Outline

• Cross Charlotte Trail Recap
• Key Questions from January Strategy Session
• Options and Recommendation for Moving Forward
• Extending the Network Beyond the XCLT
Cross Charlotte Trail Recap

XCLT 7th to 10th Conceptual Rendering
How long is the XCLT?

26 miles
South Charlotte Connector

Added to bond in 2016
Completing Segments 1 – 4 = 18 continuous miles

Completing Segments 5 – 9 = 28 continuous miles

Completing Segments 10 – 11 = Over 30 continuous miles
Key Questions

1) Why were the segments in the south prioritized?

2) How much work has been completed on the different segments of the Cross Charlotte Trail?
Key Questions

Why were the segments in the south prioritized?

Answer:

• The segments in the south were selected to be advanced earliest because they provided the most continuous miles of trail by leveraging segments already built by the County.

• The Master Plan confirmed this approach following community engagement.
Key Questions

1) Why were the segments in the south prioritized?

2) How much work has been completed on the different segments of the Cross Charlotte Trail?
XCLT by Segment

<table>
<thead>
<tr>
<th>Segment</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - South Charlotte Connector</td>
<td>Design (100%)</td>
</tr>
<tr>
<td>2 - Brandywine to Tyvola</td>
<td>Design (95%)</td>
</tr>
<tr>
<td>3 - 7th to 10th Street</td>
<td>Design (90%)</td>
</tr>
<tr>
<td>4 - Cordelia Park</td>
<td>Constructed</td>
</tr>
<tr>
<td>5 - Davidson to Matheson</td>
<td>Design (90%)</td>
</tr>
<tr>
<td>6 - Matheson to Craighead Rd.</td>
<td>Planned</td>
</tr>
<tr>
<td>7 - Craighead to Tryon</td>
<td>Planned</td>
</tr>
<tr>
<td>8 - Tryon to Orr Rd (Hidden Valley)</td>
<td>Planned</td>
</tr>
<tr>
<td>9 - Orr to Rocky River</td>
<td>Planned</td>
</tr>
<tr>
<td>10 - Mallard Creek Church to Pavilion Blvd</td>
<td>TBD</td>
</tr>
<tr>
<td>11 - Pavilion Blvd to Cabarrus Co.</td>
<td>TBD</td>
</tr>
</tbody>
</table>
Options for Moving Forward

XCLT 7th to 10th Conceptual Rendering
Two Options

• Option 1 – Reprioritize and build different segments

• Option 2 – Construct the 3 segments that are ready to move forward
Option 1

Reprioritize and build different segments:

- Longer to complete
- Fewer Continuous miles
- Greater Uncertainty
### XCLT by Segment

<table>
<thead>
<tr>
<th>Segment</th>
<th>Length (miles)</th>
<th>Phase</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - South Charlotte Connector</td>
<td>0.7</td>
<td>Design (100%)</td>
<td>($3.0M)</td>
</tr>
<tr>
<td>3 - 7th to 10th Street</td>
<td>0.5</td>
<td>Design (90%)</td>
<td>($4.2M)</td>
</tr>
<tr>
<td>4 - Cordelia Park</td>
<td>0.3</td>
<td>Constructed</td>
<td>($0.7M)</td>
</tr>
<tr>
<td>5 - Davidson to Matheson</td>
<td>1</td>
<td>Design (90%)</td>
<td>($3.8M)</td>
</tr>
<tr>
<td>7 - Craighead to Tryon</td>
<td>1</td>
<td>Planned</td>
<td>($6.5M)</td>
</tr>
<tr>
<td>8 - Tryon to Orr Rd (Hidden Valley)</td>
<td>1.5</td>
<td>Planned</td>
<td>($10.3M)</td>
</tr>
</tbody>
</table>

**Miles & Balance**

5 miles | $4.9M

**Total Funding**

| Committed on Art, Master Planning and Planning | ($4.6M) |

**XCLT by Segment**

- Orange: Tryon to Orr (Hidden Valley)
- Red: Craighead to Tryon
- Teal: Davidson to Matheson
- Green: Cordelia Park
- Pink: South Charlotte Connector
- Yellow: 7th to 10th Street
- Green: Proposed County Segments
- Yellow: Existing County Segments

**Constructed by 2024**
## Option 2

### Constructing Segments 1-4

<table>
<thead>
<tr>
<th>Segment</th>
<th>Length (miles)</th>
<th>Phase</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Funding</strong></td>
<td></td>
<td></td>
<td>$38M</td>
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<tr>
<td>Committed on Art, Master</td>
<td></td>
<td>Phase</td>
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<tr>
<td>Planning and Planning</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>1 - South Charlotte</td>
<td>0.7</td>
<td>Design (100%)</td>
<td>($3.0M)</td>
</tr>
<tr>
<td>Connector</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 - Brandywine to Tyvola</td>
<td>1.5</td>
<td>Design (95%)</td>
<td>($25.0M)</td>
</tr>
<tr>
<td>3 - 7th to 10th Street</td>
<td>0.5</td>
<td>Design (90%)</td>
<td>($4.2M)</td>
</tr>
<tr>
<td>4 - Cordelia Park</td>
<td>0.3</td>
<td>Constructed</td>
<td>($0.7M)</td>
</tr>
<tr>
<td><strong>Miles &amp; Balance</strong></td>
<td>3</td>
<td></td>
<td>$2.7M</td>
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</tbody>
</table>

**Constructed by 2021**
What is the Path Forward for the Remaining Segments?

Creativity, Innovation, and Partnerships
Evaluate use of recently constructed Rail Trail

Segment 5
(Davidson to Matheson)
Davidson St. to Matheson Ave. – Alternate Options

- Parkwood Ave.
- Station
- Existing Rail Trail
- 25th St. Station
- Proposed XCLT Alignment
- N. Davidson St.
Davidson St. to Matheson Ave. – Alternate Options
Matheson to Craighead Partnership with Private Sector

- Matheson to Craighead
- Davidson to Matheson
- Cordelia Park
- 7th to 10th Street
- Brandywine to Tyvola
- South Charlotte Connector
- Proposed County Segments
- Existing County Segments

Map showing segments of the XCLT project with labels 1 to 6.
Segments 7-9
(Craighead to Rocky River)

- Implement a Bike Boulevard
- Complete project design work to inform costs for future CIP opportunities
Northern Bike Boulevard

- Buffered bike lanes
- Neighborhood wayfinding
- Crossing beacon
- Shared use path
Existing Bike Blvd. South of Freedom Park
Step 5
(Segments 10 and 11)
Lowest Priority

Step 4
(Segments 7, 8 and 9)
Bike Boulevard + Additional Future Funding
(28 Miles)

Step 3
(Segment 6)
Private Sector Partnership
(20 Miles)

Step 2
Segment 5:
Potential to Use Rail Trail
(19 Miles)

Step 1
(Segments 1, 2, 3 and 4)
(18 Miles)
Step 5
(Segments 10 and 11)
Lowest Priority

Step 4
(Segments 7, 8 and 9)
Bike Boulevard + Additional Future Funding
(28 Miles)

Step 3
(Segment 6)
Private Sector Partnership
(20 Miles)

Step 2
Segment 5:
Potential to Use Rail Trail
(19 Miles)

Step 1
(Segments 1, 2, 3 and 4)
(18 Miles)

Over 40 miles of connected network

Clarks / Mallard Creek & University Research Trail System

McAlpine / McMullen / Four Mile Creek Greenway System

Over 40 miles of connected network
Future Funding Options

- ALLOW UPCOMING BUDGET PROCESS TO HIGHLIGHT PRIORITIES AND FUTURE FUNDING OPTIONS
Extending the Network Beyond the XCLT
Extending the Network Beyond the XCLT

Clarks / Mallard Creek & University Research Trail System
- 9.9 miles

5th / 6th Cycletrack, Irwin / Stewart Creek System
- 4.7 miles

McAlpine / McMullen / Four Mile Creek Greenway System
- 5.8 miles
Extending the Network Beyond the XCLT

Clarks / Mallard Creek & University Research Trail System
• 9.9 miles

5th / 6th Cycletrack, Irwin / Stewart Creek System
• 4.7 miles

McAlpine / McMullen / Four Mile Creek System
• 5.8 miles
Extending the Network Beyond the XCLT

Other East/West Network Connections

- UNCC & J.W. Clay Blvd. Bikeways
- N. Tryon St. Bike Lanes
- 36th St. Bike Lanes & Signed Route #7
- Parkwood Road Conversion & N. Davidson St. Bike Lanes
- 10th St. & Seigle Ave. Bike Lanes & First Ward Connector
- Elizabeth Ave. Bike Lanes & Signed Route #9
- Kenilworth Ave. / Charlottetowne Ave. Bike Lanes & Signed Route #11
- East Blvd. Bike Lanes
- Signed Route #1
- Signed Route #15 to Scaleybark Rd. Bike Lanes
- Signed Route #2
The following projects are highlighted:

- Brevard St Bike Boulevard
- 6th St Cycle Track
- 7th St Bridge Shared Use Path
- XCLT 7th to 10th
- Parkwood Road Conversion
- Additional Bike Boulevard and Wayfinding projects
- The Plaza

The map depicts the locations and connections of these projects in the area.
XCLT and 6th St. Cycle Track
“Bicycle and Pedestrian Superhighways”
It transforms a primarily recreational infrastructure into transportation infrastructure.
Questions