

**MINUTES**  
**Henderson County**  
**TRANSPORTATION ADVISORY COMMITTEE**  
**August 24, 2006**

The Henderson County Transportation Advisory Committee met on Thursday, August 24, 2006 at 3:00 pm in the Commissioners' Meeting Room of the County Office Building.

TAC members in attendance were Bill Crisp, Chip Gould, Vice-Chair Renee Kumor, Keith Maddox, John Manners, Hunter Marks, Matt Matteson, Tedd Pearce, Jack Summey, and John Thorpe. TAC members absent were Chair Jim Crafton, Eddie Henderson, Terry Hicks, Lee King, Jon Laughter, Virgle McClure, and Terri Wallace.

Also in attendance were Planning Director Anthony Starr and County Planner Anthony Prinz, Larry Rogers, Chamber President Bob Williford, Dan Holt, NCDOT Transportation Planning Engineer for the Western Region Planning Group and NCDOT District 1 Engineer Mark Gibbs.

**CALL TO ORDER**

Vice-Chair Renee Kumor called the meeting to order.

**APPROVAL OF MINUTES**

The minutes of June 22, 2006 TAC meeting were approved as amended. Corrections were made in the Reports from Representatives of Municipalities to delete the word Road after Shaws Creek in the second paragraph and to correct the third paragraph, first sentence to include West in front of Blue Ridge and change Drive to Road.

**SUBCOMMITTEE REPORTS**

Matt Matteson, Chair of the Alternative Transportation Plan subcommittee, provided information on the alternative four modes of alternative transportation: public transportation, greenways, bicycle ways and sidewalks. Public transportation is provided by Apple Country Transit. WCCA, who operates ACT, contracts with Henderson County to transport 6000 passengers a year and its ridership continues to increase. ACT has 3 bus routes, 2 which are local and the third is a connection with Asheville Transit during the day only from 7:30 am until 6:30 pm. ACT does not provide weekend ridership. The fee is 75 cents per ride.

The Apple Country Greenway Commission was established in 1999 to create a greenway system in the County. The Commission reports to the municipalities, except Mills River who has not yet opted to be a participant of the ACGC. The County provides funding of \$1500 a year for the ACGC. The ACGC is a county appointed board with a representative appointed by each participating municipality. The only existing greenway connects Jackson Park with Mud Creek.

Bicycle transportation. Erica Allison started an informal volunteer advocacy group called Bi-Peds which is a community reaction group under the umbrella of the Partnership for Health. The group helped develop a bike path travel map which is not the same thing as the bike map. The maps are available at T&T. There are some bike paths in Jackson Park. Bike lanes are on city or DOT roads. As NCDOT designs roads, bike lanes can be incorporated. Bike lanes are usually 4 feet in width and striped to delineate the lane for bike use. There are some pros and cons on the bike lanes. Some of the bike groups don't like them because they collect trash and thereby the bike riders just ride on the road shoulder. The ATP subcommittee would make its recommendations to the TAC regarding incorporating bike lanes into the long range transportation plan for future road designs in the County.

Sidewalks. Sidewalks are within municipalities. The City of Hendersonville had a second referendum for sidewalk improvements. The City of Hendersonville is working on a master plan to connect all the sidewalks. For many of the major NCDOT road projects there is state funding available for sidewalks but it does require some matching money.

**UPDATE ON NCDOT ROAD PROJECTS**

Mark Gibbs, NCDOT District 1 Engineer, provided information on roles and responsibilities of NCDOT for road projects and maintenance. Maintenance is the primary responsibility of the districts and the district engineer. NCDOT District 1 has approximately 40 to 45 employees who perform maintenance operations on our roads every day, anything from pot hole patching to cleaning out ditches to unstopping pipes, installing and maintaining guardrails and snow removal. Building secondary roads is a major operation for NCDOT. Mr. Gibbs explained the various funding sources utilized to accomplish different types of projects: discretionary funds, highway funds, trust funds, enhancement funds, small construction funds, and contingency funds. Trust funds and highway funds are the primary sources for secondary road paving projects.

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Mr. Gibbs provided status on some of the road projects underway: Gap Creek Road, Cummings Road and Howard Gap Road for safety improvements, Kyle's Creek Road, South Fork Creek, Huckleberry Mountain, Stepp Mill Road, Pot Shoals and Camp Creek Road, Pinnacle Mountain Road, Gallimore Road, Rugby Road from North Rugby Road to US 25 at Naples, and Tracy Grove Road.

Mr. Gibbs explained that every year the legislators determine what the maintenance budget is for the entire state and then divvy it up based on the road miles for each County. Secondary construction funds are based on the amount of paved roads.

**UPDATE ON COMPREHENSIVE TRANSPORTATION PLAN**

Dan Holt presented a PowerPoint presentation on the French Broad River MPO Travel Demand Model and Status Report. Mr. Holt's primary responsibility is long range transportation planning for the MPO as it is associated the French Broad River MPO which Henderson County is a part. His major task is to try to complete the Comprehensive Transportation Plan which is 20-year plan looking at multi-modal transportation for the MPO LRTP, or the Long Range Transportation Plan. NCDOT contracted with a private firm Martin, Alexiou, Bryson to develop a regional travel demand model.

This model combined the 2000 Asheville MPO (Buncombe County, Fletcher and part of Madison County) before it grew into the French Broad River MPO and Henderson County Phase I. It was expanded to include Haywood County as well as the remaining parts of Henderson County in the MPO and Transylvania County to get a regional model to account for all the traffic and travel patterns.

The Planning Department collected socioeconomic data on population, household, employment, traffic counts and public transit ridership and that information was incorporated into the model.

Some of the assumptions the models makes are peak hours of travel and the time of year when traffic volume is typical for Henderson County. Analysis showed that the peak travel volume occurs in the pm hours for Henderson County and April is the month of typical travel volume and patterns, i.e., no inclement weather, no influx of tourist traffic, school is still in session, etc.

The model looks at future plans for year 2030 using data collected through local planners, the local Chambers of Commerce, national and regional trends, etc. to determine the supply and demand of traffic. Supply is how much traffic a given road will handle without creating gridlock; demand is how many people who want to use that road. A map of Henderson County showed the projected growth of households of year round occupancy and jobs between now and 2030 with each dot on the map representing an increase of 20. The model also showed how that growth would impact transportation volume and where the trouble spots for traffic congestion would occur. Alternatives and solutions to alleviate or reduce the problem areas are tested in the model. For example, the proposed Balfour Parkway and the I-26 interchange were placed into the model to test how those would impact traffic flow to alleviate some traffic debacles on Four Seasons Boulevard.

The next step is to get public involvement on the Phase II of the CTP. Mr. Holt suggested that to remain consistent with former public involvement that public input sessions on Phase II be held in the same manner, same locations and times as had been done for Phase I.

It was the consensus of the TAC that the draft for the Phase II model come back to the TAC for review and then go out for public involvement. Hopefully that draft would be presented to the TAC at its September 28<sup>th</sup> meeting. Then the CTP subcommittee would meet and set the proposed agenda for the public involvement sessions and bring that draft proposal back to the TAC for its review and approval.

**ADJOURNMENT**

The next regularly scheduled meeting of the TAC is September 28, 2006. Vice-Chair Kumor adjourned the meeting at 4:35 pm.

**APPROVED BY:**

**ATTEST:**

**RENEE KUMOR, VICE-CHAIR**

**AVALINA B. MERRILL, SECRETARY**