



OUR BELMONT

WEAVING OUR COMMUNITY'S
FUTURE, ONE THREAD AT A TIME

Belmont Multimodal Plan

Draft | June 2025





Acknowledgments

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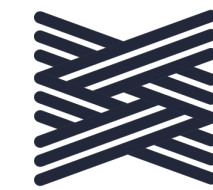
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01 Introduction



OUR BELMONT

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Aligning Our Transportation Vision With Land Use

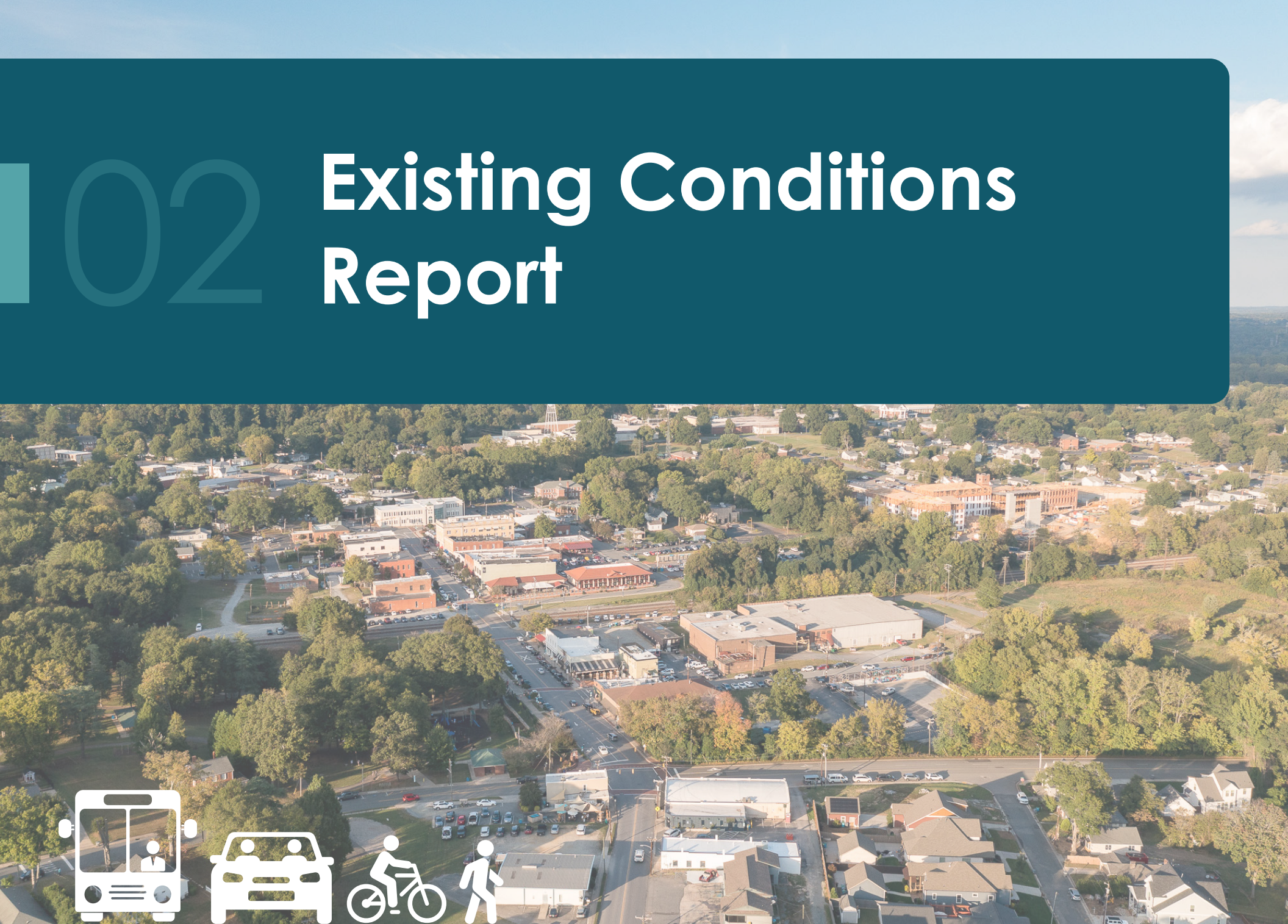
The Belmont Multimodal Plan is a shared vision for the future of transportation in Belmont. As the community grows and changes, Belmont faces new transportation challenges and community wants and needs. This plan envisions a Belmont with a multimodal transportation network that gives people the freedom to move around the City efficiently and safely by whichever mode they choose, with recommendations including roadway projects, pedestrian improvements, bicycle facilities, and transit.

The plan was also developed in conjunction with the Our Belmont Comprehensive Land Use Plan Update process, as well as the recently completed Pedestrian Plan. This alignment of transportation and land use is critical for Belmont to achieve the community's vision for the future.

Connecting People and Places

The Belmont Multimodal transportation plan focuses on enhancing connectivity between key destinations, community resources, and residential areas, as well as consideration for vehicular traffic within the city. Quality traffic impact analysis developed prioritization methods and improved transportation links to attractions, schools, retail, and other community hubs, ensuring convenient access for all residents. Enhancing sidewalks, bike lanes, and public transit will create a more integrated and accessible urban environment, promoting Belmont's goal of a connected community.





Overview

Belmont, North Carolina, is a vibrant and growing community located just outside of Charlotte. This report provides an overview of the current multimodal transportation conditions in Belmont, including its population, environment, transportation infrastructure, and economic landscape. By exploring these elements, we aim to identify key areas that need attention and opportunities for growth. Production of a multimodal plan was the opportunity to take another step in the right direction supporting the growth of Belmont. The multimodal plan aligns with Belmont as it builds on other planning efforts, considers the impacts of modal impacts on land use, key assessments on approaching public transport in the midst of rapid growth, and with the consideration of more dispersed development patterns. This foundational information will help guide future planning and development efforts, helping ensure Belmont continues to thrive and meet the needs of its residents.

Data Sources

Along with data from the City of Belmont and Gaston County, this chapter includes data from the following sources:

- *American Community Survey 5-Year Estimates (US Census Bureau)*
- *Longitudinal Employer-Household Dynamics (LEHD) OnTheMap*
- *North Carolina Department of Transportation (NCDOT) Traffic and Crash Data*

The Existing Conditions Report helps inform the Multimodal Plan by asking...



Demographics

Where are the groups of people most likely to need safe alternatives to driving?



Density and Destinations

Where do people live and work?
What are some key destinations?



Mode Choice and Mobility

How do people get around?
Where are people already more likely to walk or bike?
Where are safety concerns?



Existing and Planned Network

What facilities are already built or planned?
Where is it feasible to build?



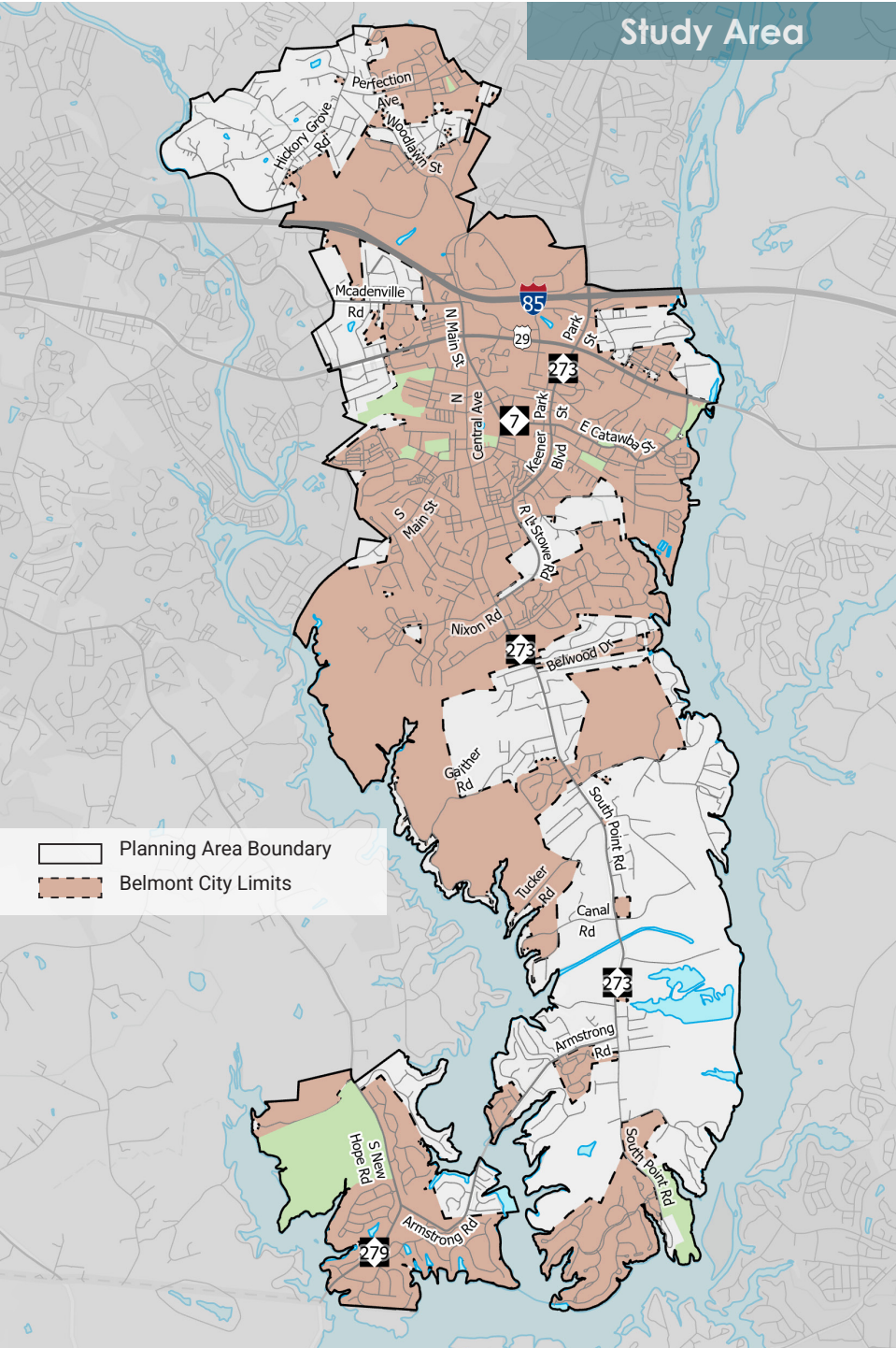
Previous Plan Review

What was recommended in previous plans that should be carried over to the Multimodal Plan?

Study Area

The study area encompasses the entirety of the City’s municipal boundaries, along with a broader inclusion of the larger peninsula and land to the southwest. This area includes diverse residential neighborhoods, commercial districts, and significant natural and historic landmarks. The planning area aims to balance urban development with preserving Belmont’s unique character and environmental resources, helping ensure a sustainable and vibrant future for all residents.

The map to the right highlights the study area.



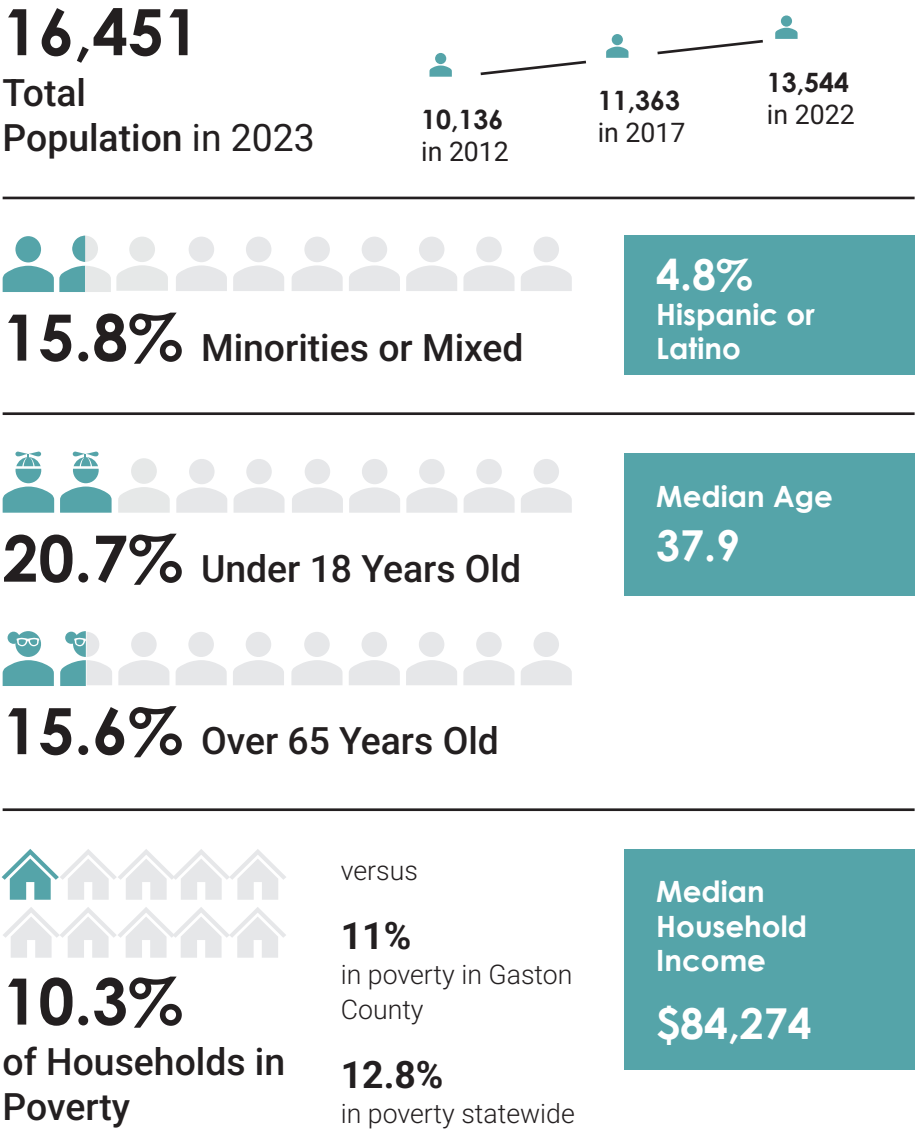
Demographics

Understanding Needs

Understanding Belmont’s needs involves analyzing demographic data, environmental factors, and transportation patterns. By examining age distribution, income levels, and racial composition, we can identify the specific needs of various groups. Assessing transportation access and economic indicators also highlights where infrastructure improvements and targeted support are needed to enhance the quality of life for all residents.

-  **Population Growth**
Rising demand for housing, infrastructure, and community services
-  **Diverse Age Distribution**
Need for diverse transportation options, recreational facilities, and healthcare services
-  **Economic Disparities**
Highlights need for balanced community planning and resource allocation
-  **Racial and Ethnic Diversity**
Importance of inclusive community engagement and culturally-sensitive planning

Belmont’s population growth, age distribution, and economic disparities highlight the need for varied transportation services and multimodal infrastructure. The presence of younger residents and seniors calls for diverse transportation and healthcare options. The City’s diversity necessitates inclusive and culturally-sensitive planning.



Source: 2022 American Community Survey (ACS) 5-Year Estimates

Key Demographics

Population

Belmont has a total population of 15,010, with a significant growth trend reflecting urban expansion within the Charlotte metropolitan region. The population density is approximately 1,463 people per square mile.

Age Distribution

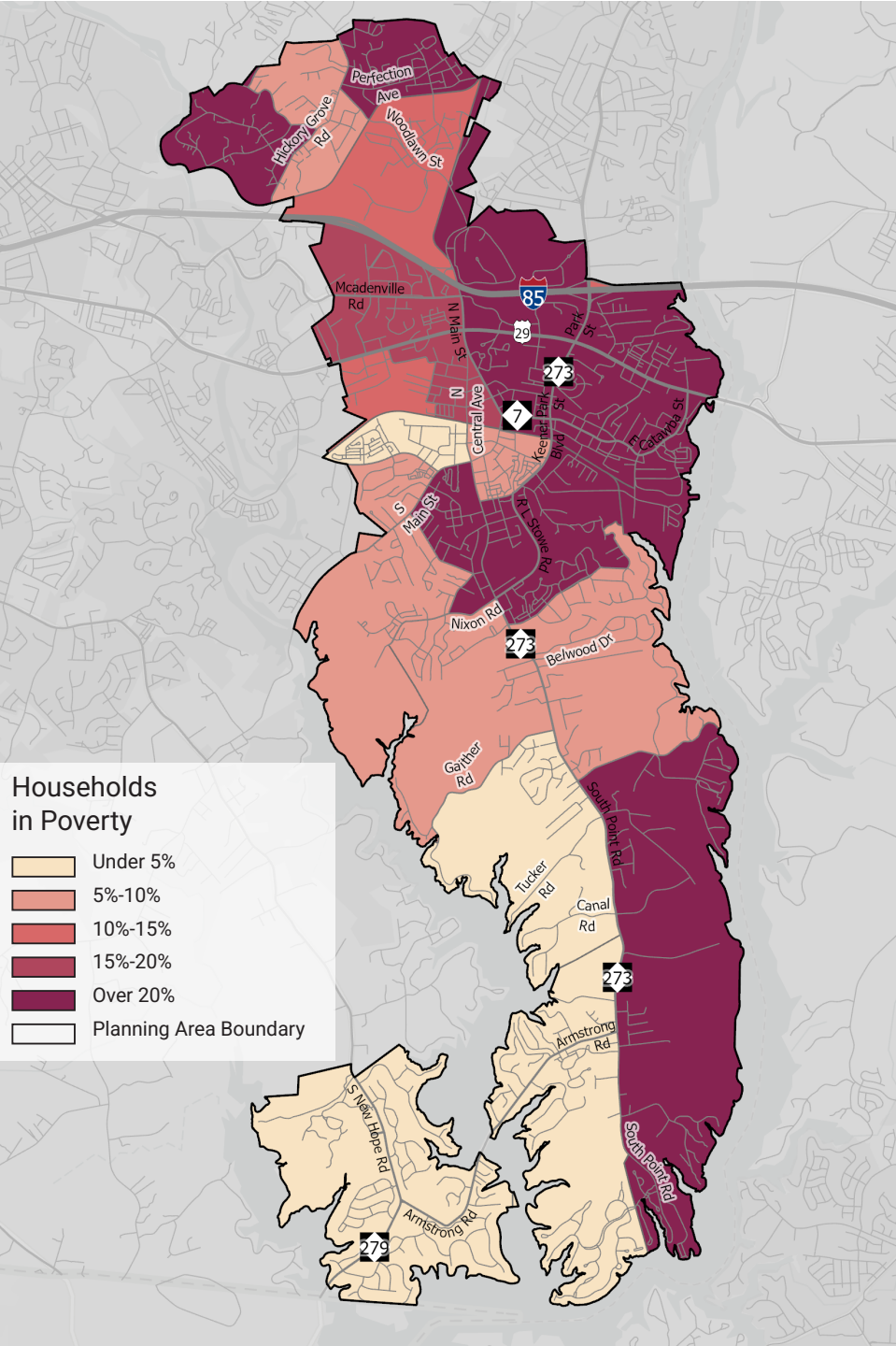
Belmont’s population has a median age of 37.9 years, with a balanced distribution across various age groups. Notably, 20.7% of the population is under 18, and 15.6% are 65 years and older, indicating the need for diverse transportation options to cater to all ages and abilities.

Income and Poverty

The median household income in Belmont is \$84,274, with about 10.3% of the population living below the poverty line. A family’s total income being less than the family’s threshold is considered being in poverty. This highlights a need for affordable multimodal options to support a variety of different households.

Transportation For All Ages

Belmont’s balanced age distribution—with 20.7% under 18 and 15.6% over 65—highlights the need for diverse transportation options to serve both young families and retirees.

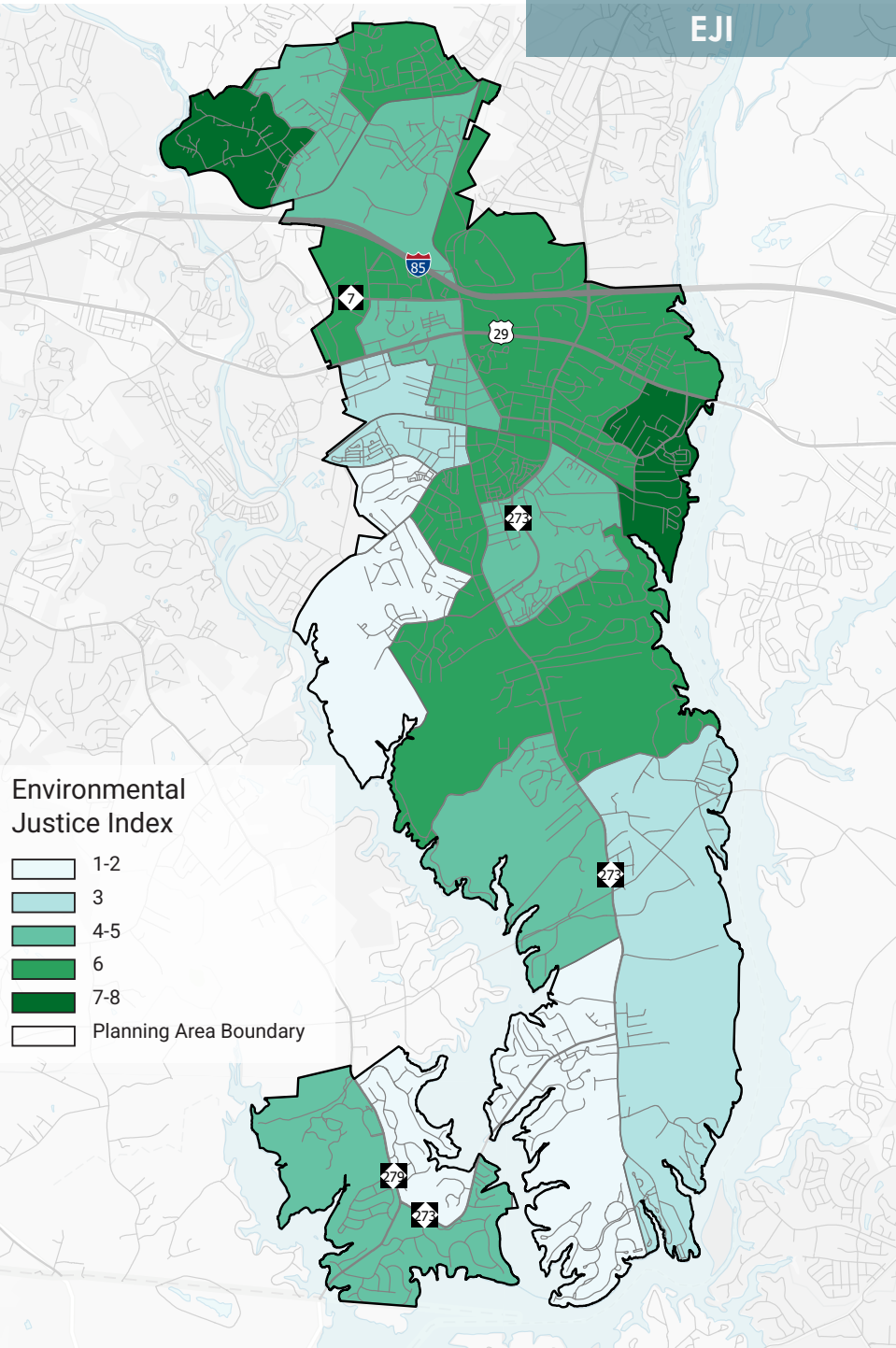


Environmental Justice Index

The Environmental Justice Index (EJI) for Belmont, North Carolina, highlights areas with significant socio-economic and environmental challenges. Scores range from 1 to 8, with higher scores indicating greater concerns. Key indicators include asthma prevalence, high blood pressure, poverty levels, educational attainment, unemployment, housing cost burden, and pollution levels. Higher EJI scores signify compounded difficulties, necessitating targeted interventions in health services, economic support, transportation infrastructure, and environmental protection. Addressing these issues is crucial for promoting equitable development and making sure all Belmont residents have access to healthy, safe, and sustainable living conditions.

Income

The economic landscape of Belmont, NC, is characterized by a median household income of \$84,274, which is 13% higher than the national median. Despite this relatively high median income, 10.3% of the population lives below the poverty level. This dual economic reality necessitates balanced community planning and resource allocation in the multimodal transportation plan to support both affluent and vulnerable segments of the population. Ensuring equitable access to transportation options and infrastructure improvements will be crucial in addressing the needs of all residents, particularly those facing economic challenges.

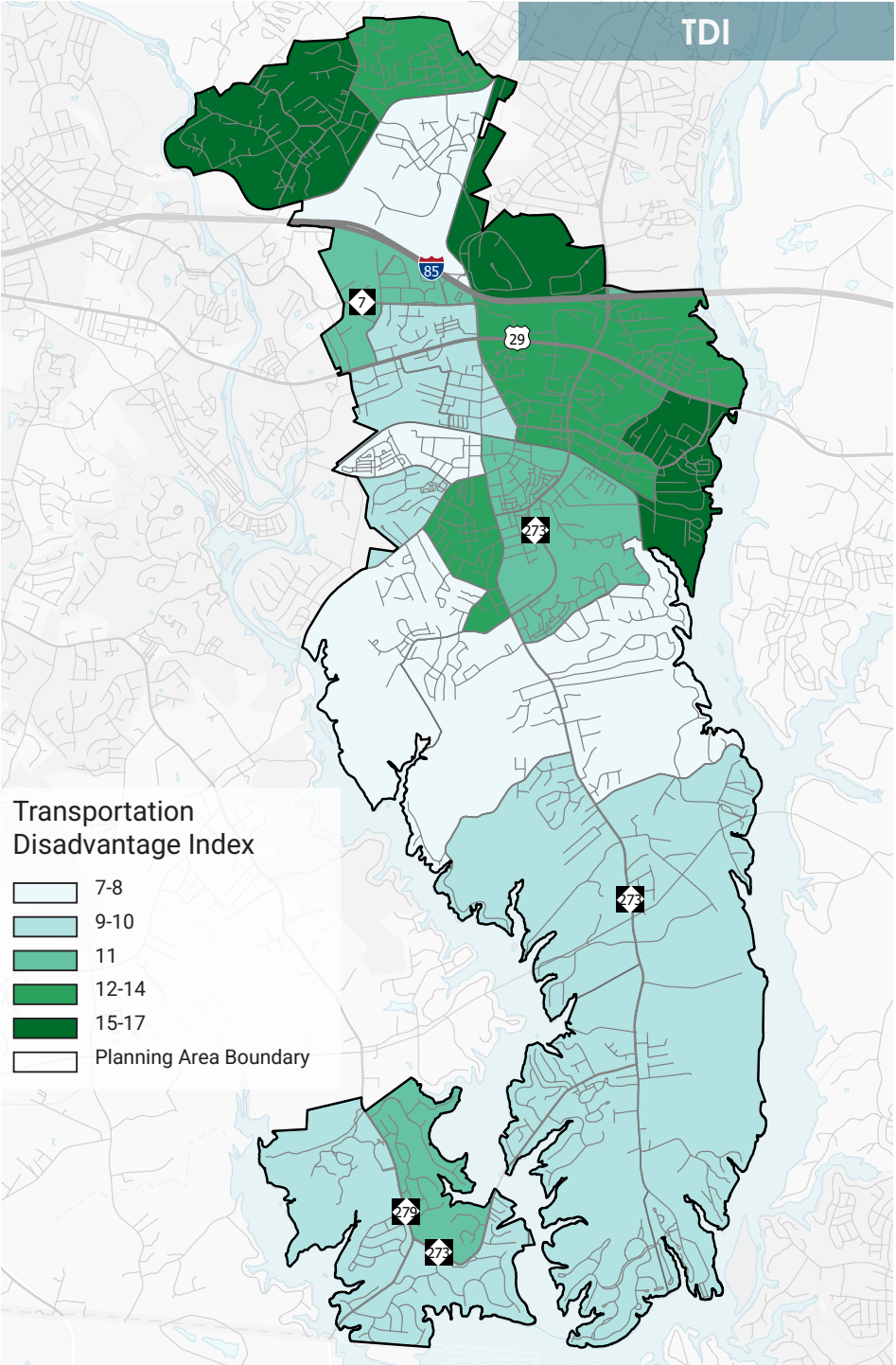


Transportation Disadvantage Index

The Transportation Disadvantage Index (TDI) for Belmont, North Carolina, identifies areas with significant barriers to transportation access. Scores range from 7 to 16.5, with higher scores indicating greater disadvantages. Key factors contributing to these scores include zero-vehicle households, high poverty levels, a significant presence of youth and seniors, mobility impairments, and higher concentrations of racial and ethnic minorities. Areas with higher TDI scores face substantial transportation challenges, underscoring the need for targeted improvements in public transportation services, infrastructure for multimodal transportation options, and programs to assist low-income households. Addressing these issues is essential for enhancing mobility, accessibility, and overall quality of life for all residents of Belmont.

Racial Diversity

The minority populations in Belmont, North Carolina, represent a diverse community, with 21.6% of the population identifying as non-White. Among these groups, Black or African American individuals constitute 9.8% of the population, Asians make up 3.4%, and those identifying as Some Other Race account for 2.1%. Additionally, the City has a notable mixed-race population, including those identifying as White and American Indian and Alaska Native or White and Black or African American. This diversity enriches Belmont's culture and highlights the importance of inclusive planning and resource allocation to meet the needs of all residents.



Key Destinations

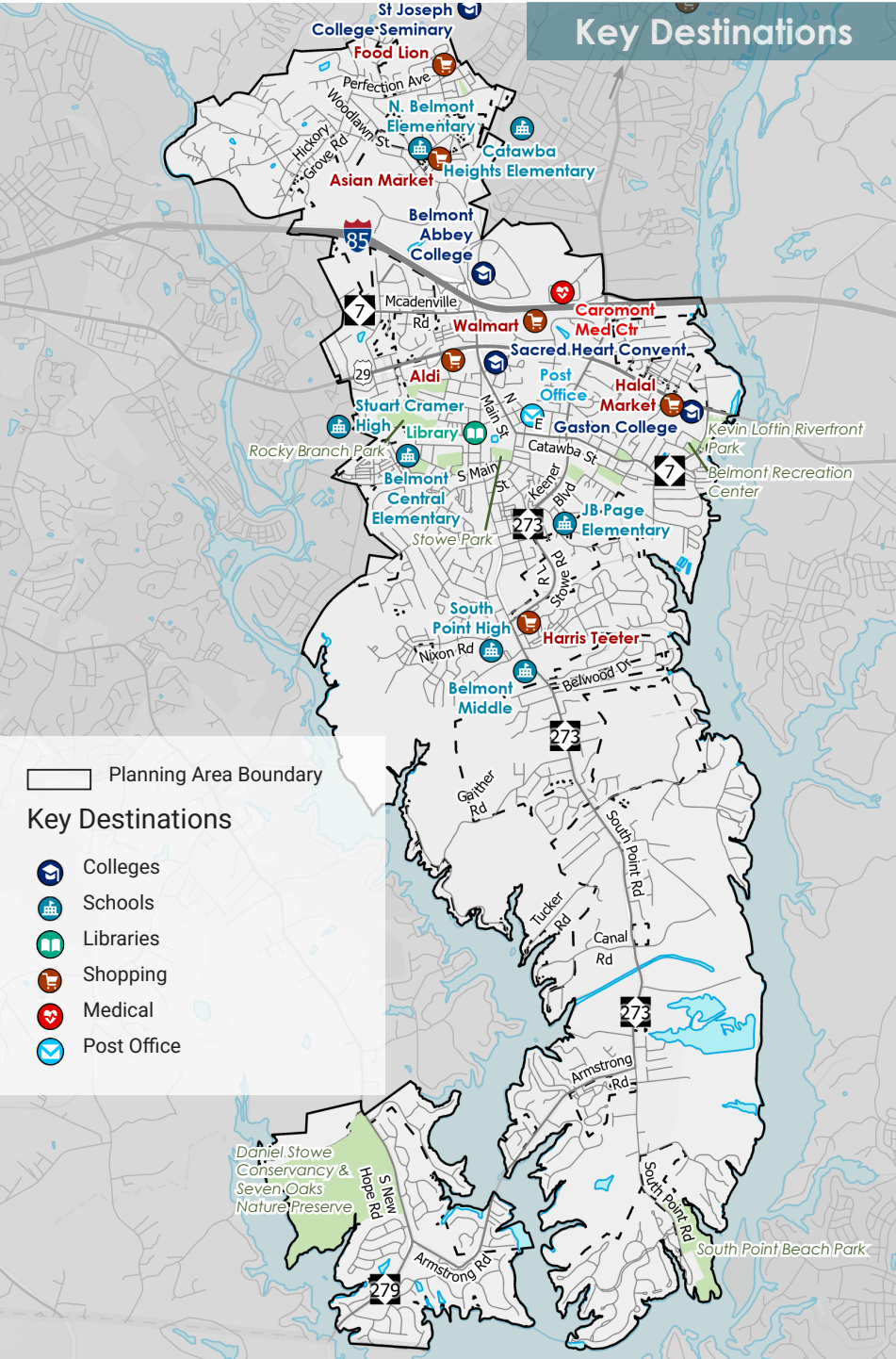
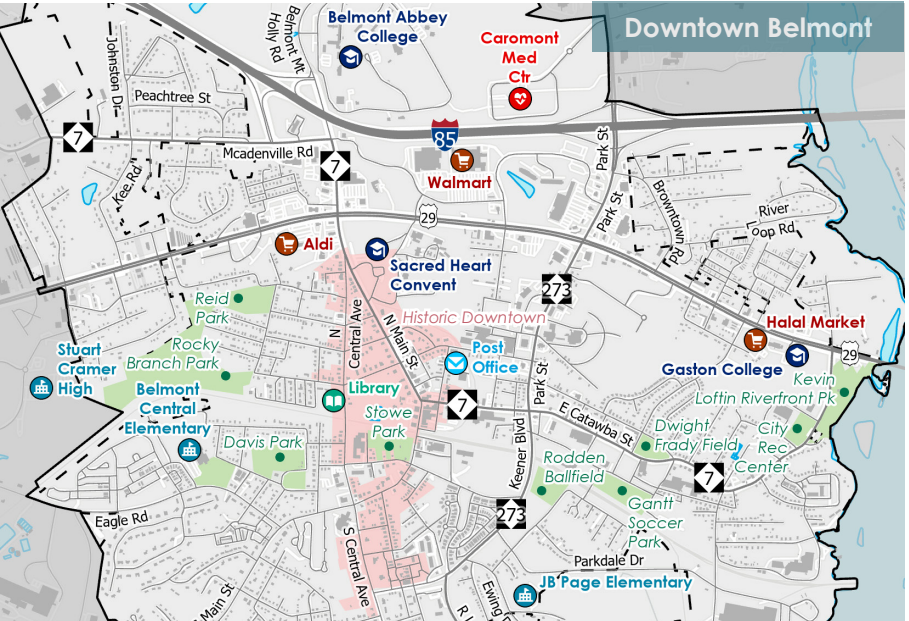
At the heart of the city is the Downtown Belmont Historic District, covering 1,700 acres and showcasing Tudor Revival, Bungalow/ Craftsman, and Colonial Revival architecture.

Belmont is home to a variety of parks and greenspaces, from world-class gardens and trails at the Daniel Stowe Conservancy and Seven Oaks Nature Preserve to smaller parks across the heart of the city such as Rocky Branch Park, Stowe Park and Kevin Loftin Riverfront Park. Belmont is also only a short distance from the U.S. National Whitewater Center, offering activities such as rafting and kayaking.

For community programs and other resources, the Belmont Public Library and the recently-opened CityRec Center provide recreational and educational programs and provide opportunities for hosting events.

The Belmont area is also home to several colleges, including Belmont Abbey College's main campus and Loughridge Center, Gaston College's Kimbrell Campus, and St. Joseph College Seminary.

Other major destinations across the study area include Caromont Medical Center, area schools, and various supermarkets.





Mode Choice and Mobility

Mobility Patterns and Safety

The City's transportation network is predominantly reliant on single-occupancy vehicles (SOV), with 70% of workers driving alone to their jobs. Public transit usage is minimal, constituting only 4.7% of commuters, indicating a potential area for enhancement in Belmont's transportation strategy.

Vehicle access within households is relatively high, with the majority having one or two vehicles. However, 3.39% of households do not have access to a vehicle, pointing to a segment of the population that could benefit from improved public transportation and alternative mobility options.

The City's commute times vary, with a significant portion of the population experiencing moderate travel durations, primarily between 15 to 34 minutes. This range indicates a relatively manageable commute for most residents but also reflects the potential for congestion and delays, particularly during peak hours. A more cohesive multimodal system can encourage alternative transportation options while reducing congestion, and improving air quality.

Safety concerns are highlighted by Belmont's crash history, which includes 11 fatal injuries, 20 incapacitating injuries, and over 2,000 incidents of property damage. The data from NCDOT from 2019-2024 suggests a critical need for improved traffic safety measures and infrastructure upgrades to enhance the overall safety of the transportation network.



79.34%

Drive to Work

70.39%

Drive Alone to Work

4.48%

Carpool to Work



17.23%

Work from Home



2.96%

Walk to Work



0.0%

Bike to Work



3.39%

Households without Vehicle Access



33.63%

Households with Access to One Vehicle

Commuting

Belmont experiences significant commuting activity, characterized by a high inflow and outflow of workers. Taking this into consideration, there is a marked reliance on transportation infrastructure to support daily travel. Almost all residents commuting out of Belmont travel into Charlotte. This commuting pattern underscores the need for efficient transit options, especially towards major employment hubs such as Uptown Charlotte.



Walking to Work

Walking to work is currently a minimally utilized mode of transportation, with very few residents choosing this option. To encourage walking, there is a need for enhanced pedestrian infrastructure—such as well-maintained sidewalks, safe crossings, and pedestrian-friendly routes—particularly in areas with higher residential density and proximity to employment centers. Improving these facilities can promote walking as a viable and healthy commuting option or recreational activity for Belmont residents.

Driving Alone to Work

The data reveals a heavy reliance on single-occupancy vehicles for commuting. A significant majority of workers—73.7%—drive alone to their place of employment. This is followed by carpooling, which accounts for 18% of workers, though larger carpools are rare. Public transit usage remains low at 4.7%, and alternative modes such as walking, bicycling, or using motorcycles are minimally utilized. Additionally, 18% of the workforce works from home, reflecting a growing trend of remote work. This reliance on driving alone highlights the need for improvements in public transportation, carpooling incentives, and infrastructure to support alternative modes of transportation to manage traffic congestion and promote a more sustainable commute.

Biking to Work

Biking to work in Belmont, North Carolina, is an underutilized mode of transportation, with no residents—according to census data—opting for this eco-friendly commute. To increase the appeal of biking, Belmont needs to invest in dedicated bike lanes, secure bike parking, and safe biking routes that connect residential areas with key employment centers. Promoting biking can not only help manage traffic congestion and environmental impact but also improve the overall health and well-being of the community.

Other Transit Opportunities

Belmont offers other forms of transportation and transit opportunities at the local, and regional level. Ride-share options such as Uber or Lyft, or Share the Ride NC support transit within the city. Belmont also offers a stop on the Charlotte CATS 85x Gastonia Express bus providing peak service connecting the city to Uptown Charlotte and Gastonia.



Existing Multimodal Network

Roadway Classification

Belmont, North Carolina's roadway classification system organizes roads by function and traffic volume. Key classifications include:

Interstate Highways:

- *I-85 facilitates high-speed, long-distance travel, connecting Belmont regionally and nationally.*

Principal Arterials:

- *Wilkinson Boulevard (US 29/74) handles high traffic volumes, linking Belmont to nearby cities and major highways.*

Minor Arterials:

- *Roads like NC 273 (Park Street) connect local traffic to principal arterials and highways.*

Collectors:

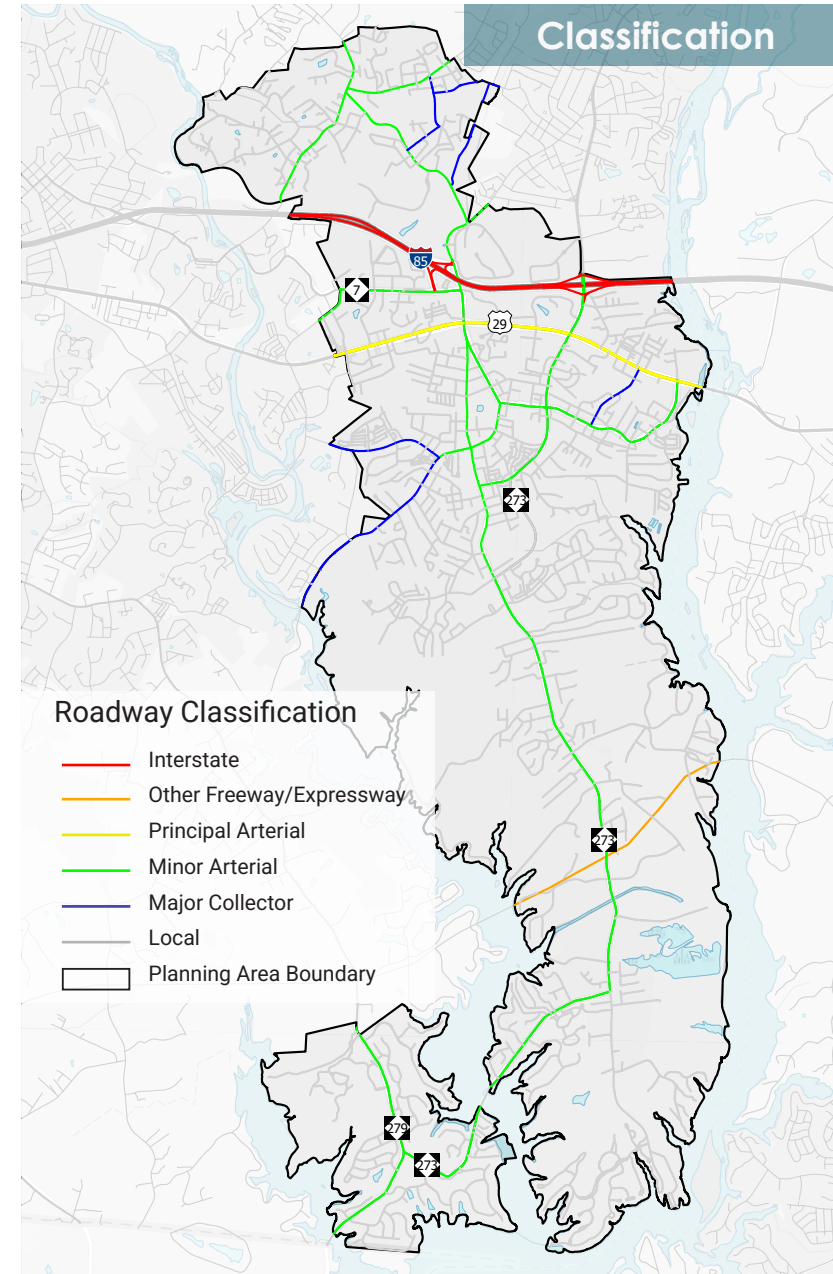
- *Streets—such as Central Avenue—gather traffic from local streets to arterial roads.*

Local Roads:

- *Residential streets prioritize access to homes and businesses.*

Connecting Communities

Belmont's roadway system is carefully organized to manage traffic and connectivity. Key routes like I-85 provide regional and national access, while Wilkinson Boulevard (US 29/74) and NC 273 link local traffic to major highways, allowing travel throughout the City and beyond. As Belmont grows, traffic congestion considerations impact residents commuting in and out of Belmont.

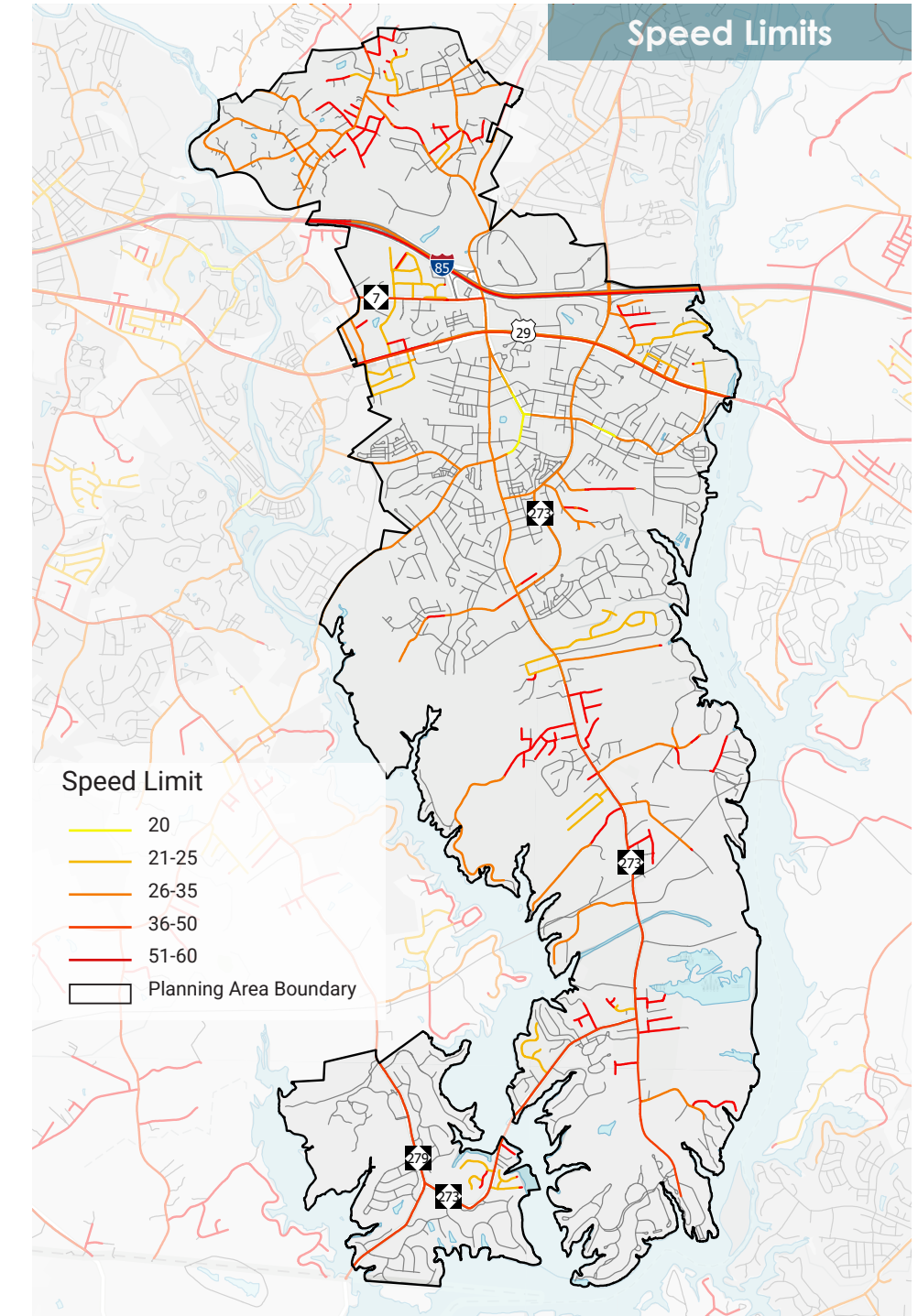


Speed Limits

In Belmont, North Carolina, speed limits are strategically set to ensure safety and efficient traffic flow across different types of roadways. The fluctuation in speed depends on the jurisdiction of NCDOT or the City of Belmont. Within city limits (city-owned streets) there is an existing code of ordinance and adopted maximum speed limits, which control traffic speeds. The speed limits vary from as low as 20 miles per hour (MPH) on residential and local roads to as high as 60 MPH on major thoroughfares such as interstate highways. Most residential streets and local roads have speed limits ranging between 21 and 35 MPH, which helps pedestrian safety and local access. Arterial roads and collectors, which handle higher traffic volumes and connect different parts of the City, typically have speed limits between 36 and 50 MPH. These carefully regulated speed limits are crucial for managing traffic, enhancing safety, and reducing the risk of accidents in Belmont.

Balancing Safety and Flow

Speed limits in Belmont are carefully set to ensure safety and smooth traffic flow. Residential streets prioritize pedestrian safety, with limits between 21-35 MPH. Major roads and highways like I-85 allow speeds up to 60 MPH, efficiently connecting the City to the wider region. This plan proactively analyzed streets to ensure posted speeds, which allow for pedestrian safety, and consistency with Belmont Vision Zero Plan.

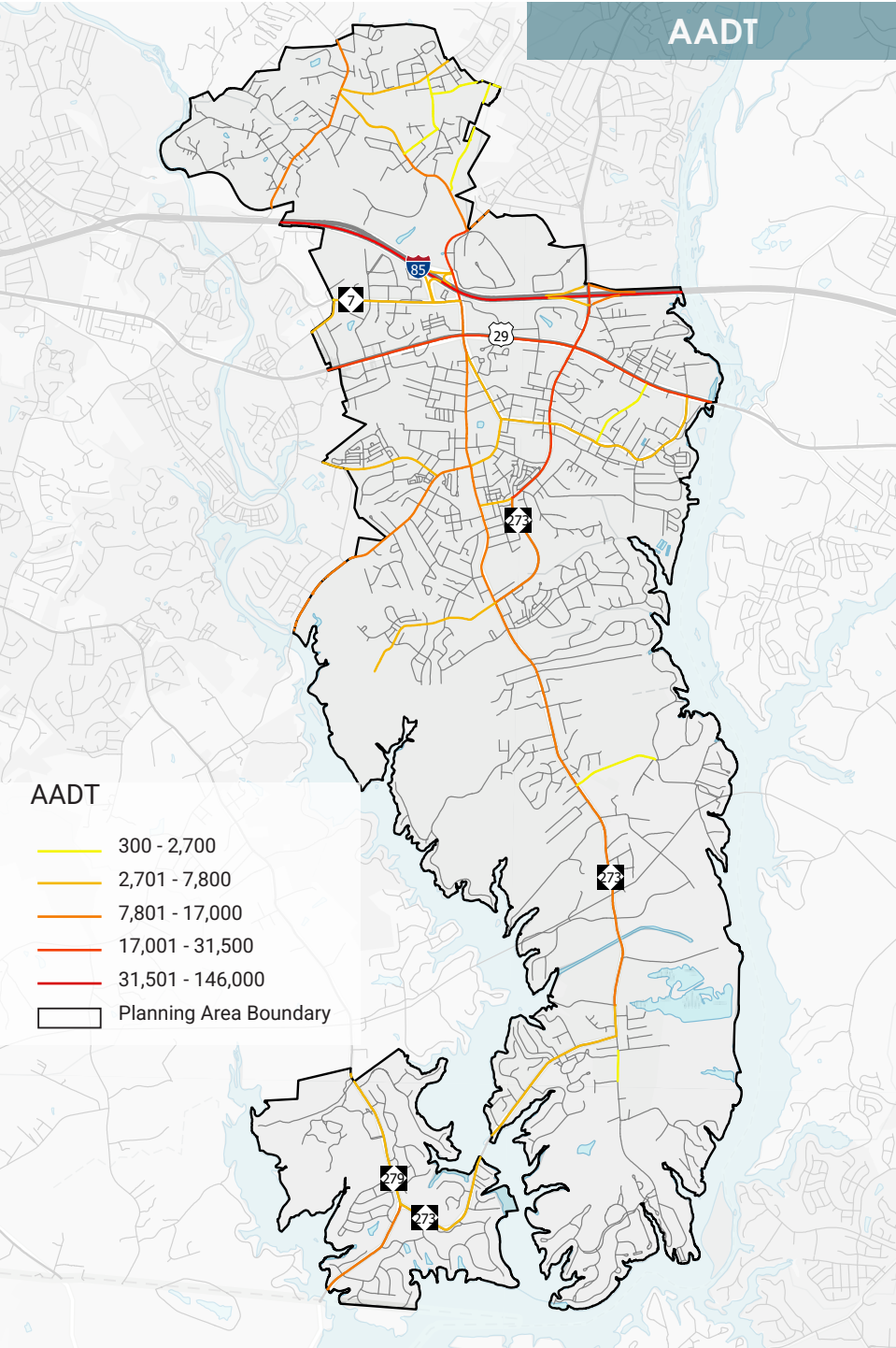


Annual Average Daily Traffic

Annual Average Daily Traffic (AADT) is a crucial metric used to assess traffic volumes on Belmont's roadways, providing insight into the daily usage patterns of various routes. In Belmont, AADT values range significantly, from as low as 300 to as high as 146,000 vehicles per day. Major thoroughfares like I-85 and Wilkinson Boulevard experience the highest traffic volumes, reflecting their importance as primary arteries for both local and regional travel. In contrast, local roads and residential streets typically see much lower AADT values, indicating lighter, more localized traffic. Understanding these traffic patterns helps in planning infrastructure improvements, optimizing traffic flow, and enhancing overall transportation safety.

Traffic Flow Insights

Belmont's roadways see a range of traffic volumes, with AADT values from 300 to 146,000 vehicles per day. High-traffic routes like I-85 and Wilkinson Boulevard are key arteries for local and regional travel, while residential streets handle much lighter, intercity traffic. Some residential streets however serve as cut-through options to avoid congestion, impacting quieter neighborhoods.



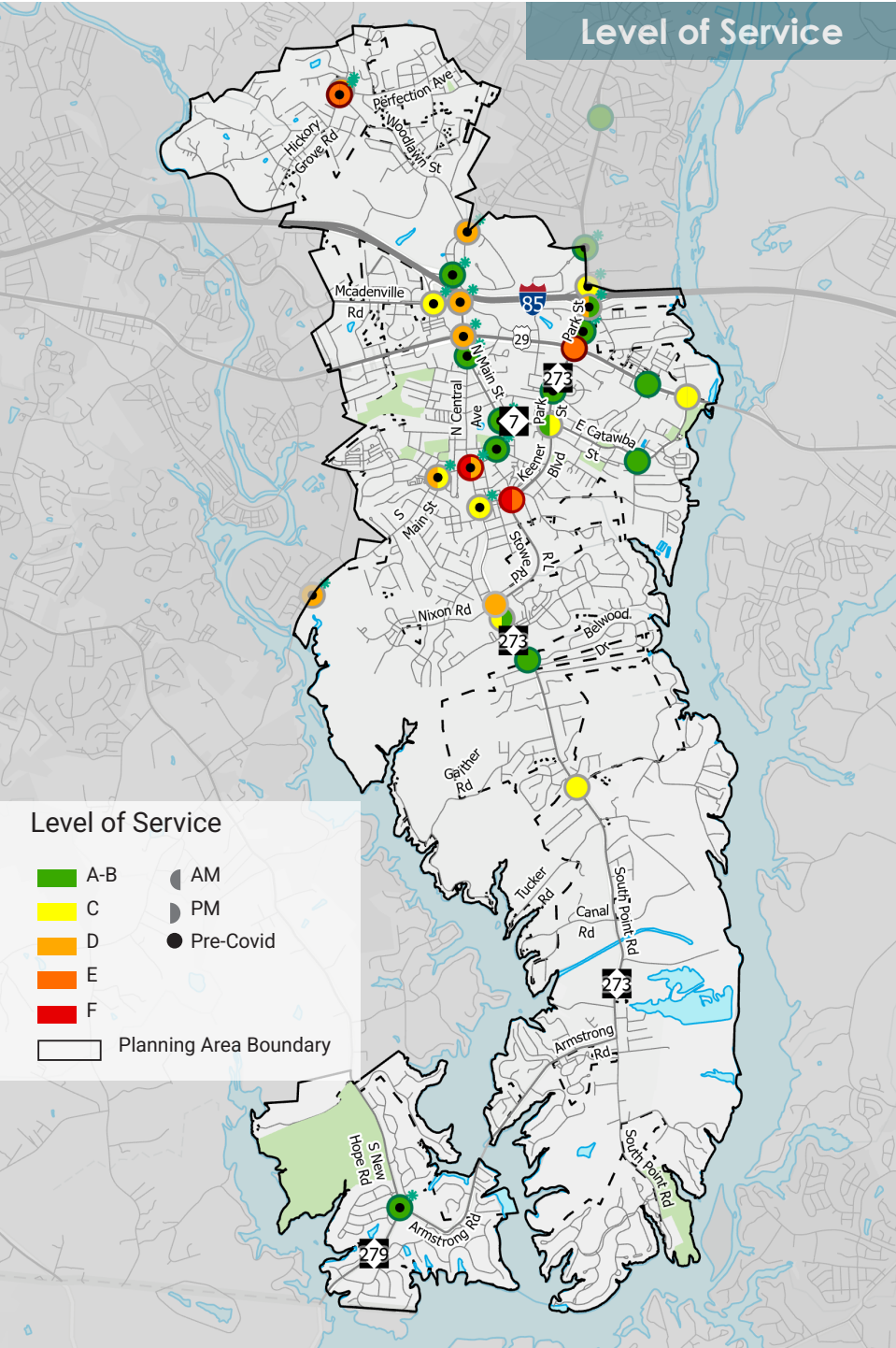
Level of Service

The Level of Service (LOS) in Belmont, North Carolina, is a key metric used to evaluate the performance of roadways based on traffic flow and congestion. LOS is graded on a scale from A to F, with A representing free-flowing traffic and F indicating severe congestion and delays. The data reveals that most road segments and intersections maintain a satisfactory level of service, predominantly rated between A and C. However, certain high-traffic areas, particularly along I-85 and Wilkinson Boulevard, along with some key intersections along South Point Road, experience lower LOS, ranging from D to E, reflecting higher congestion levels during peak hours. These insights are critical for planning future infrastructure improvements to enhance traffic efficiency and safety across Belmont's transportation network.

Traffic Performance

Most of Belmont's roadways maintain a good LOS, rated A to C, ensuring smooth traffic flow. However, busier areas like I-85 and Wilkinson Boulevard face congestion challenges, with LOS ratings dropping to D or E during peak hours.

LOS	What it means
LOS A	Vehicles almost completely freely-flowing and unimpeded
LOS B	Reasonably free-flow operations and mostly steady speeds
LOS C	Flow with speeds near the free-flowing speed, some restricted maneuverability
LOS D	Speeds start declining, more queuing
LOS E	At capacity with no space; any disruption can cause delay
LOS F	Full breakdown in traffic operations



Sidewalks

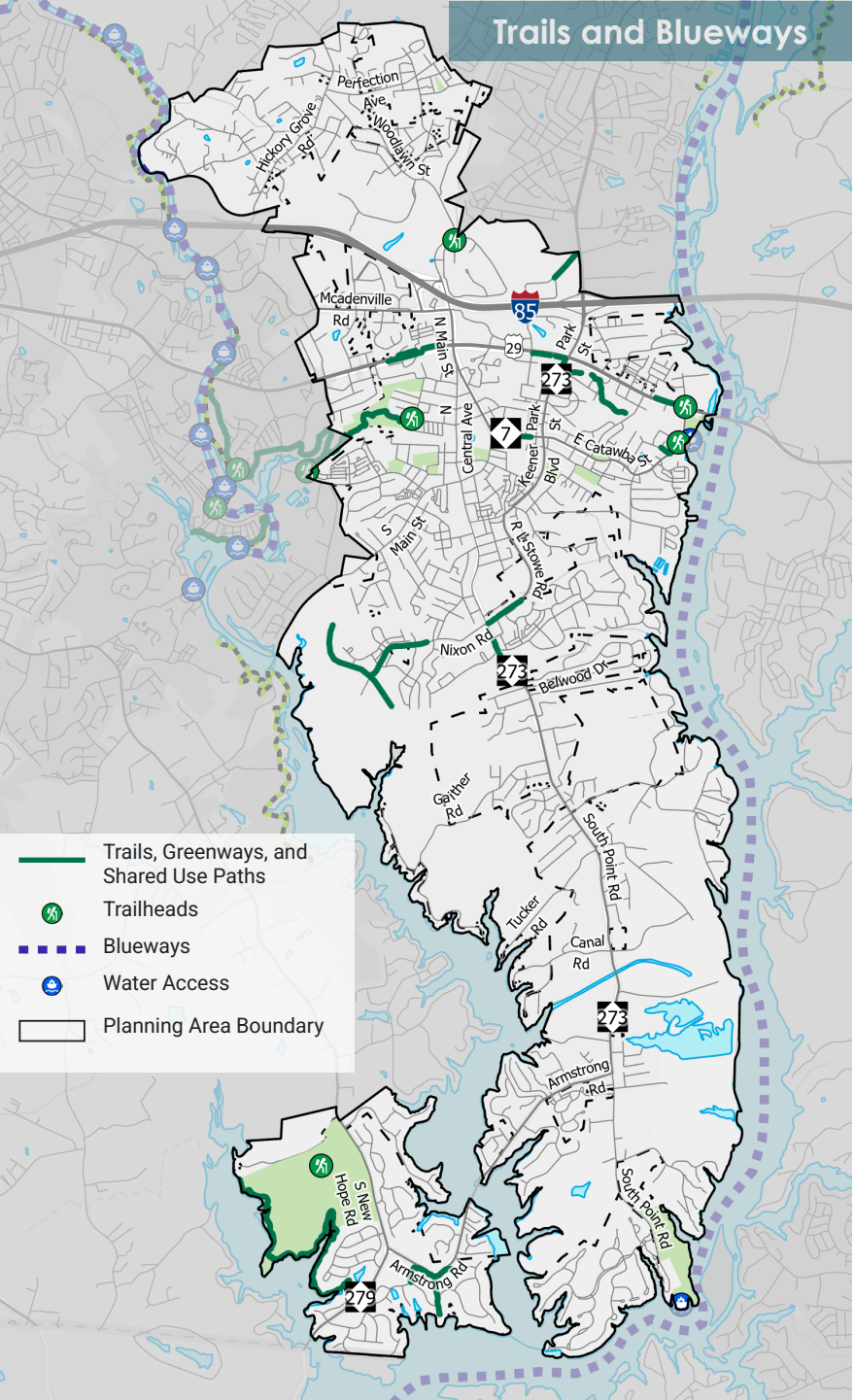
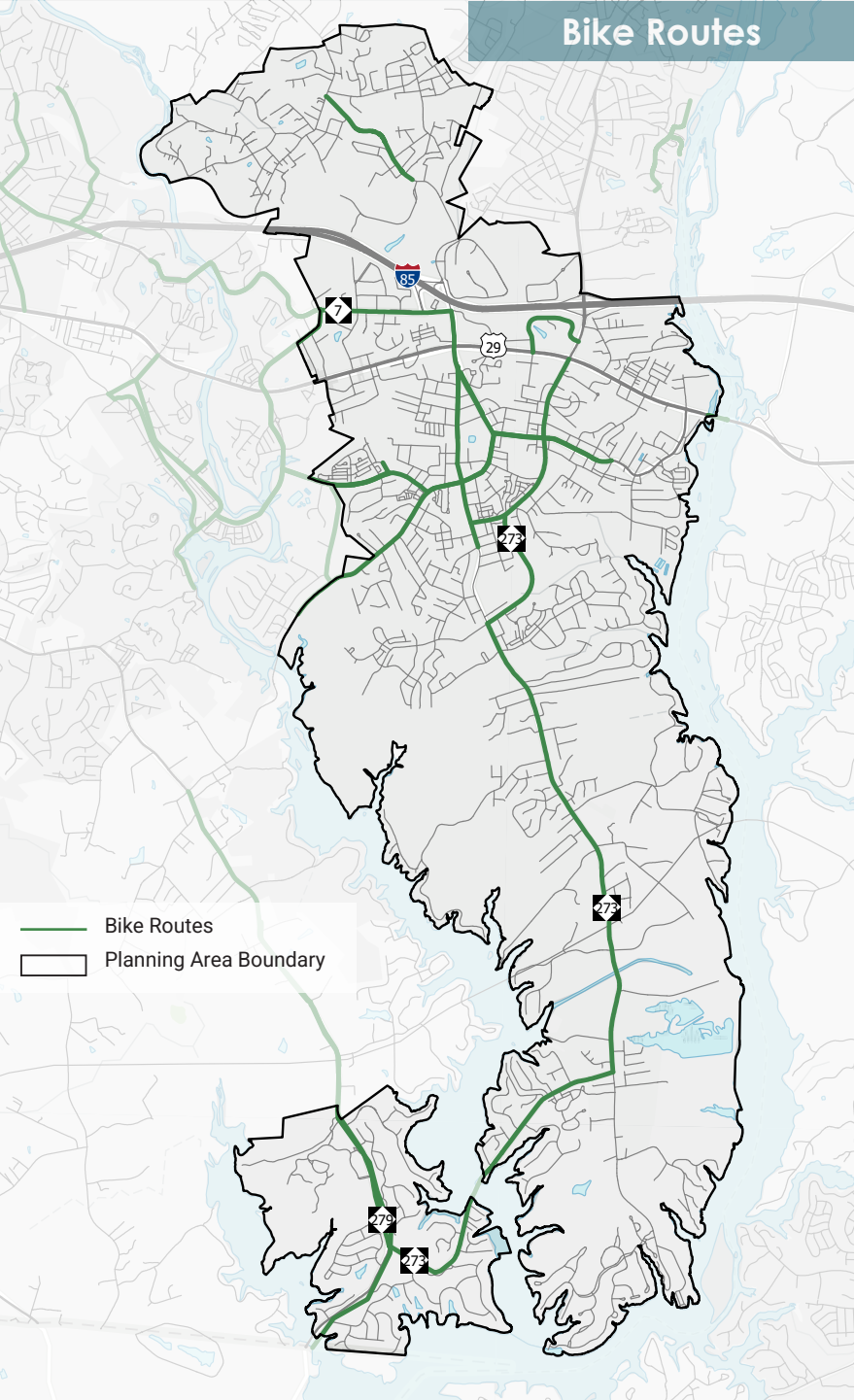
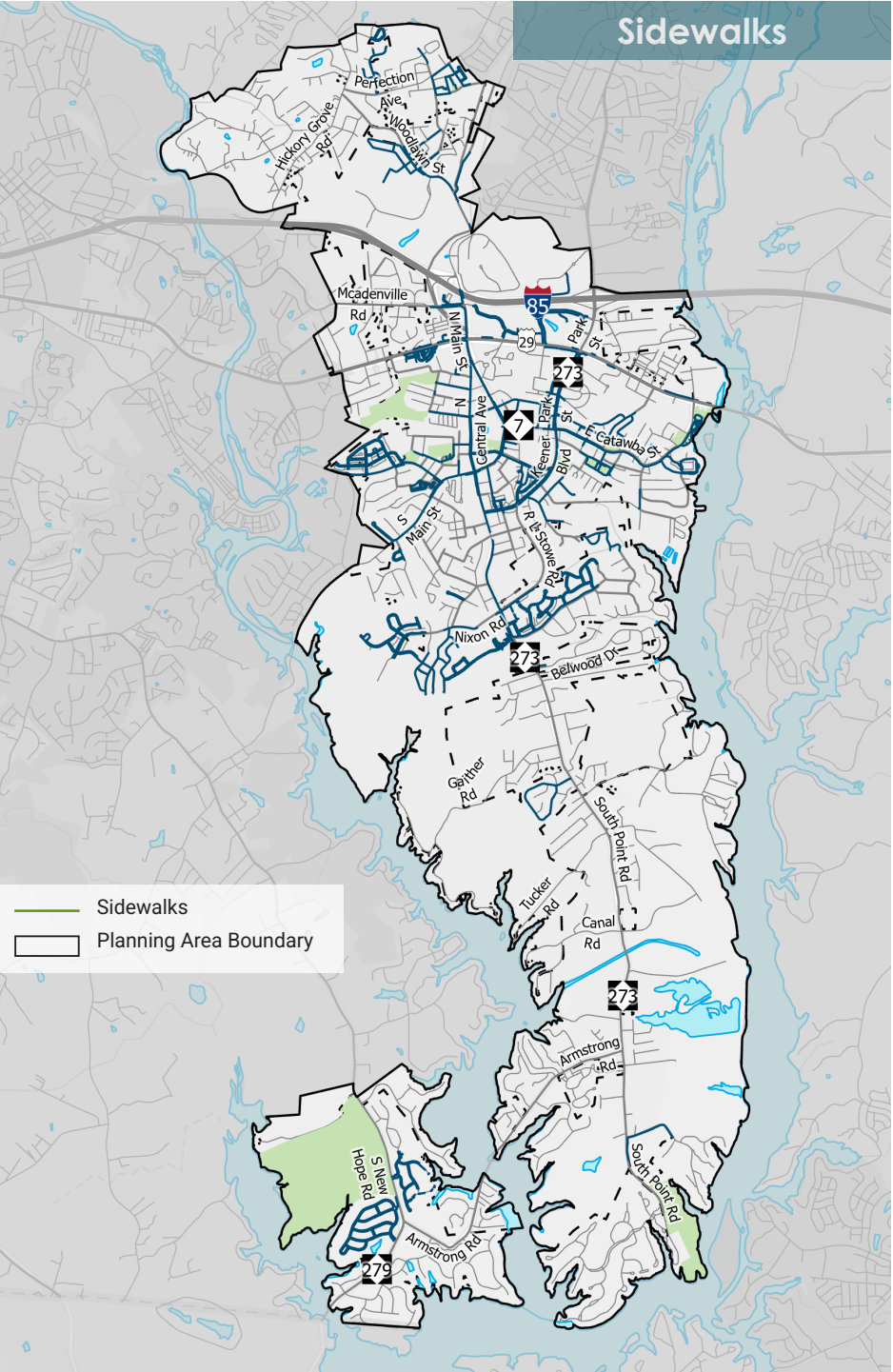
Sidewalks in Belmont, North Carolina, play a crucial role in promoting walkability and helping ensure the safety of pedestrians. Sidewalks are defined as a paved path for pedestrians on the side of a road. The data showcased earlier in the report underscores the need for improved pedestrian infrastructure to encourage walking as a viable mode of transportation. Enhancing and expanding the sidewalk network, particularly in residential areas and near key destinations, can significantly boost pedestrian safety and accessibility, fostering a more connected and walkable community.

Bike Routes

Currently, Belmont largely lacks dedicated bicycle infrastructure except for bike lanes on Catawba Avenue. Census data indicates a low current usage of biking for commuting. By developing a comprehensive network of dedicated bike lanes and safe biking routes that connect residential areas with key employment and recreational destinations, Belmont can promote more transportation choices, manage traffic congestion, and enhance the overall health and well-being of its residents. The map on the adjacent page highlights the existing bicycle network.

Trail Network

The trail network in Belmont, North Carolina, offers residents and visitors a scenic and recreational option for walking, biking, and connecting with nature. A trail is defined as a small, paved or unpaved path that encourages multiple modes transport alternative to vehicular transport. Trails typically run through parks or natural spaces. A well-maintained trail network not only supports healthy lifestyles but also strengthens community ties and increases the City's attractiveness as a place to live and visit. The map on the adjacent page highlights the existing trail network.



Existing Public Transportation Infrastructure

Existing Transit Services

Currently, the only existing fixed route transit connection in Belmont is the CATS 85X Gastonia Express, which provides an express connection between Charlotte and Gastonia with a stop and park and ride serving Belmont at the Abbey Plaza Shopping Center. Belmont has expressed interest in moving this stop to a proposed mobility hub slightly further west on Wilkinson Boulevard.

Gaston County ACCESS provides full-county demand response coverage with the goal of identifying and arranging efficient and economical transportation services for all requests. ACCESS also operates two deviated fixed route transit services connecting Gastonia's Bradley Bus Station to Bessemer City and Gaston College's Dallas campus, though neither serve Belmont directly currently.

County Transit Expansion

GastonACCESS and new innovations by GoGastonia offer potential opportunities to provide additional service coverage across the county while addressing the transportation challenges Belmont faces.

GoGastonia offers an on-demand van service that replaces Gastonia's former fixed route bus service. The program is an innovative, new option that provides flexible transportation throughout Gastonia. While GoGastonia doesn't directly serve Belmont at this time, it may be worth expanding or emulation on the eastern side of the County.

Similarly, with Gaston County ACCESS operating deviated fixed route services, the type of connection Gastonia has with Bessemer City and Gaston College could be worth emulating with a reliable weekday connection between Belmont and Gastonia.

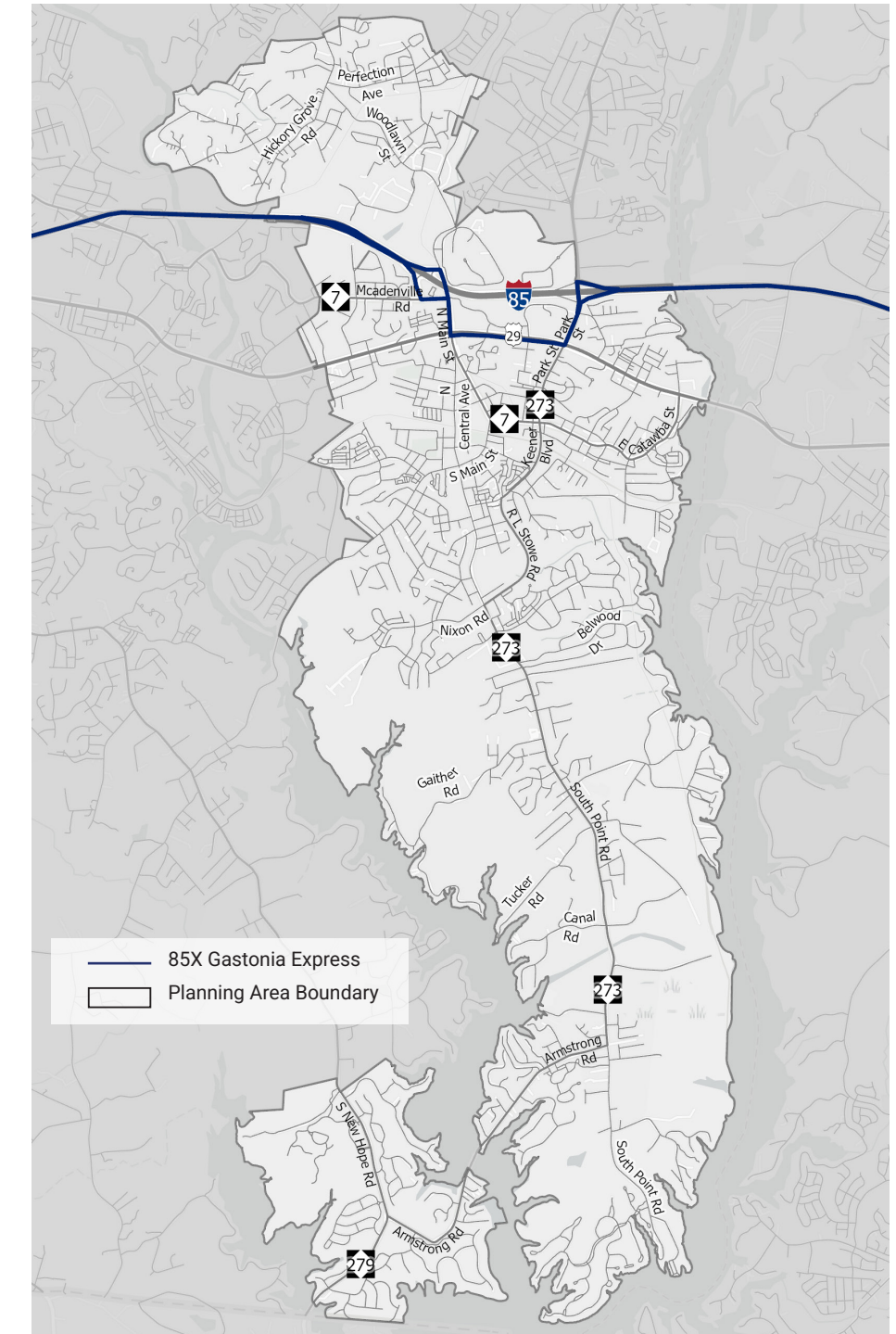
These two regional transport options service residents locally and have potential to be a future solution to Belmont's growing and congested local and regional corridors.



CATS Transit System Plan

The City of Charlotte adopted the 2055 Transit System Plan as a means to serve the corridors and communities in the area. The Transit System Plan includes systemwide bus frequency upgrades, including goals of expanded service on express services, as well as the buildout of several rapid transit corridors radiating out from Uptown Charlotte. The Plan will advance economic mobility, while supporting innovation and sustainability to connect communities through an increase of transit options.

Within the Transit System Plan, the LYNX Silver Line light rail line is currently proposed to reach as far west as Charlotte-Douglas International Airport. However, Belmont is included within the plan as a "future potential Silver Line extension if/as funding allows". While funds will likely not be available to plan or implement a Silver Line connection to Belmont within the life of the plan, there is still a growing need for high-speed transit from Charlotte to Belmont, which this plan highlights and considers.



Belmont's High-Injury Network (HIN)

The Belmont HIN combines the 15 most dangerous streets and the 15 most dangerous intersections throughout the planning area. These corridors were selected utilizing crash data to which highlighted which roads have the highest rate of crashes per mile and the most severe crashes. It is important to note that I-85 was not included in the network due to traffic speeds being out of the city's jurisdiction.

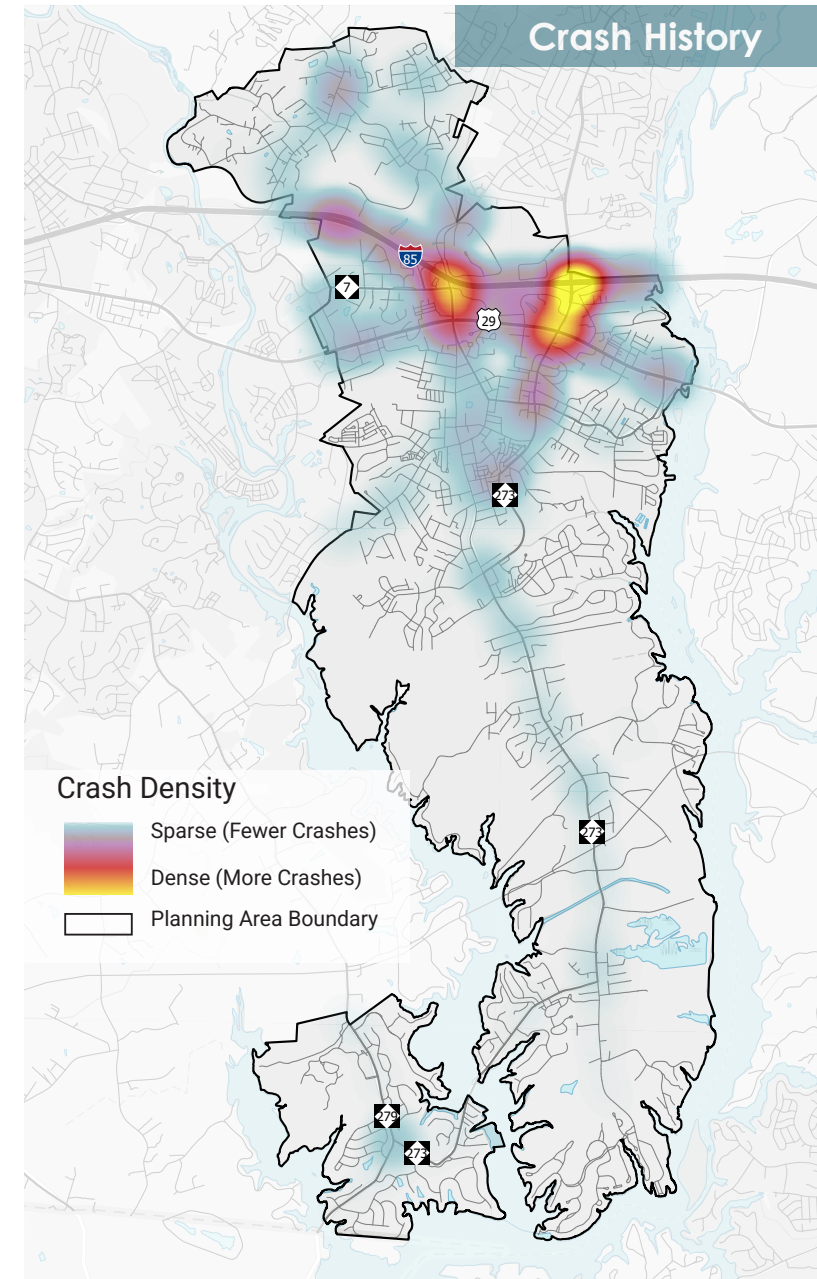
Corridor Crash Rates

The top 15 corridors saw at least one fatal or disabling crash, or at least 15 crashes per year, calculated during the study period. These corridors were responsible for 60% of all crashes and 59% of fatal and severe crashes. The top 15 intersections had similar results, with at least one fatal or disabling crash, or at least 4 crashes per year, during the same study period. The HIN intersections were responsible for 21% of total crashes and 6% of fatal or disabling crashes.

Prioritization

After locating and analyzing the top 15 corridors and intersections to include in the HIN, a prioritization methodology was formulated to rank and prioritize specific locations along the HIN for near-term funding and implementation. To calculate the location priorities, each location was assigned a score out of 40 possible points based on crash types and severity, the surrounding infrastructure and land use context, as well as alignment with existing projects and recommendations. Below are the criteria weights:

- *Crash Severity (25%)*
- *Vulnerable Road Users (20%)*
- *Infrastructure Characteristics (15%)*
- *Equity Areas (15%)*
- *Sensitive Destinations (15%)*
- *Project Feasibility (10%)*



Contributing Factors

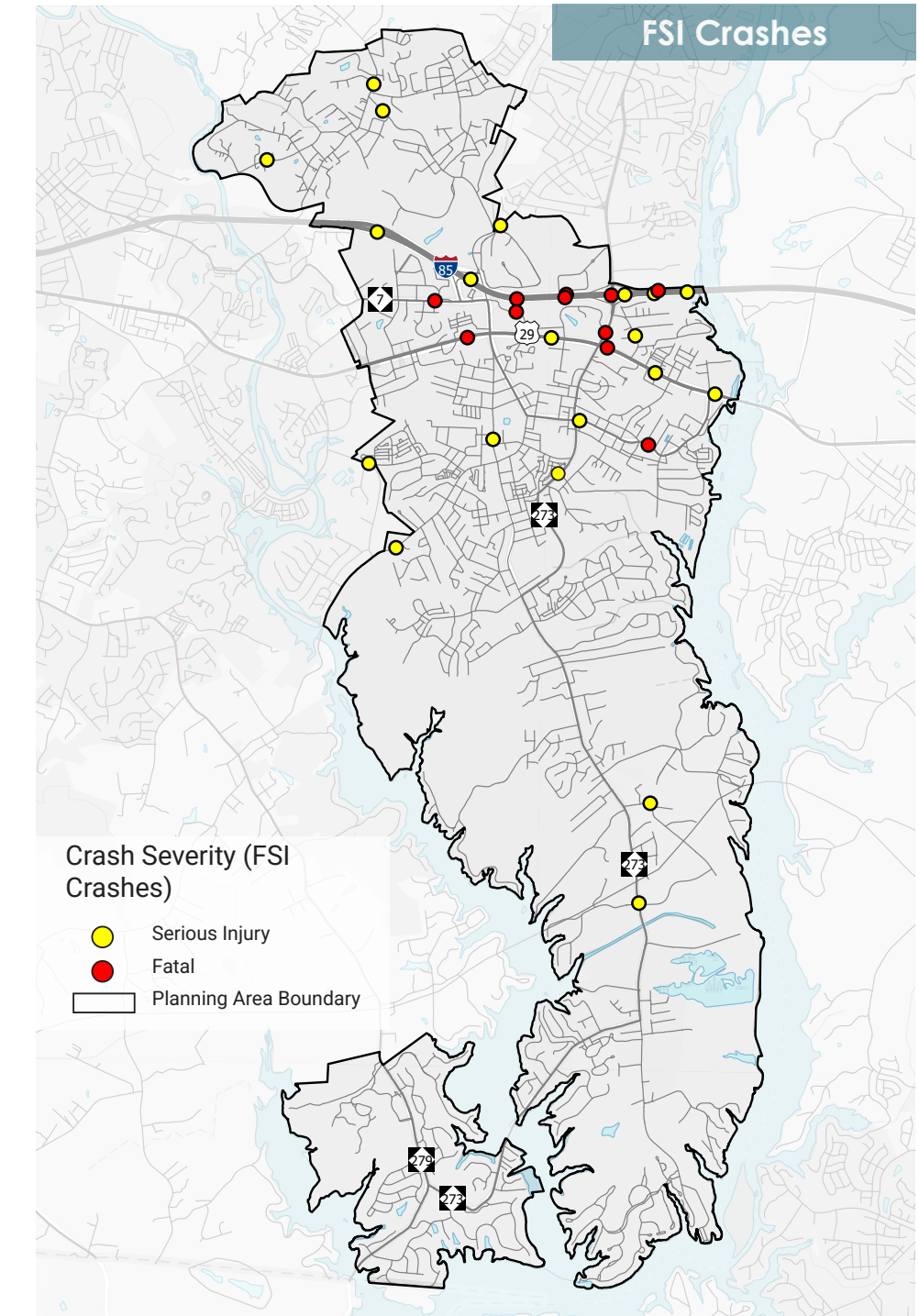
Several factors contribute to crashes in Belmont. Speeding was a factor in 5% of crashes, driving under the influence in 4%, and distracted driving in 22%. Demographically, seniors (ages 65+) were involved in 19% of crashes, while young drivers (ages 15-19) were involved in 13%, despite making up only 7% of the population.

Fatal and Serious Crashes

Fatal and severe crashes tended to occur on streets with higher traffic volumes that serve as the community's major arterials and connectors. Out of 3,107 that occurred in Belmont, just over 1% or 32 crashes, resulted in fatality (11 crashes) or severe injury (21 crashes). Belmont has experienced 2.2 fatalities per year and has an annual fatality rate of nearly 15 fatal per 100,000 people. Data included was accessed through Belmont's Vision Zero Plan.

Safety Initiatives

The data underscores the importance of the Vision Zero initiative in Belmont, which aims to eliminate all traffic fatalities and severe injuries. This involves creating a shared community vision for traffic safety, gathering and analyzing data, identifying priority locations, and implementing strategies to address safety concerns. The ongoing efforts will focus on pursuing funding for traffic safety improvements, leading community events, and continually monitoring and benchmarking success.





Previous Plan Review

The review provides a comprehensive analysis of prior planning efforts and studies that inform the Belmont Multimodal Plan. By examining the recommendations and findings from these key documents, the project team can integrate insights and strategies into the multimodal planning process. This review ensures that the Belmont Multimodal Plan builds upon past work, aligns with regional goals, and addresses the community's evolving needs.



GCLMPO MTP (2050)

The [2050 Metropolitan Transportation Plan](#) (MTP) was adopted March 24th, 2022 and developed by the Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO) outlines a comprehensive transportation strategy for the region, including Gaston, Cleveland, and Lincoln Counties. This plan aims to support the region's projected growth and development through a multimodal transportation network, encompassing roadway, transit, freight, bicycle, pedestrian, and aviation modes. Key goals include enhancing transportation safety, reliability, and resilience; promoting economic vitality; ensuring equitable access and mobility; and protecting the natural environment.

Relevant Recommendations

Develop a Comprehensive Multimodal Network

- *Integrate transportation modes*
- *Improve intermodal facilities*

Enhance Pedestrian and Bicycle Infrastructure

- *Expand pedestrian networks*
- *Promote safe pedestrian crossings*

Support Public Transit Improvements

- *Develop a new multimodal transportation center*
- *Enhance public transit services*

Ensure Freight Mobility and Safety

- *Develop a strategic freight network*
- *Promote safe routes for hazardous material*

Promote Regional Coordination and Planning

- *Collaborate on regional transportation initiatives*
- *Leverage public and private partnerships*

Our Town Belmont—Comp Blueprint for Our Future (2018)

The [Comprehensive Land Use Plan](#) for Belmont, updated in 2018, provides a strategic framework for managing the City's growth, development, and land use through 2038. It addresses the City's past, present, and future, with an emphasis on balanced growth, community character, economic vitality, and connectivity. This plan reflects extensive community engagement and collaboration, incorporating the interests and values of citizens, stakeholders, and local government, and is currently being updated in conjunction with this plan.

Relevant Recommendations

Promote Balanced Growth

- *Diverse land use and smart growth principles*

Enhance Mobility and Connectivity

- *Multimodal transportation and interconnected networks*

Protect and Enhance Community Character

- *Historic preservation and quality design standards*

Support Economic Vitality

- *Mixed-use development and job creation*

Environmental Protection and Sustainability

- *Green infrastructure and open space and recreation*

Collaboration and Coordination

- *Regional partnerships and community engagement*

Pedestrian Plan Update (2023)

The [2023 Pedestrian Master Plan](#) for Belmont aims to create a safe, accessible, and enjoyable pedestrian environment for all ages and abilities. It updates the 2009 plan, focusing on enhancing connectivity, safety, and mobility through prioritized infrastructure, programs, and policies. The plan includes extensive public engagement and integrates findings from data analysis and feedback from community stakeholders. EMPHasis is placed on connecting key destinations, improving pedestrian safety, and promoting equity within the pedestrian network.

Relevant Recommendations

Infrastructure Improvements

- *North Belmont Improvement Package, Downtown Pedestrian Safety Improvements, and Eastern Belmont Improvement Package*

Sidewalk and Crossing Enhancements

- *Sidewalks, crosswalks, and pedestrian refuge islands*

Traffic Calming and Safety Measures

- *Speed reductions, speed bumps and rumble strips, and enhanced signage*

Greenways and Multi-Use Paths

- *Greenway development and multi-use paths*

Policy and Program Initiatives

- *Complete Streets Policy, Safe Routes to School, and public engagement and education*



Carolina Thread Trail Master Plan for Gaston County Communities (2009)

The [Gaston County Trail Master Plan](#), developed as part of the Carolina Thread Trail initiative, aims to create a comprehensive network of greenways and trails that connect communities, enhance recreational opportunities, and promote environmental conservation across Gaston County. The plan emphasizes collaboration among local governments, community organizations, and residents to develop and maintain trails that link people to key destinations and natural resources. This plan serves as a guiding document for future greenway and trail development, integrating existing and proposed municipal and county trails into a unified, multi-use network.



Relevant Recommendations

Adopt the Plan

- *Local governments should adopt the plan to guide future trail development and integrate it into their land-use plans.*
- *Amend zoning and development ordinances to require the dedication of land for trails in new developments.*

Build Public Support

- *Form a Trail Advisory Committee to promote trail development and coordinate efforts among stakeholders.*
- *Conduct public information campaigns to raise awareness and support for the trail system.*

Complete Top Priority Segments

- *Focus on segments with broad support and land access.*

Funding and Land Acquisition

- *Identify and secure funding from various public and private sources.*
- *Evaluate options for land or right-of-way (ROW) acquisition, prioritizing areas with willing landowners and public lands.*

Design, Construct, and Maintain Trail

- *Design trails to accommodate multiple uses and ensure safety and affordability in maintenance.*
- *Engage the public in the design process to reflect community needs and preferences.*

Collaborative Efforts

- *Work with neighboring counties to create a regional trail network.*
- *Leverage partnerships with non-profits, local businesses, and community organizations to support trail initiatives.*



Build a Better Boulevard The Wilkson Boulevard Corridor Study (2015)

The “[Build a Better Boulevard](#)” plan focuses on the comprehensive redevelopment of Wilkinson Boulevard, considering its historical context, current state, and future potential. The plan addresses a range of issues, including traffic management, policy changes, and design improvements. The vision is is being updated through the revised Wilkinson Boulevard SAP as part of the current planning process. Stakeholders from Belmont, Cramerton, and McAdenville—alongside technical specialists and the public—contributed to this plan. The overarching goal is to enhance the functionality, safety, and aesthetics of Wilkinson Boulevard, transforming it into a multimodal corridor that supports local development while accommodating regional traffic needs.

Relevant Recommendations

Traffic Management

- **Adaptive Signal System:** *Implement technologies to optimize traffic flow*
- **Electronic Information Signs:** *Install signs along I-85 and Wilkinson Boulevard*
- **Incident Management Protocols:** *Establish protocols for traffic management during exceptional conditions*

Policy Changes

- *Parallel networks, interstate interchange redesigns, multi-way design for Park Street, relocation of North Main Street, square back access, and comprehensive plan and zoning updates.*

Design Improvements

- *Bridge replacements, Wilkinson Boulevard redesign, and intersection improvements.*

Downtown Speed Study

The [Downtown Speed Study](#) assesses pedestrian safety, traffic flow, and accessibility in Belmont’s downtown. It recommends speed limit reductions, additional crosswalks, new sidewalks, and traffic calming measures to create a safer and more walkable environment.

Relevant Recommendations

Main Street

- **North Main Street:** *Install crosswalks at Circle Drive and Todd Street; reduce speed limit to 20 MPH; add sidewalk from 208 North Main Street to Circle Drive; add crosswalk on Central Avenue*
- **Downtown Main Street:** *Increase pedestrian signage*
- **South Main Street:** *Lower speed limit to 25 MPH; install crosswalks at Central Avenue and South Main Street*

Catawba Street

- **Main Street to Kenner Boulevard:** *Install crosswalk at Chronicle Street; lower speed limit to 20 MPH*
- **Kenner Boulevard to Fifth Street:** *Add speed bumps and pedestrian signage*
- **Sixth Streer to US 29/74:** *Lower speed limit to 25 MPH*

Other Streets

- *Nixon Road, Myrtle Street, West Woodrow Avenue, Todd Street, Cedar Street, Kenwood Street, Glenway Street, and Airline Street*



Overview

Public input was a critical component of the Belmont Multimodal Plan, making sure community voices directly informed decisions about Belmont's transportation future. Public engagement throughout the process allowed the City to hear from the community and identify a series of community priorities and themes to help guide the planning process. The following section outlines the engagement strategy used to guide the project and breaks down some of the key takeaways that emerged from community feedback.



Techniques

The planning team employed a multi-pronged engagement strategy to gather input from residents, workers, and stakeholders across Belmont. This included:

- Online surveys to gauge public preferences and identify key transportation challenges
- Steering Committee meetings composed of local leaders and representatives
- Interactive maps and comment tools that allowed participants to highlight issues or suggest improvements
- Ongoing outreach via City channels, email lists, and social media to broaden participation
- In-person engagement event and community workshops

A collaborative approach allowed the planning team to collect feedback from a diverse cross-section of the community and engage with the community. This methodology ensures the final plan reflects both technical data, the lived experience as well as an understanding of desired land uses and the needs to support them.



Community Priorities and Themes

Survey results highlight a range of transportation preferences, concerns, and aspirations among Belmont residents. Key themes that emerged include:

Balanced Investment in Transportation

- 53.9% of respondents prefer a combination of large capital projects and smaller maintenance efforts, suggesting a desire for long-term improvements while addressing immediate needs.
- Only 14.1% supported focusing solely on smaller projects, while 23.1% favored only large capital investments.

Congestion Relief and Multimodal Balance

- Nearly half of respondents (49.4%) prioritized easing congestion.
- However, 33.2% supported balancing congestion relief with enhanced multimodal options, indicating a recognition of the broader transportation ecosystem.

Multimodal Access and Willingness to Shift Modes

- While opinions were mixed, nearly half (49%) of participants agreed or strongly agreed that they would walk, bike, or take transit more often if better options existed.
- This shows there is latent demand for alternative modes of travel—if access and infrastructure improve.

Long-Term Investment Priorities

When asked to select one primary investment focus for the next 10 years:

- 57.9% chose major road and highway improvements, reaffirming the community's concern about congestion.
- 22.8% preferred investment in bike, pedestrian, and greenway/trail infrastructure, showing strong support for active transportation.
- Public transit projects—while less favored (11.6%)—still garnered interest, especially among respondents seeking regional commuting solutions.

Steering Committee

A Steering Committee was established to provide strategic guidance throughout the planning process. The committee consisted of representatives from:

- Local government and City departments
- Regional planning and transportation organizations
- Business and community groups
- Key stakeholder institutions (e.g., schools, employers)

The Steering Committee played a critical role in:

- Reviewing engagement findings
- Identifying priority issues and opportunities
- Shaping goals and evaluating proposed strategies
- Ensuring the plan reflects both technical expertise and community values



04 Prioritization



Overview

Prioritization is an important part of the process of taking project recommendations from lines on paper to reality. By aligning project prioritization with community values, previous plans, and connections with the greatest need, the City can evaluate what should be emphasized first with limited resources to have the greatest impact and benefit for the transportation network.

The City of Belmont has identified a series of criteria based on the community vision for the transportation network. These include local connectivity, regional connectivity, implementation, demographics and community context, public input, safety, and multimodal access. The following section explains how each of these topics is guiding the planning process.



Project Prioritization Criteria

Local Connectivity (15%)

- **Enhanced Mobility to Key Destinations:** Improving multimodal access to downtown, retail centers, and essential community features such as libraries, recreation centers, and schools to support local economic and social activity.
- **Neighborhood Connectivity:** Strengthening connections between residential areas in Belmont to help ensure accessible transportation options for all users.

Methodology: Projects received points based on access to various destinations, including downtown, retail, libraries, community centers, neighborhoods, and schools.

Regional Connectivity (15%)

- **City and Employment Hub Connectivity:** Expanding multimodal connections between Belmont and regional job centers, transit stations, and neighboring municipalities to enhance workforce mobility and economic development.
- **Regional Parks and Trail Access:** Improving safe and efficient routes to regional parks, greenways, and recreational areas, supporting active transportation and environmental sustainability across the broader region.

Methodology: Projects received points based on their connectivity to places outside Belmont or major employment centers. Projects were scored on a yes/no basis for connections to City and employment hubs, and received a separate yes/no scoring for connections to regional parks and trails.

Implementation (20%)

- **Constructability and Maintenance:** Evaluating constraints that effect initial construction and accessing potential long-term maintenance, repair, and operational costs.
- **Funding:** Evaluating the potential options for funding and likelihood to receive that funding.
- **Project Location:** Assessing project location in relation to municipal boundary for ease of implementation.

Methodology: Projects received points based on constructability and ease of maintenance (based on a scale from easy, medium and hard), inclusion in previous plans, and whether the project is within the municipal border.

Demographics and Community Context (5%)

- **Equitable Transportation Access:** Prioritizing multimodal investments that serve minority communities and low-income residents, ensuring equitable access to jobs, healthcare, and essential services.
- **Mobility and Economic Opportunity:** Enhancing transportation options for communities with limited vehicle access, supporting workforce mobility, and connecting residents to employment centers to drive economic growth.

Methodology: Projects received points based on their overlap with census tracts with minority populations, low income households, or zero vehicle households that exceeded the community average.



Public Input (15%)

- **Community-Driven Decision-Making:** Ensuring transportation improvements reflect the public's most preferred projects by actively engaging residents, gathering input through surveys and meetings, and prioritizing initiatives that align with community needs and aspirations.

Methodology: Analyzed interactive map for comments, then utilized comments to formulate three categories based off the number of comments supporting a given project.

Safety (15%)

- **Reducing Crash Risk and Severity:** Addressing high-crash locations by analyzing total crashes, severity levels (K/A/B/C), and risk factors to implement targeted safety improvements for all road users.
- **Enhancing Public and Traffic Safety:** Improving roadway design and multimodal infrastructure based on traffic volumes (AADT) and public safety concerns to create a safer environment for drivers, pedestrians, and cyclists.

Methodology: Projects received points if along the High Injury Network (HIN) established in Belmont's Vision Zero Action Plan.

Multimodal Access (15%)

- **Seamless Bicycle and Pedestrian Connectivity:** Strengthening links between bicycle facilities, sidewalks, and trails to create a continuous, safe, and accessible active transportation network.
- **Transit Integration for All Modes:** Enhancing multimodal connections to transit by improving first/last-mile access through sidewalks, bike lanes, and trail linkages within a 1/4-mile buffer.
- **Equitable and Sustainable Mobility Options:** Expanding infrastructure that supports walking, biking, and transit to reduce reliance on single-occupancy vehicles and promote a more accessible and environmentally friendly transportation system.

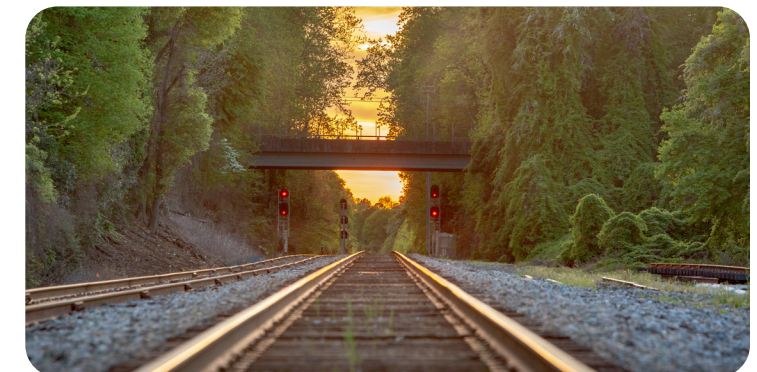
Methodology: For roadway projects, projects received points if a bike or pedestrian project is planned along the same route as the roadway project. For bike and pedestrian projects, projects received points if they helped fill gaps in the current bike/pedestrian network. (0—doesn't address gaps, 0.5—somewhat addresses gaps, 1—yes addresses gap)



05 Multimodal Recommendations

Overview

As Belmont continues to grow and evolve, the City's transportation infrastructure must adapt to meet the needs of all users. The recommendations in this chapter outline targeted improvements across multiple travel modes, each designed to enhance safety, accessibility, and connectivity throughout the community. These multimodal strategies aim to close gaps in the existing network, support future development, and create a transportation system that works for everyone whether traveling by car, foot, bike, or transit.





Roadway Improvements

Roadway improvements focus on enhancing the function and safety of Belmont’s primary corridors. These include intersection upgrades, traffic calming measures, access management strategies, and complete street design principles that support all users—not just motorists. Prioritizing these improvements helps mitigate congestion, improve safety, and better manage the flow of vehicles through key areas of the City.



Widening and Road Redesigns

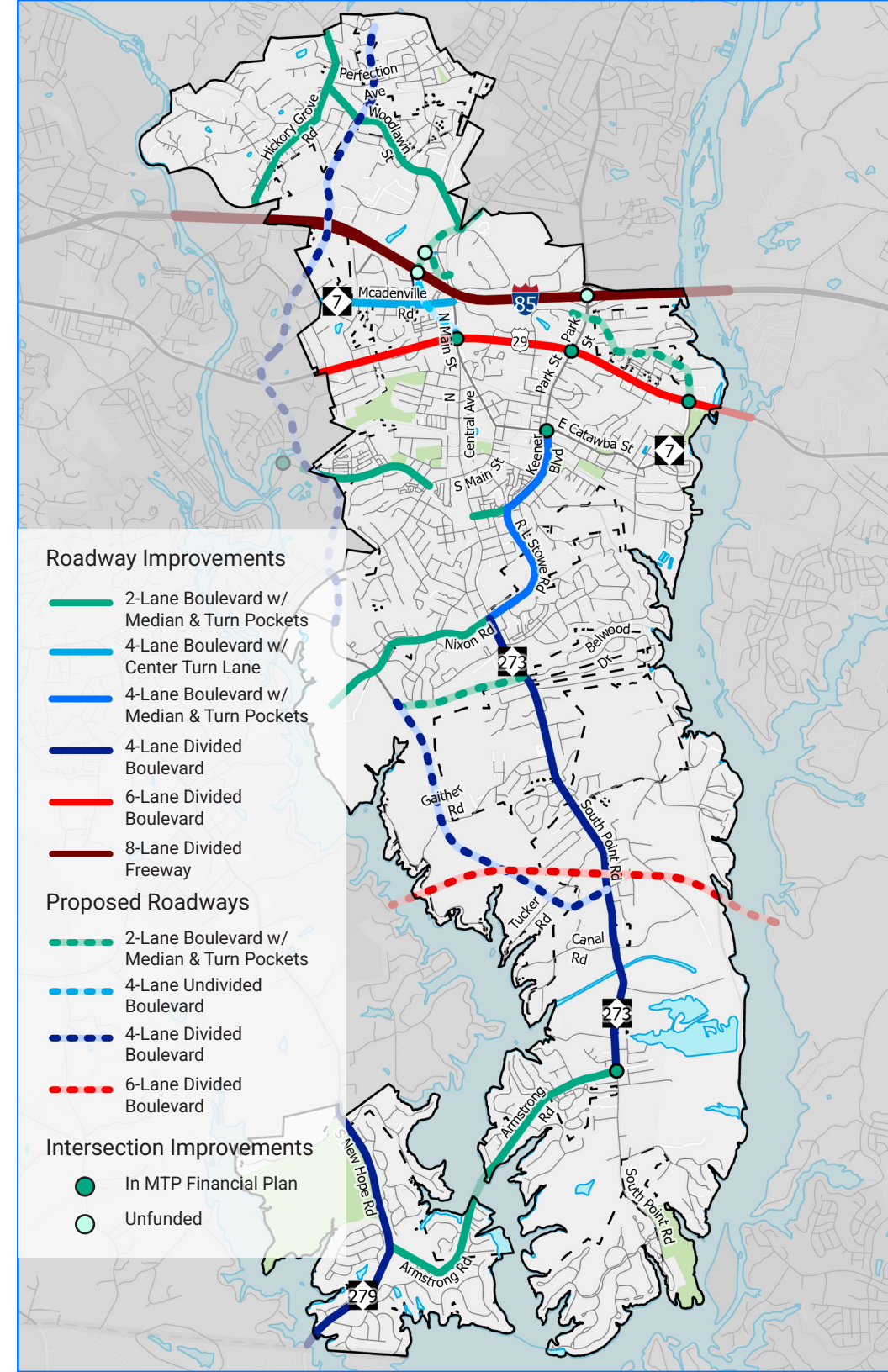
Several of Belmont’s major corridors in the northern and southern parts of the planning area are planned for widening or a redesign for smoother traffic flow and safety.

Roadway projects often also provide opportunities for other improvements for people walking or biking, especially when they overlap with a multimodal project and at intersections along the corridor.



New Roadways

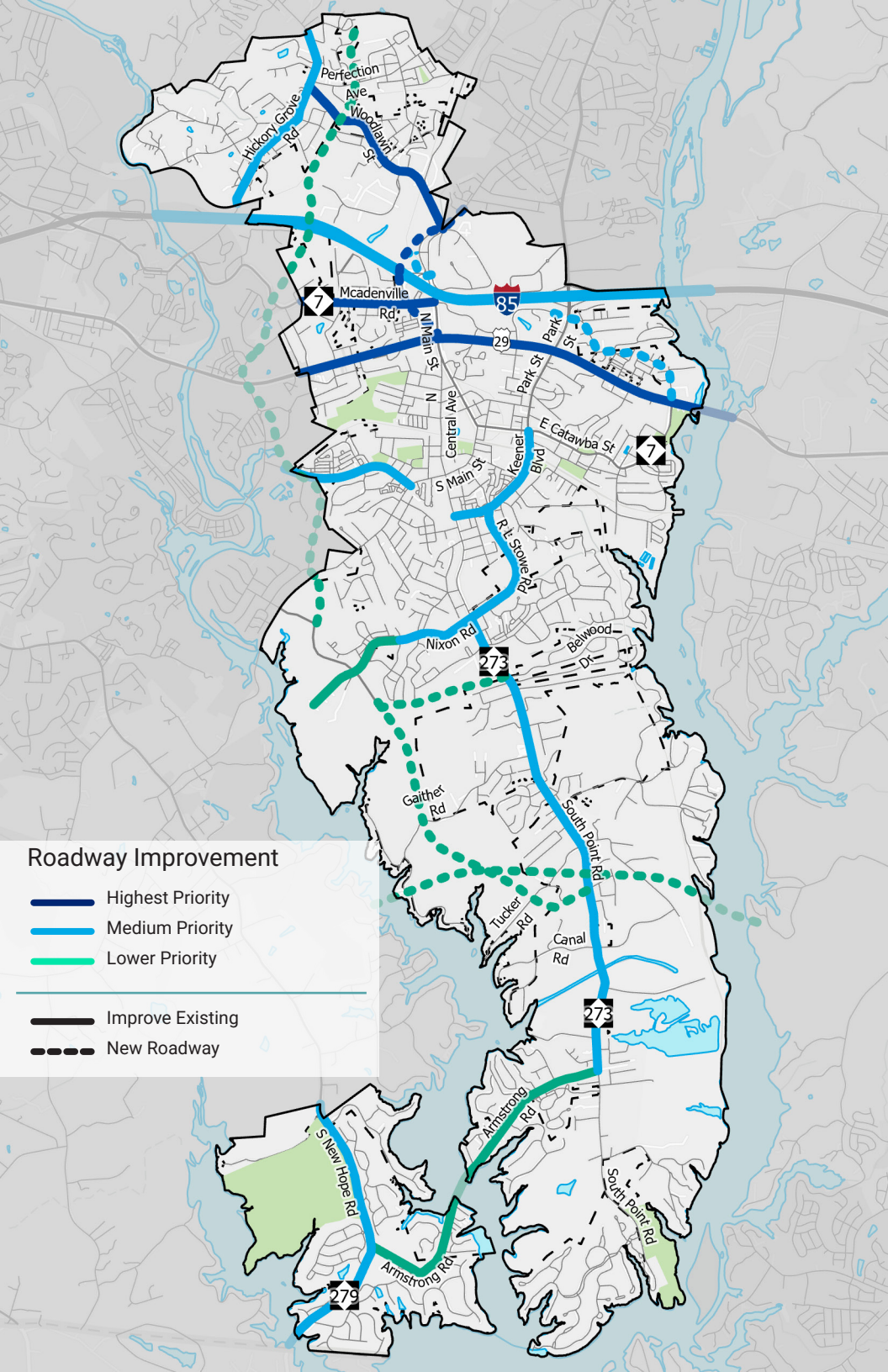
New roadways added to improve connectivity. Belmont’s proposed roadway network includes a new western north-south roadway acting as a bypass and connection to Mount Holly, a new east-west connection in the southern part of the City, a new connection bypassing Wilkinson Boulevard, and a proposed freeway bridge for an additional east-west connection across the Catawba River.



Prioritized Roadway Improvements

Improvements to the roadway network would begin with a focus on projects along the major corridors that connect central Belmont to places to the north, east and west as the highest priority. Other major corridors such as South Point Road, New Hope Road, and Eagles Road were medium priorities that would help improve the local roadway network, while projects for completely new roadways emerged as the lowest priority.

Roadway	Project Extents	Improvement	Priority
Belmont-Mt Holly Rd Realignment	I-85 to Planning Area Boundary	2-Lane Boulevard w Median & Turn Pockets	Highest Priority
Belmont-Mt Holly Rd Realignment	I-85 to Wilkinson Blvd	4-Lane Undivided Boulevard	Highest Priority
Woodlawn St	Hickory Grove Rd to Belmont-Mt Holly Rd	2-Lane Boulevard w Median & Turn Pockets	Highest Priority
McAdenville Rd	Main St to Planning Area Boundary	4-Lane Boulevard w Center Turn Lane	Highest Priority
Wilkinson Blvd	Across Planning Area	6-Lane Boulevard	Highest Priority
Northeast Loop Connector	Hawley Ave to Wilkinson Blvd	2-Lane Boulevard w Median & Turn Pockets	Medium Priority
Belmont Abbey Connector	Belmont-Mt Holly Rd to Wimmer Cir	2-Lane Boulevard w Median & Turn Pockets	Medium Priority
I-85	Through Planning Area	8-Lane Freeway	Medium Priority
Hickory Grove Rd	Through Planning Area	2-Lane Boulevard w Median & Turn Pockets	Medium Priority
RL Stowe Rd	Keener Rd to South Point Rd	4-Lane Boulevard w Median and turn Pockets	Medium Priority
South Point Rd	Nixon Rd/RL Stowe Rd to Armstrong Rd	4-Lane Divided Boulevard	Medium Priority
New Hope Rd	Planning Area Boundary to Planning Area Boundary	4-Lane Divided Boulevard	Medium Priority
Eagle Rd	Planning Boundary to Main St	2-Lane Boulevard w Median & Turn Pockets	Medium Priority
Keener Blvd	Central Ave to R L Stowe Blvd	2-Lane Boulevard w Median & Turn Pockets	Medium Priority
Keener Blvd	RL Stowe Rd to Catawba St	4-Lane Boulevard w Median & Turn Pockets	Medium Priority
Armstrong Rd	New Hope Rd to South Point Rd	2-Lane Boulevard w Median & Turn Pockets	Lowest Priority
Catawba Crossings	Across Planning Area	6-Lane Boulevard	Lowest Priority
Belmont Middle School Connector	Future Roadway to South Point Rd	2-Lane Boulevard w Median & Turn Pockets	Lowest Priority
South Fork Pkwy/Belmont Mt-Holly Lp	South end of existing South Fork Pkwy to South Point Rd	4-Lane Divided Boulevard	Lowest Priority
South Fork Pkwy/Belmont Mt-Holly Lp	Carolina Riverside Blvd to Thomasville Dr	4-Lane Divided Boulevard	Lowest Priority
South Fork Pkwy/Belmont Mt-Holly Lp	Main St to Thomasville Dr/Peach Orchard Rd	4-Lane Divided Boulevard	Lowest Priority
South Fork Pkwy/Belmont Mt-Holly Lp	Thomasville Dr/Peach Orchard Rd to Planning Area Boundary	4-Lane Divided Boulevard	Lowest Priority
Nixon Rd	Western End to South Point Rd	2-Lane Boulevard w Median & Turn Pockets	Lowest Priority





Pedestrian Improvements

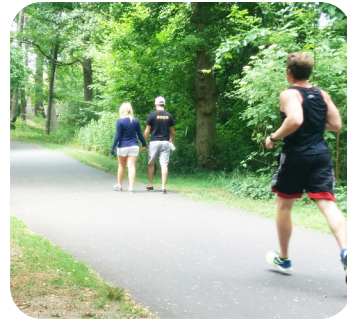
Creating a safe, connected pedestrian network is essential for walkability and community health. Recommended improvements include new sidewalks, sidewalk gap closures, and shared-use paths that offer safer and more comfortable routes for people of all ages and abilities. These investments are especially important near schools, parks, transit stops, and downtown areas, where pedestrian activity is highest.



Sidewalks

Paved paths, usually alongside roadways, for people walking or rolling. Sidewalks are generally the backbone of any pedestrian facility network and are critical to accessibility and connecting pedestrians to destinations safely.

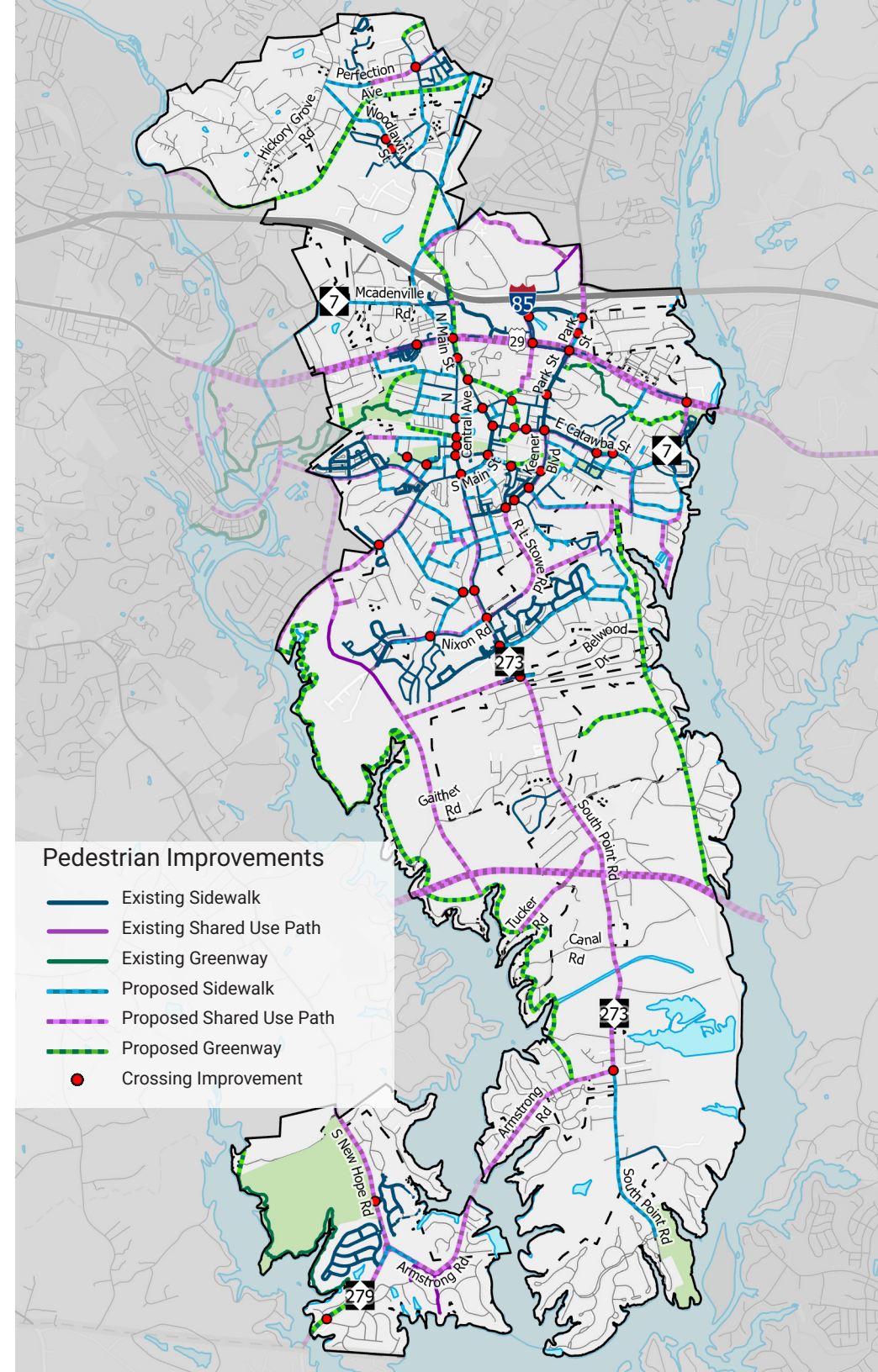
Belmont's planned pedestrian network focuses on providing new sidewalk connections where they don't currently exist and filling critical gaps in the existing sidewalk network.



Shared Use Paths

Generally wider than sidewalks, shared use paths provide connections for people walking as well as people biking. These paths are usually separated from the road by more greenspace or a physical barrier.

While some shared use paths (sidepaths) follow roadways like sidewalks, Belmont's planned network also includes rail trails along railroad alignments, paths that follow power line easements, and greenways that follow rivers and creeks.



 **Prioritized Pedestrian Improvements**

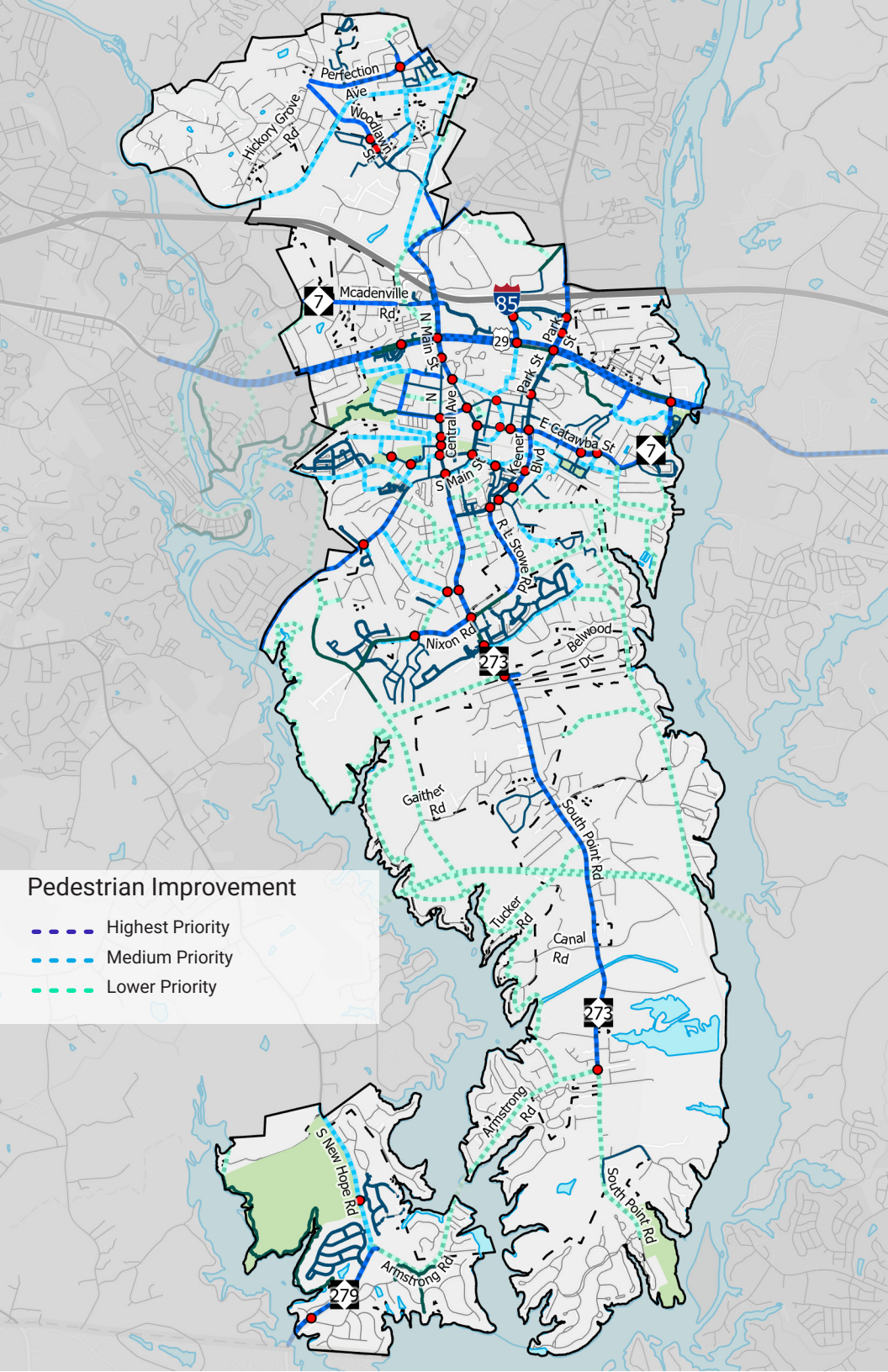
Within Belmont’s planned pedestrian network, key connections along some of the most critical corridors are treated as highest priority, including filling sidewalk gaps on Catawba Street and new facilities along Wilkinson Boulevard, South Point Road, Park Street, Main Street/Belmont Mount Holly Road, Nixon Road, and Woodlawn Street. Several planned rail trails and other additional connections are medium priority projects, while other shared use paths and minor sidewalks on residential roads are lower priority.

Roadway	Project Extents	Improvement	Priority
Wilkinson Blvd	South Fork Crossing to Catawba River Crossing	Shared-Use Path	Highest Priority
R L Stowe Rd	Keener Blvd to Existing SUP	Shared-Use Path	Highest Priority
South Point Rd	Belwood Dr to Armstrong Rd	Shared-Use Path	Highest Priority
Nixon Rd	Existing MUP to South Point Rd	Shared-Use Path	Highest Priority
N Main St	Belmont-Mt Holly Rd Realignment to N Main St/Mercy Drive	Greenway	Highest Priority
S New Hope Rd	Seven Oaks Preserve Trailhead to Armstrong Rd	Shared-Use Path	Highest Priority
South Point Rd	Nixon Rd to Johnson St	Shared-Use Path	Highest Priority
S Main St	Dogwood Lane to South Fork River	Shared-Use Path	Highest Priority
Perfection Ave	City Limits to Planning Area Boundary	Shared-Use Path	Highest Priority
Park St	McLean Ave to CaroMont Pkwy	Shared-Use Path	Highest Priority
E Catawba St	Wilkinson Blvd to CityWorks Driveway	Shared-Use Path	Highest Priority
McAdenville Rd	Belmont-Mt Holly Rd Realignment to Existing Sidewalk	Shared-Use Path	Highest Priority
Belmont Mt Holly Rd	Woodlawn St to Rail Trail	Shared-Use Path	Highest Priority
Hawley Ave	Walmart Driveway to Wilkinson Blvd	Shared-Use Path	Highest Priority
Off Road	Existing MUP to Catawba St	Greenway	Highest Priority
Keener Blvd	Catawba St to Parkdale Dr	Shared-Use Path	Highest Priority
S New Hope Rd	Seven Oaks Preserve Trailhead to SC State Line	Greenway	Highest Priority
Belmont Mt Holly Rd	Woodlawn St/Wimmey St to Forney Ave	Shared-Use Path	Highest Priority
E Catawba St	Tucker St to Chronicle Mill	Shared-Use Path	Highest Priority
Woodlawn St	Cason St to Belmont-Mt Holly Rd (gaps)	Sidewalk	Highest Priority
Pebble Creek Dr	Food Lion Driveway to Perfection Ave	Sidewalk	Highest Priority
Lincoln St	Sacco St to Central Ave	Sidewalk	Highest Priority
Sacco St	Woodrow Ave to Lincoln Ave	Sidewalk	Highest Priority
Sixth St	Catawba St to Wilkinson Blvd (Gaps)	Sidewalk	Highest Priority



Roadway	Project Extents	Improvement	Priority
W Woodrow Ave	Sacco St to Main St	Sidewalk	Highest Priority
Perfection Ave	Hickory Grove Rd to City Limits	Sidewalk	Highest Priority
Nixon Rd	South Point High to South Point Rd	Sidewalk	Highest Priority
Mcadenville Rd	Planning Area Boundary to Belmont-Mt Holly Rd Realignment	Sidewalk	Highest Priority
Belmont Mt Holly Rd	Oak Trl to Wilkinson Blvd	Sidewalk	Highest Priority
Perfection Ave	Pleasant St to Moses Rhyne Dr	Sidewalk	Highest Priority
New Hope Rd/Armstrong Rd	Conservancy Dr to Seven Oaks Landing	Sidewalk	Highest Priority
Woodlawn St	Hickory Grove Rd to School St	Sidewalk	Highest Priority
School St	Woodlawn St to Apricot St	Sidewalk	Highest Priority
E Catawba St	Sixth St to Thirteenth St	Sidewalk	Highest Priority
Belwood Dr		Sidewalk	Highest Priority
South Point Rd	Stowe Rd to Cedar Tree Dr	Sidewalk	Highest Priority
Park St	Hawley Rd/Browntown Rd to Wilikinson Blvd	Sidewalk	Highest Priority
Abbey Creek Greenway	Park St to Catawba St (gaps)	Greenway	Medium Priority
Eagle Rd	Lakewood Dr to Main St	Shared-Use Path	Medium Priority
Rail Trail	Belmont-Mt Holly Rd Realignment to Woodlawn St	Greenway	Medium Priority
Rail Trail	Woodrow Ave to Glenway St	Greenway	Medium Priority
Ferrell Ave	Hospitality Ln to Burns Mitchell Dr	Shared-Use Path	Medium Priority
S New Hope Rd	Belmont City Limits to Armstrong Rd	Shared-Use Path	Medium Priority
Rail Trail	Main St to Woodrow Ave	Greenway	Medium Priority
I-85 Crossing	Hawley Ave to Compassion Dr	Greenway	Medium Priority
Rail Trail	Cason St to Belmont City Limits	Greenway	Medium Priority
Rodden Field Connector	Hawthorne St to Childers St	Greenway	Medium Priority
Park Connector	Stowe Park to Rocky Branch Park	Greenway	Medium Priority
Hawley Ave	Wilkinson Blvd to Harley Ave	Shared-Use Path	Medium Priority
Reid Park Connector	Lincoln St to Rocky Branch Trail	Greenway	Medium Priority
Ewing Dr	Charles Dr to Gilchrist Cir	Sidewalk	Medium Priority
Stowe Rd	South Point Rd to Samuel Pickney Dr	Sidewalk	Medium Priority
Nixon Rd	Amberley Crossing Dr to Shannon Dr (gaps)	Sidewalk	Medium Priority
Julia Ave	Armstrong Ford Rd to South Point Rd	Sidewalk	Medium Priority
Willerine Dr	Nixon St to Julia Ave	Sidewalk	Medium Priority

Roadway	Project Extents	Improvement	Priority
Park Dr	Park Dr to Oak Dr	Sidewalk	Medium Priority
Tenth St	Catawba St to Edgemont Ave	Sidewalk	Medium Priority
Mellon Rd	Armstrong Ford Rd to Belmont Village Dr	Sidewalk	Medium Priority
Cason St	Burton St to Cason St	Sidewalk	Medium Priority
Oak St		Sidewalk	Medium Priority
Oak St/Myrtle St	Park Dr to Central Ave	Sidewalk	Medium Priority
Kingston St	Eagle Rd to Park Dr	Sidewalk	Medium Priority
Elizabeth St	Eagle Rd to Park Dr	Sidewalk	Medium Priority
Ferrell Ave	Harris St to Burns Mitchell Dr	Sidewalk	Medium Priority
S Main St	Central Ave to McLeod Ave	Sidewalk	Medium Priority
McLeod Ave	Main St to Hawthorne St	Sidewalk	Medium Priority
Lincoln St	Wilkinson Blvd to Sacco St	Sidewalk	Medium Priority
Acme Rd	Cason St to Woodlawn St (gaps)	Sidewalk	Medium Priority
Vine St/Fifth St Extension	Brook St to Flowers Ct	Sidewalk	Medium Priority
Tucker St	Catawba St to Brook St	Sidewalk	Medium Priority
Brook St	Keener Blvd to Fifth St Ext	Sidewalk	Medium Priority
Brook St	Seventh St to Tenth St	Sidewalk	Medium Priority
Merewood Rd/Vesta St	Eagle Rd to Summerfield Pl	Sidewalk	Medium Priority
Cason St	Cherry St to Woodlawn Ave	Sidewalk	Medium Priority
Cason St	Cason St to Cason St	Sidewalk	Medium Priority
Burns Mitchell Dr	Park Dr to Ferrell Ave	Sidewalk	Medium Priority
Off Road	RL Stowe Rd to Parkdale Dr	Shared-Use Path	Lowest Priority
Parkdale Dr	Keener Blvd to Tenth St	Shared-Use Path	Lowest Priority
Eastwood Dr/South Fork Pkwy	Carolina Riverside Blvd to Eagle Rd	Shared-Use Path	Lowest Priority
Off Road	Caromont Pkwy to Belmont-Mt Holly Rd	Shared-Use Path	Lowest Priority
Armstrong Rd	New Hope Rd to South Point Rd	Shared-Use Path	Lowest Priority
South Fork Pkwy	Current end of South Fork Pkwy to South Fork Trail	Shared-Use Path	Lowest Priority
Elmore St/Powerline St/Hugh St Connections	Hugh St to North St	Shared-Use Path	Lowest Priority
Belmont Middle School Driveway/Off Road	South Point Road to South Fork Pkwy	Shared-Use Path	Lowest Priority
Lakewood Rd	Stream Path SUP to Catawba River Path	Shared Use Path	Lowest Priority



Roadway	Project Extents	Improvement	Priority
South Fork River Trail	Armstrong Rd to Armstrong Ford Rd	Greenway	Lowest Priority
Parkdale Dr/Stove Thread Rd	River Dr to Catawba River	Shared Use Path	Lowest Priority
Railroad	Parkdale Dr to Catawba Crossings	Greenway	Lowest Priority
Tucker Rd	South Fork River Trail to South Point Rd	Shared Use Path	Lowest Priority
Catawba Crossings Boulevard	South Fork River Crossing to Catawba River Crossing	Shared Use Path	Lowest Priority
Off Road	Pebble Creek Dr to City Limits	Greenway	Lowest Priority
Southfork Dr Connector	Point Crossing Ct to South Fork Pkwy	Shared Use Path	Lowest Priority
Oakland Ave Connector	Oakland Ave to Rocky Branch Trail	Greenway	Lowest Priority
Timber Ridge Rd Connector	Timber Ridge Rd to Railroad Trail	Greenway	Lowest Priority
Parkdale Dr	Keener Blvd to City Limits	Sidewalk	Lowest Priority
Cason St	Cason St to Cherry St	Sidewalk	Lowest Priority
Ewing Dr		Sidewalk	Lowest Priority
Todd St	Sacco St to Central Ave	Sidewalk	Lowest Priority
Johnson St	Central Ave to Prince St	Sidewalk	Lowest Priority
Peach Orchard Rd	McAdenville Rd to Lake Dr	Sidewalk	Lowest Priority
Parkdale Dr	Tenth St to Landing Rd	Sidewalk	Lowest Priority
Samuel Pinckney Dr	Stowe Rd to Amanda Ln	Sidewalk	Lowest Priority
Dorie Dr	Stowe Rd to Hanks Creek Ln	Sidewalk	Lowest Priority
Kenwood St	Main St to Glenway St	Sidewalk	Lowest Priority
Davis St	Woodrow Ave to Kenwood St	Sidewalk	Lowest Priority
Piedmont St/River Dr	Tenth St to Linestowe Dr	Sidewalk	Lowest Priority
Faires Ave	Armstong Ford Rd to Powerline Ave	Sidewalk	Lowest Priority
North St/Henry Ave	Hugh St/Julia Ave to RL Stowe Rd	Sidewalk	Lowest Priority
East Ave	Keener Blvd to South St	Sidewalk	Lowest Priority
Vesta St	Eagle Rd to Vesta St	Sidewalk	Lowest Priority
Elmore St	Faires Ave to Central Ave	Sidewalk	Lowest Priority
South Point Rd	Armstrong Rd to South Point Beach Park	Sidewalk	Lowest Priority
Amanda Ln	Dorie Dr to N of Deas Dr	Sidewalk	Lowest Priority
Prince St/Bryant St	Johnson St to McLeod Ave	Sidewalk	Lowest Priority
South St	Central Ave to East Ave	Sidewalk	Lowest Priority



Bicycle Facilities

To support active transportation and reduce vehicle dependence, the plan recommends a range of bicycle facilities—including protected bike lanes, shared lanes, and paved shoulders. These improvements will help create a cohesive bicycle network that links neighborhoods with key destinations and regional trail systems. Design treatments are tailored to the context of each corridor to ensure comfort and safety for both experienced and casual bicyclists.



Bike Lane

A painted lane on a roadway dedicated to bicycles. The majority of Belmont's proposed bicycle network consists of standard bike lanes.



Separated Bike Lane

A bike lane separated from vehicle traffic for additional safety and comfort. The separation can range from a painted buffer to physical separation via a curb, flex posts, or other separators.

Belmont's planned network includes a separated bike lane along Park Street north of Downtown.



Shared Lane

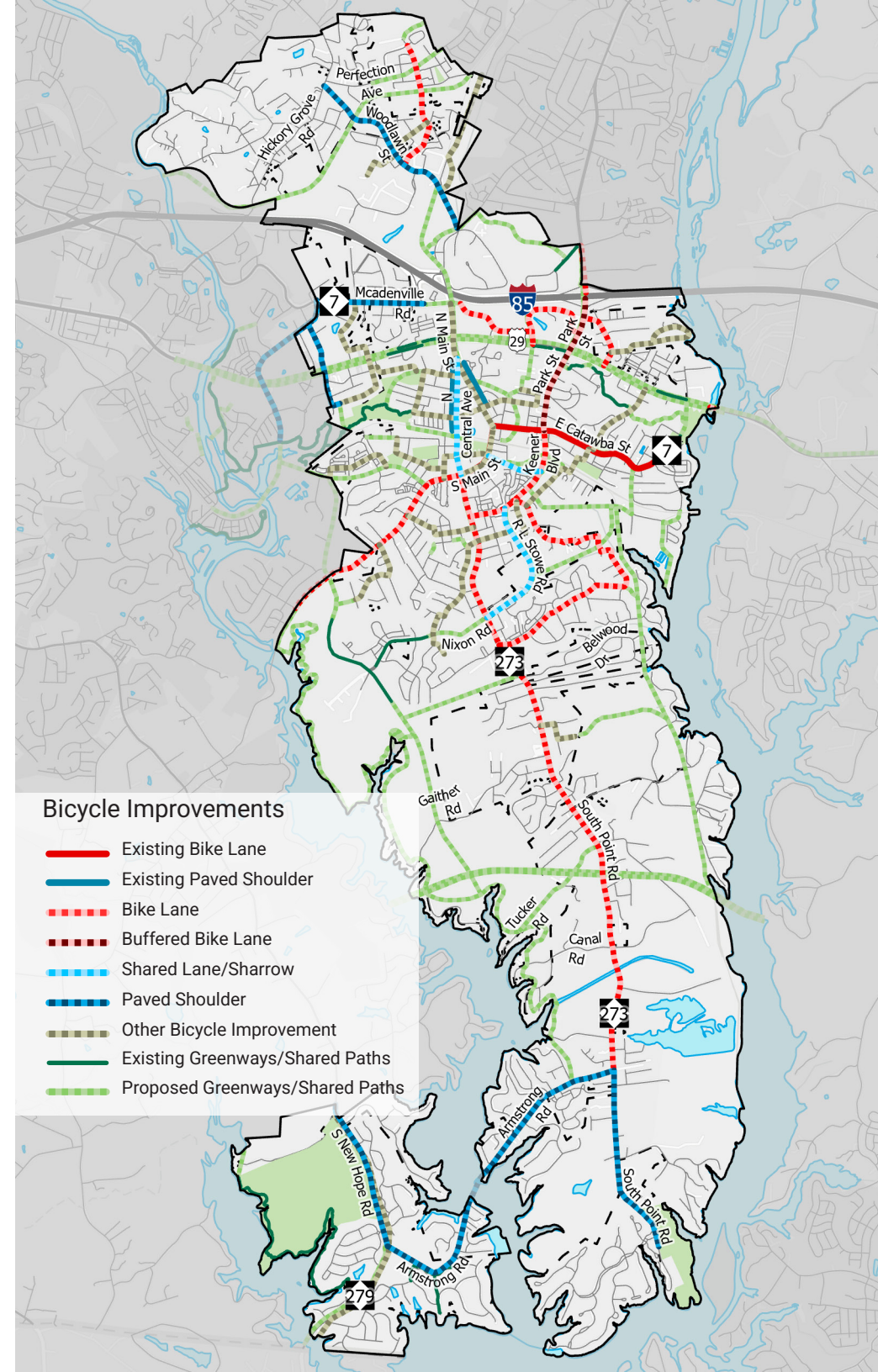
A location where bicycles and vehicle traffic share a lane specifically marked for bicycle traffic. Also known as "sharrows" after the symbol used to indicate the shared lane.

Shared Lanes are usually used in locations without enough right of way to add lanes and with slow enough traffic for the mixing of cars and bikes to be less dangerous.



Paved Shoulder

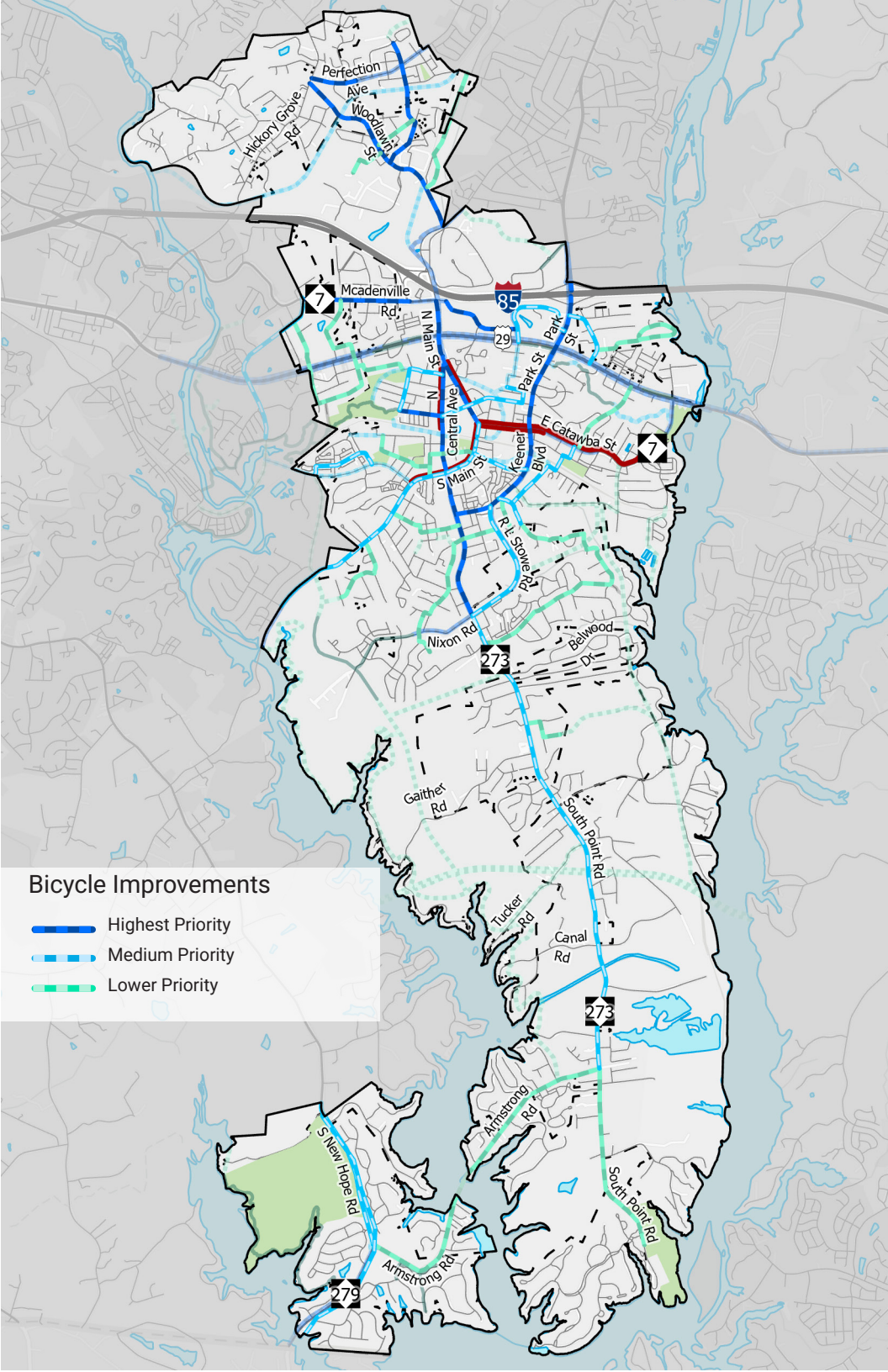
The paved portion of a roadway outside the lane lines on the side of the road. On more rural roadways where full bike facilities are unlikely to exist, paved shoulders can help provide a safer route for people biking.



Prioritized Bicycle Facilities

Belmont’s bicycle facility recommendations focus on creating a connected network in the north and central parts of the City first, and then expanding out the backbone to other major corridors and connections.

Roadway	Project Extents	Improvement	Priority
Central Ave	Main St to RL Stowe Rd	Bike Lane	Highest Priority
Keener Blvd	Central Ave to Catawba St	Bike Lane	Highest Priority
Woodlawn St	Hickory Grove Rd to Belmont-Mt Holly Rd	Paved Shoulder	Highest Priority
Park St	Catawba St to I-85	Separated Bike Lane	Highest Priority
Central Ave	N Main St to S Main St	Shared Lane Markings	Highest Priority
Main St/Belmont-Mt Holly Rd	McAdenville Rd to Catawba Ave	Other Bike Feature	Highest Priority
Caldwell Farm Rd	End of Proposed Shared Use Path to Hawley Ave	Bike Lane	Highest Priority
Acme Rd	Arc Dr to Woodlawn St	Bike Lane	Highest Priority
Park St	I-85 to CaroMont Parkway	Bike Lane	Highest Priority
McAdenville Rd	Peach Orchard Rd to I-85 Interchange/Proposed Belmont-Mt Holly Rd Realignment	Paved Shoulder	Highest Priority
Woodrow Ave	Sacco St to Central Ave	Other Bike Feature	Highest Priority
South Point Rd	RL Stowe Rd to Armstrong Rd	Bike Lane	Medium Priority
Main St/Armstrong Ford Rd	Central Ave to Cimarron Blvd	Bike Lane	Medium Priority
Hawley Ave	Wilkinson Blvd to Park St	Bike Lane	Medium Priority
New Hope Rd	Armstrong Rd to Planning Boundary near Worrells River Rd	Paved Shoulder	Medium Priority
RL Stowe Rd	Keener Blvd to South Point Rd	Shared Lane Markings	Medium Priority
Main St	Catawba St to Central Ave	Other Bike Feature	Medium Priority
New Hope Rd	Planning Boundary to SC Border	Other Bike Feature	Medium Priority
Browntown Rd	Park St to Wilkinson Blvd	Bike Lane	Medium Priority
Peach Orchard Rd/Lakewood Rd	McAdenville Rd to Lake Dr	Paved Shoulder	Medium Priority
Fifth St/Vine St	Ewing Dr to Catawba St	Other Bike Feature	Medium Priority
Assembly St	Eagle Rd/Eastwood to Eagle Rd/Assembly St	Other Bike Feature	Medium Priority
McLeod Ave	Main St to Keener Blvd	Shared Lane Markings	Medium Priority



Roadway	Project Extents	Improvement	Priority
Sacco St	Lincoln St to Woodrow Ave	Other Bike Feature	Medium Priority
Lincoln St	Sacco St to Central Ave	Other Bike Feature	Medium Priority
Woodrow Ave	Central Ave to Hawley Ave	Other Bike Feature	Medium Priority
Ewing Dr	Keener Blvd to Charles Dr	Bike Lane	Medium Priority
Armstrong Rd	New Hope Rd to South Point Rd	Paved Shoulder	Lowest Priority
Ewing Dr/Amanda Ln/Stowe Rd	Charles Dr/Ewing Dr to Stowe Rd/South Point Rd	Bike Lane	Lowest Priority
River Loop Rd	Browntown Rd to River Loop	Other Bike Feature	Lowest Priority
Sixth St	Catawba St to Wilkinson Blvd	Other Bike Feature	Lowest Priority
Morning Glory Ave	Ewing Dr to end of street	Other Bike Feature	Lowest Priority
North St/Greenwood Ave/Shannon Dr	South Point High Fields to RL Stowe Rd	Other Bike Feature	Lowest Priority
Mellon Rd/Southfork Dr	Armstrong Ford Rd to Point Crossing Ct	Other Bike Feature	Lowest Priority
Secrest Ave/Gaston Ave	Armstrong Ford Rd to Central Ave	Other Bike Feature	Lowest Priority
Park Dr	Burns Mitchell Dr/Ferrell Ave to Oak St	Other Bike Feature	Lowest Priority
Oak St/Myrtle St	Oak St/Main St to Myrtle St/Main St	Other Bike Feature	Lowest Priority
Lincoln St	Mason St to Reid Park	Other Bike Feature	Lowest Priority
Belmont Ave	Full length of street	Other Bike Feature	Lowest Priority
School St	Woodlawn St to Acme St	Other Bike Feature	Lowest Priority
Cason St	Woodlawn St to Cherry St	Other Bike Feature	Lowest Priority
Forest Hill Rd/Timber Ridge Rd		Other Bike Feature	Lowest Priority
South Point Rd	Armstrong Rd to South Point Beach Park	Paved Shoulder	Lowest Priority
Kee Rd/Barnes St/Mason St	McAdenville Rd to Wilkinson Blvd	Other Bike Feature	Lowest Priority
Mason St	Hubbard St to Wilkinson Blvd	Other Bike Feature	Lowest Priority
Georgia Belle Ave/Hubbard St	Peach Orchard Rd to Oakland Ave	Paved Shoulder	Lowest Priority



Transit Recommendations

Although regional transit priorities have shifted, particularly with changes in CATS (Charlotte Area Transit System) planning, transit remains an essential component of Belmont’s multimodal vision. Additionally, in accordance with the goals of coinciding plans, Belmont does not support the greenfield alignment projects being pursued by GDOT. To build a more connected and inclusive transportation network, the plan recommends several strategies to support and expand transit opportunities in the near and long term.

Support Micro-Transit Pilots

Belmont has expressed support at the council level for exploring micro transit solutions—flexible, on-demand services that can serve neighborhoods and key destinations not accessible by fixed-route transit. These services can act as a vital first-mile/last-mile connector, especially in low-density areas where traditional bus service is not feasible. Nearby Gastonia has already implemented a similar service (GoGastonia) and could be partners in establishing this microtransit zone.

Explore Park-and-Ride Opportunities

To support regional commuting and reduce congestion, park-and-ride lots should be evaluated near high-traffic corridors like Wilkinson Boulevard and I-85. These facilities can complement future express buses, micro transit, or carpooling initiatives and help connect Belmont residents with transit options to Charlotte and beyond.



Develop Mobility Hubs

As identified in the Connect Beyond regional mobility framework, mobility hubs serve as centralized points where travelers can transfer between modes such as walking, biking, micro transit, or regional transit. Belmont should consider planning for future mobility hubs along key corridors, particularly:

- Near Wilkinson Boulevard
- Around major employment centers
- In Downtown Belmont

These hubs should include amenities such as bike parking, wayfinding, waiting areas, EV charging, potential park-and-ride facilities, mapping and route information, and shelters.

Coordinate with Regional Transit and Long-Term High-Capacity Options

While CATS’ priorities may have shifted, Belmont should remain engaged in regional transit discussions and position itself for future high-capacity transit connections. Long-term opportunities could include:

- Belmont Trolley connecting downtown with Belmont Abbey College and eventually Mount Holly and other parts of Gaston County
- Bus Rapid Transit (BRT) along Wilkinson Boulevard
- Express bus service to Charlotte employment hubs
- Enhanced rail connectivity through regional coordination



Mobility Hub Suggestions

Location is important when planning mobility hubs since they need to be in locations that work to connect across multiple modes. While these locations are flexible, the following are four locations that could potentially make good locations for intermodal mobility hubs.

Wilkinson Boulevard between Main Street and Park Street

- CATS 85X Gastonia Express
- Near I-85, US 29, and NC 273
- Available land along Wilkinson Boulevard High Capacity Transit Corridor
- Near several shopping centers

Main Street/McAdenville Road Park and Ride

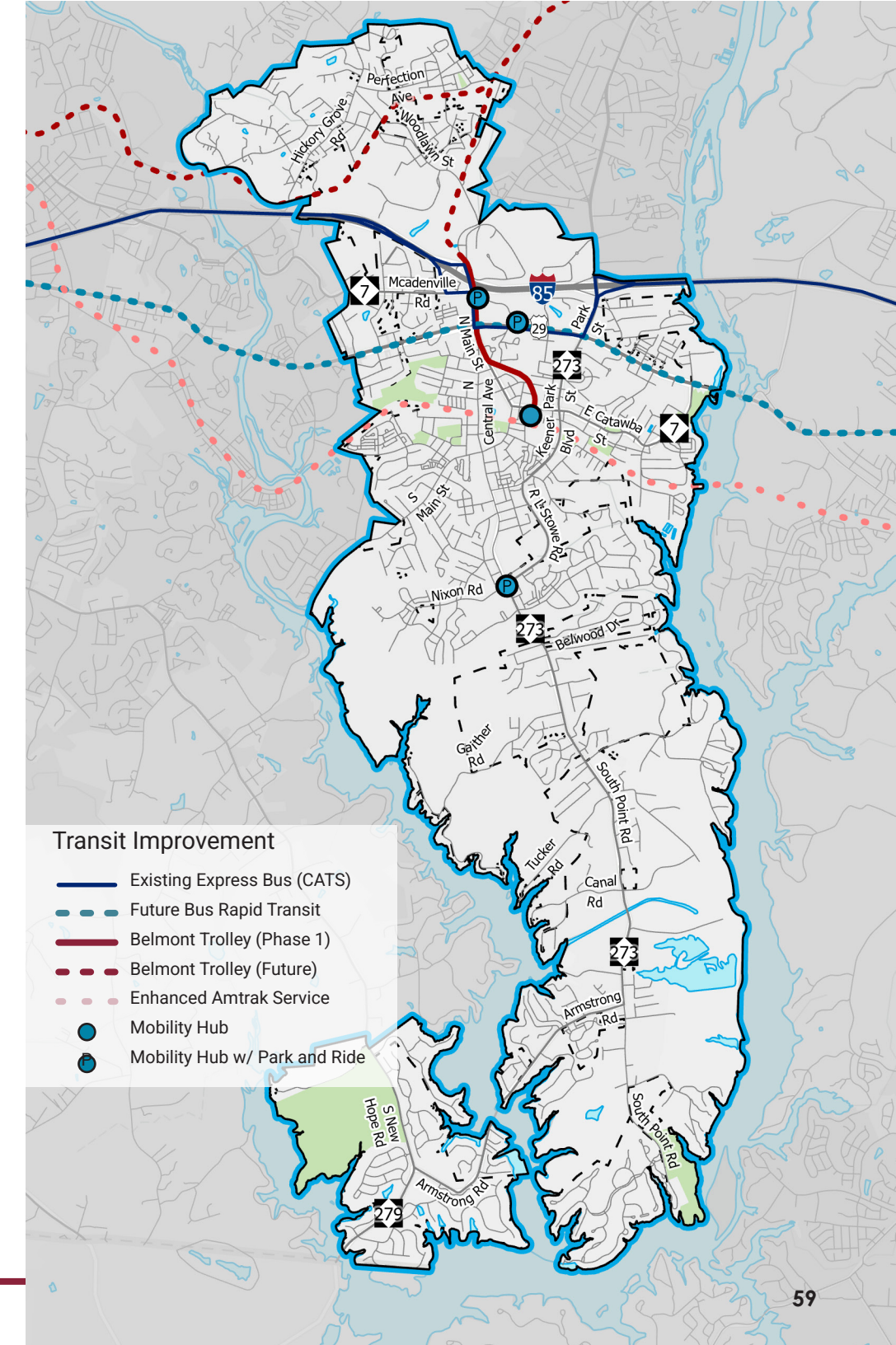
- Available land near I-85 interchange
- Along CATS 85X and proposed Belmont Trolley

Belmont Trolley Car Barn/Station

- Proposed as a central destination and downtown hub
- Terminus of proposed Belmont Trolley
- Potential for Amtrak intercity rail station

RL Stowe Road/South Point Road

- Major intersection in south central Belmont
- Gateway to southern Belmont
- Nearby apartments, retail, and schools



Demonstration Projects

Demonstration Projects

To bring these recommendations to life and build momentum for long-term investment, a series of ten demonstration projects have been identified. Each demonstration project was selected based on its potential to address a known issue, improve safety for vulnerable users, and build support for future implementation.

The following pages highlight these projects in detail, including project descriptions, locations, cost estimations (2025 dollars), and conceptual designs.

10 High-Impact Corridors

5 Roadway-focused Improvements

- *Wilkinson Boulevard*
- *RL Stowe Road*
- *South Point Road*
- *New Hope Road*
- *Nixon Road*

5 Bike/Ped-focused Improvements

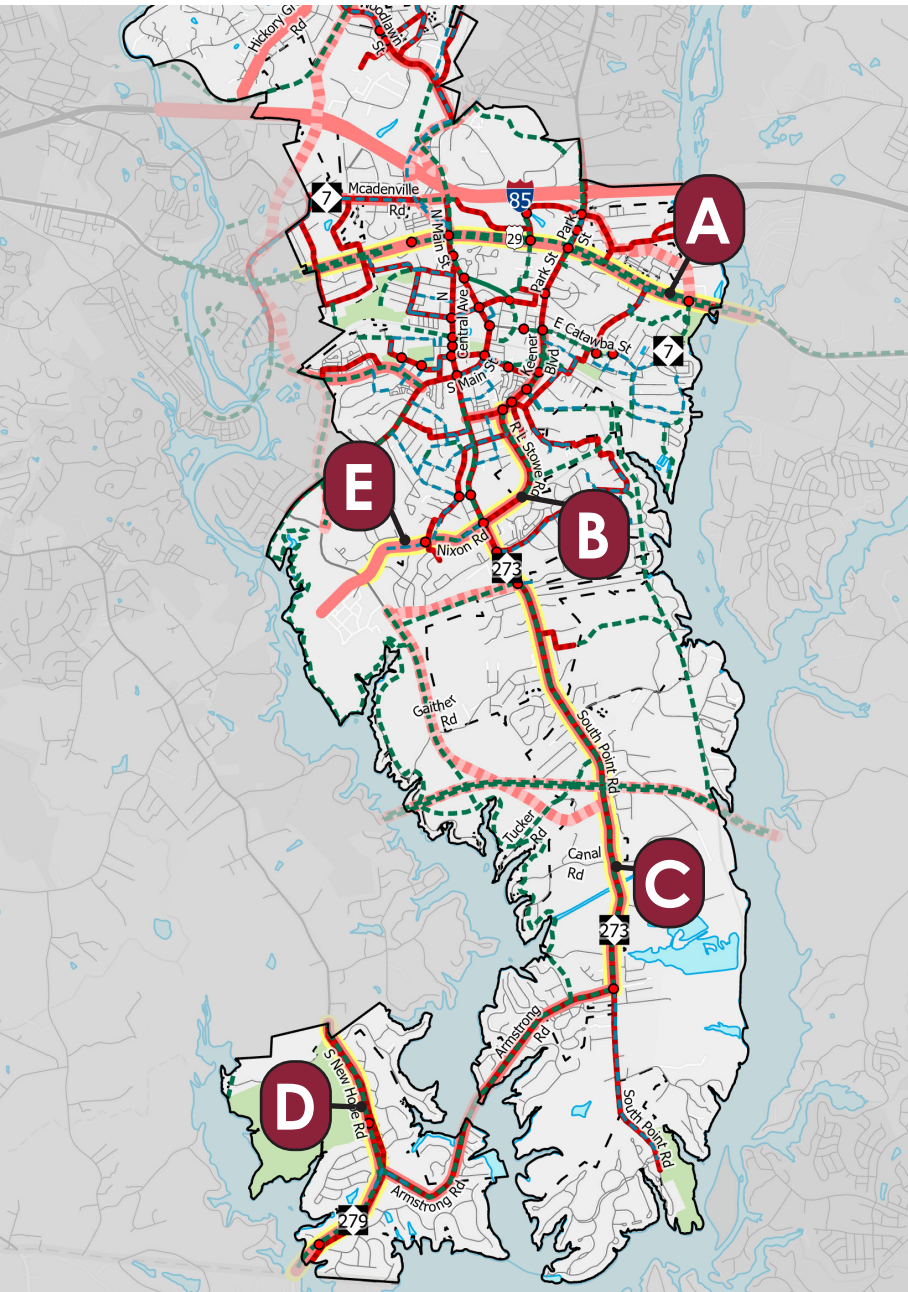
- *Catawba Street*
- *Perfection Avenue*
- *Woodrow Avenue*
- *Keener Boulevard*
- *Woodlawn Street*

Additional Demonstration Project Opportunities

While the ten selected demonstration projects primarily focus on roadway and bike/ped improvements, transit-related elements could also be included as part of a demonstration project, particularly within the proposed Wilkinson Boulevard corridor improvements. A pilot micro transit service, park-and-ride enhancements, or a temporary mobility hub installation could serve as an early action item to test concepts and gather community feedback.



Roadway Focused Improvements



A

Wilkinson Boulevard

From Planning Boundary (South Fork) to Planning Boundary (Catawba River)

B

RL Stowe Road

From Keener Boulevard to South Point Road

C

South Point Road

From Nixon Road/RL Stowe Road to Armstrong Road

D

New Hope Road

From Planning Boundary (near Worrells River Road) to Planning Boundary (near State Line)

E

Nixon Road

From South Fork Parkway to South Point Road

Wilkinson Boulevard

Planning Boundary (South Fork) to Planning Boundary (Catawba River)

Improvements

- **Roadway:** Improve to 6-lane divided boulevard with median and turn pockets from planning boundary to planning boundary
- **Pedestrian:** Shared Use Path from planning boundary to planning boundary
- **Transit:** Mobility hub, micro-transit, and future high-capacity transit

Considerations

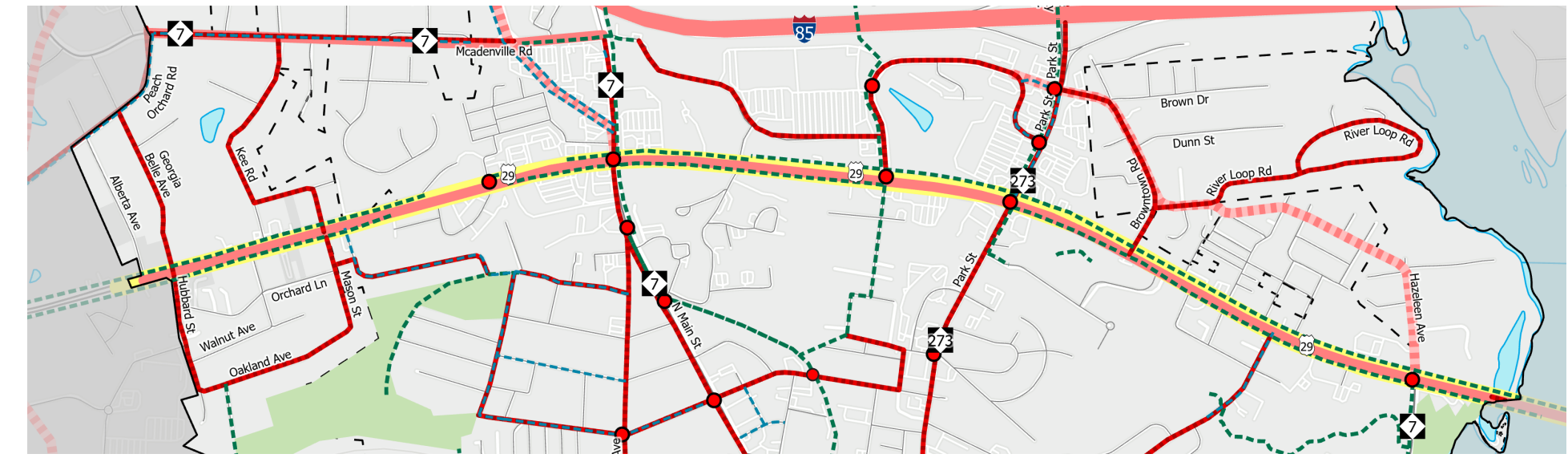
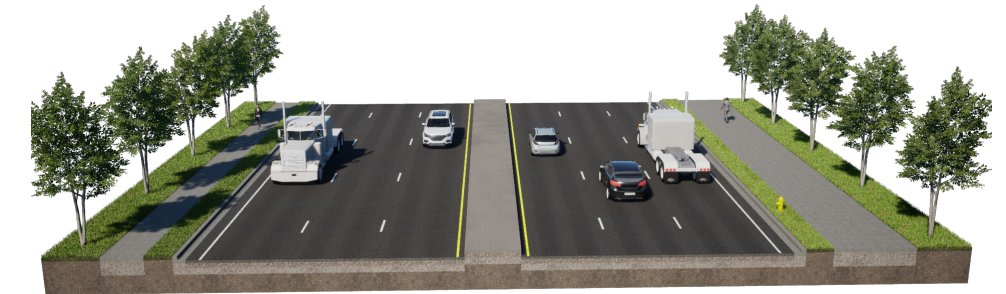
Wilkinson Boulevard serves as a critical east-west gateway between Belmont and the greater Charlotte region. While the 6-lane boulevard design proposed supports vehicular mobility, the inclusion of shared use paths and a mobility hub would help elevate pedestrian, bike, and transit access along a corridor currently dominated by cars. Planning for future high-capacity transit along the corridor also aligns with regional transit expansion goals and can help mitigate congestion long-term.

Constraints

Wilkinson Boulevard is an already built-out and heavily traveled state highway. Expanding or reconfiguring the corridor for shared use paths, mobility hubs, and high capacity transit will require coordination with NCDOT and may have significant impacts on adjacent property owners.

Roadway: \$192,020,000

Pedestrian: \$6,427,150



RL Stowe Road

Keener Boulevard to South Point Road

Improvements

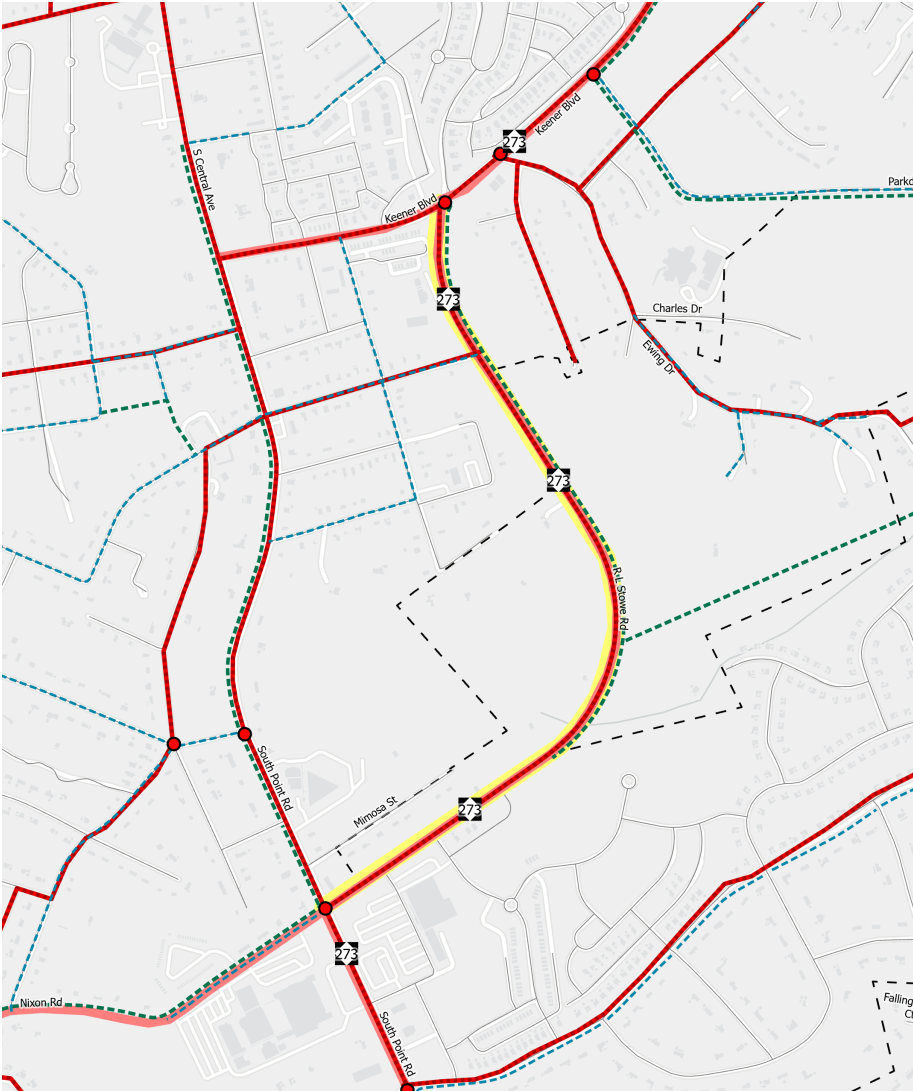
- **Roadway:** Widen to 4-lane boulevard with median and turn pockets
- **Pedestrian:** Shared use path from end of existing path to Keener Boulevard

Considerations

This corridor provides a key link between residential neighborhoods and major community destinations including schools and near South Point Road. Widening RL Stowe Road will help redirect traffic from Keener Boulevard around central Belmont, while providing pedestrian infrastructure on both sides of the road supports the City's vision for multimodal access. The shared lane and shared use path provide bike connections within a space-constrained corridor.

Constraints

Portions of the corridor have fairly narrow right-of-way. Provision of pedestrian infrastructure on both sides of the road will require careful design to minimize impact on adjacent properties. Appropriate signage, pavement markers, and driver awareness measures will be necessary for modes between modes in a shared lane environment.



Roadway: \$41,760,000
Pedestrian: \$4,110,400

South Point Road

Nixon Road/RL Stowe Road to Armstrong Road

Improvements

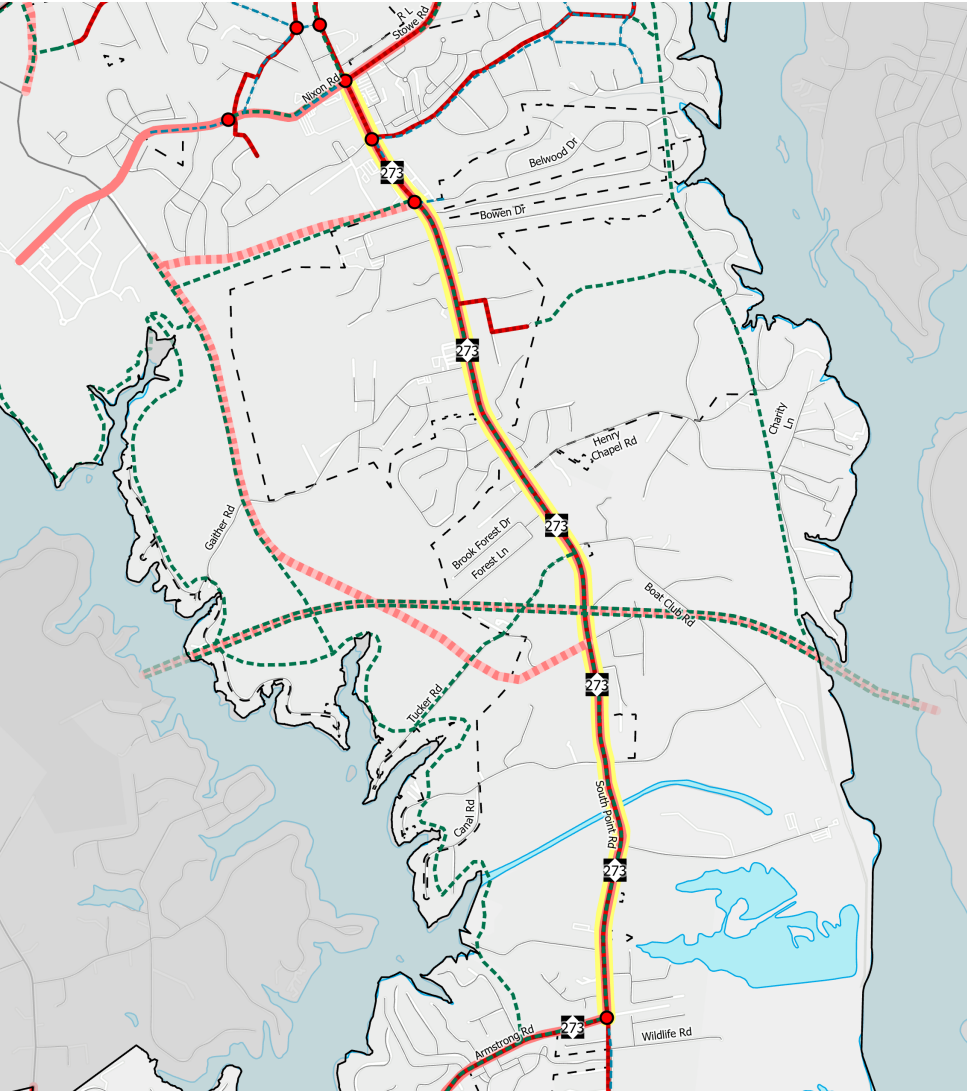
- **Roadway:** Widen to 4-lane divided boulevard from Nixon Road/RL Stowe Road to Armstrong Road
- **Bicycle:** Bike Lane from Nixon Road/RL Stowe Road to Armstrong Road
- **Pedestrian:**
 - Shared Use Path from Belwood Drive to Armstrong Road
 - Sidewalk on east side from Stowe Road to Cedar Tree Drive

Considerations

South Point Road is critical for serving growing residential neighborhoods, Belmont Middle School, South Point High School, Belmont Town Center, and future development areas near Armstrong Road. The corridor will be an important multimodal spine for southern Belmont.

Constraints

Widening to four lanes may bring property impact challenges, especially near existing homes, schools and the nearby Belmont Town Center with limited setbacks.



Roadway: \$137,450,000
Bicycle: \$3,154,500
Pedestrian: \$7,362,950



New Hope Road

Planning boundary (near Worrells River Road) to planning boundary (near state line)

Improvements

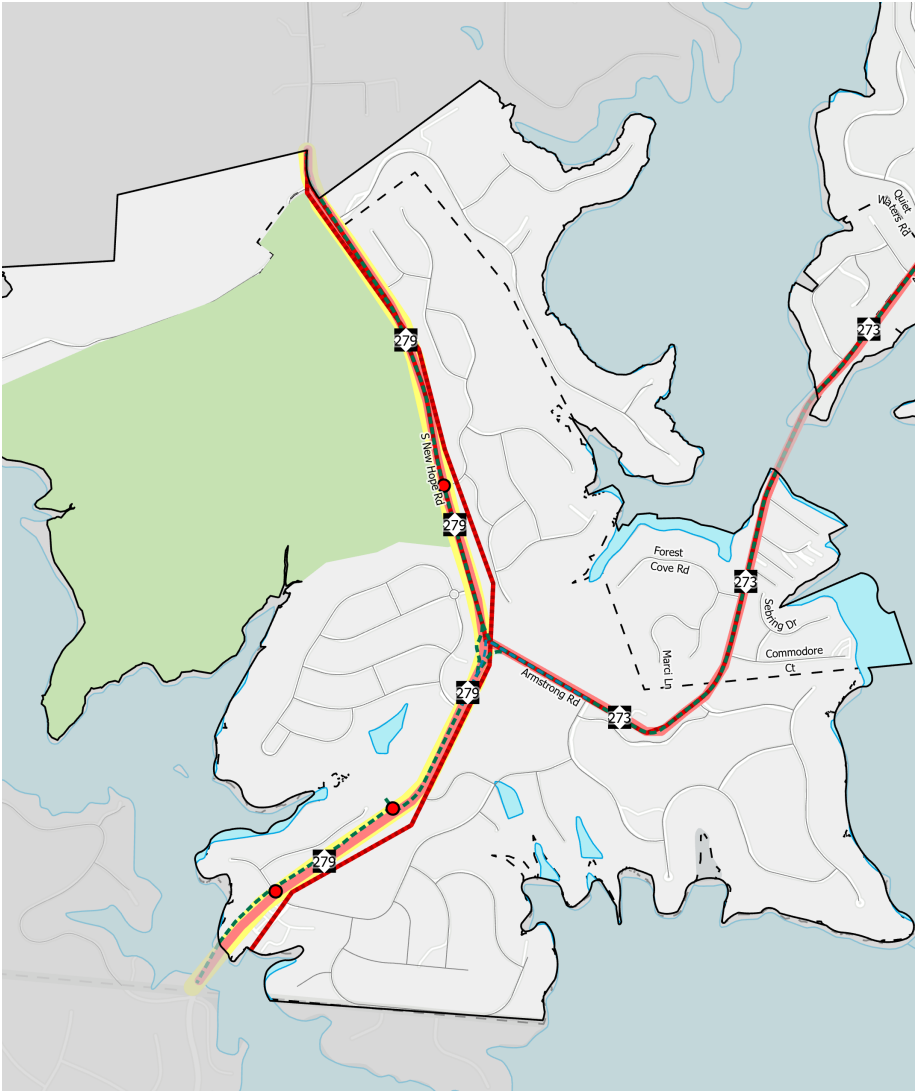
- **Roadway:** Widen to 4-Lane divided boulevard from planning boundary to planning boundary
- **Bicycle:**
 - Paved shoulder from northern planning boundary south to Armstrong Road
 - Other planned bicycle feature from Armstrong Road south to southern planning boundary
- **Pedestrian:**
 - Shared Use Path from Conservancy Drive to planning boundary (intersects with off-street shared use path near Conservancy Drive)
 - Sidewalk from Conservancy Drive to Armstrong Road

Considerations

New Hope Road is an important future growth corridor lined with new and growing development. The road will serve both as a critical multimodal corridor for the neighborhoods and parks lining it and as an important regional corridor connecting Belmont to points south.

Constraints

New Hope Road is lined with sensitive environmental areas and existing residential developments. The varying width of the right-of-way may require major grading, tree removal, or slope stabilization to fully build out roadway and multimodal facilities.



Roadway: \$39,150,000
Bicycle: \$834,520
Pedestrian: \$3,974,250

Nixon Road

South Fork Parkway to South Point Road

Improvements

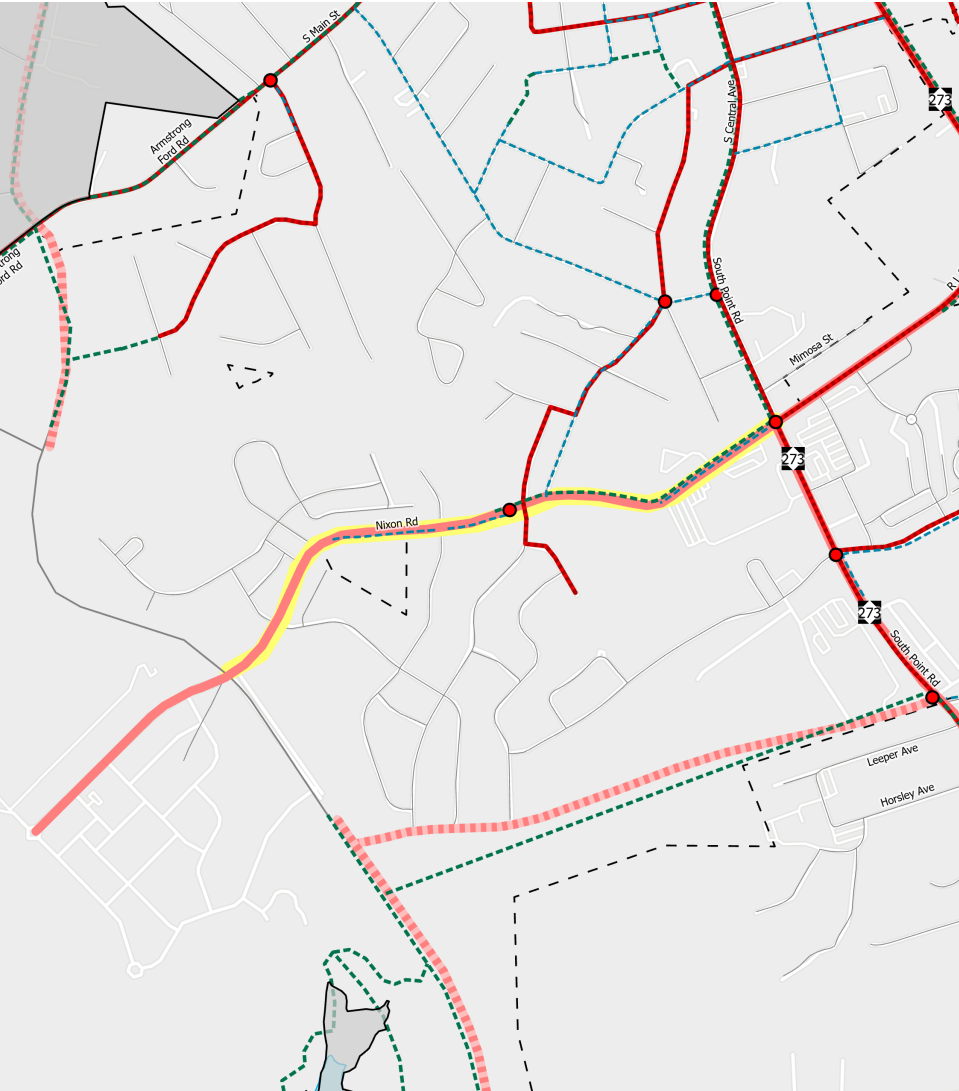
- **Roadway:** Improve to 2-lane boulevard with median and turn pockets at SPHS parking lot entrances
- **Pedestrian:** North and South side shared use path and sidewalk

Considerations

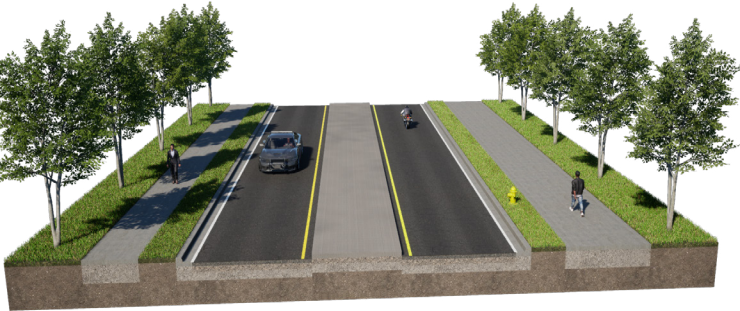
Nixon Road is an important east-west corridor that directly supports student, visitor, and staff access to South Point High School. Adding additional turn lanes will improve vehicle circulation and reduce bottlenecks during school peak hours. The inclusion of shared use paths and sidewalks also significantly improves safety and accessibility for pedestrians and cyclists, many of whom are students.

Constraints

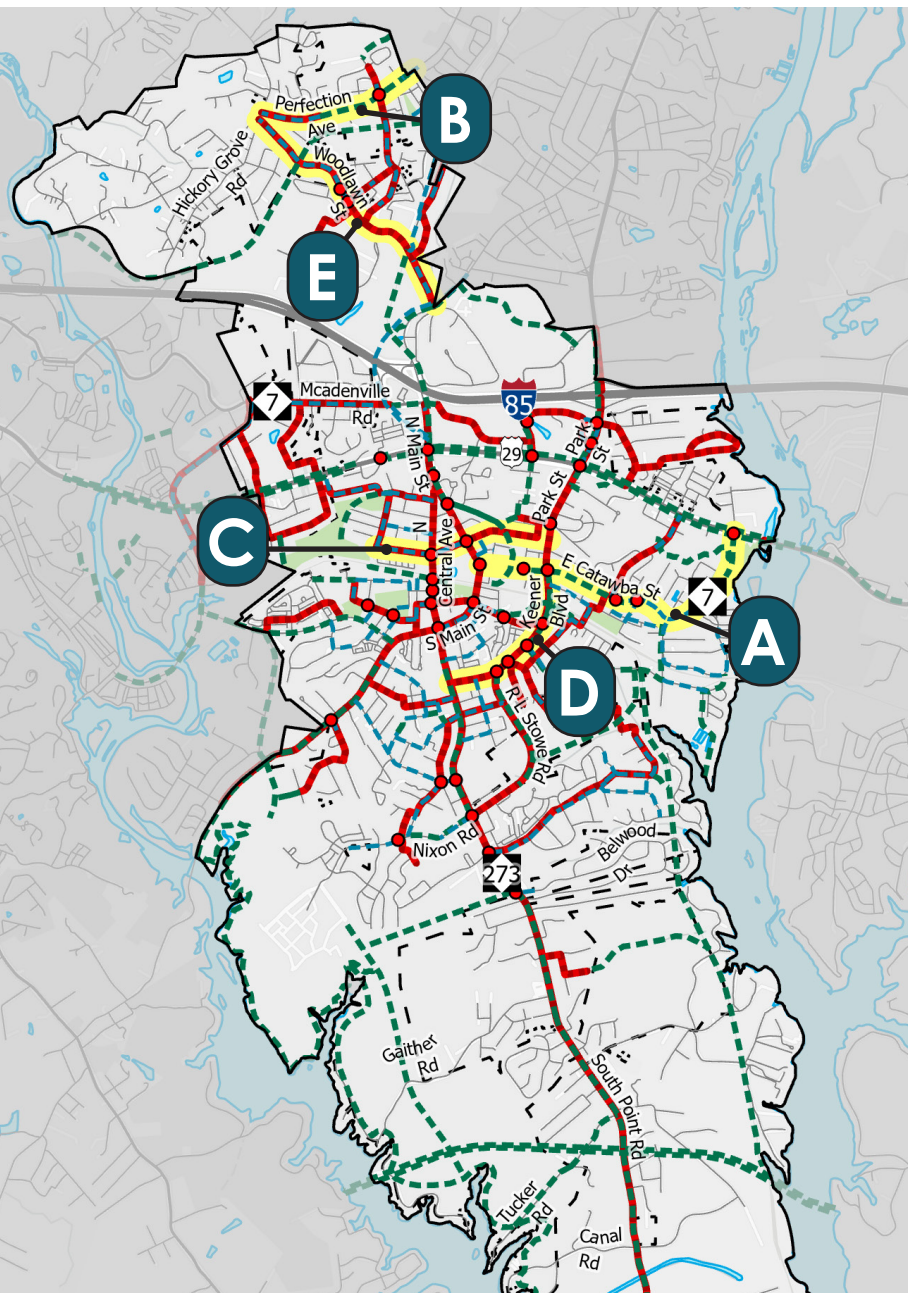
Nixon Road's function as a school access corridor creates unique peak-hour congestion and safety concerns. Roadway improvements near parking lot entrances must be carefully designed to avoid disrupting school operations, pedestrian crossings, and bus circulation. Limited right-of-way, especially near the school frontage and adjacent residential properties, may also restrict design flexibility and require easements or minor property acquisition. Construction phasing must be tightly coordinated with the school calendar to minimize impacts during high-traffic periods such as arrival, dismissal, and special events.



Roadway: \$47,380,000
Pedestrian: \$5,461,850



Bike/Pedestrian Focused Improvements



A

Catawba Street

From Main Street to Wilkinson Boulevard

B

Perfection Avenue

From Hickory Grove Road to planning boundary

C

Woodrow Avenue

From Rocky Branch Trail to Park Street

D

Keener Boulevard

From Central Avenue to Catawba Street

E

Woodlawn Street

From Hickory Grove Road to Belmont-Mt Holly Road

Catawba Street

Main Street to Wilkinson Boulevard

Improvements

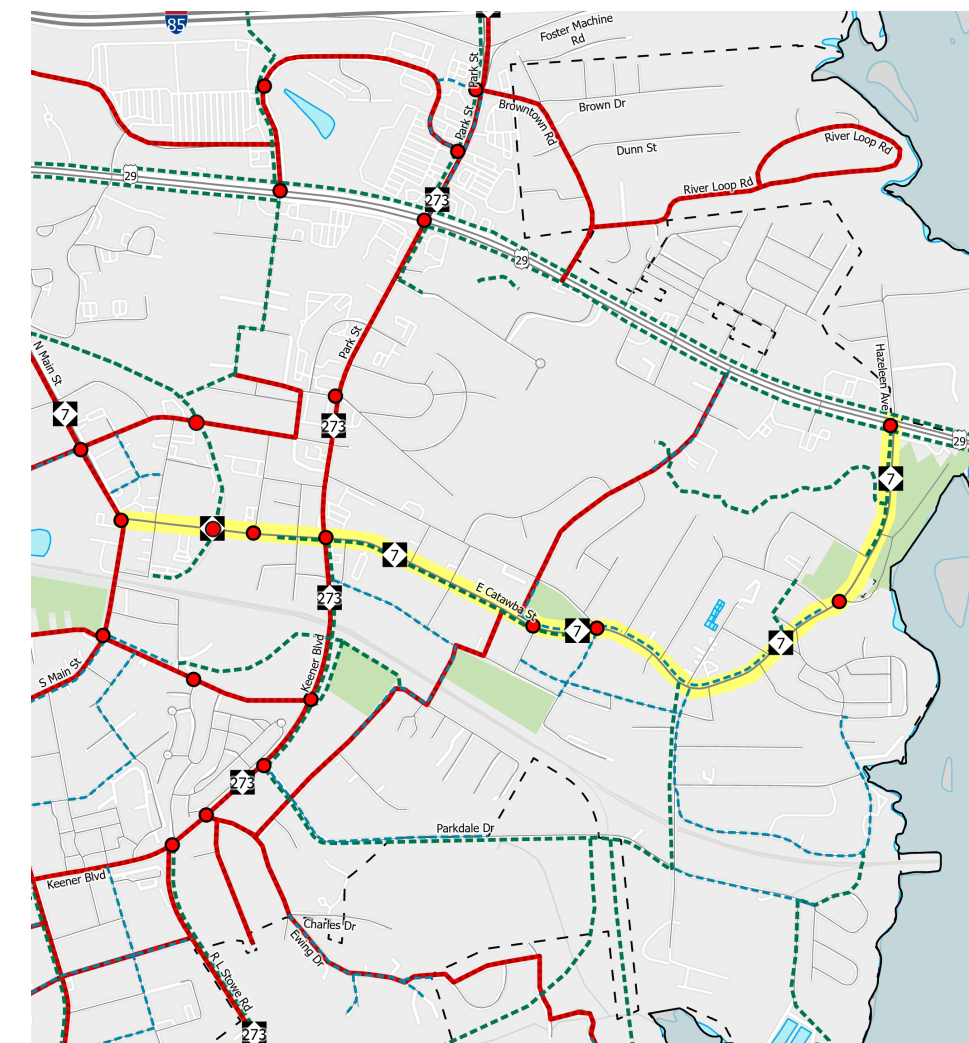
- **Bicycle:** Bike Lane from Main Street to Wilkinson Boulevard
- **Pedestrian:**
 - Shared Use Path (south side) from Chronicle Mill to Tucker St
 - Shared Use Path (north side) from CityWorks to Wilkinson Blvd
 - Sidewalk (north side) from 6th Street to 13th Street
 - Mid-block crossings with RRFBs at 6th/7th Street, Church St/ Tucker St, 13th Street, Rail Trail crossing

Considerations

Catawba Street offers a vital multimodal connection between downtown Belmont and Wilkinson Boulevard, serving both as a neighborhood corridor and as a link to regional destinations. The proposed improvements are a cost-effective way to enhance safety and encourage active transportation in a walkable, residential setting.

Constraints

Catawba Street's constrained right-of-way and varied frontage conditions pose a challenge for adding dedicated bike lanes and completing missing sidewalk segments. The corridor also includes multiple intersections and mid-block crossing points near the proposed Rail Trail connection, requiring enhanced traffic control measures to ensure pedestrian safety. Coordination with adjacent property owners and potential utility relocations may complicate efforts to create a continuous, ADA-compliant pedestrian network. Implementing changes along a corridor with significant on-street parking demand may require trade-offs between modal priorities.



Bicycle: \$331,300
Pedestrian: \$3,125,000



Perfection Avenue

Hickory Grove Road to planning boundary

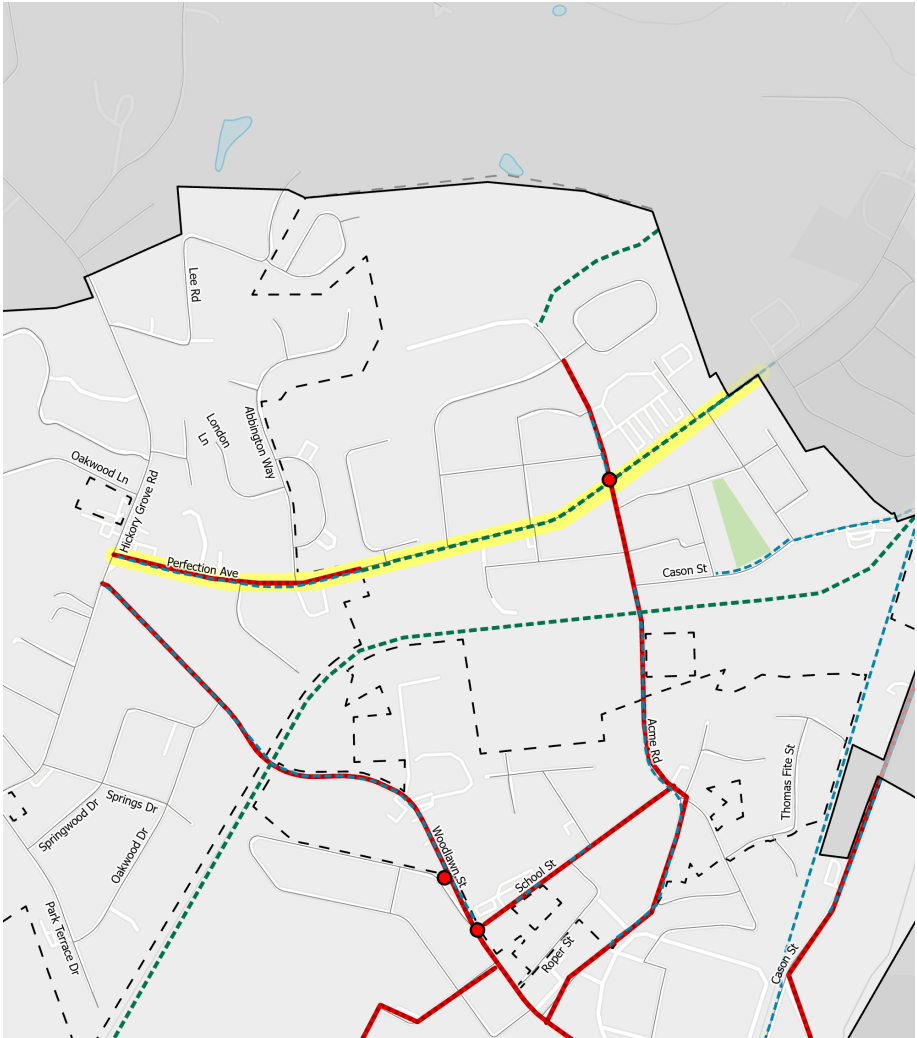
- Improvements**
- **Bicycle:** Bike lane from Hickory Grove Road to city limits
 - **Pedestrian:**
 - Sidewalk from Hickory Grove Road to city limits
 - Shared use path from city limits to planning boundary

Considerations

Perfection Avenue serves as an important connection through north Belmont with potential to link residents to schools, parks, and surrounding trail networks. By introducing sidewalks and bike lanes, the project strengthens access to the broader multimodal network and supports safe routes for students, families, and recreational users. The improvements can also serve as a catalyst for encouraging active transportation in areas of Belmont that are currently underserved by pedestrian and bicycle infrastructure. As development continues near the planning boundary, this project lays the foundation for future extensions and connectivity improvements.

Constraints

Perfection Avenue’s limited right-of-way presents implementaion constraints. The presence of mature trees, utility poles, and narrow front yards limit available space for bike lanes and sidewalks. Additionally, the lack of existing curb and gutter in some sections could increase the complexity and cost of constructing compliant sidewalks and shared use paths.



Bicycle: \$744,900
Pedestrian: \$933,700

Woodrow Avenue

Rocky Branch Trail to Park Street

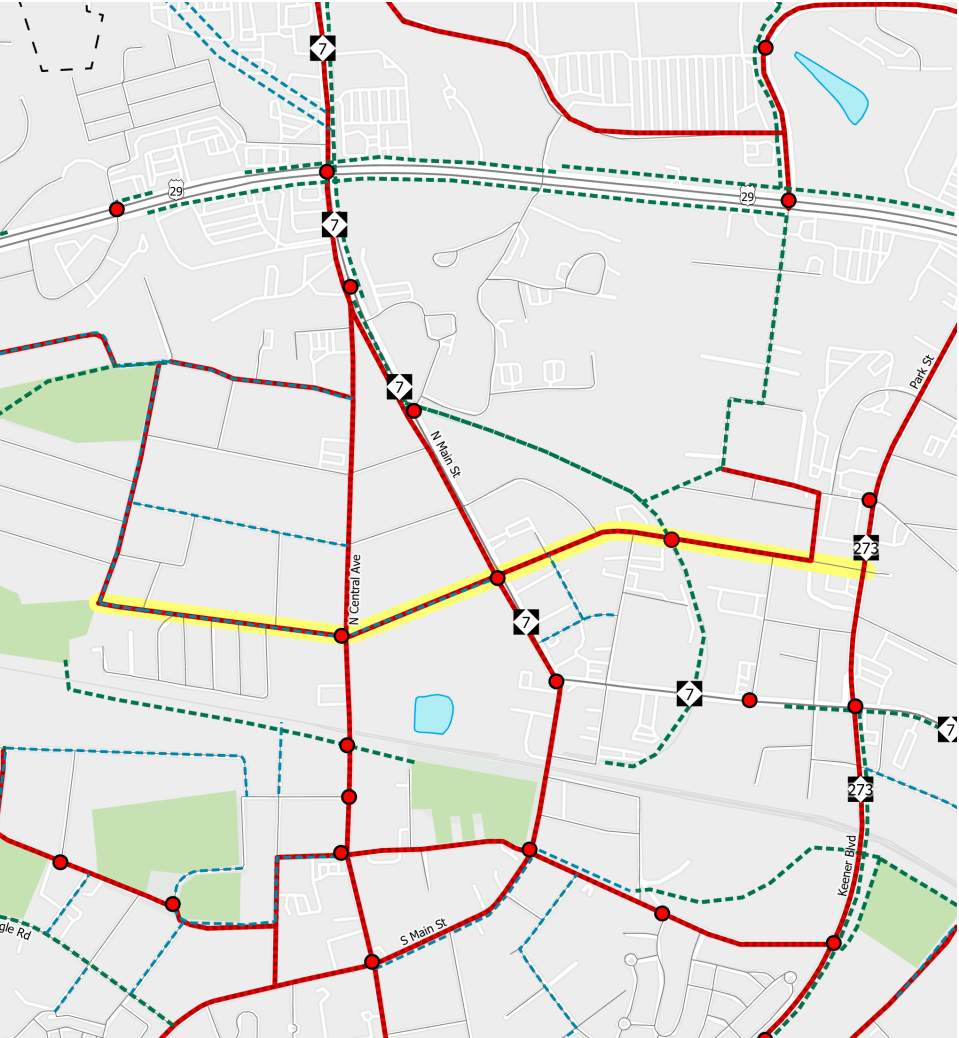
- Improvements**
- **Bicycle:** Bike Boulevard from Sacco Street to Park Street
 - **Pedestrian:**
 - Sidewalks from Sacco Street to Main Street
 - Crossing improvements at Central Avenue and Main Street
 - RRFB at Rail Trail Crossing

Considerations

Woodlawn Street plays a key role as a neighborhood and community connector, linking residential areas, industrial sites, and nearby civic destination. The combination of paved shoulders and bike lanes allows for flexible multimodal design tailored to the corridor’s evolving land use context, while the proposed sidewalks address critical gaps in pedestrian safety and accessibility. This project will not only enhance connectivity to schools and job centers but also improve first- and last-mile access to future regional trails and transit services.

Constraints

Woodlawn Street’s variable roadway width and adjacent land uses create a complex design environment for implementing multimodal improvements. The transition from paved shoulders to dedicated bike lanes requires careful attention to roadway alignment, especially near intersections and driveways where vehicle turning movements may conflict with bicycle users.



Bicycle: \$733,250
Pedestrian: \$1,115,200

Keener Boulevard

Central Avenue to Catawba Street

Improvement

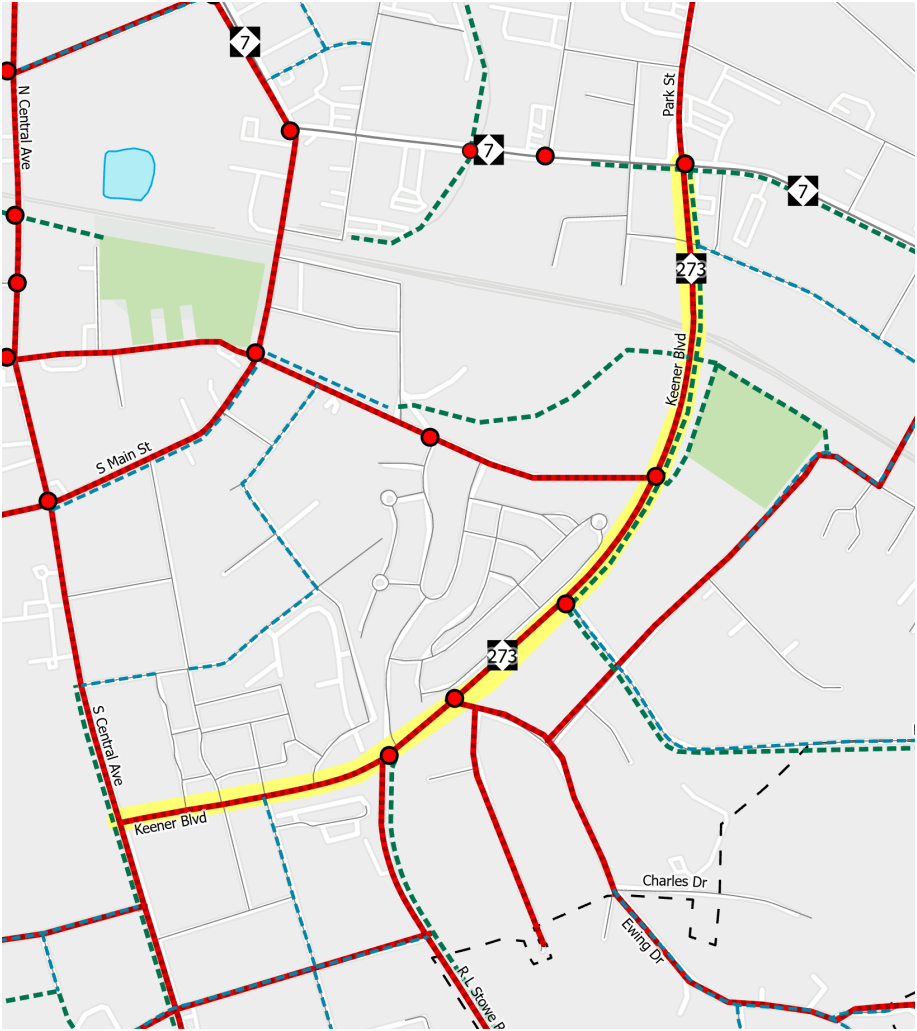
- **Bicycle:** Bike lane from Central Avenue to Catawba Street
- **Pedestrian:**
 - Sidewalk from Parkdale Drive to Catawba Street
 - PHB at Ewing Drive, PHB or new signal at Parkdale Drive, PHB at McLeod Ave
 - Intersection tightening and realignment at RL Stowe Road and Ewing Drive

Considerations

Keener Boulevard is a key local connector that links several neighborhoods and community destinations, making it an ideal candidate for multimodal upgrades that enhance safety and accessibility. Intersection improvements will improve pedestrian connectivity, improve visibility, and reduce turning conflicts.

Constraints

In order to fit the proposed bike lane into the existing right of way, roadway reconfiguration or potential narrowing of existing lanes will likely be required. This would take close coordination with NCDOT to implement these improvements. In addition, the angled geometry and existing turning movements at the RL Stowe Road and Ewing Drive intersections adds further design complexity.



Bicycle: \$1,256,600
Pedestrian: \$1,528,750



Woodlawn Street

Hickory Grove Road to Belmont Mt Holly Road

Improvement

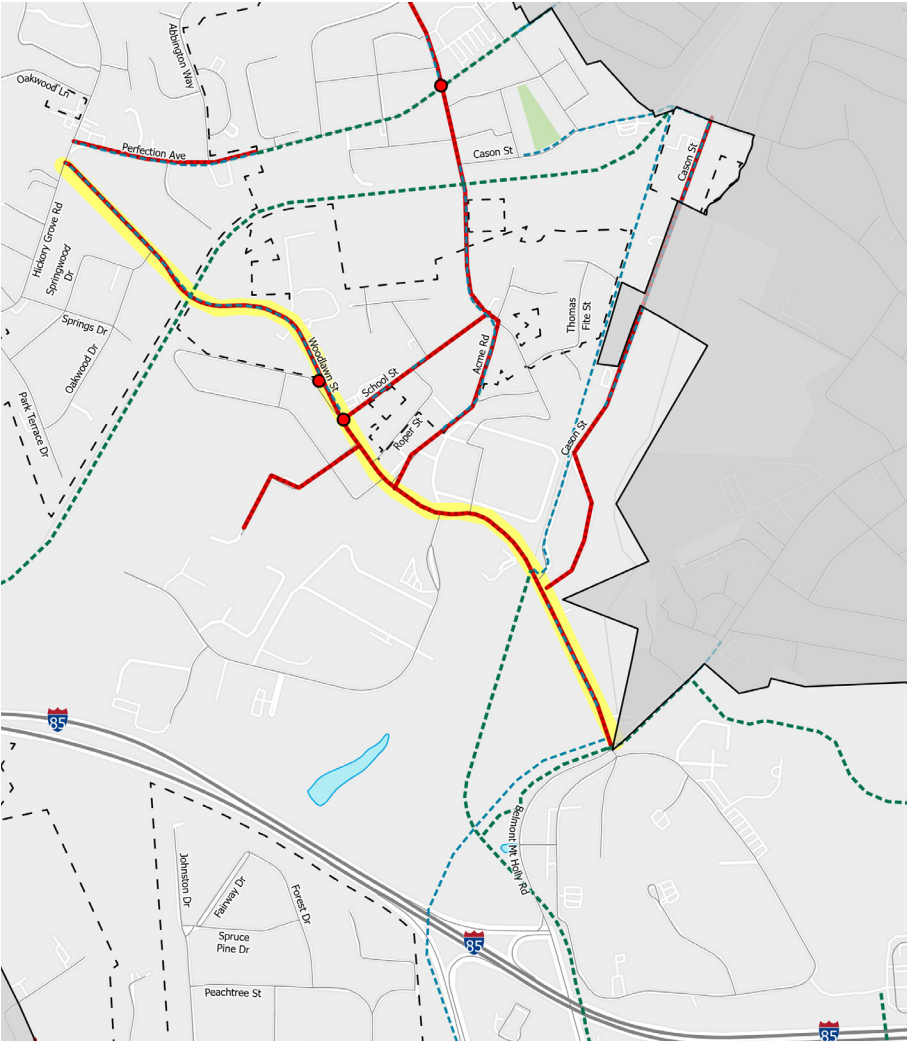
- **Bicycle:**
 - Paved Shoulder from Hickory Grove Road to Acme Road
 - Bike lane from Acme Road to Belmont-Mt Holly Road
- **Pedestrian:**
 - Sidewalk from Hickory Grove Road to School Street
 - Sidewalk from P&N Railway to Belmont-Mt Holly Road
 - RRFB/Crossings at School Street and Boundary Street

Considerations

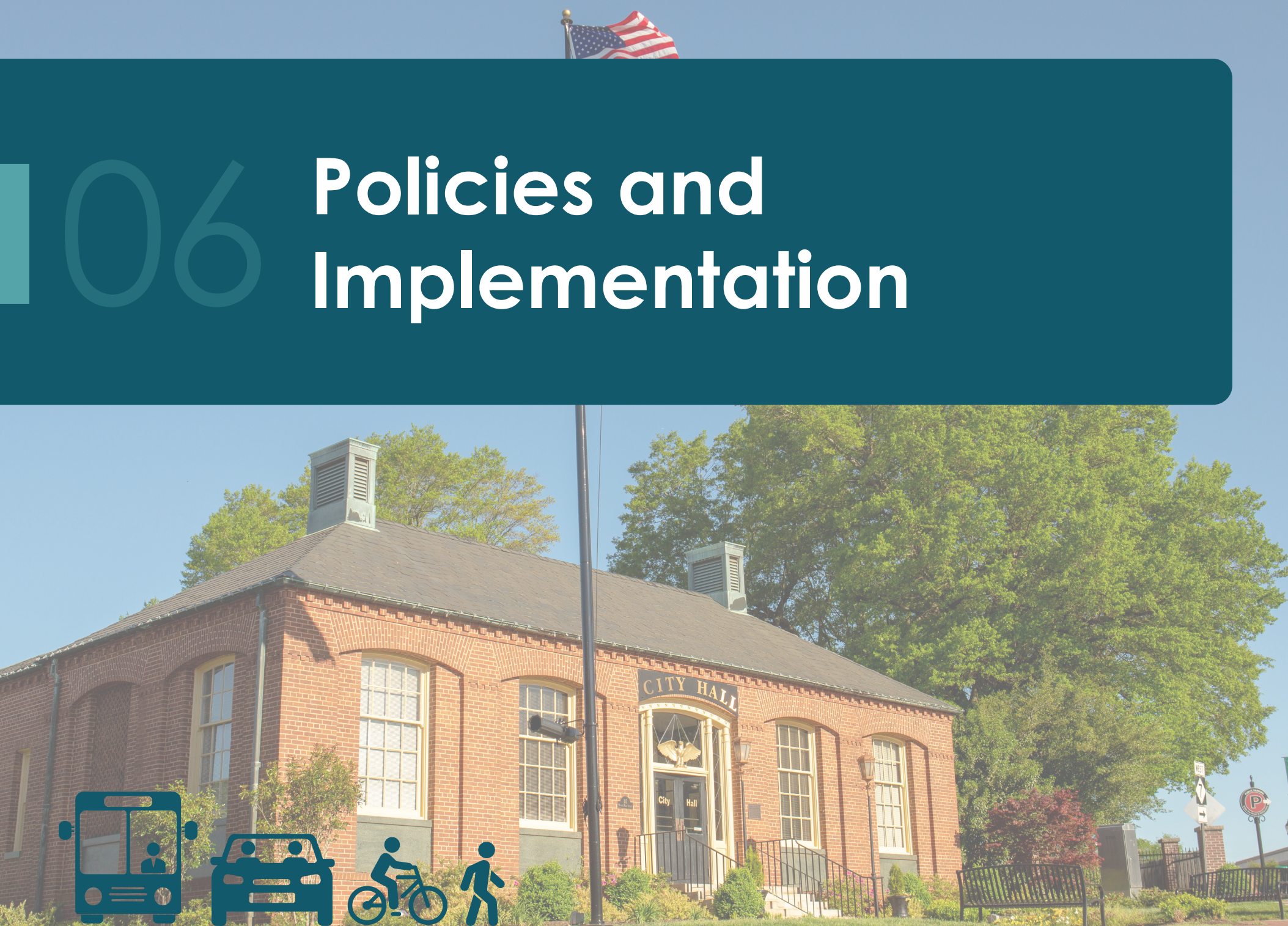
Woodlawn Street plays a key role in linking residential areas, industrial sites, and nearby civic destinations. The combination of paved shoulders and bike lanes allows for contextual multimodal design, while the proposed sidewalks address critical gaps in pedestrian safety and accessibility. This project will not only enhance connectivity to schools and job centers but also improve first- and last-mile access to future regional trails and transit services.

Constraints

Woodlawn Street’s variable roadway width and adjacent land uses add complexity for implementing multimodal improvements. The transition from paved shoulders to dedicated bike lanes requires careful attention to roadway alignment, especially near intersections and driveways where vehicle turning movements may conflict with bicycle users. Gaps in pedestrian infrastructure pose a challenge due to narrow right-of-way segments and potential utility conflicts.



Bicycle: \$3,230,500
Pedestrian: \$2,115,350



06 Policies and Implementation

Overview

To be a success, any good multimodal network plan needs to be supported by policies and actions that help make the network a reality and support multimodal travel. The following section lays out several policies and specific actions Belmont can take to support their vision of a transportation network that is efficient and safe for all users, regardless of how they choose to get around.





Promote solutions to manage existing and future congestion

- The goal of this policy is to alleviate congestion on key corridors by offering more transportation choices, optimizing operations, and improving roadway infrastructure.

Actions:

- Encourage the reduction of single-occupancy vehicle (SOV) travel by expanding public transit, promoting carpooling and active transportation, developing park-and-ride facilities, supporting transit-oriented development (TOD), and raising public awareness.
- Prioritize capital roadway improvements by upgrading key corridors, enhancing intersections, expanding capacity, and incorporating multimodal infrastructure.
- Utilize forecasting tools to predict future congestion, identify high-impact areas, and inform proactive infrastructure planning and congestion management strategies.
- Assess viability of transit and other multimodal options along South Point Road to move people more efficiently and manage congestion
- Pursue efforts to bring signal operations in-house by hiring staff to manage this work.
- Advocate for development of multimodal transportation modes in all facets of the planning process.

Improve local neighborhood connectivity to enhance access to transportation options

- The goal of this policy is to enhance connectivity between neighborhoods, commercial centers, and schools by providing direct and safe routes for all modes of transportation.

Actions:

- Add pedestrian walkways and bikeways to link neighborhoods with surrounding services and destinations.
- Partner with neighborhoods to prioritize traffic calming measures that improve safety and reduce vehicle speeds in residential areas.
- Identify opportunities to improve street grid connectivity by reducing the frequency of dead-end streets.

Improve roadway safety for all users

- This policy seeks to reduce the number of crashes and improve the safety of all roadway users, with a focus on high-risk corridors and intersections.

Actions:

- Implement the policy and programmatic recommendations of the Vision Zero Action Plan
- Conduct safety audits of High Injury Network corridors and intersections to identify needed improvements.
- Implement traffic calming measures as identified in the Vision Zero Action Plan
- Improve bike and pedestrian infrastructure to separate vulnerable users from motor vehicle traffic.
- Implement key signage and communicatory infrastructure to cultivate safe travel and multimodal accessibility.

Enhance safe access to schools

- The goal of this policy is to ensure children can safely walk or bike to school by improving the infrastructure around schools.

Actions:

- Improve signage and crosswalks in school zones.
- Coordinate with Belmont PD to ensure each school has access to a Safety Resource Officer (SRO) or crossing guard.
- Collaborate with schools to develop Safe Routes to School programs and encourage walking and biking among students.
- Upgrade sidewalks and bike lanes within a half-mile radius of schools to increase safety and accessibility.





Strengthen regional transportation connectivity

- This policy seeks to ensure Belmont is well-connected to neighboring cities and regional destinations through transit, roadways, and trail systems.

Actions:

- Support efforts to identify future roadway connections across Catawba River into future River District development in Mecklenburg County
- Work with regional partners to improve transit access between Belmont and major employment centers in the region.
- Develop regional trail connections that link Belmont’s trail system with surrounding jurisdictions.
- Explore options for expanding park-and-ride facilities and express bus services to regional employment hubs.
- Enhance regional mobility hubs as a means to support the implementation of the CONNECT Beyond recommendations.

Explore opportunities to provide transit options

- This policy promotes the incorporation of transit into the transportation network through new investment and strategic partnerships.

Actions:

- Support efforts to identify future high-capacity transit connections across Catawba River into Mecklenburg County.
- Support efforts to implement the Belmont Trolley connecting downtown to Belmont Abbey College and surrounding towns.
- Explore opportunities for investment in on-demand and micro-transit options. This could include exploring partnerships with Charlotte Area Transit System (CATS), Gastonia ACCESS, and GoGastonia.



Invest in/promote transportation options that enhance quality of life

- This policy seeks to guarantee transportation improvements contribute to the overall quality of life by reducing travel times, increasing access to recreational spaces, and improving the environment.

Actions:

- Encourage the use of low-emission vehicles and promote electric vehicle (EV) charging stations.
- Reduce air pollution by prioritizing multimodal transportation options (bikeways, sidewalks, greenways) that decrease dependence on single-occupancy vehicles.

Align transportation policies with local and regional planning goals

- This policy ensures transportation policies and improvements are consistent with the broader goals of local and regional comprehensive plans.

Actions:

- Coordinate transportation investments with regional partners to ensure seamless connectivity across jurisdictions.
- Align transportation improvement projects with land use plans to promote smart growth and reduce sprawl.
- Review and update transportation policies to reflect the vision and priorities outlined in Belmont’s comprehensive plan and regional transportation plans.



Overview

Implementing the Belmont Multimodal Plan will require a coordinated approach to funding and partnerships. While many of the recommendations in this plan are ambitious, a wide range of local, state, federal, and private funding mechanisms can be leveraged to bring these projects to life. This section outlines key strategies and potential partners that can help support both short-term improvements and long-term infrastructure investments.





Funding and Partnerships

Local Capital Improvement Plans

The City of Belmont's Capital Improvement Plan (CIP) serves as a foundational tool for programming transportation investments. Multimodal projects—including sidewalk construction, intersection upgrades, and trail extensions—can be prioritized in the CIP to ensure consistent funding and integration with other City-led initiatives. Aligning this plan's recommendations with the CIP also supports long-term budgeting and implementation coordination across City departments.

Developer Partnerships

As Belmont continues to grow, private development will play a key role in delivering multimodal infrastructure. The City can work with developers to integrate sidewalks, bike lanes, and transit-supportive features into site plans through development review and zoning processes. Incentive zoning, and development agreements can help ensure that new growth supports the city's transportation goals and contributes to a connected network.

Local Option Sales Tax

In similar regional counties, residents voted on a transportation penny tax, a form of local option sales tax, which is a 1% sales tax increase. The 1% increase is dedicated directly to funding greenways, trails and bikeways in a county. The 1% increase in sales tax can contribute to projects, covering a large portion of costs, without having to utilize grants or other forms of funding sources. The City should collaborate with neighboring jurisdictions to advocate at the state level for this solution to be made available to Gaston County and its municipalities.

State and Federal Funding Sources

A variety of state and federal programs are available to help finance multimodal improvements. The North Carolina Department of Transportation (NCDOT) offers competitive funding through programs such as the State Transportation Improvement Program (STIP), Transportation Alternatives Program (TAP), and the Integrated Mobility Division's Multimodal Planning Grants. Federal resources—including the Bipartisan Infrastructure Law (BIL), Safe Streets and Roads for All (SS4A), and Congestion Mitigation and Air Quality (CMAQ) funding—present significant opportunities to implement large-scale infrastructure projects. Close coordination with regional partners and the Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO) will be essential in securing and managing these funds.

Grant Strategies

To maximize funding potential, Belmont should proactively pursue transportation grants at the regional, state, and federal levels. Successful grant applications typically require clear project justification, strong community support, and alignment with local and regional plans. Projects that address safety, equity, and climate resilience are especially competitive under current funding programs. Establishing a grant-ready pipeline of priority projects, complete with preliminary designs and cost estimates, will improve the City's ability to respond quickly to grant opportunities as they arise. Some pursuable grants include:

- *Land and Water Conservation Fund*
- *Parks and Recreation Trust Fund*
- *State Trails: Recreational Trails Program*
- *Beach and Waterfront Access Grants*

Path to Success

Implementing success in Belmont requires focus, leadership, and resources. Given the level of community commitment illustrated throughout the development of the Belmont Multimodal Plan and the larger Our Belmont Comprehensive Land Use Plan Update, Belmont will need to ensure that progress is measurable and that all are held accountable for the implementation of this plan. This will require active participation of stakeholders and strategic partnerships to mobilize and align the proper resources specific to each action in the plan. When considering how to take action, Belmont should consider the following:

Identify a Champion

Each action item laid out will require a champion who can own the responsibility for achieving the action. These champions should be empowered with the ability to mobilize partners and align resources specific to the needs of the action item.

Measure Progress

The best way to maintain momentum is to continue to monitor its progress regularly. Regular status updates on how the Multimodal Plan is being utilized should be provided.

Be Accountable

The city should expect to keep each other accountable. The action items cannot be achieved overnight. Some action items are easier than others.

Promoting and encouraging a mobility system that provides a variety of easily accessible, safe, and affordable travel options continues to be a priority for the City of Belmont – and is a critical step along the path of achieving the future vision for the community.





OUR BELMONT

WEAVING OUR COMMUNITY'S
FUTURE, ONE THREAD AT A TIME



Belmont **Multimodal Plan**