



CHARLOTTE

BROOKSHIRE BOULEVARD ROADWAY CLASSIFICATION STUDY

Public Open House

June 6, 2012

- No recommendations presented today
- Summary of findings
- Gather feedback
- Begin to define vision for corridor/segments

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

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.



Primary Focus of the Brookshire Boulevard Roadway Classification Study

CTP
(Expressway or Boulevard)

USDG/NCDOT
Complete Streets
(Parkway or Boulevard)

- 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!**

Inventory of existing characteristics

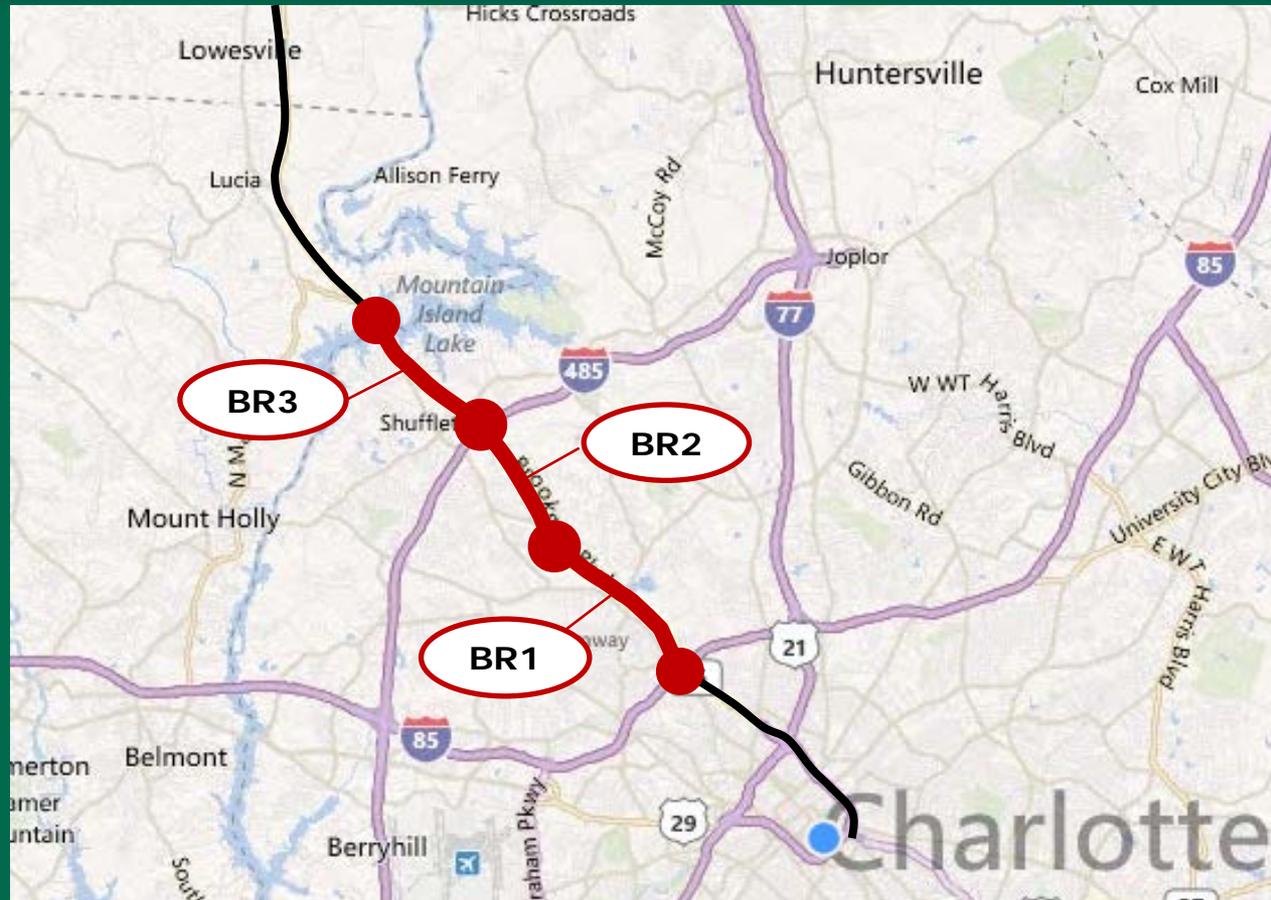
- Posted speed limit
- Number of lanes
- Number and spacing of street intersections (interchanges, signals, stop sign, right-in/right-out)
- Driveway access
- Presence of medians
- Pedestrian and bicycle accommodations
- Adjacent land uses and community context
- Bus stops and transit access
- Street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

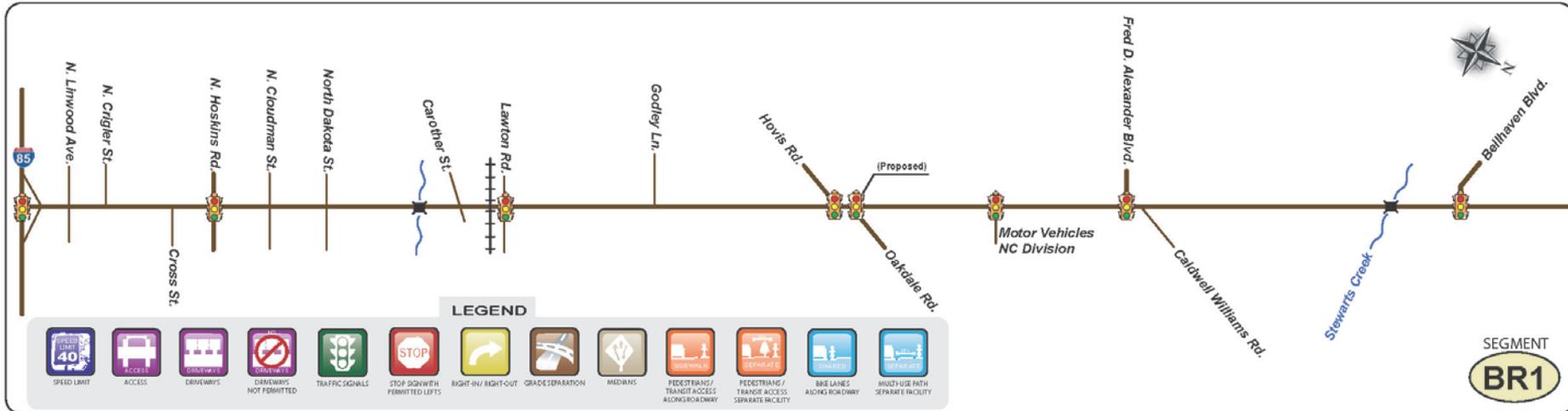
Tradeoffs Between Classifications

	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

Straight Line Diagram of Brookshire Boulevard
from North of I-85 to Bellhaven Boulevard



Current Conditions

SPEED	ACCESS	DRIVEWAYS	INTERSECTION TREATMENT	MEDIANS	PEDESTRIANS / TRANSIT ACCESS	BICYCLE
	 8 Cross Streets	 Several			 I-85 to Dakota St.	None

Dramatic Changes if Classified as USDG / CTP Boulevard

SPEED	ACCESS	DRIVEWAYS	INTERSECTION TREATMENT	MEDIANS	PEDESTRIANS / TRANSIT ACCESS	BICYCLE

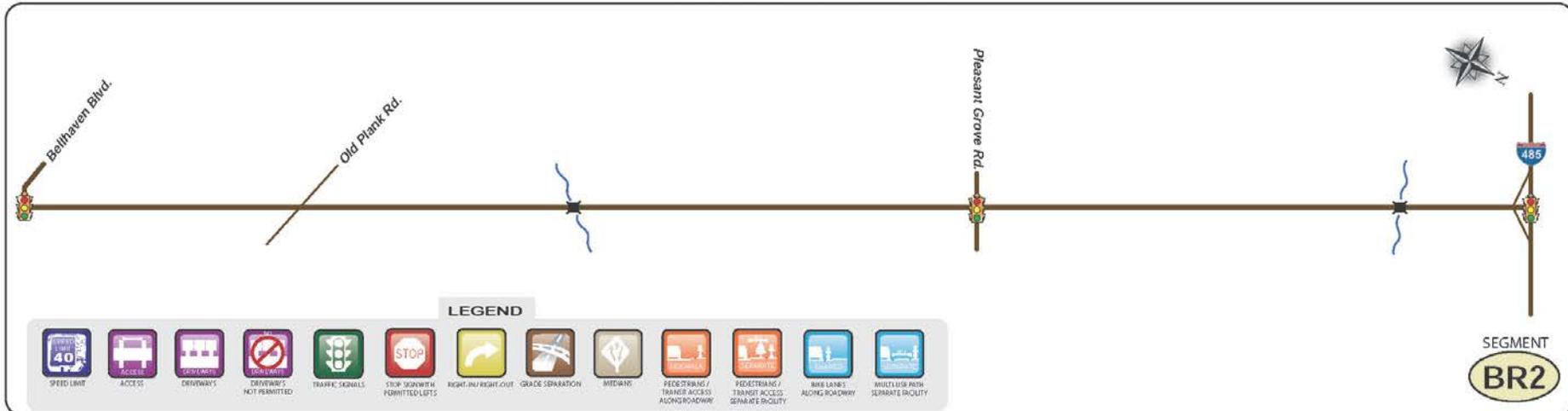
Dramatic Changes if Classified as USDG Parkway / CTP Expressway

SPEED	ACCESS	DRIVEWAYS	INTERSECTION TREATMENT	MEDIANS	PEDESTRIANS / TRANSIT ACCESS	BICYCLE
	 1/2 Mile					



Brookshire Boulevard

Straight Line Diagram of Brookshire Boulevard
from Bellhaven Boulevard to I-485



Current Conditions

SPEED	ACCESS	DRIVEWAYS	INTERSECTION TREATMENT	MEDIANS	PEDESTRIANS / TRANSIT ACCESS	BICYCLE
	 Cross Streets	None	 Signals at I-485 		None	None

Dramatic Changes if Classified as USDG / CTP Boulevard

SPEED	ACCESS	DRIVEWAYS	INTERSECTION TREATMENT	MEDIANS	PEDESTRIANS / TRANSIT ACCESS	BICYCLE
			(NOT CONSIDERED)			

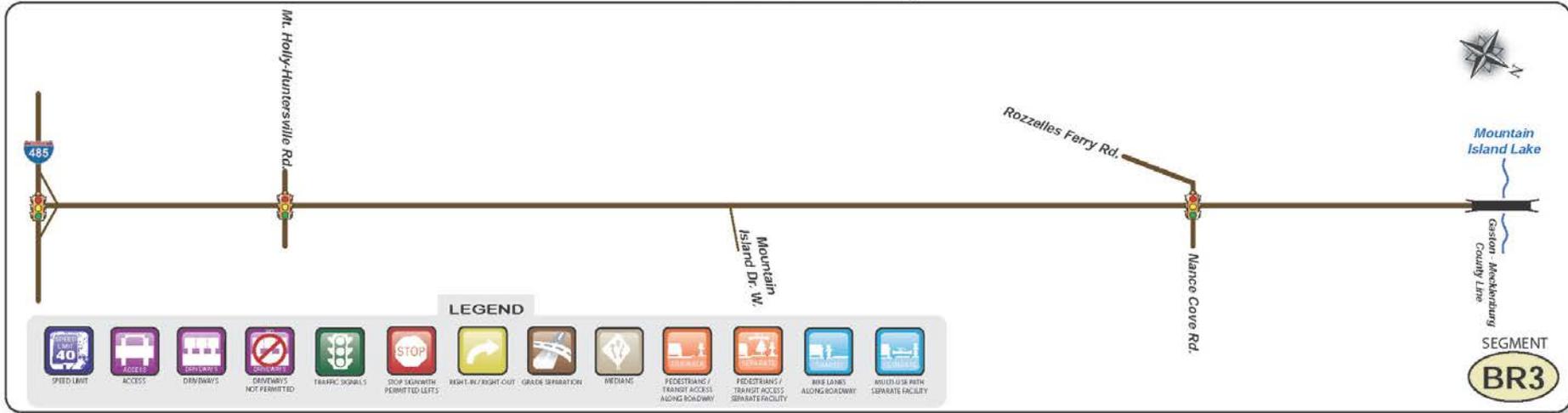
Dramatic Changes if Classified as USDG Parkway / CTP Expressway

SPEED	ACCESS	DRIVEWAYS	INTERSECTION TREATMENT	MEDIANS	PEDESTRIANS / TRANSIT ACCESS	BICYCLE



Brookshire Boulevard

Straight Line Diagram of Brookshire Boulevard
from I-485 to Gaston County



Current Conditions

SPEED	ACCESS	DRIVEWAYS	INTERSECTION TREATMENT	MEDIANS	PEDESTRIANS / TRANSIT ACCESS	BICYCLE
	 3 Cross Streets	None			None	None

Dramatic Changes if Classified as USDG / CTP Boulevard

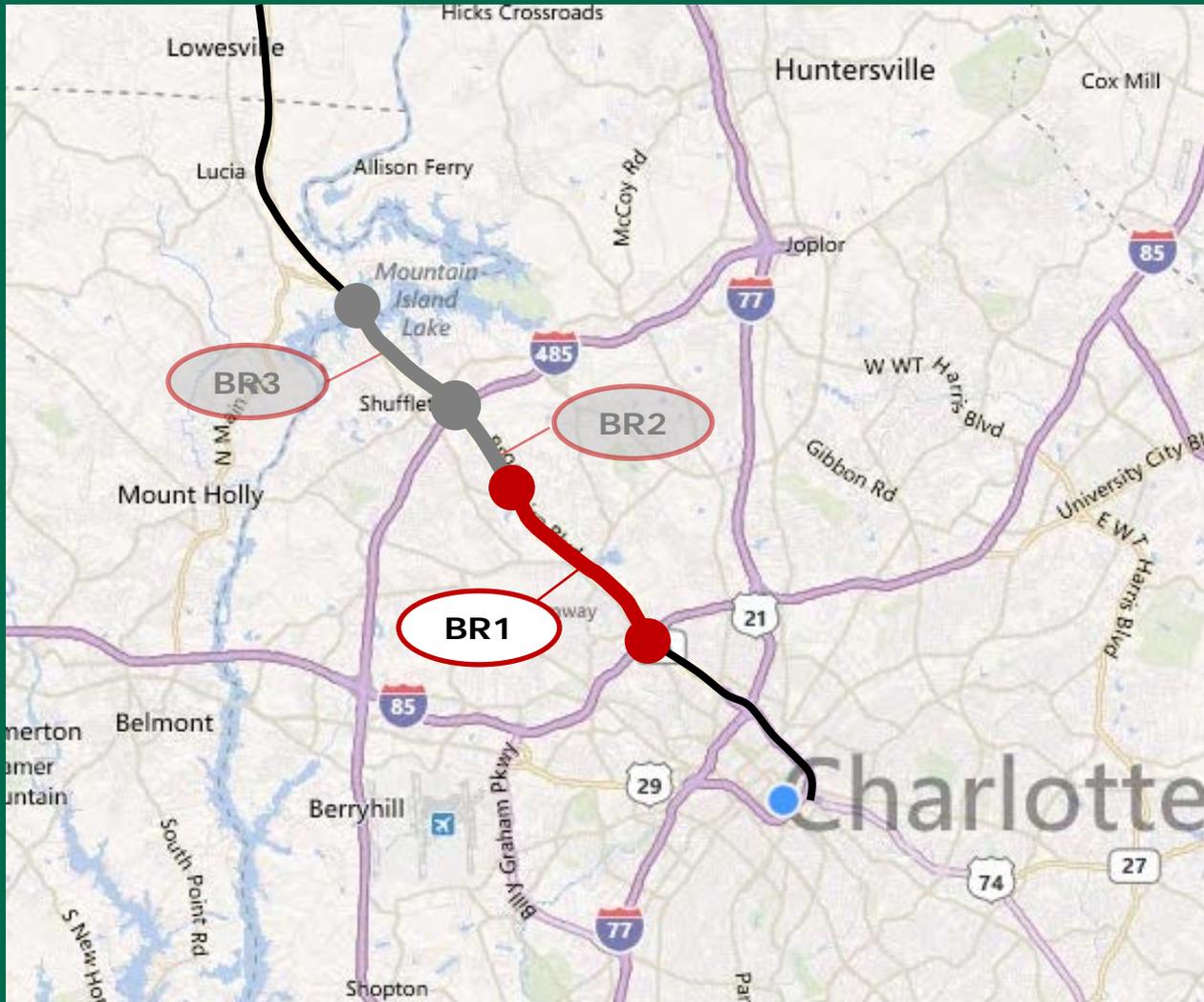
SPEED	ACCESS	DRIVEWAYS	INTERSECTION TREATMENT	MEDIANS	PEDESTRIANS / TRANSIT ACCESS	BICYCLE
			(NOT CONSIDERED)			

Dramatic Changes if Classified as USDG Parkway / CTP Expressway

SPEED	ACCESS	DRIVEWAYS	INTERSECTION TREATMENT	MEDIANS	PEDESTRIANS / TRANSIT ACCESS	BICYCLE



Brookshire Boulevard





Developing the Vision for the Corridor/Segments

- Access

- Segments where access would remain unchanged
- Segments where access would become more managed
 - Fewer driveways
 - Fewer full-movement cross streets
 - Minor changes to surrounding transportation network
- Segments where access would become controlled
 - No driveways
 - Grade separations or interchanges
 - Fewer or no traffic signals
 - No stop-controlled, full-movement intersections
 - Additional transportation network connectivity (new streets, extension of existing streets)
 - Concentrating cross traffic or side street traffic at fewer intersections resulting in wider or grade separated intersections, wider pedestrian crosswalks

- Multi-modal

- Addition of bike lanes, sidewalks
- Addition of separate, parallel facility for bicyclists and pedestrians



Boulevard





Brookshire Boulevard

Parkway



Boulevard





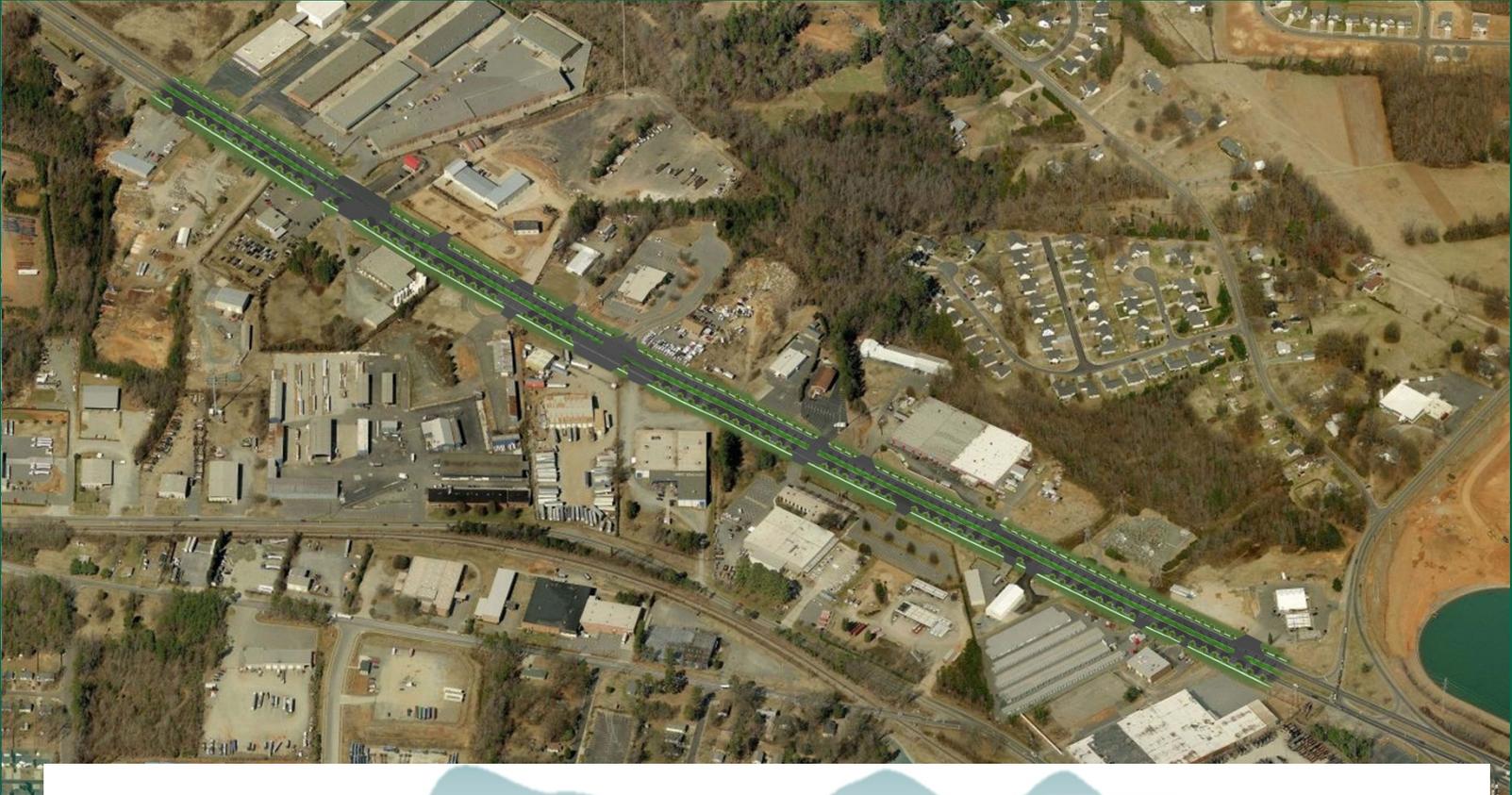
Brookshire Boulevard

Parkway





Boulevard





Brookshire Boulevard

Parkway



- 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 (July 2012)
- Finalize Study (July/August 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.

