















Uptown Connects

Uptown Urban Trails Connection Study

Status Update to the Planning Commission January 9, 2017

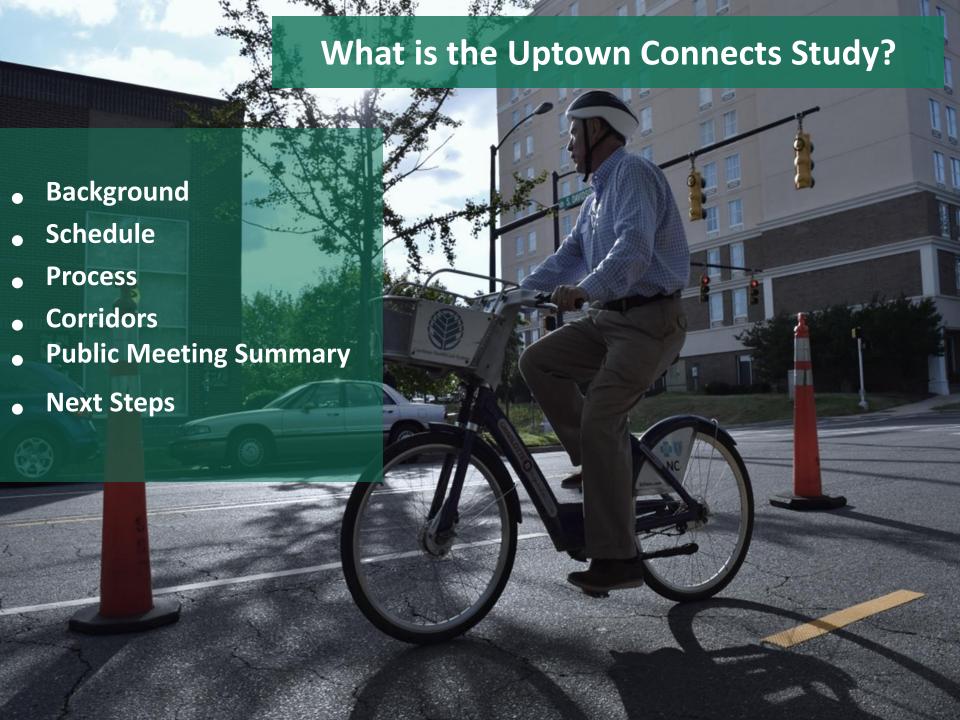








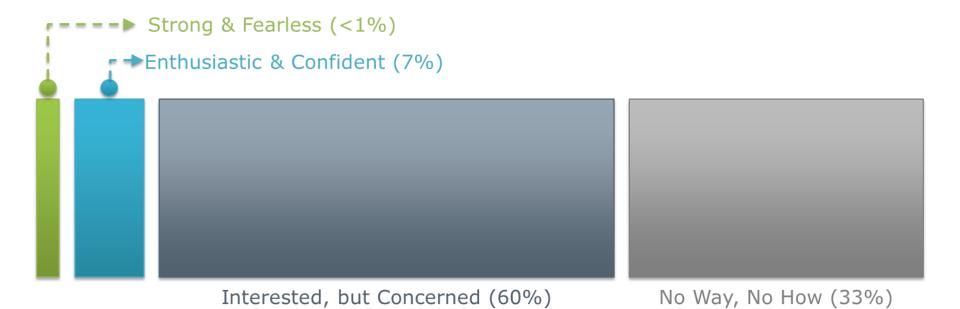








Four Types of Cyclists





Bicycle Facility Types

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



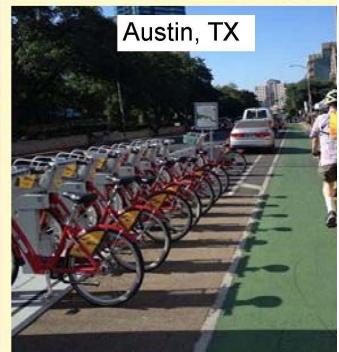
Cities are investing in downtown biking











Study Schedule

- Data Collection / Fieldwork/Stakeholder Mtgs Spring/Summer 2016
- 1st Public Meeting Sept 2016
- T&P Committee Status Update Nov 2016
- Business Owner Outreach (CCCP) Jan/Feb 2017
- 2nd Public Meeting End of February 2017
- Public Comment Period March 2017
- Study Complete March 2017
- Pilot Project Initiate Design Spring/Summer 2017
 - Construction TBD

Study Process

35 corridors/104 segments plus Belk greenway connector

Data collection/Existing conditions



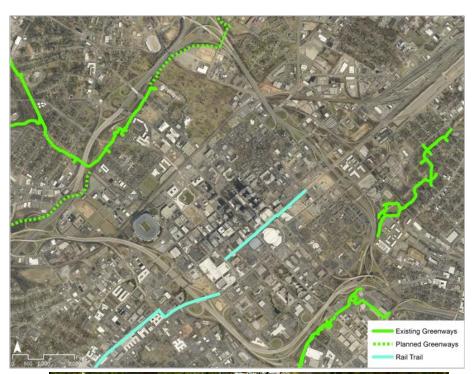
16 corridorsFunctional Analysis



8 corridors
Concept Evaluation

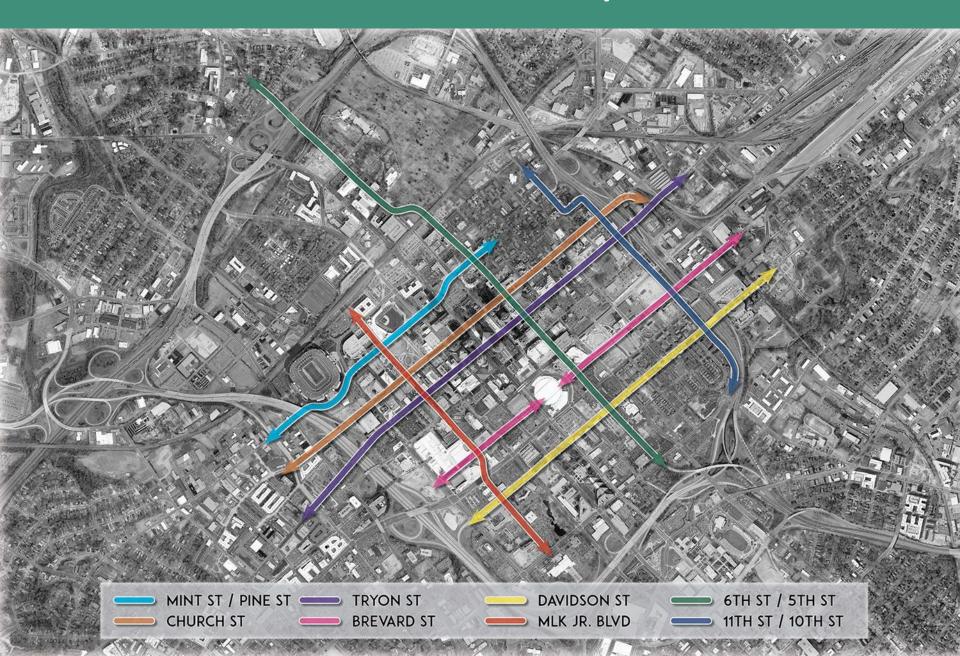


Pilot Project

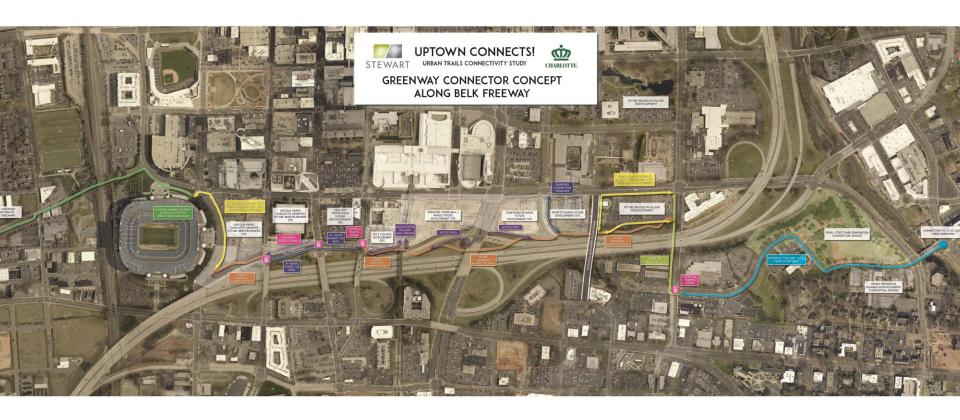




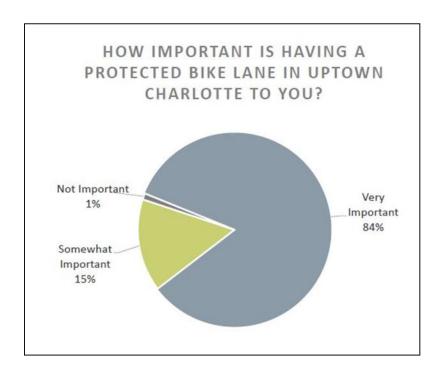
Protected Bike Lane Options



Belk Greenway Connector Concept

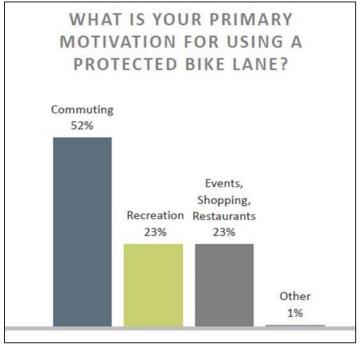


September 20 Workshop: Facility Types

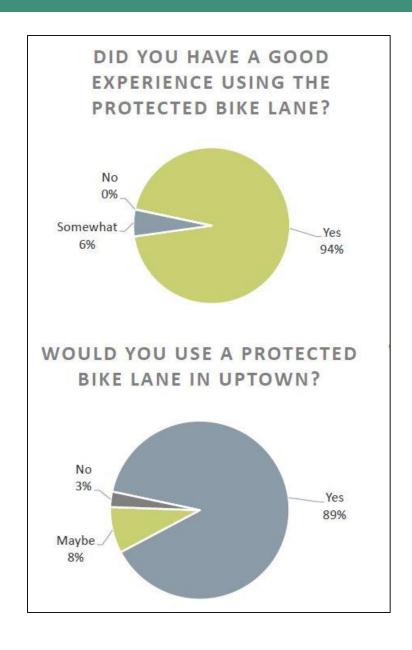


On busy streets, most bicyclists feel that bicycle lanes should be the minimum level of separation from motor vehicles. Nearly all attendees indicate comfort on facilities with higher levels of protection.





September 20 Workshop: Pop-Up Protected Bike Lane

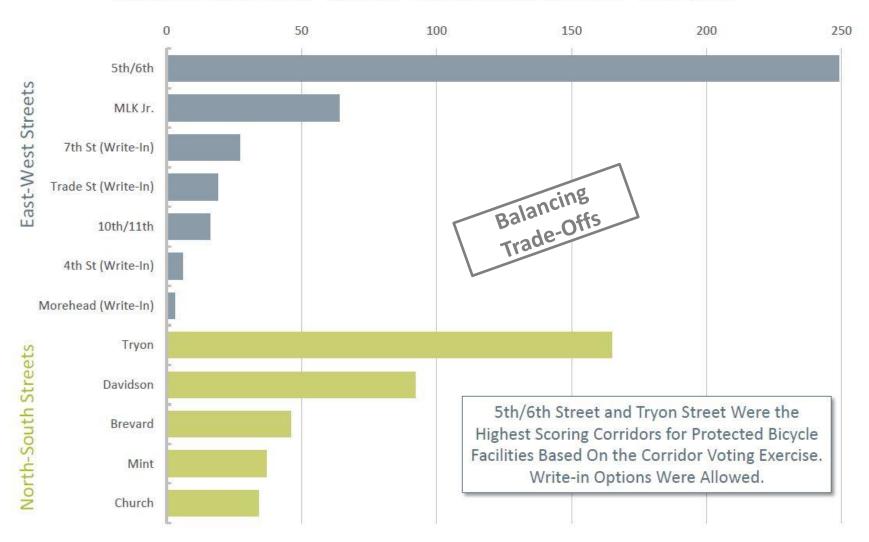






September 20 Workshop: Protected Bike Lane Options

VOTING EXERCISE: WHICH CORRIDORS WOULD YOU USE?



Score Based on 3 pts for 1st Choice, 2 pts for 2nd Choice, 1 pt for 3rd Choice

Pilot Concept Plan



Two-way cycletrack from Irwin Creek Greenway to McDowell St

- 1.4 mile length
- Staff evaluating options to connect to XCLT from McDowell@6th
- Roughly 100 parking spaces affected
- Other coordination needed

Study Final Report





