Table B-1: CMP Evaluation Factors

	Corridor	Project ID	Project Name	Improvement Type	Project Segment	Volume			Crashes			Existing No. Lanes	INRIX TTI AM/PM Max ++	Existing Capacity	Existing V/C	Future V/C
						Existing NCDOT 2011 AADT	Annual Growth Rate *	Future Volume 2035	Total Crashes	Historic Crash Rate 2008-2013 +	Statewide Avg Crash Rate for Similar Facilities **					
Fully Controlled Access Facilities	I-77	47	I-77/W Plaza Drive (NC 150)	Improve Existing Interchange	-	58,000	0.5%	65,000	204	-	-	-	-	-	-	-
		97	I-77/Gilead Road	Improve Existing Interchange	-	96,000	0.5%	108,000	192	-	-	-	-	88,000	1.09	1.23
		143	I-77	Widening	I-277 (Belk Frwy) (Exit 9) to I-277 (Brookshire Fwy) (Exit 11)	140,000	0.5%	157,000	561	139	116	8	1.46	190,000	0.74	0.83
		145	I-77	Widening with Managed Lanes	Woodlawn Rd (Exit 6) to I-277 (Belk Fwy) (Exit 9)	163,000	0.5%	183,000	1,876	192	116	6	1.18	132,000	1.23	1.39
		132	I-277 (Belk Freeway)/I-77	Improve Existing Interchange	-	161,000	1.0%	200,000	263	-	-	-	-	114,000	1.41	1.75
		135	I-277 (Brookshire Freeway)/I-77	Improve Existing Interchange	-	110,000	0.5%	123,000	289	-	-	-	-	152,000	0.72	0.81
	US 74	148	Independence Boulevard (US 74)	Widening with Managed Lanes	Conference Dr to Sardis Rd North	59,000	1.0%	73,000	828	366	313	4	2.00	96,000	0.61	0.76
		189	Independence Boulevard (US 74)	Widening with Managed Lanes	Sardis Rd North to I-485	49,000	1.5%	67,000	890	310	313	4	2.85	63,000	0.78	1.06
Limited/Partially Controlled Access Facilities	NC 150	26	River Highway (NC 150)	Widening	Waddell Rd to Perth Rd	35,000	1.0%	43,000	208	330	239	2	1.29	22,000	1.59	1.95
		43	River Highway (NC 150)	Widening	Perth Rd to Ervin Rd	35,000	1.0%	43,000	124	347	239	2	1.29	22,000	1.59	1.95
		44	River Highway/W Plaza Drive (NC 150)	Widening	Ervin Rd to I-77 (Exit 36)	35,000	1.0%	43,000	536	905	306	4	1.29	22,000	1.59	1.95
		45	Plaza Drive (NC 150)	Widening	I-77 (Exit 36) to US 21	35,000	1.0%	43,000	748	823	306	4	1.45	32,000	1.09	1.34
	US 21	70	Statesville Road (US 21)	Widening	Northcross Center Court to Westmoreland Rd	19,000	1.0%	24,000	46	110	212	2	1.63	11,000	1.73	2.18
		78	Statesville Road (US 21)	Widening	Gilead Rd to Holly Point Dr	18,000	0.5%	20,000	182	299	212	2	2.11	8,550	2.11	2.34
		103	Statesville Road (US 21)	Widening	WT Harris Blvd (NC 24) to Gilead Rd	14,000	1.0%	17,000	176	205	212	2	2.00	10,300	1.36	1.65
	NC 51	198	Matthews Township Parkway (NC 51)	Widening	Sardis Rd to Monroe Rd/E John St	33,000	1.0%	41,000	142	335	332	4	1.55	23,500	1.40	1.74
		210	Matthews-Mint Hill Road (NC 51)	Widening	Matthews Township Pkwy to Lawyers Rd	18,000	1.5%	24,000	296	262	239	2	1.61	11,900	1.51	2.02
	NC 115	71	Old Statesville Road (NC 115)	Widening	Washam Potts Rd to Sam Furr Rd (NC 73)	15,000	0.5%	17,000	63	109	239	2	1.36	14,300	1.05	1.19
		165	Old Statesville Road (NC 115)	Widening	Harris Blvd to I-485	15,000	0.5%	17,000	128	233	239	2	1.61	19,000	0.79	0.89
	NC 73	81	Sam Furr Road (NC 73)	Widening	West Catawba Ave to Northcross Dr	32,000	1.5%	44,000	115	194	332	4	1.40	17,400	1.84	2.53
		96	NC 73	Widening	Vance Rd Ext to West Catawba Ave	24,000	1.0%	30,000	61	82	239	2	1.33	13,500	1.78	2.22

Table B-1: CMP Evaluation Factors (continued)

	Corridor	Project ID	Project Name	Improvement Type	Project Segment	Volume			Crashes			Existing No. Lanes	INRIX TTI AM/PM Max ++	Existing Capacity	Existing V/C	Future V/C
						Existing NCDOT 2011 AADT	Annual Growth Rate *	Future Volume 2035	Total Crashes	Historic Crash Rate 2008-2013 +	Statewide Avg Crash Rate for Similar Facilities **					
Limited/Partially Controlled Access Facilities (continued)	NC 84	247	Rea Road/Marvin School Road (NC 84)	New Location	NC 16 to Twelve Mile Creek Rd	15,000	1.5%	20,000	-	-	-	-	1.28	9,000	1.67	2.22
	NC 160	172	Steele Creek Road (NC 160)	Widening	Shopton Rd West to S Tryon St (NC 49)	15,000	1.0%	19,000	299	244	239	2	1.43	17,000	0.88	1.12
		173	Steele Creek Road (NC 160)	Widening	S Tryon St (NC 49) to South Carolina State Line	15,000	1.0%	19,000	89	1,133	239	2	1.22	20,000	0.75	0.95
	NC 49	170	South Tryon Street (NC 49)	Widening	I-77 to Yorkmont Rd	29,000	2.0%	43,000	175	1,297	332	4	3.60	35,000	0.83	1.23
		175	University City Boulevard (NC 49)	Widening	John Kirk Dr to I-485	36,000	1.5%	49,000	357	584	332	4	1.40	33,000	1.09	1.48
	NC 16	249	Providence Road South (NC 16)	Widening	Rea Rd Ext to Cuthbertson Rd	16,000	1.0%	20,000	242	192	239	2	1.18	10,000	1.60	2.00
		113	Brookshire Boulevard (NC 16)	Widening	Idaho Dr to I-85	49,000	1.0%	61,000	143	614	332	4	1.72	40,000	1.23	1.53
		129	WT Harris Boulevard	Widening	Reames Rd to I-485	32,000	1.5%	44,000	14	78	332	4	1.41	24,000	1.33	1.83
		190	Old Monroe Road	Widening	Waxhaw-Indian Trail Rd to Wesley Chapel Rd	16,000	1.0%	20,000	271	325	228	2	1.56	9,000	1.78	2.22
		228	Old Monroe Road	Widening	I-485 to Waxhaw - Indian Trail Rd	22,000	0.5%	25,000	301	426	228	2	1.89	9,000	2.44	2.78
		199	East John Street	Widening	Trade St to I-485	21,000	1.0%	26,000	122	292	253	2	1.56	12,100	1.74	2.15
		34	Cornelius Road/Mazeppa Road	New Location	NC 115 to US 21	8,100	1.0%	10,000	-	-	-	-	-	-	-	-
		46	Brawley School Road	Widening	Talbert Rd to US 21	13,000	1.0%	16,000	61	335	253	2	0.00	14,000	0.93	1.14
		50	Midnight Lane/Oates Road	New Grade Separation	-	40,000	1.0%	50,000	-	-	-	-	-	-	-	-
		51	Williamson Road	Widening	Brawley School Rd to NC 150	21,000	1.0%	26,000	281	840	253	2	0.00	19,000	1.11	1.37
		68	Catawba Avenue	Widening	Jetton Rd to NC 73	21,000	0.5%	24,000	102	126	228	2	1.40	11,000	1.91	2.18
		107	Airport Entrance Road	New Location	Scott Futrell Dr to Wilkinson Blvd	13,000	0.5%	15,000	-	-	-	-	-	-	-	-
		161	North University Research Park Bridge	New Location	Louis Rose Pl to Doug Mayes Pl	12,000	0.5%	13,000	-	-	-	-	-	-	-	-
		194	South Trade Street	Widening	Fullwood Ln to Weddington Rd	22,000	0.5%	25,000	65	309	228	2	0.00	8,850	2.49	2.82
		213	Idlewild Road	Widening	I-485 to Stevens Mill Rd	20,000	1.0%	25,000	70	317	253	2	2.22	10,000	2.00	2.50
		261	Charlotte Avenue	Widening	Seymour St to Dickerson Blvd (NC 200)	14,000	0.5%	16,000	16	158	712	2	1.30	8,000	1.75	2.00

Note:

* *The annual percent growth rate is calculated using a straight line growth equation from the Metrolina Regional Models (MRM) 2010 and 2040 projections.*

\+ *The Historic Crash Rate is based on crash data from 11/01/2008 through 10/31/2013. This is a high level analysis based on mileposted crashes only. This analysis should not be used for design decisions as the crashes were not located to that level of precision.*

** *The Statewide Crash Rate is provided by NCDOT and is reported per 100 million vehicle miles traveled. The crash rate is categorized by the facility type, number of lanes, and access control of the roadway. This rate includes only route segments with computerized traffic volumes.*

++ *The travel time index (TTI) is based on INRIX Real Time Travel data and is calculated as the ratio of travel time during the peak period to the travel time during free flow speeds on the same roadway section.*

Table B-2: CMP Implementation – Fully Controlled Access Facilities

Y	Yes (Implemented or Planned)
P	Possible (Needed or Considered; Not Implemented)

Corridor	Project ID	Project Name	Improvement Type	Project Segment	Demand Management		Traffic Operations					Land Use	Background and Strategy Notes
					HOV Lanes	Congestion Pricing (HOT)	Work Zone Management	Reversible Lanes or Movable Medians	Spot Safety Improvements	Freeway Ramp Metering	Variable Speed Limits	Transportation-Land Use Plans with Locals Governments	
I-77	47	I-77/West Plaza Drive (NC 150)	Imp Ex Intc	-								P	NC 150 is a highly congested east-west corridor through Iredell County; interchange provides one of few access points to I-77 in the area; NCDOT performed a concept study; project combined with NCDOT NC 150 widening project; dedicated right turn lane eastbound on NC 150 to southbound I-77 is a short-term fix; all other options exhausted
I-77	97	I-77/Gilead Road	Imp Ex Intc	-						P		Y	Growth and development has led to increased traffic on I-77 and Gilead Rd; traffic demand and historic crash data suggest improvements are necessary; conversion to divergent diamond interchange; ramp metering study proposed for Mecklenburg County
I-77	143	I-77	W	I-277 (Belk Fwy) (Exit 9) to I-277 (Brookshire Fwy) (Exit 11)	Y	P	P			P			Currently one of the heaviest congested corridors in the area and with the anticipated growth, congestion is expected to increase; due to its proximity to the center city, peak duration is long; directional flow is balanced, which creates longer congestion in both peak periods; parallel collector-distributor lanes construction proposed; bus on shoulder considered, but found not to be feasible; queue detection on Moorehead St ramp considered, but found not to be feasible; work zone management critical during this proposed project
	145	I-77	W (HOT)	Woodlawn Rd (Exit 6) to I-277 (Belk Fwy) (Exit 9)		Y	P			P			
I-77	132	I-277 (Belk Freeway)/I-77	Imp Ex Intc	-			P				P		Rural interchange design; traffic demand is now higher resulting in weaving issues and high crash locations; new interchange helps improve weaving; short-term bridge widening considered, but found not to be feasible; closing low volume ramps possible
I-77	135	I-277 (Brookshire Freeway)/I-77	Imp Ex Intc	-			P			P			Rural interchange design; traffic demand is now higher resulting in weaving issues and high crash locations; short-term ramp improvements; candidate for the proposed regional ramp metering study
US 74	148	Independence Boulevard (US 74)	W (HOT)	Conference Dr to Sardis Rd North		Y		P	Y			P	Multiple traffic issues compound the already deteriorated functionality in this corridor (volumes, access management, signal timing, etc.); signal timing maximized; consider installing queue jumpers; pedestrian signals installed at Village Lake Dr; two-phased pedestrian improvements could be considered if funding available; superstreets, left-over, or other unconventional design possible; implement parallel street system between Sardis Rd and I-485
	189	Independence Boulevard (US 74)	W (HOT)	Sardis Rd North to I-485		Y		P	Y			P	

Note: The following strategies have been deemed not applicable for the Fully Controlled Access Facilities identified in the table:

Demand Management Strategies
- *Variable Priced Lanes*
- *Bridge Tolling*
- *Electronic Payment Systems*

Alternative Mode Promotion
- *Park-and-Ride Lot Improvements*
- *Use of shoulders for Transit Vehicles during Peak Periods*

Traffic Operations
- *Imaging for Surveillance and Detection*
- *Service Patrols (e.g. IMAP)*
- *Variable Message Signs (VMS)*

Table B-3: CMP Implementation – Limited/Partially Controlled Access Facilities

Y	Yes (Implemented or Planned)
P	Possible (Needed or Considered; Not Implemented)

Corridor	Project ID	Project Name	Improvement Type	Project Segment	Demand Management	Alternative Mode Promotion				Traffic Operations			Land Use		Background and Strategy Notes
					Access Management Program	Park-and-Ride Lot Improvements	Sidewalk Gap Closure Program	Improve Pedestrian Facilities at Intersections	Creation of new Bicycle and Pedestrian Facilities	Traffic Signal Timing	Turn Lane Construction and Extension	Roundabout Construction	Transportation-Land Use Plans with Local Governments	Develop Overlay Districts to Manage Development Densities and Form	
NC 150	26	River Highway (NC 150)	W	Waddell Rd to Perth Rd					Y		Y		P		NC 150 is a major east-west corridor between I-85 and I-40; trucks use corridor as a bypass to I-85 and I-40; traffic demand and congestion become a bigger problem closer to I-77 (commercial area near I-77); minimal transit service exists and is under-utilized (CATS does not extend to Iredell County); CMAQ project funded to add sidewalks on the eastern side of I-77; bridge over I-77 needs to be replaced to have bicycle and pedestrian crossing; TIP project R-2307 will include access management, bicycle and pedestrian improvements; traffic signals coordinated and maintained by NCDOT; NC 150 from Perth Rd to the Catawba County line is part of the Thread Trail and Lake Norman Bike Route; improvements are required at Williamson Rd/NC 150, but not funded; CMAQ project funded at Talbert Rd and NC 150 to install a northbound left turn lane (southbound right turn lane scheduled in 2016);
	43	River Highway (NC 150)	W	Perth Rd to Ervin Rd					P	Y	Y		P		
	44	River Highway/West Plaza Drive (NC 150)	W	Ervin Rd to I-77 (Exit 36)	Y						Y		P		
	45	Plaza Drive (NC 150)	W	I-77 (Exit 36) to US 21					P		Y				
US 21	70	Statesville Road (US 21)	W	Northcross Center Ct to Westmoreland Rd	P		Y			P	Y		P		Parallel alternative to I-77 and functions as reliever for I-77; access management would improve roadway functionality; state maintained roadway so the towns work with NCDOT to improve signal timing; bus route extended to Eastfield Rd; access management needed approaching Gilead Rd northbound (two way left turn lanes)
	78	Statesville Road (US 21)	W	Gilead Rd to Holly Point Dr	P		Y			P	Y		P		
	103	Statesville Road (US 21)	W	WT Harris Blvd (NC 24) to Gilead Rd	P					P	Y		P		
NC 51	198	Matthews Township Parkway (NC 51)	W	Sardis Rd to Monroe Rd/E John St			Y			Y	Y				Major east-west corridor west of US 74 in highly developed area; provides alternative to I-485 in south Mecklenburg County; bus service exists from Matthews to Pineville (CATS Route 51); sidewalk exists on south side of NC 51, and Town of Matthews is adding sidewalk to north side from Reid Hall Ln to Charing Cross Dr; town is considering adding a right turn lane on NC 51 eastbound at Fullwood Ln

Table B-3: CMP Implementation – Limited/Partially Controlled Access Facilities (continued)

Y	Yes (Implemented or Planned)
P	Possible (Needed or Considered; Not Implemented)

Corridor	Project ID	Project Name	Improvement Type	Project Segment	Demand Management	Alternative Mode Promotion				Traffic Operations			Land Use		Background and Strategy Notes
					Access Management Program	Park-and-Ride Lot Improvements	Sidewalk Gap Closure Program	Improve Pedestrian Facilities at Intersections	Creation of new Bicycle and Pedestrian Facilities	Traffic Signal Timing	Turn Lane Construction and Extension	Roundabout Construction	Transportation-Land Use Plans with Local Governments	Develop Overlay Districts to Manage Development Densities and Form	
NC 51	210	Matthews-Mint Hill Road (NC 51)	W	Matthews Township Pkwy to Lawyers Rd					Y		Y	Y			Major east-west corridor between the towns of Matthews and Mint Hill to the east of US 74; provides alternative to I-485 in southeast Mecklenburg County; intersection improvements funded at western terminus of project (superstreet design to improve safety and access); roundabout to be constructed at the intersection of Idlewild Rd and NC 51; proposed widening project will include median and multi-use path
NC 115	71	Old Statesville Road (NC 115)	W	Washam Potts Rd to Sam Furr Rd (NC 73)					Y	Y	Y				Parallel alternative to I-77; school in proximity; multi-use path is proposed as part of the project
NC 115	165	Old Statesville Road (NC 115)	W	WT Harris Blvd (NC 24) to I-485		Y				Y	Y		Y		Parallel alternative to I-77; provides access to dense residential land uses; improvements to the Eastfield Rd intersection are planned; bike lanes and sidewalks will be part of proposed widening project
NC 73	81	Sam Furr Road (NC 73)	W	W Catawba Ave to Northcross Dr	Y				Y	Y	Y		Y		Major east-west corridor providing access to I-77 to the east and crossing Catawba River to the west; one of few alternatives due to restrictions from Lake Norman to the north and the river to the west; median and sidewalks to be constructed as part of project; signals retimed every two years; turn lanes being considered at several signalized intersections
	96	NC 73	W	Vance Rd Ext to W Catawba Ave	P					Y	Y		P		
NC 84	247	Rea Road/Marvin School Road (NC 84)	N Loc	NC 16 to Twelve Mile Creek Rd					Y		P		P		Rapid development in the area; serves as major east-west thoroughfare through Union County; NC 16 was recently improved at the intersection of NC 84/Weddington-Matthews Rd, and at the intersection of NC 16/NC 84; these improvements helped traffic flow, but congestion still exists
NC 160	172	Steele Creek Road (NC 160)	W	Shopton Rd West to S Tryon St (NC 49)				Y		Y	Y		P		Rapid development in the area; high volume of truck traffic; width is not adequate and pedestrian facilities are needed; bus service extended to nights and weekends; CDOT plans to install pedestrian signal at South Branch Bend Ln; speed limit recently changed from 50 to 45 mph; turn lanes are being added at the Hamilton Rd intersection
	173	Steele Creek Road (NC 160)	W	S Tryon St (NC 49) to South Carolina State Line				Y		P	Y		P		

Table B-3: CMP Implementation – Limited/Partially Controlled Access Facilities (continued)

Y	Yes (Implemented or Planned)
P	Possible (Needed or Considered; Not Implemented)

Corridor	Project ID	Project Name	Improvement Type	Project Segment	Demand Management	Alternative Mode Promotion				Traffic Operations			Land Use		Background and Strategy Notes
					Access Management Program	Park-and-Ride Lot Improvements	Sidewalk Gap Closure Program	Improve Pedestrian Facilities at Intersections	Creation of new Bicycle and Pedestrian Facilities	Traffic Signal Timing	Turn Lane Construction and Extension	Roundabout Construction	Transportation-Land Use Plans with Local Governments	Develop Overlay Districts to Manage Development Densities and Form	
NC 49	170	South Tryon Street (NC 49)	W	I-77 to Yorkmont Rd					Y	Y	Y				Provides access to I-77 South, as well as Billy Graham Pkwy (which leads to Charlotte-Douglas International Airport); significant employment centers nearby; bike lanes and sidewalks will be added as part of project
NC 49	175	University City Boulevard (NC 49)	W	John Kirk Dr to I-485	P		Y			Y	Y		Y		Provides access from I-485 to UNC Charlotte; in close proximity to developing retail and residential areas; signal timing is maximized; third through lane is being added along northbound NC 49 by NCDOT from Broadwick Rd to I-485 due to development
NC 16	113	Brookshire Boulevard (NC 16)	W	Idaho Dr to I-85							Y				Provides access to various industrial facilities; potential for I-85 interchange upgrade
NC 16	249	Providence Road South (NC 16)	W	Rea Rd to Cuthbertson Rd	Y		P			Y	Y				Rapid development in the area; serves as major north-south thoroughfare through Union County; turn lanes exist northbound at Gray Byrum Rd, southbound at Ennis Rd, and northbound at Bonds Grove Church Rd
WT Harris Blvd	129	WT Harris Boulevard	W	Reames Rd to I-485	Y				Y	Y	Y				Congestion is significant in peak direction during both rush hours; when I-485 opens (end of 2014), express bus service will be expanded from North Lake Mall to Prosperity Church Rd; median, bike lanes, and sidewalks are proposed as part of widening project
John St/Old Monroe Rd	190	Old Monroe Road	W	Waxhaw-Indian Trail Rd to Wesley Chapel Rd	Y				Y		Y		P		Parallel alternative to US 74; significant development in the area; Emergency Medical Service and Fire vehicles use corridor; current road needs repaving; Merningwood Dr used as a cut-through causing increased crashes; signals not connected (too far apart); NCDOT implemented a few short-term improvements; proposed project will add median and improve intersections; request for speed limit change not yet implemented; land use study conducted from Post Office to town limits; proposed projects include sidewalks and bike lanes
	228	Old Monroe Road	W	I-485 to Waxhaw-Indian Trail Rd	Y				Y		Y		Y		
	199	East John Street	W	Trade St to I-485					Y		Y		P		
Cornelius Rd/ Mazeppa Rd	34	Cornelius Road/Mazeppa Road	N Loc	NC 115 to US 21	Y				Y						Provides major relief to truck traffic on other local streets; project will help trucks reduce travel time to I-77 southbound and reduce pollution; long range vision is to have a parallel facility to NC 150

Table B-3: CMP Implementation – Limited/Partially Controlled Access Facilities (continued)

Y	Yes (Implemented or Planned)
P	Possible (Needed or Considered; Not Implemented)

Corridor	Project ID	Project Name	Improvement Type	Project Segment	Demand Management	Alternative Mode Promotion				Traffic Operations			Land Use		Background and Strategy Notes
					Access Management Program	Park-and-Ride Lot Improvements	Sidewalk Gap Closure Program	Improve Pedestrian Facilities at Intersections	Creation of new Bicycle and Pedestrian Facilities	Traffic Signal Timing	Turn Lane Construction and Extension	Roundabout Construction	Transportation-Land Use Plans with Local Governments	Develop Overlay Districts to Manage Development Densities and Form	
Brawley School Rd	46	Brawley School Road	W	Talbert Rd to US 21					Y	P	Y				Currently only two lanes with several horizontal curves; new interchange with I-77 was recently opened which added additional traffic to this roadway; minimal transit service which is under-utilized (CATS does not extend to Iredell County); improvements were implemented west of Talbert Rd and at the US 21 intersection
Midnight Ln/ Oates Rd	50	Midnight Lane/Oates Road	N Grd Sep	-					P				P		Parallel facility of NC 150 is the only I-77 crossing in the vicinity (and it already carries significant capacity); proposed project provides alternative crossing of I-77 and thereby helps to improve traffic flow along NC 150
Williamson Rd	51	Williamson Road	W	Brawley School Rd to NC 150	Y					Y	Y				Lanes have been added as development occurs (inconsistent lane continuity); project includes access management, turn lanes, bike lanes, and sidewalks
Catawba Ave	68	Catawba Avenue	W	Jetton Rd to NC 73	P		Y			P	Y		Y		Parallel alternative to I-77; restrictions to the west due to proximity of Lake Norman (limits alternative routes); access management, multi-use paths, and sidewalks are part of widening project (sidewalk gaps exist); town is expecting CMAQ funds to add a turn lane at West Moreland Rd and Catawba Ave
Airport Entrance Rd	107	Airport Entrance Road	N Loc	Scott Futrell Dr to Wilkinson Blvd									Y		High amount of freight and passenger activity at Charlotte-Douglas International Airport, particularly due to the intermodal facility (opened in 2014); proposed project improves existing Little Rock Rd, and serves as new road to Charlotte-Douglas International Airport
North Univ. Research Park Bridge	161	North University Research Park Bridge	N Loc	Louis Rose Pl to Doug Mayes Pl					Y				Y		Reliever for vehicular traffic accessing retail (specifically the opening of Ikea in recent years), as well as additional growth in the University Research Park, and the anticipated operation of the Blue Line Extension; project will provide a new bridge, which will help CATS start new services between the University Research Park and Blue Line Extension train station; will also alleviate congestion along WT Harris Blvd and Mallard Creek Church Rd

Table B-3: CMP Implementation – Limited/Partially Controlled Access Facilities (continued)

Y	Yes (Implemented or Planned)
P	Possible (Needed or Considered; Not Implemented)

Corridor	Project ID	Project Name	Improvement Type	Project Segment	Demand Management	Alternative Mode Promotion				Traffic Operations			Land Use		Background and Strategy Notes
					Access Management Program	Park-and-Ride Lot Improvements	Sidewalk Gap Closure Program	Improve Pedestrian Facilities at Intersections	Creation of new Bicycle and Pedestrian Facilities	Traffic Signal Timing	Turn Lane Construction and Extension	Roundabout Construction	Transportation-Land Use Plans with Local Governments	Develop Overlay Districts to Manage Development Densities and Form	
S Trade St	194	South Trade Street	W	Fullwood Ln to Weddington Rd	P				Y	P	Y			Y	Currently a bottleneck with substantial amount of traffic being added at both ends of the corridor; NCDOT not interested in SPOT safety; possible increased transit service after project completion; bike lanes and sidewalks on both sides of road with project
Idlewild Rd	213	Idlewild Road	W	I-485 to Stevens Mill Rd	P					P	Y				Provides access to I-485; congestion problem during peak hours; proposed project will include median, and bike lanes and sidewalks on both sides of road
Charlotte Ave	261	Charlotte Avenue	W	Seymour St to Dickerson Blvd (NC 200)					Y		Y				Parallel alternative to US 74; provides access to downtown Monroe; proposed project will include median, and bike lanes and sidewalks on both sides of road

Note: The following strategies have been deemed not applicable for the Limited/Partially Controlled Access Facilities identified in the table:

Demand Management Strategies
- *HOV Lanes*
- *Congestion Pricing*
- *Bridge Tolling*

Alternative Mode Promotion
- *Transit Signal Priority System*
- *Addition of Bicycle racks at Public Transit Stations/Stops*
- *Bicycle and Pedestrian access to Transit Improvement*
- *Bike Sharing Programs*
- *Enhance Transit Amenities*
- *Use of shoulders for Transit Vehicles during Peak Periods*
- *Safe Routes to School Initiatives*
- *Bicycle/Pedestrian Education Program*
- *Bicycle and/or Pedestrian Corridor Safety Studies and Implementation*

Traffic Operations
- *Imaging for Surveillance and Detection*
- *Red-Light Camera Enforcement*
- *Dynamic Traffic Signal Systems*
- *Service Patrols (e.g. IMAP)*
- *Emergency Management Systems (EMS)*
- *Work Zone Management*
- *Reversible Lanes or Movable Medians*
- *Variable Message Signs (VMS)*
- *SPOT Safety Improvements*