



CHARLOTTE

# BROOKSHIRE BOULEVARD ROADWAY CLASSIFICATION STUDY

## Public Open House

November 14, 2012

CHARMECK.ORG



# Today's Expected Outcomes

- Summary of findings
- Presentation of draft recommendations
- Next steps

- What is a Roadway Classification Study and what does it affect?
- Findings about Brookshire Boulevard
- Tradeoffs between different classifications
- Discuss vision for corridor/segments
- Present draft recommendations

## What does “Roadway Classification” affect?

- Motorists – speed limit, lane widths, median widths, shoulder, curb & gutter, street lighting, and driveway & street connections
- Pedestrians – sidewalk location and width, intersection crosswalks, pedestrian signals, median refuge, bus stops, and mid-block pedestrian crossings
- Bicyclists – bike lane location and width, multi-use paths, connectivity to greenways & trails, and overall bicycle accommodations
- Development – land use, setbacks, access, and connectivity

- Develop a vision for the future of Brookshire Boulevard
- Develop an overall plan for “functional” or “roadway type” classification
- Determine appropriate classification and cross section by segments and transition areas
- Establish consistency and compatibility in land development and transportation investment decisions
- Over time, use the results of this Study to affect access, development, and mobility for existing and new businesses and residents along these roadways.

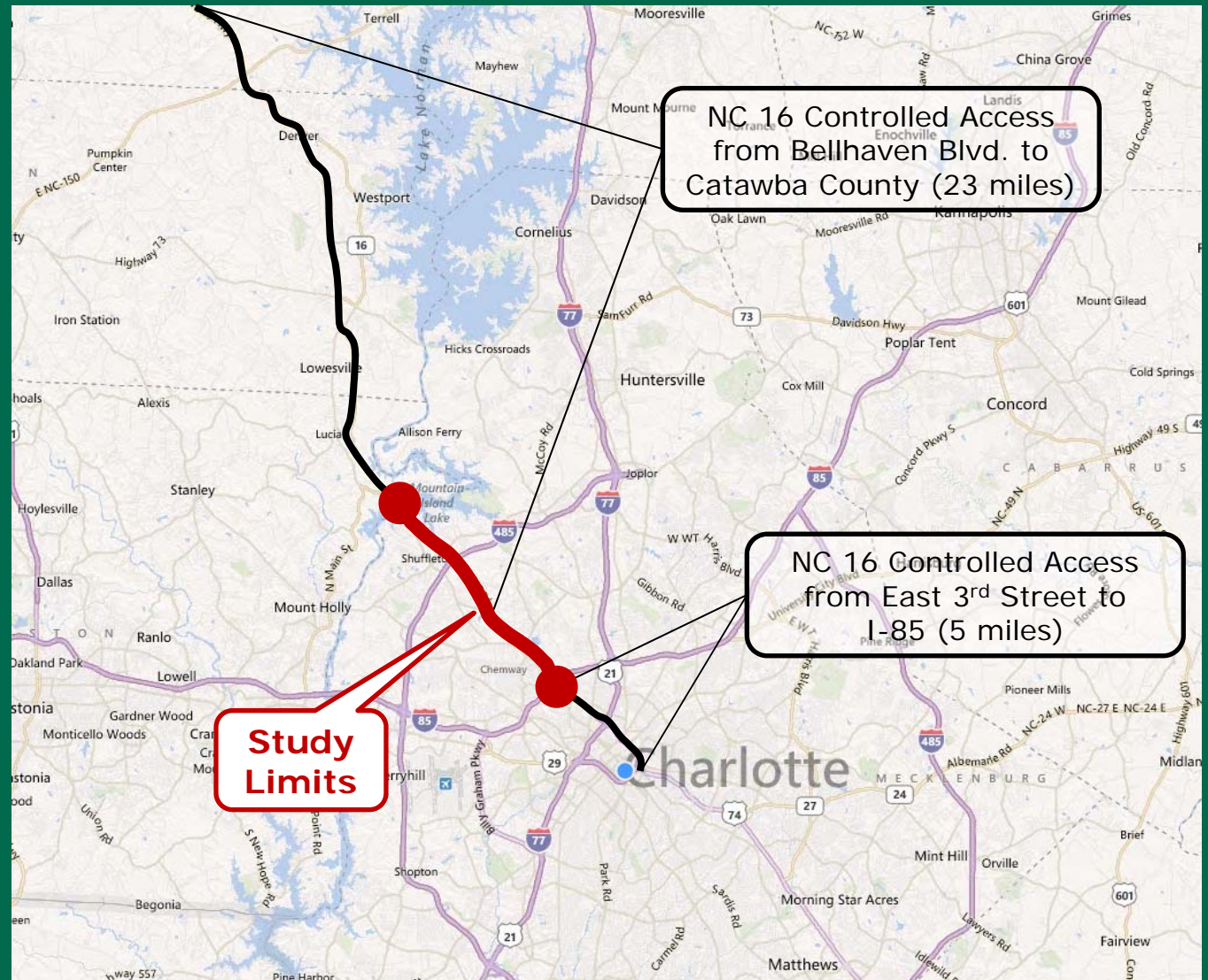
## A Roadway Classification Study is NOT...

- A preliminary or final design project
- A construction project
- A maintenance project
- A widening or alignment study
- A right-of-way acquisition project
- An environmental assessment
- A land use plan
- A funding prioritization plan
- **However over time, the Study outcomes will affect decisions that pertain to each of these actions!**



## Regional Context

- Radial thoroughfare connecting adjacent counties with Charlotte's Center City
- Fully-controlled access from I-277/John Belk Freeway to I-85 and from Mecklenburg-Gaston County line to nearly Newton-Conover
- Crosses and connects two interstates (I-85, I-485)
- Primary trucking route
- High-demand, inter-county & intra-county commuter route
- No bus stops
- No bike/ped facilities



## Inventory of existing characteristics

- Posted speed limit
- Number of lanes
- Number and spacing of street intersections (interchanges, signals, stop sign, right-in/right-out)
- Driveway access
- Presence of medians
- Pedestrian and bicycle accommodations
- Adjacent land uses and community context
- Bus stops and transit access
- Street lighting

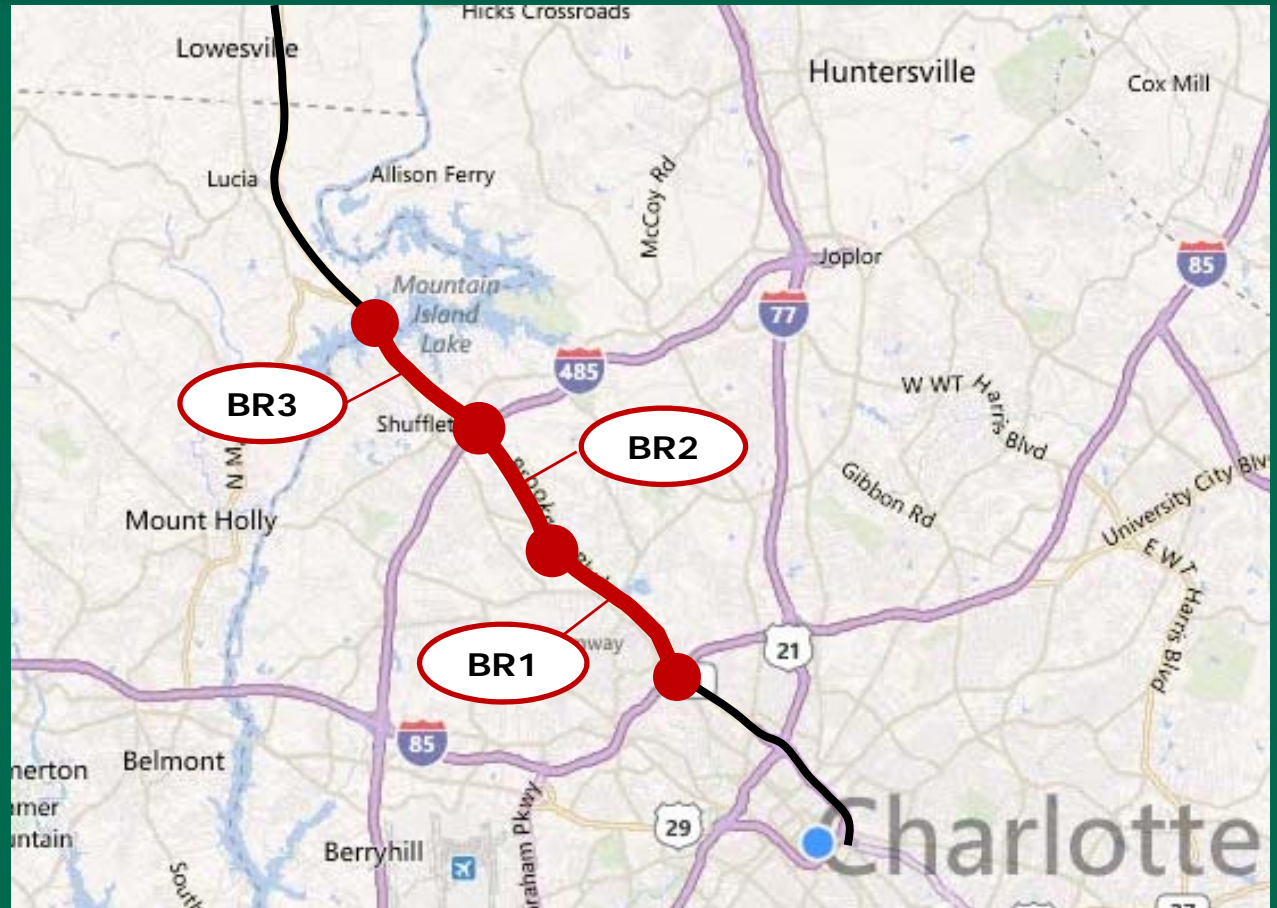




# Brookshire Boulevard

## Definition of corridor segments

- Homogeneous roadway characteristics and land use context
- Transition points
- Public input



ID	From	To	Mileage
BR1	I-85	Bellhaven Boulevard	3.4
BR2	Bellhaven Boulevard	I-485	2.2
BR3	I-485	Gaston County Line	2.7

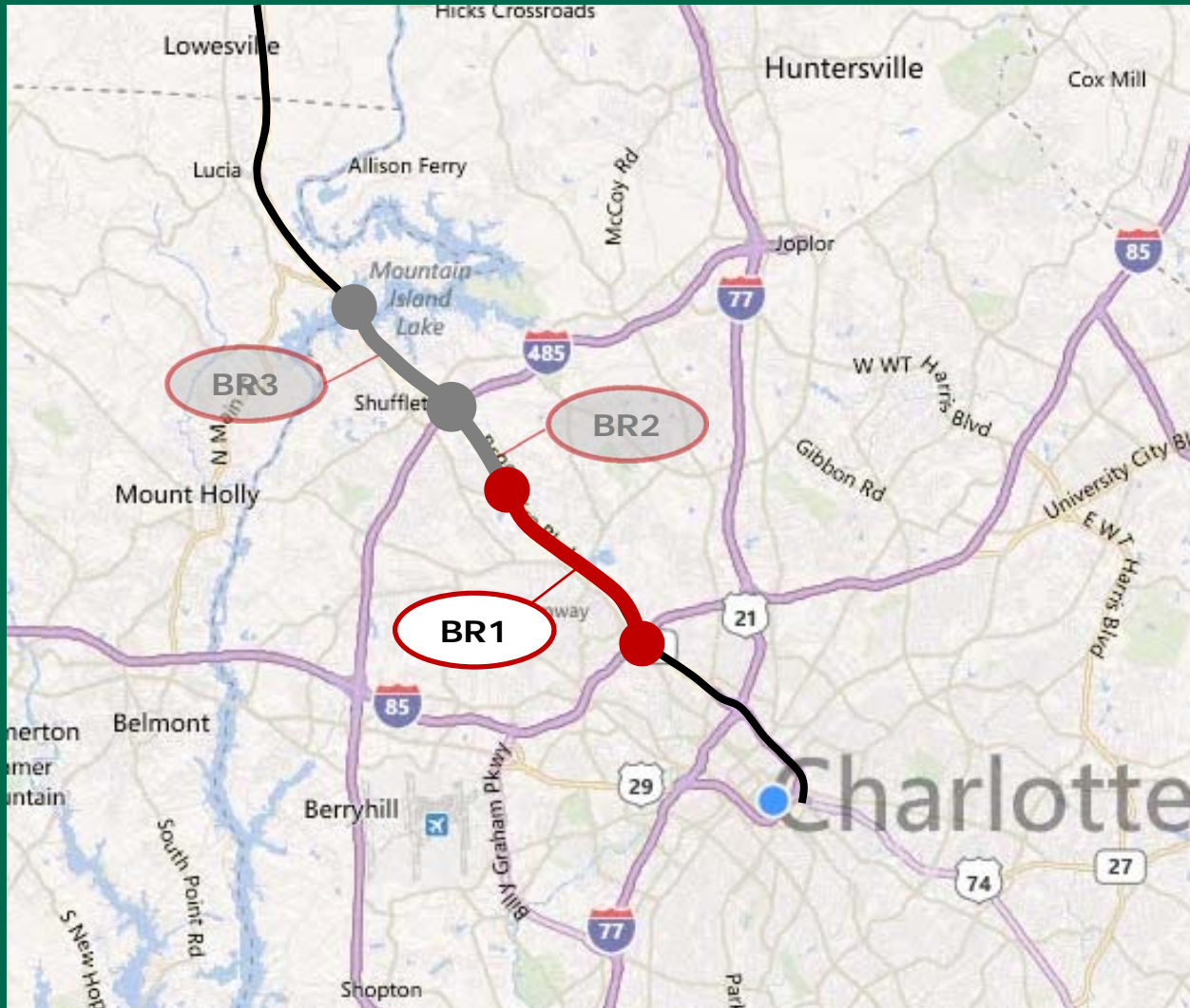


## Tradeoffs Between Classifications

	Roadway Classification	
Characteristic	USDG Boulevard CTP Boulevard	USDG Parkway CTP Expressway
Speed Limit	45 mph	55 mph
Access	¼ mile spacing (Managed)	½ mile spacing (Controlled; additional surrounding street connectivity or extension of existing streets)
Driveways	Expected and appropriate	Inappropriate (alternate access required)
Intersections	Signals Stop signs with full movements Directional lefts (right-in/right-out)	Grade separation Signals Right-in/right-out or eliminated
Medians	20' or less	20' or more
Pedestrians	Sidewalks (10' or less from travel lanes; crosswalks at signals)	Separate, parallel facility (multi-use path beyond r/w; grade separated or no crosswalk)
Transit Access	Bus stops on roadway	Separate facility (Park-n-Ride, parallel street)
Bicyclists	Bike lanes	Separate, parallel facility (multi-use path beyond r/w or nearby parallel street)



# Brookshire Boulevard





Corridor Segment	Current Classification		Recommended Classification	
	USDG	CTP	USDG	CTP
North of I-85 to Bellhaven Blvd.	Boulevard	Expressway	Parkway	Expressway
Bellhaven Blvd. to I-485	Parkway	Expressway	Parkway	Expressway
I-485 to Gaston County line	Parkway	Expressway	Parkway	Expressway

## Vision Implementation Strategy

- Comprehensive Transportation Plan (CTP) changes
- Development policy revisions
- Transportation improvement project recommendations
  - MUMPO 2040 Long Range Transportation Plan (LRTP)
  - City Capital Improvement Plan (CIP) projects
  - NCDOT Transportation Improvement Program (TIP) projects

## Bellhaven Blvd. to I-485

- Continued policy of no direct access to Brookshire Boulevard
- Increase density of adjacent street network
- Provide alternate parallel streets for access and local trips
- Provide multi-use path on separate, nearby, parallel streets (not Parkways) OR within the corridor, but at or beyond R/W with very limited access to Brookshire Boulevard
- Bike/pedestrian corridor should include connectivity to current and future planned greenway corridors
- Alternative interchange configurations at I-485 to relieve congestion, enhance safety, and improve mobility
- No bus stops on Brookshire Boulevard

## I-485 to Gaston/Mecklenburg County Line

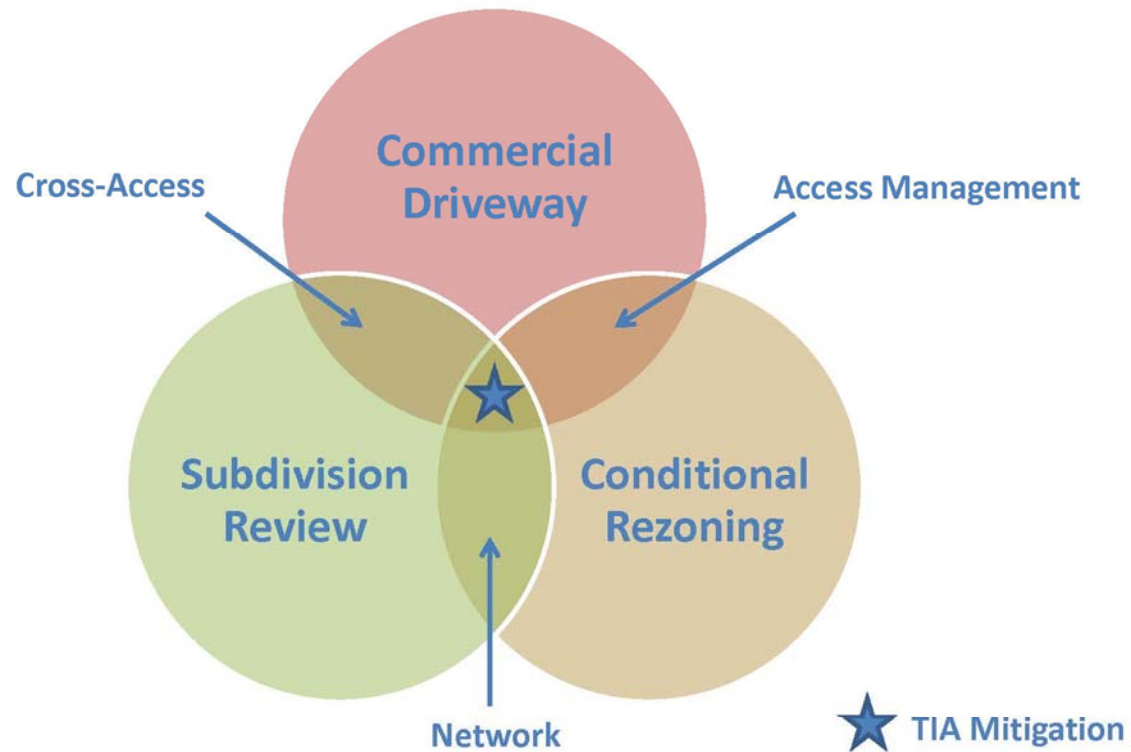
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- Bike/pedestrian corridor should include connectivity to current and future planned greenway corridors
- Alternative intersection configurations at Mt. Holly-Huntersville Road to relieve congestion, enhance safety, and improve mobility (potential grade separation; ring road or collectors to connect four quadrants)
- No bus stops on Brookshire Boulevard

## North of I-85 to Bellhaven Blvd.

- Through redevelopment and transportation improvement projects, revise access away from Brookshire Boulevard
- Increase density of adjacent street network
- Provide alternate parallel streets for access and local trips
- Provide multi-use path on separate, nearby, parallel streets (not Parkways) OR within the corridor, but at or beyond R/W with very limited access to Brookshire Boulevard
- Bike/pedestrian corridor should include connectivity to current and future planned greenway corridors
- Alternative intersection configurations at Oakdale/Hovis Roads and Fred D. Alexander Road to relieve congestion, enhance safety, and improve mobility (potential grade separation)
- No bus stops on Brookshire Boulevard



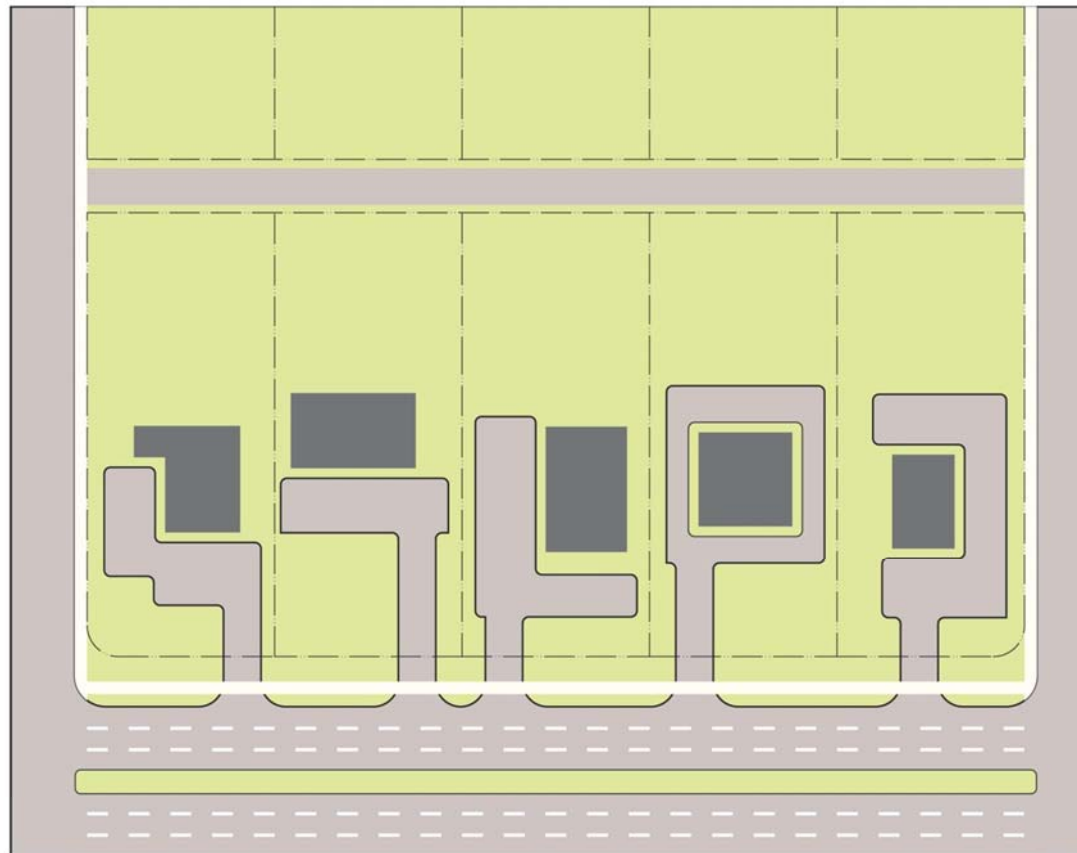
## DOT Land Development Review







## Scenario 1: Reorient to Existing Rear Street



Existing Conditions



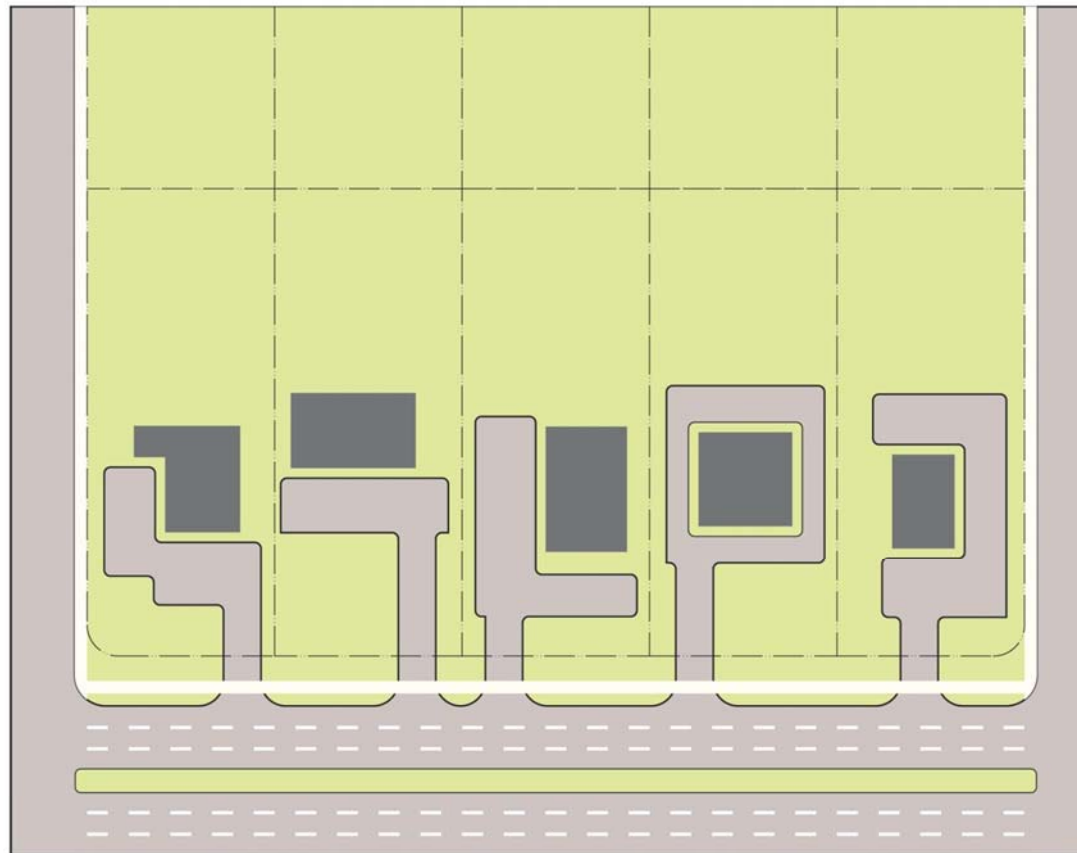
## Scenario 1: Reorient to Existing Rear Street



"Completed" Parkway



## Scenario 2: Reorient to New Street by DOT



Existing Conditions



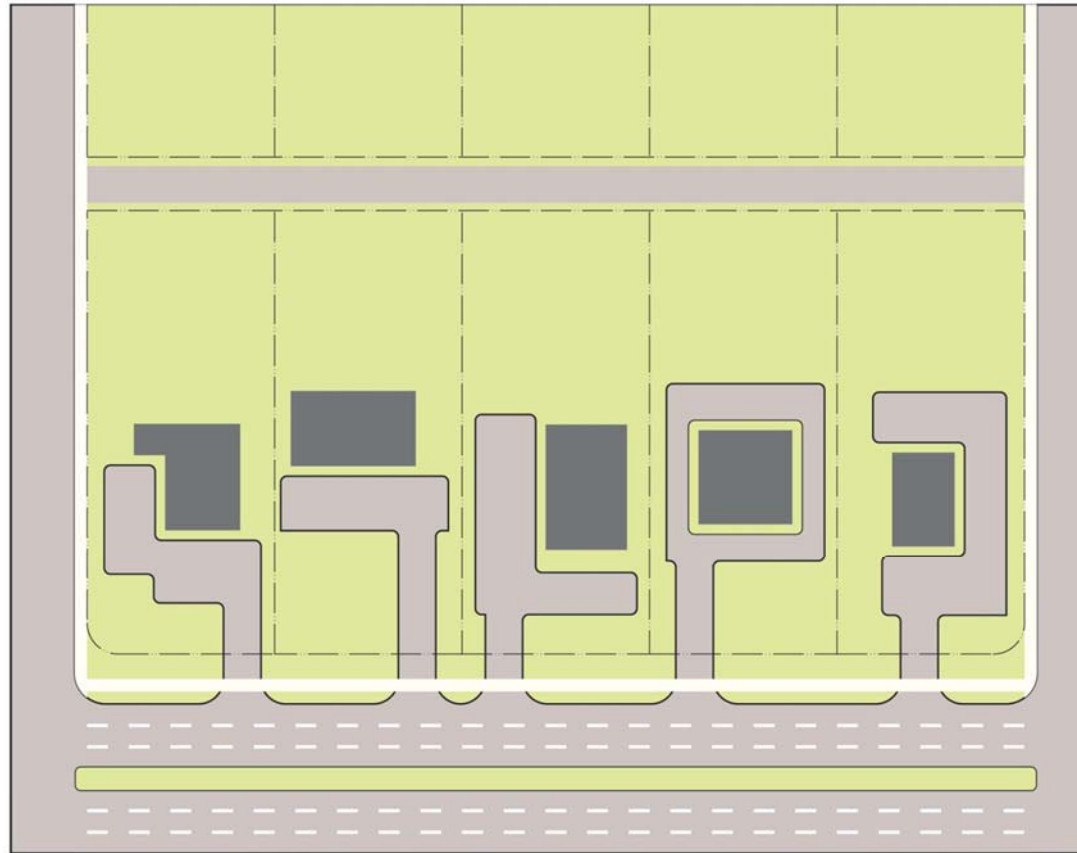
## Scenario 2: Reorient to New Street by DOT



New Alternate Street Right-of-Way Acquired



## Scenario 2: Reorient to New Street by DOT



New Alternate Street Constructed



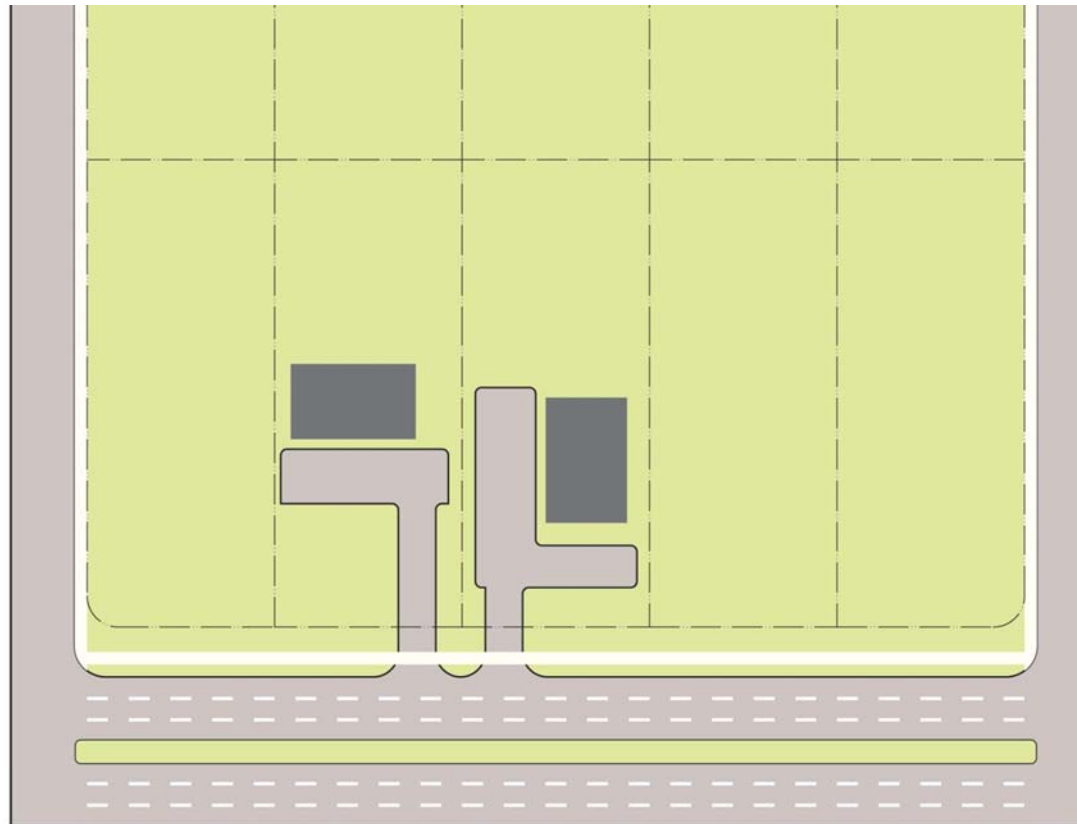
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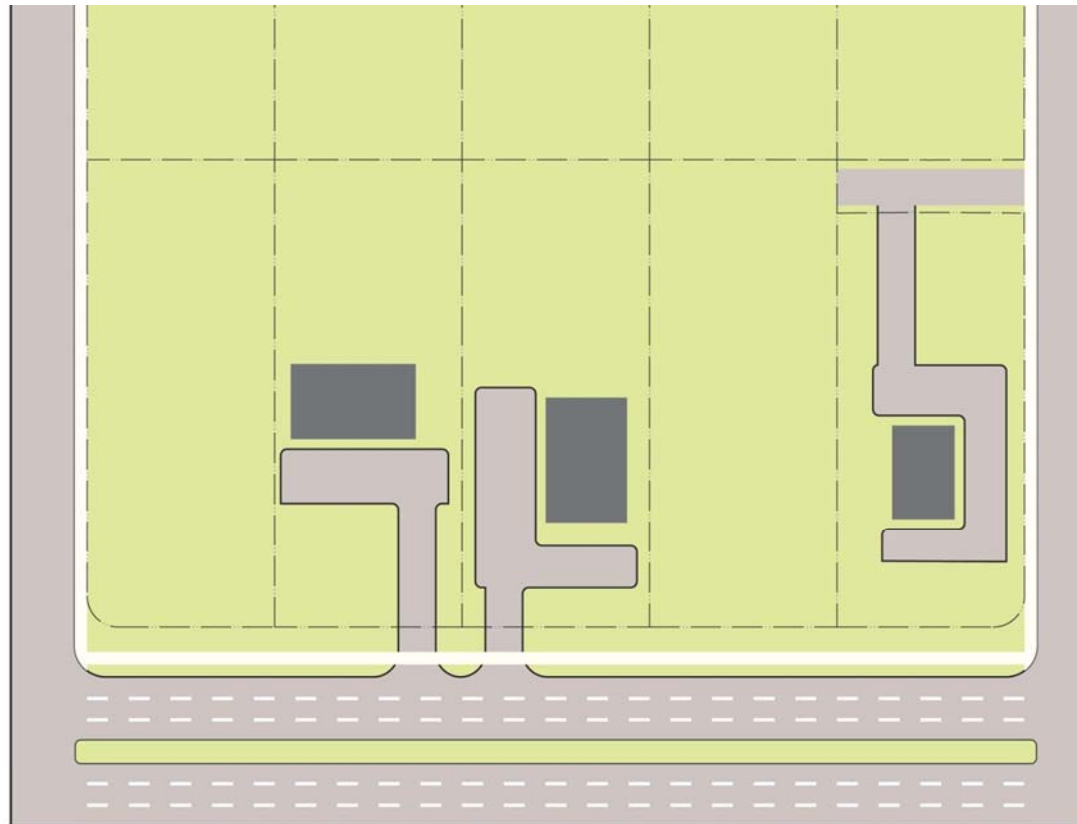
## Scenario 3: Reorient Undeveloped Land As It Develops



Existing Conditions



## Scenario 3: Reorient Undeveloped Land As It Develops

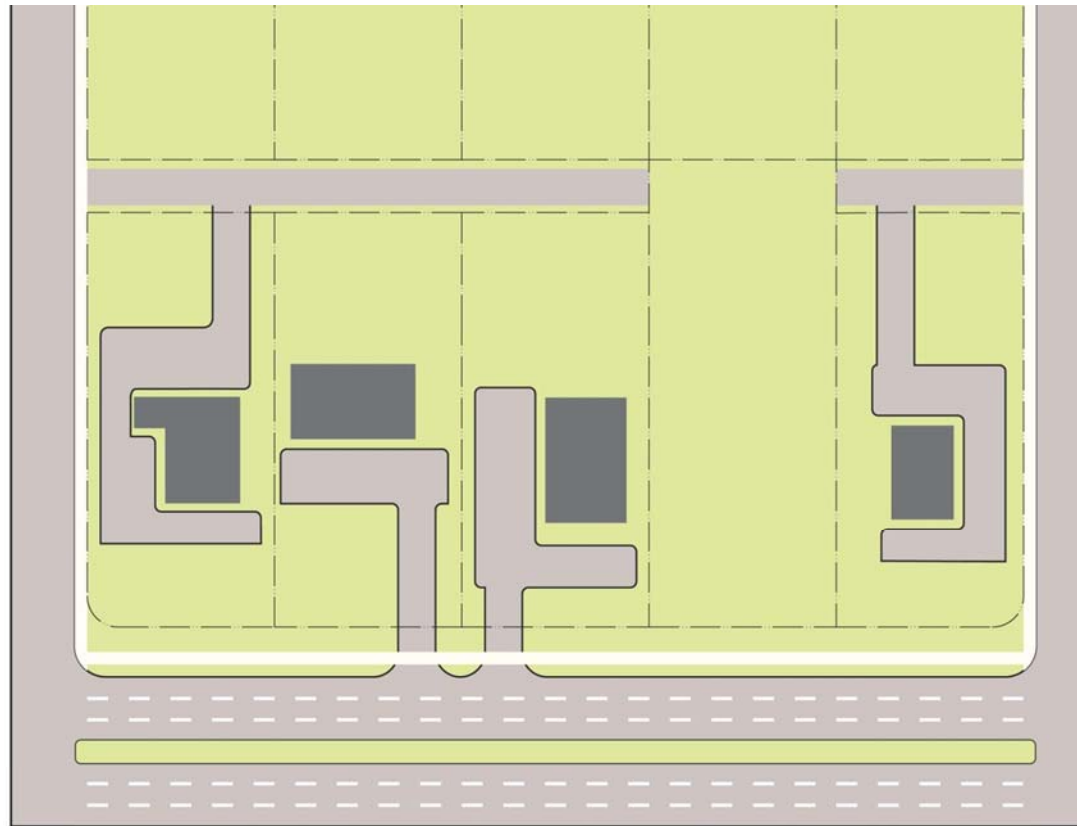


New Development





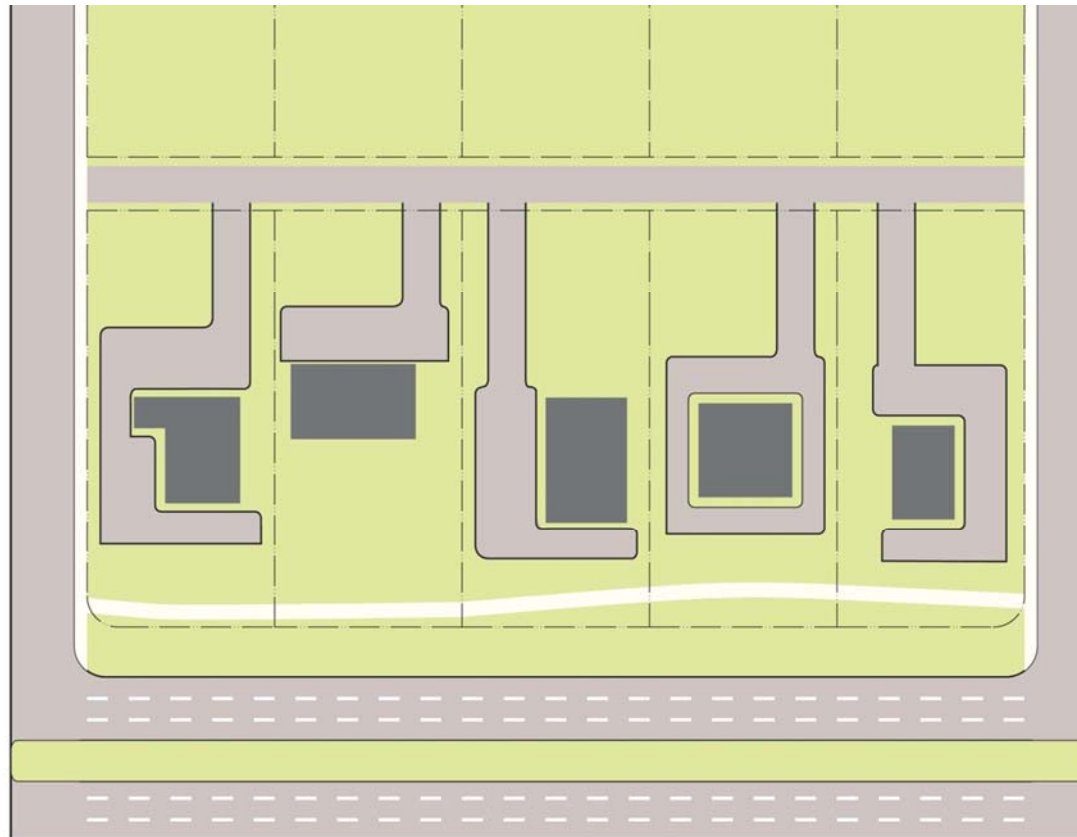
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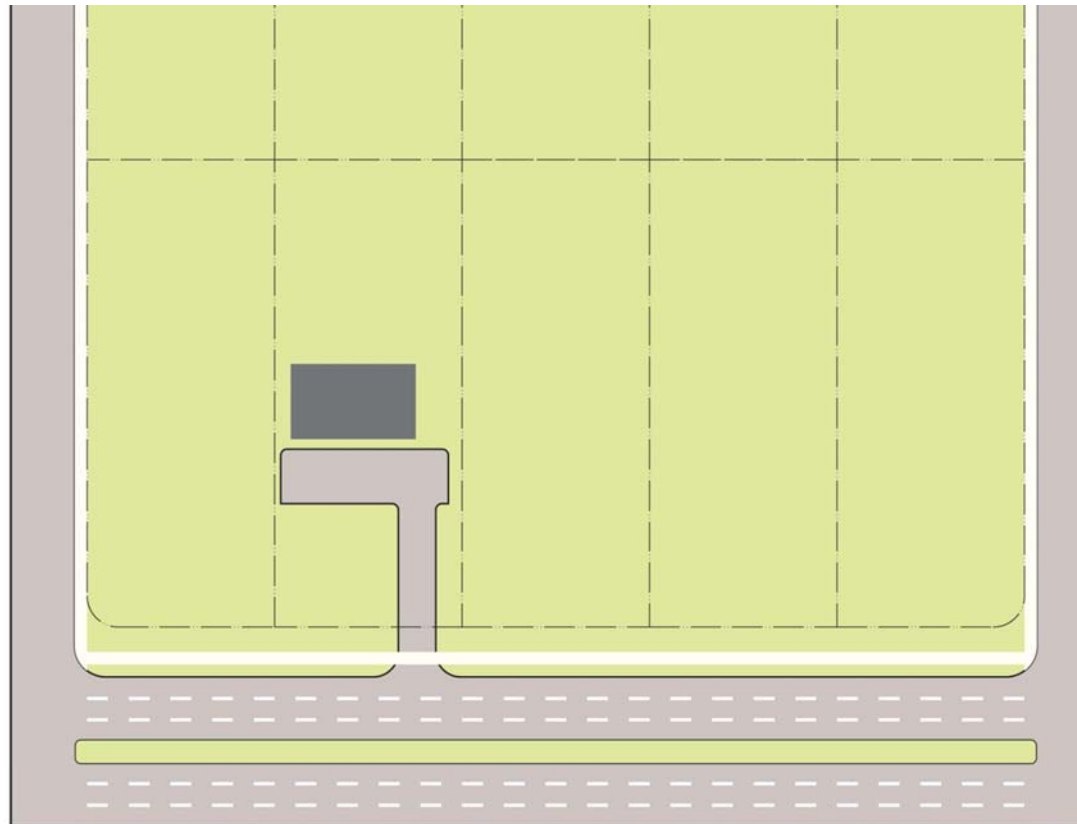
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"Completed" Parkway



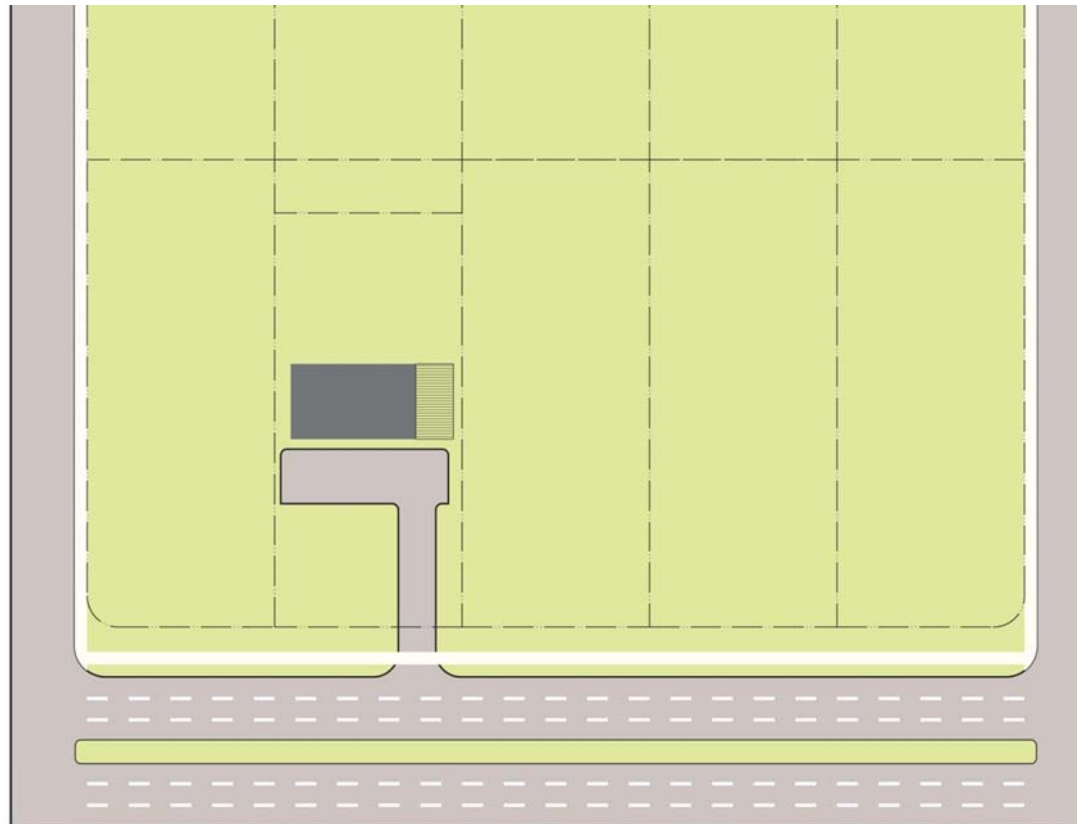
## Scenario 4: Reorient as Existing Development Expands or Redevelops



Existing Conditions



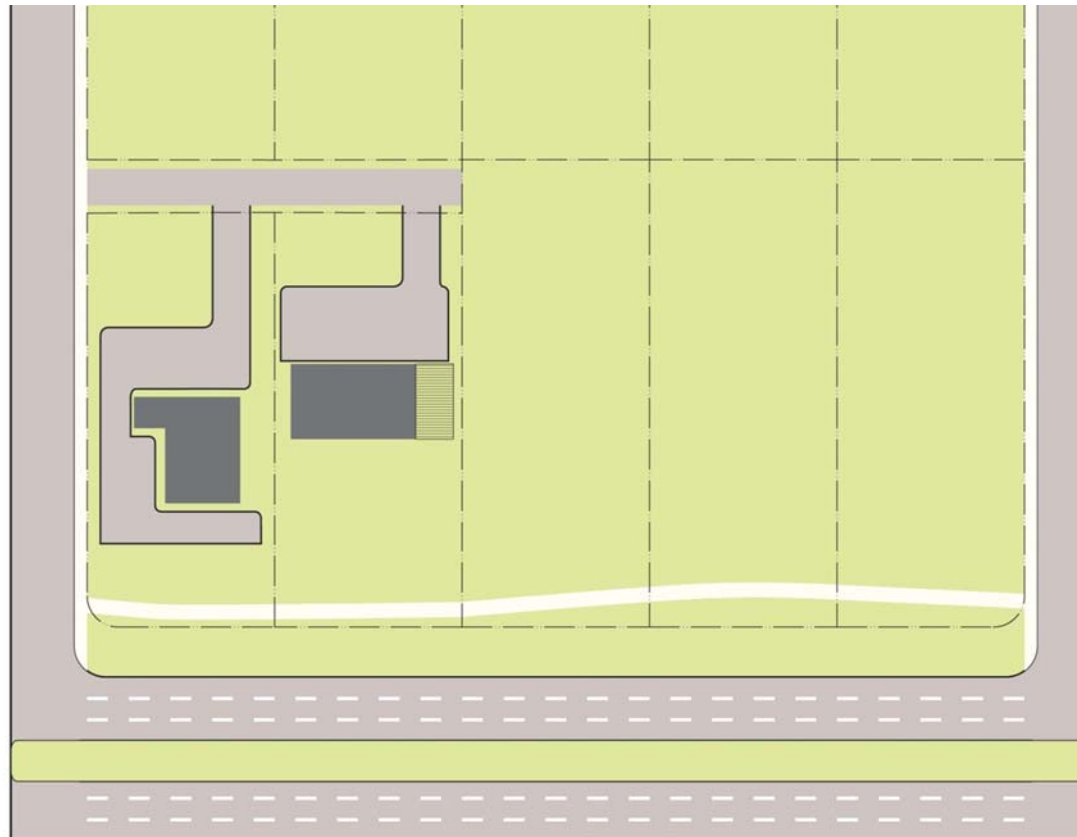
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Expansion or Redevelopment

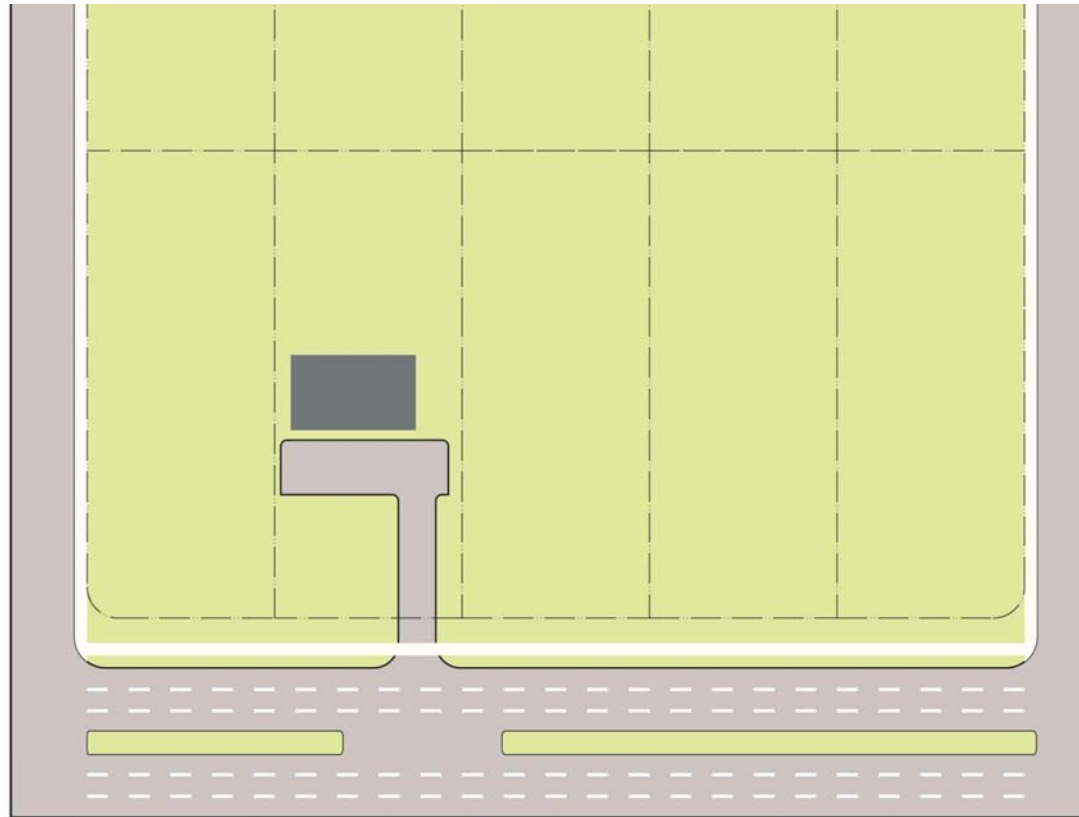


## Scenario 4: Reorient as Existing Development Expands or Redevelops



"Completed" Parkway

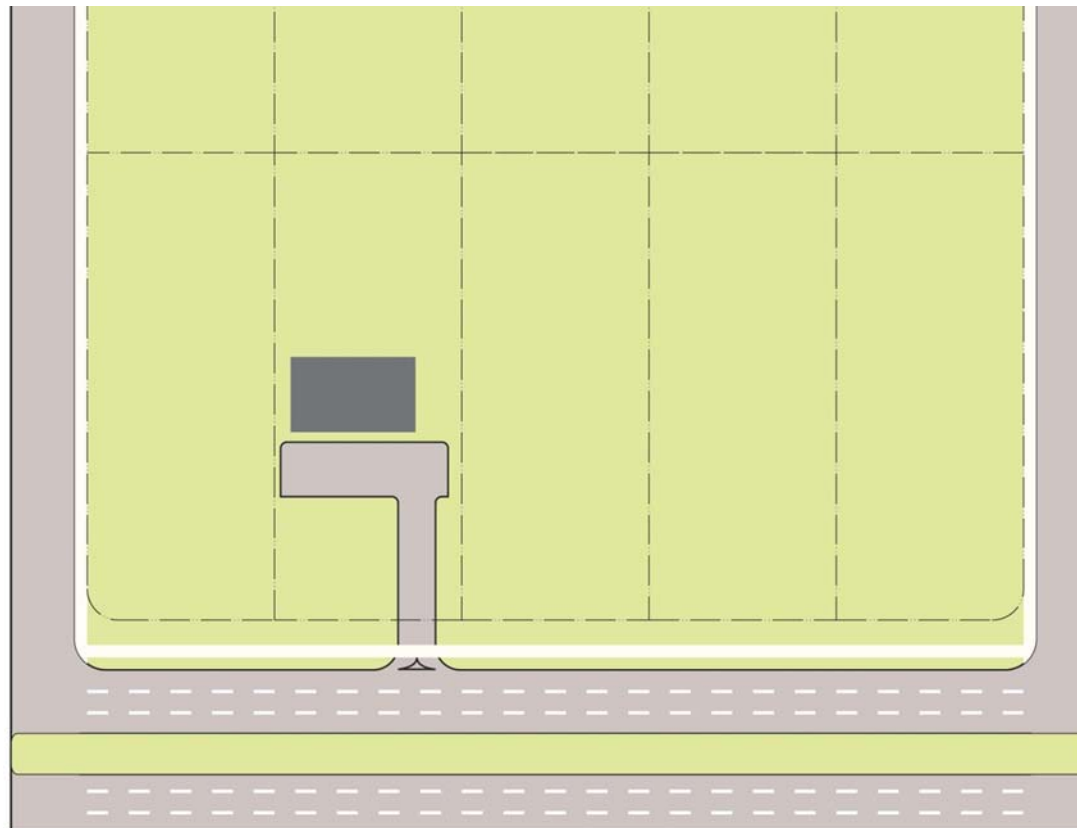
## Scenario 5: Reorient by DOT When Existing Development Doesn't Expand/Redevelop



Existing Conditions



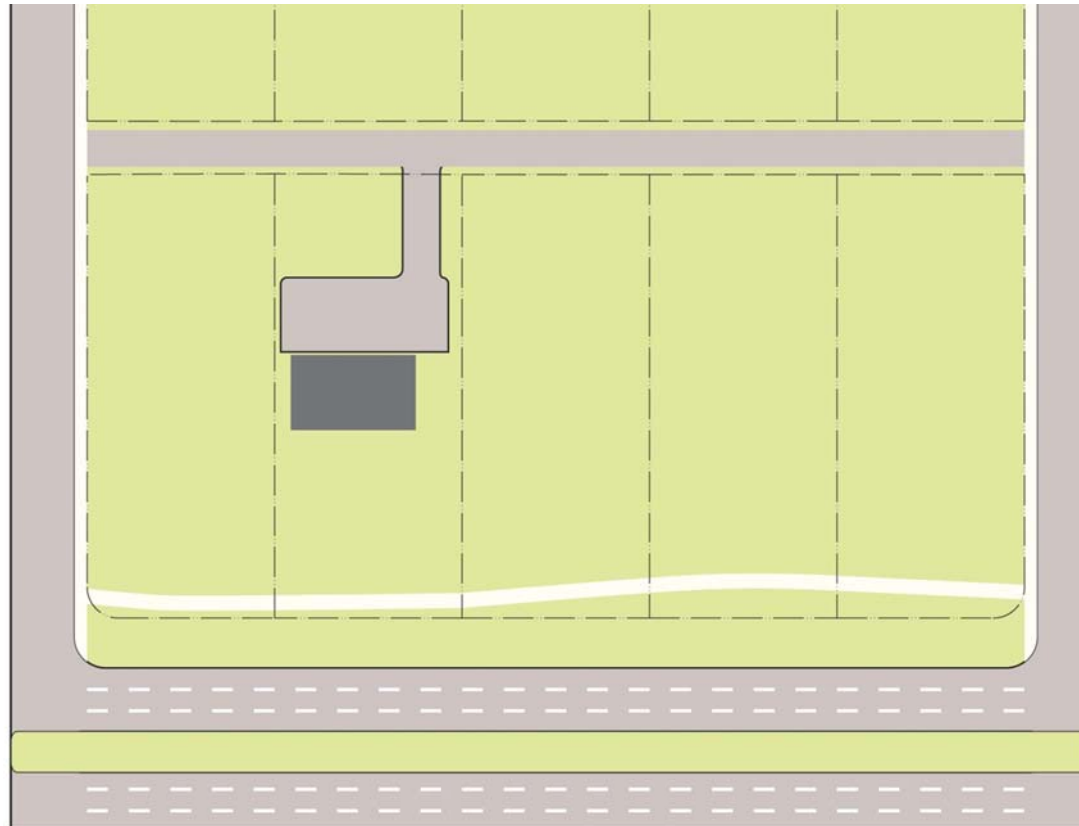
## Scenario 5: Reorient by DOT When Existing Development Doesn't Expand/Redevelop



"Intermediate" Corridor Improvements



## Scenario 5: Reorient by DOT When Existing Development Doesn't Expand/Redevelop



"Completed" Parkway





# Brookshire Boulevard

## Boulevard





# Brookshire Boulevard

Parkway

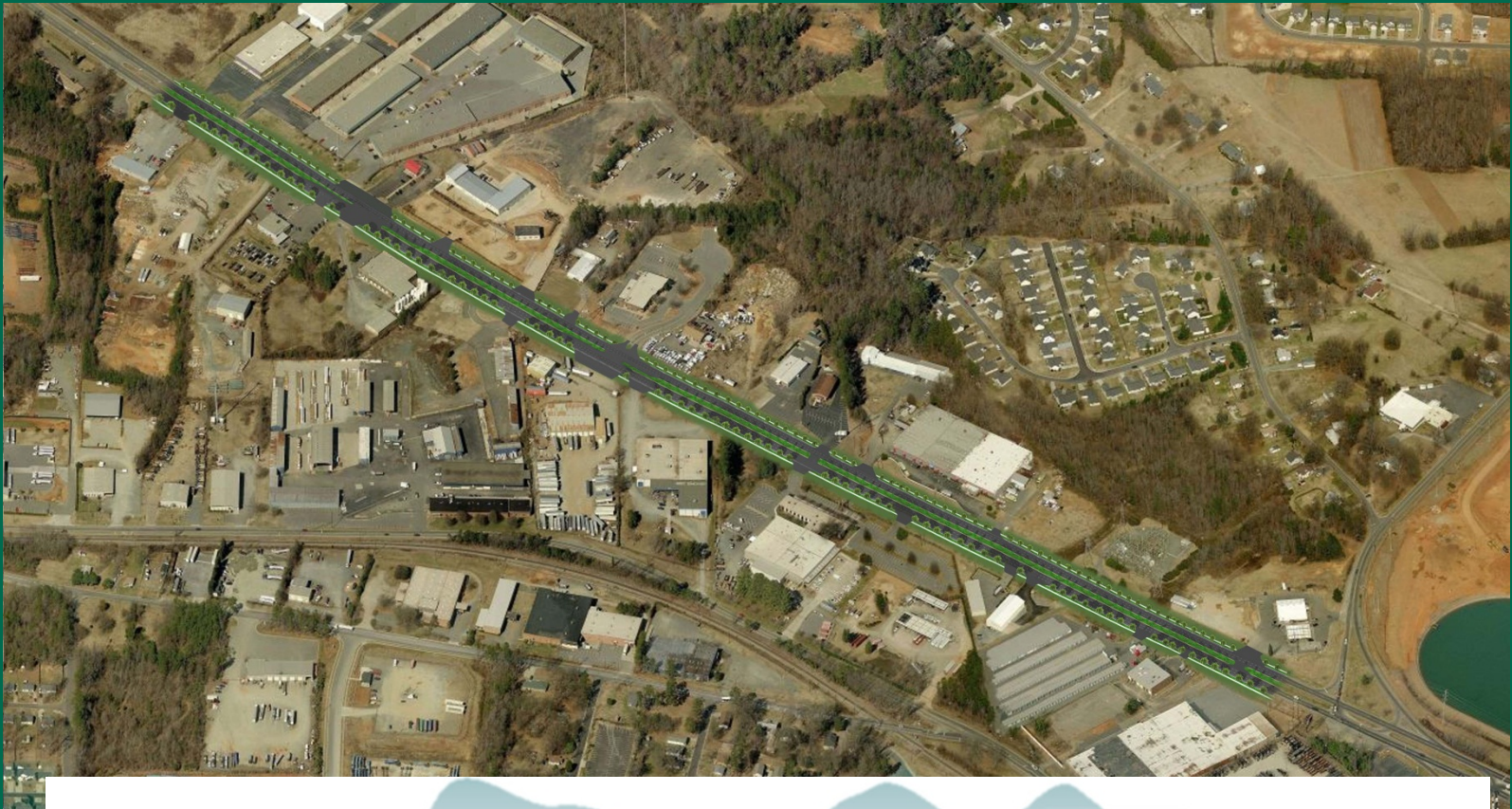




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# Brookshire Boulevard

Boulevard



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# Brookshire Boulevard

Parkway



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- Define framework of the study
  - Steering Committee presentation and corridor Tour
- Choices, tradeoffs, steering committee visioning
- Public outreach
- Findings and analyses
- Public Open House to present findings and visioning for corridor/segments
- Refine vision, adjust findings & recommendations (June 2012)
- **Public Open House to present recommendations (November 2012)**
- Finalize Study (December 2012)

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- Visit <http://cdotprojects.charlottenc.gov> and click on “Brookshire Blvd. and W.T. Harris Boulevard Study” to find out more.

