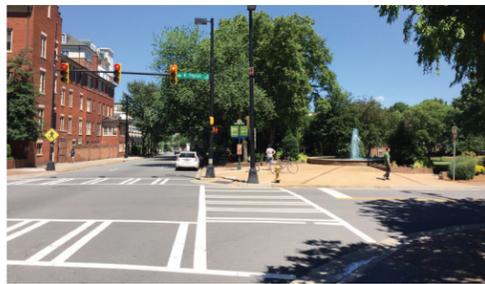


A



4th Ward Park/ 6th Street:
6th Street is has gentler terrain than Trade St, 5th St, 4th St. Park is a desirable destination and ties into sizable residential population of potential commuter cyclists. Poplar St (north of 6th St) appears to have relatively low volumes and good edge friction (parking both sides) and has good potential for a bike boulevard treatment.

B



3rd Street / Church Street / Romare Bearden Park:
3rd Street and Church Street are currently functioning with lane closures due to construction without significant traffic delays. Romare Bearden/Knights Stadium/Latta Arcade are desirable destinations. Multiple parking deck egress points along south/east side of Church St.

C

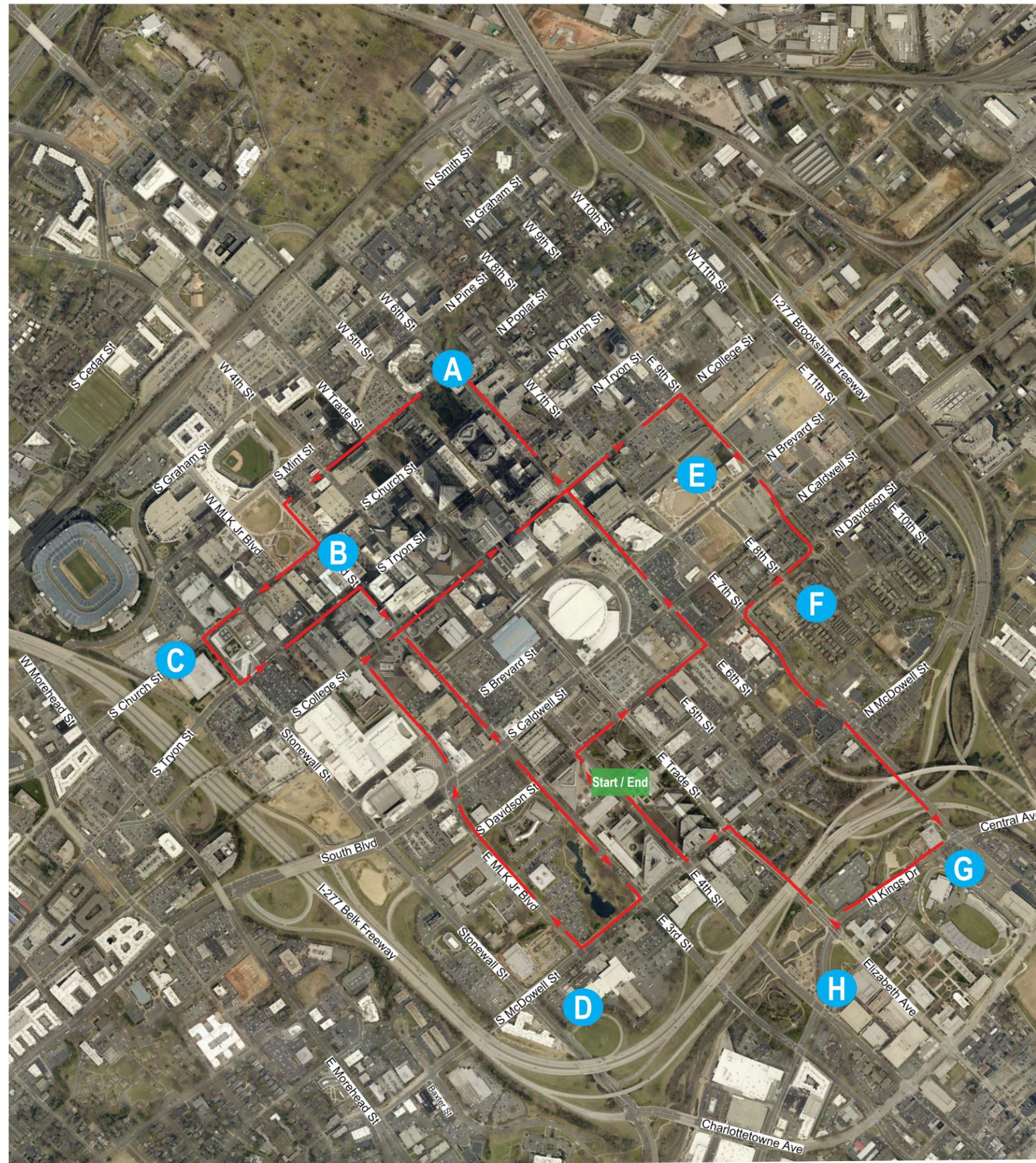


Stonewall Street / Church Street:
Charlotte Observer site barricaded for demolition and redevelopment. Stonewall St has high traffic volumes (at or over capacity) and traffic is expected to increase given current redevelopment projects (Tryon Place/615 South College/Crescent Stonewall Station/Northwood Ravin site / Proffitt Dixon site/Brooklyn Village)

D



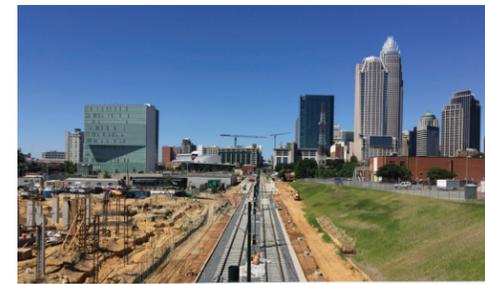
Tryon Street / 3rd Street:
Tryon St has shade, lower vehicle speeds, and provides great connectivity. Underground parking egress tunnel on south side of 3rd St creates challenging merge/conflict zone for cyclists and traffic. Terrain and # of lanes promote higher vehicle speeds on 3rd St.



Uptown Urban Trails Connection Study Uptown Bike Tour Route Map



E



MLK Jr Blvd / College Street / 9th Street:
MLK Jr Blvd appears to have lower traffic volumes, underutilized on street parking, and good connectivity to Convention Center. Pinch point on MLK Jr is at light rail crossing. College St appears to have higher vehicle speeds, has multiple parking deck egress points on north/west side, and multiple lane drops on south/east side. 9th St has good connectivity to UNCC uptown campus and Rail Trail.

F



9th Street/Davidson Street:
9th St (south of Caldwell) and Davidson (north of 7th) are very comfortable for cyclists (shade, lower traffic volumes, lower traffic speeds, residential area). Potential for bike boulevard or conventional bike lanes.

G



7th Street:
4+ lane, median divided between McDowell St and Caldwell St. 7th Street Bridge over I-277 currently not a comfortable experience for cyclists. Two-way left turn lane extends across bridge from Central Ave to McDowell St. 7th St bridge provides great views of skyline for inbound cyclists.

H



Elizabeth Street / Trade Street:
Streetcar tracks shift closer to curb on north/east side of street near McDowell St. Appears to be relatively low traffic volumes. Potential for two-way cycle track on southernmost lane (traffic would share outbound lane with streetcar as they currently do on inbound lane).