Corridor Studies Adoption

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Jessica Morriss, AICP, MPA
Assistant Director of Transportation

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Key Takeaways

- Corridor Studies set the stage for future infrastructure improvements
- They allowed the public to get involved earlier in the process
- Adopting the studies as amendments to the AIM(spell out) Plan means:
  - The NCDOT has to consider them in their planning
  - The City can refer to them when reviewing development applications
- Adopting the studies does not:
  - Commit the City or NCDOT to any specific improvement, schedule, or funding contribution

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Overview

- Partnership between Buncombe County, City of Asheville, and the MPO (NCDOT was part of the steering committees as well)
- Each study provided multiple opportunities for public input
- Gives a starting point for a vision of "positive change" for each corridor
- Enables better documentation and involvement at an early stage- before major design & construction

FRENCH BROAD RIVER
METROPOLITAN PLANNING ORGANIZATION
A PROGRAM OF LAND OF SKY

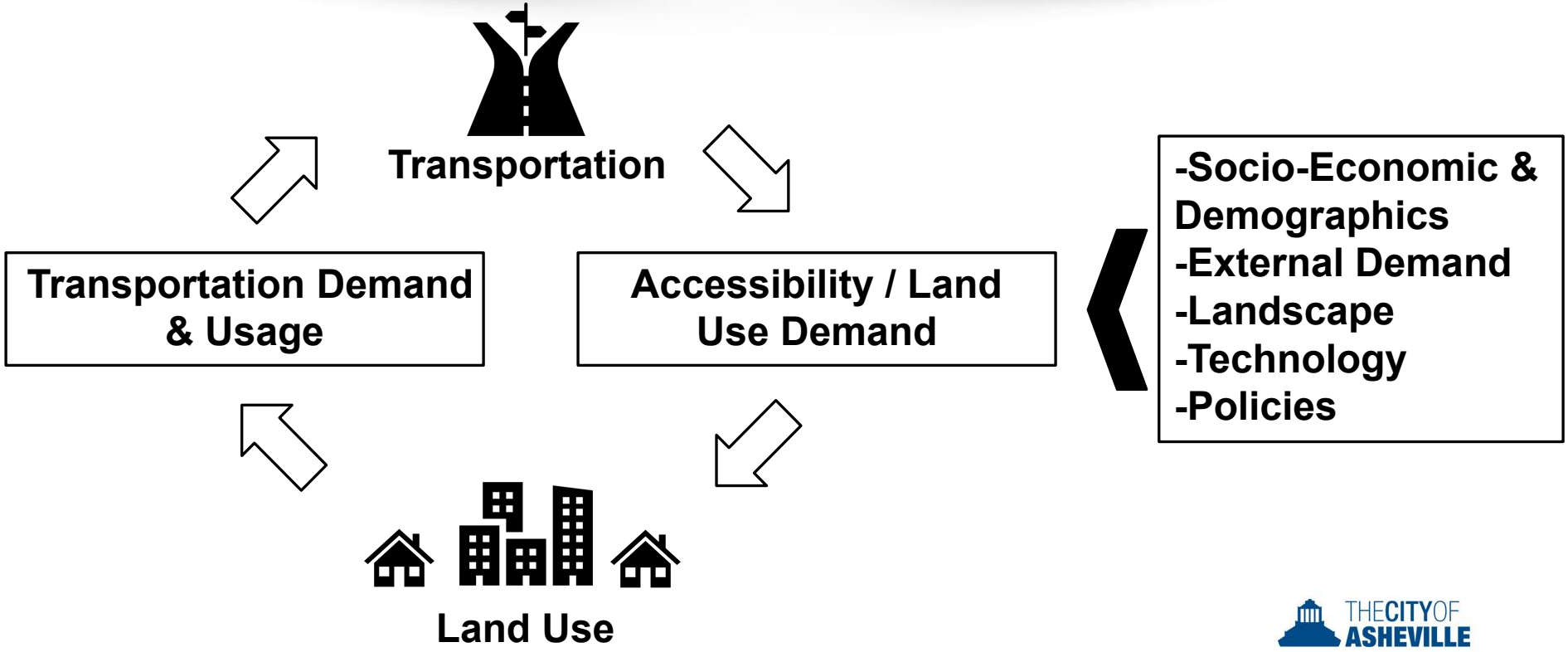
CITY OF ASHEVILLE NORTH CAROLINA

BUNCOMBE COUNTY NORTH CAROLINA
PEOPLE TO MATCH OUR MOUNTAINS

Overview

Hendersonville Road and Tunnel Road	Biltmore Avenue and McDowell Street
• Managed by the MPO, in cooperation with the City and County • Both corridors were considered “high priorities” for improvements in the region • County chose Hendersonville Road • City chose Tunnel Road	• Managed by the City • Funded by the City and the MPO • Came about from several planned projects on the corridors that required further study

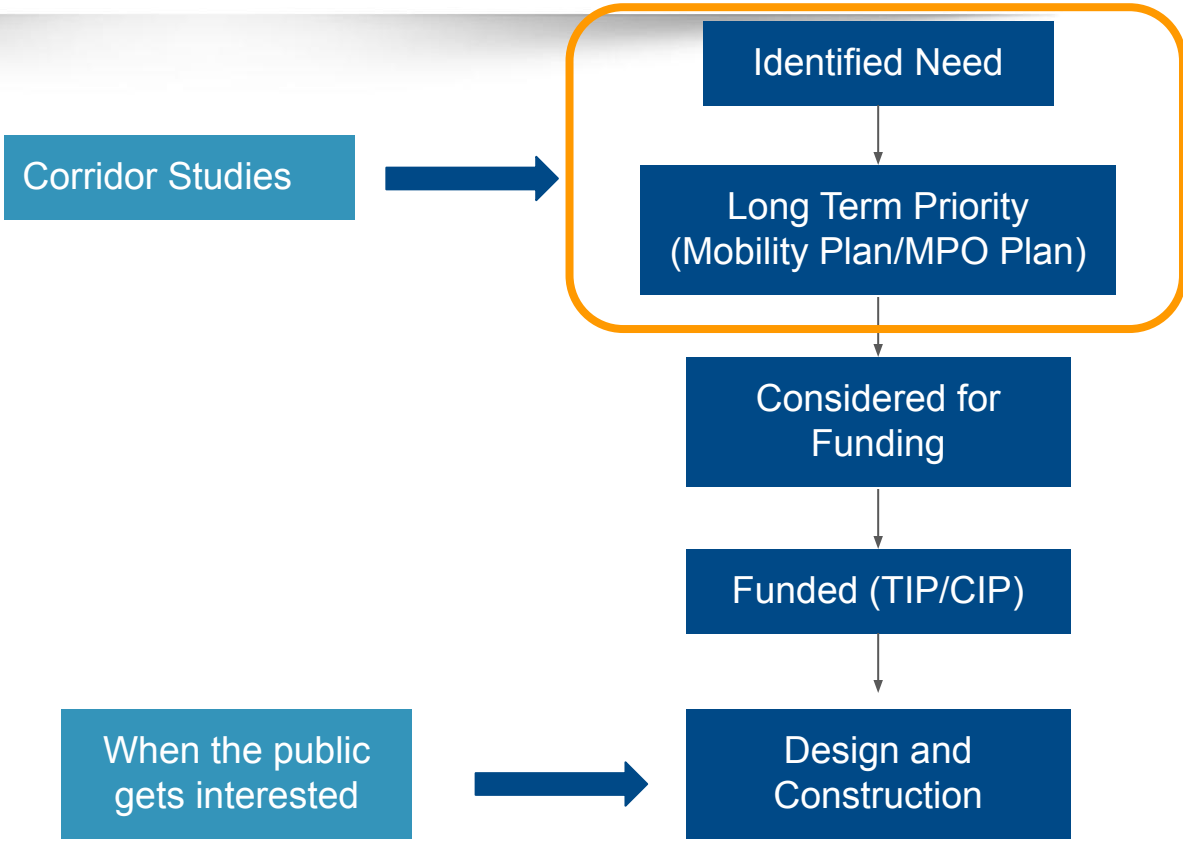
Purpose 1: Tie Land Use and Transportation Together



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Purpose 2: Document a Vision for the Future

- Corridor Studies can help improve the planning process
- Earlier understanding of needs and constraints
- Earlier look at potential costs
- Aims to get public involved earlier/create awareness



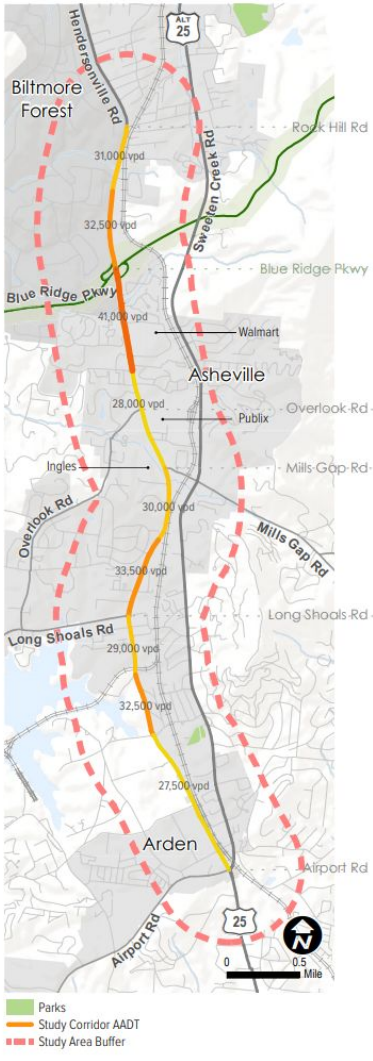
Hendersonville Road

Study Area

- 5.4 Miles between Rock Hill Road and Sweeten Creek/Airport Road
- 11,000 + residents
- Traffic volumes 25k - 40k per day

Identified Needs

- Safety issues
- Increasing congestion
- Lack of connectivity
- Lack of bike/ped
- Infrequent transit service
- Constrained corridor



Hendersonville Road

Recommendations

- Add a multi-use path along the corridor
- Increase transit frequency
- Add a median to improve safety
- Improve access management (reduce driveways)
- Improve intersections to reduce congestion
- Minimize ROW needs
- Create more connectivity to disperse traffic





Tunnel Road

Study Area	Identified Needs
• 1.75 Miles between the tunnel and Swannanoa River Rd. • 240 residences; Significant commercial and employment • Traffic volumes 12k - 21k per day (decreasing)	• Safety issues • Some congestion • Lack of connectivity • Lack of bike/ped • Constrained corridor • Expected redevelopment

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Tunnel Road

Recommendations

- Road diet from Chunns Cove to S. Tunnel to add multimodal and improve safety
- Improve signal timing
- Improve intersections to reduce congestion
- Add roadway connections/create more of a grid
- Transition to more urban land uses

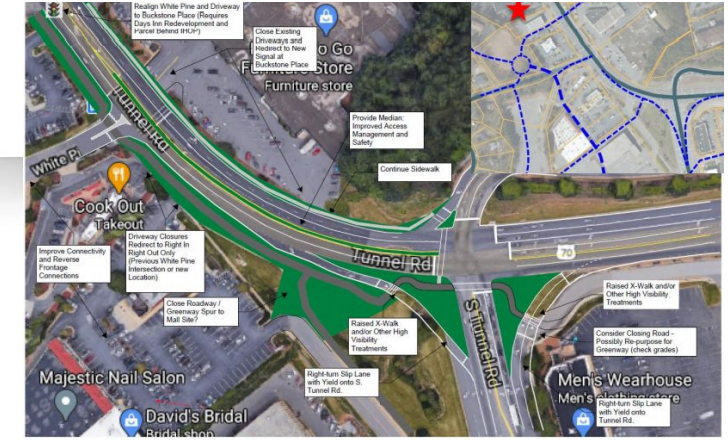


Figure 32: Diagram of Road Space Reassignment Concept at Tunnel Road/South Tunnel Road

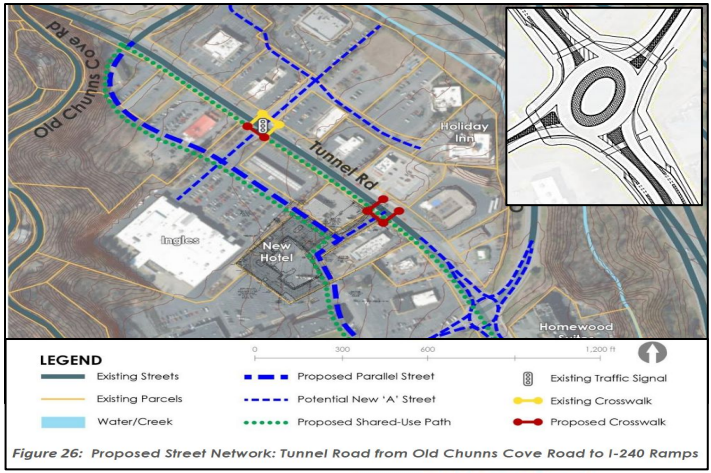


Figure 26: Proposed Street Network: Tunnel Road from Old Chunns Cove Road to I-240 Ramps

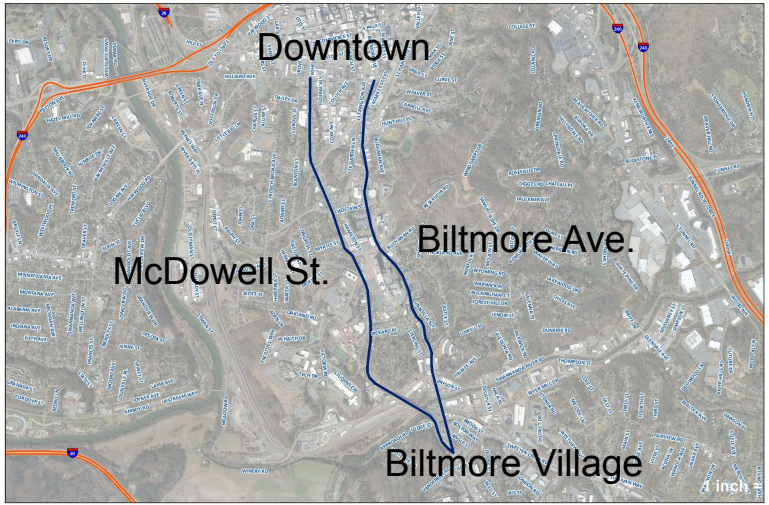
Biltmore Avenue and McDowell Street Study

Study Area

- 2.1 Miles between College/Hilliard and Vanderbilt/All Souls Crescent
- Mission hospital and medical offices
- Major employment and commercial (Biltmore Village)

Identified Needs

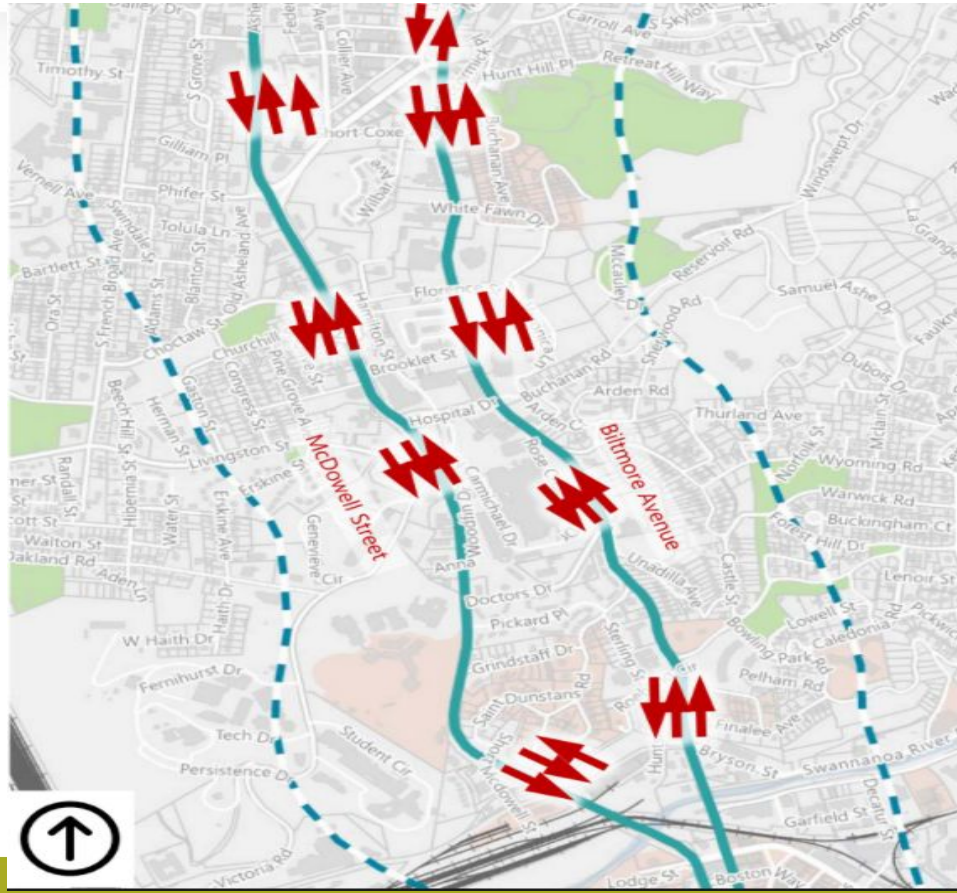
- Safety issues
- Some congestion
- Lack of connectivity
- Lack of bike/ped
- Constrained corridor
- Must maintain hospital access



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Biltmore Avenue and McDowell Street

Recommendations
• Consider corridors as a functioning pair • Rebalance lanes to continue hospital access but also be able to add multimodal • Consider intersection improvements at major bottlenecks



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