

MINUTES
Henderson County
TRANSPORTATION ADVISORY COMMITTEE
November 9, 2006

The Henderson County Transportation Advisory Committee met for its monthly meeting on Thursday, November 9, 2006 at 3:00 pm in the Commissioners' Meeting Room of the County Office Building. In accordance to the TAC bylaws, the November meeting is scheduled for the 2nd Thursday to accommodate the observance of Thanksgiving holidays.

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

Also in attendance were Dan Holt, NCDOT Transportation Planning Engineer for the Western Region Planning Group, Town of Mills River Manager Jaime Adrignola, Town of Fletcher Manager Mark Biberdorf, Chamber President Bob Williford, County Planners Autumn Radcliff and Anthony Prinz and Larry Rogers.

CALL TO ORDER

Chair Crafton called the meeting to order. Mr. Crafton informed the TAC that Committee Reports and Updates from Municipality Representatives would appear on each TAC agenda to give an opportunity to each of the subcommittees and municipalities to inform the TAC of their activities or address any concerns regarding transportation issues.

COMPREHENSIVE TRANSPORTATION PLAN UPDATE

Dan Holt gave an update on the CTP. Mr. Holt illustrated the deficiency analysis for Henderson County for Year 2030 using the CTP model.

He reminded the TAC that the model is based on supply and demand on the roadways. To determine if the demand is overtaking the supply, transportation planning applies a volume to capacity ratio; volume being the demand from the people who use the road, capacity being the supply or how many cars can actually fit on that road. The highway capacity manual used by transportation planning engineers classifies roadways by levels of service A through F with A being the best possible optimized use and F being a failing roadway which normally means gridlock and congestion. Dan gave the example if 1000 vehicles strive to use a road but the road can only accommodate 1000 vehicles, that's a volume to capacity ratio of just 1 and that equates congestion; if 500 vehicles strive to use that road but the road has the potential of accommodating 1000 vehicles, that's level service A. A volume to capacity ratio of 0.85 or 85 percent is the breaking point of the available supply or capacity at maximum level and that roadway needs to be addressed. The model highlights roads that have a volume to capacity ratio at point 85 or higher.

The socioeconomic data in the model shows an increase in households between now and 2030 in Henderson County. Each dot on the map represents 20 new households. The map also showed an increase in new employment with each dot equating 20 new jobs.

The model included the projects that were listed in the MPO's long range transportation plan for 2030 which includes existing TIP projects, whether they were funded or not. It is a time of day model and is based on a typical April week day in this area, i.e., school is still going on, weather is relative good, tourist season hasn't officially started, etc. The pm hours were selected because that's the period of time when travel is the heaviest, people are getting off from work, going to retail, commercial areas for dining, shopping, entertainment, etc. The CTP model is updated every 5 years.

Mr. Holt suggested that the TAC hold public forums to get citizen input on how they wished to have NCDOT address those deficiency problem areas projected for 2030. He further suggested that to be consistent such forums should be held in the same locations and at the same times as was done for Phase I.

After discussion about a plan for these forums, a motion was made to have the CTP subcommittee draft a plan and present it to the TAC at its next meeting for approval. "I move that we recommend that you try to duplicate your first sites and sessions as much as possible".

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Renee Kumor, chair of the CTP subcommittee, sought further direction from the TAC regarding those plans. She recommended that the CTP subcommittee ask the Planning Department "to find a time at the library that gives us the opportunity to get the meetings organized and advertised. Dan's going to start working on the visuals and this CTP committee will meet before our next meeting to plan and orchestrate those and at the next TAC meeting this membership should comment on the various transportation modes that are impacted by this 2030 map. At that time, we can have some of the visuals available, the bikes and greenways, so that we can see what we're doing. From that we can see what kind of meetings we need, whether we need multiple sets, etc." The motion was seconded and carried.

Dan Holt announced that the replacement for Beverly Williams is Sarah Smith who is located in Raleigh. He has informed Sarah that the local organizations want her to come out for one of their meetings.

North Carolina Moving Ahead Projects

Mr. Crafton reminded the TAC about the North Carolina Moving Ahead Projects. That program was established in 2004 when additional funding as a result of spin-off from larger projects became available for a 2 year period to try to accomplish some smaller projects that were not funded or on the TIP. He distributed a list of Moving Ahead projects that had been created from input by the Chamber, the municipalities and the TAC and had been forwarded to the MPO for consideration. Some of those projects listed had already been completed or put on the TIP. At the last TAC meeting, Commissioner Chuck McGrady, who is the County's representative on the MPO, informed the TAC that there is about 2.7 million dollars available to do local projects throughout the MPO and the MPO is inviting each community to make recommendations regarding the Moving Ahead projects. Mr. Crafton reminded the TAC that all entities in the MPO are competing for the 2.7 million dollars. There is a 20% funding match required from the entity sponsoring a Moving Ahead project and that entity must also oversee the project. Planner Autumn Radcliff provided the TAC members with an overview sheet and instructions as to how to submit projects to the MPO for the Moving Ahead funds. Ms. Radcliff encouraged the TAC members to consider other transportation oriented projects such as greenways, bike ways, etc. rather than highway projects because those types of projects could benefit from smaller amounts of funds. Mr. Crafton requested that the TAC representative of each municipality bring to the TAC at its next meeting a list of Moving Ahead projects that the municipality is willing to sponsor. The TAC will discuss the priority list for the Moving Ahead projects at its next meeting.

ADJOURNMENT

Mr. Crafton announced the next TAC meeting was scheduled for December 14, 2006. He adjourned the meeting at 4:40 pm.

APPROVED BY:

ATTEST:

JIM CRAFTON, CHAIR

AVALINA B. MERRILL, SECRETARY

Note: The December 14, 2006 meeting was canceled. The TAC previously voted to conduct its regularly scheduled meetings in the even number months unless pressing transportation matters deemed it necessary to meet in other months. The first meeting in 2007 is scheduled for February 22, 2007.