



Transportation Advisory Committee Meeting Notice & Agenda

**Wednesday, March 6, 2013
4:00 p.m. to 5:30 p.m.**

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

1. Meeting Called to Order.....Jim Crafton
2. Public InputJim Crafton
3. Approval of Meeting Minutes – November 6, 2012 Renee Kumor

New Business

4. Chairman CommentsJim Crafton (5 min)
5. Municipal Representative Updates..... Municipal Representatives (5 min)
6. NCDOT Projects Update..... NCDOT Representative (5 min)
7. Henderson County 2011 Crash Data Review/Times-News Report..... Matthew Cable (15 min)
8. French Broad River Metropolitan Planning Organization
 - a. Local ParticipationJim Crafton (5 min)
 - b. Memorandum of Understanding/Bylaws/Priority Needs List Matthew Cable (10 min)
 - c. Travel Demand Survey and NCDOT Transportation Model Matthew Cable (10 min)
 - d. SPOT 3.0 Delay Matthew Cable (5 min)
9. GRTZ Community Plan Transportation Draft Recommendations..... Matthew Cable (5 min)
10. Important Dates Matthew Cable (5 min)
Possible Meeting Dates
11. Adjournment.....Jim Crafton

CHAIRMAN

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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
November 7, 2012**

The Transportation Advisory Committee met November 7, 2012 at 4:00 p.m. in the King Street Meeting Room at 100 North King Street, Hendersonville. Members present were Renee Kumor, Vice-Chairman (serving as Chair) at-large; David Jones, at-large; Keith Maddox, at-large; Robert Vickery, Town of Laurel Park; Steve Caraker, City of Hendersonville; Don Farr, Village of Flat Rock; and Eddie Henderson, Town of Fletcher. Members not in attendance were Roger Snyder, Town of Mills River; Commissioner Mike Edney; and Commissioner Bill O'Connor. Henderson County Staff members included Matthew Cable, Transportation Planner. Steve Cannon, NCDOT District Engineer was also present. Ms. Kumor called the meeting to order at 4:00 p.m.. Ms. Kumor opened the floor to public comment and, there being none, the committee moved to its first item of business.

Approval of Minutes:

Mr. Jones made a motion to approve of the minutes of the September 5, 2012 meeting. Mr. Maddox seconded the motion and all members voted in favor.

New Business:

Complete Streets Consideration for SPOT Ranked Projects. Ms. Kumor asked Mr. Cable to provide an overview of the request to the committee. Mr. Cable explained that the purposes of this item were to fulfill a request by the French Broad River Metropolitan Planning Organization (MPO) staff. Staff asked that each of the respective counties hold a meeting with individuals with a stake in projects currently on the SPOT list, and that they, at the meeting, identify NCDOT Complete Streets Policy cross-sections which would appropriately apply to existing SPOT projects. Ms. Kumor then asked that, as Mr. Cable presented the projects, that the municipal representatives associated with the projects take the lead in informing the discussion. The following table reflects the recommendations made by the TAC:

Table 1: Recommendations to FBRMPO		
Street	Recommended NCDOT Complete Streets Policy Cross- Section	Additional Comments
Blythe Street	Rural Avenue	Curb and gutter, and at least 1 side of street to contain a sidewalk
Brickyard Road	Rural Road	Sidewalk and bike lane in the segment south of the intersection with Turnpike Rd.; multi-use path north of the intersection with Turnpike Rd.
Butler Bridge Road	Rural Road	The nature of the project, and existing segments on either end of the project not containing pedestrian accommodations make a sidewalk or path connection along this segment largely unwarranted.
Fruitland Road	Rural Road	Bike lanes to be included
Highland Lake Road	Rural Avenue	Curb and gutter with multi-use path

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Table 1: Recommendations to FBRMPO		
Street	Recommended NCDOT Complete Streets Policy Cross- Section	Additional Comments
Kanuga Road		
Segment 1: King Street to Erkwood Drive	Rural Village Main Street	Bike lane
Segment 2: Erkwood Drive to Little River	Rural Avenue	Curb and gutter with multi-use path
Little River Road		
Segment 1: NC 225 to Carl Sandburg Home	Rural Avenue	Curb and gutter
Segment 2: Carl Sandburg Home to Kanuga Road	Rural Avenue	Curb and gutter with multi-use path (not bike lane or sidewalk desired)
Fanning Bridge Road Extension	Urban Suburban Main Street	Bike Lane
Rutledge Drive		
Segment 1: NC 225 to Erkwood (Southern)	Rural Avenue	Curb and gutter with multi-use path
Segment 2: Erkwood to NC225 (Northern)	Rural Road	Bike land and sidewalk
Rutledge Road	Rural Avenue	Curb and gutter and bike lanes
State Street	Rural Avenue	Curb and gutter and sidewalks
White Street	Rural Avenue	Curb and gutter (Need clarification on the proposed new route)
Old Airport Road	Rural Road	Bike lanes, sidewalks, and turn lanes as needed
US Highway 64 West	Rural Avenue	Coincident with newly redesigned adjacent segment; curb and gutter, bikelanes, and sidewalks
Butler Bridge Road	Rural Boulevard	
NC 191 (South of Future Balfour Parkway)	No recommendation	Consider removal from SPOT as a segment and replacement with specified spot intersection improvements

During its discussion, the committee identified projects that were within the Town of Mills River's jurisdiction. The committee made recommendations on cross-sections, and requested staff forward these

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recommendations onto Mills River for its consideration, comment and response. The following were the recommendations by the committee on these projects:

Table 2: Recommendations to Mills River for Consideration, Comment and Response		
Street	Recommended NCDOT Complete Streets Policy Cross-Section	Additional Comments
Hooper Lane	Rural Road	The existing alignment is preferred with the paving improvements.
NC 280 Intersection	Not applicable	
NC 191 (North of Highway 280)	Rural Parkway	Concern over additional right of way required to include landscaping in the median.
NC 191 (North of Rugby Road)	-	

Transportation Projects Preliminary Review. Mr. Cable explained that at the committee’s next meeting in March, they would need to begin discussing prioritization of projects for entry into the SPOT list, and which projects they would wish to advance into the LRTP or add to the CTP. Mr. Cable provided a list of all projects in the CTP for Committee member review in advance of the March meeting.

Chairmen Comments: Ms. Kumor indicated that she had no additional comments at this time.

Municipal Representative Updates. Mr. Carakker indicated that construction on the last remaining two block segments of the Main Street project in Hendersonville would begin in the coming months. Mr. Farr noted that the sidewalk project along Blue Ridge Road to Bon Clarken would commence once the last of the easement documents was signed in the coming weeks.

NCDOT Update. Mr. Cannon provided the following project updates:

- Upward Road is anticipated to be complete in August, 2013
- Erkwood/Shepherd Street intersection with Greenville Highway public meeting should be occurring in January.

Important Dates. The Committee established meeting calendar for 2013 as March 6, June 5, September 4, and November 6.

There being no further business, the meeting adjourned at 5:15 p.m.

Renee Kumor, Vice-Chairman
Henderson County Transportation Advisory Committee

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DOT identifies worst roads in Henderson County

Largest number of crashes reported on I-26

By Emily Weaver

Times-News Staff Writer

Published: Sunday, February 24, 2013 at 4:30 a.m.

The N.C. Department of Transportation estimates that a wreck occurs about every three hours in Henderson County.

Squealing tires, breaking glass and crunching metal have become all too familiar along some stretches of road, earning them nicknames such as "dead man's curve."

In 2011, 1,962 crashes were reported in Henderson County by law enforcement agencies. Thirteen people died.

In Polk and Transylvania counties, crashes are much less frequent than their more populated neighbor, but a higher percentage are attributed to alcohol use, according to the DOT.

In 2011, 6.6 percent of the 351 crashes in Polk County and 5.9 percent of the 443 wrecks in Transylvania County were tied to alcohol use, compared to 5.1 percent of Henderson County's collisions.

In Polk County that same year, one person died in an alcohol-related wreck. Six lives were lost in Henderson County due at least in part to alcohol in 2011.

Among cities of 10,000 or more residents, Hendersonville ranked 16th in the state for the most crashes in 2011. Asheville held the first-place ranking in the last two



MIKE DIRKS/TIMES-NEWS

Flowers honoring of the victims of a wreck that killed five people in October 2010 on I-26 were placed on the side of the highway a week after the wreck.

years counted by the DOT (2010-2011), followed by Fayetteville (second),
Wilmington (third), Charlotte (sixth), Gastonia (seventh) and Raleigh (15th).

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The top 16 cities are all saddled by busy interstates and heavily traveled highways.

Henderson County's worst road

The road with the most wrecks in Henderson County during the most recent recording period (Jan. 1, 2007 through Dec. 31, 2011), according to the DOT, was Interstate 26, where 792 crashes occurred from Upward Road to the Buncombe County line.

The worst stretch of the busy thoroughfare — from Four Seasons Boulevard at exit 49 to Fletcher at exit 44 — saw a whopping 238 wrecks in the same four-year period.

That wouldn't surprise Arden resident John Forehand, who attended a recent DOT informational workshop held to gauge public opinion on widening the interstate.

Forehand travels the interstate every day on his way to work in Greer, S.C. He has been caught in the five-mile, no-exit “land of no return” before, he said, trapped in traffic snarled for an hour-and-a-half due to a collision that blocked both lanes.

“Most days I-26 is like a rolling parking lot,” said Forehand, who encouraged the DOT to add lanes and another exit.

The DOT estimates the corridor could host a daily stream of more than 90,000 motorists by 2040.

On the night of Oct. 24, 2010, a tractor-trailer slammed into a line of stopped traffic on eastbound I-26 at the Butler Bridge Road underpass, killing five people and injuring 10 others, some severely.

The driver of the truck, Roumen Todorov Velkov, then 48, showed no signs of stopping as cars sat idling while emergency crews worked at the site of a previous accident, according to the N.C. Highway Patrol.

The impact set off a chain reaction and left a trail of carnage on the highway near the Fletcher exit. Deputy Fire Marshal Wally Hollis told the Times-News in 2010 it was the worst motor vehicle accident he had seen in his 24 years in the county.

Other dangerous roads

U.S. Highway 64 was also a busy thoroughfare for accidents during the four-year recording period. Fifty-two wrecks clogged the one-mile stretch from Howard Gap Road to Fruitland Road, where four lanes shrink to two.

A nearly 1.5-mile span from Cummings Road to Banner Farm Road was the scene of 32 crashes. On the night of Oct. 1, 2008, three people were killed in a two-vehicle wreck near Cummings Road after troopers say a 1987 Honda Civic station wagon crossed the center line and collided head-on with a 2002 Chevy pickup truck. All three women in the Honda died.

Thirty accidents were logged in less than a mile from Gilliam Road to Pace Road. Another 29 wrecks occurred in just a span of about 500 yards from Orrs Camp Road to the I-26 “four-leaf clover” connector on Four Seasons Boulevard.

A stretch of the same distance on Dana Road is also growing infamous for wrecks. A woman was cited last week for reckless driving after the Ford truck she was driving ran off of the road, hit a ditch, bounced over culverts, struck an electric pole and flipped, according to troopers. No serious injuries were reported.

The pole — clipped and chipped but still standing — has been felled by drivers before, residents say. The stretch along Dana Road from Meadowlark Lane to Feagan Road has been the site of six wrecks from 2007 to 2011.

A stretch of less than a half-mile on Chimney Rock Road from Laycock Road to Pressley Road in the Edneyville community saw 25 wrecks from 2007-2011.

On the same highway, 23 crashes occurred along a 350-yard stretch from Howard Gap Road to Old Chimney Rock road, and 20 wrecks interrupted traffic along a half-mile stretch between Dawn Valley Drive and Townsend Road.

Forty wrecks were logged on Upward Road from South Allen Road to Acorn Manor Drive. Other troubled spots on Upward Road have seen wrecks in the double digits: from Allen Road to South Allen Road and from Spartan Heights to Spartanburg Highway.

North Mills River Road in Mills River from Haywood Road (N.C. 191) to Pennsylvania Road saw 20 wrecks.

The top 10

The 10 most troubled intersections in Henderson County during the four-year recording period were:

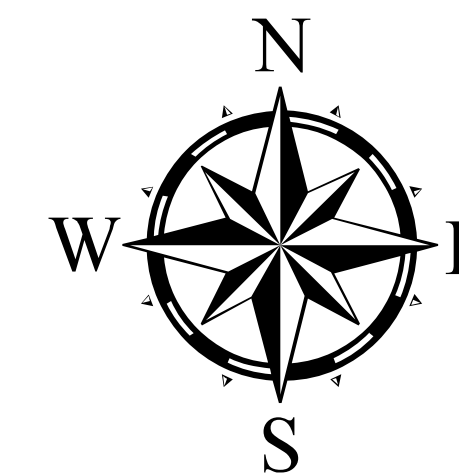
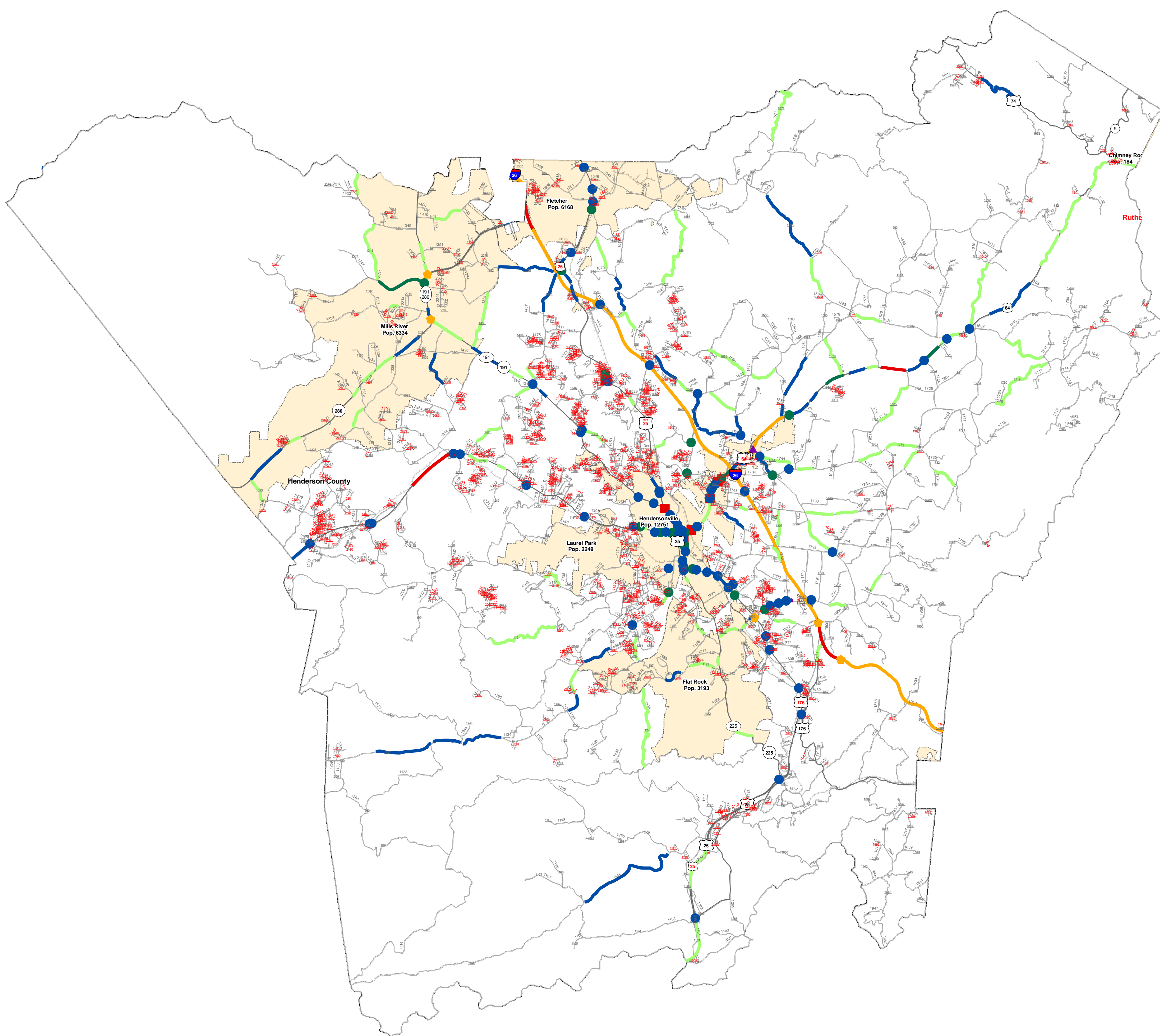
- I-26 at Asheville Highway (U.S. 25), with 136 crashes recorded.
- I-26 at Upward Road, 66 wrecks.
- Chimney Rock Road (U.S. 64) at Highland Square, 62 wrecks.
- Spartanburg Highway (U.S. 176) at Upward Road, 59 collisions.
- Haywood Road (N.C. 191) at Boylston Highway (N.C. 280), 54 wrecks.
- Four Seasons Boulevard (U.S. 64) at Linda Vista Drive, 49 crashes.
- Chimney Rock Road (U.S. 64) at Howard Gap Road with 45 wrecks.
- I-26 at Four Seasons Boulevard (U.S. 64) with 44 crashes.
- Four Seasons Boulevard (U.S. 64) at Freeman Street, 43 crashes.
- u--himney Rock Road (U.S. 64) at Sugarloaf Road, 39 wrecks.

Some roads have seen a decrease in traffic accidents, however. Though it has not been the site of a fatality in several years, a sharp curve on U.S. Highway 176 heading toward Saluda has donned the moniker “dead man's curve” for decades.

Unlike the popular 1964 Jan and Dean song, the legend of this curve grew from a slew of wrecks that happened for years before I-26 opened to the public.

“That was the main thoroughfare before the interstate came in,” said N.C. Highway Patrol Sgt. Don Christensen. “I don't know if there's been a fatal collision there in the past 20 years, but that was the nickname it was given.”

Reach Weaver at emily.weaver@blueridgenow.com or 828-694-7867.



LEGEND

INTERSECTIONS

150 Feet Y-line

CATEGORY

- 50 and above
- 40 to 49
- 30 to 39
- 20 to 29
- 10 to 19
- 4 to 9

SECTIONS

0 Feet Y-line

CATEGORY

- 50 and above
- 40 to 49
- 30 to 39
- 20 to 29
- 10 to 19
- 4 to 9

NOTES:

- THE LOCATIONS (INTERSECTIONS AND SECTIONS) ARE BASED ON REPORTED AND MILEPOSTED CRASHES.
- THE SECTIONS DO NOT INCLUDE CRASHES THAT ARE WITHIN 150 FEET OF THE INTERSECTIONS

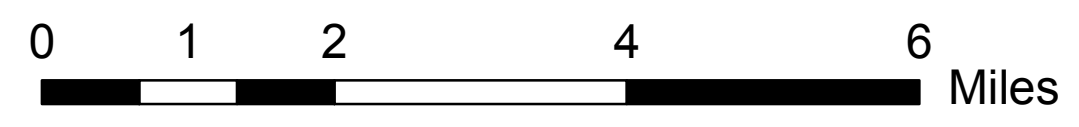
INCLUDED CRASHES

INTERSECTIONS – TOP 40% INCLUDING ALL LOCATIONS WITH 10 OR MORE CRASHES

SECTIONS - TOP 19% INCLUDING LOCATIONS WITH 6 OR MORE CRASHES

COUNTY : HENDERSON
 DIVISION : 14
 DISTRICT : 1

**HIGH FREQUENCY CRASH LOCATION MAP
 (1/1/07 TO 12/31/11)**



Prepared By:
 Memory Washaya
 N.C. Department of Transportation
 Division of Highways
 Transportation Mobility and Safety Division

HENDERSON COUNTY
INTERSECTIONS

NUMBER	CITY	LOCATIONS	CRASHES	CATEGORY
1	RURAL	I 26 at US 25	136	50 and above
2	RURAL	I 26 at US 25	136	50 and above
3	RURAL	I 26 at SR 1783	66	50 and above
4	HENDERSONVILLE	US 64 at HIGHLAND SQUARE	62	50 and above
5	RURAL	US 176 at SR 1783	59	50 and above
6	MILLS RIVER	NC 191 at NC 280	54	50 and above
7	MILLS RIVER	NC 191 at NC 280	54	50 and above
8	HENDERSONVILLE	US 64 at LINDA VISTA	49	40 to 49
9	HENDERSONVILLE	US 64 at HOWARD GAP	45	40 to 49
10	HENDERSONVILLE	I 26 at US 64	44	40 to 49
11	HENDERSONVILLE	US 64 at FREEMAN	43	40 to 49
12	HENDERSONVILLE	US 64 at SUGAR LOAF	39	30 to 39
13	HENDERSONVILLE	US 64 WB COUplet at KING	39	30 to 39
14	HENDERSONVILLE	US 64 at DANA	33	30 to 39
15	HENDERSONVILLE	US 64 at THOMPSON	31	30 to 39
16	HENDERSONVILLE	US 25BUS at HAYWOOD	30	30 to 39
17	HENDERSONVILLE	US 25BUS at THIRD	30	30 to 39
18	HENDERSONVILLE	US 25BUS at THIRD	30	30 to 39
19	HENDERSONVILLE	US 25BUS at THIRD	30	30 to 39
20	HENDERSONVILLE	US 25BUS at FIFTH	30	30 to 39
21	HENDERSONVILLE	US 64 at KING	30	30 to 39
22	HENDERSONVILLE	US 64 at CAROLINA VILLAGE	29	20 to 29
23	RURAL	US 25 at SR 1345	29	20 to 29
24	HENDERSONVILLE	US 176 at CHADWICK	28	20 to 29
25	HENDERSONVILLE	US 64 at CHURCH	28	20 to 29
26	HENDERSONVILLE	US 64 WB COUplet at CHURCH	26	20 to 29
27	RURAL	SR 1127 at SR 1164	26	20 to 29
28	RURAL	SR 1503 at SR 1508	26	20 to 29
29	RURAL	SR 1503 at SR 1508	26	20 to 29
30	HENDERSONVILLE	US 64 at ORRS CAMP	25	20 to 29
31	RURAL	US 64 at SR 1574	25	20 to 29
32	HENDERSONVILLE	US 25BUS at SIXTH	24	20 to 29
33	HENDERSONVILLE	US 25BUS at KING	24	20 to 29
34	RURAL	SR 1006 at SR 1734	24	20 to 29
35	HENDERSONVILLE	US 64 at BUNCOMBE	23	20 to 29
36	RURAL	SR 1783 at SR 1803	23	20 to 29
37	HENDERSONVILLE	US 64 at GROVE	22	20 to 29
38	HENDERSONVILLE	US 25BUS at SECOND	21	20 to 29
39	HENDERSONVILLE	US 25BUS at SECOND	21	20 to 29
40	HENDERSONVILLE	US 25BUS at FIRST	21	20 to 29
41	HENDERSONVILLE	US 25BUS at FIRST	21	20 to 29
42	HENDERSONVILLE	US 64 at BLYTHE	21	20 to 29
43	MILLS RIVER	NC 191 at SR 1345	21	20 to 29
44	FLETCHER	US 25 at HOWARD GAP	20	20 to 29
45	HENDERSONVILLE	US 176 at SHEPARD	20	20 to 29
46	HENDERSONVILLE	US 64 at JUSTICE	20	20 to 29
47	HENDERSONVILLE	US 64 at COOLRIDGE	20	20 to 29
48	HENDERSONVILLE	US 64 at ASHE	19	10 to 19
49	HENDERSONVILLE	US 64 at BLUE RIDGE	19	10 to 19
50	FLETCHER	US 25 at OLD AIRPORT	18	10 to 19
51	HENDERSONVILLE	US 176 at OLD SPARTANBURG	18	10 to 19
52	HENDERSONVILLE	US 176 at OLD SPARTANBURG	18	10 to 19
53	HENDERSONVILLE	US 176 at OLD SPARTANBURG	18	10 to 19
54	RURAL	I 26 WB COUplet at SR 1528	18	10 to 19
55	RURAL	I 26 WB COUplet at SR 1534	18	10 to 19
56	RURAL	SR 1006 at SR 1513	18	10 to 19
57	RURAL	SR 1756 at SR 1783	18	10 to 19
58	HENDERSONVILLE	US 25BUS at SEVENTH	17	10 to 19
59	HENDERSONVILLE	US 25BUS at FLEMING	17	10 to 19
60	HENDERSONVILLE	SR 1722 at BROOKLYN	16	10 to 19
61	HENDERSONVILLE	US 176 at BROOKLYN	16	10 to 19
62	HENDERSONVILLE	US 64 at OAK	16	10 to 19

HENDERSON COUNTY
INTERSECTIONS

NUMBER	CITY	LOCATIONS	CRASHES	CATEGORY
63	HENDERSONVILLE	US 64 at OAK	16	10 to 19
64	HENDERSONVILLE	US 64 at FRANCES	16	10 to 19
65	RURAL	SR 1006 at SR 1503	16	10 to 19
66	RURAL	SR 1381 at SR 1383	16	10 to 19
67	RURAL	SR 1783 at SR 1789	16	10 to 19
68	HENDERSONVILLE	NC 225 at SPARTANBURG	15	10 to 19
69	HENDERSONVILLE	SR 1171 at HEBRON	15	10 to 19
70	HENDERSONVILLE	US 25BUS at EIGHTH	15	10 to 19
71	HENDERSONVILLE	US 64 WB COUplet at MAIN	15	10 to 19
72	HENDERSONVILLE	US 25BUS at MAIN	14	10 to 19
73	HENDERSONVILLE	US 25BUS at MAIN	14	10 to 19
74	HENDERSONVILLE	US 25BUS at MAIN	14	10 to 19
75	RURAL	US 64 at SR 1586	14	10 to 19
76	FLETCHER	US 25 at CANE CREEK	13	10 to 19
77	HENDERSONVILLE	US 25 at US 176	13	10 to 19
78	HENDERSONVILLE	US 25BUS at FOURTH	13	10 to 19
79	HENDERSONVILLE	US 25BUS at FOURTH	13	10 to 19
80	HENDERSONVILLE	US 25BUS at BARNWELL	13	10 to 19
81	HENDERSONVILLE	US 64 at HARRIS	13	10 to 19
82	RURAL	SR 1722 at SR 1783	13	10 to 19
83	HENDERSONVILLE	NC 191 at BLYTHE	12	10 to 19
84	HENDERSONVILLE	US 25BUS at MEADOWBROOK	12	10 to 19
85	RURAL	NC 191 at SR 1365	12	10 to 19
86	RURAL	SR 1127 at SR 1137	12	10 to 19
87	RURAL	US 25 at SR 1537	12	10 to 19
88	RURAL	US 64 at SR 1452	12	10 to 19
89	RURAL	US 64 at SR 1314	12	10 to 19
90	HENDERSONVILLE	US 64 at WREN	11	10 to 19
91	HENDERSONVILLE	US 64 at FLEMING	11	10 to 19
92	HENDERSONVILLE	US 64 at DUNCAN HILL	11	10 to 19
93	RURAL	SR 1006 at SR 1793	11	10 to 19
94	RURAL	SR 1734 at SR 1744	11	10 to 19
95	RURAL	SR 1783 at SR 1790	11	10 to 19
96	RURAL	US 176 at SR 1807	11	10 to 19
97	RURAL	US 25 at US 176	11	10 to 19
98	RURAL	US 64 at SR 1424	11	10 to 19
99	RURAL	US 64 at SR 1309	11	10 to 19
100	FLETCHER	US 25 at FANNING BRIDGE	10	10 to 19
101	HENDERSONVILLE	NC 191 at KENSINGTON	10	10 to 19
102	HENDERSONVILLE	NC 225 at WHITE	10	10 to 19
103	HENDERSONVILLE	US 176 at BALSAM	10	10 to 19
104	HENDERSONVILLE	US 25BUS at CLAREMONT	10	10 to 19
105	HENDERSONVILLE	US 64 at MAIN	10	10 to 19
106	RURAL	I 26 at US 64	10	10 to 19
107	RURAL	NC 191 at SR 1381	10	10 to 19
108	RURAL	SR 1006 at SR 1744	10	10 to 19
109	RURAL	US 176 at SR 1812	10	10 to 19
110	RURAL	US 25 at NC 225	10	10 to 19
111	RURAL	US 25 at NC 225	10	10 to 19
112	RURAL	US 64 at SR 1203	10	10 to 19
113	RURAL	US 64 at SR 1203	10	10 to 19
114	RURAL	US 64 at SR 1211	10	10 to 19
115	RURAL	US 64 at SR 1724	10	10 to 19
116	RURAL	US 64 at SR 1602	10	10 to 19

HENDERSON COUNTY
SECTIONS

NUMBER	COUNTY	ROUTE	BEGINNING	END	CRASHES	CATEGORY
1	HENDERSON	I 26	US 25	US 64	238	50 and above
2	HENDERSON	I 26	US 64	SR 1783	152	50 and above
3	HENDERSON	I 26	US 25	CL-POLK	145	50 and above
4	HENDERSON	I 26	CL-BUNCOMBE	US 25	134	50 and above
5	HENDERSON	I 26	CL-BUNCOMBE	CL-BUNCOMBE	55	50 and above
6	HENDERSON	US 64	SR 1006	SR 1574	52	50 and above
7	HENDERSON	SR 1783	SR 1756	ACORN MANOR	40	40 to 49
8	HENDERSON	I 26	SR 1783	US 25	37	30 to 39
9	HENDERSON	US 64	SR 1171	SR 1314	32	30 to 39
10	HENDERSON	I 26	CL-BUNCOMBE	CL-BUNCOMBE	31	30 to 39
11	HENDERSON	US 64	SR 1577	SR 1726	30	30 to 39
12	HENDERSON	US 64	SR 1749	I 26	29	20 to 29
13	HENDERSON	US 64	SR 1724	SR 1723	25	20 to 29
14	HENDERSON	US 64	SR 1898	SR 1006	23	20 to 29
15	HENDERSON	US 64	SR 1686	SR 1578	20	20 to 29
16	HENDERSON	SR 1345	NC 191	SR 1348	20	20 to 29
17	HENDERSON	US 64	SR 1574	SR 1743	19	10 to 19
18	HENDERSON	SR 1123	SR 1285	SR 1249	19	10 to 19
19	HENDERSON	SR 1127	SR 1138	SR 1139	18	10 to 19
20	HENDERSON	US 64	SR 1525	SR 1521	17	10 to 19
21	HENDERSON	SR 1006	SR 1584	SR 1513	17	10 to 19
22	HENDERSON	SR 1345	SR 1365	SR 1352	17	10 to 19
23	HENDERSON	SR 1365	SR 1467	SR 1345	17	10 to 19
24	HENDERSON	SR 1513	SR 1518	SR 1503	17	10 to 19
25	HENDERSON	SR 1574	US 64	SR 1585	17	10 to 19
26	HENDERSON	NC 191	SR 1310	SR 1314	16	10 to 19
27	HENDERSON	SR 1565	SR 1568	SR 1573	16	10 to 19
28	HENDERSON	SR 1793	SR 1753	SR 1754	16	10 to 19
29	HENDERSON	US 64	ROCKWOOD	FOREST PARK	15	10 to 19
30	HENDERSON	US 64	SR 1743	COLD SPRING	15	10 to 19
31	HENDERSON	NC 191	SR 1380	ALPINE	15	10 to 19
32	HENDERSON	US 64	SR 1726	SR 1724	14	10 to 19
33	HENDERSON	US 64	I 26	SR 1516	14	10 to 19
34	HENDERSON	SR 1006	SR 1528	SR 1678	14	10 to 19
35	HENDERSON	SR 1127	SR 1128	SR 1133	14	10 to 19
36	HENDERSON	SR 1127	MAJESTIC	SR 1128	13	10 to 19
37	HENDERSON	SR 1783	SR 1789	SR 1756	13	10 to 19
38	HENDERSON	US 64	TWIN WILLOW	SR 1703	12	10 to 19
39	HENDERSON	NC 280	SR 1328	SR 1332	12	10 to 19
40	HENDERSON	SR 1006	SR 1107	SR 1109	12	10 to 19
41	HENDERSON	US 25	SR 1684	SR 1345	11	10 to 19
42	HENDERSON	US 25	I 26	SR 1684	11	10 to 19
43	HENDERSON	US 25	SR 1364	SR 1495	11	10 to 19
44	HENDERSON	US 64	CL-TRANSYLVANIA	SR 1203	11	10 to 19
45	HENDERSON	US 25 BUS	SR 1366	I 26	11	10 to 19
46	HENDERSON	NC 280	SR 1323	SR 1458	11	10 to 19
47	HENDERSON	SR 1006	SR 1745	SR 1734	11	10 to 19

HENDERSON COUNTY
SECTIONS

NUMBER	COUNTY	ROUTE	BEGINNING	END	CRASHES	CATEGORY
48	HENDERSON	SR 1006	SR 1556	SR 1534	11	10 to 19
49	HENDERSON	SR 1006	SR 1555	SR 1556	11	10 to 19
50	HENDERSON	SR 1127	SR 1133	SR 1134	11	10 to 19
51	HENDERSON	SR 1331	SR 1426	SR 1330	11	10 to 19
52	HENDERSON	SR 1503	SR 1006	SR 1513	11	10 to 19
53	HENDERSON	SR 1783	SPARTAN HEIGHTS	US 176	11	10 to 19
54	HENDERSON	US 25	SR 1345	SR 1364	10	10 to 19
55	HENDERSON	US 64	SR 1516	SR 1898	10	10 to 19
56	HENDERSON	US 176	LAUREL	SR 1914	10	10 to 19
57	HENDERSON	US 74 ALT	SR 1600	SR 1602	10	10 to 19
58	HENDERSON	US 25 BUS	MEADOWBROOK	CHELSEA	10	10 to 19
59	HENDERSON	NC 191	CLEMENT	NC 280	10	10 to 19
60	HENDERSON	SR 1127	SR 1126	SR 2117	10	10 to 19
61	HENDERSON	SR 1574	SR 1582	SR 1581	10	10 to 19
62	HENDERSON	US 64	SR 1613	SR 1514	9	4 to 9
63	HENDERSON	US 64	SR 1723	SR 1586	9	4 to 9
64	HENDERSON	NC 225	CONTINENTAL	CLAREMONT	9	4 to 9
65	HENDERSON	NC 280	SR 1333	SR 1328	9	4 to 9
66	HENDERSON	SR 1006	SR 1536	SR 1670	9	4 to 9
67	HENDERSON	SR 1006	SR 1739	SR 1793	9	4 to 9
68	HENDERSON	SR 1006	SR 1582	SR 1583	9	4 to 9
69	HENDERSON	SR 1006	SR 1678	SR 1558	9	4 to 9
70	HENDERSON	SR 1127	SR 2117	SR 1123	9	4 to 9
71	HENDERSON	SR 1171	SR 1192	SR 2119	9	4 to 9
72	HENDERSON	SR 1365	SR 1385	SR 2219	9	4 to 9
73	HENDERSON	SR 1534	SR 1535	HOSPITAL	9	4 to 9
74	HENDERSON	SR 1602	US 64	SR 1615	9	4 to 9
75	HENDERSON	SR 1602	SR 1711	SR 1710	9	4 to 9
76	HENDERSON	SR 1622	SR 1617	SR 1582	9	4 to 9
77	HENDERSON	SR 1726	SR 1725	SR 1727	9	4 to 9
78	HENDERSON	US 25	SR 1809	I 26	8	4 to 9
79	HENDERSON	US 64	SR 1180	PRINCE	8	4 to 9
80	HENDERSON	US 64	SR 1702	SR 1701	8	4 to 9
81	HENDERSON	US 64	FOREST PARK	SR 1577	8	4 to 9
82	HENDERSON	NC 191	SR 1328	SR 1345	8	4 to 9
83	HENDERSON	NC 191	SR 1365	SR 1310	8	4 to 9
84	HENDERSON	NC 191	SR 1345	NC 280	8	4 to 9
85	HENDERSON	NC 225	GREEN CREEK	SR 1217	8	4 to 9
86	HENDERSON	SR 1123	SR 1198	SR 1242	8	4 to 9
87	HENDERSON	SR 1191	SR 1296	EMERALD POND	8	4 to 9
88	HENDERSON	SR 1525	SR 1737	SR 1869	8	4 to 9
89	HENDERSON	SR 1578	SR 1574	US 64	8	4 to 9
90	HENDERSON	SR 1734	SR 1735	SR 1728	8	4 to 9
91	HENDERSON	SR 1783	SR 1802	SR 1978	8	4 to 9
92	HENDERSON	SR 1783	US 25	SR 1825	8	4 to 9
93	HENDERSON	SR 1803	SR 1789	SR 1812	8	4 to 9
94	HENDERSON	US 25	SL-SC	NC 225	7	4 to 9

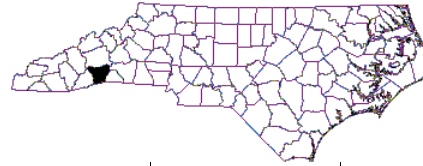
HENDERSON COUNTY
SECTIONS

NUMBER	COUNTY	ROUTE	BEGINNING	END	CRASHES	CATEGORY
95	HENDERSON	US 64	STONEBRIDGE	SR 1613	7	4 to 9
96	HENDERSON	US 64	ASHE	CHERRY	7	4 to 9
97	HENDERSON	US 25 BUS	SR 1454	SR 1529	7	4 to 9
98	HENDERSON	NC 191	SR 1353	SR 1331	7	4 to 9
99	HENDERSON	NC 225	CHADWICK	PENNY	7	4 to 9
100	HENDERSON	SR 1166	SR 1198	SR 1165	7	4 to 9
101	HENDERSON	SR 1309	SR 1310	SR 2001	7	4 to 9
102	HENDERSON	SR 1323	SR 1326	NC 280	7	4 to 9
103	HENDERSON	SR 1338	SR 2019	SR 1336	7	4 to 9
104	HENDERSON	SR 1348	SR 1345	SR 1349	7	4 to 9
105	HENDERSON	SR 1353	SR 1345	NC 191	7	4 to 9
106	HENDERSON	SR 1556	SR 1566	SR 1627	7	4 to 9
107	HENDERSON	SR 1560	SR 1622	SR 1528	7	4 to 9
108	HENDERSON	SR 1565	SR 1573	SR 1564	7	4 to 9
109	HENDERSON	SR 1719	SR 1720	SR 1602	7	4 to 9
110	HENDERSON	SR 1734	SR 1742	SR 1867	7	4 to 9
111	HENDERSON	SR 1783	SR 1823	SR 1820	7	4 to 9
112	HENDERSON	SR 1893	SR 1525	SR 1793	7	4 to 9
113	HENDERSON	US 25	SR 1103	SR 1106	6	4 to 9
114	HENDERSON	US 64	SR 2076	ALLSTAR	6	4 to 9
115	HENDERSON	US 64	US 74	CL-RUTHERFORD	6	4 to 9
116	HENDERSON	US 64	SR 1586	SR 1968	6	4 to 9
117	HENDERSON	US 64	SR 1312	SR 2115	6	4 to 9
118	HENDERSON	US 64	CHERRY	SR 1659	6	4 to 9
119	HENDERSON	NC 191	SR 2044	SR 1309	6	4 to 9
120	HENDERSON	NC 191	NC 280	SR 1350	6	4 to 9
121	HENDERSON	NC 280	SR 1697	SR 1333	6	4 to 9
122	HENDERSON	NC 280	SR 1440	SR 1316	6	4 to 9
123	HENDERSON	NC 280	SR 1327	SR 1328	6	4 to 9
124	HENDERSON	SR 1006	SR 1534	SR 1625	6	4 to 9
125	HENDERSON	SR 1124	SR 1114	SR 1123	6	4 to 9
126	HENDERSON	SR 1127	SR 1252	SR 1222	6	4 to 9
127	HENDERSON	SR 1137	SR 1136	THORNGATE	6	4 to 9
128	HENDERSON	SR 1312	SR 1309	SR 2015	6	4 to 9
129	HENDERSON	SR 1328	SR 1316	SR 1318	6	4 to 9
130	HENDERSON	SR 1348	SR 2080	CL-BUNCOMBE	6	4 to 9
131	HENDERSON	SR 1383	NC 191	SR 2404	6	4 to 9
132	HENDERSON	SR 1419	SR 1443	SR 1690	6	4 to 9
133	HENDERSON	SR 1508	SMYTHE	BLAKE	6	4 to 9
134	HENDERSON	SR 1525	SR 1869	SR 1006	6	4 to 9
135	HENDERSON	SR 1525	SR 1923	SR 1876	6	4 to 9
136	HENDERSON	SR 1571	SR 1553	CL-BUNCOMBE	6	4 to 9
137	HENDERSON	SR 1586	SR 1621	SR 1576	6	4 to 9
138	HENDERSON	SR 1734	SR 1729	SR 1722	6	4 to 9
139	HENDERSON	SR 1734	SR 1731	SR 1525	6	4 to 9
140	HENDERSON	SR 1744	SR 1734	SR 1006	6	4 to 9
141	HENDERSON	SR 1756	SR 1757	SR 1793	6	4 to 9

HENDERSON COUNTY
SECTIONS

NUMBER	COUNTY	ROUTE	BEGINNING	END	CRASHES	CATEGORY
142	HENDERSON	SR 1783	SR 1792	SR 1804	6	4 to 9
143	HENDERSON	SR 1783	SR 1730	SR 1733	6	4 to 9

Henderson County



Reportable	2007		2008		2009		2010		2011		5 Year Avg.	
	Crashes	Injuries	Crashes	Injuries	Crashes	Injuries	Crashes	Injuries	Crashes	Injuries	Crashes	Injuries
Fatal	12	12	9	11	15	17	11	15	13	18	12	15
Non Fatal Injury	751	1,082	689	969	679	1,010	604	910	624	929	669	980
PDO	1,633		1,431		1,337		1,290		1,325		1,403	
Total	2,396	1,094	2,129	980	2,031	1,027	1,905	925	1,962	947	2,085	995
<u>Alcohol Related Crashes</u>												
Fatal	2	2	1	3	2	2	4	8	6	6	3	4
Non Fatal Injury	72	90	78	109	64	90	42	67	49	74	61	86
PDO	62		61		50		36		45		51	
Total	136	92	140	112	116	92	82	75	100	80	115	90
<u>Percent Alcohol Related</u>												
Fatal	16.7%	16.7%	11.1%	27.3%	13.3%	11.8%	36.4%	53.3%	46.2%	33.3%	25.0%	28.8%
Non Fatal Injury	9.6%	8.3%	11.3%	11.2%	9.4%	8.9%	7.0%	7.4%	7.9%	8.0%	9.1%	8.8%
Total	5.7%	8.4%	6.6%	11.4%	5.7%	9.0%	4.3%	8.1%	5.1%	8.4%	5.5%	9.1%
<u>Pedestrian Crashes</u>												
Fatal	2	2	2	2	4	4	0	0	1	1	2	2
Non Fatal Injury	18	19	12	14	8	9	9	9	15	16	12	13
PDO	0		0		1		1		1		1	
Total	20	21	14	16	13	13	10	9	17	17	15	15
<u>Bicycle Crashes</u>												
Fatal	0	0	0	0	0	0	0	0	0	0	0	0
Non Fatal Injury	4	4	4	5	3	4	7	7	5	5	5	5
PDO	1		0		0		0		0		0	
Total	5	4	4	5	3	4	7	7	5	5	5	5
<u>Motorcycle Crashes</u>												
Fatal	2	2	2	2	1	1	2	2	4	4	2	2
Non Fatal Injury	36	43	54	62	36	38	37	44	53	64	43	50
PDO	10		7		8		6		10		8	
Total	48	45	63	64	45	39	45	46	67	68	54	52

County Ranking 67 84 80 83 74

General Information

Population (2010)	106,966	25	26
Registered Vehicles (2010)	96842	23	23
Estimated Avg. Annual Miles Traveled (100 MVMT) (2010)	10.34	25	29

Crash Rates

(Based on a 3 Year Average of All Reported Crashes)

Total Crash Rate (/100 MVMT)	255.11	48	48
Fatal Crash Rate (/100 MVMT)	1.29	79	63
Non Fatal Injury Crash Rate (/100 MVMT)	65.16	61	51
Crash Injuries Per 1000 People	9.44	76	73
Fatal Crash Injuries Per 1000 People	0.16	72	56
Crashes Per 1000 Reg. Veh.	27.24	52	53
Fatal Crashes Per 1000 Reg. Veh.	0.14	81	63
Percent Alcohol Related Crashes	4.4%	63	76
Severity Index	4.13	55	48

\$\$\$ Comprehensive Crash Cost \$\$\$

(Based on a 3 Year Average of All Reported Crashes in 2010 Dollars)

Average Annual Cost	\$111,206,733	33	30
Average Cost Per Crash	\$42,161	76	64
Average Cost Per Person	\$1,040	80	67
Average Cost Per Vehicle	\$1,148	76	64
Average Cost / 100 Miles Traveled	\$10.76	73	54

Time To Next....

Crash	3.3	Hours
Fatal Injury	515.3	Hours
Injury	8.7	Hours
Crash Cost Per Hour	\$12,695	

2008 Through 2011 County Rankings

County	2008	2009	2010	2011	County	2008	2009	2010	2011
Robeson	1	1	1	1	Avery	98	96	93	51
Graham	5	3	3	2	Granville	81	76	80	52
Columbus	2	2	2	3	Stanly	70	83	45	52
Bladen	3	4	4	4	Buncombe	58	60	54	54
Sampson	14	9	5	5	Davidson	41	56	58	55
Lee	6	7	7	6	Surry	65	59	51	56
Anson	7	5	8	7	Cherokee	69	61	50	57
Richmond	12	16	6	8	Moore	61	78	75	58
Gates	42	14	16	9	Brunswick	27	52	63	59
Wayne	29	29	22	10	Greene	35	53	26	59
Vance	82	54	23	11	Davie	78	84	67	61
Hoke	9	10	14	12	Mecklenburg	48	50	64	62
Edgecombe	24	20	10	13	Alleghany	31	25	27	63
Cumberland	21	23	18	14	Alamance	72	81	66	64
Duplin	45	26	12	15	Cabarrus	76	67	61	65
Caldwell	44	36	31	16	Stokes	53	82	72	66
Clay	80	73	30	17	Alexander	64	57	57	67
Jones	34	35	9	18	Jackson	20	34	49	68
Bertie	8	11	18	19	Carteret	66	78	78	69
Wilkes	18	17	21	20	Ashe	71	44	65	70
Nash	17	28	15	21	Transylvania	92	92	62	71
Pitt	22	15	25	22	Franklin	19	21	67	72
Wilson	26	40	32	23	Randolph	57	62	71	73
Catawba	43	33	24	24	Henderson	84	80	83	74
Scotland	10	12	17	25	Macon	68	72	78	75
Harnett	16	22	28	26	Durham	59	70	73	76
Swain	86	47	13	27	Rowan	40	46	56	77
Onslow	15	13	10	28	Burke	33	32	55	78
Montgomery	50	48	39	29	Mitchell	47	55	47	79
Rutherford	37	51	41	30	Person	62	77	89	80
Pender	62	45	44	31	Iredell	56	64	59	81
Cleveland	30	31	35	32	Yadkin	75	91	74	82
Pasquotank	77	89	77	33	Wake	83	86	82	83
Hertford	4	6	28	34	Watauga	52	65	81	84
Martin	67	49	33	34	Union	55	62	86	85
New Hanover	23	27	34	36	Forsyth	79	85	87	86
Halifax	13	8	20	37	Currituck	51	68	92	87
Hyde	88	87	52	38	Lincoln	27	37	88	88
Guilford	46	42	39	39	Haywood	87	88	90	89
McDowell	85	69	60	40	Craven	95	93	94	90
Beaufort	38	39	43	41	Chatham	73	66	76	91
Gaston	39	38	45	42	Warren	49	58	97	92
Rockingham	25	30	38	43	Yancey	93	90	85	93
Dare	96	97	70	44	Orange	91	94	95	94
Pamlico	89	75	53	45	Washington	99	98	96	95
Caswell	54	41	69	46	Polk	74	71	83	96
Johnston	32	24	48	47	Chowan	100	99	99	97
Northampton	36	18	36	48	Madison	90	95	98	98
Lenoir	11	19	37	49	Perquimans	97	100	100	99
Tyrrell	60	43	42	50	Camden	94	74	91	100

This ranking of counties is based on several factors including reported crashes, crash severity, crash rates based on population, registered vehicles and estimated vehicle miles traveled. For a complete listing of factors and data, contact Brad Robinson, PE with the Traffic Safety Systems Management Unit in the Department of Transportation.

2011 Ranking of Cities with Populations of 10,000 or More

Based on All Reported Crashes From January 1, 2009 through December 31, 2011

City	Total Crashes	% Alcohol Related Crashes	Fatal Crashes	Non-Fatal Injury Crashes	Ranking			Total Crashes	% Alcohol Related Crashes	Fatal Crashes	Non-Fatal Injury Crashes	Ranking			
					2008	2009	2010					2010	2010	2011	
ASHEVILLE	10684	4.62%	34	3291	4	2	1	1045	4.98%	8	279	60	55	54	43
FAYETTEVILLE	25535	3.53%	73	6333	3	7	3	1111	5.31%	4	379	53	62	59	44
WILMINGTON	10372	4.70%	30	3506	1	1	2	1478	3.72%	2	742	29	34	45	45
LUMBERTON	5840	2.14%	15	1170	7	6	7	3253	4.67%	6	783	46	48	44	46
HICKORY	9440	2.50%	17	1757	5	5	4	2433	2.79%	2	763	35	44	47	47
CHARLOTTE	73740	3.30%	175	21664	2	4	6	1886	3.18%	2	323	--	42	50	48
GASTONIA	7055	4.38%	15	3177	6	3	10	1471	3.47%	4	361	64	61	52	49
MONROE	4340	3.89%	14	1211	16	15	23	1575	3.30%	4	384	52	50	41	50
GREENSBORO	24287	4.44%	57	8578	8	9	4	1566	2.62%	7	279	41	43	43	51
LENOIR	2333	5.23%	14	643	11	8	10	1883	3.82%	1	514	27	27	38	51
ASHEBORO	3321	2.71%	12	898	40	29	11	1471	3.06%	5	244	--	68	56	53
CONCORD	8304	3.60%	24	2285	22	15	12	1180	5.17%	1	408	--	40	36	54
ROCKY MOUNT	8263	3.73%	14	1836	10	10	9	2290	4.63%	5	564	51	54	55	55
GOLDSBORO	4095	3.54%	12	1253	27	27	29	2873	3.45%	5	539	56	59	62	56
RALEIGH	58441	3.02%	93	10337	12	13	13	1253	6.78%	4	309	58	63	66	57
HENDERSONVILLE	3003	2.46%	8	672	23	17	15	3582	4.10%	3	797	48	53	51	58
HIGH POINT	7632	5.02%	24	2762	17	18	16	3771	3.42%	0	357	49	51	53	59
WINSTON-SALEM	21258	4.11%	53	5489	20	14	17	1458	2.33%	5	290	66	60	65	60
BURLINGTON	5641	3.72%	13	1483	24	24	25	1113	4.94%	2	346	34	41	49	61
WILSON	5982	2.76%	15	1351	26	30	27	900	4.00%	2	252	--	--	--	62
GREENVILLE	9865	3.18%	16	2484	19	20	21	2358	2.50%	1	526	53	58	60	63
SALISBURY	5205	2.94%	10	1000	14	12	14	1603	3.49%	2	332	57	65	71	64
STATESVILLE	2151	4.00%	11	771	18	20	24	493	2.64%	3	166	71	76	67	65
DURHAM	30479	2.78%	37	5431	21	22	22	1593	2.39%	4	335	63	69	70	66
SANFORD	3188	3.17%	10	782	15	18	19	1260	4.37%	1	294	45	56	58	67
SMITHFIELD	2413	2.36%	6	406	31	24	30	501	5.39%	3	116	--	--	--	67
SHELBY	2938	2.86%	3	915	9	11	20	1925	0.00%	1	300	59	67	67	69
LEXINGTON	1985	4.33%	7	555	13	26	37	543	5.89%	1	276	55	57	69	70
MATTHEWS	3707	2.51%	6	790	38	39	40	1468	4.02%	3	233	74	77	75	71
KERNERSVILLE	2645	4.23%	7	643	36	36	31	869	3.68%	1	202	67	75	73	72
JACKSONVILLE	7314	3.73%	13	1619	33	33	32	501	6.39%	2	161	73	80	76	73
SOUTHERN PINES	1202	3.58%	6	394	42	45	34	987	3.75%	1	190	--	74	74	74
MOORESVILLE	4796	3.02%	3	1094	30	31	17	549	6.01%	2	119	69	80	80	75
KANNAPOLIS	3088	3.27%	11	854	32	23	33	1024	0.00%	2	194	72	83	82	76
THOMASVILLE	2108	3.84%	12	536	37	38	39	1149	5.74%	1	249	70	71	72	77
HENDERSON	2566	2.22%	4	468	62	72	64	836	5.86%	0	180	60	70	78	78
KINGS MOUNTAIN	1285	3.81%	9	230	50	35	35	687	4.80%	0	185	68	73	79	79
MORGANTON	2136	3.56%	3	510	25	32	26	722	3.60%	0	165	65	79	77	80
CARY	10768	2.93%	15	1925	43	47	42	381	3.15%	1	85	--	82	83	81
SPRING LAKE	1596	2.32%	6	275	--	66	61	607	0.00%	0	100	--	--	--	82
LINCOLNTON	1066	3.00%	4	355	39	46	46	92	1.09%	0	10	--	--	84	83
ELIZABETH CITY	1801	2.83%	6	462	46	49	48	4	0.00%	0	0	75	--	85	84

This ranking of cities is based on several factors including reported crashes, crash severity, and crash rates based on population. For a complete listing of factors and data, contact Brad Robinson, PE with the Traffic Safety Systems Management Unit in the Department of Transportation.

2011 City Crash Data

City	All			Alcohol			Pedestrian			Bicycle		
	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries
ABERDEEN	340	1	133	13	1	11	1	0	1	1	0	1
ADVANCE	2	0	0	0	0	0	0	0	0	0	0	0
AHOSKIE	64	0	23	2	0	1	0	0	0	1	0	1
ALAMANCE	28	0	6	0	0	0	0	0	0	0	0	0
ALBEMARLE	481	1	164	13	0	19	1	0	1	2	0	2
ALBERTSON	1	0	0	0	0	0	0	0	0	0	0	0
ALEXANDER	3	0	0	0	0	0	0	0	0	0	0	0
ALEXIS	4	0	3	1	0	1	0	0	0	0	0	0
ALLIANCE	20	0	4	0	0	0	0	0	0	0	0	0
ANDREWS	27	0	7	2	0	2	0	0	0	0	0	0
ANGIER	48	0	12	2	0	0	0	0	0	0	0	0
ANSONVILLE	8	0	2	1	0	0	0	0	0	0	0	0
APEX	1,054	3	272	39	1	24	2	0	2	5	0	5
ARAPAHOE	10	0	2	1	0	0	0	0	0	0	0	0
ARCHDALE	270	2	117	7	0	10	2	0	4	0	0	0
ASHEBORO	1,028	4	399	36	1	32	19	1	18	4	0	4
ASHEVILLE	3,762	9	1,415	142	3	89	42	2	43	20	0	16
ASKEWVILLE	1	0	0	0	0	0	0	0	0	0	0	0
ATKINSON	7	0	5	0	0	0	0	0	0	0	0	0
ATLANTIC	10	0	1	0	0	0	0	0	0	0	0	0
ATLANTIC BEACH	34	0	6	2	0	1	0	0	0	0	0	0
AULANDER	2	0	0	0	0	0	0	0	0	0	0	0
AURORA	5	0	0	0	0	0	0	0	0	0	0	0
AUTRYVILLE	8	0	1	2	0	0	0	0	0	0	0	0
AYDEN	82	0	45	1	0	1	0	0	0	0	0	0
BADIN	7	0	1	0	0	0	0	0	0	0	0	0
BAILEY	17	0	6	0	0	0	0	0	0	0	0	0
BAKERSVILLE	14	1	2	1	0	1	0	0	0	0	0	0
BANNER ELK	39	0	12	4	0	4	0	0	0	0	0	0
BATTLEBORO	3	0	1	0	0	0	0	0	0	0	0	0
BAYBORO	20	0	10	1	0	0	1	0	1	0	0	0
BEAR GRASS	2	0	3	0	0	0	0	0	0	0	0	0
BEAUFORT	141	0	63	7	0	6	2	0	2	0	0	0
BEECH MOUNTAIN	13	0	2	2	0	0	0	0	0	0	0	0
BELHAVEN	3	0	1	0	0	0	0	0	0	0	0	0
BELMONT	574	0	148	12	0	9	1	0	1	1	0	1
BELVILLE	13	0	4	1	0	0	1	0	1	0	0	0
BELWOOD	18	0	6	2	0	1	0	0	0	0	0	0
BENSON	137	1	32	3	0	5	3	0	3	1	0	1
BERMUDA RUN	18	1	3	1	1	0	0	0	0	0	0	0
BESSEMER CITY	64	0	51	4	0	10	0	0	0	0	0	0
BETHANIA	2	0	0	0	0	0	0	0	0	0	0	0
BETHEL	1	0	1	0	0	0	0	0	0	0	0	0
BEULAVILLE	48	0	5	0	0	0	0	0	0	0	0	0
BILTMORE FOREST	1	0	0	0	0	0	0	0	0	0	0	0
BISCOE	44	0	11	2	0	4	0	0	0	0	0	0
BLACK CREEK	2	0	0	0	0	0	0	0	0	0	0	0
BLACK MOUNTAIN	98	0	46	3	0	3	1	0	1	0	0	0
BLADENBORO	8	0	6	1	0	5	1	0	1	0	0	0
BLOWING ROCK	68	0	12	0	0	0	0	0	0	0	0	0
BOARDMAN	6	0	6	2	0	1	0	0	0	0	0	0
BOGUE	8	0	3	0	0	0	0	0	0	0	0	0
BOILING SPRING LAKES	40	1	18	2	1	2	0	0	0	0	0	0
BOILING SPRINGS	72	0	21	0	0	0	2	0	3	0	0	0
BOLIVIA	8	0	0	1	0	0	0	0	0	0	0	0
BOLTON	10	0	4	1	0	2	0	0	0	0	0	0
BOONE	1,087	0	154	25	0	12	8	0	9	5	0	5
BOONVILLE	2	0	0	0	0	0	0	0	0	0	0	0

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BOSTIC	3	0	4	0	0	0	0	0	0	0	0	0
BREVARD	203	1	51	6	0	8	2	0	2	1	0	1
BRIDGETON	22	0	9	2	0	2	0	0	0	1	0	1
BROADWAY	5	1	1	0	0	0	0	0	0	0	0	0
BROOKFORD	7	0	1	0	0	0	0	0	0	0	0	0
BROWN SUMMIT	7	0	3	1	0	1	0	0	0	0	0	0
BRUNSWICK	6	0	3	0	0	0	0	0	0	0	0	0
BRYSON CITY	79	0	13	1	0	0	0	0	0	0	0	0
BUNN	24	0	2	0	0	0	1	0	1	0	0	0
BUNNLEVEL	1	0	0	0	0	0	0	0	0	0	0	0
BURGAW	118	0	26	0	0	0	0	0	0	1	0	1
BURLINGTON	1,653	4	664	63	4	82	12	2	22	3	0	4
BURNSVILLE	28	0	35	2	0	1	1	0	0	0	0	0
BUTNER	81	0	20	3	0	4	0	0	0	0	0	0
CAJAH'S MOUNTAIN	15	0	4	2	0	0	0	0	0	0	0	0
CALABASH	45	0	9	1	0	1	1	0	1	0	0	0
CALYPSO	5	0	0	0	0	0	0	0	0	0	0	0
CAMERON	3	0	0	0	0	0	0	0	0	0	0	0
CANDOR	10	0	5	0	0	0	1	0	1	0	0	0
CANTON	212	0	36	3	0	4	1	0	1	0	0	0
CAPE CARTERET	3	0	3	0	0	0	0	0	0	0	0	0
CAROLEEN	2	0	2	0	0	0	0	0	0	0	0	0
CAROLINA BEACH	105	0	40	10	0	6	1	0	0	4	0	4
CAROLINA SHORES	4	0	4	0	0	0	0	0	0	0	0	0
CARRBORO	147	1	60	6	0	3	6	0	5	4	1	3
CARTHAGE	55	0	29	1	0	1	0	0	0	0	0	0
CARY	3,137	1	764	59	0	54	6	0	16	16	0	32
CASAR	4	0	1	0	0	0	0	0	0	0	0	0
CASTALIA	5	0	0	0	0	0	0	0	0	0	0	0
CASTLE HAYNE	2	0	0	0	0	0	0	0	0	0	0	0
CASWELL BEACH	1	0	0	0	0	0	0	0	0	0	0	0
CATAWBA	10	0	1	1	0	1	0	0	0	0	0	0
CEDAR GROVE	1	0	1	1	0	1	0	0	0	0	0	0
CEDAR POINT	28	1	14	1	1	0	1	1	0	0	0	0
CENTERVILLE	1	0	0	0	0	0	0	0	0	0	0	0
CERRO GORDO	5	0	4	0	0	0	0	0	0	0	0	0
CHADBOURN	58	1	39	2	1	5	2	0	2	0	0	0
CHAPEL HILL	1,060	0	305	37	0	26	12	0	24	7	0	14
CHARLOTTE	24,690	57	12,127	768	20	671	301	21	329	54	0	55
CHEROKEE	2	0	0	0	0	0	0	0	0	0	0	0
CHEROKEE RESERVATION	106	0	33	8	0	24	2	0	8	0	0	0
CHERRYVILLE	137	1	38	6	0	5	2	1	2	0	0	0
CHIMNEY ROCK	2	0	1	0	0	0	0	0	0	0	0	0
CHINA GROVE	87	0	30	1	0	2	1	0	1	0	0	0
CHINQUAPIN	5	0	1	0	0	0	0	0	0	0	0	0
CHOCOWINITY	12	1	2	0	0	0	1	1	0	0	0	0
CLAREMONT	70	0	13	2	0	3	2	0	2	0	0	0
CLARKTON	12	0	3	0	0	0	0	0	0	0	0	0
CLAYTON	451	2	98	10	0	5	2	0	2	1	0	1
CLEMMONS	508	1	162	11	1	9	3	1	2	1	0	1
CLEVELAND	30	0	10	0	0	0	0	0	0	0	0	0
CLIFFSIDE	7	0	1	0	0	0	0	0	0	0	0	0
CLIMAX	7	0	2	0	0	0	0	0	0	0	0	0
CLINTON	520	3	140	13	1	7	3	2	1	1	0	1
CLYDE	3	0	2	0	0	0	0	0	0	0	0	0
COATS	28	0	11	1	0	1	0	0	0	0	0	0
COFIELD	3	0	2	0	0	0	0	0	0	0	0	0
COLERAIN	4	0	1	0	0	0	0	0	0	0	0	0

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COLFAX	1	0	0	0	0	0	0	0	0	0	0	0
COLUMBIA	34	0	6	4	0	0	1	0	1	1	0	1
COLUMBUS	38	0	4	0	0	0	0	0	0	0	0	0
COMO	1	0	0	0	0	0	0	0	0	0	0	0
CONCORD	2,500	5	1,127	78	0	64	14	1	16	3	0	3
CONETOE	4	0	2	0	0	0	0	0	0	0	0	0
CONNELLY SPRINGS	20	0	10	1	0	1	0	0	0	0	0	0
CONOVER	564	0	149	16	0	13	3	0	3	1	0	1
CONWAY	2	0	0	0	0	0	0	0	0	0	0	0
COOLEEMEE	6	0	2	0	0	0	0	0	0	0	0	0
CORNELIUS	354	0	111	19	0	12	0	0	0	1	0	1
COVE CITY	3	0	1	1	0	0	0	0	0	0	0	0
CRAMERTON	67	0	21	3	0	2	1	0	1	0	0	0
CREEDMOOR	33	0	11	4	0	2	0	0	0	0	0	0
CRESWELL	2	0	2	1	0	1	1	0	1	0	0	0
CROSSNORE	3	0	2	0	0	0	0	0	0	0	0	0
CULLOWHEE	11	0	0	0	0	0	0	0	0	0	0	0
DALLAS	187	0	88	5	0	8	1	0	0	0	0	0
DANBURY	5	0	0	1	0	0	0	0	0	0	0	0
DAVIDSON	137	0	49	1	0	0	1	0	2	3	0	6
DEEP RUN	9	0	4	0	0	0	0	0	0	0	0	0
DELCO	5	0	3	0	0	0	0	0	0	0	0	0
DENTON	24	0	18	3	0	3	0	0	0	0	0	0
DENVER	15	0	2	0	0	0	0	0	0	0	0	0
DILLSBORO	1	0	0	0	0	0	0	0	0	0	0	0
DOBBINS HEIGHTS	3	0	0	0	0	0	0	0	0	0	0	0
DOBSON	82	0	8	2	0	3	0	0	0	0	0	0
DORTCHES	34	0	5	2	0	0	0	0	0	0	0	0
DOVER	8	0	3	0	0	0	0	0	0	0	0	0
DREXEL	4	0	2	0	0	0	0	0	0	0	0	0
DUBLIN	8	0	3	0	0	0	0	0	0	0	0	0
DUCK	21	0	11	0	0	0	1	0	1	3	0	3
DUDLEY	10	0	1	0	0	0	0	0	0	0	0	0
DUNDARRACH	1	0	0	0	0	0	0	0	0	0	0	0
DUNN	284	0	161	5	0	2	1	0	1	2	0	2
DURHAM	9,635	6	2,620	241	1	184	81	1	85	18	0	17
EARL	2	0	2	0	0	0	0	0	0	0	0	0
EAST ARCADIA	2	0	1	0	0	0	0	0	0	0	0	0
EAST BEND	15	0	4	1	0	0	0	0	0	0	0	0
EAST LAURINBURG	1	0	0	0	0	0	0	0	0	0	0	0
EAST SPENCER	1	0	0	0	0	0	0	0	0	0	0	0
EASTOVER	50	1	14	5	0	5	0	0	0	1	0	1
EDEN	351	0	177	16	0	21	5	0	5	0	0	0
EDENTON	62	0	28	2	0	3	1	0	1	1	0	1
EDWARD	1	0	0	0	0	0	0	0	0	0	0	0
EFLAND	3	0	0	0	0	0	0	0	0	0	0	0
ELIZABETH CITY	546	1	242	14	0	14	2	0	4	2	0	2
ELIZABETH TOWN	51	0	41	3	0	2	1	0	1	0	0	0
ELK PARK	6	0	1	0	0	0	0	0	0	0	0	0
ELKIN	119	0	79	2	0	2	1	0	4	0	0	0
ELLENBORO	20	0	8	1	0	1	0	0	0	0	0	0
ELLERBE	13	2	6	0	0	0	0	0	0	0	0	0
ELM CITY	5	0	1	0	0	0	0	0	0	0	0	0
ELON COLLEGE	75	1	20	3	1	3	2	1	2	0	0	0
EMERALD ISLE	134	0	13	6	0	5	3	0	3	1	0	1
ENFIELD	39	0	20	2	0	1	1	0	2	0	0	0
ENGELHARD	1	0	0	0	0	0	0	0	0	0	0	0
ENOCHVILLE	1	0	1	0	0	0	0	0	0	0	0	0

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ERWIN	81	0	45	2	0	0	0	0	0	0	0	0
EVERETTS	2	0	0	0	0	0	0	0	0	0	0	0
EVERGREEN	1	0	0	0	0	0	0	0	0	0	0	0
FAIR BLUFF	9	0	4	0	0	0	0	0	0	0	0	0
FAIRMONT	34	0	22	3	0	2	0	0	0	0	0	0
FAIRVIEW	52	0	19	2	0	0	0	0	0	0	0	0
FAISON	23	0	5	0	0	0	0	0	0	0	0	0
FAITH	5	0	1	0	0	0	0	0	0	0	0	0
FALCON	17	0	5	2	0	2	0	0	0	0	0	0
FALKLAND	5	0	2	0	0	0	0	0	0	0	0	0
FALLSTON	22	0	7	3	0	1	0	0	0	0	0	0
FARMVILLE	102	0	20	3	0	0	2	0	1	0	0	0
FAYETTEVILLE	7,637	24	3,054	226	6	217	82	5	85	8	0	8
FLAT ROCK	6	0	0	0	0	0	0	0	0	0	0	0
FLETCHER	183	0	22	3	0	2	1	0	0	1	0	2
FOREST CITY	287	0	133	9	0	9	3	0	3	0	0	0
FORT BRAGG	1	0	0	0	0	0	0	0	0	0	0	0
FOUNTAIN	6	0	1	1	0	1	0	0	0	0	0	0
FOUR OAKS	8	0	5	0	0	0	0	0	0	0	0	0
FOXFIRE VILLAGE	1	0	0	0	0	0	0	0	0	0	0	0
FRANKLIN	261	2	81	6	0	4	0	0	0	0	0	0
FRANKLINTON	25	0	11	1	0	1	1	0	1	1	0	1
FRANKLINVILLE	10	1	5	0	0	0	0	0	0	0	0	0
FREMONT	7	0	3	0	0	0	1	0	0	0	0	0
FUQUAY-VARINA	583	1	111	8	0	3	0	0	0	0	0	0
GARLAND	9	0	1	0	0	0	0	0	0	0	0	0
GARNER	680	0	430	15	0	13	4	0	3	2	0	2
GARYSBURG	15	0	8	0	0	0	2	0	2	0	0	0
GASTON	3	0	4	0	0	0	0	0	0	0	0	0
GASTONIA	2,218	7	1,632	88	1	75	24	2	23	7	0	7
GATESVILLE	8	0	0	0	0	0	0	0	0	0	0	0
GERMANTON	4	0	0	0	0	0	0	0	0	0	0	0
GERMANTOWN	2	0	0	0	0	0	0	0	0	0	0	0
GIBSON	10	0	4	0	0	0	0	0	0	0	0	0
GIBSONVILLE	49	2	26	1	2	0	0	0	0	1	2	0
GLEN ALPINE	13	0	4	0	0	0	0	0	0	0	0	0
GODWIN	3	0	4	0	0	0	0	0	0	0	0	0
GOLD ROCK	2	1	0	0	0	0	0	0	0	0	0	0
GOLDSBORO	1,278	6	719	44	1	39	12	1	11	4	0	4
GOLDSTON	8	0	1	0	0	0	0	0	0	0	0	0
GRAHAM	323	2	206	22	2	31	1	1	4	0	0	0
GRANDY	2	0	0	0	0	0	0	0	0	0	0	0
GRANITE FALLS	113	1	31	5	0	4	1	1	0	0	0	0
GRANITE QUARRY	23	0	2	0	0	0	0	0	0	0	0	0
GRANTHAM	1	0	0	0	0	0	0	0	0	0	0	0
GRANTSBORO	31	0	2	0	0	0	0	0	0	0	0	0
GREEN LEVEL	6	0	2	0	0	0	0	0	0	0	0	0
GREENEVERS	2	0	1	1	0	1	0	0	0	0	0	0
GREENSBORO	7,144	15	3,859	313	6	232	85	2	90	30	0	32
GREENVILLE	2,883	9	1,301	89	1	83	13	1	21	2	0	2
GRIFTON	17	0	10	0	0	0	0	0	0	0	0	0
GRIMESLAND	13	0	5	0	0	0	0	0	0	0	0	0
GROVER	22	0	11	0	0	0	0	0	0	0	0	0
GUILFORD COLLEGE	2	0	2	0	0	0	0	0	0	0	0	0
HALIFAX	18	0	3	0	0	0	0	0	0	0	0	0
HALLSBORO	1	0	0	0	0	0	0	0	0	0	0	0
HAMILTON	3	1	0	1	1	0	1	1	0	0	0	0
HAMLET	114	0	75	1	0	6	1	0	1	0	0	0

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HAMPSTEAD	43	0	9	0	0	0	0	0	0	1	0	1
HARKERS ISLAND	5	0	1	0	0	0	0	0	0	0	0	0
HARMONY	18	0	10	2	0	1	0	0	0	0	0	0
HARRELLS	9	0	3	1	0	4	0	0	0	0	0	0
HARRELLSVILLE	1	0	0	0	0	0	0	0	0	0	0	0
HARRISBURG	195	0	38	6	0	2	2	0	3	0	0	0
HATTERAS	3	0	0	0	0	0	0	0	0	0	0	0
HAVELOCK	489	1	89	8	0	1	1	0	1	1	0	0
HAW RIVER	92	0	40	2	0	4	1	0	0	1	0	0
HAYESVILLE	16	0	1	0	0	0	0	0	0	0	0	0
HEMBY BRIDGE	34	0	3	1	0	0	0	0	0	0	0	0
HENDERSON	889	2	263	15	0	12	4	0	4	3	0	3
HENDERSONVILLE	870	4	249	18	1	11	7	1	6	3	0	3
HENRICO	1	0	1	0	0	0	0	0	0	0	0	0
HERTFORD	44	0	13	1	0	0	0	0	0	0	0	0
HICKORY	2,820	4	721	41	0	81	11	0	30	5	0	15
HIGH POINT	2,429	9	1,314	117	16	392	25	0	108	8	0	28
HIGH SHOALS	7	0	4	1	0	0	0	0	0	0	0	0
HIGHLANDS	2	0	0	0	0	0	0	0	0	0	0	0
HILDEBRAN	50	0	21	2	0	1	0	0	0	0	0	0
HILLSBOROUGH	123	0	40	5	0	5	0	0	0	0	0	0
HOBGOOD	1	0	0	0	0	0	0	0	0	0	0	0
HOFFMAN	25	0	22	0	0	0	0	0	0	0	0	0
HOLDEN BEACH	20	0	0	0	0	0	0	0	0	0	0	0
HOLLISTER	4	0	0	0	0	0	0	0	0	0	0	0
HOLLY RIDGE	31	1	19	4	1	6	0	0	0	0	0	0
HOLLY SPRINGS	329	1	110	11	0	9	2	0	2	0	0	0
HOPE MILLS	459	1	188	12	0	5	1	0	0	0	0	0
HOT SPRINGS	3	0	1	0	0	0	0	0	0	0	0	0
HUDSON	105	1	51	4	0	5	0	0	0	0	0	0
HUNTERSVILLE	954	1	328	37	0	26	6	0	8	3	0	3
ICARD	7	0	2	0	0	0	0	0	0	0	0	0
INDIAN BEACH	2	0	0	0	0	0	0	0	0	0	0	0
INDIAN TRAIL	742	2	289	41	1	11	4	1	4	0	0	0
IVANHOE	1	0	0	0	0	0	0	0	0	0	0	0
JACKSON	5	0	0	0	0	0	0	0	0	0	0	0
JACKSONVILLE	2,060	2	642	67	0	41	11	0	11	7	0	8
JAMESTOWN	129	0	33	3	0	3	0	0	0	0	0	0
JAMESVILLE	14	0	18	1	0	3	0	0	0	0	0	0
JEFFERSON	58	0	10	2	0	2	0	0	0	0	0	0
JONESVILLE	105	0	25	3	0	3	1	0	1	0	0	0
KANNAPOLIS	831	4	408	19	0	34	9	0	20	2	0	4
KELFORD	1	0	1	0	0	0	0	0	0	0	0	0
KENANSVILLE	26	0	1	0	0	0	0	0	0	0	0	0
KENLY	56	0	9	2	0	4	1	0	2	0	0	0
KERNERSVILLE	842	2	289	35	0	32	3	0	6	0	0	0
KILL DEVIL HILLS	271	1	96	10	1	10	3	0	3	3	0	2
KING	195	0	51	5	0	2	1	0	6	0	0	0
KINGS MOUNTAIN	367	0	94	15	0	20	2	0	2	1	0	2
KINGSTOWN	2	0	6	0	0	0	0	0	0	0	0	0
KINSTON	442	1	391	20	0	17	11	0	12	1	0	1
KITTRELL	6	0	5	0	0	0	0	0	0	0	0	0
KITTY HAWK	170	1	52	8	2	6	3	0	6	2	0	4
KNIGHTDALE	447	1	117	8	2	1	0	0	0	2	0	2
KNOTTS ISLAND	2	0	0	0	0	0	0	0	0	0	0	0
KURE BEACH	6	0	4	0	0	0	0	0	0	0	0	0
LA GRANGE	1	0	1	0	0	0	0	0	0	0	0	0
LAKE LURE	14	0	4	1	0	0	0	0	0	0	0	0

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City	All			Alcohol			Pedestrian			Bicycle		
	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries
LAKE PARK	3	0	0	0	0	0	0	0	0	0	0	0
LAKE WACCAMAW	1	0	0	0	0	0	0	0	0	0	0	0
LANDIS	12	0	17	1	0	4	0	0	0	0	0	0
LANSING	7	0	2	1	0	0	0	0	0	0	0	0
LASKER	2	0	1	1	0	1	0	0	0	0	0	0
LATTIMORE	1	0	0	0	0	0	0	0	0	0	0	0
LAURAL HILL	4	0	0	0	0	0	0	0	0	0	0	0
LAUREL PARK	3	0	1	0	0	0	1	0	1	0	0	0
LAURINBURG	133	0	138	12	0	13	6	0	6	3	0	4
LAWNDALE	14	0	2	0	0	0	0	0	0	0	0	0
LAWRENCE	1	0	0	0	0	0	0	0	0	0	0	0
LEGGETT	5	0	6	1	0	4	0	0	0	0	0	0
LELAND	188	0	70	6	0	3	0	0	0	0	0	0
LENOIR	684	4	279	40	2	35	8	0	8	0	0	0
LEWISTON WOODVILLE	21	0	7	0	0	0	0	0	0	0	0	0
LEWISVILLE	157	1	37	8	1	2	0	0	0	1	0	1
LEXINGTON	635	3	240	32	0	16	5	0	5	4	0	4
LIBERTY	22	0	13	1	0	3	0	0	0	0	0	0
LILESVILLE	17	0	13	0	0	0	0	0	0	0	0	0
LILLINGTON	210	0	62	5	0	4	0	0	0	0	0	0
LINCOLNTON	292	2	163	6	0	13	1	1	0	0	0	0
LINDEN	3	0	0	0	0	0	0	0	0	0	0	0
LINVILLE	10	0	3	1	0	0	0	0	0	0	0	0
LOCUST	67	0	18	3	0	4	0	0	0	0	0	0
LONG VIEW	62	0	30	4	0	4	1	0	0	0	0	0
LONGWOOD	3	0	1	0	0	0	0	0	0	0	0	0
LOUISBURG	160	0	38	5	0	4	0	0	0	0	0	0
LOVE VALLEY	1	0	0	0	0	0	0	0	0	0	0	0
LOWELL	125	1	83	4	0	2	1	1	1	0	0	0
LUCAMA	3	0	2	0	0	0	0	0	0	0	0	0
LUMBER BRIDGE	17	0	1	0	0	0	0	0	0	0	0	0
LUMBERTON	1,720	6	680	33	3	32	10	2	8	4	1	3
MACCLESFIELD	2	1	0	0	0	0	0	0	0	0	0	0
MACON	1	0	0	0	0	0	0	0	0	0	0	0
MADISON	124	0	47	3	0	0	1	0	1	1	0	1
MAGGIE VALLEY	15	0	13	1	0	0	0	0	0	0	0	0
MAGNOLIA	11	0	3	1	0	1	0	0	0	0	0	0
MAIDEN	71	0	19	2	0	2	1	0	2	0	0	0
MANSON	1	0	0	0	0	0	0	0	0	0	0	0
MANTEO	30	0	19	2	0	5	0	0	0	0	0	0
MARIETTA	2	0	2	0	0	0	0	0	0	0	0	0
MARION	433	1	121	9	1	7	1	0	1	0	0	0
MARS HILL	31	0	6	3	0	1	1	0	1	0	0	0
MARSHVILLE	53	0	21	0	0	0	0	0	0	0	0	0
MARVIN	38	0	9	2	0	1	1	0	1	0	0	0
MATTHEWS	1,130	3	403	28	0	24	4	0	4	3	0	3
MAXTON	15	0	7	1	0	0	0	0	0	0	0	0
MAYODAN	35	0	14	1	0	1	0	0	0	0	0	0
MAYSVILLE	5	0	0	0	0	0	0	0	0	0	0	0
MCADENVILLE	30	0	13	0	0	0	0	0	0	0	0	0
MCLEANSVILLE	9	0	1	0	0	0	0	0	0	0	0	0
MEBANE	304	0	66	8	0	8	0	0	0	0	0	0
MESIC	1	0	4	0	0	0	0	0	0	0	0	0
MICRO	6	0	2	0	0	0	0	0	0	0	0	0
MIDDLEBURG	4	0	4	0	0	0	0	0	0	0	0	0
MIDDLESEX	8	0	2	1	0	0	0	0	0	0	0	0
MIDLAND	56	0	21	5	0	4	0	0	0	0	0	0
MIDWAY	67	1	35	1	0	2	0	0	0	0	0	0

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MILLS RIVER	132	4	60	3	0	4	0	0	0	0	0	0
MILTON	1	0	0	0	0	0	0	0	0	0	0	0
MINERAL SPRINGS	29	0	10	1	0	1	0	0	0	0	0	0
MINT HILL	403	2	152	24	1	10	5	0	5	0	0	0
MISENHEIMER	2	0	0	0	0	0	0	0	0	0	0	0
MOCKSVILLE	97	0	70	3	0	2	0	0	0	0	0	0
MOMEYER	4	1	0	0	0	0	0	0	0	0	0	0
MONROE	1,382	8	581	47	1	24	6	0	7	4	2	2
MONTREAT	1	0	2	1	0	2	0	0	0	0	0	0
MOORESBORO	14	0	9	0	0	0	0	0	0	0	0	0
MOORESVILLE	1,873	0	467	31	0	16	9	0	12	5	0	5
MOREHEAD CITY	390	2	121	10	0	3	2	0	2	2	0	2
MORGANTON	636	1	216	17	0	5	1	0	1	0	0	0
MORRISVILLE	474	2	114	6	0	5	0	0	0	2	0	2
MORVEN	7	0	0	0	0	0	0	0	0	0	0	0
MOUNT AIRY	354	0	221	14	0	11	7	0	7	1	0	2
MOUNT HOLLY	270	0	76	12	0	6	2	0	3	0	0	0
MOUNT OLIVE	113	0	48	2	0	0	1	0	2	0	0	0
MOUNT PLEASANT	33	0	11	1	0	1	0	0	0	0	0	0
MOYOCK	1	0	0	0	0	0	0	0	0	0	0	0
MURFREESBORO	22	1	8	0	0	0	0	0	0	1	0	1
MURPHY	102	0	25	2	0	1	0	0	0	0	0	0
NAGS HEAD	90	2	58	11	1	8	1	1	0	3	1	2
NAKINA	2	0	0	0	0	0	0	0	0	0	0	0
NASHVILLE	15	0	7	2	0	2	0	0	0	0	0	0
NAVASSA	10	0	5	1	0	0	0	0	0	0	0	0
NEW BERN	699	0	285	16	1	12	2	0	1	0	0	0
NEW HILL	1	0	3	0	0	0	0	0	0	0	0	0
NEW LONDON	39	0	18	1	0	0	0	0	0	0	0	0
NEW SALEM	21	0	6	0	0	0	0	0	0	0	0	0
NEWLAND	10	0	3	0	0	0	0	0	0	0	0	0
NEWPORT	89	1	42	0	0	0	0	0	0	1	0	1
NEWTON	301	4	101	15	0	6	2	0	2	2	0	2
NEWTON GROVE	16	0	2	2	0	1	0	0	0	0	0	0
NORLINA	3	0	0	0	0	0	0	0	0	0	0	0
NORTH TOPSAIL BEACH	28	0	7	2	0	1	1	0	1	0	0	0
NORTH WILKESBORO	140	0	101	3	0	2	2	0	2	0	0	0
NORTHWEST	4	0	9	0	0	0	0	0	0	0	0	0
NORWOOD	27	0	2	1	0	1	0	0	0	0	0	0
OAK CITY	2	0	0	0	0	0	0	0	0	0	0	0
OAK ISLAND	91	1	30	7	0	4	2	0	2	2	0	1
OAK RIDGE	104	0	43	7	0	3	0	0	0	0	0	0
OAKBORO	17	0	0	0	0	0	0	0	0	0	0	0
OCEAN ISLE BEACH	24	0	2	1	0	1	0	0	0	1	0	1
OLD FORT	13	0	3	0	0	0	0	0	0	0	0	0
ORIENTAL	1	0	0	0	0	0	0	0	0	0	0	0
ORRUM	3	0	0	0	0	0	0	0	0	0	0	0
OSSIPEE	7	0	1	2	0	0	0	0	0	0	0	0
OXFORD	139	0	56	9	0	11	2	0	2	1	0	1
PANTEGO	2	0	0	0	0	0	0	0	0	0	0	0
PARKTON	6	0	0	0	0	0	0	0	0	0	0	0
PATTERSON SPRINGS	26	0	14	1	0	0	0	0	0	1	0	1
PEACHLAND	7	0	2	1	0	1	0	0	0	0	0	0
PELETIER	8	0	5	2	0	2	0	0	0	0	0	0
PEMBROKE	155	0	70	5	0	1	1	0	1	0	0	0
PFAFFTOWN	17	1	6	0	0	0	0	0	0	0	0	0
PIKEVILLE	23	0	11	0	0	0	0	0	0	0	0	0
PILOT MOUNTAIN	39	0	7	2	0	0	1	0	1	0	0	0

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PINE KNOLL SHORES	12	0	1	0	0	0	0	0	0	0	0	0
PINE LEVEL	1	0	0	0	0	0	0	0	0	0	0	0
PINEBLUFF	19	0	10	0	0	0	0	0	0	0	0	0
PINEHURST	218	0	66	13	0	6	1	0	1	1	0	1
PINETOPS	28	0	7	0	0	0	0	0	0	0	0	0
PINEVILLE	473	2	159	17	2	13	4	2	2	1	0	1
PINK HILL	10	0	6	0	0	0	0	0	0	0	0	0
PITTSBORO	131	0	15	3	0	1	0	0	0	0	0	0
PLEASANT GARDEN	47	0	19	1	0	0	0	0	0	0	0	0
PLEASANT HILL	1	0	0	0	0	0	0	0	0	0	0	0
PLYMOUTH	39	0	25	3	0	3	0	0	0	0	0	0
POLKTON	22	1	19	4	0	4	0	0	0	0	0	0
POLKVILLE	9	0	1	0	0	0	0	0	0	0	0	0
POLLOCKSVILLE	6	0	2	1	0	0	0	0	0	0	0	0
POWELLSVILLE	6	0	1	0	0	0	0	0	0	0	0	0
PRINCETON	3	0	3	1	0	1	0	0	0	0	0	0
PRINCEVILLE	7	0	2	0	0	0	0	0	0	1	0	1
RAEFORD	131	0	49	4	0	2	0	0	0	0	0	0
RALEIGH	18,121	30	4,740	462	8	317	130	9	148	61	1	58
RALEIGH-DURHAM AIRPORT	34	1	6	1	1	0	0	0	0	0	0	0
RAMSEUR	14	0	6	0	0	0	0	0	0	1	0	1
RANDLEMAN	179	1	25	3	0	1	1	0	1	0	0	0
RANLO	2	0	0	0	0	0	0	0	0	0	0	0
RED CROSS	29	0	10	0	0	0	0	0	0	0	0	0
RED OAK	27	0	10	0	0	0	0	0	0	0	0	0
RED SPRINGS	80	1	25	2	0	0	5	1	4	1	0	1
REIDSVILLE	384	1	176	13	1	7	1	0	1	0	0	0
RENNERT	3	0	0	1	0	0	0	0	0	0	0	0
RHODHISS	13	0	3	0	0	0	0	0	0	0	0	0
RICH SQUARE	6	0	5	0	0	0	0	0	0	0	0	0
RICHFIELD	34	0	5	1	0	0	0	0	0	0	0	0
RICHLANDS	88	0	15	1	0	1	1	0	1	0	0	0
RIDGEWAY	1	0	0	0	0	0	0	0	0	0	0	0
RIEGELWOOD	4	0	1	1	0	0	0	0	0	0	0	0
RINGWOOD	2	0	0	0	0	0	0	0	0	0	0	0
RIVER BEND	7	0	1	1	0	0	0	0	0	0	0	0
ROANOKE RAPIDS	597	0	259	24	0	8	7	0	7	0	0	0
ROBBINS	16	0	4	2	0	1	0	0	0	0	0	0
ROBBINSVILLE	32	0	5	0	0	0	0	0	0	0	0	0
ROBERSONVILLE	1	0	1	0	0	0	0	0	0	0	0	0
ROCKINGHAM	235	1	157	14	0	13	2	1	1	0	0	0
ROCKWELL	48	0	12	3	0	0	0	0	0	0	0	0
ROCKY MOUNT	2,417	2	836	78	2	134	19	2	44	8	0	16
ROLESVILLE	59	0	11	4	0	2	0	0	0	0	0	0
RONDA	15	0	6	0	0	0	0	0	0	0	0	0
ROPER	2	0	4	0	0	0	0	0	0	0	0	0
ROSE HILL	25	0	8	1	0	0	0	0	0	0	0	0
ROSEBORO	32	0	23	0	0	0	0	0	0	0	0	0
ROSMAN	1	0	1	0	0	0	0	0	0	0	0	0
ROWLAND	3	0	1	0	0	0	0	0	0	0	0	0
ROXBORO	424	1	143	6	0	2	1	0	1	0	0	0
ROXOBEL	1	0	0	0	0	0	0	0	0	0	0	0
RUFFIN	2	0	1	1	0	1	0	0	0	0	0	0
RURAL HALL	68	0	17	4	0	4	1	0	1	0	0	0
RUTH	7	0	2	0	0	0	0	0	0	0	0	0
RUTHERFORD COLLEGE	14	0	10	1	0	1	0	0	0	0	0	0
RUTHERFORDTON	116	0	49	6	0	2	0	0	0	0	0	0
SAINT HELENA	6	0	5	0	0	0	0	0	0	0	0	0

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SAINT JAMES	13	0	1	2	0	0	0	0	0	0	0	0
SAINT PAULS	15	0	2	0	0	0	0	0	0	0	0	0
SALEMBURG	8	0	3	0	0	0	0	0	0	0	0	0
SALISBURY	1,545	4	442	46	2	35	19	0	19	1	0	1
SALTER PATH	2	0	1	0	0	0	1	0	1	0	0	0
SALUDA	1	1	0	0	0	0	0	0	0	0	0	0
SANDY CREEK	2	0	1	0	0	0	0	0	0	0	0	0
SANDYFIELD	4	0	3	0	0	0	0	0	0	0	0	0
SANFORD	1,050	2	394	30	0	24	9	0	14	0	0	0
SARATOGA	2	0	0	0	0	0	0	0	0	0	0	0
SAWMILLS	10	0	4	0	0	0	0	0	0	0	0	0
SAXAPAHAW	1	0	0	0	0	0	0	0	0	0	0	0
SCOTLAND NECK	20	0	16	1	0	0	0	0	0	0	0	0
SEABOARD	1	0	0	0	0	0	0	0	0	0	0	0
SEAGROVE	5	0	1	1	0	1	0	0	0	0	0	0
SEDALIA	19	0	4	0	0	0	0	0	0	0	0	0
SELMA	167	1	91	6	0	3	0	0	0	0	0	0
SEVEN DEVILS	5	0	0	0	0	0	0	0	0	0	0	0
SEVEN LAKES	2	0	0	0	0	0	0	0	0	0	0	0
SEVEN SPRINGS	8	0	3	1	0	1	0	0	0	0	0	0
SEVERN	1	0	1	0	0	0	0	0	0	0	0	0
SHADY FOREST	1	0	2	0	0	0	0	0	0	0	0	0
SHALLOTTE	102	1	38	1	1	0	0	0	0	0	0	0
SHANNON	3	0	1	0	0	0	0	0	0	0	0	0
SHARPSBURG	8	0	13	0	0	0	1	0	3	0	0	0
SHELBY	849	1	438	18	1	13	6	1	5	1	0	1
SILER CITY	207	0	70	10	0	10	2	0	2	1	0	1
SIMPSON	4	0	1	0	0	0	0	0	0	0	0	0
SIMS	2	0	2	1	0	1	0	0	0	0	0	0
SKYLAND	1	0	0	0	0	0	0	0	0	0	0	0
SMITHFIELD	746	1	181	13	0	17	2	0	2	2	0	1
SMITHTOWN	1	0	1	0	0	0	0	0	0	0	0	0
SNEADS FERRY	1	0	0	0	0	0	0	0	0	0	0	0
SNOW CAMP	2	0	1	0	0	0	0	0	0	0	0	0
SNOW HILL	18	0	12	0	0	0	0	0	0	0	0	0
SOUTHERN PINES	365	2	172	16	1	9	2	1	1	1	0	1
SOUTHERN SHORES	29	0	9	0	0	0	0	0	0	1	0	1
SOUTHPORT	56	0	11	4	0	0	0	0	0	0	0	0
SPARTA	33	0	10	0	0	0	1	0	1	0	0	0
SPEED	1	0	3	0	0	0	0	0	0	0	0	0
SPENCER	27	0	9	1	0	0	0	0	0	0	0	0
SPENCER MOUNTAIN	0	0	0	1	0	1	0	0	0	0	0	0
SPINDALE	50	0	48	4	0	1	1	0	1	0	0	0
SPRING HOPE	11	0	2	0	0	0	0	0	0	0	0	0
SPRING LAKE	443	3	135	4	1	0	3	1	2	0	0	0
SPRUCE PINE	49	0	24	1	0	0	0	0	0	0	0	0
STALEY	4	0	1	0	0	0	1	0	1	0	0	0
STALLINGS	317	0	104	8	0	10	1	0	1	0	0	0
STANFIELD	9	0	2	1	0	0	0	0	0	1	0	2
STANLEY	91	0	38	1	0	1	1	0	1	0	0	0
STANTONSBURG	12	0	8	0	0	0	0	0	0	0	0	0
STATESVILLE	667	3	356	24	0	16	3	0	3	2	0	2
STEDMAN	26	0	14	1	0	0	0	0	0	1	0	1
STEM	6	0	2	0	0	0	0	0	0	0	0	0
STOKES	7	0	2	2	0	0	0	0	0	0	0	0
STOKESDALE	83	0	21	8	0	3	0	0	0	0	0	0
STONEWALL	6	0	1	0	0	0	0	0	0	0	0	0
STOVALL	7	0	1	0	0	0	0	0	0	0	0	0

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SUGAR MOUNTAIN	1	0	0	0	0	0	0	0	0	0	0	0
SUMMERFIELD	137	0	46	8	0	7	0	0	0	1	0	1
SUNBURY	1	0	0	0	0	0	0	0	0	0	0	0
SUNSET BEACH	26	0	5	0	0	0	0	0	0	1	0	1
SUPPLY	5	0	0	0	0	0	0	0	0	0	0	0
SURF CITY	109	1	25	4	0	6	0	0	0	0	0	0
SWAN QUARTER	3	0	0	0	0	0	0	0	0	0	0	0
SWANSBORO	111	0	28	1	0	1	0	0	0	1	0	1
SWEPSONVILLE	16	0	9	0	0	0	0	0	0	0	0	0
SYLVA	175	1	57	9	1	5	3	1	2	0	0	0
TABOR CITY	41	0	17	2	0	1	0	0	0	1	0	1
TAR HEEL	16	0	7	1	0	2	0	0	0	0	0	0
TARBORO	160	0	59	6	0	3	1	0	1	2	0	2
TAYLORSVILLE	29	0	6	1	0	2	0	0	0	0	0	0
TAYLORTOWN	11	0	6	0	0	0	0	0	0	0	0	0
TEACHEY	10	0	3	3	0	3	0	0	0	0	0	0
THOMASVILLE	569	5	282	31	3	22	1	0	1	0	0	0
TILLERY	1	0	1	0	0	0	1	0	1	0	0	0
TOBACCOVILLE	48	0	21	5	0	6	0	0	0	0	0	0
TODD	1	0	1	0	0	0	0	0	0	0	0	0
TOPSAIL BEACH	7	0	0	0	0	0	0	0	0	0	0	0
TOWNSVILLE	2	0	3	0	0	0	0	0	0	0	0	0
TRENT WOODS	9	0	0	2	0	1	0	0	0	0	0	0
TRENTON	7	0	0	0	0	0	0	0	0	0	0	0
TRINITY	235	0	84	11	0	8	1	0	3	0	0	0
TROUTMAN	99	0	19	0	0	0	1	0	1	1	0	1
TROY	69	0	17	2	0	0	0	0	0	0	0	0
TRYON	6	0	2	0	0	0	0	0	0	0	0	0
TURKEY	10	0	11	0	0	0	0	0	0	0	0	0
UNIONVILLE	101	0	40	4	0	2	0	0	0	0	0	0
VALDESE	82	0	22	2	0	2	0	0	0	0	0	0
VANCEBORO	9	0	0	0	0	0	0	0	0	0	0	0
VANDEMERE	1	0	0	0	0	0	0	0	0	0	0	0
VANDER	2	0	0	0	0	0	0	0	0	0	0	0
VARNAMTOWN	3	0	0	0	0	0	0	0	0	0	0	0
VASS	16	0	2	1	0	0	0	0	0	0	0	0
WACO	16	0	10	2	0	4	0	0	0	0	0	0
WADE	4	0	1	0	0	0	0	0	0	0	0	0
WADESBORO	225	2	103	7	0	8	3	1	2	0	0	0
WAGRAM	7	0	4	3	0	4	0	0	0	0	0	0
WAKE FOREST	525	0	156	11	0	6	1	0	1	0	0	0
WALKERTOWN	182	0	74	4	0	0	1	0	1	0	0	0
WALLACE	133	0	43	5	0	4	0	0	0	0	0	0
WALLBURG	44	0	20	1	0	1	0	0	0	0	0	0
WALNUT COVE	13	0	6	1	0	1	0	0	0	0	0	0
WALSTONBURG	1	0	1	0	0	0	0	0	0	0	0	0
WARRENSVILLE	3	0	0	0	0	0	0	0	0	0	0	0
WARRENTON	33	0	4	0	0	0	0	0	0	0	0	0
WARSAW	66	0	13	1	0	1	0	0	0	1	0	1
WASHINGTON	379	0	173	6	0	8	1	0	2	3	0	3
WASHINGTON PARK	3	0	0	0	0	0	0	0	0	0	0	0
WATHA	3	0	1	1	0	1	0	0	0	0	0	0
WAXHAW	159	0	53	7	0	6	1	0	1	1	0	1
WAYNESVILLE	150	1	60	10	0	5	1	0	1	1	0	1
WEAVERVILLE	142	0	57	9	0	8	2	0	2	0	0	0
WEDDINGTON	158	0	43	7	0	5	0	0	0	0	0	0
WELCOME	11	0	3	1	0	2	0	0	0	0	0	0
WELDON	36	0	25	0	0	0	2	0	2	0	0	0

2011 City Crash Data

City	All			Alcohol			Pedestrian			Bicycle		
	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries
WENDELL	121	0	51	1	0	0	0	0	0	1	0	1
WENTWORTH	98	0	22	1	0	0	0	0	0	0	0	0
WESLEY CHAPEL	129	1	50	5	0	6	2	0	2	1	0	1
WEST JEFFERSON	123	0	21	2	0	1	0	0	0	0	0	0
WHISPERING PINES	18	0	3	0	0	0	0	0	0	0	0	0
WHITAKERS	2	0	0	1	0	0	0	0	0	0	0	0
WHITE LAKE	9	0	3	0	0	0	0	0	0	0	0	0
WHITEVILLE	245	0	144	2	0	0	5	0	5	1	0	1
WHITSETT	15	0	4	1	0	2	0	0	0	0	0	0
WILKESBORO	217	0	91	8	0	2	1	0	1	0	0	0
WILLIAMSBORO	1	0	0	1	0	0	0	0	0	0	0	0
WILLIAMSTON	84	1	63	4	0	2	1	1	0	0	0	0
WILLOW SPRING	4	0	2	0	0	0	0	0	0	0	0	0
WILMINGTON	3,203	8	1,731	132	3	105	40	3	37	36	0	36
WILSON	1,724	7	626	36	2	31	9	1	8	8	0	8
WILSONS MILLS	28	1	11	0	0	0	0	0	0	0	0	0
WINDSOR	27	0	9	0	0	0	0	0	0	0	0	0
WINFALL	13	0	3	0	0	0	0	0	0	0	0	0
WINGATE	52	0	24	4	0	5	0	0	0	0	0	0
WINSTON-SALEM	6,166	14	2,286	252	12	334	39	8	86	18	0	36
WINTERVILLE	207	0	101	8	0	9	2	0	2	1	0	4
WINTON	4	0	4	0	0	0	0	0	0	0	0	0
WISE	2	0	6	0	0	0	0	0	0	0	0	0
WOODFIN	119	2	62	6	0	3	0	0	0	0	0	0
WOODLAND	6	0	1	0	0	0	0	0	0	0	0	0
WRIGHTSVILLE BEACH	107	0	18	9	0	2	1	0	1	4	0	4
YADKINVILLE	110	0	31	1	0	1	0	0	0	0	0	0
YANCEYVILLE	81	0	29	1	0	0	0	0	0	1	0	2
YOUNGSVILLE	48	0	15	1	0	0	0	0	0	0	0	0
ZEBULON	314	2	57	8	1	10	4	0	4	0	0	0

French Broad River Metropolitan Planning Organization

In Buncombe County, Haywood County ~~and~~, Henderson County, Madison County,
AND Transylvania County, North Carolina

Memorandum of Understanding

**Adopted by the ~~Transportation Advisory~~
~~Committee~~Board
~~September 18, 2008~~
February 28, 2013**

**MEMORANDUM OF UNDERSTANDING
FOR**

COOPERATIVE, COMPREHENSIVE, AND CONTINUING TRANSPORTATION PLANNING

AMONG

THE GOVERNOR OF THE STATE OF NORTH CAROLINA,
THE CITY OF ASHEVILLE, TOWN OF BILTMORE FOREST, TOWN OF BLACK MOUNTAIN,
BUNCOMBE COUNTY, TOWN OF CANTON, TOWN OF CLYDE, VILLAGE OF FLAT ROCK,
TOWN OF FLETCHER, HAYWOOD COUNTY, HENDERSON COUNTY, CITY OF HENDERSONVILLE,
TOWN OF LAUREL PARK, MADISON COUNTY, TOWN OF MARS HILL, TOWN OF MILLS RIVER,
TOWN OF MAGGIE VALLEY, TOWN OF MONTREAT, TOWN OF WAYNESVILLE, TOWN OF
WEAVERVILLE, TOWN OF WOODFIN, TRANSYLVANIA COUNTY
(Hereinafter referred to as the Municipalities, the Counties, and the State)

IN COOPERATION WITH THE UNITED STATES DEPARTMENT OF TRANSPORTATION

WITNESSETH

WHEREAS, Each MPO is required to develop a comprehensive transportation plan in cooperation with NCDOT and in accordance with 23 U.S.C., Section 134, any subsequent amendments to that statute, and any implementing regulations; and Chapter 136, Article 3A, Section 136-66.2(a) of the General Statutes of North Carolina,

WHEREAS, the said Chapter 136, Article 3A, Section 136-66.2(b) provides that:

“After completion and analysis of the plan, the plan shall be adopted by both the governing body of the municipality or MPO and the Department of Transportation as the basis for future transportation improvements in and around the municipality or within the MPO. The governing body of the municipality and the Department of Transportation shall reach agreement as to which of the existing and proposed streets and highways included in the adopted plan will be a part of the State highway system and which streets will be a part of the municipal street system. As used in this Article, the State highway system shall mean both the primary highway system of the State and the secondary road system of the State within municipalities;” and,

WHEREAS, the said Chapter 136, Article 3A, Section 136.66.2(d) provides that:

“For MPOs, either the MPO or the Department of Transportation may propose changes in the plan at any time by giving notice to the other party, but no change shall be effective until it is adopted by both the Department of Transportation and the MPO;” and

WHEREAS, a transportation planning process includes the operational procedures and working arrangements by which short and long-range transportation plans are soundly conceived and developed and continuously evaluated in a manner that will:

1. Assist governing bodies and official agencies in determining courses of action and in formulating attainable capital improvement programs in anticipation of community needs; and,

2. Guide private individuals and groups in planning their decisions which can be important factors in the pattern of future development and redevelopment of the area; and,

WHEREAS, it is the desire of these agencies that a previously established continuing, comprehensive, cooperative transportation planning process as set forth in a Memorandum of Understanding dated August 21, 2003 be revised and updated to comply with 23 U.S.C. 134; any subsequent amendments to that statute, and any implementing regulations;

NOW THEREFORE BE IT RESOLVED by the French Broad River Metropolitan Planning Organization that the following Memorandum of Understanding (MOU) is made:

:

SECTION 1. It is hereby agreed that the municipalities of Asheville, Biltmore Forest, Black Mountain, Canton, Clyde, Flat Rock, Fletcher, Hendersonville, Laurel Park, Maggie Valley, Mars Hill, Mills River, Montreat, Waynesville, Weaverville, Woodfin, and municipalities added to the MPO, the Counties of Buncombe, Haywood, ~~and Henderson~~, Madison, and Transylvania, and the North Carolina Department of Transportation, in cooperation with the United States Department of Transportation, will participate in a continuing, coordinated, comprehensive transportation planning process with the responsibilities and undertakings as outlined in the following paragraphs:

- A. The area involved - the French Broad River Metropolitan Planning Organization - will consist of the Asheville Urbanized Area as defined by the United States Department of Commerce, Bureau of the Census, in addition to that area beyond the existing urbanized area boundary that is expected to become urban within a twenty-year planning period. This area is hereinafter referred to as the ~~Metropolitan Area Boundary~~Metropolitan Planning Area.
- B. The French Broad River Metropolitan Planning Organization, hereinafter referred to as the French Broad River MPO, shall include the local governments of the Municipalities and the Counties, the North Carolina Department of Transportation, a ~~Transportation Advisory Committee~~Board hereinafter defined, a Technical Coordinating Committee hereinafter defined, and the various agencies and units of local and State government participating in the transportation planning for the area.
- C. The continuing transportation planning process will be a cooperative one, and all planning discussions will be reflective of and responsible to the comprehensive plans for growth and development of the ~~Metropolitan Area Boundary~~Metropolitan Planning Area.
- D. The continuing transportation planning process will be conducted in accordance with the intent, procedures, and programs of Title VI of the Civil Rights Act of 1964, as amended.
- E. The Urbanized Area Boundary and the ~~Metropolitan Area Boundary~~Metropolitan Planning Area shall be periodically reviewed and revised in light of new developments and basic data projections.
- F. Transportation plans, programs and data collection will be coordinated with the Lead Planning Agency for the adjacent Rural Planning Organization and shall be conducted according to applicable interagency agreements.
- G. ~~Transportation Advisory Committee~~French Broad River Metropolitan Planning Organization Board Established

~~A Transportation Advisory Committee~~A French Broad River Metropolitan Planning Organization Board [hereinafter referred to as “Board” or “the Board”] is hereby established with the responsibility for cooperative transportation planning decision making for the French Broad River MPO. ~~The Transportation Advisory Committee~~The Board shall have the responsibility for keeping the policy boards of the participating local governments informed of the status and requirements of the transportation planning process; for assisting in the dissemination and clarification of the decisions and policies of the policy boards; and for providing opportunities for citizen participation in the transportation planning process.

~~The Transportation Advisory Committee~~The Board, in cooperation with the State, and in cooperation with publicly owned operators of mass transportation services, shall be responsible for carrying out the urban transportation planning process specified in the U. S. Department of Transportation Program Manuals and shall develop the planning work program, ~~Long Range Transportation Plan~~Metropolitan Transportation Plan, and Transportation Improvement Program as specified in such manuals.

~~The Transportation Advisory Committee~~This shall be the forum for cooperative decision-making by elected officials of the member General Purpose Local Governments. However, this shall not limit the ~~Transportation Advisory Committee’s~~Board’s local responsibility for (1) insuring that the transportation planning process and the plans and improvement projects which emerge from that process are consistent with the policies and desires of local government; nor, (2) serving as a forum for the resolution of conflicts which arise during the course of developing the ~~Long Range Transportation Plan~~Metropolitan Transportation Plan and the Transportation Improvement Program.

H. ~~Transportation Advisory Committee~~Board Membership

~~The Transportation Advisory Committee~~The FBRMPO Board will consist of the Chief Elected or other elected representative(s) from the following Boards of General Purpose Local Government as well as the appointed member from the North Carolina Board of Transportation and the Division Administrator, or his designee, from the Federal Highway Administration. Each agency will have a single representative except as indicated below:

1. Asheville City Council (two representatives)
2. Biltmore Forest Board of Commissioners
3. Black Mountain Board of Aldermen
4. Buncombe County Board of Commissioners (two representatives)
5. Canton Board of Aldermen
6. Clyde Board of Aldermen
7. Flat Rock Village Council
8. Fletcher Town Council
9. Haywood County Board of Commissioners (two representatives)
10. Henderson County Board of Commissioners (two representatives)
11. Hendersonville City Council
12. Laurel Park Town Council
13. Madison County Board of Commissioners
- ~~13.~~14. Maggie Valley Board of Aldermen
15. Mars Hill Town Council
16. Mills River Town Council

- 17. Montreat Board of Commissioners
- ~~14.~~18. Transylvania County (Advisory, non-voting)
- ~~15.~~19. Waynesville Board of Aldermen
- ~~16.~~20. Weaverville Town Council
- ~~17.~~21. Woodfin Board of Aldermen
- ~~18.~~ Mill's River Town Council
- 19.22. North Carolina Board of Transportation – Division 13
- ~~20.~~23. North Carolina Board of Transportation – Division 14
- ~~21.~~24. Federal Highway Administration (Advisory, non-voting)

Each of the above member agencies may also appoint an alternate, in accordance with the rules contained within the French Broad River MPO Bylaws. If alternates attend meetings where the primary representative is present, only the primary representative(s) shall be counted for voting purposes as specified in the Bylaws.

At the invitation of the Transportation Advisory Committee Board, other local, regional, State, or Federal agencies impacting transportation within the Planning Area may serve as advisory, non-voting members of the TAC Board. A member of the staff of the Lead Planning Agency will serve as secretary to the Committee Board.

I. Transportation Advisory Committee Board Duties.

The duties and responsibilities of the Transportation Advisory Committee Board are as follows:

1. Establish **goals and objectives** for the transportation planning process reflective of and responsive to comprehensive plans for growth and development in the Metropolitan Area Boundary Metropolitan Planning Area adopted by Boards of General Purpose Local Government.
2. Review and approve a **Prospectus** for transportation planning which defines work tasks and responsibilities for the various agencies participating in the transportation planning process.
3. Review and approve changes to the **Urbanized Area Boundary** and the Metropolitan Area Boundary Metropolitan Planning Area as well as review and recommend changes to the **National Highway System** and the Federal Functional Classification System in conformance with Federal regulations.
4. Review and approve the transportation **Unified Planning Work Program**.
5. Review and approve the Long Range Transportation Plan Metropolitan Transportation Plan and adopt the **Comprehensive Transportation Plan** pursuant to G.S. 136-66.2. The Comprehensive Transportation Plan shall be mutually adopted by the Transportation Advisory Committee Board and the State of North Carolina.
6. Develop and Approve the **Metropolitan Transportation Improvement Program (MTIP)**. The MTIP shall be developed according to the special provisions outlined in Section K below.

7. Develop a ~~biennial Priority Needs List~~ prioritized list for transportation improvements ~~in conjunction with development of the MTIP. This list represents candidate projects for inclusion in the MTIP.~~ The ~~Transportation Advisory Committee~~ Board will develop the ~~Priority Needs List~~ list according to the provisions set forth in section L below.
8. Review and approve related **air quality planning** in conformance with Federal regulations.
9. Distribute funds distributed directly to MPO's under the provisions of ~~TEA-MAP-21~~ and any subsequent re-authorization of ~~TEA-MAP-21~~.
10. Develop, approve, and implement a **Public Involvement Policy**.
11. Develop and approve committee **Bylaws** governing operating policies and procedures. Through the Bylaws, the ~~Transportation Advisory Committee~~ Board may establish subcommittees and may delegate duties of planning and analysis to these subcommittees as outlined in Section M. below.
12. **Self-Certify** the Long-Range Planning Process.
13. Conduct any other duties identified as necessary to further facilitate the transportation planning process.

~~J. Transportation Advisory Committee~~ J. Board **Voting Policy**

1. Voting representatives of the Municipalities and the Counties shall be designated by their respective governing boards. A quorum is required for the transaction of all business, including conducting meetings or hearings, participation in deliberations, or voting upon or otherwise transacting the public business. A quorum consists of fifty-one percent (51%) of the voting members of the ~~TAC~~ Board, plus as many additional members as may be required to ensure that fifty-one percent (51%) of the total optional weighted votes are present.
2. If a ~~TAC~~ Board member does not attend or does not send his or her designated alternate to two (2) consecutive meetings of the ~~TAC~~ Board, the member will be considered inactive. Following the designation as inactive, if the member or his or her alternate is not in attendance at a subsequent ~~TAC~~ Board meeting, he or she will not be counted for quorum purposes. The member will be automatically reinstated and counted for quorum purposes by attending or sending his or her designated alternate to a ~~TAC~~ Board meeting.
2. A simple majority shall determine all issues, except as provided in Section K below, where optional weighted voting may be invoked during adoption of the Draft MTIP or Final MTIP.

K. Metropolitan Transportation Improvement Program (MTIP) Development

1. The Metropolitan Transportation Improvement Program (MTIP) shall be adopted in accordance with adoption schedules for the State Transportation Improvement Program (STIP). The MTIP shall include all information typically contained in the STIP, including, but not limited to route number, project I.D. number, project limits, project description, proposed implementation schedule, funding source, and projected cost. The MTIP is intended to represent local priorities for transportation

improvements. Once it is adopted, any discrepancies between the MTIP and the STIP will be negotiated through established State and Federal processes.

2. For adoption of the Draft MTIP or Final MTIP, any member of the ~~Transportation Advisory Committee Board~~ may call for the use of veto power or a weighted vote under the following circumstances:

Veto Power

When any project is on a road that does not carry an Interstate route designation, is not located on a limited-access highway, or is not a designated Strategic Highway Corridor, any member of the ~~Transportation Advisory Committee Board~~ shall be allowed to call for a veto vote to determine whether a selected project will be excluded from the MTIP. In a veto vote, members from jurisdictions that are “directly impacted” by the project may vote to exclude a project from the MTIP, provided that every ~~TAC Board~~ member from the “directly impacted” jurisdictions must be present, and must unanimously vote for the veto. The call for a veto vote can only take place at a duly advertised meeting of the ~~TAC Board~~ in which a quorum is present.

Weighted Vote

When any project is on an Interstate route, a limited-access highway, or is on a designated Strategic Highway Corridor, any member of the ~~Transportation Advisory Committee Board~~ may call for a weighted vote regarding project-specific decisions related to the MTIP. The weighted vote must take place at a duly advertised meeting of the ~~TAC Board~~ in which a quorum is present. In a weighed vote, votes of ~~TAC Board~~ members from “directly impacted” jurisdictions will be weighted according to the following table:

Votes per Representative – Weighted Vote

<u>Jurisdiction</u>	<u>Not “Directly Impacted”</u>	<u>“Directly Impacted”</u>
Asheville (2 representatives)	1	3
Biltmore Forest	1	3
Black Mountain	1	3
Buncombe County (2 representatives)	1	3
Canton	1	3
Clyde	1	3
Flat Rock	1	3
Fletcher	1	3
Haywood County (2 representatives)	1	3
Henderson County (2 representatives)	1	3
Hendersonville	1	3
Laurel Park	1	3
Madison County	1	3
Mars Hill	1	3
Maggie Valley	1	3
Mills River	1	3
Montreat	1	3
Waynesville	1	3
Weaverville	1	3
Woodfin	1	3

NCDOT BOT Division 13	1	1
NCDOT BOT Division 14	1	1

“Directly Impacted” Defined. “Directly impacted” jurisdictions shall include Municipalities where any portion of the project is within the Municipality’s corporate limits or sphere of influence, and shall include Counties where any portion of the project is within the County’s unincorporated area and outside the sphere of influence of any municipality. Sphere of influence shall include extraterritorial jurisdiction, pending annexation areas, or areas covered by a Resolution of Intent to annex.

3. For the purpose of implementing its transportation priorities, the ~~Transportation Advisory Committee~~Board may develop a supplement to the MTIP containing descriptions of project design. Design information for a particular project will be included in the supplement on an as needed basis at the request of member jurisdictions. For roadway projects, the information may include the preferred alignment, the number of lanes, the inclusion of medians, and the extent and location of pedestrian and bicycle facilities. Other design information will be included in the supplement as needed to establish the general parameters of project design. The supplement shall serve as a planning document to guide MTIP development, and shall be amended as needed. Generally, project design information will not be included in the supplement until a project has completed the NEPA process, design public hearing process, or any other required public involvement process.

~~L.~~ **Priority Needs List Development**

~~It is the intent of this provision to provide for cooperative decision-making regarding regional priorities, and maximum local influence regarding local priorities.~~ **L. Project Prioritization**

The ~~Transportation Advisory Committee~~ Board shall develop a ~~Priority Needs List~~list of projects for transportation improvements ~~on a biennial basis, or more often as needed.~~ ~~Through the Prospectus and the Bylaws, the Transportation Advisory Committee shall establish a~~ in conjunction with the NCDOT prioritization process for developing the Priority Needs List, as codified in NCGS § 136-18.42. ~~This process entails preparing a list of projects for staff to evaluate against NCDOT’s quantitative measures, then choosing a subset of projects. The subset of projects chosen will be assigned points by the Board based on the following guiding principles:~~

- ~~1. Regionally significant priorities will be developed by the Transportation Advisory Committee. Regional priorities include, but are not limited to Interstate projects, new major roadways, locally and regionally significant widening projects, regional transit systems.~~

~~Local priorities will be determined through local input. These local priorities should be developed by county level subcommittees or advisory groups as determined by the Transportation Advisory Committee. Local priorities include, but are not limited to roadway upgrades, intersection improvements, congestion management improvements, safety improvements, bicycle developed criteria and submitted to NCDOT and the FBRMPO Board to compete for available funding in the STIP and pedestrian improvements, and transit improvements. MTIP, respectively.~~

M. Transportation Advisory Committee ~~Board~~ Subcommittees

~~The Transportation Advisory Committee~~The Board may establish subcommittees and advisory groups through its bylaws or through a vote at a regularly scheduled meeting. The subcommittees may consist of existing members of the ~~Transportation Advisory Committee~~Board, the Technical Coordinating Committee, and other officials and citizens as appropriate to achieve the objectives of the subcommittee. Subcommittees may include, but are not limited to the following groups: Henderson County Transportation Committee, Haywood County Committee, Buncombe County Transportation Committee, Bicycle and Pedestrian Transportation Committee, Transit Committee, Citizen Transportation Committee. Further, the French Broad River ~~Transportation Advisory Committee~~Board shall allow these groups to establish their own bylaws, meeting schedule, and elected officers. The purpose of the subcommittees will be to provide analysis and recommendations to the ~~Transportation Advisory Committee~~Board.

N. Transit Planning and Programming

The French Broad River MPO will coordinate transit planning and programming within the ~~Metropolitan Area Boundary~~Metropolitan Planning Area. The duties and responsibilities of the ~~Transportation Advisory Committee~~Board with regard to transit planning and programming are as follows:

1. Establish policies for distribution of federal mass transit funds that are provided directly to the Metropolitan Planning Organization. These policies will be reviewed and approved annually by the ~~Transportation Advisory Committee~~Board
2. Develop and approve a ~~Priority Needs List~~list of prioritized projects for transit improvements.
3. Program transit improvements in the Metropolitan Transportation Improvement Program (MTIP).

In developing transit plans, programs, and funding formulas, the ~~Transportation Advisory Committee~~Board shall consider the following factors: federal mass transit funding formulas, State Maintenance Assistance Program formulas, population served by the transit system, ridership, and present and future demand for transit service.

O. Technical Coordinating Committee Established

A Technical Coordinating Committee, hereinafter referred to as the TCC, shall be established with the responsibility of general review, guidance, and coordination of the transportation planning process for the ~~Metropolitan Area Boundary~~Metropolitan Planning Area and with the responsibility for making recommendations to the respective local and State governmental agencies and the ~~Transportation Advisory Committee~~Board regarding any necessary actions relating to the continuing transportation planning process. The TCC shall be responsible for development, review, and recommendation for approval of goals and objectives, the Prospectus, Unified Planning Work Program (UPWP), Urbanized Area Boundary, ~~Metropolitan Area Boundary~~Metropolitan Planning Area, National Highway System, ~~Long Range Transportation Plan~~Metropolitan Transportation Plan, Comprehensive Transportation Plan, Metropolitan Transportation Improvement Program (MTIP), Priority Needs List (PNL), air quality planning,

distribution of directly allocated funds, public involvement, and any other duties identified as necessary to facilitate the transportation planning process.

Membership of the TCC shall include technical representation from all local and State governmental agencies directly related to and concerned with the transportation planning process for the planning area. Membership to the TCC may be altered on the basis of a majority vote of its membership, provided that any party may appeal decisions regarding TCC membership changes to the Transportation Advisory Committee Board. The initial TCC voting membership shall include, but not be limited to the following:

1. City of Asheville
2. Town of Biltmore Forest
3. Town of Black Mountain
4. Buncombe County
5. Town of Canton
6. Town of Clyde
7. Village of Flat Rock
8. Town of Fletcher
9. Haywood County
10. Henderson County
11. City of Hendersonville
12. Town of Laurel Park
13. Madison County
- ~~13.~~14. Town of Maggie Valley
15. Town of Mars Hill
- ~~14.~~16. Town of Mills River
17. Town of Montreat
- ~~15.~~18. Transylvania County (as advisory, non-voting)
- ~~16.~~19. Town of Waynesville
- ~~17.~~20. Town of Weaverville
- ~~18.~~21. Town of Woodfin
- ~~19.~~22. NCDOT, Division 13
- ~~20.~~23. NCDOT, Division 14
- ~~21.~~24. NCDOT, Transportation Planning Branch
- ~~22.~~25. NCDOT, Public Transportation Division
- ~~23.~~26. City of Asheville Transit
- ~~24.~~27. Henderson County Apple Country Transportation
- ~~25.~~28. Buncombe County Mountain Mobility
- ~~26.~~29. Haywood County Transportation
- ~~27.~~30. State Bicycle Committee Representative, Division 13 and 14
- ~~28.~~31. FHWA, MPO Contact
- ~~29.~~32. Land of Sky Regional Council (as advisory, non-voting)
- ~~30.~~33. Land of Sky Rural Planning Organization (as advisory, non-voting)
- ~~31.~~34. Asheville Regional Airport (as advisory, non-voting)
- ~~32.~~35. WNC Regional Air Quality Agency (as advisory, non-voting)
- ~~33.~~36. NCDOT Regional Traffic Engineer (as advisory, non-voting)

Representatives of the municipalities and counties shall be the chief administrative officers (town manager or county manager) or their designees. Other entities may be represented by their chief administrative officer or their designee. Each TCC member shall have one vote. Through its bylaws,

the TCC may designate other local agencies, organizations, or individuals as voting and non-voting members of the TCC.

A quorum is required for the transaction of all business, including conducting meetings, participation in deliberations, or voting upon or otherwise transacting the public business. A quorum consists of fifty-one percent (51%) of the voting members of the TCC.

If a TCC member does not attend or does not send his or her designated alternate to two (2) consecutive meetings of the TCC, the member will be considered inactive. Following the designation as inactive, if the member or his or her alternate is not in attendance at a subsequent TCC meeting, he or she will not be counted for quorum purposes. The member will be automatically reinstated and counted for quorum purposes by attending or sending his or her designated alternate to a TCC meeting.

The TCC shall operate as determined by its adopted bylaws. Any agency not listed above which wishes representation on the TCC may request such representation for consideration under the TCC adopted bylaws.

SECTION II. It is further agreed that the subscribing agencies will have the following responsibilities:

The Municipalities-, Counties, and Council of Governments

The Municipalities and the Counties will assist in the transportation planning process by providing assistance, data and inventories in accordance with the Prospectus. The Municipalities and the Counties shall be responsible for any zoning and subdivision approvals that are impacted by the adopted Transportation Plan. The Land of Sky Regional Council will serve as the Lead Planning Agency for the French Broad River Metropolitan Planning Organization.

North Carolina Department of Transportation

The Department will assist in the transportation planning process by providing planning assistance, data and inventories in accordance with the Prospectus.











SECTION III. Subscribing agencies to this Memorandum of Understanding may terminate their participation in the French Broad River MPO by giving 30 days written notice to the ~~Transportation Advisory Committee~~Board Chair prior to the date of termination. When annexation occurs and member municipality boundaries extend beyond the adopted urbanized area boundary, the new boundaries will automatically become part of the urbanized area. If any party should terminate participation, this memorandum of understanding shall remain in force and the French Broad MPO shall continue to operate as long as 75% or more of population within the ~~Metropolitan Area Boundary~~Metropolitan Planning Area is represented by the remaining members.

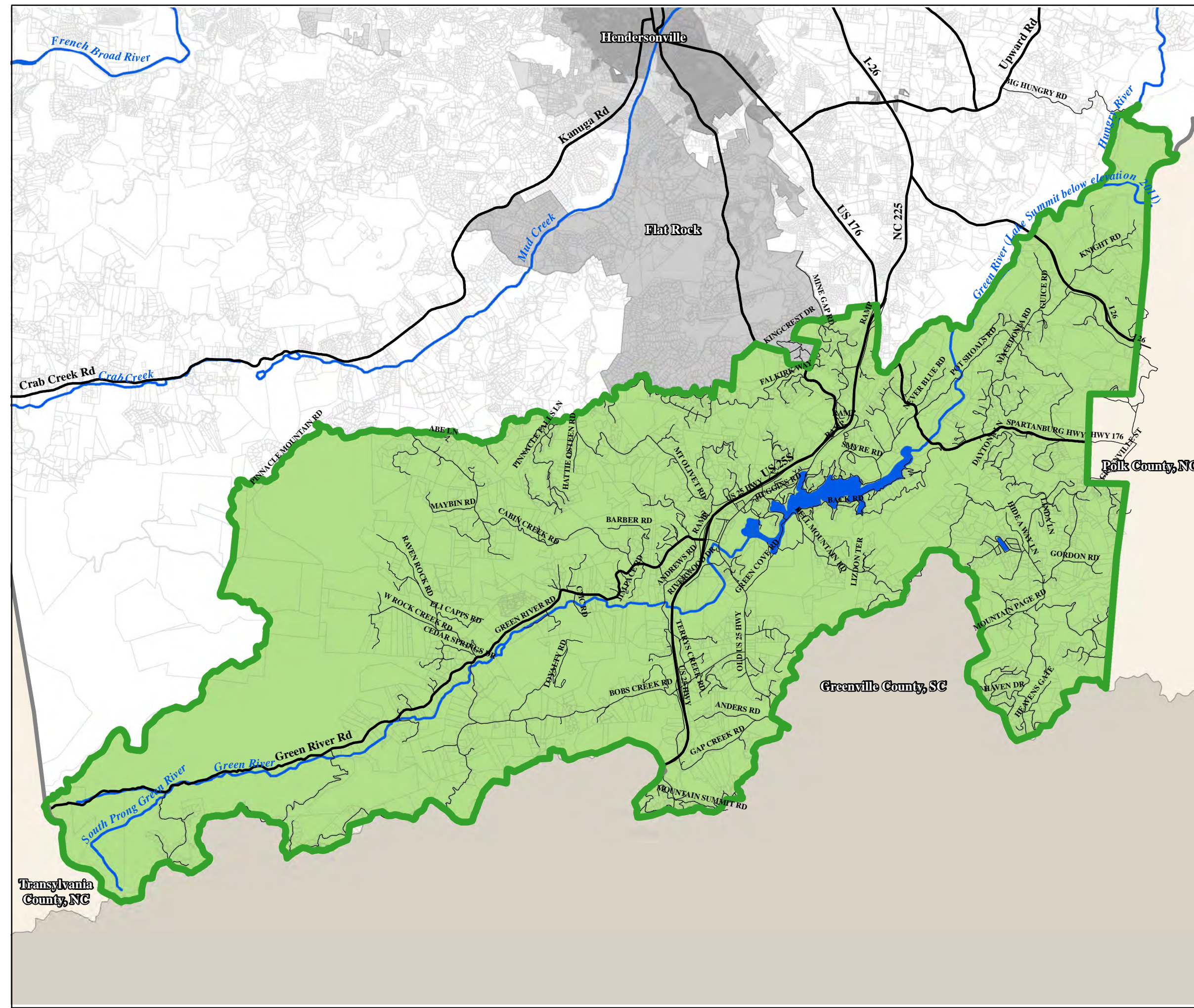
SECTION IV. In witness whereof, the parties of this Memorandum of Understanding have been authorized by appropriate officials to sign the same, the City of Asheville by its Mayor, the Town of Biltmore Forest by its Mayor, the Town of Black Mountain by its Mayor, Buncombe County by the Chair of its Board of Commissioners, the Town of Canton by its Mayor, the Town of Clyde by its Mayor, the Village of Flat Rock by its Mayor, the Town of Fletcher by its Mayor, Haywood County by the Chair of its Board of Commissioners, Henderson County by the Chair of its Board of Commissioners, the City of Hendersonville by its Mayor, the Town of Laurel Park by its Mayor, Madison County by the Chair of its Board of Commissioners, the Town of Maggie Valley by its Mayor, the Town of Mars Hill by its Mayor, the Town of Mills River by its Mayor, the Town of Montreat by its

Mayor, the Town of Waynesville by its Mayor, the Town of Weaverville by its Mayor, and the Town of Woodfin by its Mayor, and by the Secretary of Transportation on behalf of the Governor of the State of North Carolina and North Carolina Department of Transportation as of the _____

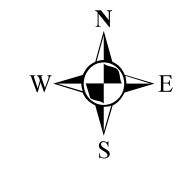
Green River, Tuxedo & Zirconia Community Planning Area

Planning Area Boundary

-  Major Roads
-  Streets
-  Major Streams
-  Community Plan Boundary
-  City of Hendersonville
-  Village of Flat Rock
-  Municipal ETJ
-  North Carolina
-  South Carolina
-  Parcels



1 in = 1 miles



This map is prepared from the inventory of real property found within this jurisdiction, and is compiled from recorded deeds, plats, and other public records and data. Users of this map, are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this map. The County and mapping company assume no legal responsibility for the information contained on this map.

Henderson County Planning Department 07-10-12

3.5: TRANSPORTATION

North Carolina Department of Transportation (NCDOT) Public Roads. NCDOT maintains the majority of public roads in the state (including over 79,000 miles of roadway and some 77% of the entire public road system). Most state departments of transportation do not maintain the majority of public roads and instead delegate road maintenance authority to municipalities and/or counties. Henderson County does not currently maintain any roads for public purpose.

Regional Planning Process. NCDOT coordinates much of its transportation planning efforts for the County through the French Broad River Municipal Planning Organization (MPO). Henderson County is part of this MPO which also includes Buncombe and Haywood Counties and the municipalities within each of the three (3) counties. Henderson County, like all local governments in the MPO, participates in the preparation and prioritizing of project lists for the:

- (1) “Comprehensive Transportation Plan for French Broad River MPO and Rural Areas of Buncombe, Haywood and Henderson Counties” (hereinafter “Comprehensive Transportation Plan”) which serves as a vision for the future transportation system (adopted January 18, 2008);
- (2) “Transportation 2035: The Long Range Multi-Modal Plan for Buncombe, Haywood, and Henderson Counties” (hereinafter “Long Range Multi-Modal Plan”) which identifies transportation improvements and programs to be carried out over the next 25 years; and
- (3) “Transportation Improvement Program” (hereinafter “TIP”) which lists projects proposed for the next seven (7) years.

Beyond the MPO process, Henderson County also works directly with NCDOT engineers (district and county) to provide feedback on and track progress of projects within the County.

Henderson County also has an appointed Transportation Advisory Committee (TAC). The TAC is comprised mostly of MPO representatives who meet regularly to: (1) discuss local transportation issues; (2) receive updates from the NCDOT district engineer regarding TIP and secondary road project progress; and (3) take public input regarding transportation related concerns and issues.

Regional Transportation Network Challenges. The regional transportation network faces challenges in that it is: (1) rural, (2) isolated from a major urban center, (3) under development pressure, and (4) restricted by scarce financial resources. The following are the major issues for the region:

Shortfall in Revenues. A shortfall in revenues needed to implement an adequate pavement rehabilitation program and make needed improvements to roads, highways and bridges.

Addition of Substandard Roads. State maintenance funds are fiscally impacted when already substandard roads are added to the maintained roadway inventory.

Lack of Transportation Services. There is a need for transportation services to ensure mobility and reasonable access for all age and income groups. This needs to be addressed despite limited funding sources, extensive travel distances and high regional operating and fuel costs.

Lack of Bicycle and Pedestrian Facilities. There is a need for bicycle and pedestrian facilities to provide safer environments and better connectivity for non-motorized travel.

Recommended Potential Improvements to Roadway Facilities. The recently completed Comprehensive Transportation Plan recommended the improvement of US Highway 25, upgrading the segment between I-26 and NC 225 to a 4-lane freeway. This project is to be completed in 2012.

The Comprehensive Transportation Plan, Long Range Transportation Plan and Transportation Improvement Program do not propose any additional roadway facility improvements in the planning area.

Vehicle Crashes. Vehicle crashes may indicate congestion problems and/or be associated with the physical characteristics of a roadway. Inadequate turn bays, sight distance, pavement width and traffic control devices can all contribute to a vehicle crash. Crash data available from January 1, 2004 to December 31, 2006 were analyzed to identify intersections with a high frequency of vehicle crashes (10 or more). A total of 75 intersections were identified and ranked in Henderson County. The Planning Area contained none of these intersections.

Bike Routes. NCDOT designated bike routes in the Planning Area include all or portions of: US Highway 176 (segment of Route 8 – Southern Highlands Cross-State Route), US Highway 225, Old US Highway 25 (SR 1265), Mountain Page Road (SR 1846) and Anderson Road (SR 1105) (See Map 5, Recreation and Multimodal Transportation (*page number to be determined*)). These designated bike routes contain no dedicated bike facilities (bike lanes or paved shoulders) because most of these roads: (1) are rural in nature, (2) have a low volume of traffic, (3) lack adequate shoulders, and (4) have poor geometrics. NCDOT cautions route users that these roads do not contain special accommodations. The most heavily traveled road segments include “Share the Road” signs.



Painted bike lanes along road shoulders may be added when a roadway is widened, road designs (geometrics) are improved, or road resurfacing is scheduled. The designation of a bike facility (bike lane) should occur during the design phase for a planned improvement to a road.

Public Transportation. An existing fixed-route transit system serves the County (See Map 5, Recreation and Multimodal Transportation (*page number to be determined*)). The four (4) routes operate on weekdays between the hours of 6:30 a.m. and 6:30 p.m. (three (3) routes) or 9:00 a.m. and 5:00 p.m. (one (1) route). Eligible citizens of the County (senior citizens and disabled persons living within ¾ miles of a fixed route) may use paratransit (rural van service) upon request. Paratransit is available during the same operation days/hours as the fixed-route service. Federal and State grants and County and municipal contributions fund the transit system.

The planning area is not serviced by the existing fixed-route transit system or paratransit.

Transportation Goals and Objectives

Goal T1. *Work with NCDOT to identify opportunities to create bike lanes when existing roads are widened or improved.*

Goal T2. *The County should support and encourage road and intersection improvements in the GRTZ Planning Area.*