOMETRICS AS APPROPRIATE	This road serves a large area of low-density residential development. Although forecast volumes do not appear to exceed practical capacity for a typical 2-lane rural/suburban road such as this, Cummings Road lacks the pavement/shoulder width and clear sight distances necessary for a safe and efficient roadway. In addition, given the large, relatively undeveloped area served by this road and the roads feeding into it, a slight increase in anticipated residential growth could result in traffic that is significantly higher than current forecasts.	Add turn lanes, widen shoulders, and improve intersection geometrics and traffic control as appropriate. This project was previously identified in the LRTP.	

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