



BICYCLE ADVISORY COMMITTEE (BAC)

Meeting on January 27, 2026, 6:00 PM

BAC Members Present: Connie Proctor, Chair
Lauren Patterson
Tammy Brock
Connie Proctor
Matt Weschler
Juan Contreras Juarez, Vice Chair
Andy Zou

BAC Members Absent:
Nate Steinhauer
Isaac Oyer

City Staff Present: Paola Bula Blanco, CDOT
Dave Campbell, CDOT

Agenda Item #1 Call to Order

Connie Proctor called the meeting to order at 6:03 P.M. Motion seconded by Juan Contreras Juarez.

Agenda Item #2 Introduction of Members and Guests

BAC Members, CDOT staff, and guests introduced themselves. Present guests included Eric Supil (Trips for Kids), John Snelsire, and Scott Correll (Kittleson & Associates).

Agenda Item #3 Review of Previous Minutes

November minutes corrections:

- Correct Tammy's last name: Brock
- Correct "projected" to "protected" bike lane

With these corrections, Connie motioned to approve. November minutes approved.

Agenda Item #4 Bicycle Advisory Committee meeting locations for 2026

Discussion focused on increasing public engagement by hosting meetings at various locations across the city.

Suggestions included:

- The Recyclery
- Libraries
- University City Library
- JW Clay area
- UNCC Student Union or private conference room
- Hidden Valley community
- MLK Middle School/Rec Center

Action Item: Each member to bring three location recommendations to the February meeting.

Agenda Item #5 BAC Letter to Council

Matt Weschler presented the proposed funding request:

- Aligns with previous BAC and Sustain Charlotte recommendations
- Advocates for increased bicycle program funding from sales tax revenue
- Mobility Blueprint focuses on SIAs, but bike programs are critical for mode shift goals
- Comparison with Minneapolis:
 - Minneapolis invests significantly more in protected bike infrastructure despite smaller population and area
 - Proposed \$10M ask would increase Charlotte's overall spend but remain lower per capita than Minneapolis

Additional points:

- Tammy emphasized showing council the connections between bike programs and broader mobility goals

- Councilmember Ajmera previously requested additional bike program funding from council
- Clarification: \$102M in Year 1 is targeted for City of Charlotte streets (not all Mecklenburg County streets)

Agenda Item # 6 Bike Feasibility Projects in Planning: Briar Creek Road and N Tryon St

Two bicycle feasibility studies are underway for Briar Creek Road and North Tryon Street. Consultant Scott Correll from Kittleson & Associates led an overview of each project.

Briar Creek Road:

- Scope: Bojangles to Commonwealth Avenue
- Goal: Connect East Charlotte to Uptown via Elizabeth/Briar Creek Greenway, and address crossing challenges at Independence Boulevard.
- Key design elements:
 - Lane reconfiguration: Two-way cycle track on left side up to Commonwealth
 - Northbound bike lane remains as is, a dedicated bike signal added for merging into cycle track
 - Improve clarity for drivers turning left onto Briar Creek
 - Cycle track ends at Commonwealth Ave
 - Cycle track ramps to sidewalk; eastbound bike box for access
 - Northside ramp connects to Elizabeth/Uptown route
- Discussion highlights
 - Overall, BAC had concerns with the safety of the proposed diagonal intersection crossing. Scott shared that this intersection is modeled after Portland and will include a dedicated bicycle signal.
 - BAC suggested extending bike box for visibility. Additionally, recommended tightening the turning radius and implementing a “No Right on Red”
 - Crossing Independence is a challenge, and there is consistently debris in bike lane
 - Lack of vertical barriers during events currently allows for vehicle parking in the bike lane, Scott shared that flex post installation is planned on west side
 - Sidewalk conditions need improvement

North Tryon Street:

- Scope: College Street to Tryon. Connects Rail Trail at 12th Street to Plymouth Avenue. CDOT owns most roads, Dalton/Tryon north is NCDOT jurisdiction.
- Key Design Elements:
 - 12-ft shared-use path (SUP) to get across 12th Street
 - Maintain planting strip and expand sidewalk
 - Bikeway: 8 ft wide, 2 ft buffer
 - Shared intersection options (at 16th Street, and Dalton & Tryon) for improved protection and visibility
 - Jughandle design at Dalton & Tryon for smoother cyclist turns
- Discussion highlights:
 - The jughandle design works well at another location in Uptown
 - Current design does not include bike box detection. Signals will follow existing phasing, but Scott said timing improvements could be explored.
 - BAC suggested curving the radius of the triangle shown for smoother movement.

Agenda Item #7 Confirm Next Meeting and Adjourn

Tammy Brock made a motion to adjourn the meeting. Motion seconded Matt Weschler. Meeting adjourned at 7:33 p.m.

The next BAC meeting is scheduled for February 24, 2026 at 6 P.M. at CMGC, room 278.