



M E C K L E N B U R G - U N I O N
METROPOLITAN PLANNING ORGANIZATION

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CHARLOTTE

CORNELIUS

DAVIDSON

HUNTERSVILLE

INDIAN TRAIL

MATTHEWS

MECKLENBURG
COUNTY

MINT HILL

MONROE

NCDOT

PINEVILLE

STALLINGS

UNION
COUNTY

WAXHAW

WEDDINGTON

WESLEY CHAPEL

WINGATE

TO: TCC Members
FROM: Nicholas Polimeni
MUMPO Principal Planner
DATE: October 28, 2011
SUBJECT: November TCC Meeting-Additional Information

The following additional information for the November 3 Technical Coordinating Committee (TCC) meeting is attached:

Agenda item #2-SPOT Prioritization 2.0

Attachment: List of priority transit projects adopted by the Metropolitan Transit Commission (MTC) and recommended to the MPO for approval and submission to NCDOT

Agenda item #3-Matthews Roundabout TIP Amendment

Attachment: Memorandum from Ralph Messera

Agenda item #6-FY 2012 Bicycle & Pedestrian Grants – Red Line Trail

Attachment: Red Line Trail fact sheet

Please call me at (704) 336-8309 if you have any questions.

| Priority | STIP# | DESCRIPTION | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | FY13-15 Total | FY13-20 Total | State Score | Recommended MPO Score | Total Score |
|----------|----------|--|-----------------|------------------|------------------|------------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|--------------|-----------------------|--------------|
| 1 | TA-5113 | Replacement Bus | \$10,479 | \$11,475 | \$14,360 | \$13,161 | \$13,191 | \$15,907 | \$13,263 | \$15,045 | \$36,314 | \$106,881 | 5.7 | 100 | 90.6 |
| 2 | TA-4711 | Replacement - STS Paratransit Vehicles | \$2,049 | \$2,108 | \$2,172 | \$2,237 | \$2,494 | \$2,569 | \$2,646 | \$2,726 | \$6,329 | \$19,001 | 20.7 | 100 | 92.1 |
| 3 | TA-4960 | Replacement Van - vanpool | \$421 | \$433 | \$446 | \$460 | \$286 | \$300 | \$314 | \$330 | \$1,300 | \$2,990 | 12.4 | 0 | 1.2 |
| 4 | TD-4701 | Facility - S. Tryon Bus Facility (Debt Service) | | | | \$3,428 | \$3,429 | \$3,429 | \$3,431 | \$3,427 | \$0 | \$17,144 | 0.0 | 0 | 0.0 |
| 5 | TW-5102A | Transit Bridge Program | | | | | \$200 | \$300 | \$500 | \$325 | \$0 | \$1,325 | 0.0 | 0 | 0.0 |
| 6 | TE-5205 | Rail Facilities & Equipment | \$2,708 | \$2,848 | \$3,015 | \$1,602 | \$1,135 | \$1,475 | \$1,275 | \$805 | \$8,572 | \$14,863 | 5.2 | 0 | 1.3 |
| 7 | TG-5242 | Replacement Bus Equipment | \$650 | \$770 | \$765 | \$800 | \$550 | \$550 | \$550 | \$550 | \$2,185 | \$5,185 | 2.5 | 0 | 0.6 |
| 8 | TS-5134 | Safety & Security Equipment | \$1,283 | \$657 | \$676 | \$802 | \$1,925 | \$1,200 | \$1,125 | \$1,100 | \$2,616 | \$8,768 | 0.0 | 0 | 0.0 |
| 9 | TT-5221 | Technology | \$853 | \$6,653 | \$4,515 | \$3,667 | \$2,621 | \$2,031 | \$4,998 | \$7,627 | \$12,021 | \$32,965 | 16.0 | 100 | 91.6 |
| 10 | TE-4902 | Fixed Guideway - North Corridor - plans, design, acquisition, construction | \$17,300 | \$146,000 | \$188,800 | \$66,400 | | | | | \$352,100 | \$418,500 | 32.3 | 100 | 93.2 |
| 11 | TE-5204 | South Corridor Upfit | | \$4,000 | \$24,500 | \$24,500 | \$13,900 | | | | \$28,500 | \$66,900 | 5.2 | 0 | 1.3 |
| 12 | TD-5266 | Facility - Maintenance of Way Facility | \$2,200 | \$935 | | \$935 | | | | | \$3,135 | \$4,070 | 8.2 | 50 | 45.8 |
| 13 | TA-4716 | Expansion - Vanpool | | | | | \$125 | \$131 | \$138 | \$144 | \$0 | \$539 | 0.0 | 0 | 0.0 |
| 14 | TD-4704 | Facility - Park & Ride | \$3,925 | \$1,300 | \$3,000 | \$3,000 | \$1,150 | | \$3,589 | \$3,159 | \$8,225 | \$19,122 | 8.4 | 100 | 90.8 |
| 15 | TG-4827 | Service Vehicles | | | | | \$266 | \$30 | | \$215 | \$0 | \$511 | 0.0 | 0 | 0.0 |
| | | Total | \$41,868 | \$177,180 | \$242,249 | \$120,992 | \$41,272 | \$27,923 | \$31,828 | \$35,453 | \$461,297 | \$718,765 | 116.6 | 550 | 508.5 |

To: MUMPO-TCC

From: Ralph S. Messera, Public Works Director

Date: October 27, 2011

Subject: TIP Amendment- Matthews Roundabout
U-5509

R. Messera

The NCDOT, in a joint application with the Town of Matthews, was awarded a grant under the FHWA's Transportation, Community and System Preservation Program for the construction of a roundabout at the Intersection of Matthews Township Parkway (NC 51) and Matthews Mint Hill Road.

The NCDOT has assigned a TIP number of U-5509 to the project and the STIP has been amended to reflect Programming and Environmental Study only.

Matthews, along with the NCDOT, requests that the LTIP be amended in the same manner as the STIP to reflect this grant. Attached are the minutes of the Board of Transportation meeting to reflect the required text.

Approval – Revisions to the 2009-2015 and 2012-2020 STIP

A motion was made by Board Member Burns, which was seconded by Board Member Burrell, to approve the following additions, modifications and deletions to the 2009-2015 and 2012-2020 State Transportation Improvement Plan.

HIGHWAY PROGRAM

STIP ADDITIONS

DIVISION 2

- | | | |
|------------|--|--|
| 1. EB-5539 | Greenville, South Tar River Greenway, Phase 3: Pitt Street toward Moye Boulevard in vicinity of Pitt County Memorial Hospital, Pitt County. Construct greenway using existing sidewalks, roads and new location along the river. | Preliminary Engineering FFY 12 - \$ 188,000 (DP) Preliminary Engineering FFY 12 - \$ 47,000 (C) Right of way FFY 12 ----- \$ 100,000 (DP) Right of way FFY 12 ----- \$ 25,000 (C) Construction FFY 13 ----- \$ 619,609 (DP) Construction FFY 13 ----- \$ <u>220,391</u> (C) Total Cost ----- \$1,200,000(DP/C) |
| 2. F-5500 | NC 306, Cherry Branch Ferry Terminal, Craven County. Construct new ramp and gantry. | Construction FFY 12 - \$1,481,000 (DP) Construction FFY 12 - \$ <u>370,250</u> (SF) Total Cost ----- \$1,851,250 (DP/SF) |

DIVISION 5

- | | | |
|-----------|---|---------------------------------------|
| 1. M-0446 | Triangle Ramp Metering Study, Wake and Durham Counties. | Programmed for Feasibility Study Only |
|-----------|---|---------------------------------------|

DIVISION 7

- | | | |
|-----------|---|---|
| 1. U-5505 | Greensboro, SR 2136 (Fleming Road) and Isaacson Road, Guilford County. Realign Fleming Road and construct a new intersection. | Right of way FFY 12 - \$ 20,000 (STPDA) Right of way FFY 12 - \$ 5,000 (C) Construction FFY 12 - \$1,800,000 (STPDA) Construction FFY 12 - \$ <u>455,000</u> (C) Total Cost ----- \$2,280,000 (STPDA/C) |
|-----------|---|---|

DIVISION 10

- | | | |
|-----------|--|--|
| 1. U-5509 | Matthews, Intersection of NC 51 and Matthews-Mint Hill Road, Mecklenburg County. Construct a roundabout. | Programmed for Planning and Environmental Study Only |
|-----------|--|--|

DIVISION 12

- | | | |
|-----------|--|--|
| 1. U-5510 | Hickory, SR 1468 Extension, US 70 to SR 1148 (Startown Road), Catawba County. Construct a three-lane facility. | Programmed for Planning and Environmental Study Only |
|-----------|--|--|

Red Line Trail

for bicyclists and pedestrians

An opportunity exists to create an approximately 30-mile bicycle and pedestrian trail supportive of plans for a regional transit rail corridor serving multiple communities north of Charlotte. The proposed CATS Red Line rail corridor is planned to connect Iredell and Mecklenburg counties from downtown Mooresville to uptown Charlotte, passing through Mooresville, Davidson, Cornelius, Huntersville and Charlotte. This north-south rail corridor is located in areas that have either no plans for bicycle and pedestrian facilities, or currently involve plans to direct bicycle riders onto high volume, high speed roads which are not well suited for the safety and comfort of most bicyclists. The need for a dedicated off-road north-south route to allow bicycles and pedestrians access to proposed transit stations makes this project a vital connector to greenway and bicycle routes already adopted by local public and private entities. The possibility of achieving this connection has captured the attention and commitment of a visionary group of regional planning organizations, citizens and staff; this Red Line Trail Initiative Group has worked to shape the nature and scope of the project and to prepare an initial feasibility report.

Goals & Objectives

- Provide a north-south connection for bicyclists and pedestrians across seven jurisdictions.
- Plan collaboratively with Norfolk Southern and CATS.
- Collaborate with emergency service providers, Norfolk Southern and CATS for potential safety and maintenance access.
- Provide access to all proposed transit stations for the CATS Red Line and expanded connections with CATS bus lines.
- Provide connectivity for schools, greenways, parks, residential developments, businesses, and commercial centers.
- Encourage regional economic investment and development by improving community quality-of-life attractiveness.
- Provide roughly 30 additional miles of trail to an impressively expanding trail system that will likely become part of the Carolina Thread Trail and the Lake Norman Bike Trail.
- Allow bicycle and pedestrian users an off-road alternative to high-volume and high-speed Hwy 115 and other roads.
- Improve air quality, health and fitness.

Quick Facts

- Proposed Red Line Trail would traverse approximately 30 miles.
- Preliminary demand models prepared by transportation planners estimate that between 1.2 and 1.8 million user trips will be made annually on the trail.

Quick Facts (cont'd)

- Once the Red Line Trail is adopted by the seven jurisdictions as part of their bicycle, trail and greenway master plans, funds can be sought from various sources and dedications of land can be requested.
- The estimated cost per mile for planning purposes is anticipated to be approximately \$1 million for design and construction (excludes land acquisition and significant bridges or structures; subject to change according to current economic conditions).
- It is anticipated that approximately 60% of the needed easements will be dedicated.
- Land acquisition funds will be needed to connect sections of the corridor (cost has not yet been determined).

Feasibility Report

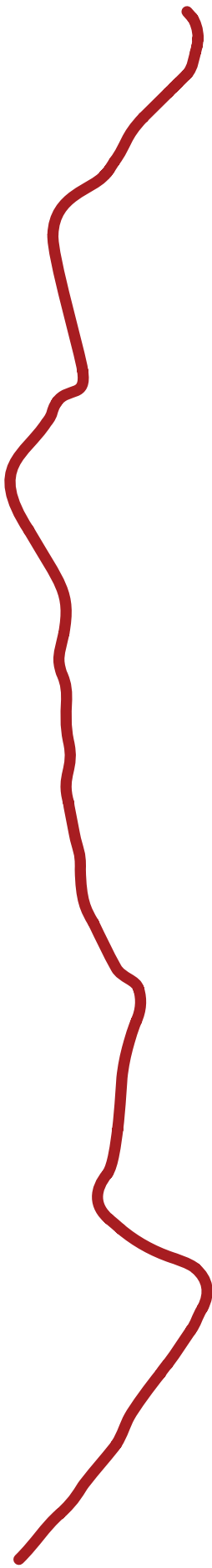
The Red Line Trail Initiative Group consists of approximately 25 individuals representing citizens, planning firms, regional planning organizations and planning staff from the seven jurisdictions that would host the project. This group has met many times to study the plausibility of this project; after a careful study of the corridor, the group unanimously agrees that the project is highly desirable. The development of a detailed feasibility study, currently in progress, will likely encourage adoption of this project into the related master plans. Many advantageous connections can be made as each section is completed, and give citizens opportunities for non-vehicular transportation and recreation along this corridor.

Partnerships & Funding

Opportunities for public and private partnerships and benefits abound as this trail will link various land uses, providing users non-vehicular access to the transit system, businesses, commercial developments and communities.

Next Steps

The Red Line Trail Initiative Group will complete and present the feasibility study within the seven public jurisdictions, requesting adoption of the Red Line Trail into their respective master plans. The Group also will seek formal support from other private sources and public planning and funding entities. A more detailed master plan for the corridor will then be developed to determine trail location; to study cost; to define and prioritize sections of trail development; and to consider construction priorities.



proposal for connectivity

Red Line Trail

for bicyclists and pedestrians

