

### Corridor Case Studies

#### *What is it?*

In order to demonstrate the process of creating unique, flexible street designs, 5 different corridors were selected that represent a variety of transportation issues, street design challenges, and development contexts throughout Addison. These case studies include:

#### Addison Road

- ▶ Street Type: Commercial/Commuter Minor Arterial
- ▶ Primary Challenge: Determining reconstruction options within limited right-of-way

#### Quorum Drive

- ▶ Street Type: Commercial/Mixed-Use Minor Arterial
- ▶ Primary Challenge: Improving walkability and creating a transition between Addison Circle and Belt Line Road

#### Le Grande Drive

- ▶ Street Type: Residential Collector
- ▶ Primary Challenge: Lack of sidewalks in a developed residential neighborhood

#### Montfort Road

- ▶ Street Type: Commercial/Commuter Minor Arterial
- ▶ Primary Challenge: Improving sidewalk connectivity and access issues along a primary retail activity center

#### Belt Line Road

- ▶ Street Type: Commercial/Commuter Principal Arterial
- ▶ Primary Challenge: Providing connectivity improvements along one of the Town's most highly-traveled and economically active corridors

Based on connectivity and design priorities established from the March Kick-off Community Meetings, the online survey, and the MTP Advisory Group, an alternative cross section and a set of street design recommendations has been developed for each of the 5 corridors.

These corridor concepts are intended to provide guidance for street design solutions that can be applied in other locations throughout the city.

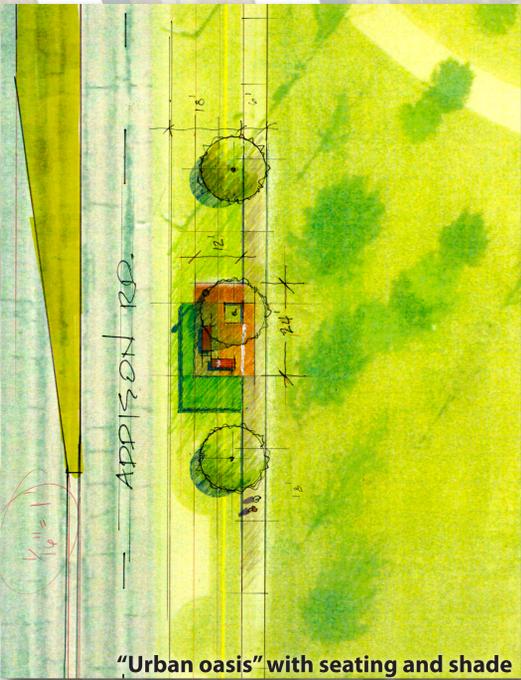
# Addison Road Corridor Concept

ADDISON

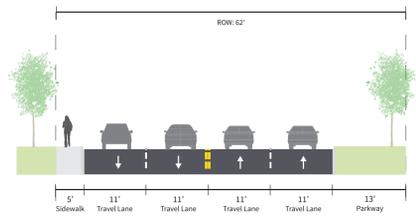
## Addison Master Transportation Plan

### Corridor Improvement Priorities (from Advisory Committee)

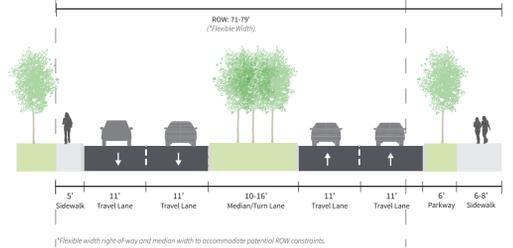
- |               |                      |
|---------------|----------------------|
| 1. Aesthetics | 3. Economic Vitality |
| 2. Vehicles   | Transit              |
| Pedestrians   | Bicycles             |



### EXISTING



### ALTERNATIVE



Small areas of enhanced streetscaping and seating to add visual interest along the corridor for pedestrians and provide additional comfort from moving traffic and the elements

Connect sidewalk improvements to existing Addison Circle Park pathways

Enhance landscaping adjacent to the Addison Airport where possible

Widen the roadway from a 4-lane undivided to a 4-lane divided roadway with a raised median to separate opposing directions of travel and provide designated locations for turning movements\*

*\*The median width may vary from 10-16 feet depending on available right-of-way*

Eliminate gaps in sidewalk connectivity by providing continuous pathways along both sides of Addison Road

In constrained areas, a narrow raised median or painted hatched median may be used

Provide enhanced landscaping and street trees along existing parking areas

Potential regional veloweb trail connection along the Cotton Belt rail corridor

### LEGEND

- Existing Tree
- Proposed Street Tree
- Proposed Ornamental Tree

# Belt Line Road Corridor Concept



## Addison Master Transportation Plan

- Corridor Improvement Priorities (from Advisory Committee)**
1. Vehicles
  2. Aesthetics
  3. Pedestrians
  - Economic Vitality
  - Safety

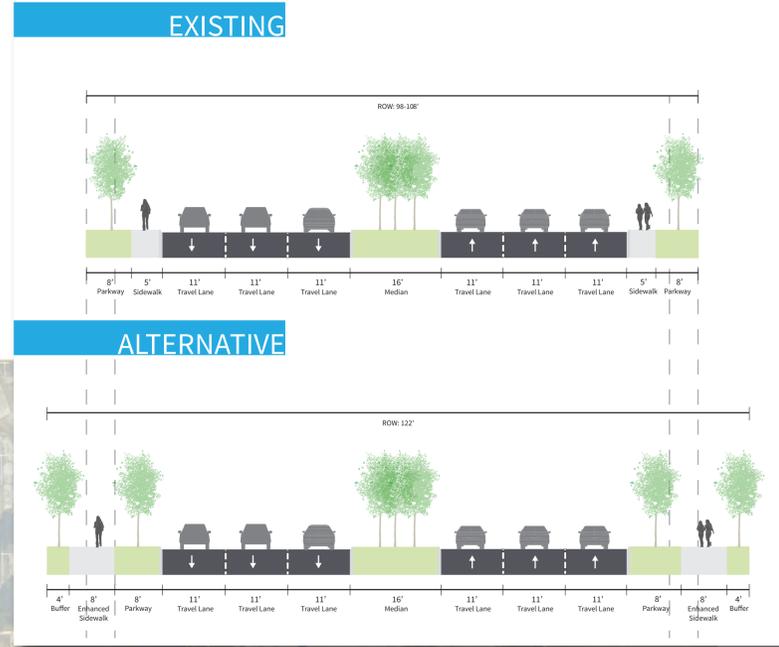
Dedicated right-turn lane to increase intersection capacity at the Belt Line/Midway intersection

Double row of trees may be possible in some wider parkway sections

Potential enhanced pedestrian crossing to improve connectivity between the north and south sides of Belt Line

Enhanced 20-foot parkway with a continuous 8-foot sidewalk on both sides of Belt Line

Cross access drive between adjacent developments allows vehicles to easily circulate between businesses without re-entering Belt Line



**LEGEND**

- Existing Tree
- Proposed Street Tree
- Proposed Ornamental Tree

# Le Grande Drive Corridor Concept

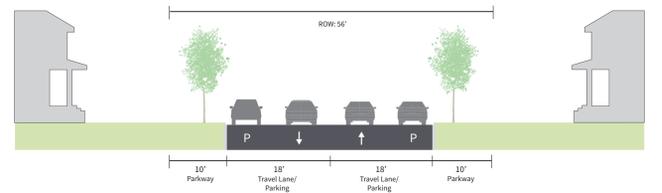
### Corridor Improvement Priorities (from Advisory Committee)

- 1. Pedestrians
- 2. Safety
- 3. Bicycles
- Environment
- Parking

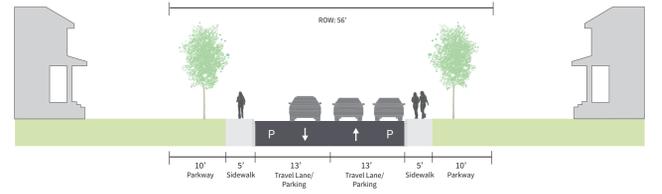


Pedestrian Crossing with Curb Extensions

### EXISTING



### ALTERNATIVE



Connect new sidewalk to the existing sidewalks along Beltway and create a high visibility pedestrian crossing across Beltway. Curb extensions may be used to reduce the crossing distance across Beltway.

Reduced travelway from 36' to 26' allows for the addition of sidewalks to both sides of Le Grande within the existing right-of-way

Reduced travelway width accommodates on-street parking and may encourage slower travel speeds

Potential opportunities for some areas of new landscaping

Sidewalk placement outside the existing curb line reduces the impact to existing neighborhood landscaping

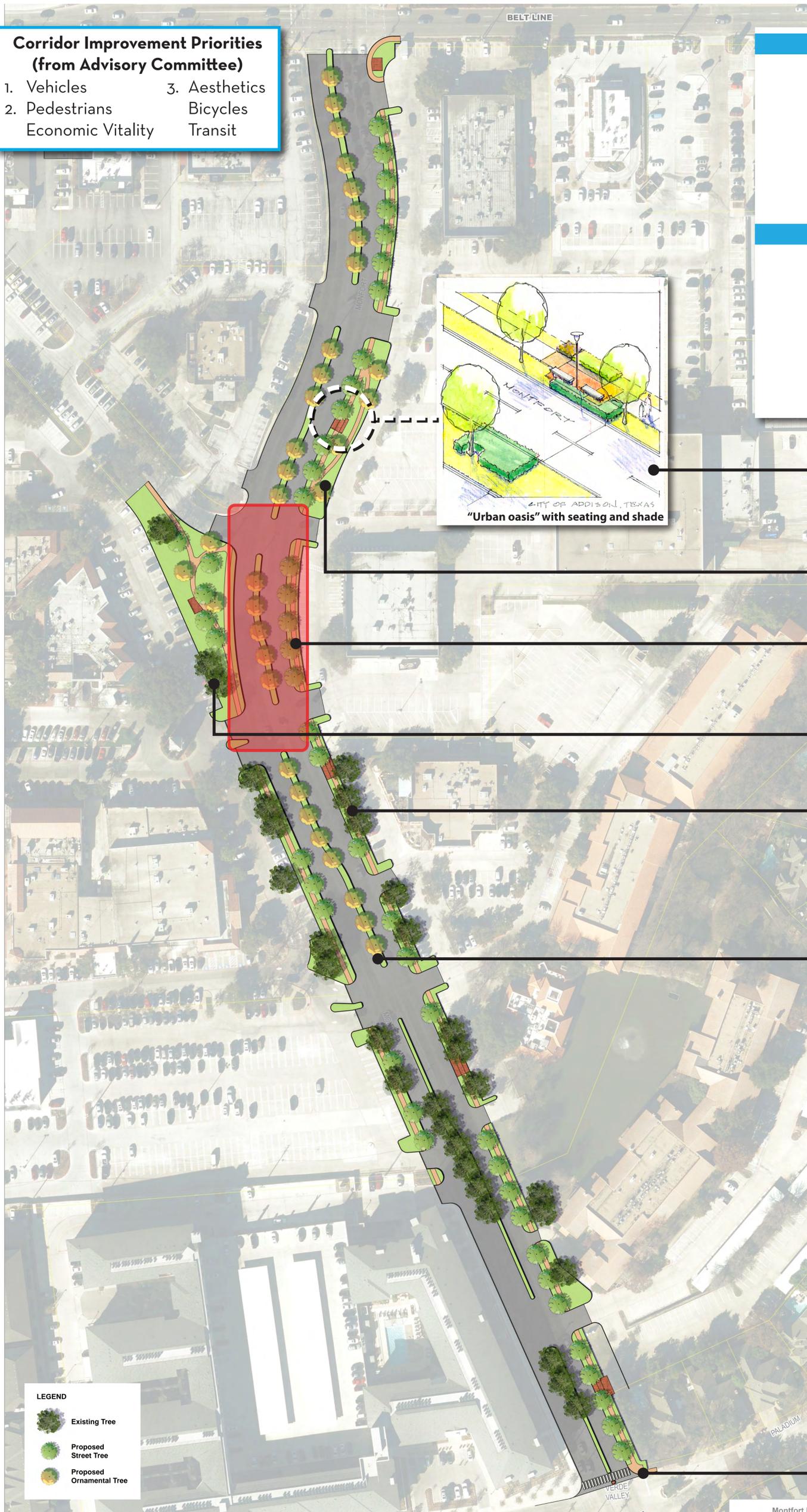
**LEGEND**

- Existing Tree
- Proposed Street Tree
- Proposed Ornamental Tree

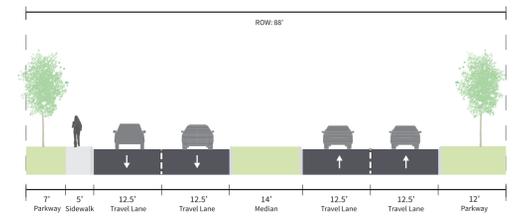
# Montfort Drive Corridor Concept

### Corridor Improvement Priorities (from Advisory Committee)

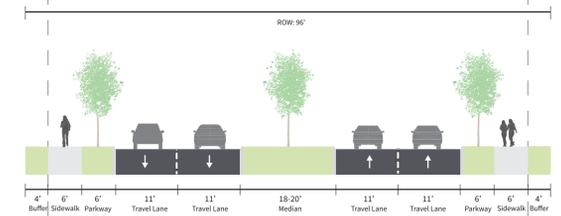
- 1. Vehicles
- 2. Pedestrians
- 3. Aesthetics
- 4. Bicycles
- 5. Economic Vitality
- 6. Transit



### EXISTING



### ALTERNATIVE



Small areas of enhanced streetscaping and seating to add visual interest along the corridor for pedestrians

Repurpose underutilized parking areas for small linear parks, increased landscaping, or additional sidewalk pathway improvements

Additional traffic signal and pedestrian crossings, if warranted and feasible

Pedestrian access into the retail areas can be improved with sidewalk connections through the existing landscape island

Create a continuous sidewalk pathway along the east side of Montfort. Additional ROW may be needed for landscape and sidewalk improvements.

Narrowing the travel lanes can allow for a wider median with areas for street trees

Increase pedestrian crossing visibility at the Montfort/Paladium intersection

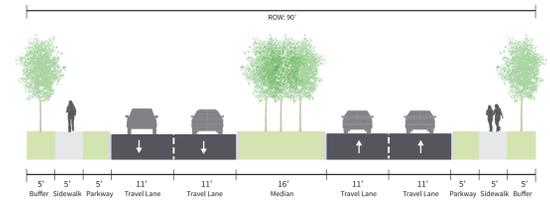
- LEGEND**
- Existing Tree
  - Proposed Street Tree
  - Proposed Ornamental Tree

# Quorum Drive Corridor Concept

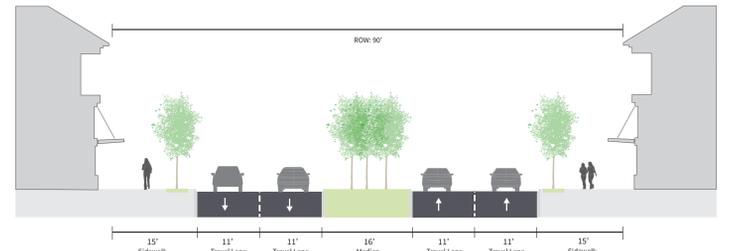
### Corridor Improvement Priorities (from Advisory Committee)

- 1. Aesthetics
- 2. Pedestrians
- Economic Vitality
- 3. Vehicles
- Safety
- Environment

#### EXISTING



#### ALTERNATIVE



Add enhanced landscaping or street trees where possible to screen existing parking structure

Small areas of enhanced streetscaping and seating to add visual interest along the corridor for pedestrians

Provide a continuous wide pedestrian pathway with a tree-lined buffer from moving traffic

Maintain existing travelway and median width

Potential future pedestrian pathway connecting Quorum Drive and Spectrum Drive

Utilize median to create a high visibility midblock pedestrian crossing across Quorum

Streetscaping concept proposed as a blend of plantings, trees, and hardscape elements to create a visual transition between the urban development of Addison Circle and the tree-lined section of Quorum south of Belt Line



Mid-block crossing with median pedestrian refuge

- LEGEND
- Existing Tree
  - Proposed Street Tree
  - Proposed Ornamental Tree