

A



County Property Redevelopment:
Need to get out in front of the redevelopment to incorporate trail along back side of parcel / Belk Freeway
Depending on timing, interim solution could be re-striping for angled parking and one-way drive aisle to place bike facility between cars and edge of lot / playground.

B



Look at multi-use path along Baxter St and through Pearl Park. Park to be redone in conjunction with adjacent development. Preferred connection to LSCG is along Pearl Park Way (Charlottetowne Ave too congested, not as comfortable) Connection to Ped Bridge at Harding Place as redevelopment allows. Wayfinding is key to make connection to LSCG.

C

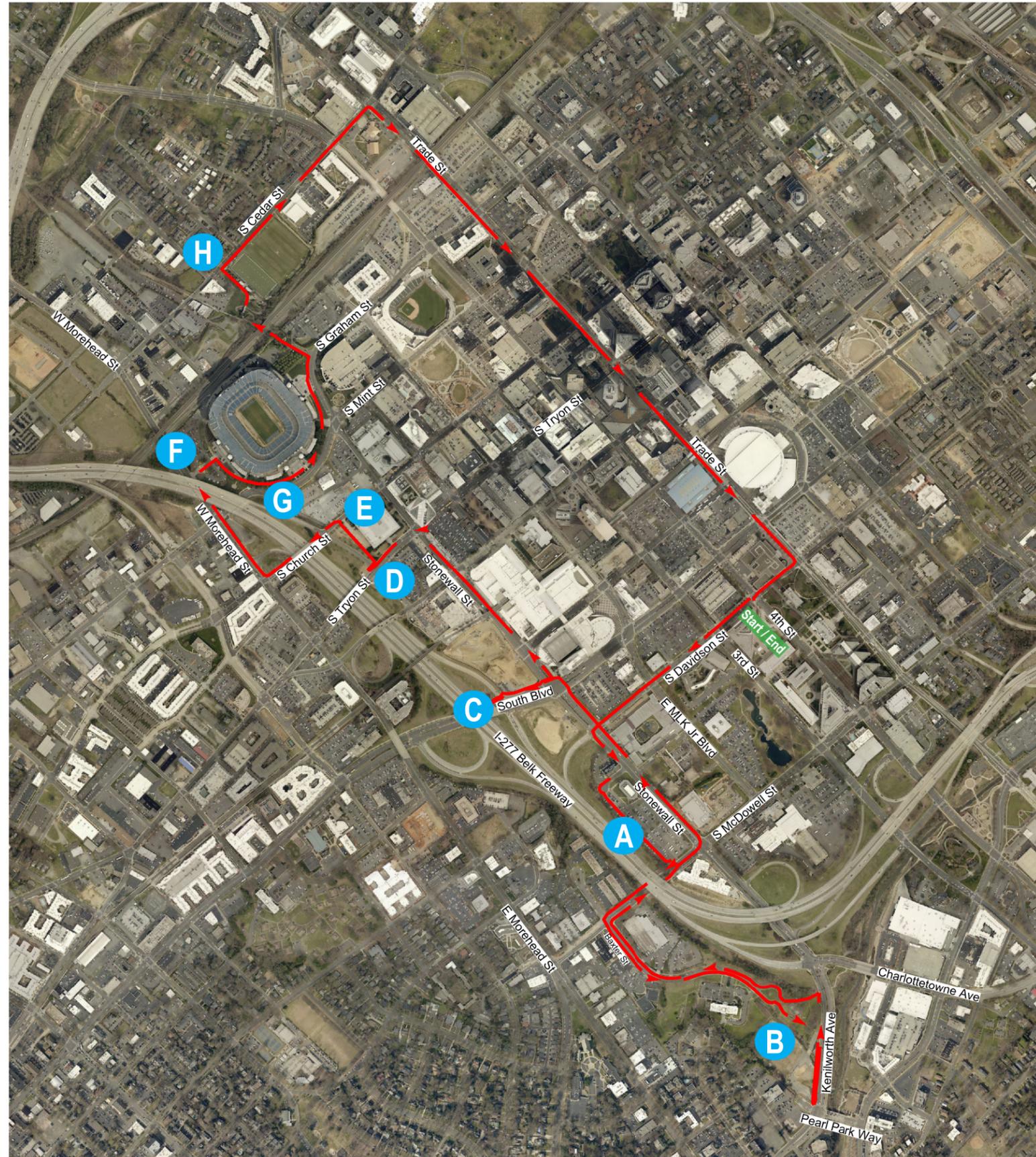


Belk Freeway / South Blvd:
Ample space below bridge to accommodate multi-use path. Desire to get up to grade at Light Rail Station for connection to future bike/ped only bridge (to run parallel to light rail alignment over Belk Freeway). May be preferable to cross South Blvd at-grade at traffic signal depending on available space behind Stonewall Station. Further study required.

D



Charlotte Observer Site (Tryon St to Church St):
Parcel to be redeveloped.
Potential for facilities along Hill St.

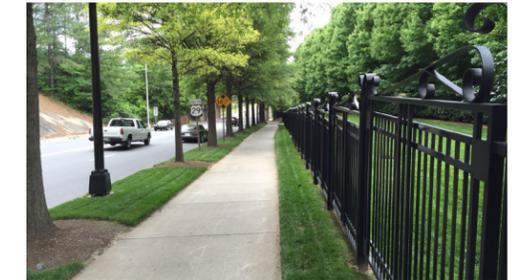


Uptown Urban Trails Connection Study Potential Belk Freeway Multi-Use Path - Bike Tour Route Map



Charlotte Observer Site (West of Church St):
Parcel to be redeveloped. Owner working to shift control of access fence and is interested in accommodating the multi-use path. Will require significant fill and potentially walls to get up to grade at Church St.

E



Morehead St along BOA Stadium:
Potentially widen existing sidewalk and relocate fence to create multi-use path. Bench modification to RR bridge abutment required, ultimately connecting to proposed multi-use path along south side of Morehead St (with crossing at next traffic signal).

F



BOA Stadium / Mint St:
Potential to utilize existing multi-use path around BOA Stadium. Location of at-grade crossing of Mint St between stadium and Charlotte Observer site will be designed to minimize crossing distance and maximize sight distance along roadway approaches.

G



Cedar St:
Connect to Cedar Yards Greenway to provide connection to Irwin Creek Greenway. Wayfinding will be key to make these connections.

H