

Transportation Staff Meeting

June 25, 2014

2:00 PM

CMGC-278

AGENDA

1. **Proposed CRTPO Bicycle & Pedestrian Subcommittee** (Bridges)
Description:
Discuss the possibility of establishing a TCC subcommittee that will focus on bicycle and pedestrian issues

2. **Strategic Transportation Corridors** (Cook)
Description:
Continuation of the June 18 discussion regarding providing comments to NCDOT on its proposed STCs.

Attachment: Town of Mooresville comments

3. **Metropolitan Transportation Planning Regulations-Proposed Changes** (Cook)
Description:
The metropolitan transportation planning regulations govern MPO procedures. The FHWA and FTA are proposing changes to the regulations to reflect MAP-21.

4. **Mt. Holly North Loop Thoroughfare Plan Amendment Update** (Magnasco)
Description:
Update on the status of the request to amend the Thoroughfare Plan.

Phone Access Number: 704-432-5485

Go To Meeting Access: <https://global.gotomeeting.com/join/363079045>

**Town of Mooresville Comments on
NCDOT Strategic Transportation Corridors Rating**

By: Kelsie Anderson, Date: 06/01/14

Mobility Scoring:

- M 1. Is scoring along a corridor weighted by % trucks on the corridor? I.e. does a corridor with 6% trucks get twice as many points as a corridor with 3% trucks?
- M 2. Does scoring consider planned multimodal projects within a corridor (e.g. North line of I-77)? or were points deducted from corridors that don't have existing or planned multimodal facilities?
- M 3. Were points deducted for corridors that have acceptable or near-acceptable LOS currently in order to prioritize strategic corridors that are performing significantly worse?

Economic Prosperity Scoring:

- EP 1. Does scoring consider planned/future critical centers of economic activity or just current centers?
- EP 2. Were future growth rates (employment and population) included in scoring criteria? Or just existing data?

General:

- G 1. How often will the scoring be updated to consider new mobility data and prosperity centers?
- G 2. Did scoring and corridor identification use only existing corridors or are corridor gaps (i.e. needed corridors) identified?

Scoring Update for the I-77 Corridor:

- SU 1. The System Connectivity score updated to 8 points based on the following:
 - a. 5 points for being an element on 3 of the specified networks (Interstate, STRAHNET, and FHWA Comprehensive Primary Freight (draft))
 - b. 2 points for bordering state strategic networks (SC and VA)
 - c. 1 point for connection to airport(s) – serves population to the north and west of CLT and various regional airports used by tourists and industry (e.g. Statesville, Lake Norman, etc.)
- SU 2. From a qualitative analysis it seems that the Mobility Score should be 8 based on the following:
 - a. 6 points for high truck traffic along entire corridor
 - b. 1 point for mix of high trucks and medium to high general traffic from SC state line to I-40
 - c. 1 point for Norfolk Southern Freight Corridor from the SC state line through Charlotte through Mooresville, including many industrial spurs, onto Winston-Salem
 - d. Please provide the quantifiable data for the Mobility scores
- SU 3. From a qualitative analysis it seems that the Economic Prosperity Score should be 8 based on the following:
 - a. I-77 provides a critical tourism and logistics link from out of state points which the original data analysis may have not included (e.g. Ohio to Florida) and to western North Carolina
 - o Considering the most recent census data, the north-to-south extended suburban area of Charlotte along I-77 should be heavily weighted for projected economic prosperity. There has been (and continues to be) significant opportunity and interest for growth in these areas from Rock Hill, SC to Statesville, NC
 - o Please provide the quantifiable data for the Economic Prosperity scores