

Brown's Station Way Master Plan

January 28, 2020



Project Overview



Plan Goals



Improve Safety



Strengthen Sense of Community



Provide Multi-Modal Transportation Options



Create an Identity



Plan for Maintenance



Connect Clarksville

Planning Process



Public Meeting
Oct. 7, 2019

Milestone
Meetings with
TOC Staff

Joint Meeting of
Planning
Commission
and RDC
Dec. 17, 2019

Entrance into Clarksville



Previous Pedestrian Bridge Connection



Designed as a Freeway



Need Access Management



Oversized and Outdated



Entrance from New Albany



Location Section	Speed Limit		% of Traffic Above Speed Limit		85th Percentile Speed (MPH)	
	WB	EB	WB	EB	WB	EB
01. Silver Creek Bridge	30	45	99%	50%	53	56
02. Lewis and Clark Interchange	45	45	52%	52%	52	52
03. Bridge over old CSX corridor	45	45	72%	82%	54	55
04. North Clark Blvd.	45	45	8%	39%	44	49
05. East of Randolph	40	40	37%	53%	45	46

TABLE 2-1

Speed Study: Summary of Results.

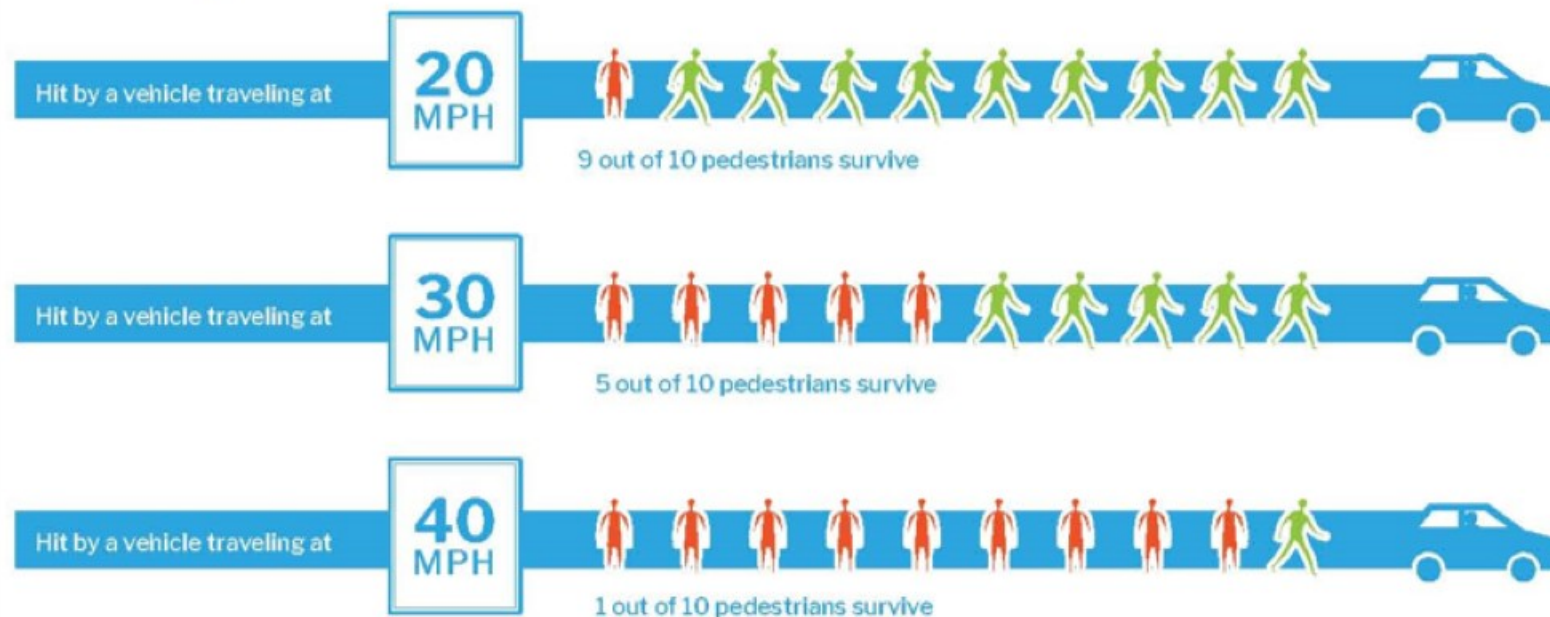
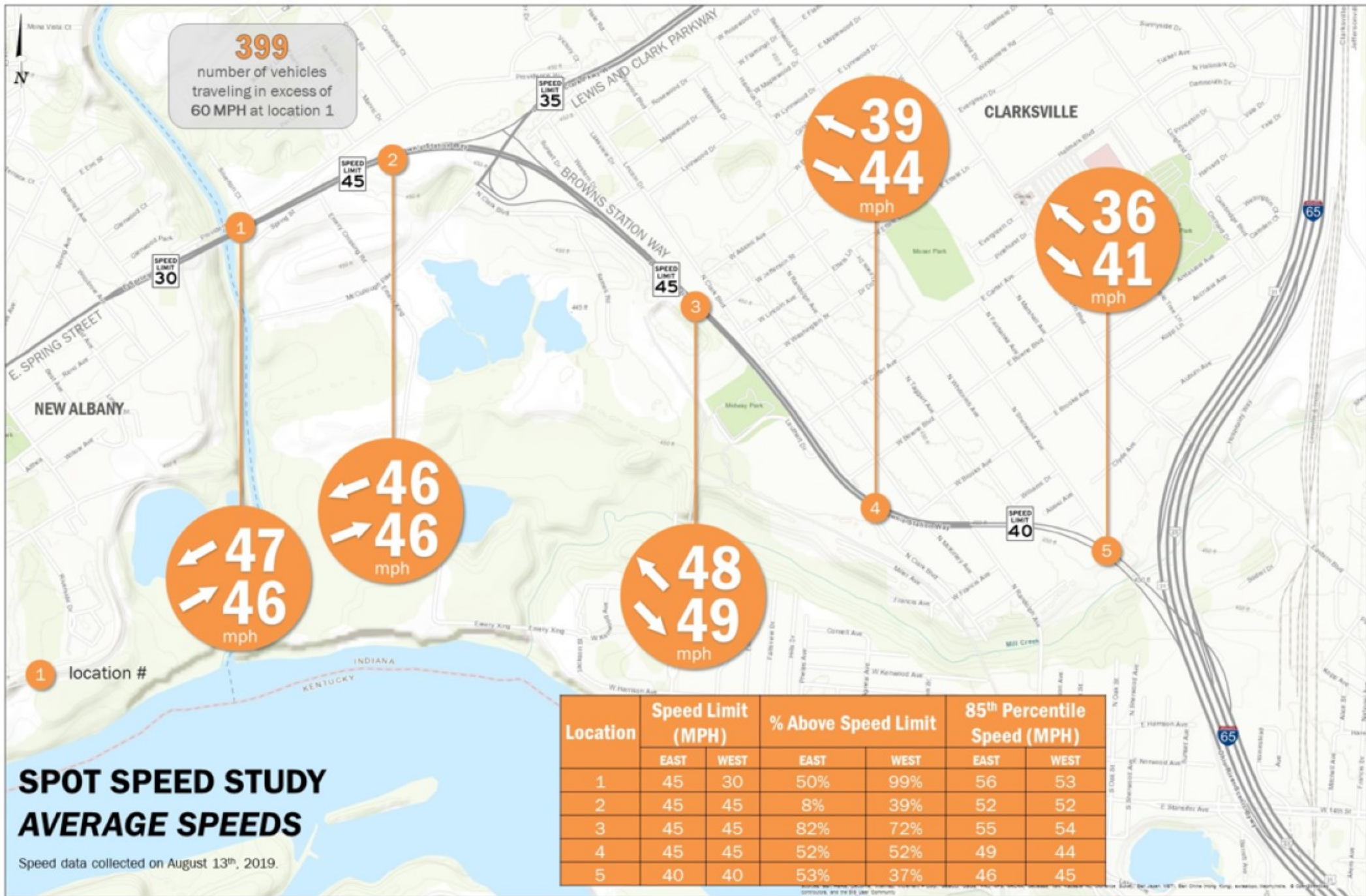


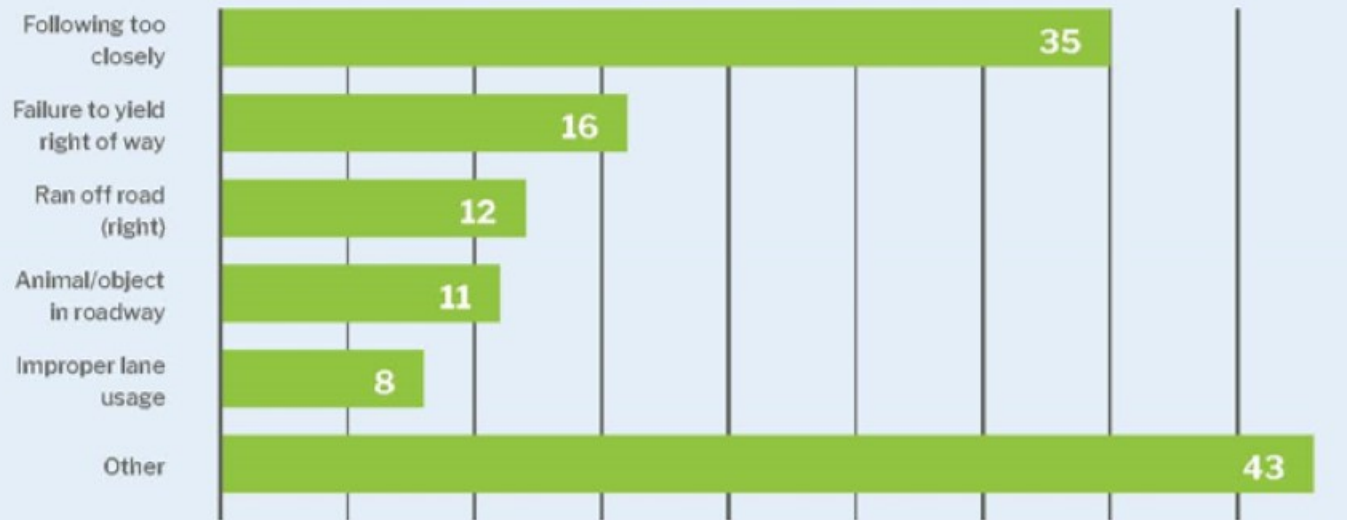
FIG. 2-3

Pedestrian Injury Severity Based on Vehicle Speed. Data Source: Traffic Advisory Unit, 1993.



REPORTED TRAFFIC COLLISIONS

PRIMARY CRASH FACTORS



DID YOU KNOW?

Most of the traffic exceeds the posted speed limit, with many vehicles recorded travelling in excess of 70 mph.

112



TOTAL COLLISIONS OVER 5 YEARS

5



Fatal crashes

25



Injury crashes

82



Non-Injury crashes

CRASH CONDITIONS



27

Wet or icy conditions



22%

Of total reported traffic collisions



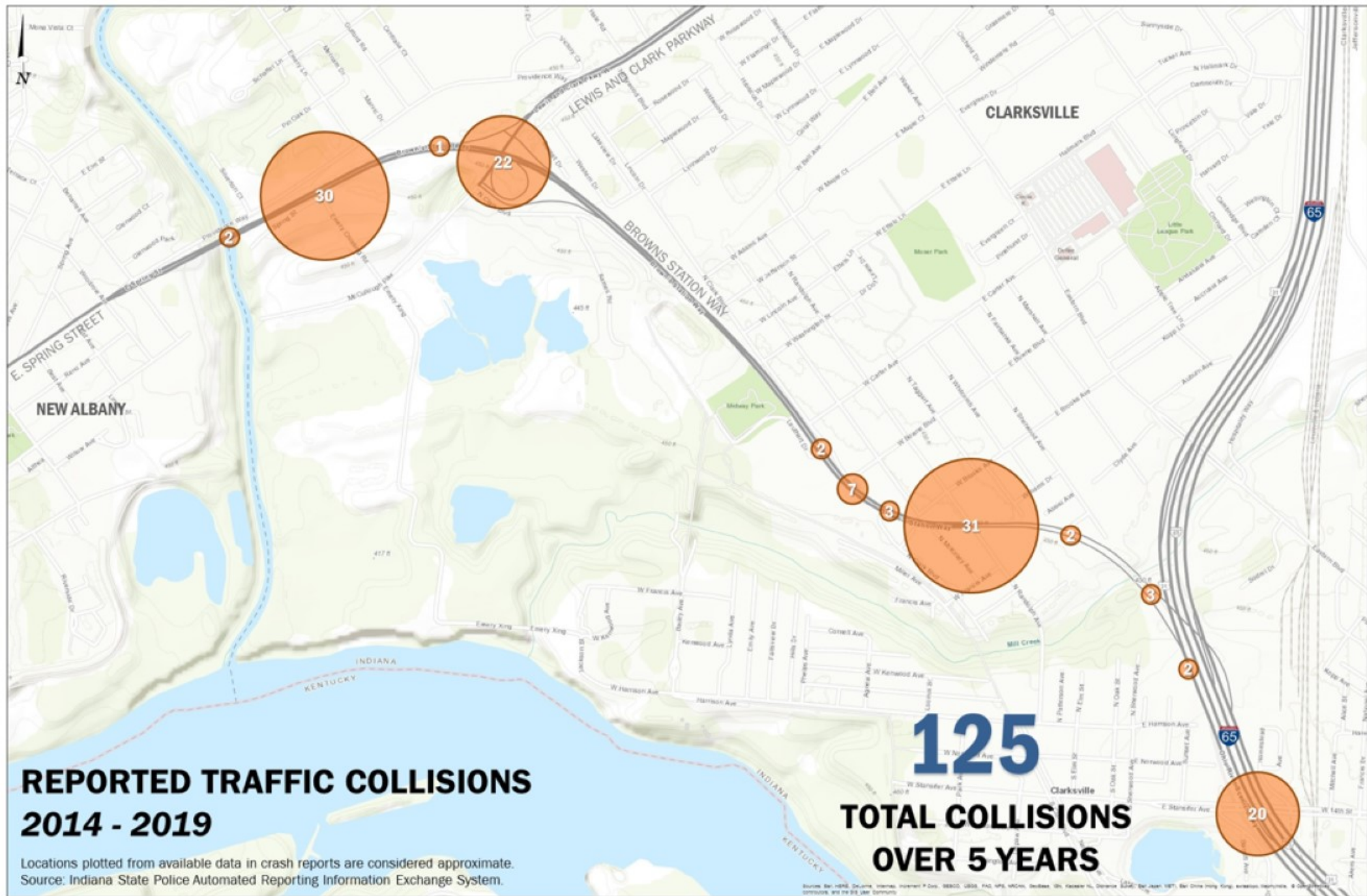
37

Dusk to nighttime



30%

Of total reported traffic collisions



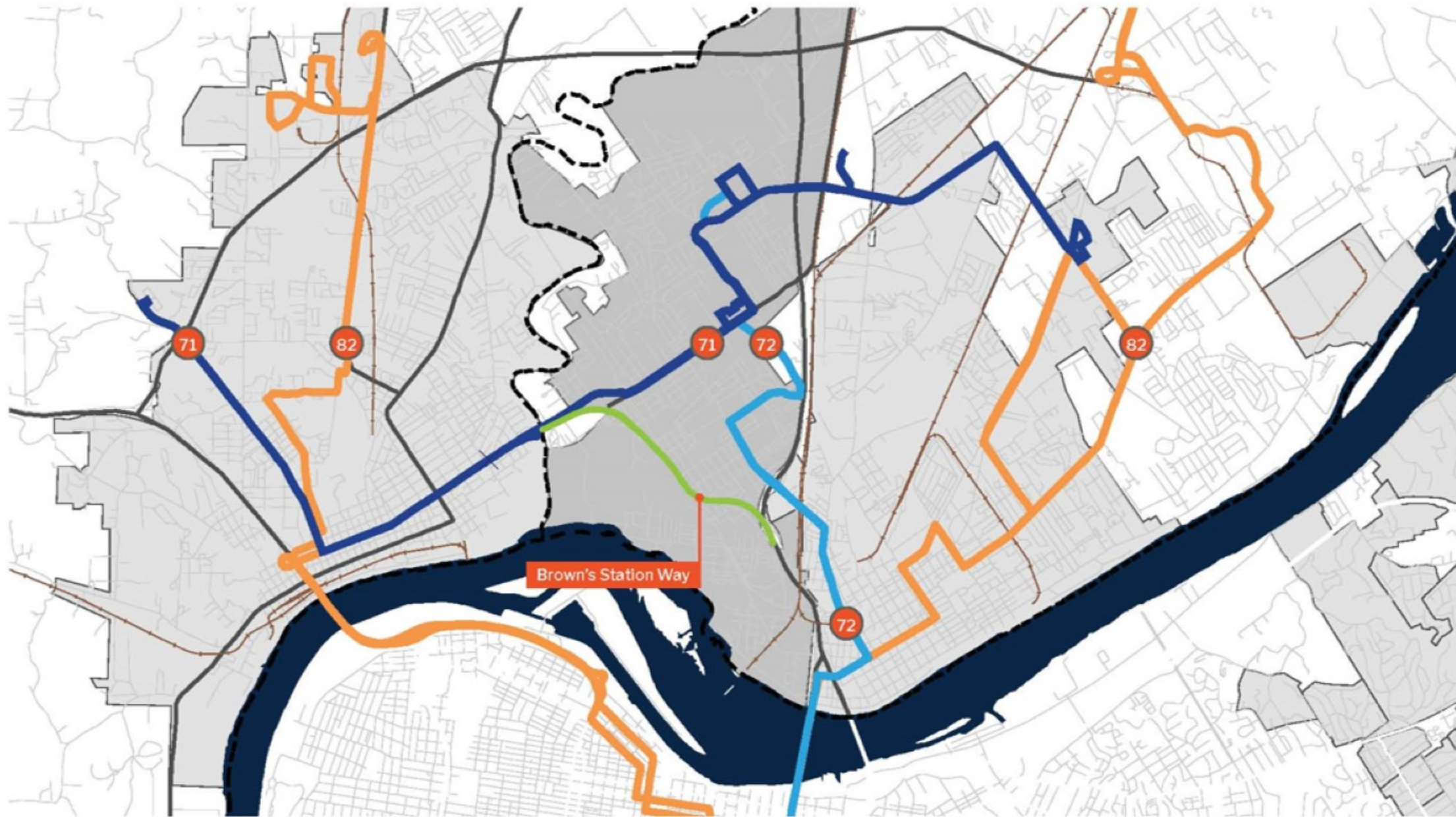


FIG. 2-7 Existing TARC routes located near Brown's Station Way include Route 71 (Jeffersonville - Louisville - New Albany), Route 72 (Clarksville), and Route 82 (New Albany - Clarksville - Jeffersonville Crosstown).

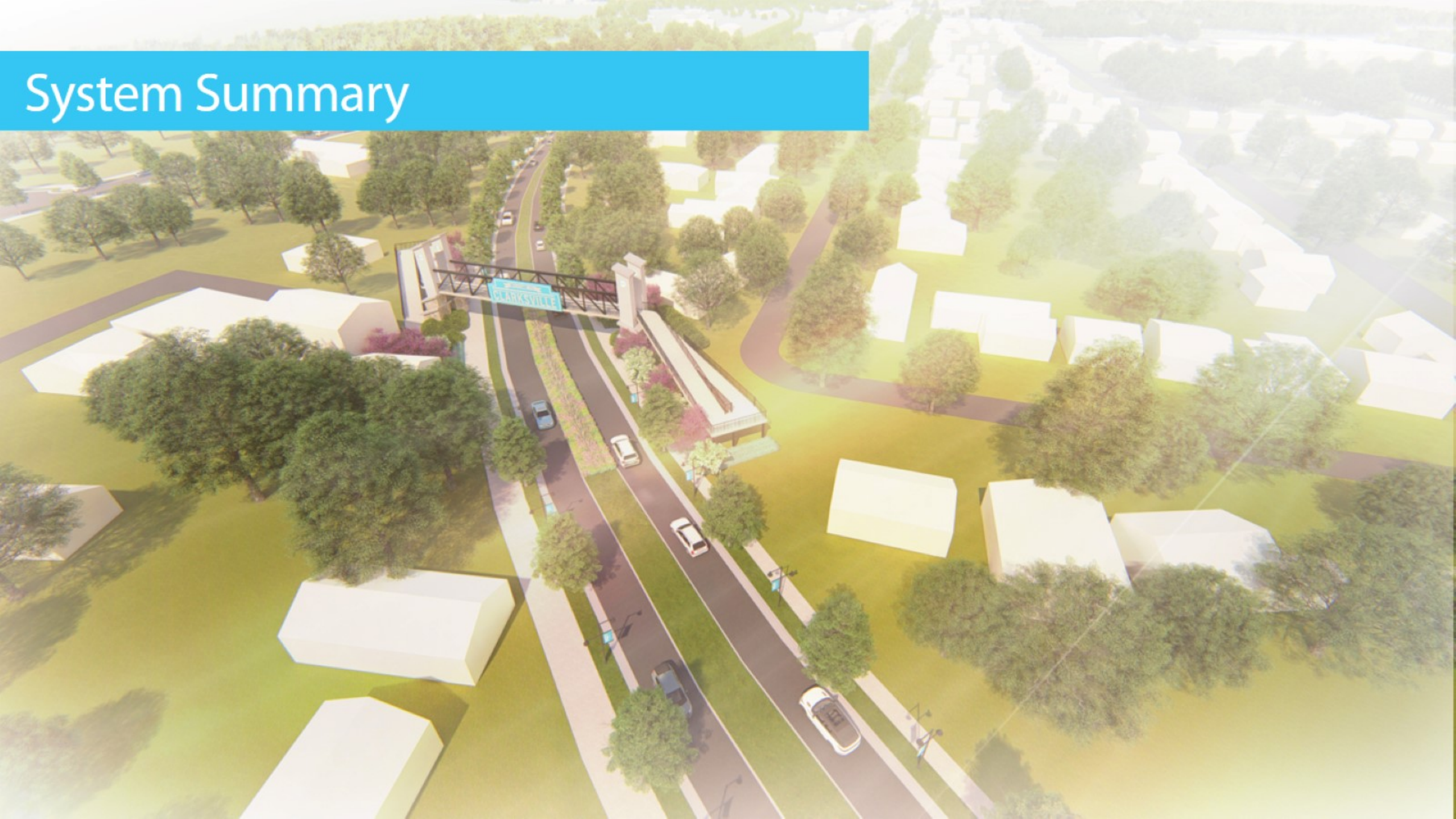
Roadway Improvements Overview



Urban Design Improvements Overview

- Road diet to mitigate speeding and improve safety
- Opposing traffic will remain separated
- Speed limit is reduced to 35 mph throughout entire corridor
- Lewis and Clark interchange will be converted to an at-grade, signalized intersection
- Improvements to the signalized intersection at Randolph
- Single lane roundabout is constructed at Carter Avenue
- Single lane roundabout is constructed at Bowne Boulevard
- The Clarksville public works facility entrance is relocated to the new intersection with Carter Ave
- The intersections of North Clark Blvd., Leuthart Drive, Emery Crossing, and the residential access west of Lewis and Clark are all closed

System Summary



Road Diet to Improve Safety



10' MULTI-USE PATH

5'
BUFFER
ZONE

16' TRAVEL LANE

MEDIAN (WIDTH VARIES)

16' TRAVEL LANE

5'
BUFFER
ZONE

5'
SIDEWALK

Roundabout at Bowne and Carter



Urban Design Improvements Overview

- Create space for multi-modal access to south Clarksville
- Corridor-wide enhancements
- Wayfinding Treatments
- Plantings
- Pedestrian Circulation

Multi-Modal Access



10' MULTI-USE PATH

5'
BUFFER
ZONE

16' TRAVEL LANE

MEDIAN (WIDTH VARIES)

16' TRAVEL LANE

5'
BUFFER
ZONE

5'
SIDEWALK

Corridor Enhancements



Wayfinding Treatment



Pedestrian Bridge as Wayfinding



Pedestrian Bridge as Destination



Multi-Modal Entry



Roundabout as Connection Point



Plantings

STREET TREES



Photo Credit: Garden Gate Trees.

Espresso Kentucky Coffee Tree



Photo Credit: Monrovia.

Emerald City Tulip Tree



Photo Credit: TN Nursery.

Jefferson American Elm



Photo Credit: Ornamental Trees Ltd.

Autumn Blaze Freeman Maple



Photo Credit: Cold Stream Farm.

Happidaze Sweetgum



Photo Credit: Cold Stream Farm.

Black Gum

Plantings

ORNAMENTAL TREES & SHRUBS



Photo Credit: Monrovia.

Apple Serviceberry



Photo Credit: J. Frank Schmidt.

Native Flame American Hornbeam



Photo Credit: New Garden Landscape.

Hearts of Gold Redbud



Photo Credit: Laurel Hill Gardens.

Armstrong Juniper



Photo Credit: The Tree Farm.

Little Devil Ninebark



Photo Credit: Monrovia.

Blackhaw Viburnum

Plantings

GRASSES & PERENNIALS



Photo Credit: Monrovia.

Cloud Nine Switchgrass



Photo Credit: Monrovia.

Heavy Metal Switchgrass



Photo Credit: Home Depot.

Standing Ovation Little Bluestem



Photo Credit: Graw Joy.

Prairie Dropseed



Photo Credit: Monrovia.

Moonbeam Threadleaf Tickseed



Photo Credit: Monrovia.

Purple Coneflower



Photo Credit: Monrovia.

Walker's Low Catmint



Photo Credit: Monrovia.

Black-Eyed Susans

Pedestrian Circulation



Pedestrian Circulation



Next Steps

- 30% Design for all of Brown's Station Way to better understand costs and impacts
- Design, bid, and build the pedestrian bridge as a gateway and important connection
- Construction drawings for Brown's Station Way
- Construction of the project could be completed as one project or in phases, depending on funding availability and coordination with other work in the area

Construction Costs

- Pedestrian Bridge **\$3,350,000**
- Road Diet from Randolph Avenue to Lewis and Clark Parkway **\$7,835,000**
- Lewis and Clark Intersection **\$4,050,000**
- Road Diet from Lewis and Clark Parkway to New Albany **\$600,000**

Total Construction Cost for all Phases

\$15,835,000

Questions