



CHARLOTTE

WT HARRIS BOULEVARD ROADWAY CLASSIFICATION STUDY

Public Open House

November 29, 2012

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

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

What does “Roadway Classification” mean?

- 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

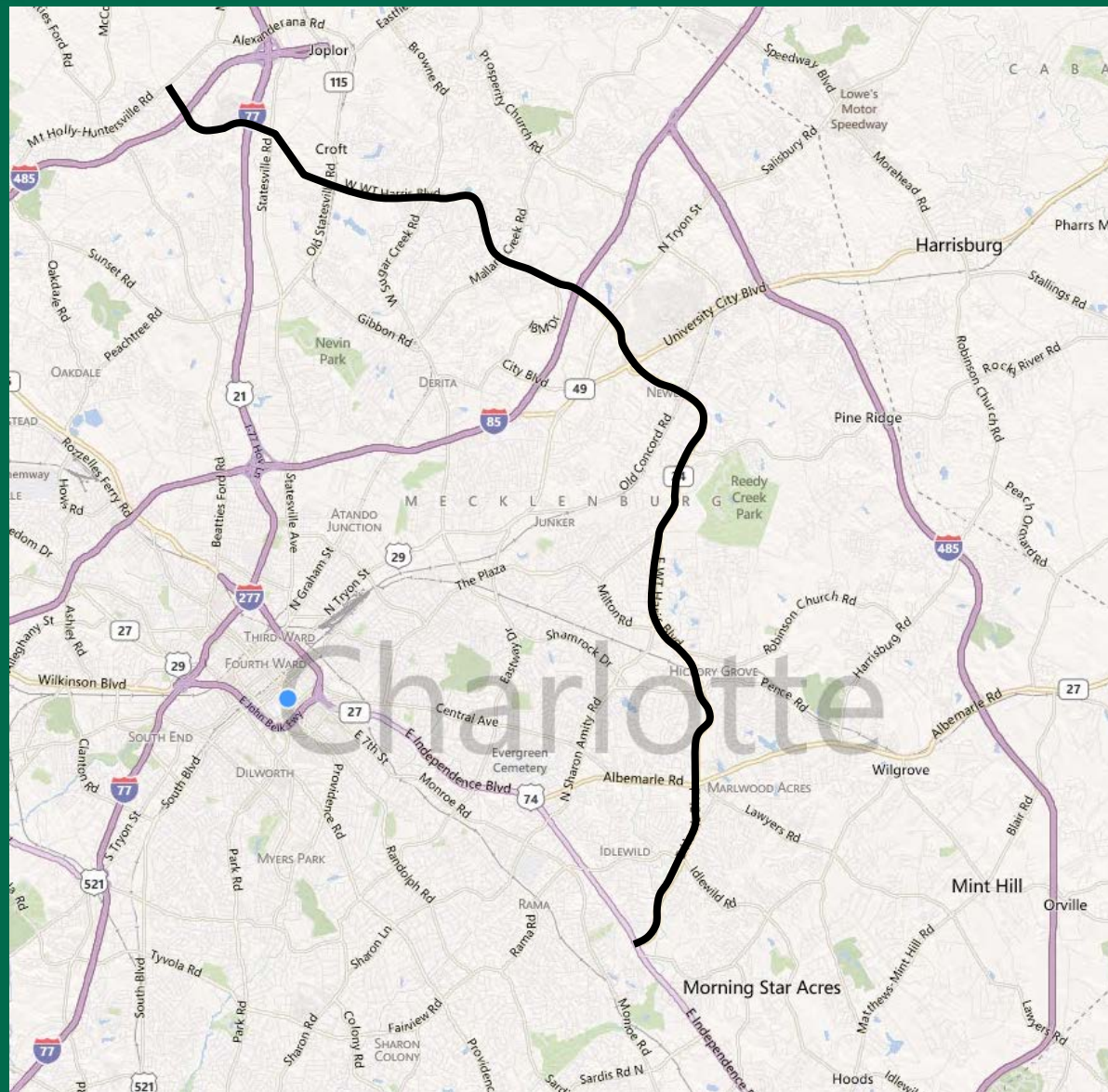
- Develop a vision for the future of W.T. Harris Boulevard
- Develop an overall plan for “functional” or “roadway type” classification
- Determine appropriate classification and cross section by segments and transition areas
- Establish consistency and compatibility in land development and transportation 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 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

- Circumferential thoroughfare serving major commercial centers (Northlake Mall, University City, Hickory Grove, Independence Blvd.)
- Limited access from the Plaza to North Tryon Street (US 29) and from Mallard Creek Road to I-77
- An east Charlotte parallel alternative midway between Center City and I-485
- Crosses and connects three interstates (I-85, I-77, I-485)
- Intra-county commuter route not subject to peak hour directional variation
- Bike/Ped facilities in some segments
- Bus stops in some segments



Inventory of existing characteristics

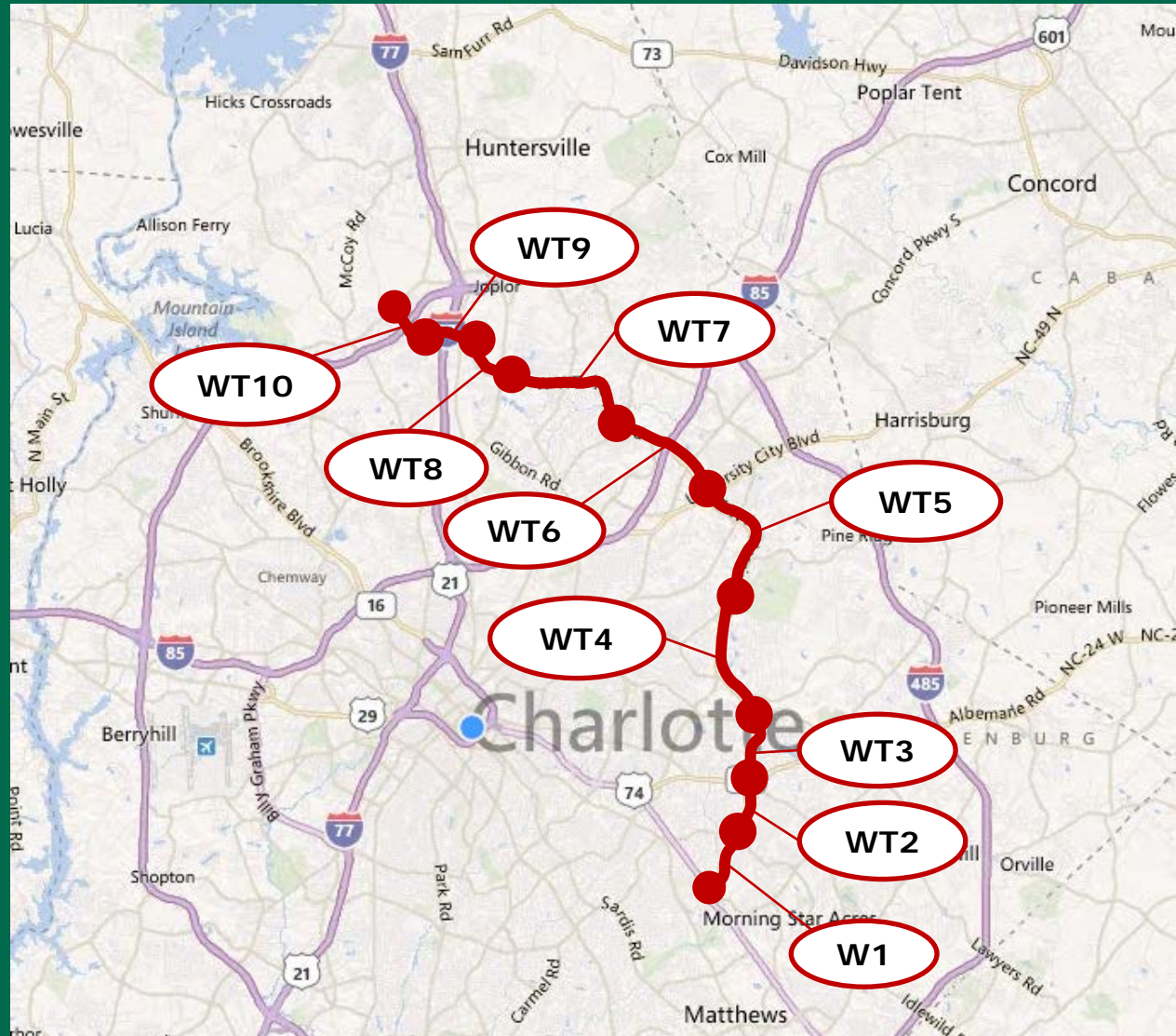
- Posted speed limit
- Number of lanes
- Number and spacing of street intersections (interchanges, signals, stop sign, right-in/right-out)
- Driveway access
- Presence of medians
- Pedestrian and bicycle accommodations
- Adjacent land uses and community context
- Bus stops and transit access
- Street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



W.T. Harris Boulevard

Definition of corridor segments

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

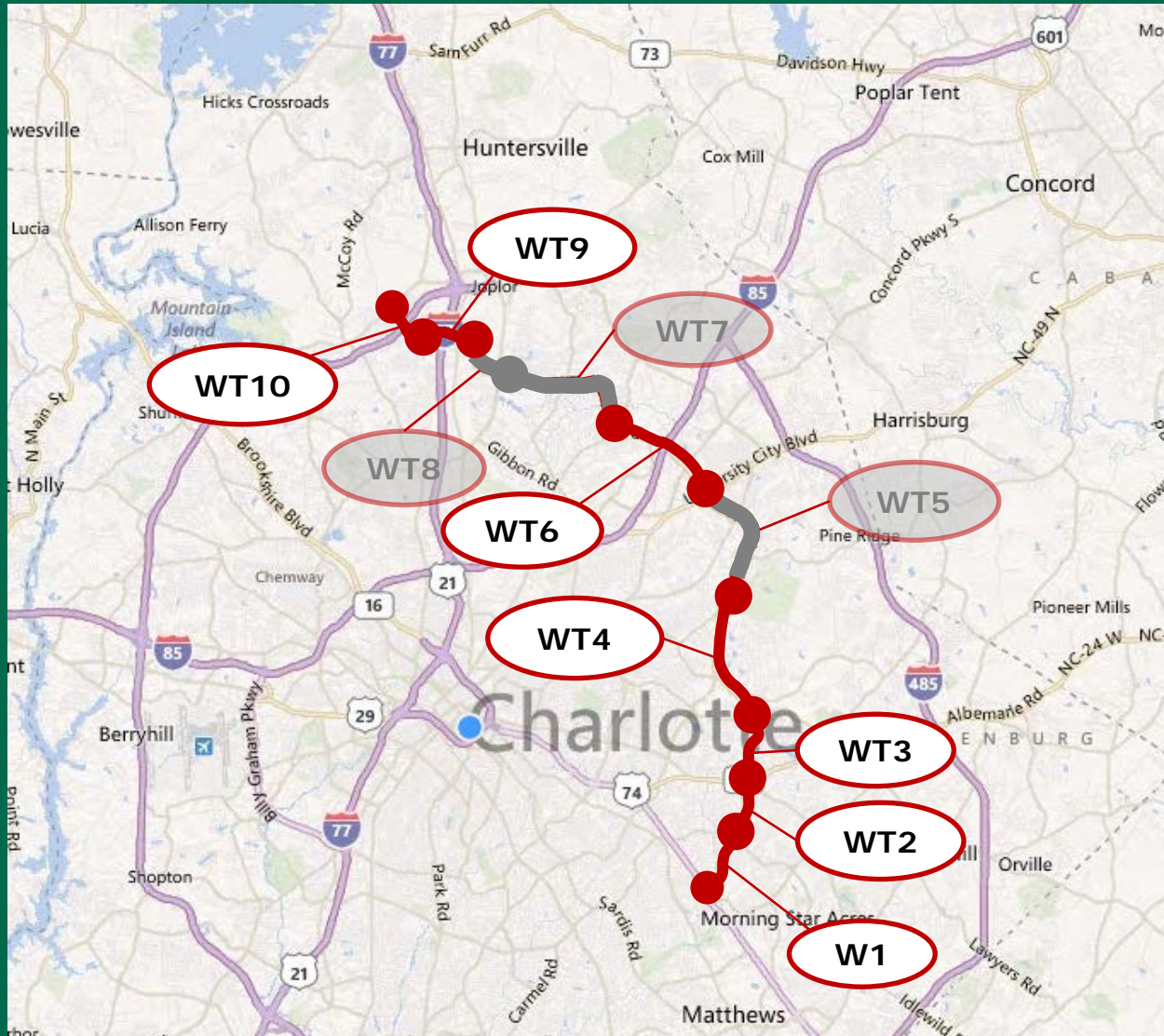


Tradeoffs Between Classifications

	Roadway Classification	
Characteristic	USDG Boulevard CTP Boulevard	USDG Parkway CTP Expressway
Speed Limit	Up to 45 mph	Up to 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)



W.T. Harris Boulevard





Corridor Vision, Goals, and Long-term Strategies

- Not a one size fits all
- Current “Boulevards” or “Parkways” can become better “Boulevards” or “Parkways”
- “Expressways” differ within centers/corridors vs. wedges
- Improve connectivity between existing institutions and the rest of the community
- Provide an accessible, safe, and attractive pedestrian and bicycle system by using planting strips, street trees, sidewalks, bicycle lanes, pedestrian bridges, and multi-use paths
- Comprehensive Transportation Plan (CTP) changes (25+ years)
- Development policy revisions
- Transportation improvement project recommendations
 - MUMPO 2040 Long Range Transportation Plan (LRTP) (20+ years)
 - NCDOT Transportation Improvement Program (TIP) projects (7 years)
 - City Capital Improvement Plan (CIP) projects

W.T. Harris Boulevard

Corridor Segment	Current Classification		Recommended Classification	
	USDG	CTP	USDG	CTP
Independence Blvd. to The Plaza	Boulevard	Boulevard	Boulevard	Boulevard
The Plaza to North Tryon Street	Parkway	Expressway	Parkway	Expressway
North Tryon Street to Mallard Creek Road	Parkway	Boulevard	Parkway	Expressway
Mallard Creek Road to I-77	Parkway	Expressway	Parkway	Expressway
I-77 to Mt. Holly-Huntersville Road	Boulevard	Boulevard	Boulevard	Boulevard



Independence Boulevard to Idlewild Road

- Complete sidewalk network by filling in missing gaps
- Provide connectivity to Campbell Creek Greenway

Idlewild Road to Albemarle Road

- Improve safety by adding median with left turns
- Intermittent/intermediate street widening
- Provide 5' bicycle lanes
- Improvements at Albemarle Road intersection to improve safety for motorists and pedestrians
- Driveway consolidation or elimination

Albemarle Road to Hickory Grove Road

- Improve connectivity of surrounding street network
- Provide 5' bicycle lanes

Hickory Grove Road to The Plaza

- Driveway consolidation or elimination
- Restrict left turn and through movements from some minor cross streets to improve mobility and safety
- Provide 5' bicycle lanes
- Implement Robinson Church Road Farm-to-Market project
- Implement W.T. Harris Boulevard/Milton Road intersection improvements
- Implement W.T. Harris Boulevard/The Plaza intersection improvements
- Transition from "Boulevard" to "Parkway/Expressway" north of The Plaza

The Plaza to North Tryon Street

- Continued policy of no direct access to W.T. Harris 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 W.T. Harris Boulevard
- Bike/pedestrian corridor should include connectivity to current and future planned greenway corridors
- Alternative intersection configurations at Grier Road and Rocky River Road Road to relieve congestion, enhance safety, and improve mobility (potential grade separation, Superstreet concept)
- No bus stops on W.T. Harris Boulevard

Mallard Creek Road to I-77

- No direct access driveways to W.T. Harris 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 wide planting strips and very limited access to W.T. Harris Boulevard
- Bike/pedestrian corridor should include connectivity to current and future planned greenway corridors
- Alternative intersection configurations at West Sugar Creek Road, Davis Lake Parkway, Old Statesville Road, Lakeview Road, Reames Road, and Statesville Road to relieve congestion, enhance safety, and improve mobility including potential grade separation or Superstreet concept
- No bus stops on W.T. Harris Boulevard

I-77 to Mt. Holly-Huntersville Road

- Development policy that manages driveway access for “High Mobility” Boulevard
- Provide bike lanes, sidewalks, and planting strips consistent with Boulevard classification
- Pedestrian connectivity between adjacent land uses and W.T. Harris sidewalk
- Complete the street (street widening, bike lanes, sidewalks, curb & gutter, planting strips, medians, etc.) to Mt. Holly-Huntersville Road



Expressway/Parkway in Centers/Corridors vs. Wedges

Characteristic	Centers/Corridors	Wedges
Speed Limit	45-50 mph	55 mph
Intersection Spacing	Shorter spacing is allowable when existing intermediate streets cannot be closed, or when required by land parcel configuration.	½ mile spacing
Driveway Access	Inappropriate (alternate access required)	Inappropriate (alternate access required)
Intersections	Grade separation Signals Right-in/right-out or eliminated	Grade separation Signals Right-in/right-out or eliminated
Medians	20' preferable (17' minimum)	20' or more
Pedestrians	Separate, parallel facility (multi-use path at or beyond r/w; grade separated or no crosswalk)	Separate, parallel facility (multi-use path beyond r/w; grade separated or no crosswalk)
Transit Access	Separate facility (Park-n-Ride, parallel street)	Separate facility (Park-n-Ride, parallel street)
Bicyclists	Separate, parallel facility (multi-use path beyond r/w or nearby parallel street)	Separate, parallel facility (multi-use path beyond r/w or nearby parallel street)
Outside Edge of Travel	Curb & Gutter	Shoulder



North Tryon Street to Mallard Creek Road

- Implement Parkway/Expressway consistent with UCP/URP area plans
- Eliminate direct access driveways to W.T. Harris Boulevard
- Increase density of adjacent street network (connectivity)
- Provide alternate parallel streets for access and local trips
- Complete quadrant roadway with McCullough and JW Clay to displace left turns from N. Tryon & W.T. Harris
- Alternative intersection configurations at North Tryon Street, University Executive Park Drive, McCullough/JW Clay, Research Drive, Epri Drive, Technology Drive, IBM Drive, Mallard Creek Road to relieve congestion, enhance safety, and improve mobility including potential grade separation and Superstreet concept

North Tryon Street to Mallard Creek Road (cont'd)

- Provide multi-use path on separate, nearby, parallel streets (not Parkways) OR within the corridor, but at or beyond R/W with wide planting strips and very limited access to W.T. Harris Boulevard (grade separation over W.T. Harris Boulevard)
- Bike/pedestrian corridor should include connectivity to current and future planned greenway corridors
- No bus stops on W.T. Harris Boulevard

Development Policy Guidelines for Mobility Protection

- Require development to orient away from the corridors, providing primary vehicular access from a public street that is not a roadway classified as “Expressway” or “Parkway”.
- Promote adherence to land development principles that minimize the need for local trips on W.T. Harris Boulevard
- Support efforts to increase connectivity within and between land development sites
- Promote development design that adequately manages access and reduces congestion levels on W.T. Harris Boulevard

Development Policy Guidelines for Mobility Protection (cont'd)

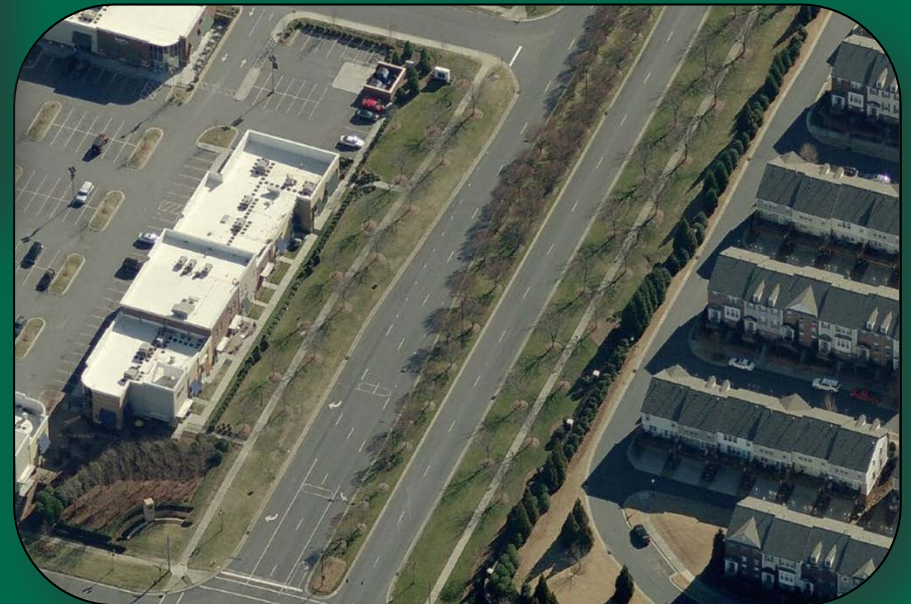
- Maintain the viability of existing development when W.T. Harris Boulevard improvements are made
- Create an incentive program to expedite improvements that are consistent with the intent of the recommendations of this Study.
- Create a buyout program for properties with very restricted access
- Prioritize investment areas
- Consider a new overlay district or districts

Examples of Boulevards in Centers



Ballantyne Commons Parkway

25,000 vehicles/day



Examples of Boulevards in Centers



Johnston Road (north of I-485)

39,000 vehicles/day

Examples of Boulevards in Centers



Fairview Road (South Park Mall)

40,000 vehicles/day



Examples of Boulevards in Centers



Providence Road (north of I-485)

35,000 vehicles/day



- 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.

