



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

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TO: TCC Members
FROM: Nicholas Polimeni
MUMPO Principal Planner
DATE: November 23, 2011
**SUBJECT: Technical Coordinating Committee (TCC) Agenda
December 2011 TCC Meeting—December 1, 2011**

The December 2011 TCC meeting is scheduled for **Thursday, December 1 at 10:00 AM** in **Room 280** of the Charlotte-Mecklenburg Government Center (600 East Fourth Street). Attached is a copy of the agenda.

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

MUMPO TCC
AGENDA
December 1, 2011

- 1. Consideration of November Meeting Minutes** Bill Coxe
ACTION REQUESTED: Approve as presented, or with amendments.

- 2. Comprehensive Transportation Plan (CTP)** (10 minutes) Andy Grzymiski
ACTION REQUESTED: Approve the proposed schedule for the development of the CTP.

BACKGROUND: At the September TCC meeting, a request was made that a schedule be developed for the completion of the Comprehensive Transportation Plan (CTP). TCC Staff have been developing a schedule at their weekly Staff Meetings. The schedule will be presented and the TCC is being asked to approve the recommended schedule.

- 3. I-485 & I-77 Project Updates** (20 minutes) Barry Moose
a. I-485 Widening, R-4902
ACTION REQUESTED: FYI

BACKGROUND: The scope of this project may be expanded from the addition of one lane in each direction from I-77 to Johnston Road, to two lanes in each direction. In addition, one lane in each direction may be added between Johnston Road and the Rea Road interchange. This will require LRTP and TIP amendments, along with an air quality conformity determination.

- b. I-77 High Occupancy Toll Lanes**
ACTION REQUESTED: FYI

BACKGROUND: The 2035 LRTP and 2012-2018 TIP both include a project (I-5405) to convert the existing I-77 HOV lanes to high occupancy toll (HOT) lanes and to extend them to exit 28. The project's scope may be expanded to include two HOT lanes in each direction, and to extend them south to 5th St. and on to the Brookshire Freeway. If the scope is expanded, amendments to the LRTP and TIP, along with an air quality conformity determination, will be needed for two TIP projects: I-3311C and I-5405.

- 4. HUD Sustainable Communities Grant** (20 minutes) Rebecca Yarbrough
ACTION REQUESTED: FYI

BACKGROUND: Centralina COG has been awarded a Grant for regional sustainability planning. An outline of the Grant will be provided, including a presentation on components of particular interest to MUMPO. These include the Blueprinting Process, which can support LRTP development, and the creation of indicator data that can track progress. MUMPO TCC members also will be asked to begin thinking about particular outputs they would like to see from the Grant as a whole, and the Blueprinting process. For more information about the HUD grant program, please visit www.hud.gov/sustainability.

5. Red Line Trail (15 minutes)

Gwen Cook

ACTION REQUESTED: FYI

BACKGROUND: The proposed Red Line Trail is an approximate 30 mile corridor of multi-use, off-road trail connecting downtown Mooresville to Charlotte in the area of the Panthers Stadium. The route of the project mostly parallels the CATS Red Line transit corridor and has tremendous potential to boost and support ridership of the transit system. Yet, the Red Line Trail can also serve communities for local transportation to downtown areas and significant destinations as well as active transportation throughout the 7 jurisdictions served by the project.

ATTACHMENT: Red Line Trail Fact Sheet

6. Metrolina Regional Travel Demand Model (10 minutes)

Anna Gallup

ACTION REQUESTED: FYI

BACKGROUND: Update on the progress of the Metrolina regional travel demand model.

7. NCDOT Complete Streets Planning and Design Guidelines (10 minutes)

Tracy Newsome

ACTION REQUESTED: FYI

BACKGROUND: Update on the NCDOT's Complete Streets efforts.

8. Environmental Justice (5 minutes)

Robert Cook

ACTION REQUESTED: FYI

BACKGROUND: MUMPO is conducting an analysis of how its plans and programs affect low-income and minority (environmental justice) communities. The analysis is a result of a recommendation contained in the most recent FHWA/FTA Joint Certification Review. An update on the project's status will be provided.

9. Upcoming Issues

10. Adjourn

MECKLENBURG - UNION TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 267
November 3, 2011

Voting Members: Bill Coxe (Huntersville), Danny Pleasant (CDOT), George Berger (Charlotte Engineering & Property Management), Ken Tippet (CDOT Bicycle Coordinator), Jonathan Wells – alt for Debra Campbell (C-M Planning), Lisa Stiwinter (Monroe), David McDonald (CATS), Anil Panicker (NCDOT-TPB), Andrew Grant (Cornelius), Lauren Blackburn (Davidson), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Ralph Messera (Matthews), John Hoard (Mint Hill), Kevin Icard (Pineville), Jordan Cook (Weddington), Joshua Langen (Wesley Chapel), Amy Helms (Union County)

Staff: Robert Cook (MUMPO), Stuart Basham (MUMPO), Nick Polimeni (MUMPO), Gwen Cook (Mecklenburg County Park and Recreation), Anna Gallup (CDOT), Andy Grzymiski (CDOT), Norm Steinman (CDOT), Sara Familian (CDOT), Terry Arellano (NCDOT), Louis Mitchell (NCDOT), John Underwood (NCDOT), Jim Loyd (Monroe), David Nelson (Matthews), Brandon Watson (Cornelius), Loretta Barren (FHWA)

Guests: Scott Lane (JS Lane), Todd Steiss (PB), Carl Gibilaro (Atkins), Steve Blakley (Kimley-Horn), Bjorn Hansen (Centralina COG)

Mr. Coxe announced the following changes to the agenda:

- Item 7, regarding amendments to the TIP, will be moved up after Item 3; and
- Item 6 will be removed from the agenda, and moved to a future TCC agenda

Mr. Wells made a motion to approve the changes to the agenda. Mr. McDonald seconded the motion. Upon being put to a vote, the motion passed unanimously.

1. Consideration of October Meeting Minutes

Mr. Coxe noted one minor change to the minutes, and then asked if there were any other changes needed. Hearing none, the minutes were approved by acclamation.

2. SPOT Prioritization 2.0

Presenter: Nicholas Polimeni

Summary/Requested Action:

Mr. Polimeni provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). Mr. Polimeni provided an overview about what has been completed, and what still needs to be done with regard to the Prioritization 2.0 (P2.0) process. Specifically, he noted that the deadline for submitting local input points to NCDOT is December 16, 2011. The following recommendations were outlined for each project mode:

Transit Projects

- Mr. McDonald, of CATS, presented information about the process used for prioritizing transit

- projects and allocating the 550 points given to each MPO for local priorities;
- The goal being to best position projects to be competitive for state funds, by allocating 100 points each to MUMPO's top five projects eligible for a state match, and 50 points to a sixth project;
- No points will be given to projects not eligible for a state match;
- He noted that a CATS project received the second highest quantitative score in the state; and
- The MTC, at its October 26 meeting, recommended the project priorities and point allocation as presented.

Ms. Blackburn asked if the horizon years for transit projects are different than for highway projects, and Mr. McDonald confirmed that transit will be looking to fund projects in FY 2013, 2014 and 2015.

Motion:

Mr. Messera made a motion to recommend that the MPO approve the local point allocation as presented, and endorsed by the MTC. Mr. Wells seconded the motion. Upon being put to a vote, the motion passed unanimously.

Highway Projects

- A TCC subcommittee met October 11 and discussed four possible scenarios for allocating MUMPO's 1300 points, and one of those methodologies was recommended by the subcommittee;
- Mr. Polimeni explained how each tier – statewide, regional and subregional – is weighted, and how the weighting impacts the project scores;
- Mr. Pleasant emphasized that Prioritization 2.0 is a NCDOT prioritization system, but that the LRTP still represents the priority projects for MUMPO, specifically that Independence Boulevard is still the region's top priority;
- Mr. Steinman noted that on the statewide tier, Independence Boulevard is shown as MUMPO's highest priority;
- It was noted that Division 10 of NCDOT has not yet allocated its local points, which could ultimately impact MUMPO's project scores;
- Mr. Messera recommended that the local points be displayed by tier to be presented to the MPO in order to clearly show that Independence Boulevard is MUMPO's number one ranked project on the statewide tier; and
- Mr. Grant asked that the MPO be given a follow up presentation after the final scores for P2.0 are released, and Mr. Polimeni indicated that he will be doing that.

Motion:

Mr. Messera made a motion to recommend that the MPO approve the local input point allocation as presented, with the affirmation that the MPO's priorities are in line with its adopted LRTP and that the intention is to continue to reflect those priorities to the state. Mr. Wells seconded the motion. Upon being put to a vote, the motion passed unanimously.

Bicycle and Pedestrian Projects

- The bicycle and pedestrian subcommittee met in late September and finished ranking the projects in the prioritization database using MUMPO's adopted criteria to rank its top 5 bicycle projects and its top 5 pedestrian projects;
- The results were presented to the TCC at its October meeting without any objections; and
- Mr. Grant asked if the Division office of NCDOT would also allocate points to bike/ped projects, to which Mr. Polimeni indicated that he did not believe so but would follow up with the TCC with a confirmation from SPOT.

Motion:

Ms. Blackburn made a motion to recommend that the MPO approve the local rankings for bicycle and pedestrian projects as presented. Mr. Tippetse seconded the motion. The motion passed unanimously.

3. Matthews Roundabout TIP Amendment

Presenter: Ralph Messera, Town of Matthews

Summary/Requested Action:

Mr. Messera reminded the TCC that the Town of Matthews, in a joint application with NCDOT, was awarded a grant under FHWA's Transportation, Community and System Preservation Program for the construction of a roundabout at the intersection of NC 51 and Matthews-Mint Hill Road. He stated that the project has already been added to the State's TIP and given a TIP number (U-5511), but that it also needs to be added to MUMPO's TIP for planning and environmental work only. No equity funds are associated with the project at this time.

Motion:

Mr. Pleasant made a motion to recommend that the MPO approve an amendment to the 2012-2018 TIP to add project U-5511 for planning and environmental work only, for a roundabout project in the Town of Matthews. Mr. McLamb seconded the motion. The motion passed unanimously.

Agenda Item 7 was taken out of order, after Item 3.

4. 2012-2018 TIP Amendments & 2035 LRTP Amendments

a. R-4902, I-485 Widening and Miscellaneous TIP Amendments

Presenter: Robert Cook

Summary/Requested Action:

Mr. Cook stated that several minor housekeeping issues have been brought to the MPO's attention, which requires amending the currently adopted 2012-2018 TIP. He highlighted some of the issues which include changes to project timelines, project descriptions, as well as other minor project changes. Mr. Cook then went on to discuss TIP project R-4902, which will widen I-485 in south Charlotte. He stated that no action is necessary at this time, but that the project scope may be changed to add two lanes in each direction instead of the one lane originally proposed. He noted that an interagency consultation will take place, and that a TIP amendment, LRTP amendment and conformity determination would be required sometime next year.

Mr. Pleasant indicated that a managed lane component could be added to the I-485 widening project in the future. Mr. Coxe cautioned that replacing a general purpose lane with a High Occupancy Toll (HOT) lane is likely to be controversial. Mr. Steinman noted that I-485 in south Charlotte, as well as US-74 (Independence Blvd) are the next priority managed lanes corridors for Phase III of the Fast Lanes Study. Mr. McDonald stated that it would be in the best interest of the MPO to determine all the necessary amendments required, in order to reduce the number of times a conformity determination will need to be performed. Mr. Cook confirmed that regional partners have been contacted to discuss possible conformity issues.

Motion:

Mr. Messera made a motion to recommend that the MPO approve amendments to the following 2012-2018 TIP projects, as presented: B-4579, B-4651, BK-5114, EB-4714, B-4975, C-5500, C-5539, S-5106 and Y-5500. Mr. McDonald seconded the motion. Upon being put to a vote, the motion passed unanimously.

b. I-3311C & I-5405, I-77 HOT Lanes

Presenter: Robert Cook

Summary/Requested Action:

Mr. Cook informed the TCC that NCDOT is requesting that project I-3311C, related to the I-77 North HOT Lanes project, be added to the currently adopted TIP for planning and environmental work only. The following are highlights of the discussion:

- Mr. Cook noted that two environmental documents are being prepared, one for project I-3311C and one for project I-5405;
- The I-5405 project is currently listed in the TIP as converting HOV lanes to HOT lanes on I-77, from I-277 to West Catawba Avenue, but that slight changes to the description could be made;
- The I-3311C project is currently unfunded, but is recommended to be added to the TIP for planning and environmental work only, and the project's description will change slightly, to the following: I-77, from 5th Street to north of I-85, construct HOT lanes and convert HOV lanes to HOT lanes; I-277 from I-77 to N. College Street, construct HOT lanes;
- Mr. Coxe stated that there will be overlap with the scope of the two environmental documents that will be prepared, and that the documents will not go beyond Exit 28;
- Ms. Barren stated that project I-4750 (which proposes to widen I-77 all the way to I-40) will link to project I-5405, and that the environmental scope should be expanded to include how those projects will be connected;
- Mr. Coxe asked if interchanges are included as part of the scope, to which Ms. Barren responded they are not part of the I-5405 scope as proposed, but that it has been discussed;
- Mr. Cook noted that a task force was discussed at the October TCC meeting, and suggested this might be a good time for that group to meet to discuss the issues related to I-77 North;
- Mr. Steinman noted that a loop study for I-277 will begin in January and that it will impact the managed lanes on I-77;
- Mr. Pleasant stated that he is comfortable with the planning and environmental study as proposed because there will still be time to work out many of the issues discussed;
- Mr. Coxe suggested that the task force meet as soon as possible; and
- Ms. Barren stated that FHWA can provide weekly updates at staff meetings if necessary, and noted that the maintenance and operations policy is an important issue related to the proposed project and that the task force should be involved with those discussions.

Motion:

Mr. Pleasant made a motion to recommend that the MPO amend the 2012-2018 TIP to add project I-3311C for planning and environmental only, in coordination with the I-277 Loop study in Charlotte, as well as other ongoing studies in the I-77 corridor. Mr. McDonald seconded the motion. Upon being put to a vote, the motion passed unanimously.

Mr. Messera stated that he would be leaving the meeting early, but that he would like to introduce the new TCC Alternate for the Town of Matthews. He introduced David Nelson, a GIS Tech and Planner with the town, as the Matthews TCC Alternate.

5. NCDOT 2040 Plan

Presenter: Terry Arellano, NCDOT

Summary/FYI:

Ms. Arellano provided information to the TCC via a Power Point presentation, the contents of which are

incorporated into the minutes [here](#). Ms. Arellano reminded the TCC about the 2040 Plan's purpose and objectives, including identifying modal needs, costs to maintain the statewide transportation network, and performance of the overall system through the year 2040. She highlighted the state's desire to look at new revenue sources. She also provided an update of the proposed schedule, indicating that currently the state is conducting a second round of public involvement in order to solicit feedback from stakeholders, including multiple opportunities for MPOs to participate and provide input. Ms. Arellano stated that NCDOT hopes to present the plan to the Board of Transportation for adoption in June 2012. Mr. Steinman asked if the Complete Streets initiative could be included in the Plan, which Ms. Arellano took note of.

6. CMAQ

Presenters: Nicholas Polimeni, Terry Arellano (NCDOT), Bjorn Hansen (Centralina COG)

Summary/FYI:

Mr. Polimeni introduced the CMAQ item by stating that the 12 CMAQ projects that were endorsed by the MPO at its September meeting were submitted to NCDOT by the October 31 deadline, and that Bjorn Hansen with Centralina COG has been contracted to conduct a call for CMAQ projects for MUMPO. Mr. Polimeni also stated that on October 21, NCDOT released a memo which describes changes to the CMAQ process and timeline. He then noted that both Terry Arellano, with NCDOT, and Bjorn Hansen were present and asked that each one provide information to the TCC.

Ms. Arellano stated that historically the CMAQ process has been set up to program projects several years in advance of the funding year. She indicated that economic changes have affected the cost of projects, making it more difficult to project how much funding projects will require. She also noted that the Capital Area MPO in Raleigh has presented a program to NCDOT used to select and monitor project status. She stated that the above factors, as well as some others, have made it apparent to NCDOT that it is necessary to change the CMAQ process to make the call for projects closer to the funding year. Mr. Coxe asked if that will give MPOs more time to develop and submit CMAQ projects, and Ms. Arellano indicated that the next call for CMAQ projects would likely be in the fall of 2014. She also noted that there is not likely to be any additional funding for any fiscal years prior to FY 2016.

Mr. Hansen stated that the Centralina COG has been contracted to lead MUMPO's call for projects and that it is the third time the COG has assisted MUMPO with the CMAQ process. He noted one significant change from the last call for projects: Applicants will be asked to contact the NCDOT Division 10 office prior to the subcommittee review of CMAQ applications for projects on the state system. The purpose for the change is to make sure the proposed projects are compatible with what NCDOT has planned for the roadways it maintains. It was stated that this would be incorporated into the proposed timeline for submitting CMAQ projects. Mr. Hansen concluded by asking the TCC if the schedule proposed is realistic in light of the CMAQ process changes outlined by NCDOT.

Mr. Pleasant stated that he believes it will be an advantage to the MPO to have a list of CMAQ projects ready to be submitted, in case funding does become available. Mr. Cook noted that at least two MUMPO CMAQ projects, currently programmed for funding, are no longer viable projects which could free up some funds. Mr. Steinman stated that it might be a good idea to have an inventory of CMAQ projects, which would not need to be ranked, prior to a CMAQ subcommittee being convened to review and rank projects. Mr. Coxe suggested that the CMAQ timeline be discussed further at a transportation staff meeting, which was agreed to by the TCC and Mr. Hansen.

7. FY 2012 Bicycle & Pedestrian Grants – Red Line Trail

This item was removed from the agenda because it was determined that the Red Line Trail does not qualify

for this type of grant. The Red Line Trail will be placed on a future agenda for information only.

8. Congestion Management Process

Presenter: Scott Lane, JS Lane

Summary/FYI:

Mr. Lane provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). He gave a brief overview of the process and its purpose, and then focused on Section IV of a draft document that has been prepared, which outlines the entire process. He emphasized Section IV because it contains information related to Performance Measures, which he stated is probably the most important component of a successful Congestion Management Process (CMP). He also noted that the CMP being compatible with the LRTP is important. Mr. Coxe noted that proposed projects that will add capacity must be evaluated by the CMP. Mr. Lane concluded by stating that a completed draft will be available for comment in the coming months.

9. NW Huntersville Transportation Study

Presenter: Bill Coxe, Town of Huntersville

Summary/FYI:

Mr. Coxe noted that modifications to the Northwest Huntersville Study – Option 3 map, which was endorsed by the TCC at its September meeting, have been made. He highlighted the modifications as follows:

- The alignment got shifted slightly south, off the creek;
- The potential collector streets have been removed from the map;
- Only the alignments of NC 73 and Vance Rd are being adopted, not anything east of that shown on the map; and
- Specific intersections have been identified for further study.

He concluded by stating that Option 3 will be presented to the MPO board for its approval on November 16.

10. Comprehensive Transportation Plan

Presenter: Anil Panicker, NCDOT

Summary/FYI:

Mr. Panicker noted that follow up work has been done on the requested scope and timeline for the CTP process. He stated that Andy Grzymiski, with CDOT, has taken the lead on developing a scope and timeline. He encouraged the TCC members to review the draft scope and timeline and provide comments to Mr. Grzymiski as soon as possible. Mr. Panicker then provided an update on the progress of the CTP, stating that a meeting with the Union County jurisdictions is scheduled in November to discuss issues related to the highway map. He noted that he is currently working with CATS staff to develop the transit map, but also needs information from the NCDOT Rail Division to include on the transit map. As for the bicycle and pedestrian map, he stated that the classification issues have been resolved and that bicycle and pedestrian information from each jurisdiction is due in November. He concluded by stating that one classification issue for the highway map – whether a Needs Improvement designation for widening a roadway for a bike lane needs to be included on the highway map – has not yet been resolved.

Mr. Langen asked if cross section information for roadways needs to be provided at this time. Mr. Panicker and Mr. Coxe emphasized that only the road classification is being considered at this time and that cross

sections are not required. Ms. Blackburn asked if a consensus by the TCC is necessary to determine MUMPO's policy for the road classification issue previously mentioned by Mr. Panicker. It was decided that it is necessary, and that it will be discussed further at a staff meeting prior to the next TCC meeting.

11. Upcoming Issues

No upcoming issues were discussed.

12. Adjourn: The meeting was adjourned at 12:15 PM.

DRAFT

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

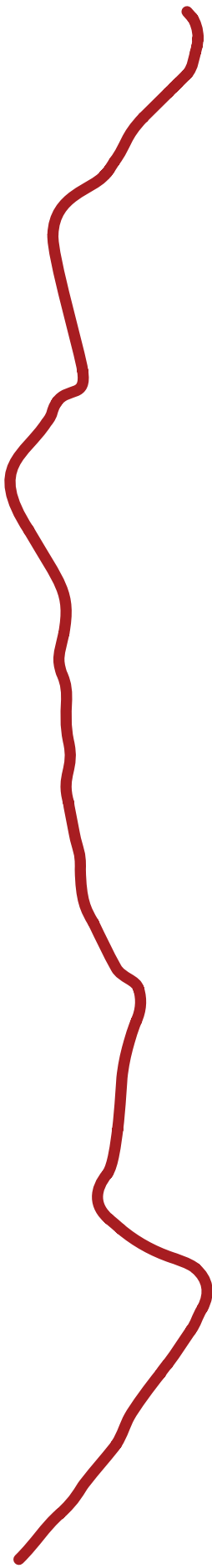
The Red Line Trail Initiative Group consists of approximately 25 individuals representing citizens, planning firms, regional planning organizations and planning staff from the seven jurisdictions that would host the project. This group has met many times to study the plausibility of this project; after 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

