

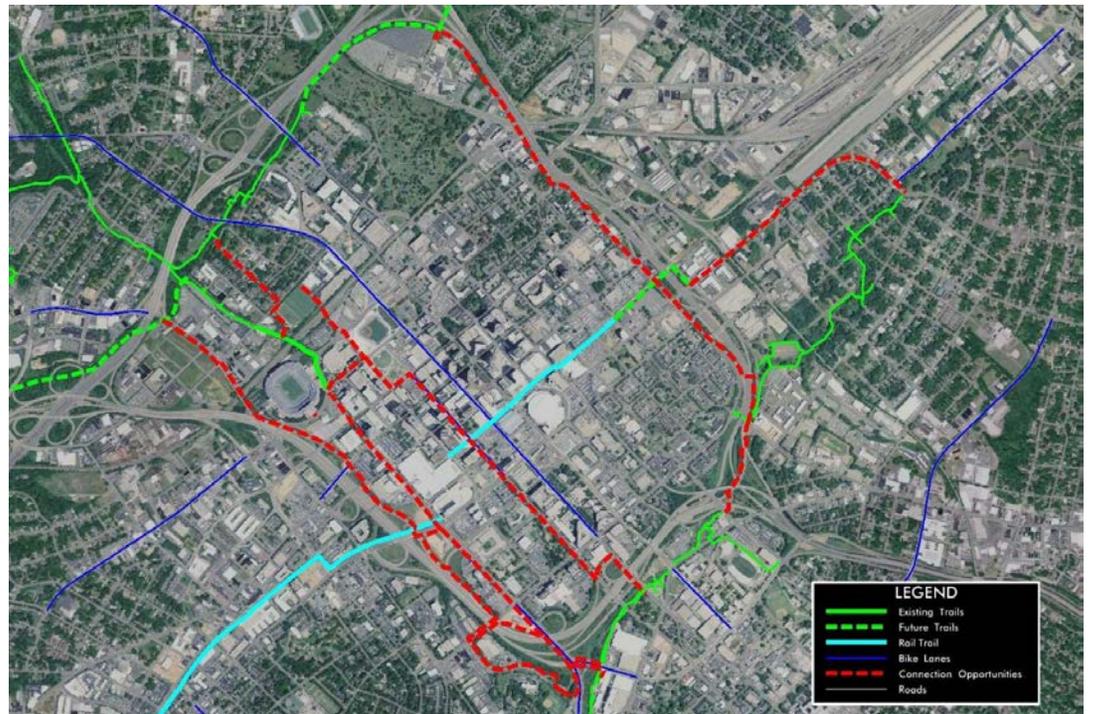


**STEWART**

City of Charlotte  
Uptown Urban Trails  
Connectivity Study  
Stakeholder Meetings

# Planning Team

Uptown Urban Trails  
Connectivity Study



- 2015 Created Stand Alone Bicycle & Pedestrian Practice
- Planners, Engineers and Landscape Architects
- Bike/Ped is ALL we do
- North Carolina Firsts
  - Two-way separated cycle track, Kinston
  - One-way pair raised cycle tracks, Chapel Hill
  - Longest greenway, Neuse River Trail, Wake & Johnston Counties
  - Long Span Pedestrian Suspension Bridges, Raleigh
  - NCDOT approved top-down boardwalk, Various



# Project Background

As part of an overall strategy to connect urban trails and greenways (existing and proposed, adjacent to and through Uptown Charlotte), the City has hired Stewart Inc. to provide analysis, concepts and recommendations to connect the following facilities through Uptown via more connected, comfortable and safer bicycle and pedestrian facilities:

The future Mooresville to Charlotte Trail to the east of Uptown

Little Sugar Creek Greenway (which serves as a portion of the Cross Charlotte Trail and the Carolina Thread Trail) to the south/southeast of Uptown

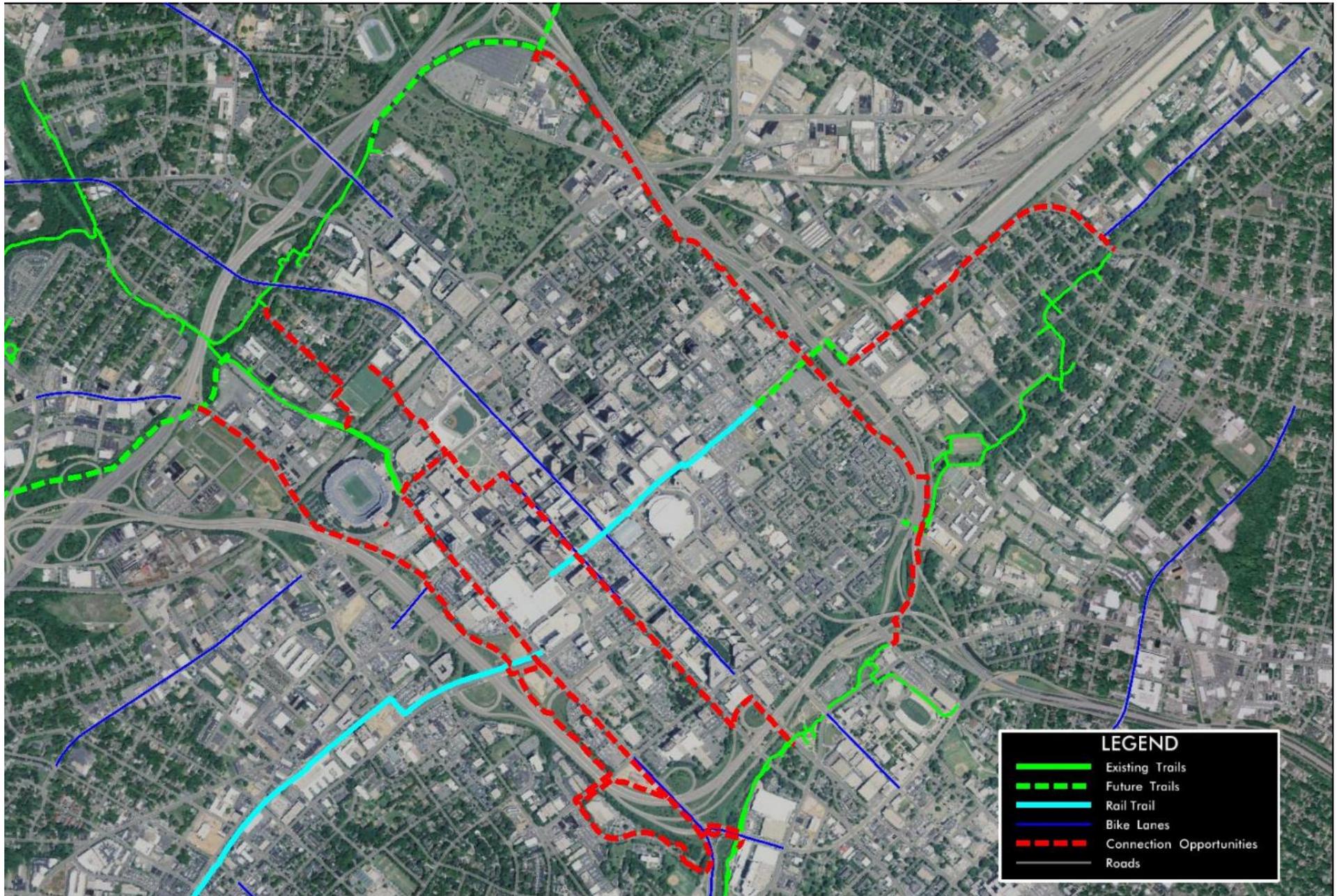


Irwin and Stewart Creek Greenways to the west of Uptown

The Charlotte Rail Trail to the south of Uptown (currently includes a critical gap between South End and Uptown separated by the John Belk Freeway).

# Uptown Charlotte

Potential Connection Opportunities as Identified in the CDOT RFQ  
(Not a Comprehensive Map of All Potential Connections Being Evaluated)



# Building on Planning Investment

## Values

Values articulate the **characteristics, aspirations and moral attributes the community desires**. The Vision Framework is grounded in the following set of values expressed by Charlotteans and commonly agreed to during the planning process (listed in alphabetical order).

**Accessibility.** People of all ages, genders, races, incomes, sexualities and physical abilities can participate in Center City's offerings.

**Affordability.** A variety of live, work and play options for people of all income levels.

**Aspiration.** A strong desire for a better future.

**Business Friendly.** Policies, practices and a skilled workforce that make doing business in Center City attractive.

**Connectivity.** Strong physical and programmatic connections with few barriers between all Center City neighborhoods and key destinations.

**Culture.** The unique way of life, customs and beliefs of Charlotteans, as well as access to various forms of art, theater, performance and music.

**Diversity.** Celebration of the differences between individuals and groups in Center City.

**Ecological Sustainability.** Stewardship of the environment and the capacity of Center City's ecosystems to maintain their essential functions, processes and biodiversity over the long-term.

**Economic Stimulation.** Generation of job opportunities, retail and other income-producing activities.

**Education and Learning.** Formal and informal opportunities for lifelong learning and intellectual growth.

**Entrepreneurship.** Willingness to initiate new and innovative business ventures.

**Family Orientation.** Housing, schools, dining, venues, recreation and programming for everyone.

**Fun.** Activities and events that provide amusement, entertainment and enjoyment.

**Great Design.** Aesthetic, functional and architectural excellence in the public and private realms.

**Historic Preservation.** Maintenance, rehabilitation and/or adaptive reuse of historic properties and landmarks.

**Inclusivity.** Options for living, working and participation for people of all ages, genders, races, incomes, sexual orientation and physical abilities.

**Innovation.** The pursuit of new ideas, methods or approaches.

**Memorable.** Intriguing and remarkable people, places and events unique to Charlotte.

**Neighborhood Character.** Preservation of the defining qualities abundant in Center City's neighborhoods.

**Pride.** Charlotte's strong feeling of worth and respect for Center City and its users.

**Resiliency.** The ability and willingness to thrive in the face of adversity.

**Urban Life.** Promotion of character, attractions and activities that result in an energetic, interesting and entertaining environment.

**Walkability.** A consistently positive pedestrian experience characterized by visual interest, comfort, safety, ample amenities and a high density of destinations.

**Welcoming and Gracious.** Hospitality and a sense of belonging afforded to new residents and visitors.



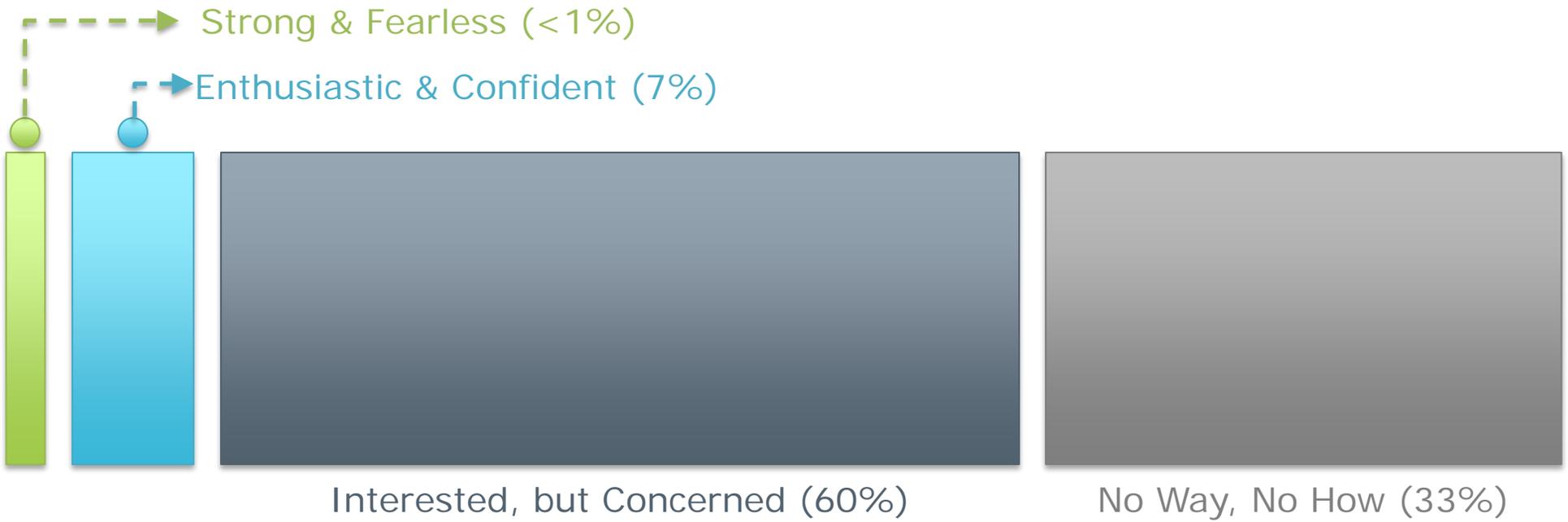
The Charlotte community is a unique blend of new and long-time residents, some home-grown and many moving from other cities, regions and countries. The values presented here reflect the community's characteristics, aspirations and moral attributes.

- Provide safe, comfortable, non-motorized multi-modal facilities for users of all ages and abilities. (8 80 Cities Philosophy)
- Provide connectivity options via a seamless **network** of trails through an off-street or combination of an on/off-street system.
- Connect Uptown (and it's many amenities/destinations) to surrounding areas/neighborhoods
  - Improve access through I-277 (physical/psychological barrier)
  - Provide commuters with safe/reliable cycling routes
- Improve cyclists' circulation experience within Uptown
  - Provide improved experience for visitors/tourists/B-Cycle users
- Identify interim and long-term solutions.

## Project Schedule

- Project Kickoff/Scoping Meeting – 3/30
- Signed Contract / NTP – April
- Data Collection / Fieldwork – 4/1 to Present
- Belk Bike Tour – 5/26
- Uptown Bike Tour – 6/9
- Stakeholder Meetings - 6/14 to 6/16
- Public Open House – 9/20
- Public Meeting #2 – November
- Submit Draft Study - December

# Four Types of Transportation Cyclists



# Complete Networks are Diverse

Most Protected



Grade Separated Greenway



At-Grade Multi-Use Path



Protected Bike Lane (Parked Cars)



Protected Bike Lane (Curb)



Separated Bike Lane



Buffered Bike Lane



Bike Lane



With Traffic

Least Protected

# Highway Space vs. Public Space



## Highway

- Regulated
- Impersonal
- Linear
- Single Purpose
- Consistent
- Predictable
- Systematic
- State controlled
- Signs and markings

## Public Space

- Culturally Defined
- Personal Spatial
- Multi-purpose
- Constantly changing
- Unpredictable
- Context Driven
- Cultural / social rules
- Eye contact

# Design Criteria Balance



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LOW

HIGH

Safety



Biking



Walking



Maintenance



Capacity  
(Automobiles)



Parking



Identity



Transit



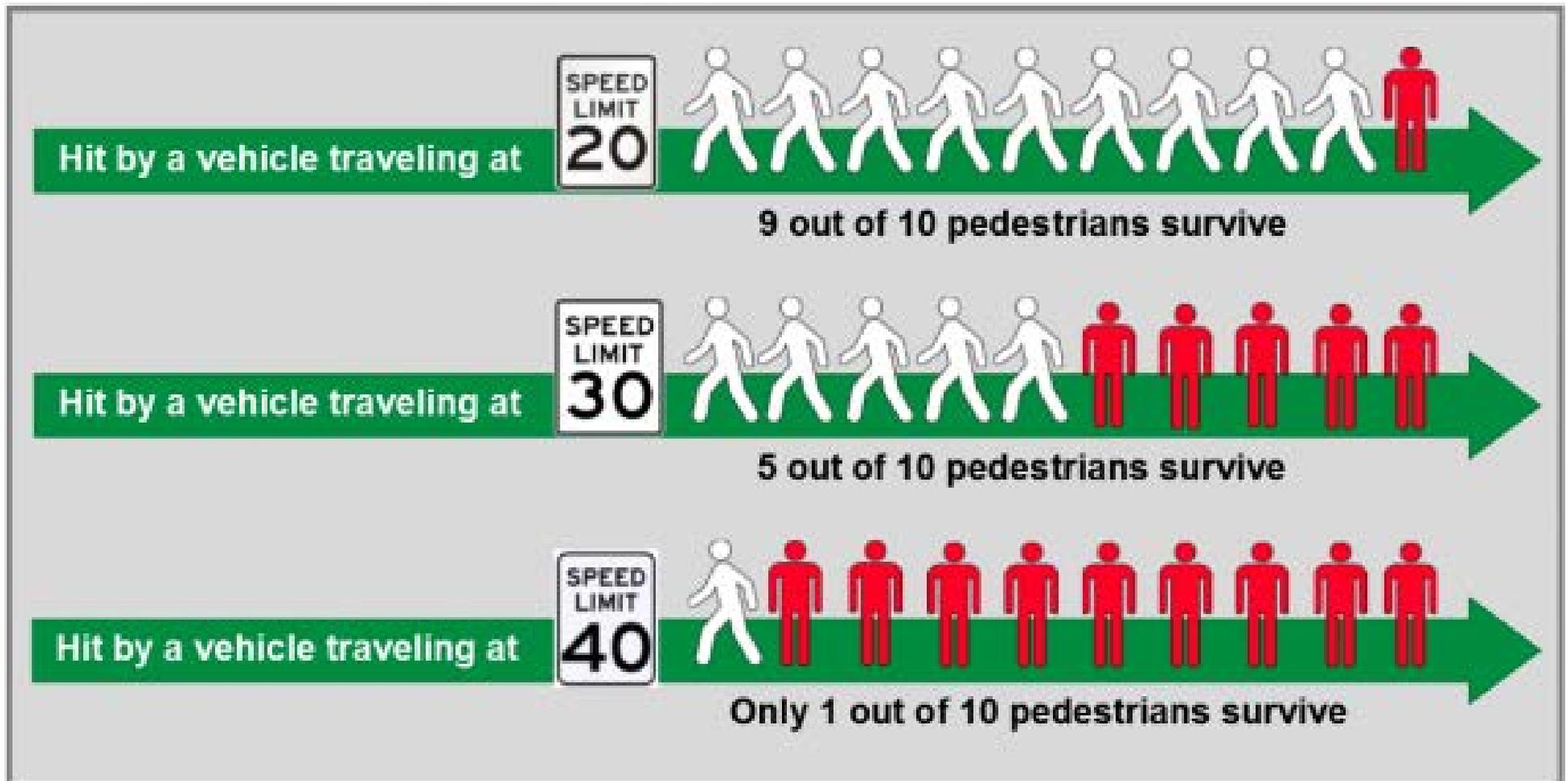
Cost



- Your organization and biking & walking
- Cities doing it right
- Separation
- Speed
- Success

# Cities Investing in Downtown Biking & Walking





## integrated transportation network recommendations

### ITN-4. Create a True City of Bikes

Bicycling is healthy, sustainable and convenient. It should be a preferred mode of transportation for getting around Center City. Differences between user abilities, comfort levels and trip purposes will require a range of on-street and off-street connections, end-of-trip facilities, bike sharing, signage and wayfinding.

#### ITN-4a. Create a network of dedicated and shared bicycle facilities to foster easy access and mobility throughout Center City.

The area should include options for bicyclists ranging from shared roadways to bicycle lanes to multi-use pathways, including facilities that foster quick, efficient and safe bicycling options for commuters. Riders of different ages and skill levels have varied comfort levels and preferences when it comes to bicycle facilities. While all streets within Center City should accommodate bicycles in the travel lanes, CDOT should explore opportunities for additional separated bicycle facilities such as "cycle tracks", bicycle lanes and shared lanes on streets with low traffic speeds and volumes.

**ITN-4b. Provide a range of quality end-of-trip facilities throughout Center City to encourage and support bicycle commuting.** A variety of short-term and long-term bicycle parking solutions should be implemented in Center City. These should

range from additional bike racks to shower facilities for employees and residents. Reduced auto parking requirements could be linked to provision of bicycle parking facilities. In addition, clothes changing and shower facilities should be provided at or near major employment centers.

**ITN-4c. Develop a bike share system for residents, employees and visitors to offer flexibility for those wanting an alternative way of getting around Center City.** A bike share system can significantly reduce the use of automobiles in Center City by providing employees, students and residents with a quick and inexpensive means of running errands and making impromptu trips during the day. Electric bicycles can broaden the appeal of the program and extend the range of trips that could be made using a shared bicycle.

**ITN-4d. Seek funding to refine and implement the City of Charlotte Bicycle Plan.** The City of Charlotte Bicycle Plan includes a comprehensive collection of recommendations for improving cycling throughout the community including connections to and through Center City. The City should update the plan regularly and continue to seek local, state and federal funding to implement the plan recommendations.



End-of-trip facilities, with parking, lockers and showers, are vital to making the area a true City of Bikes.



A flexible, easy-to-use bike share system should be installed in Uptown and then extended out to surrounding neighborhoods.

- Bicycle Facility Type Preferences/Comfort Level
  - Identify and Rank the Top 3 types of facilities you would most like to see implemented
    - Use **Blue Dot** for 1<sup>st</sup> Choice
    - Use **Yellow Dot** for 2<sup>nd</sup> Choice
    - Use **Green Dot** for 3<sup>rd</sup> Choice
    - Use **Red Dot** to Identify the facility type you least prefer to see implemented
- Origin / Destination Mapping
  - Where are you coming from?  
(Use **Green Dots** to mark origin points on map)
  - Where are you entering/exiting Uptown?  
(Use **Orange Dots** to mark ingress/egress points on map)
  - Where are you going?  
(Use **Yellow Dots** to mark destination points on map)