



# CROSS CHARLOTTE TRAIL (XCLT)

February 4, 2019

Strategy Session

# Outline



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

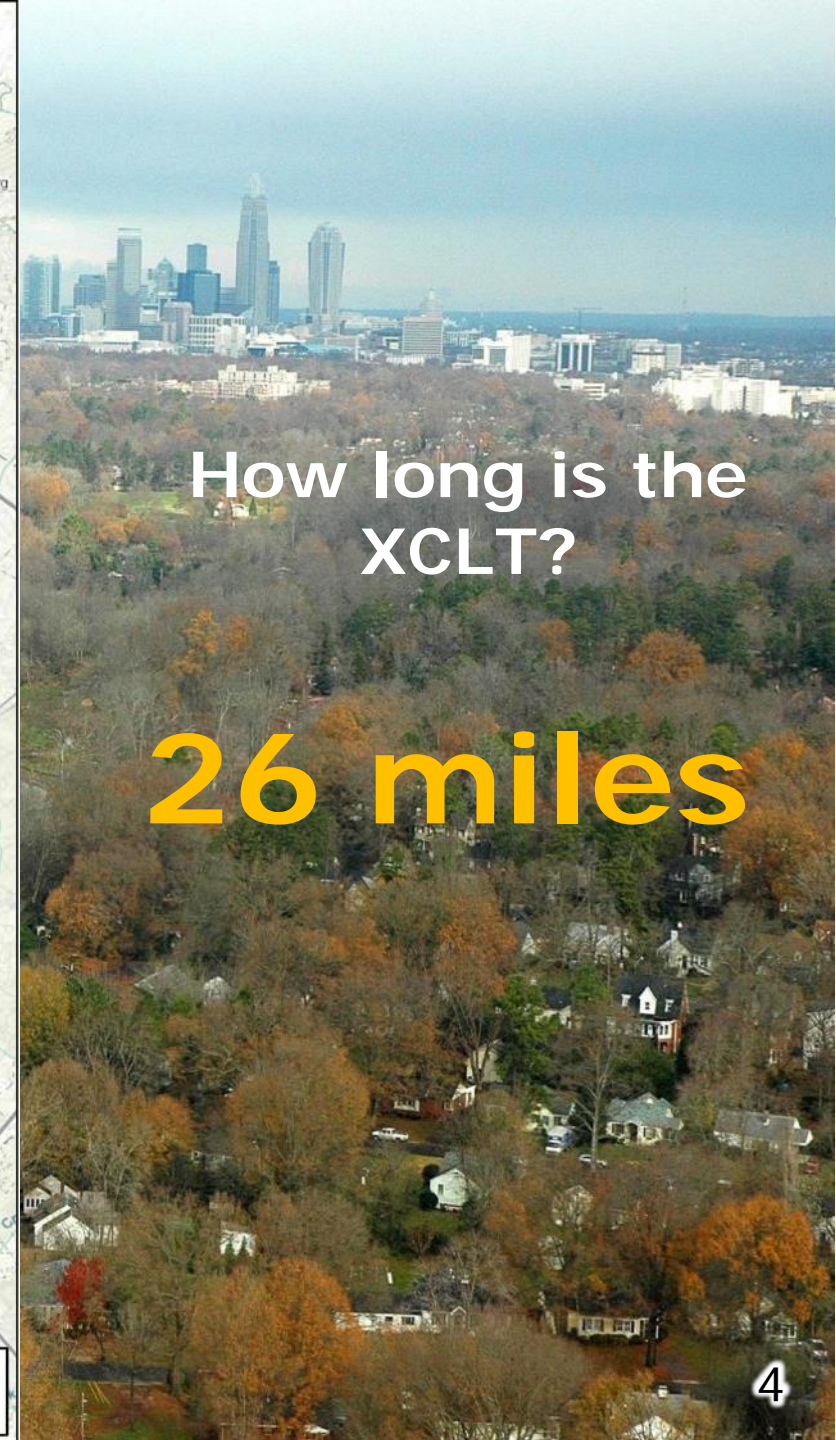
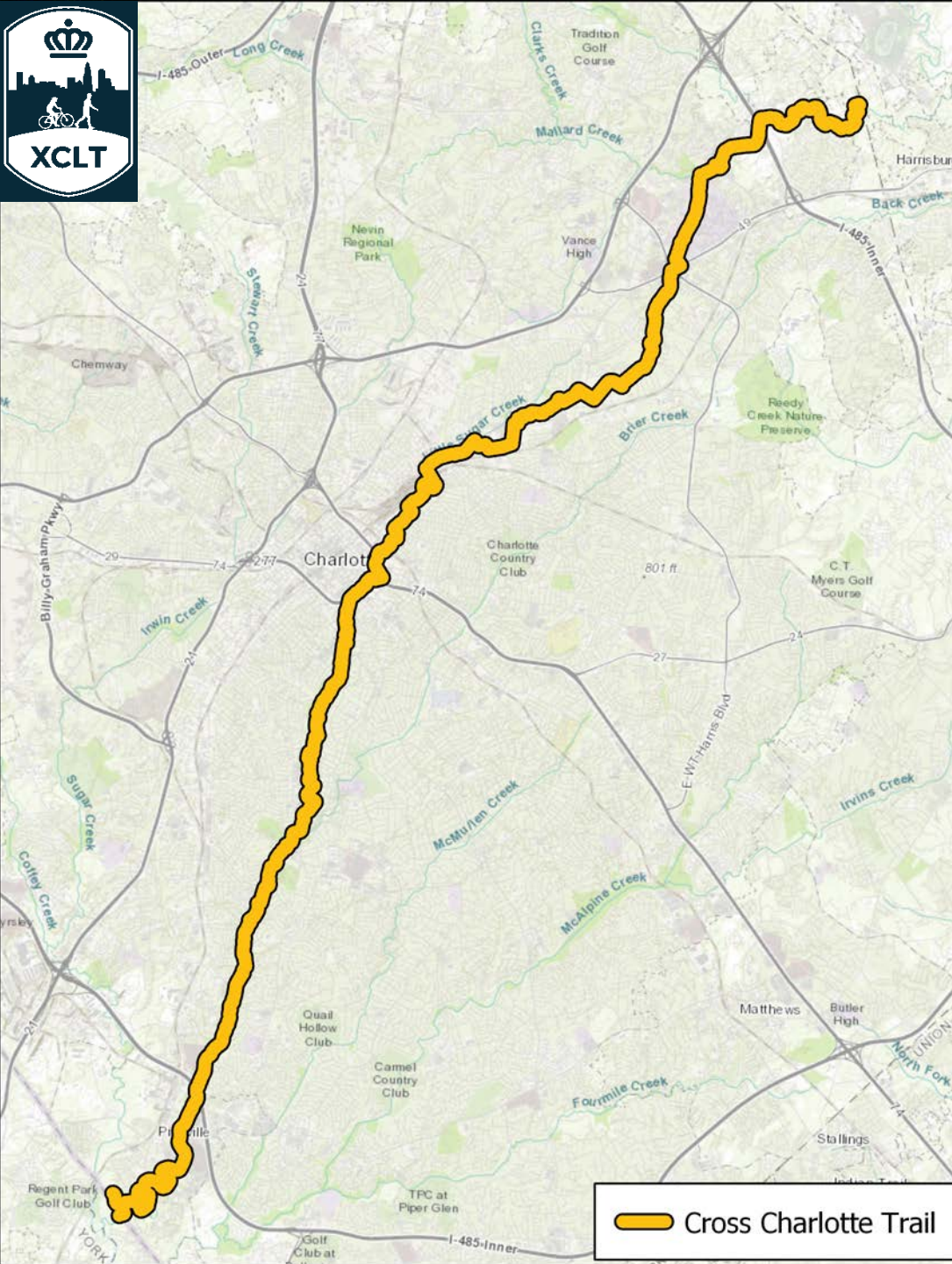


# Cross Charlotte Trail Recap

XCLT 7<sup>th</sup> to 10<sup>th</sup> Conceptual Rendering



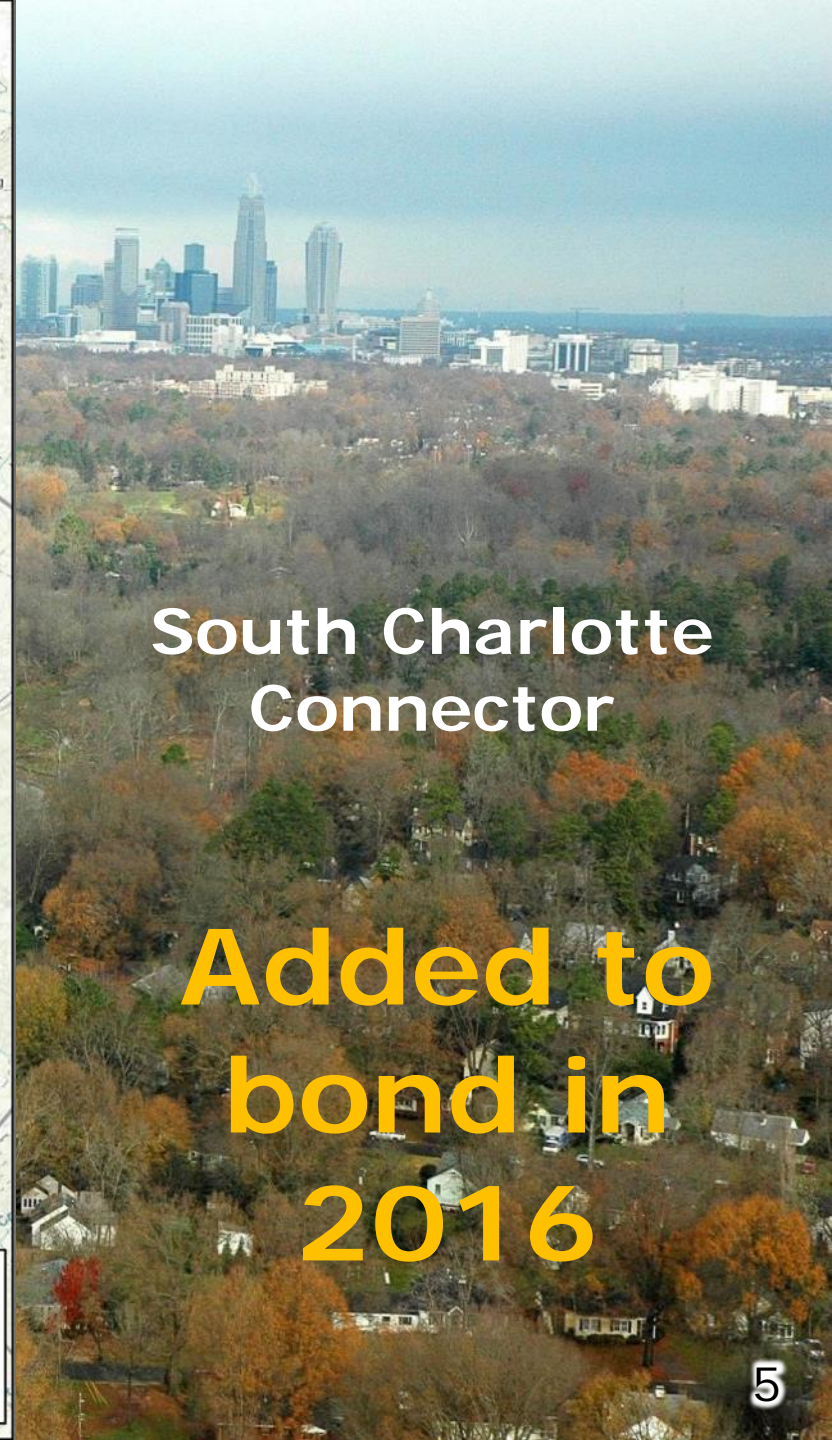
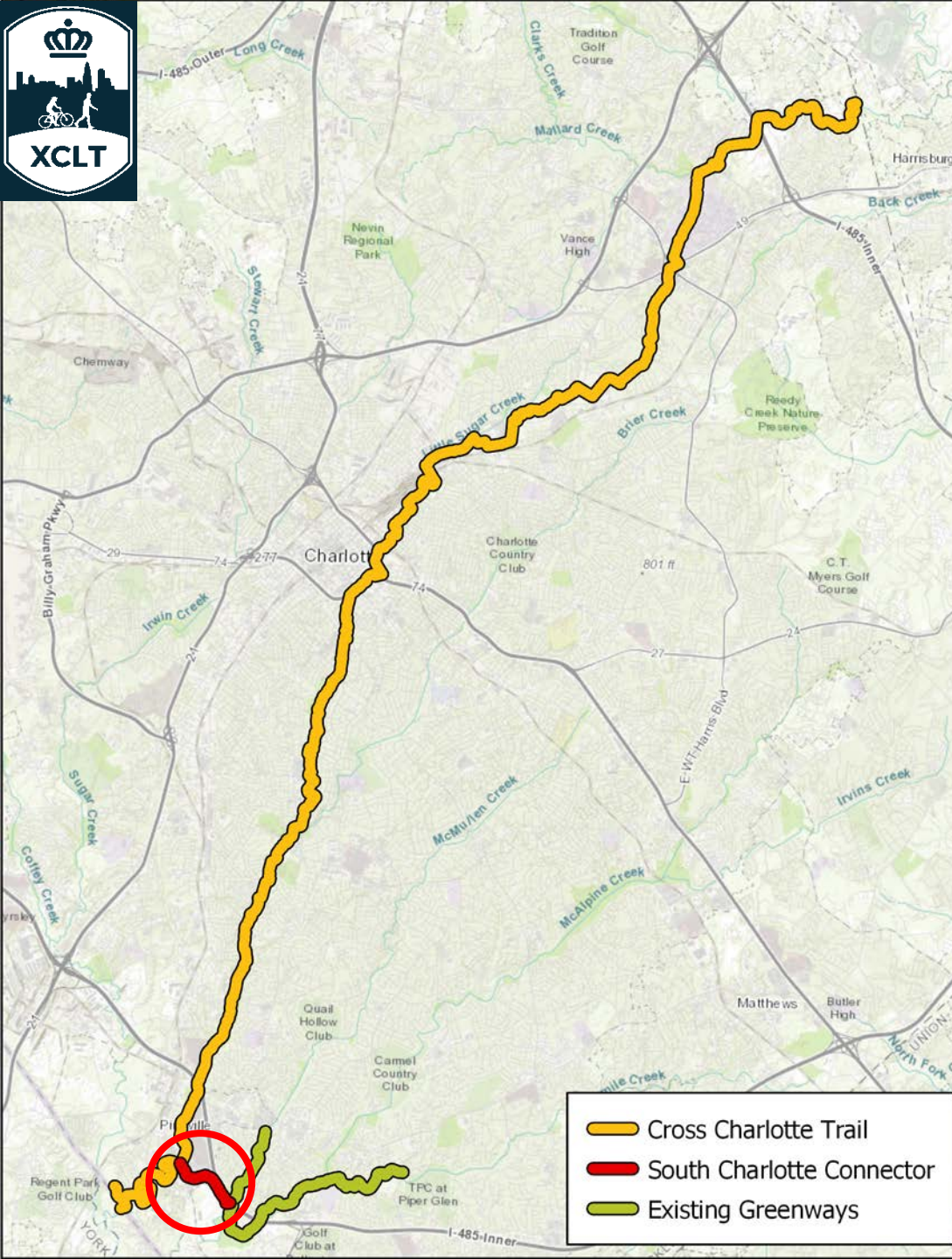




How long is the  
XCLT?

26 miles

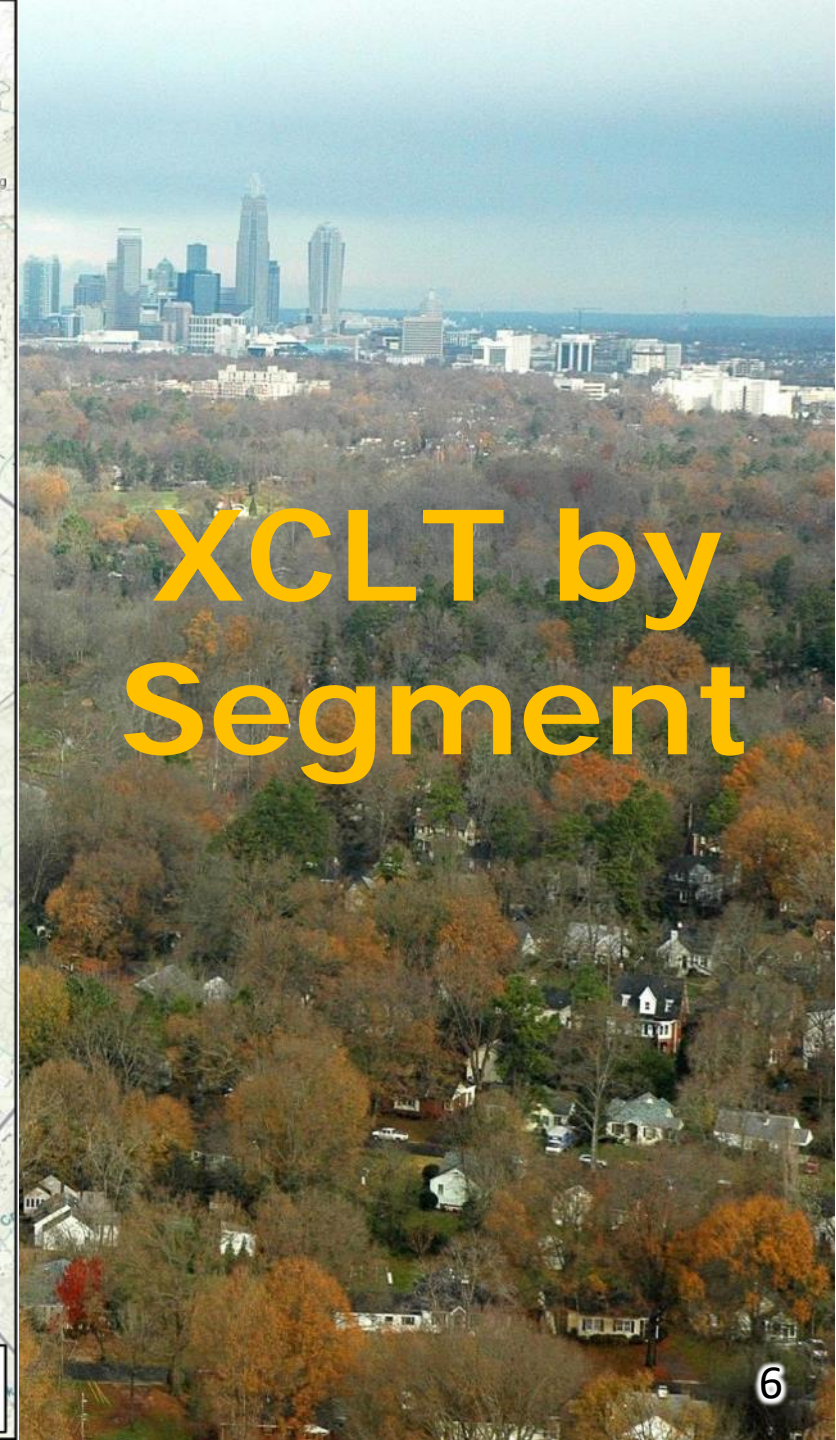
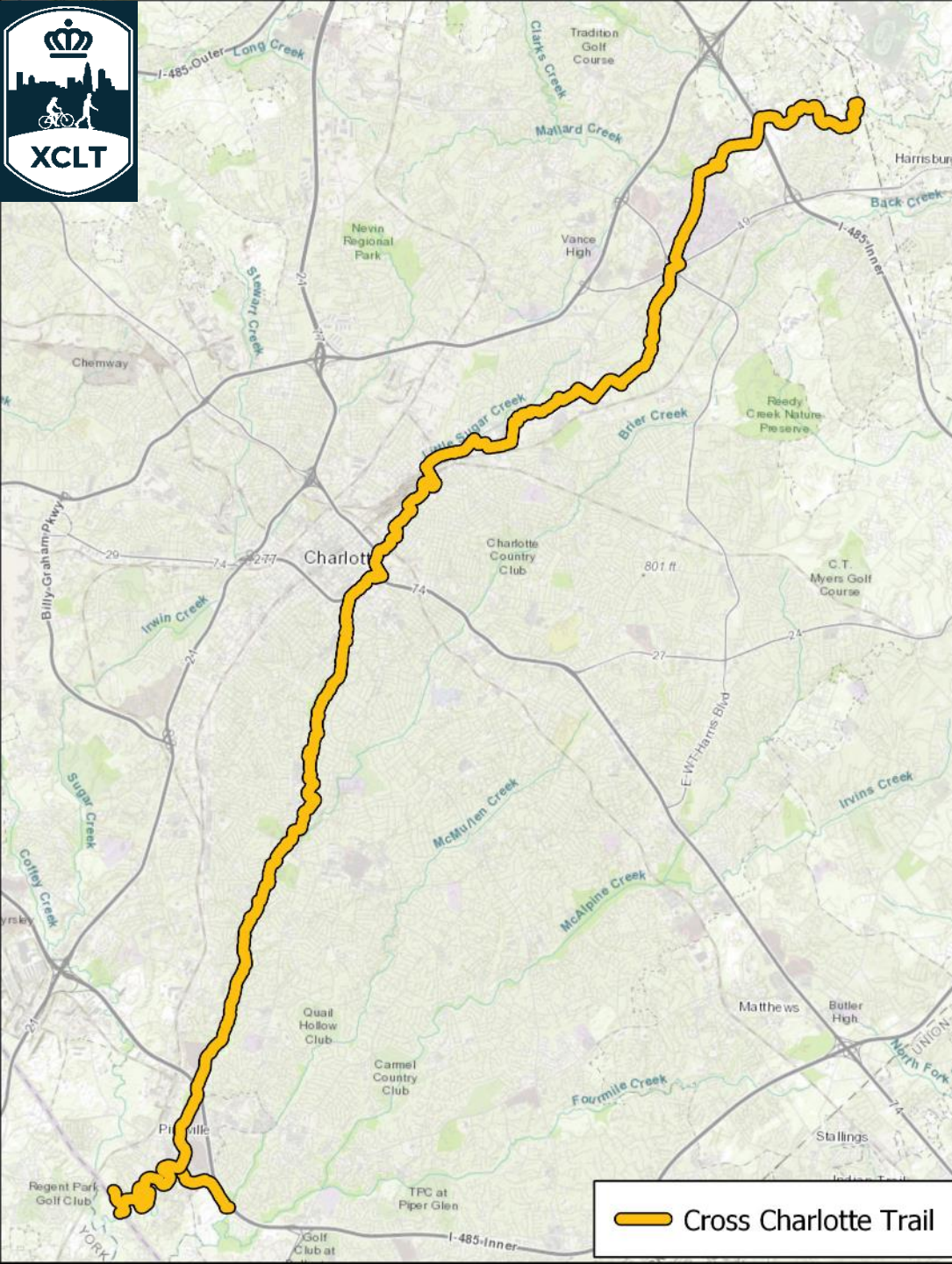




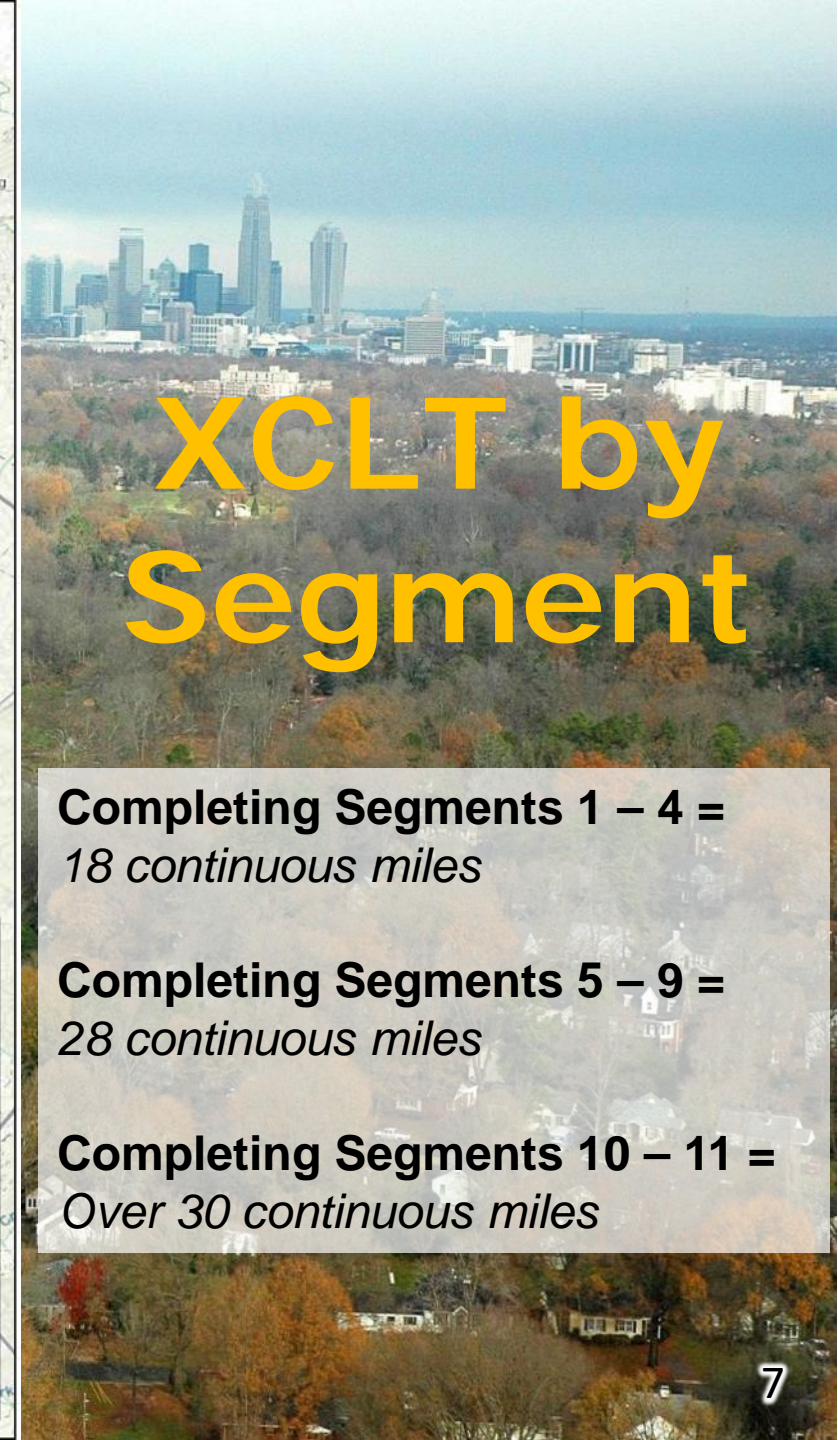
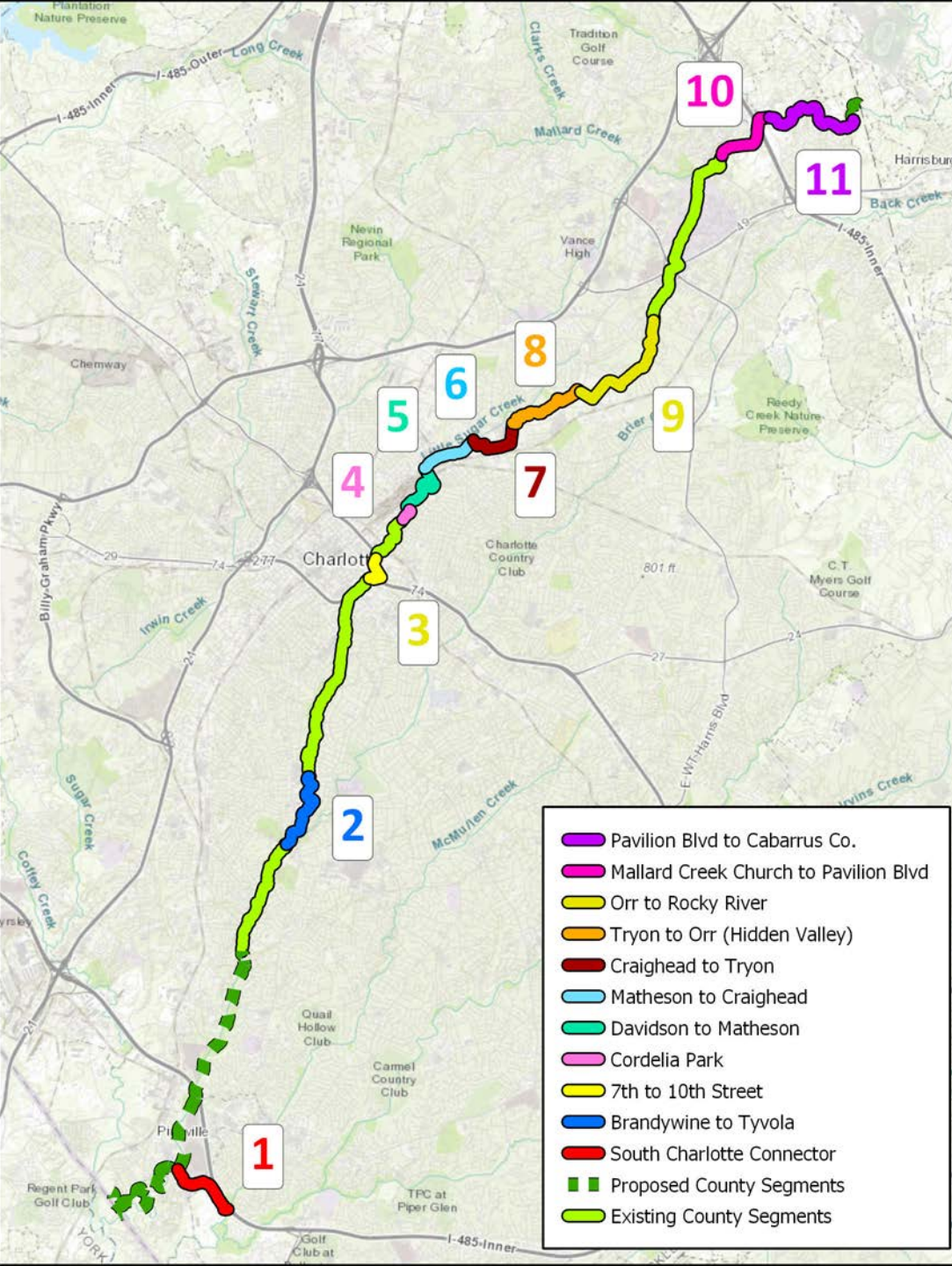
South Charlotte  
Connector

Added to  
bond in  
2016









# XCLT by Segment

**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.

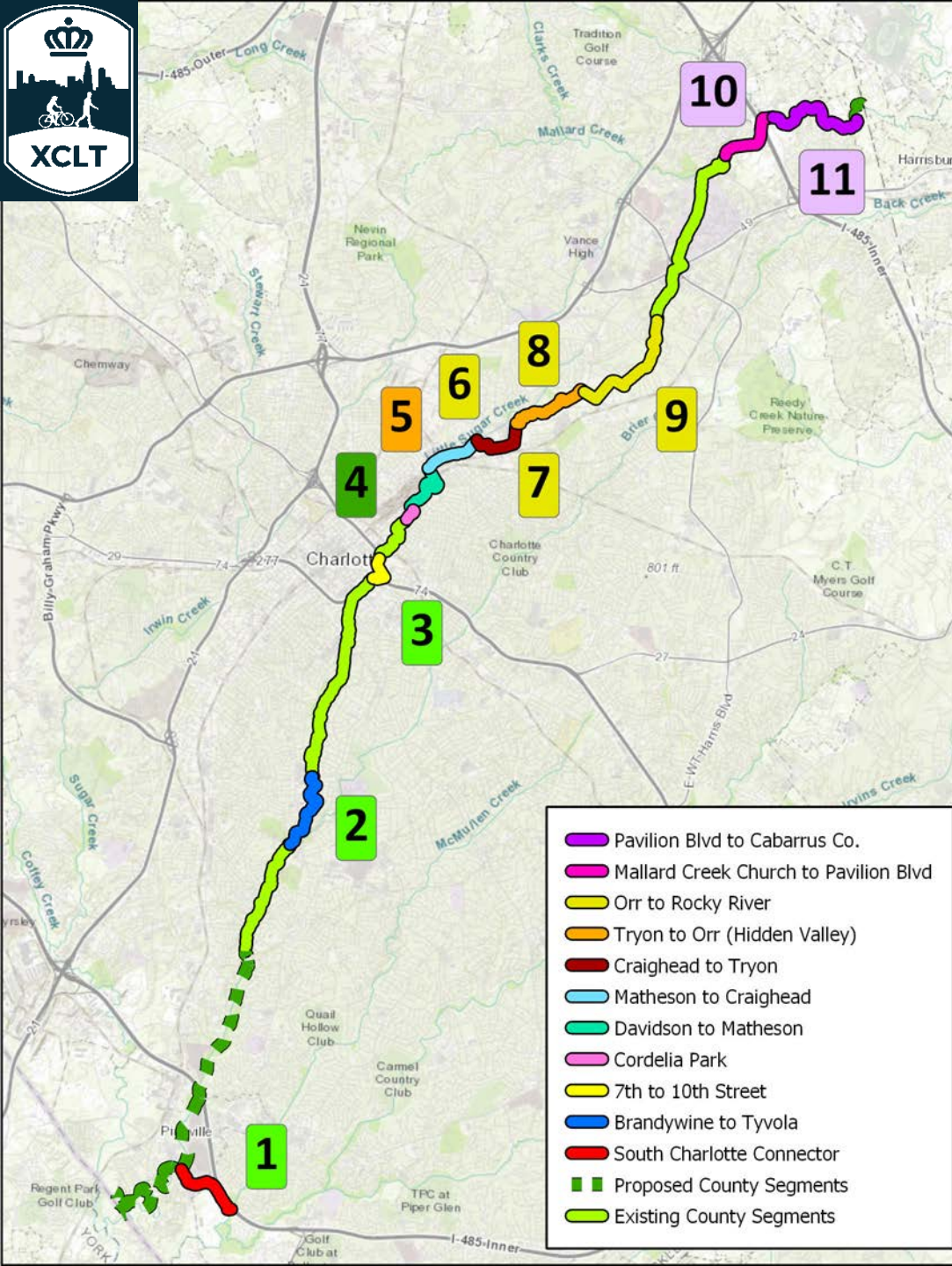




# Key Questions

- 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

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



A conceptual rendering of a park area. In the foreground, a large, leafy tree stands on the left. A paved path winds through a grassy area, where several people are walking and sitting. A man and a woman are standing on the path, looking at something together. In the background, a city skyline is visible, including a prominent skyscraper. A bridge or overpass is also visible. The image is overlaid with a large, semi-transparent blue and green geometric shape on the right side.

# Options for Moving Forward



# Two Options

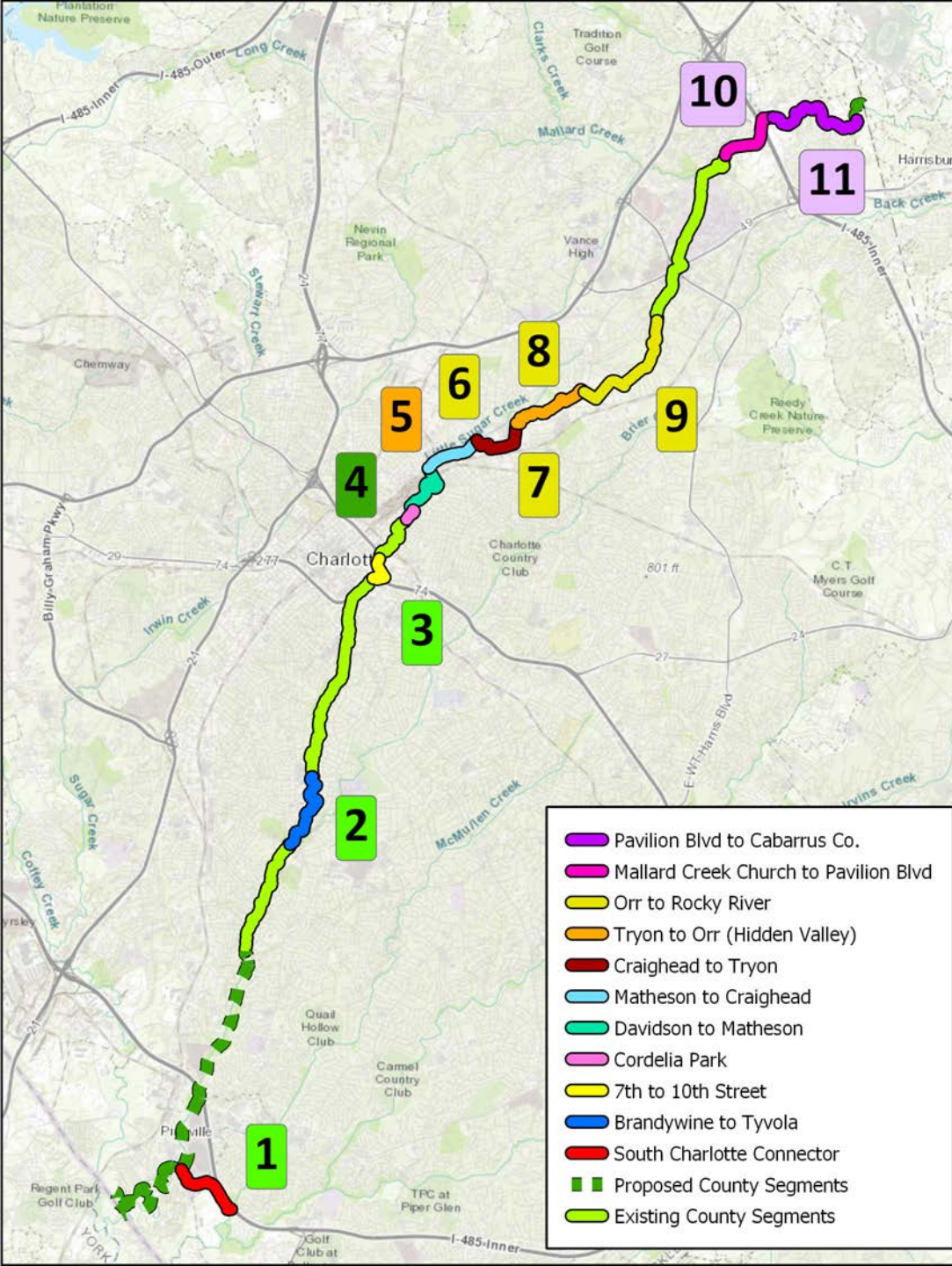
- **Option 1 – Reprioritize and build different segments**
- **Option 2 – Construct the 3 segments that are ready to move forward**



# Option 1

Reprioritize and build different segments:

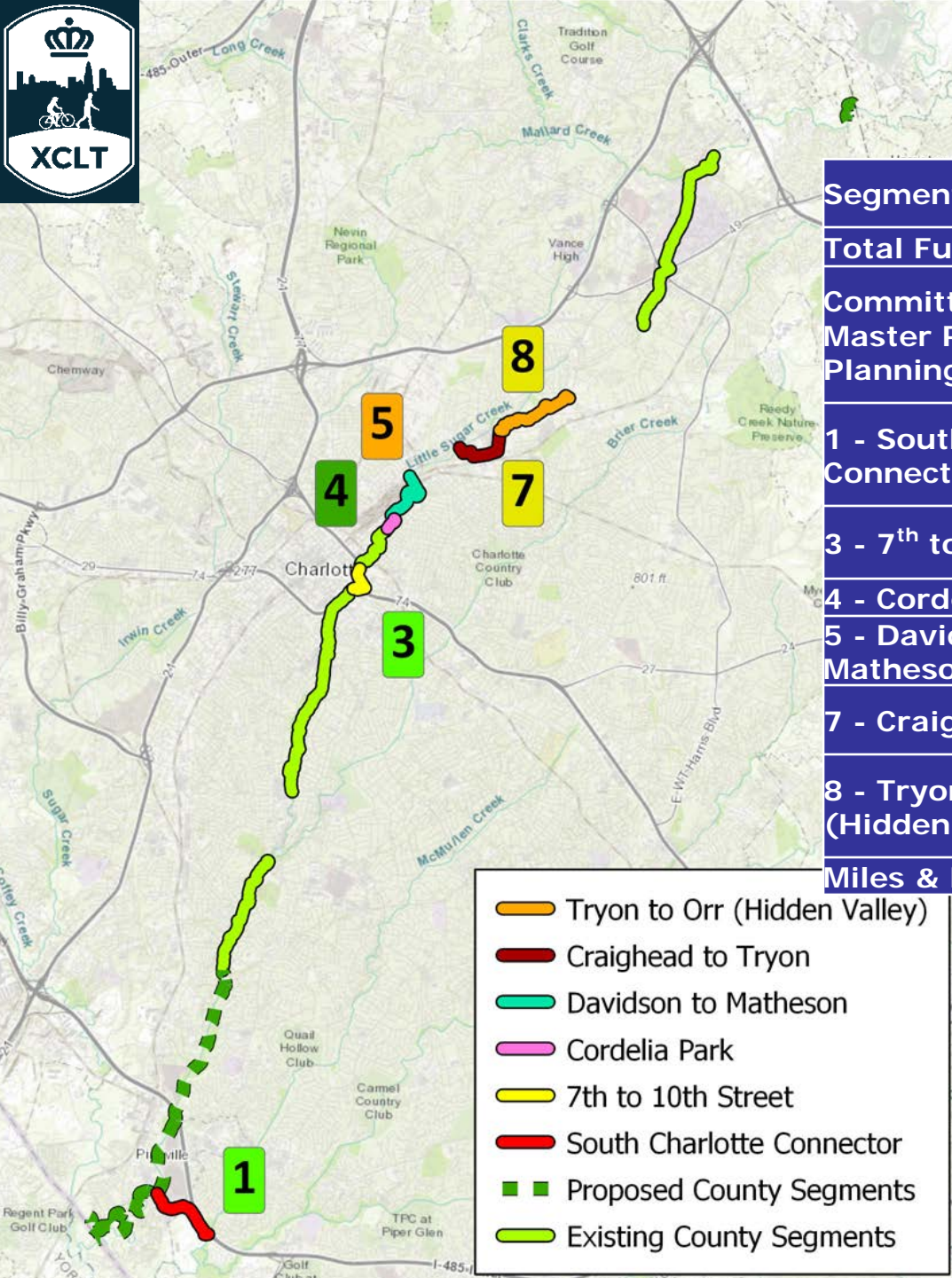
- Longer to complete
- Fewer Continuous miles
- Greater Uncertainty







# XCLT by Segment



Segment	Length (miles)	Phase	Total Cost
Total Funding			\$38M
Committed on Art, Master Planning and Planning			(\$4.6M)
1 - South Charlotte Connector	0.7	Design (100%)	(\$3.0M)
3 - 7 <sup>th</sup> to 10 <sup>th</sup> Street	0.5	Design (90%)	(\$4.2M)
4 - Cordelia Park	0.3	Constructed	(\$0.7M)
5 - Davidson to Matheson	1	Design (90%)	(\$3.8M)
7 - Craighead to Tryon	1	Planned	(\$6.5M)
8 - Tryon to Orr Rd (Hidden Valley)	1.5	Planned	(\$10.3M)
Miles & Balance	5		\$4.9M

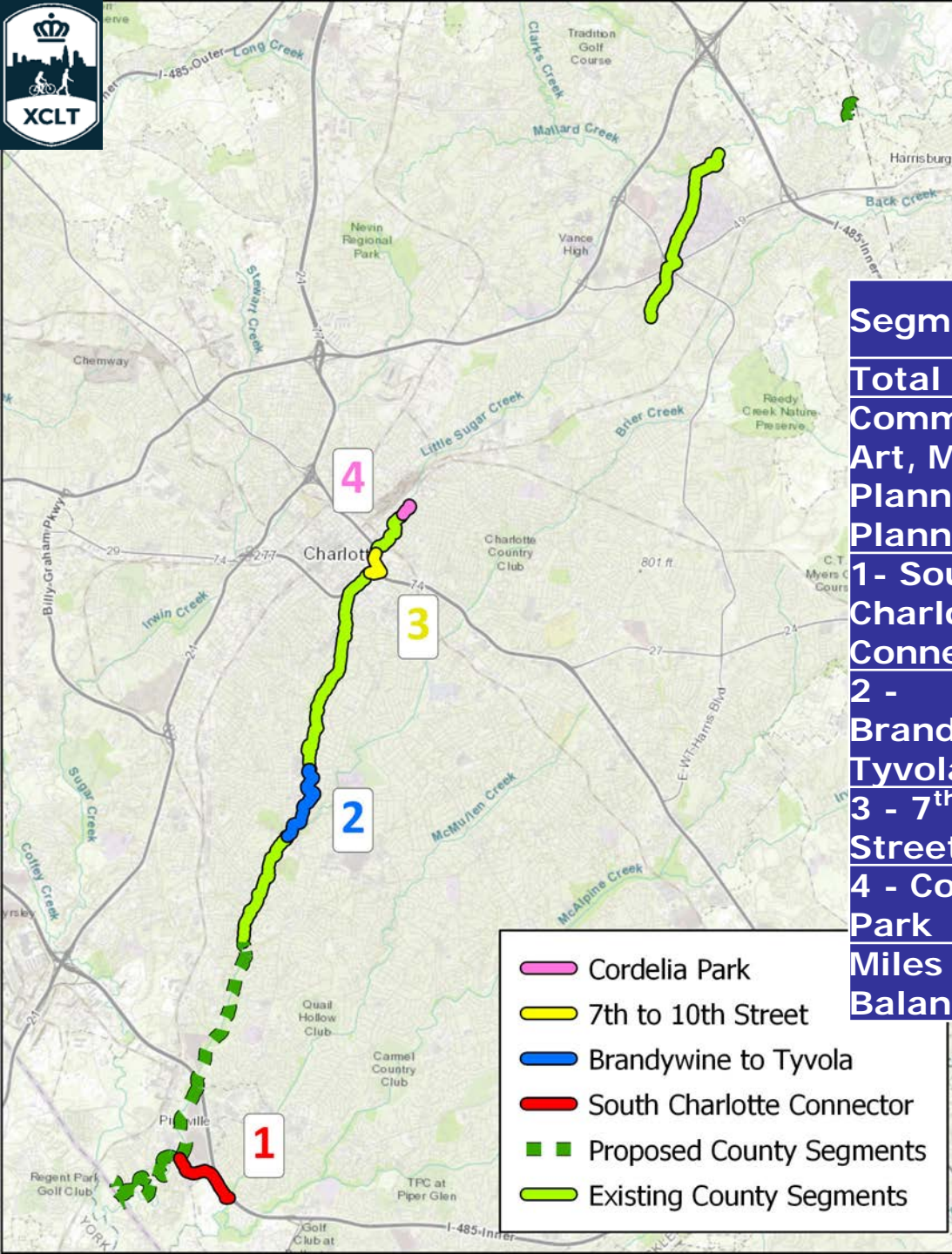






# Option 2

## Constructing Segments 1-4



Segment	Length (miles)	Phase	Total Cost
Total Funding			\$38M
Committed on Art, Master Planning and Planning			(\$2.4M)
1 - South Charlotte Connector	0.7	Design (100%)	(\$3.0M)
2 - Brandywine to Tyvola	1.5	Design (95%)	(\$25.0M)
3 - 7 <sup>th</sup> to 10 <sup>th</sup> Street	0.5	Design (90%)	(\$4.2M)
4 - Cordelia Park	0.3	Constructed	(\$0.7M)
Miles & Balance	3		\$2.7M

Constructed by 2021

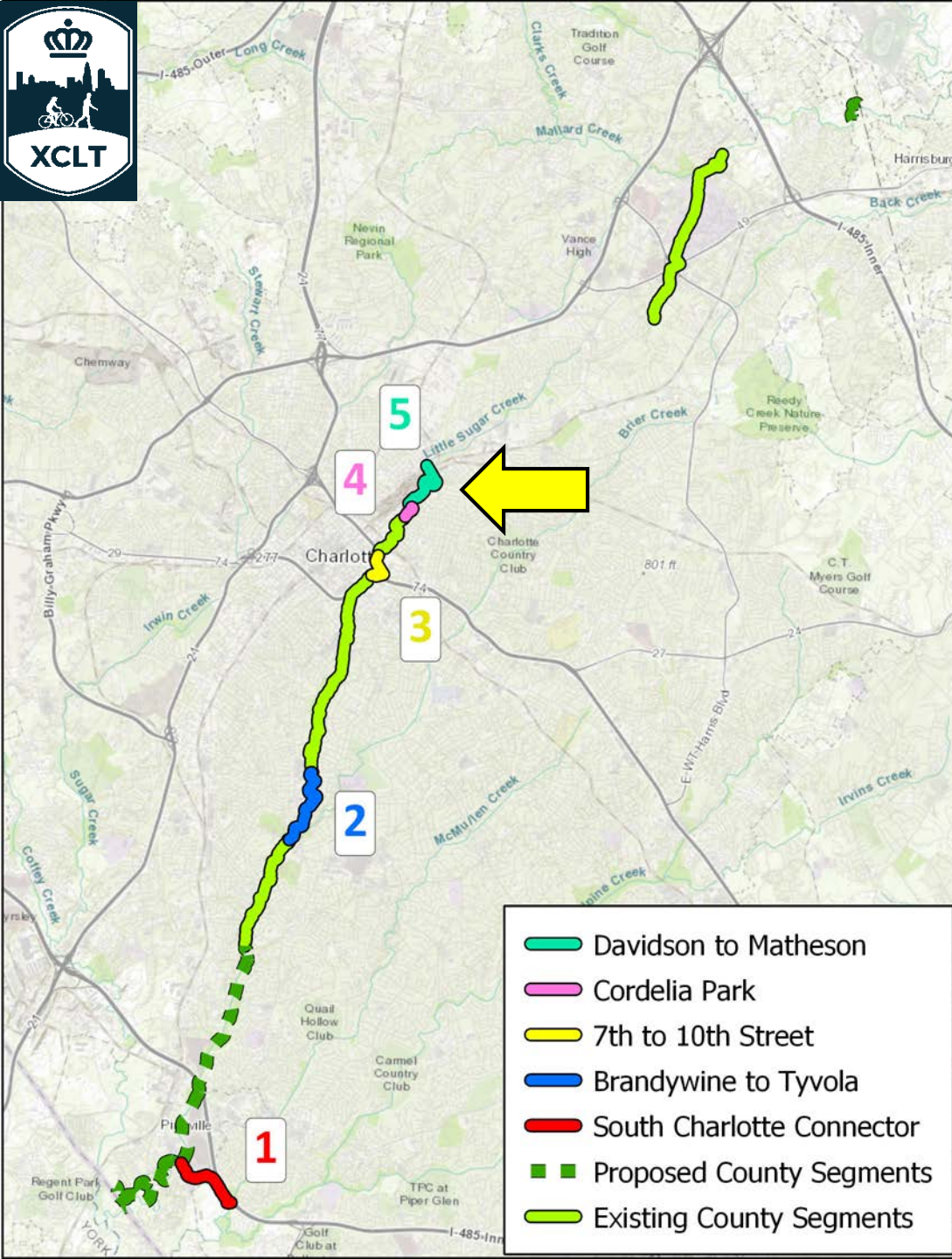




# **What is the Path Forward for the Remaining Segments?**

**Creativity, Innovation,  
and Partnerships**





# Segment 5 (Davidson to Matheson)

Evaluate use of recently constructed Rail Trail





# Davidson St. to Matheson Ave. – Alternate Options





# Davidson St. to Matheson Ave. – Alternate Options

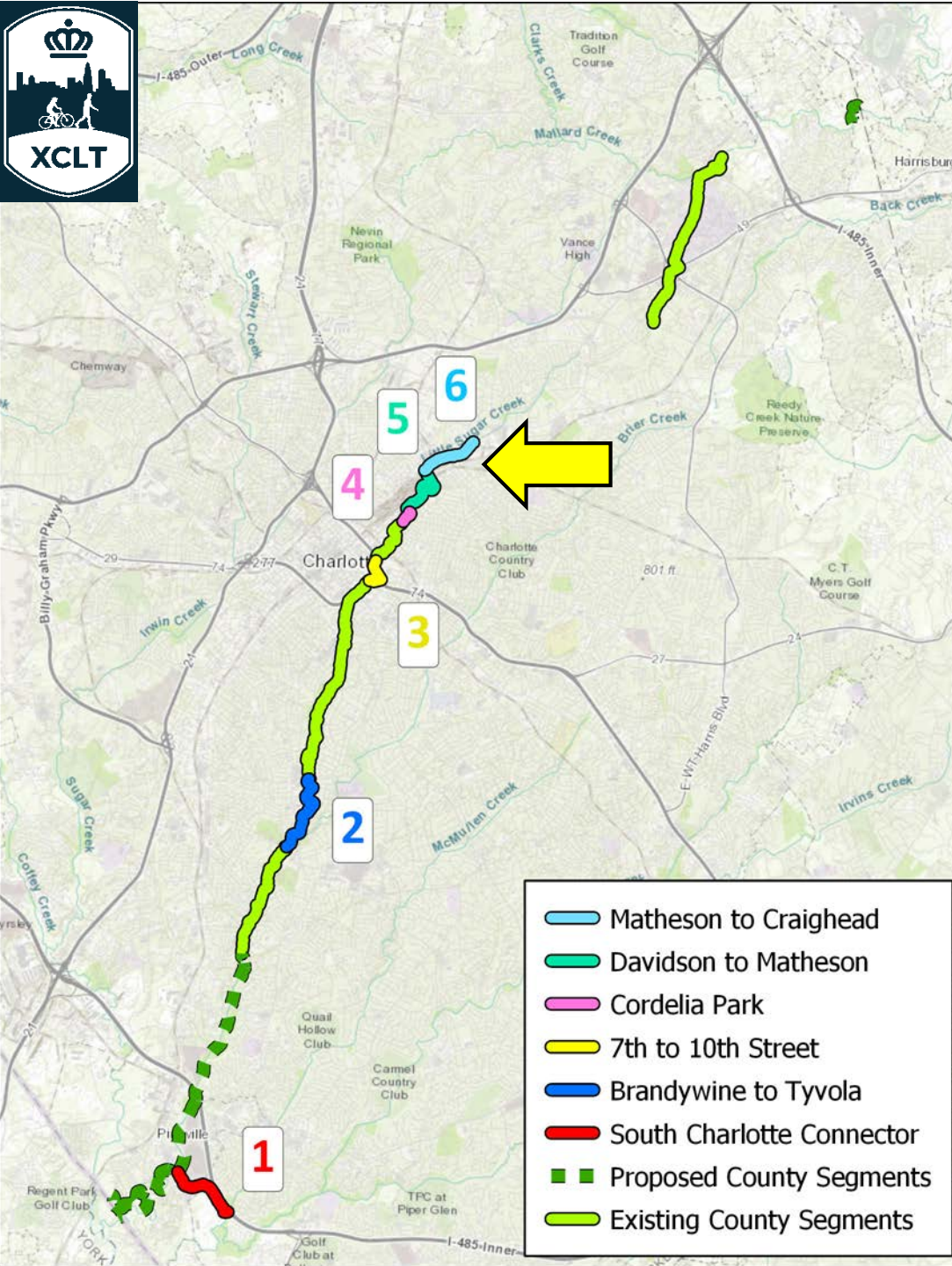




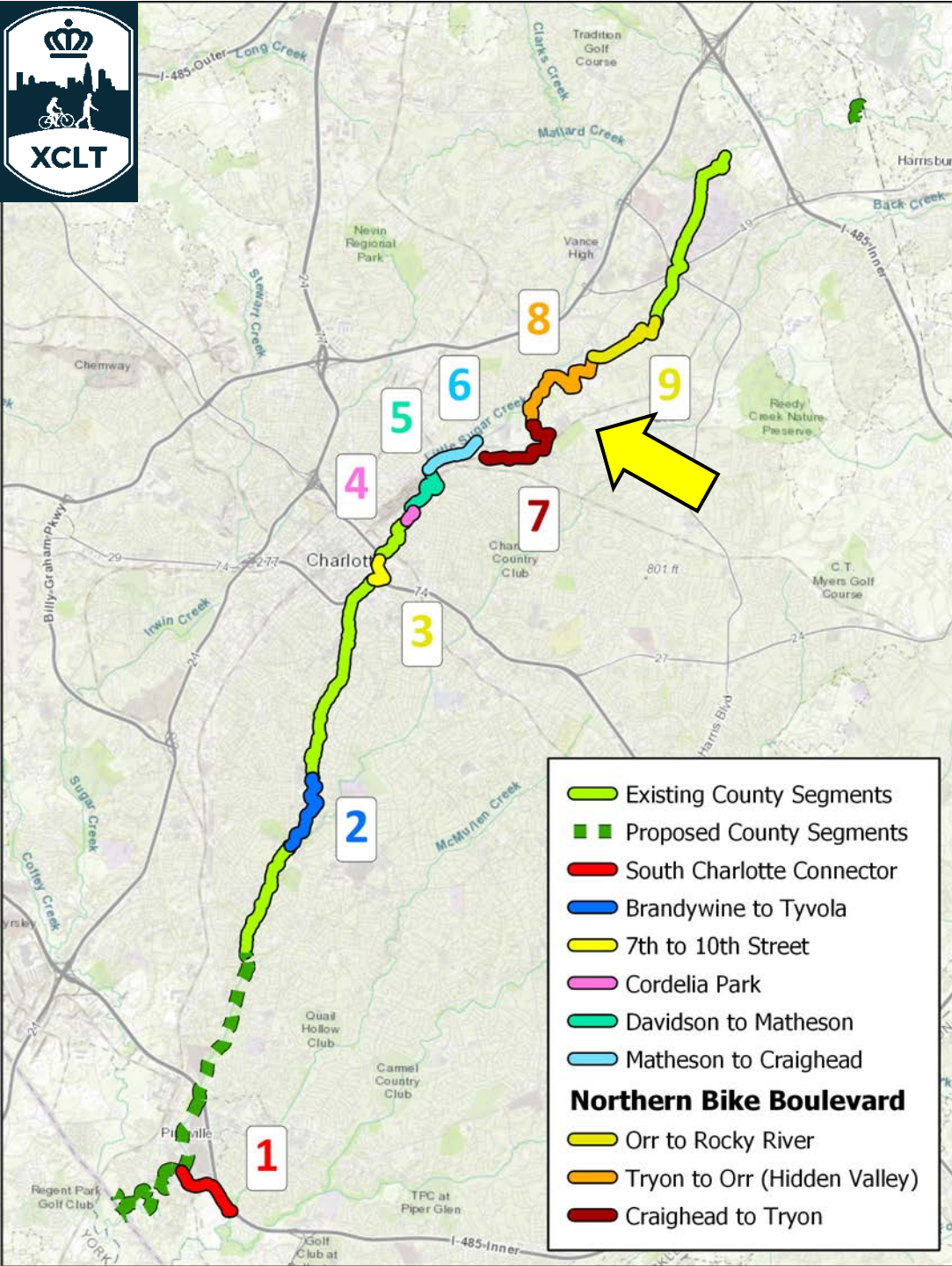
# Davidson St. to Matheson Ave. – Alternate Options







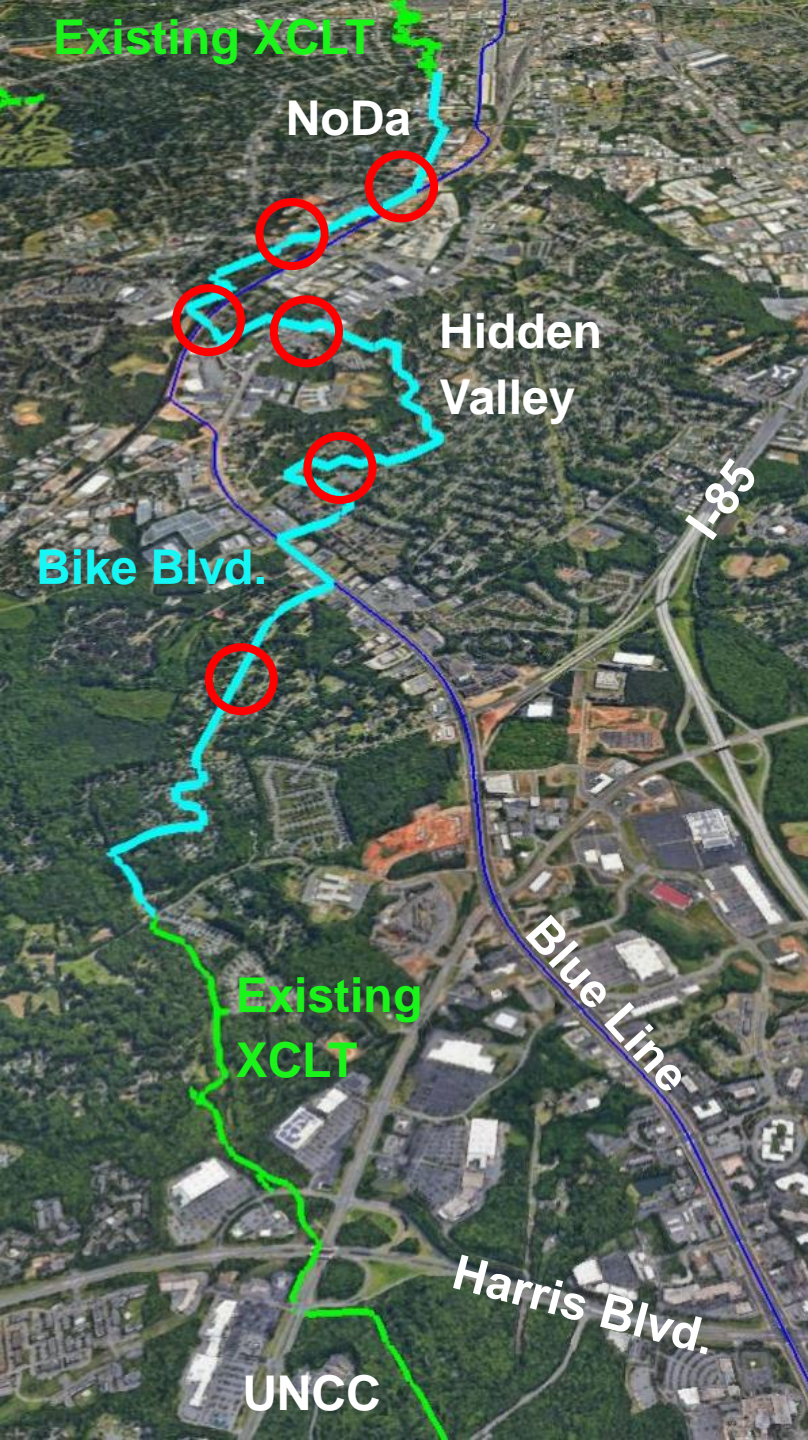




# Segments 7-9 (Craighead to Rocky River)

- 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

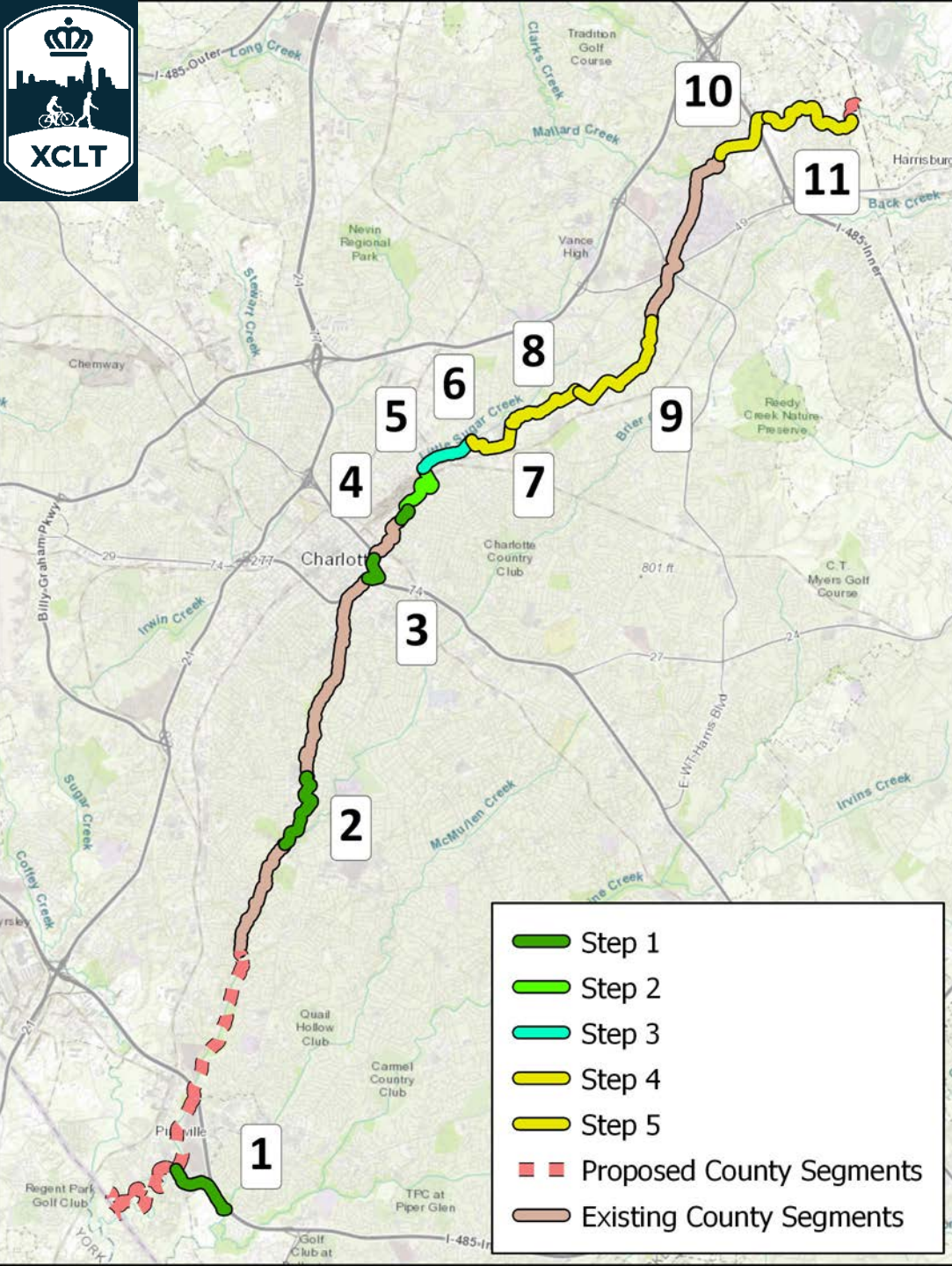




## Existing Bike Blvd. South of Freedom Park







**Step 5**  
**(Segments 10 and 11)**  
**Lowest Priority**

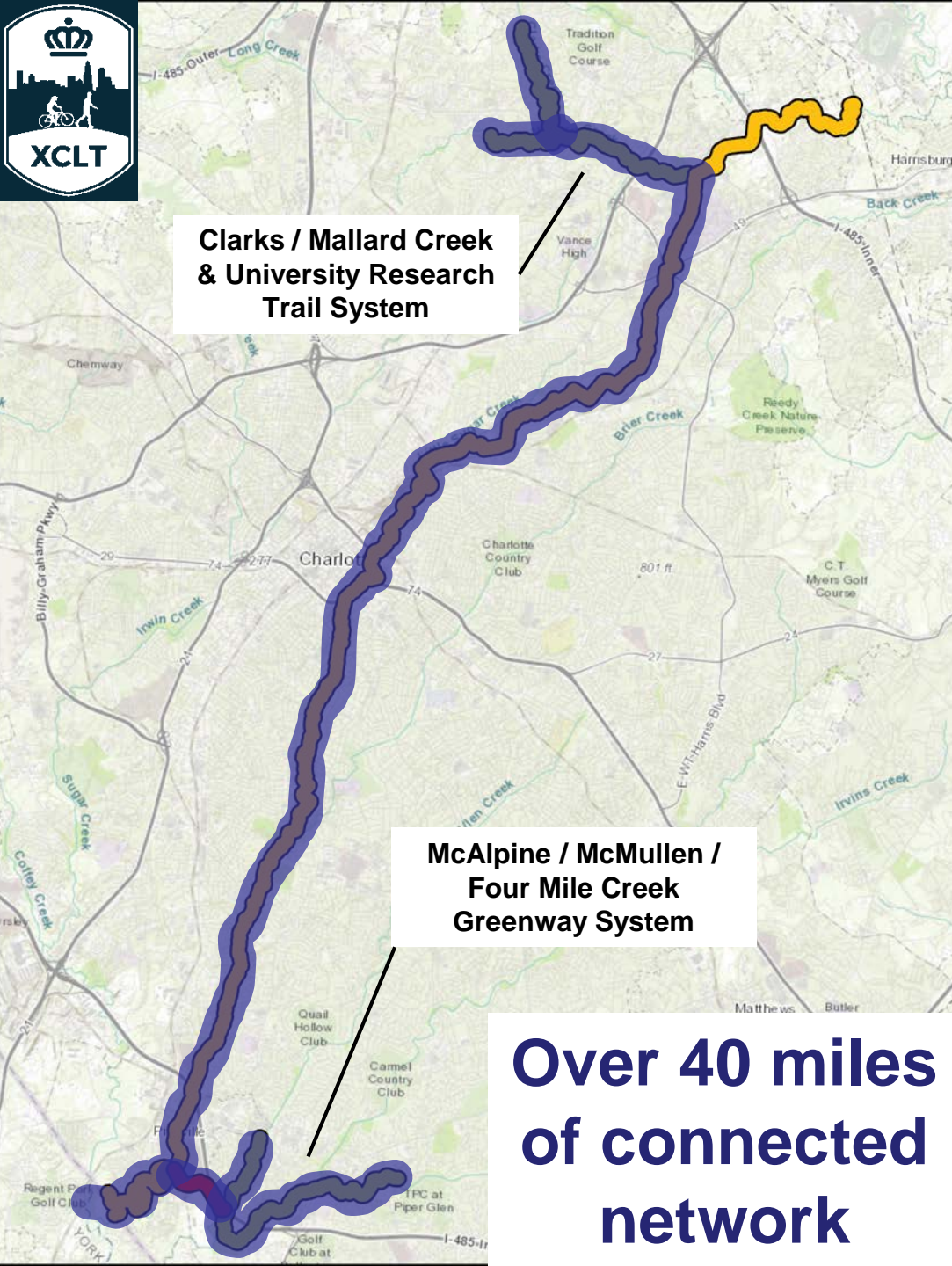
**Step 4**  
**(Segments 7, 8 and 9)**  
**Bike Boulevard + Additional**  
**Future Funding**  
**(28 Miles)**

**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)**





**Clarks / Mallard Creek  
& University Research  
Trail System**

**McAlpine / McMullen /  
Four Mile Creek  
Greenway System**

**Over 40 miles  
of connected  
network**

**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)**



# Future Funding Options

- **ALLOW UPCOMING BUDGET PROCESS TO HIGHLIGHT PRIORITIES AND FUTURE FUNDING OPTIONS**



# Extending the Network Beyond the XCLT

XCLT 7<sup>th</sup> to 10<sup>th</sup> Conceptual Rendering





## Clarks / Mallard Creek & University Research Trail System



# Extending the Network Beyond the XCLT

## Clarks / Mallard Creek & University Research Trail System

- 9.9 miles



## 5th/6th St. Cycletrack & Irwin / Stewart Creek Greenway System

## 5th / 6th Cycletrack, Irwin / Stewart Creek System

- 4.7 miles

## McAlpine / McMullen / Four Mile Creek Greenway System

- Cross Charlotte Trail
- South Charlotte Connector
- 5th/6th St CycleTrack
- Existing Greenways

## McAlpine / McMullen / Four Mile Creek System

- 5.8 miles



# Extending the Network Beyond the XCLT

## Clarks / Mallard Creek & University Research Trail System

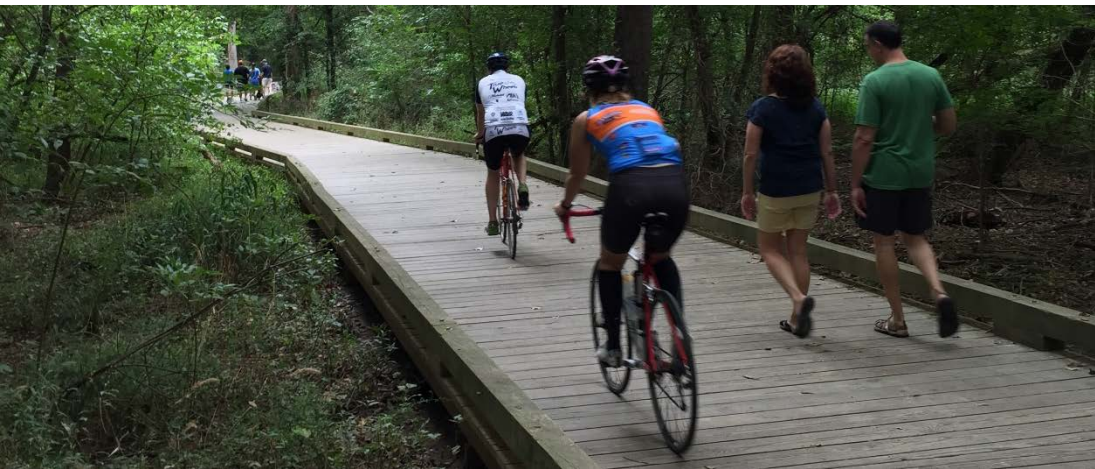
- 9.9 miles

## 5<sup>th</sup> / 6<sup>th</sup> Cycletrack, Irwin / Stewart Creek System

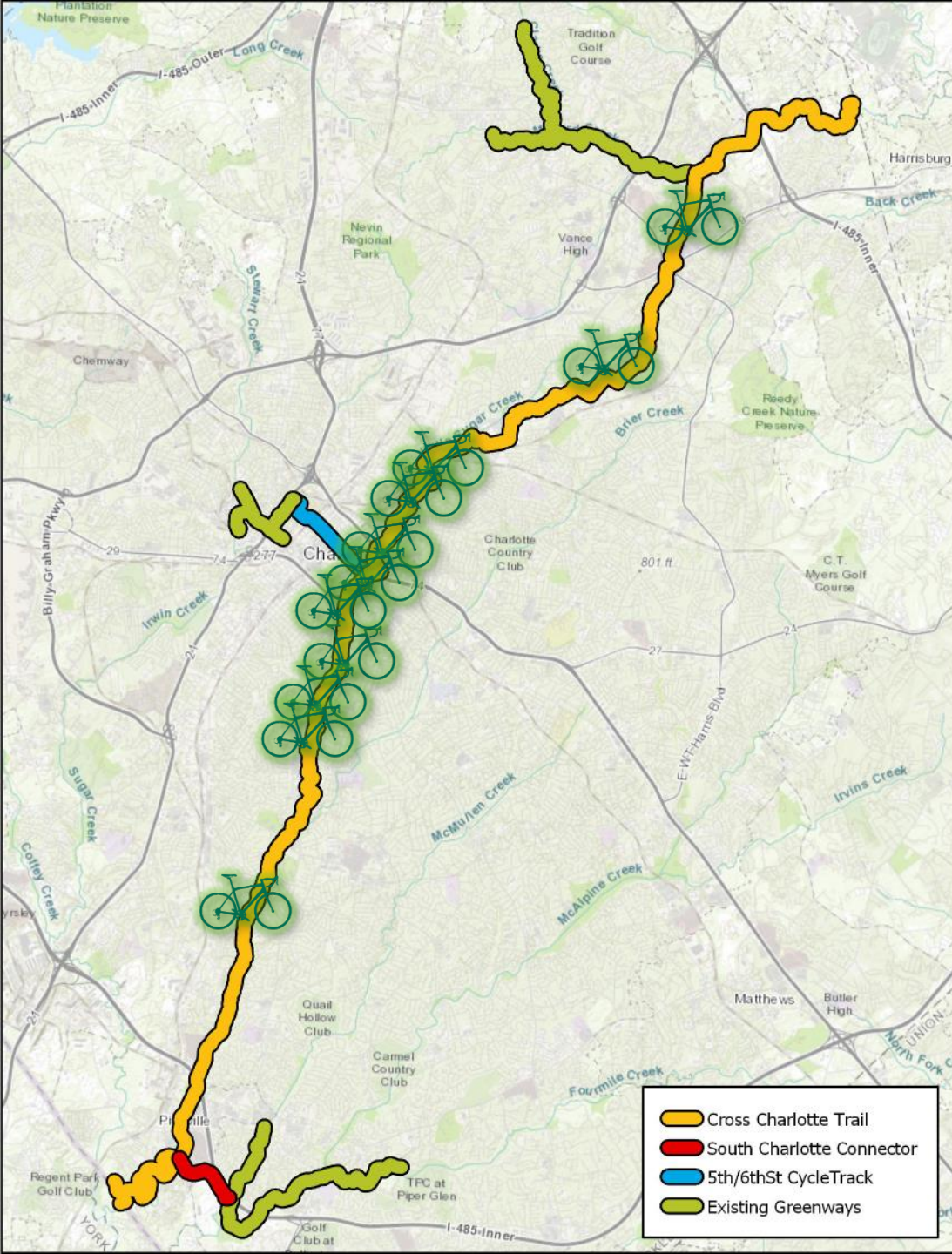
- 4.7 miles

## McAlpine / McMullen / Four Mile Creek System

- 5.8 miles







# Extending the Network Beyond the XCLT

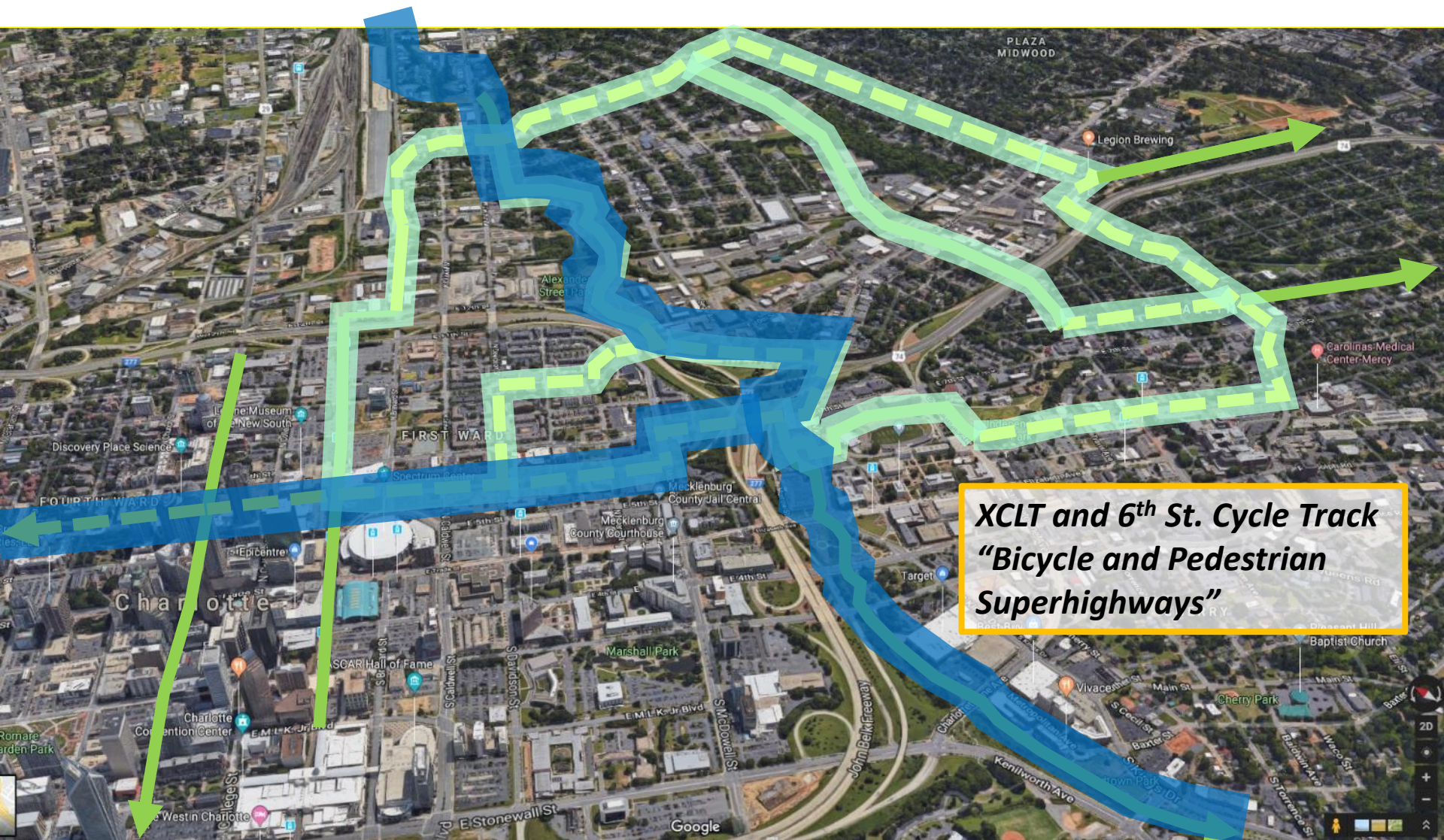
## Other East/West Network Connections

- UNCC & J.W. Clay Blvd. Bikeways
- N. Tryon St. Bike Lanes
- 36<sup>th</sup> St. Bike Lanes & Signed Route #7
- Parkwood Road Conversion & N. Davidson St. Bike Lanes
- 10<sup>th</sup> 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













*What does this do for us?*

*It **transforms** a  
primarily **recreational**  
infrastructure **into**  
**transportation**  
infrastructure.*





Questions