



Charlotte Area Bicycle Alliance

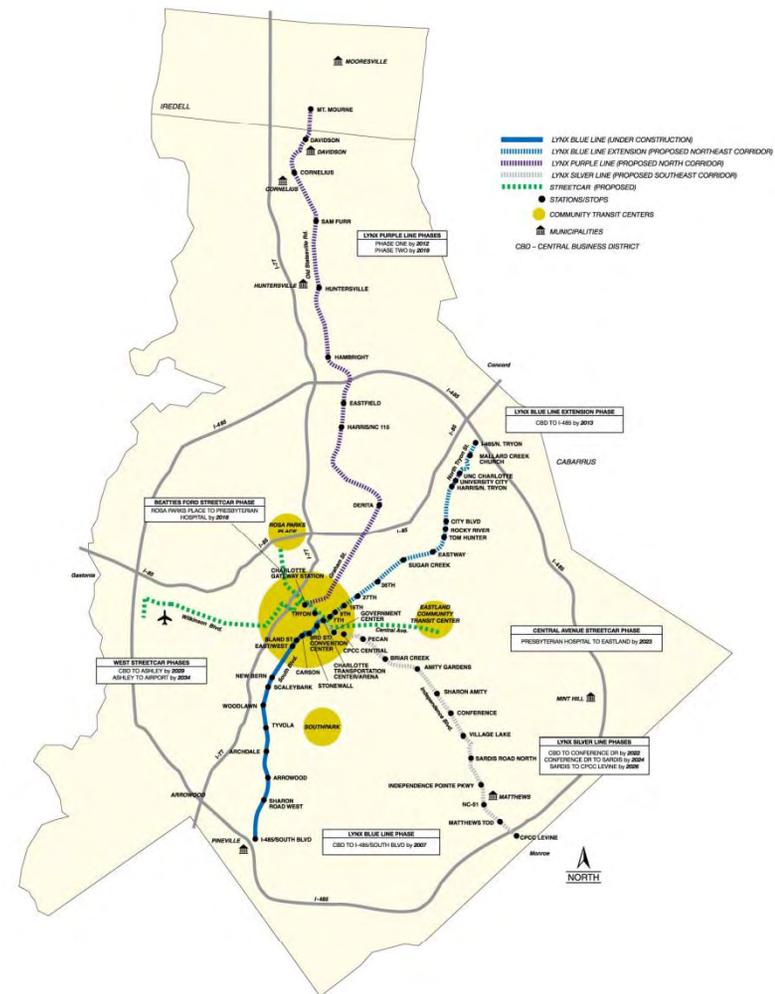
June 8, 2009

LYNX Blue Line Extension

- Northeast Corridor Station Area Planning
- BLE Project Overview and Progress to Date
- Key Issues
- Station Bicycle Facilities
- Potential Pedestrian/Bike Trail



- 2030 Transit Plan:
 - Offers mobility choices
 - Supports mixture of land uses
 - Enhances quality of life
 - Supports sustainable growth
 - Enhances pedestrian safety
 - Reduces road dependence
 - Contributes to attainment of air quality standards
- Key evaluation factors
 - Land use
 - Environment
 - System integration
 - Mobility
 - Financial



Transit Station Areas

- Area within ½ mile walk of rapid transit stations (except for existing single family neighborhoods)
- Moderate to high density mixture of uses
- Community design oriented to urban form of development, with buildings at or near sidewalk and parking to the side or rear of buildings
- Dense and interconnected street network and pedestrian system
- Priority location for new and upgraded streets and infrastructure
- Protection of key environmental features

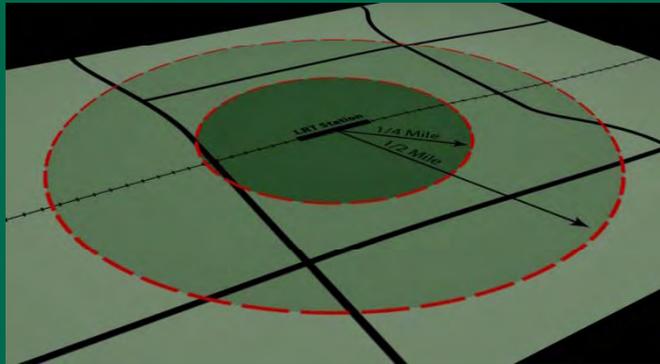


Transit Oriented Development:
A compact neighborhood with housing, jobs, and neighborhood services within easy walking distance of a transit station.



Transit Station Area Principles Adopted by City Council, 2001

Guidelines that address:



Land Use



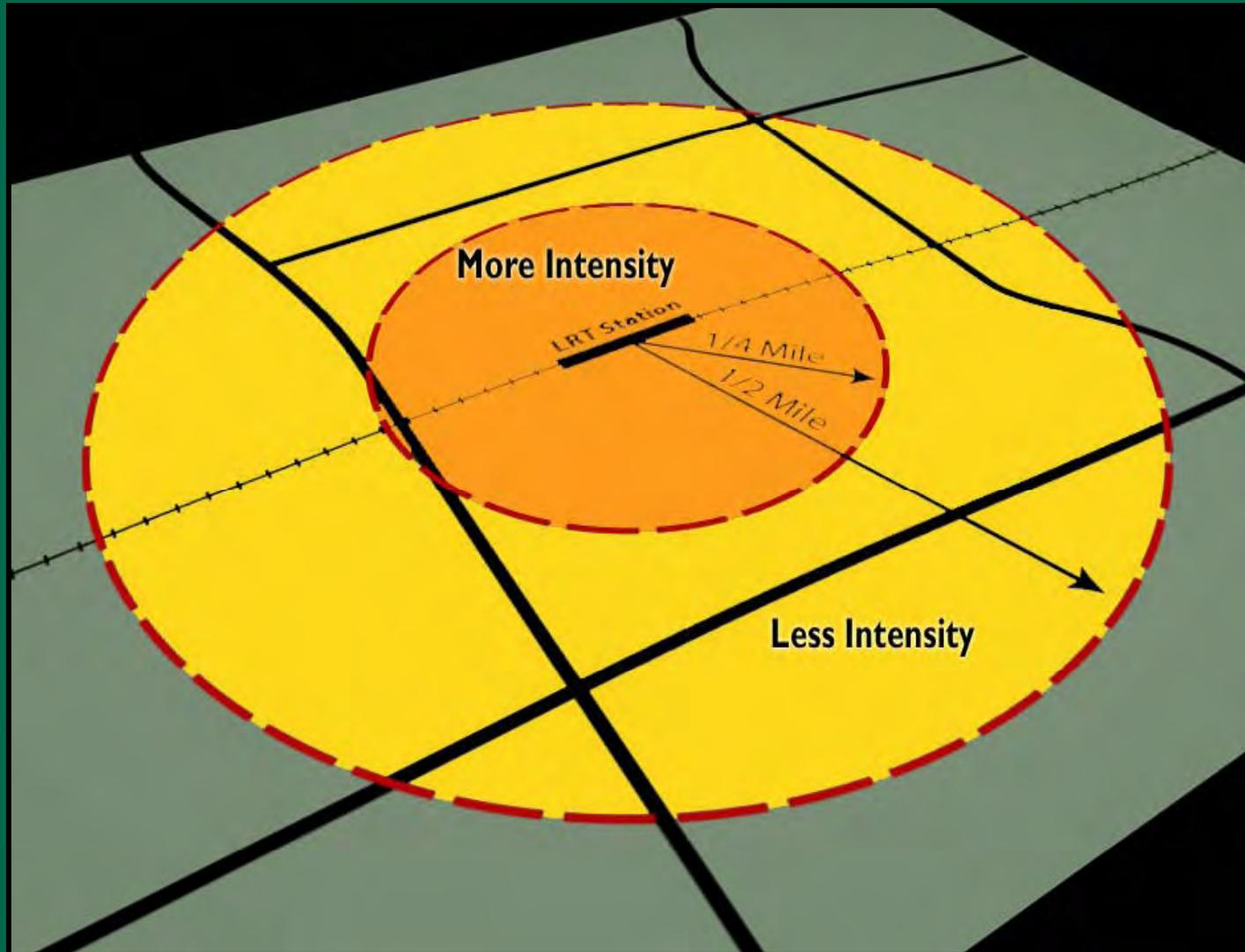
Mobility



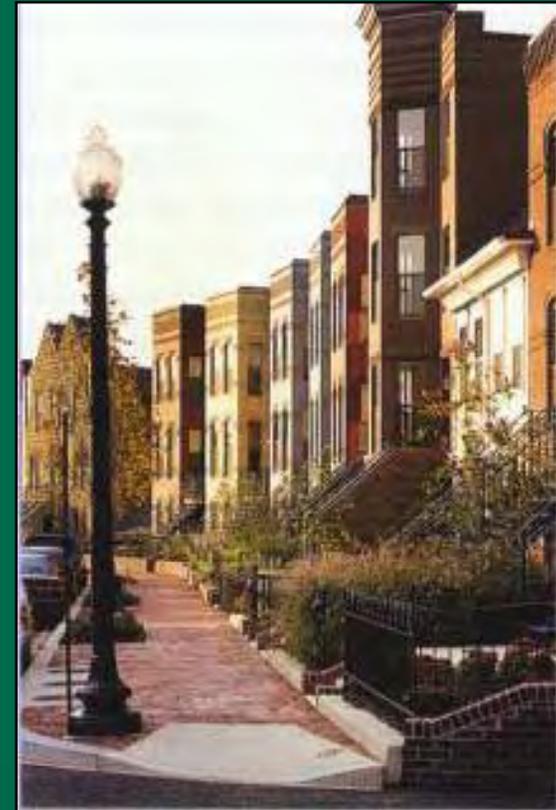
Character



What area do they address?



GOAL: Concentrate a mix of complementary, well integrated land uses within walking distance of the transit station



Office, residential and ground floor retail uses

GOAL: Enhance the existing transportation network to promote good walking, bicycle and transit connections

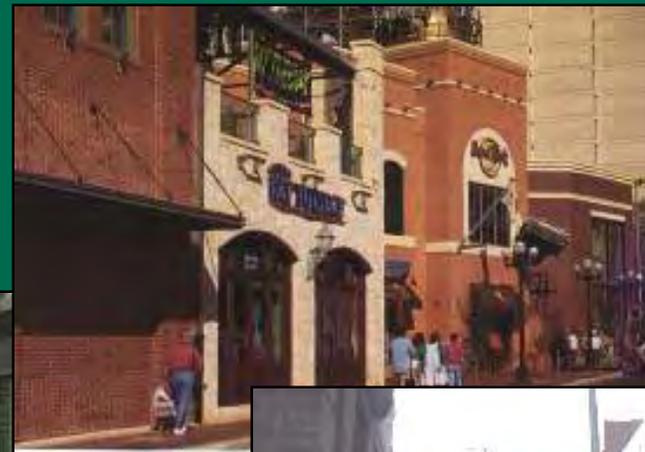


Multi-modal streets, with an emphasis on pedestrians

GOAL: Use urban design to enhance the community identity of station areas and to make them attractive, safe and convenient places



Improved streetscapes



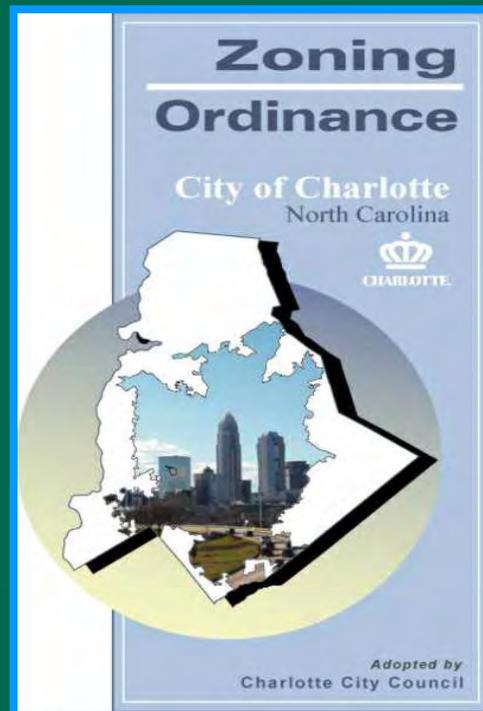
Buildings fronting on sidewalks



Three TOD Zoning Districts

Adopted 2003

- ◆ Transit Oriented Development - Mixed Use (TOD-M)
- ◆ Transit Oriented Development - Residential (TOD-R)
- ◆ Transit Oriented Development - Employment (TOD-E)



Minimum Residential Density

- ◆ No maximum density. Allowable development determined by height, setback, and yard requirements
- ◆ Minimum 20 du/acre within $\frac{1}{4}$ mile of station
- ◆ Minimum 15 du/acre between $\frac{1}{4}$ to $\frac{1}{2}$ mile
- ◆ Densities based upon residential portion of site

Minimum Floor Area Ratios (FAR)

- ◆ Applies to non-residential uses and mixed-use developments (residential in same building)
- ◆ No maximum FAR or density. Allowable development determined by height, setback, and yard requirements
- ◆ Minimum FAR is 0.75 within $\frac{1}{4}$ mile of station
- ◆ Minimum FAR is 0.50 between $\frac{1}{4}$ and $\frac{1}{2}$ mile

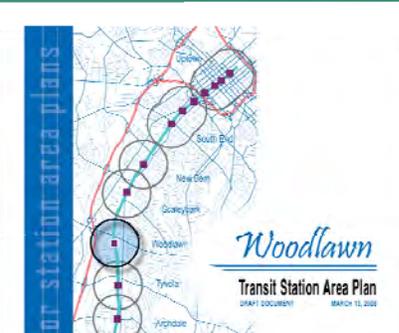


CITY OF CHARLOTTE

Transit Station Area Plans to Date



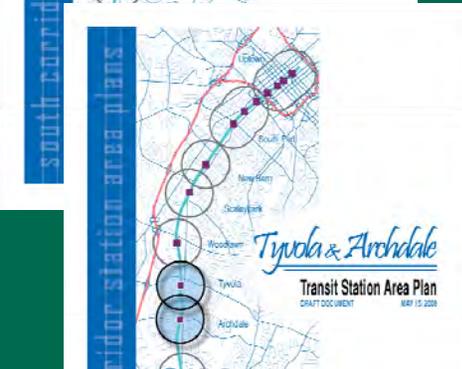
South End
(covers 3 stations)
Adopted June 2005



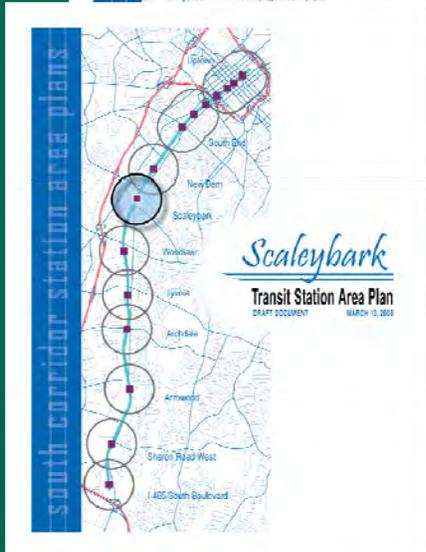
Woodlawn
Adopted October 2008



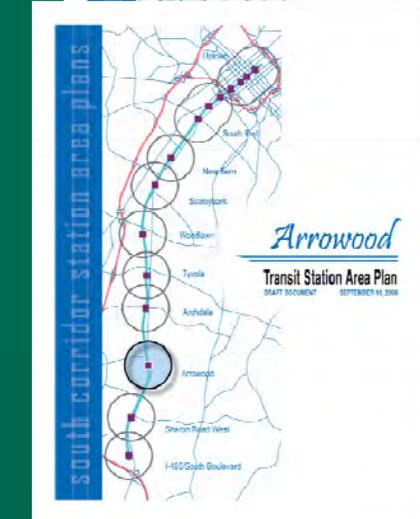
New Bern
Adopted July 2008



Tyvola & Archdale
Adopted November 2008



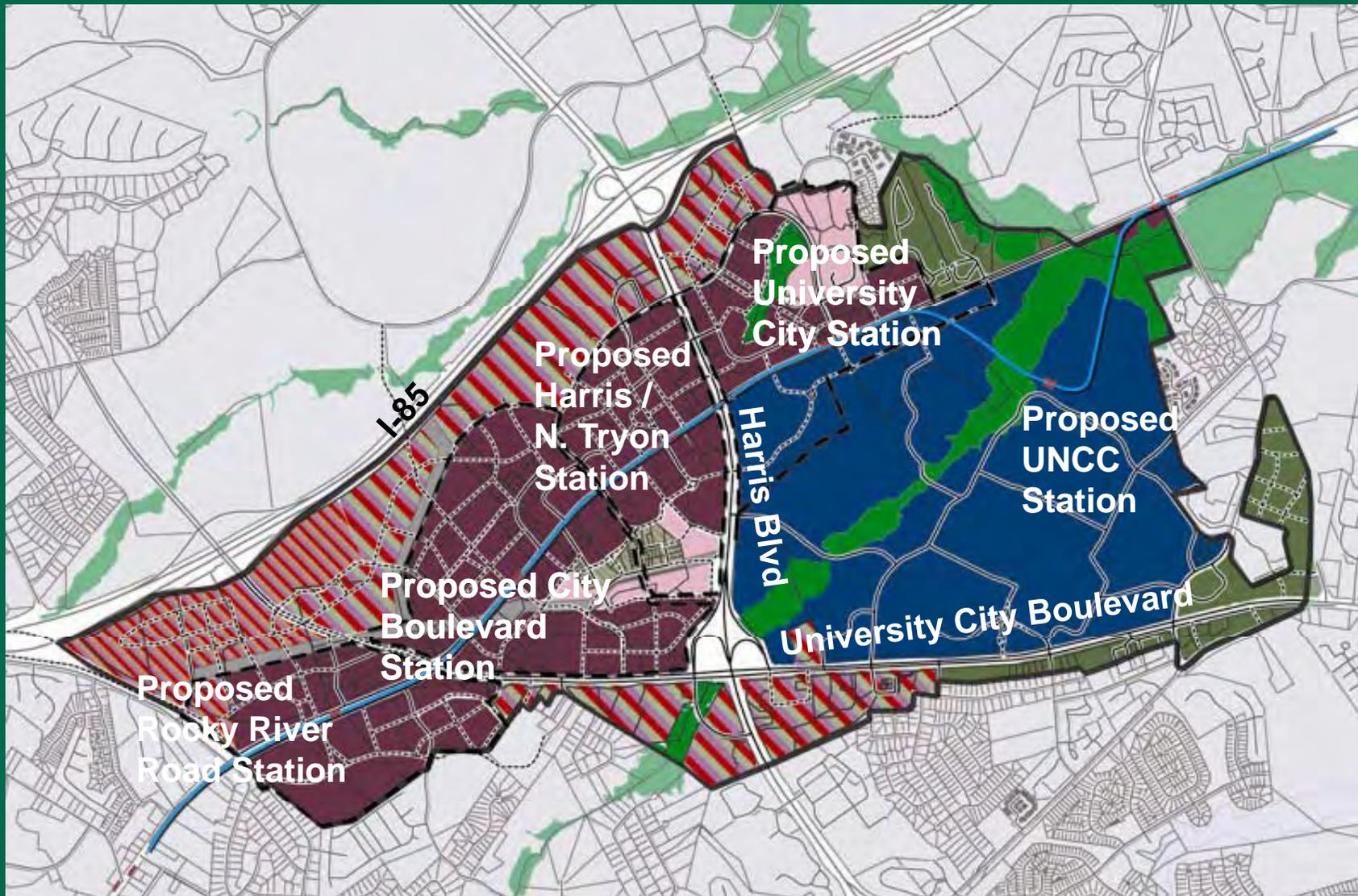
Scaleybark
Adopted October 2008



Arrowood
Adopted March 2009



University City Area Plan



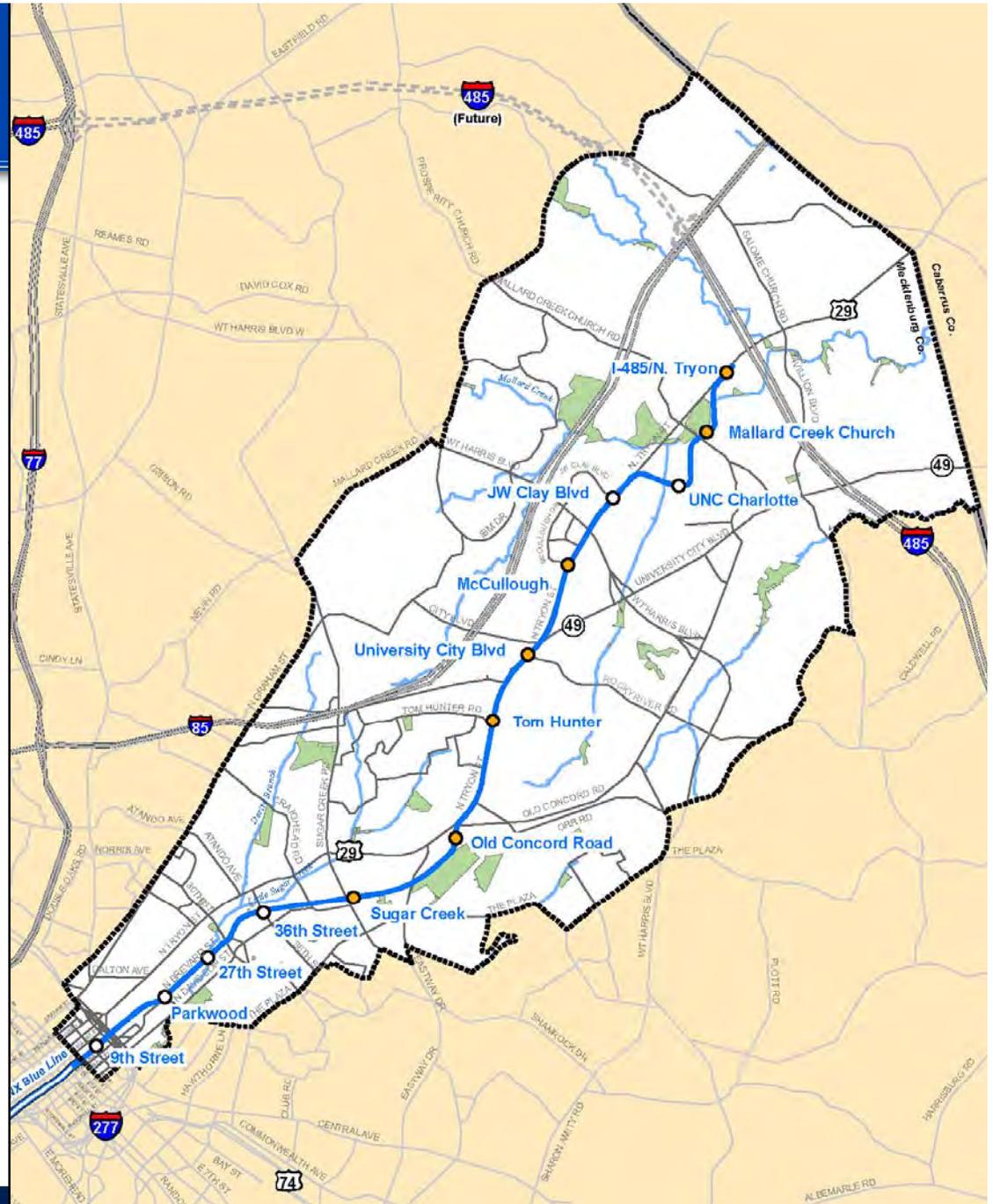
- Applies Transit Station Area Principles to specific station area
- Provides development vision and policies for station area
- Recommends implementation actions, including any zoning changes and capital improvements

- Requires many voices to encourage and implement TOD developers, lenders, elected officials, transit agencies, etc. w/many partners, things can get complicated.
- Important to focus on the function of the development and relationship to transit not just adjacency to transit.
- The availability of transit and the existence of supportive zoning are important aspects, but other elements, including supportive market conditions must be present.
- TOD often involves higher development costs.
- Each community is unique and there is no set formula for TOD.
 - What makes a place hasn't been codified.

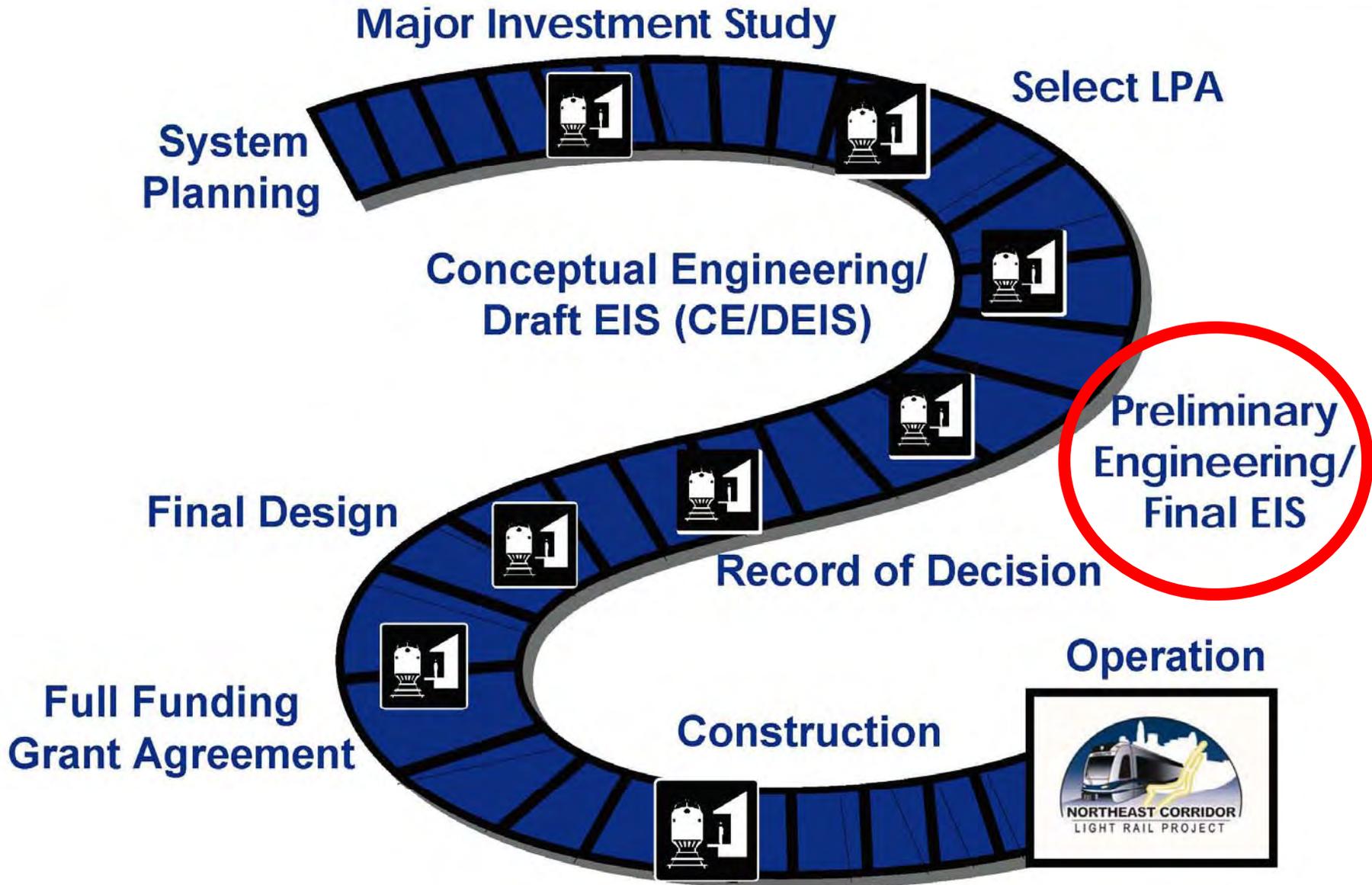
- 11 mile extension of the LYNX Blue Line
- 13 stations
 - 6 Walk-up stations
 - 7 Park & rides
- Runs from Center City Charlotte through North Davidson (NoDa) and the University area to south of I-485
 - Uptown to Old Concord Rd: BLE shares right-of-way with NCRR
 - Old Concord Rd to Charlotte Research Institute (near the University of North Carolina Charlotte): BLE is in the median of N. Tryon St
 - Charlotte Research Institute to I-485: BLE follows a new alignment, primarily on the UNC Charlotte campus, with two stations serving the University



BLE Locally Preferred Alternative



FTA Project Development Process



- Purpose is to address:
 - Increasing travel demand
 - Deficiency of existing road network
 - Auto dependence
 - Air pollution
 - Growth
- Benefits include:
 - Improved reliability and travel time savings
 - More commuting choices
 - Special events and tourism
 - Economic development



LYNX Blue Line Extension: Factors Influencing Project Scope

- Blue Line success is Lesson Learned
- Daily ridership significantly exceeded opening year expectations
- Desire to provide greater capacity
 - Longer platforms (300')
 - Additional vehicles
 - Increased parking
 - Additional power substations
 - More grade separations
 - Expanded maintenance facility needs



- Railroads
 - North Carolina Railroad
 - NS Intermodal Yard
 - AMTRAK/High Speed rail
 - CRISP
- Roads
 - North Tryon Street
 - Grade separations
 - Access needs
- UNC Charlotte
 - Charlotte Research Institute
 - Wetlands



NS Intermodal yard

Tryon/Harris
grade separation



UNCC entrance
grade separation

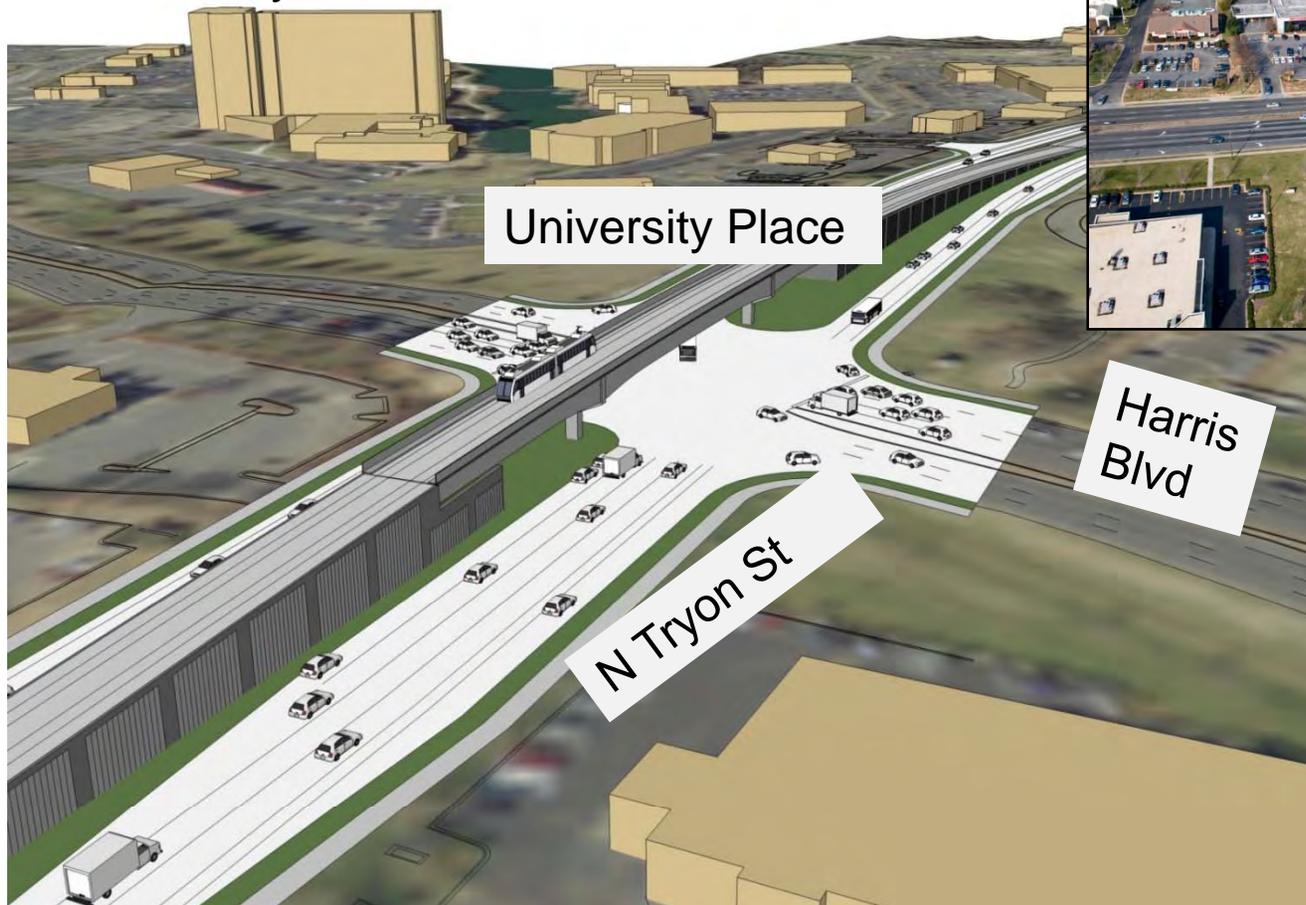
- 36th Street Station includes grade separation

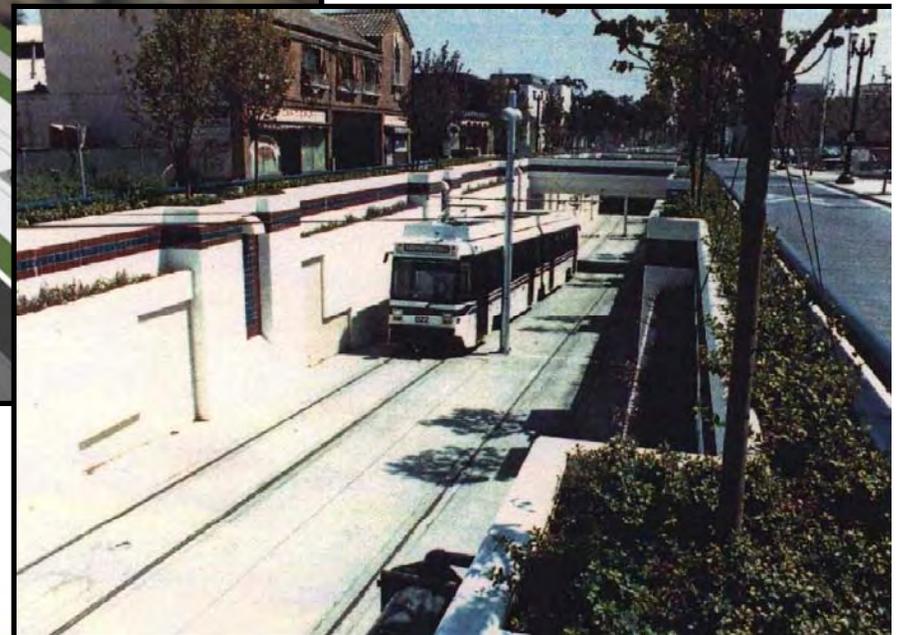
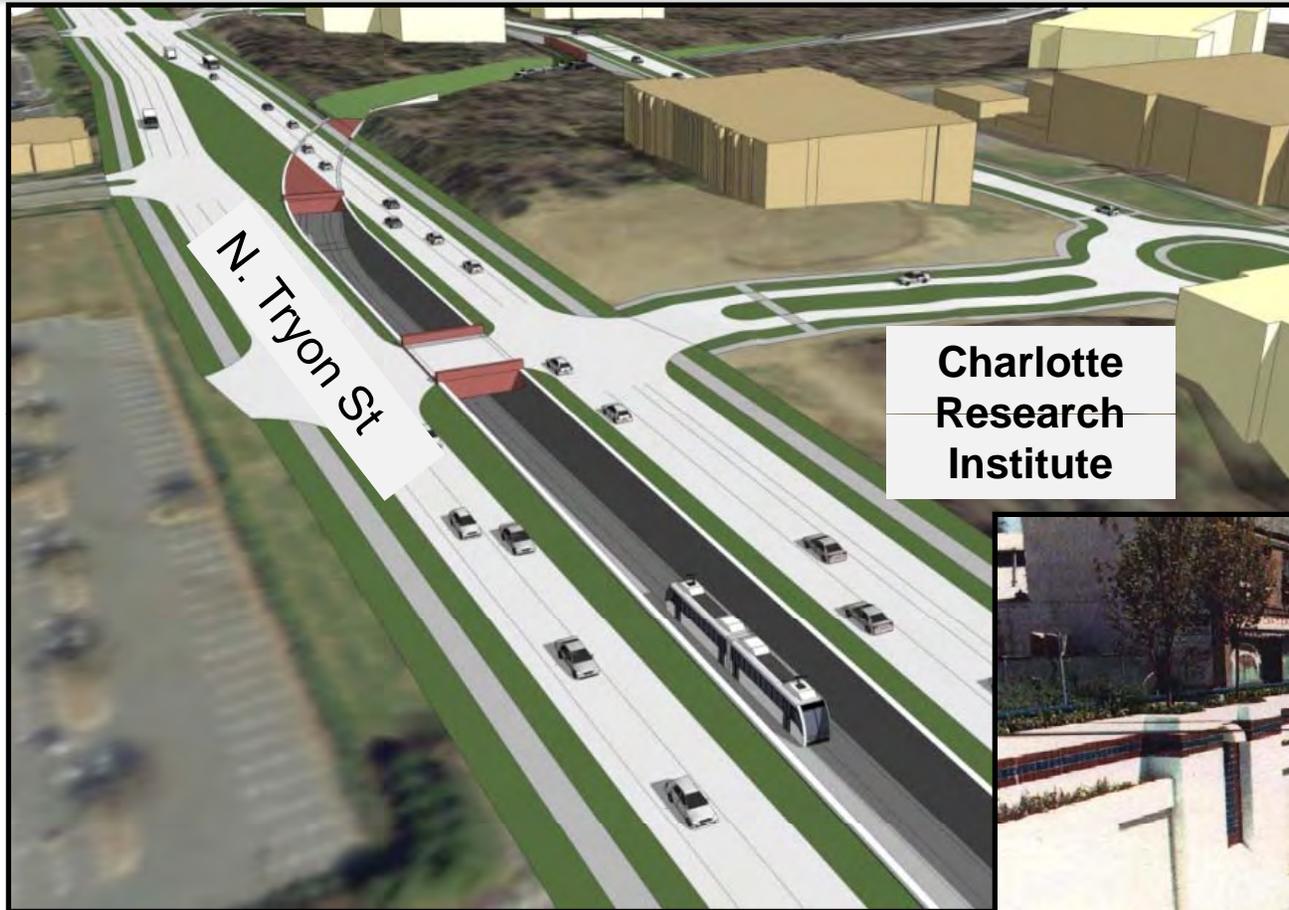


- Sugar Creek Station located above Sugar Creek with improved access from all directions

Harris Blvd Bridge

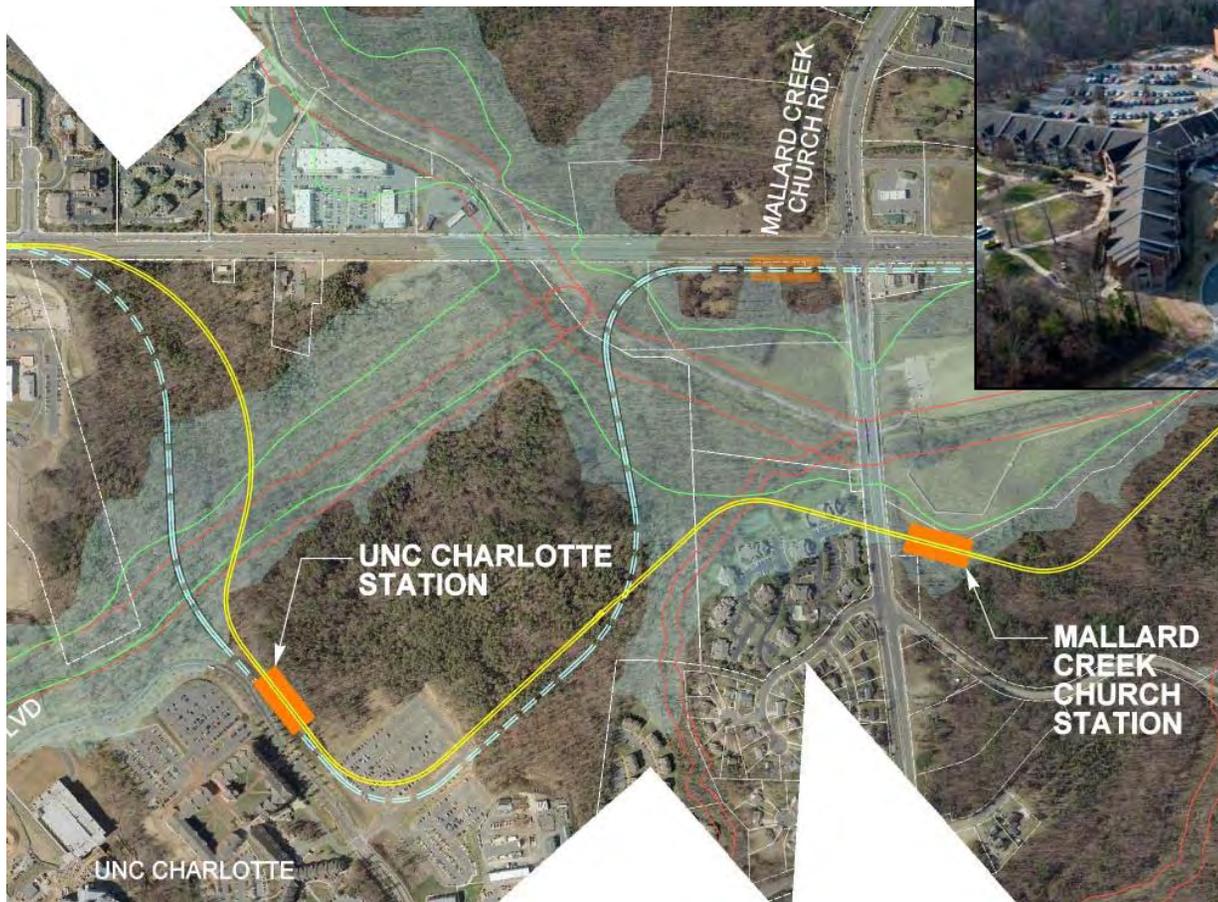
- Trains will not have to stop for signals
- Grade separated crossings into and out of N. Tryon



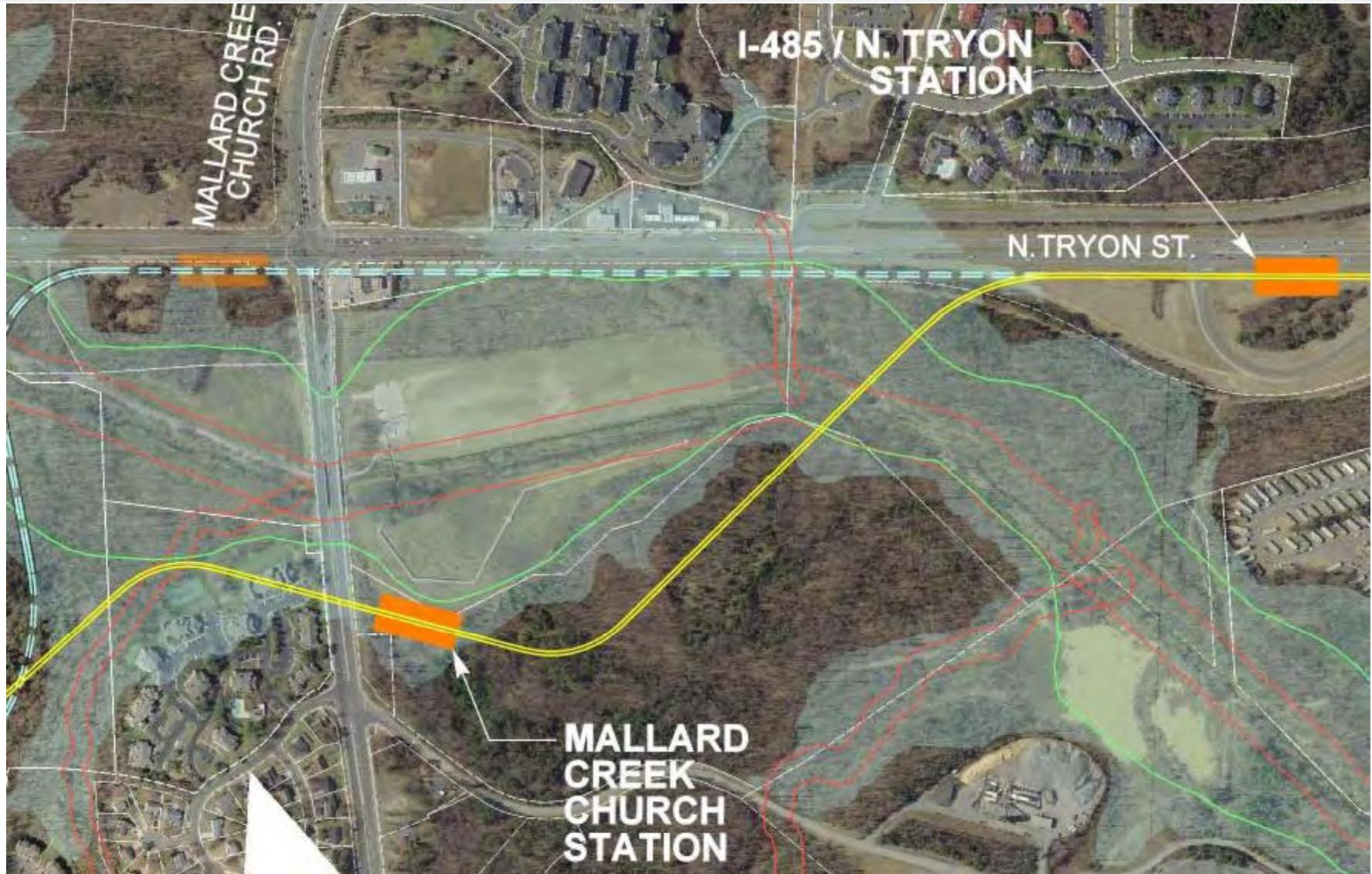


- BLE travels under North Tryon to access campus

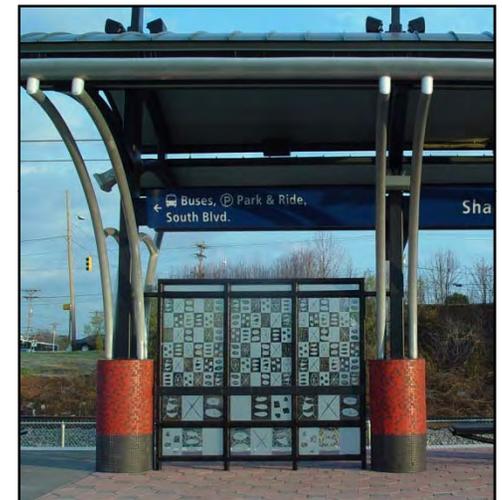
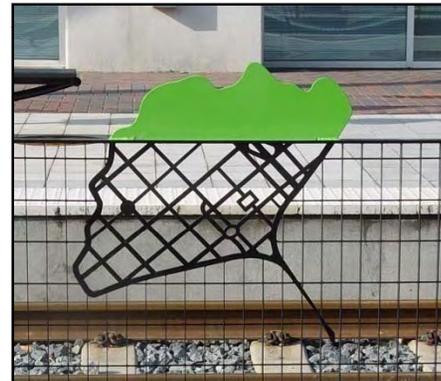
UNC Charlotte Alignment and Stations



Mallard Creek Church Station



- Security features
- Maps
- Schedules
- Public art
- Bicycle parking
- Seating and benches
- Trash receptacles
- Trees
- Tactile warning strips
- Covered ticket vending machines
- Canopy coverage



All BLE stations will have bicycle parking facilities



Short Term Bicycle Parking



Long Term Bicycle Parking



BLE Right-of-Way Ownership Issues

- City only owns first ½ mile of ROW (7th Street -12th Street)
 - BLE is proposing adjacent sidewalks in Uptown
- Railroad will retain ownership of ROW (16th Street - Old Concord Rd)
 - This section of track is one of the most heavily used in North Carolina (55-65 freight trains per day)
 - Owned by NCRRT, operated by NSRR and AMTRAK
 - Railroads typically do not permit pedestrians/ bicycles inside heavily used freight ROW
- NCDOT will retain ownership of North Tryon Street ROW
 - The BLE is proposing bike lanes on N. Tryon Street from Old Concord Rd to UNC Charlotte
- UNC Charlotte will retain ownership of final section of ROW
 - UNC Charlotte Masterplan Plan is addressing any pedestrian/bicycle circulation on Campus including Greenways and pedestrian access to station

- Study led by Northeast Corridor Infrastructure (NECI) Program
- Staff currently working to identify infrastructure needs
- Pedestrian and bicycle infrastructure is high priority for access to transit
- Corridor length bike vision plan to be identified as part of study
- Public involvement will be critical component of Ped/Bike Trail study

Charlotte Railroad Improvement and Safety Project (CRISP)

- NCDOT-Rail proposal for intercity passenger rail upgrade
- Railroad coordination in 2008 led to current west side BLE alternative through NoDa
- NCDOT and Norfolk Southern now propose to route BLE on east side of NCRR through NoDa



Hospital Access

- Grade separation over Harris Blvd affects intersection of N Tryon and JM Keynes/Hospital entrance
- Keeping intersection open has safety concerns
- JM Keynes is current N Tryon Emergency entrance



- Continue coordination with stakeholder groups
- Complete Draft Environmental Impact Statement
- 30% Station site plans
- 30% design and cost estimate
 - Complete: Spring 2010
- Railroad Agreements
- NCDOT coordination



- bluelineextension@ci.charlotte.nc.us
- www.ridetransit.org
 - Notify Me
- 704-336-RIDE (7433)
- www.charmeck.org
- 311- City/County customer service
- Future public involvement opportunities



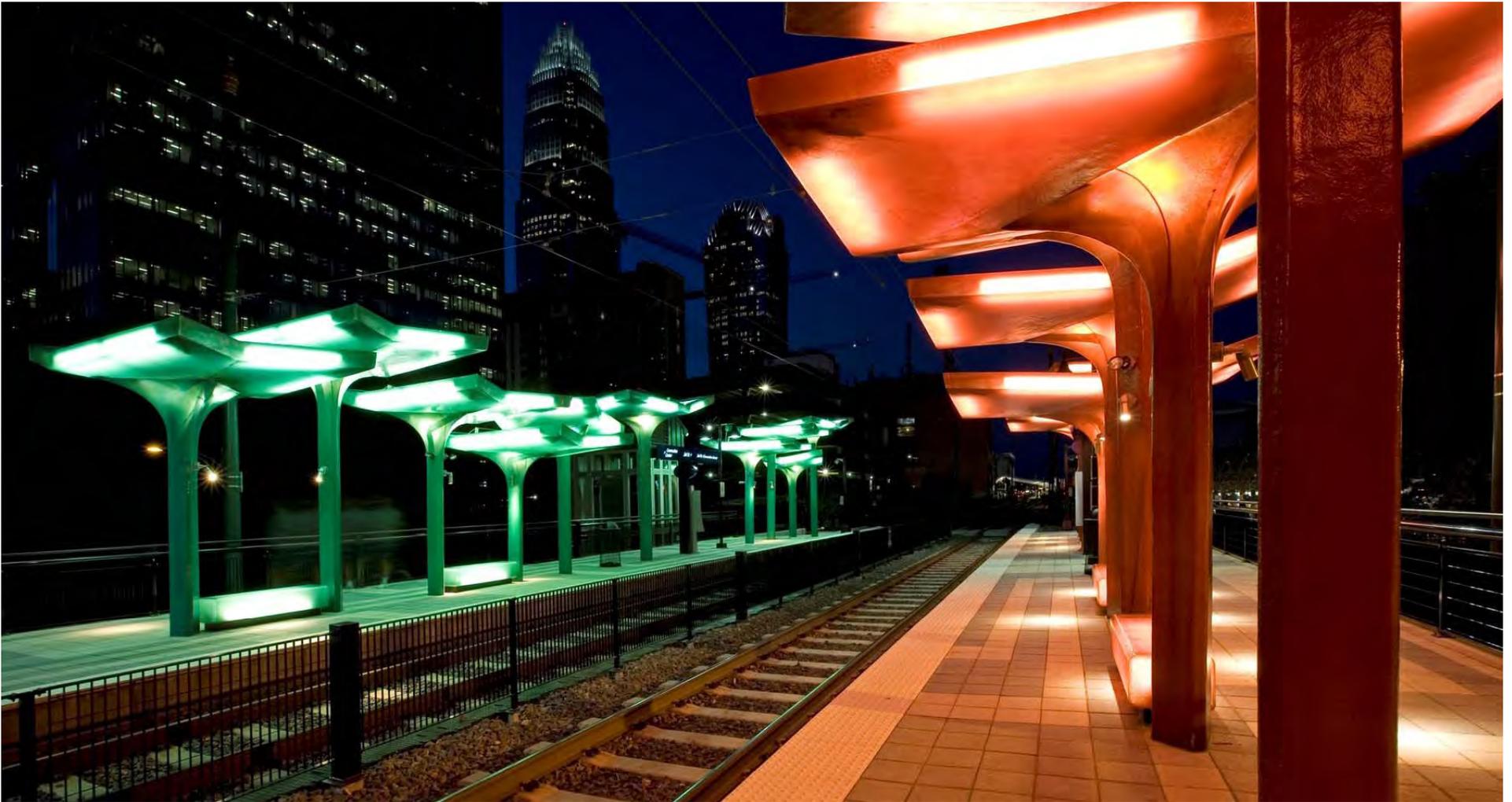


Photo by JoAnn Sieburg-Baker