

City Staff Assessment of I-77 South

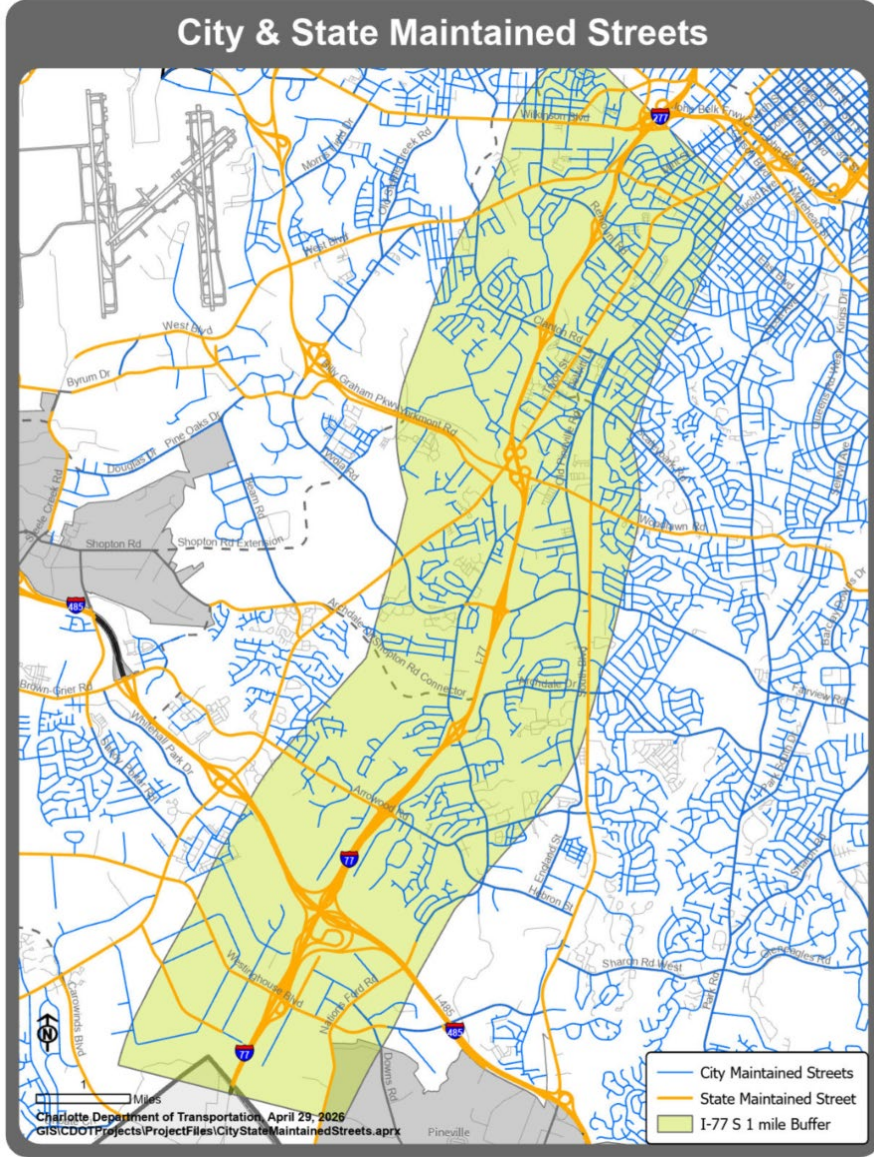
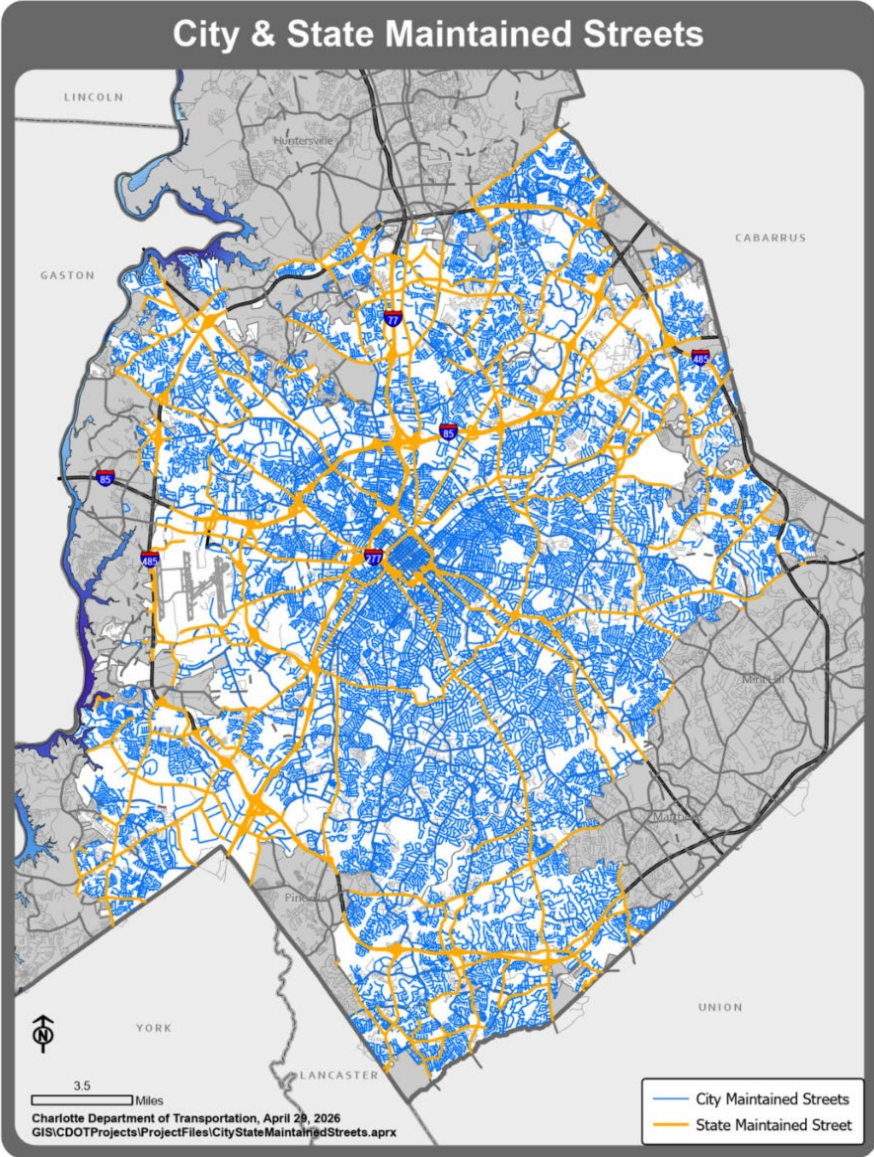
TRANSPORTATION, PLANNING, AND DEVELOPMENT COUNCIL COMMITTEE

MAY 4, 2026

City Staff Assessment of Impacts of I-77 South

- **Today: Transportation impacts and opportunities**
- Future Meeting: Historic Districts and Tree Canopy

NCDOT – CDOT Partnerships



City Benefits by the Numbers

17 of **22** bridges/overpasses are being replaced

13 are on the **10-year High Injury Network**

16 are on the **Pedestrian Priority Network**

9 are on the **Bike Priority Network**

3 are on **Transit Priority Corridors**

14 are on **Better Bus Corridors**

16 will have **multimodal facilities** added or upgraded

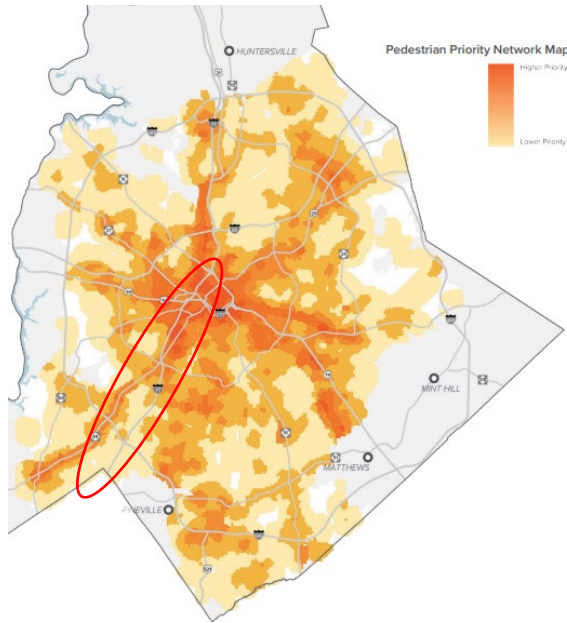
12 will have **streetlighting** added

Deliver on Comprehensive Transportation Improvements to Interchanges and Cross Streets

I-77 Managed Lanes Project has the potential to:

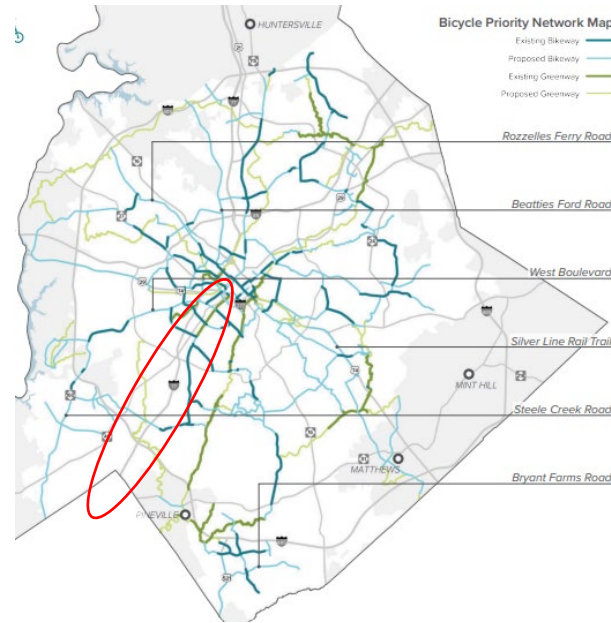
- Advance city goals
- Fill existing transportation infrastructure gaps and solve for deficiencies
- Provide community benefiting infrastructure improvements

Advancing City Goals - Multimodal



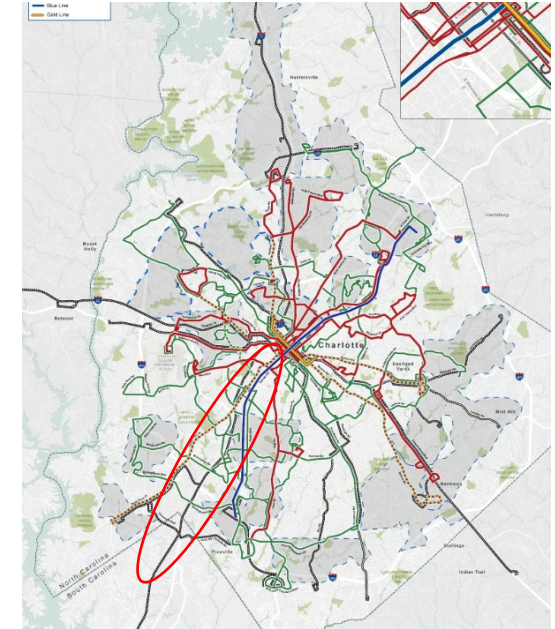
Pedestrian Priority Network

- Large portion of I-77 Corridor is in the high priority network
- City goal is to have sidewalk on both sides of every arterial



Bicycle Priority Network

- 5 priority corridors that cross I-77 and will be constructed or improved



Better Bus Network

- Multiple 15- and 30-minute corridors
- Express Bus / Transit Routes

Advancing City Goals – Vision Zero



Streetlighting on every arterial

Bridges are frequently the remaining gaps because the lighting infrastructure must be incorporated into the bridge design and construction. Retrofitting is often not an option.

High Injury Network

Almost every interchange is on the 10-year HIN



Filling Gaps and Solving for Deficiencies

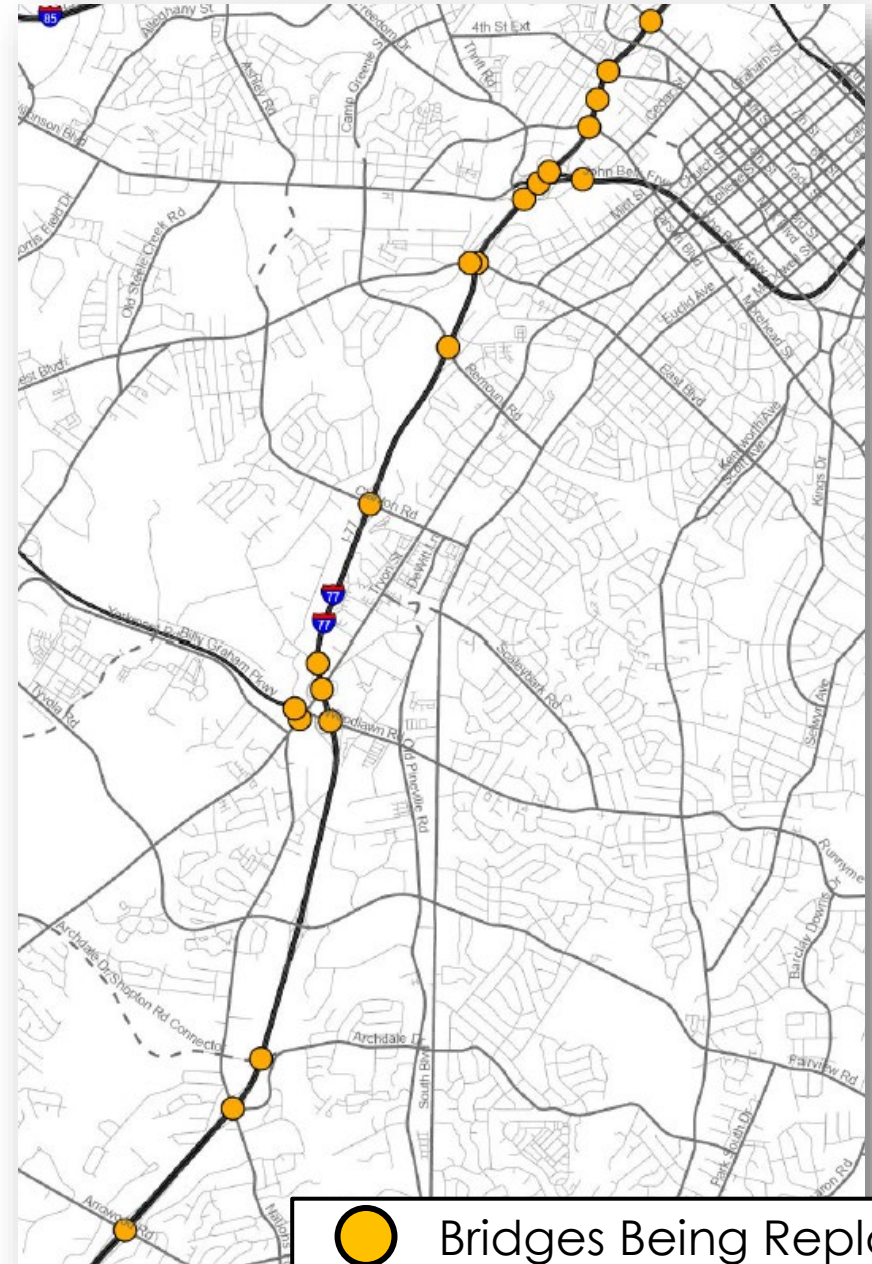
The I-77 Managed Lanes Project will:

- **Replace** at least **17 bridges**
- **Modernize interchanges**
 - **Improve Safety** through design
 - **Accomodate cyclists, pedestrians and cars**
 - **Provide streetlighting**

The project will build **multimodal connections** between:

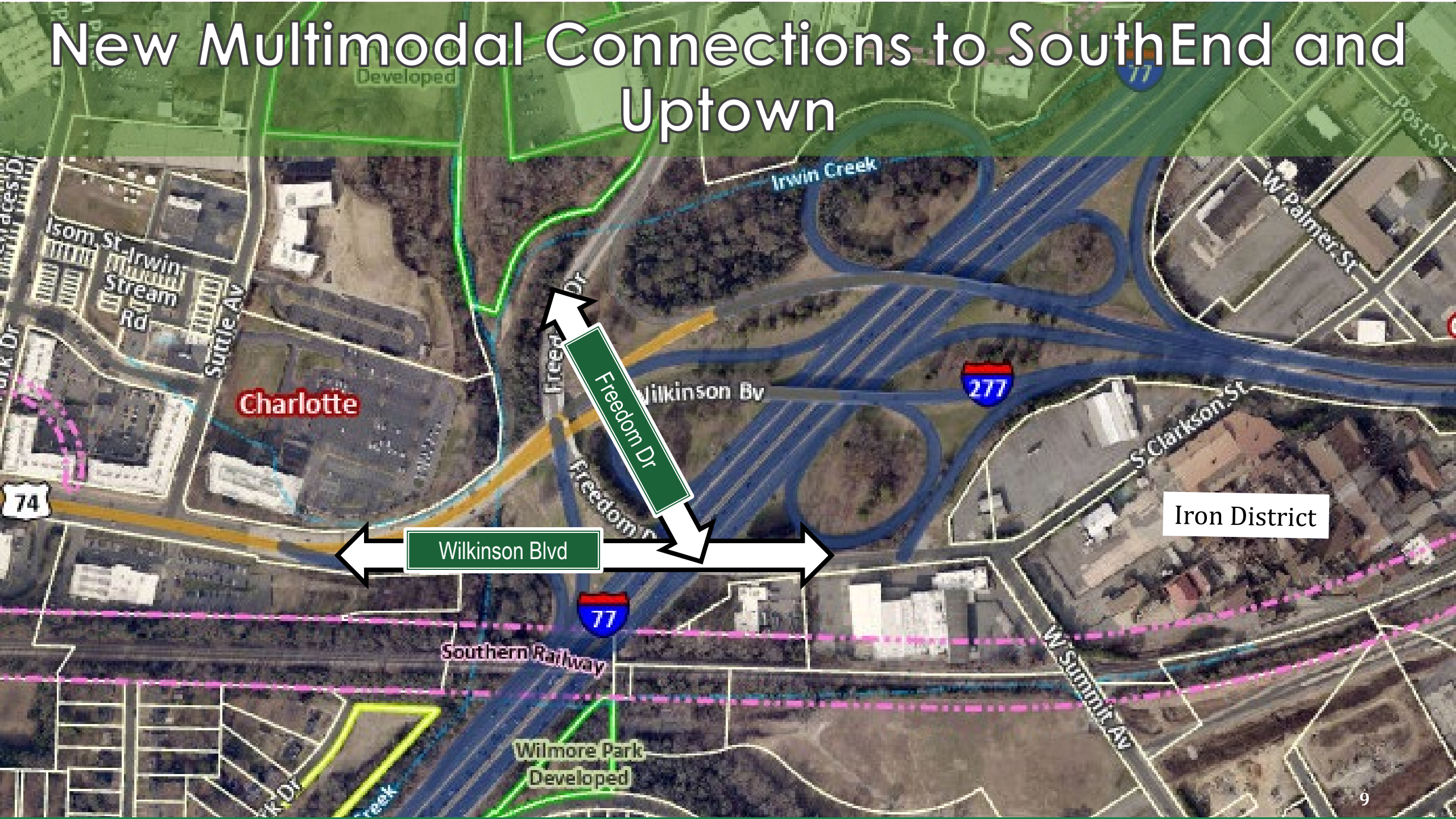
- Wilkinson Boulevard and SouthEnd
- Freedom Drive and SouthEnd.

These are deficiencies that exist **TODAY**, and most will be resolved only by replacing the bridges and/or redesigning the interchanges



● Bridges Being Replaced

New Multimodal Connections to SouthEnd and Uptown



Wilkinson Blvd Ramp over I-77

Existing



Proposed



Modernize Bridges and Interchanges



Cars only
No sidewalks
No bike facilities
Low bridge rail

Nations Ford Road at I-77 - constructed with the original I-77 project

- No multimodal
- No Streetlighting



Full multimodal
Sidewalks
Bike lanes
Pedestrian lighting
Standard bridge rail

Oaklawn bridge over I-77 - built with the I-77 North Project

- Full multimodal
- Streetlighting

West Boulevard

Cars predominantly
Narrow sidewalks
No bike lanes
Low bridge rail
No streetlighting

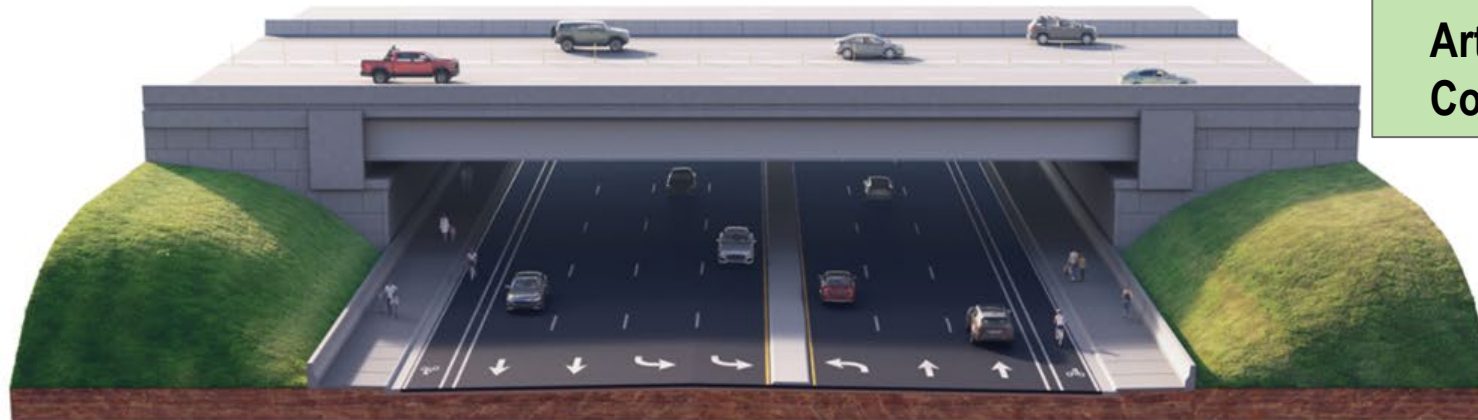


West Boulevard

Existing



Proposed



Opportunities
Better Lighting
Art in Right of Way
Comfortable Ped/Bike Exp.

South Tryon Street



Cars predominantly
Sidewalk one side only
No bike lanes
No streetlighting

South Tryon Street today



South Tryon Street future



Shared-Use Path

Existing Travel Lanes

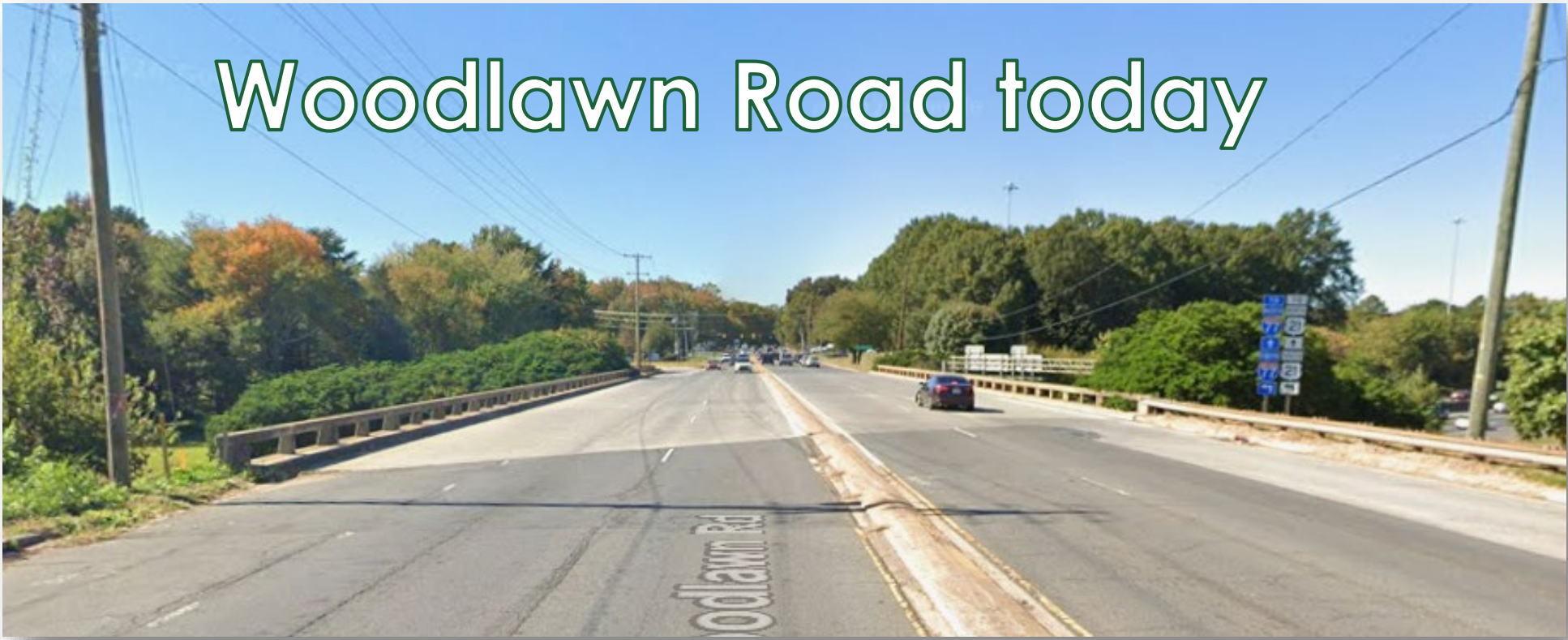
Existing Travel Lanes

Shared-Use Path

Woodlawn Road

Cars predominantly
Narrow sidewalks
No bike lanes
Low bridge rail
Minimal streetlighting

Woodlawn Road today



Woodlawn Road future



Shared-Use Path

Existing Travel Lanes

Existing Travel Lanes

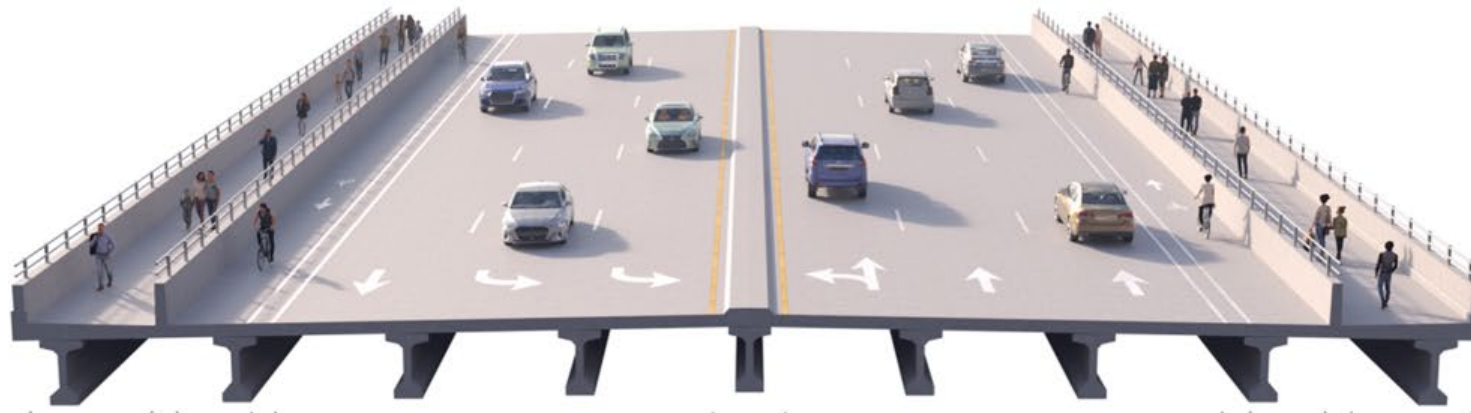
Shared-Use Path

Nations Ford Road

Existing



Proposed



Additional Improvements Proposed

Archdale Extension

Extend Archdale Dr under I-77 to Nations Ford

Close Archdale Dr at the I-77 on ramp

- ❖ Archdale is a city street and is on the Comprehensive Transportation Plan (CTP)



OUR SHARED VISION

Community Centered Development

“New development should provide a place for seniors, not just young people.”

“Culture, history, and preservation are what the West End means to me.”

“The West End is Black culture, history, and opportunity.”

- West End Residents

Planning
Study
Document -
Draft in
Progress

DRAFT
2 APR 2026



**Reconnecting
the West End**
Final Plan

Our shared vision for reconnecting the West End is to overcome the barrier of I-77 by restoring and enhancing connectivity for pedestrians, bicyclists, and transit users, removing unnecessary freeway ramps, redesigning Trade St. and Fifth Street, and reclaiming space for parks, greenways, and community-focused development.



CITY OF
CHARLOTTE



Reconnecting the West End

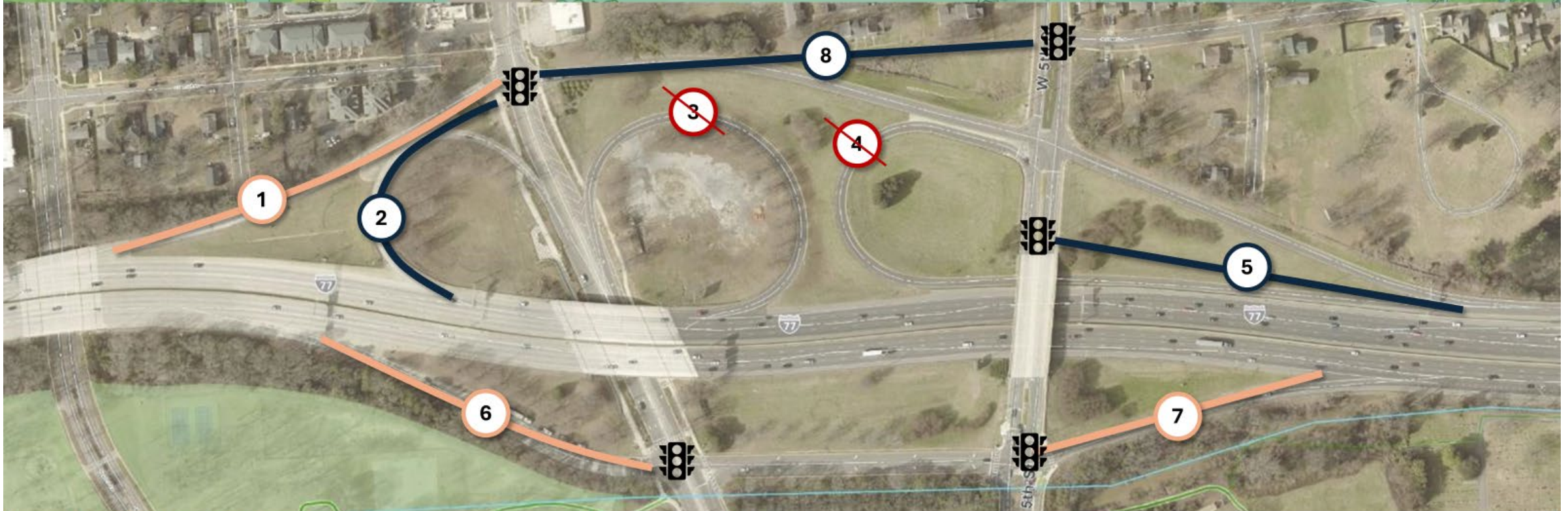
Core Advisory Group

- Represented the **diverse interests** and **voices of the West End community**
- Helped align the Reconnecting the West End Planning Study with the **community's needs and vision**
- **Helped build trust between the people of the West End** and the public agencies responsible for the West End interchange
- Supported engagement activities and **served as ambassadors** to the general public



- **The Knight Foundation**
- **LISC**
- **DL Howard Consulting Group**
- **Griffin Brothers Companies**
- **Inlivian**
- **Horizon Development Partners**
- **Johnson C. Smith University**
- **Five Points Community Collaborative**
- **Historic West End Business Association**
- **Third Ward Neighborhood Association**
- **Fifth Third Bank**
- **Wells Fargo**

Preferred Interchange Alternative



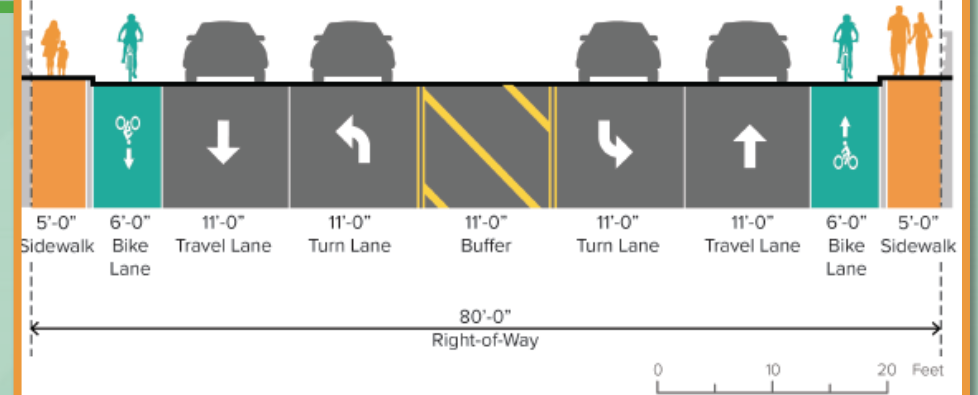
1. I-77 Southbound On-Ramp from Trade St.	No Change
2. I-77 Southbound Loop Off-Ramp to Inbound Trade St.	Reconfigure to eliminate free-flow, channelized, right turn across Trade St. shared-use path
3. I-77 Southbound Loop On-Ramp from Outbound Trade St.	Remove to support land reclamation; Improves I-77 southbound weave section to/from Trade St.
4. I-77 Southbound Loop Off-Ramp to 5 th St.	Remove to support land reclamation
5. I-77 Southbound Off-Ramp to 5 th St.	Reconfigure to support Irwin Creek Greenway extension and better signal spacing
6. I-77 Northbound Off-Ramp to Trade St.	No Change
7. I-77 Northbound On-Ramp from 5 th St.	No Change
8. Summit Ave.	Extend to create new two-way connection between Trade St. & 5 th St.

5th Street Bridge Proposed Concept

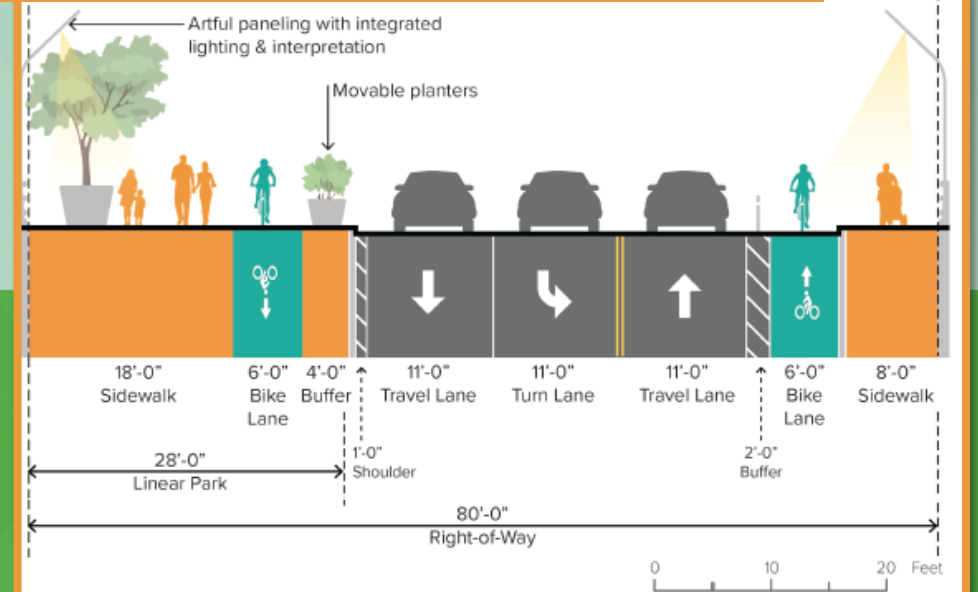


Planning Study Document - *Draft in Progress*

5th Street Bridge - Existing



5th Street Bridge - Proposed



Additional Opportunities

Bonus Allocation

\$100M in additional funds for new streets, street connections, and improvements to existing streets

Unknown Project Mitigations

Potential mitigations during and after construction by developer, based on feedback from community engagement

Strategic Investment Area (SIA) Opportunities

Leveraging partnership opportunities along the corridor to deliver on overlapping identified project needs

Summarize by the Numbers

17 of **22** bridges/overpasses are being replaced

13 are on the **10-year High Injury Network**

16 are on the **Pedestrian Priority Network**

9 are on the **Bike Priority Network**

3 are on **Transit Priority Corridors**

14 are on **Better Bus Corridors**

16 will have **multimodal facilities** added or upgraded

12 will have **streetlighting** added

Provides the opportunity to unlock and connect hundreds of miles of sidewalk and bike networks