

ENHANCED PED/BIKE

PED/BIKE/FIRE ACCESS

This shall serve as a shared fire lane with limited vehicle inclusion. The order of priority should be pedestrians, bicycles, and then emergency vehicles. This corridor shall serve as a pedestrian and bicycle linear experience to distinguish it from the various pedestrian and bicycle connections around the site. Integrate shade trees, decorative hardscape, plazas/resting areas, lighting, benches and other elements to transform this corridor into an attractive and enjoyable space for all ages. It is through this corridor that the majority of the bicycle/pedestrian users will enter the site and access the DART station, therefore it should be pleasant and enticing for multiple modes of users.

PRIMARY PED/BIKE

This is the primary trail access long the Cotton Belt line and should serve to connect pedestrian and bicyclist to the DART Station. Integrate shade trees, pedestrian lighting, benches and other elements along this trail to create a well-designed recreational corridor.

SHARED PED/BIKE

Consider developing these as shared streets, with limited vehicle inclusion. The order of priority should be pedestrians, bicycles, and then vehicles. Constrict any vehicular only areas with narrow widths and use variation in paving materials to distinguish pedestrian priority.

EXTERNAL PED/BIKE

These are roads not internal to the developed site, but still provide vehicular and pedestrian access via public streets. Consider how wide sidewalks (5'-10') and buffer plantings (3'-8') will help facilitate users into the internal workings of the site. An appropriate bicycle facility along this stretch of road would be, at minimum, a separated and buffered lane.

Consider the effectiveness of the various streetscape elements (plantings, lighting, cohesion of materiality) will play in foreshadowing or hint towards the enhanced pedestrian/bicycle facilities within the site.

NO PROPOSED IMPROVEMENTS

INTERSECTIONS

GREENWAY AND DART CONNECTION

Prioritize pedestrian / bicycle experience at DART station.

Use variations in paving surfaces, landscape enhancements, and furnishings to prioritize this section of the trail.

Integrate pedestrian plaza and a larger gathering area at the DART station for users waiting for the train.

PED/BIKE PRIMARY

Design these intersections for pedestrians /bicyclists as the priority users utilizing:

- Raised intersections
- Specialty paving
- Safety measures: bollards, planters, bump outs (etc)

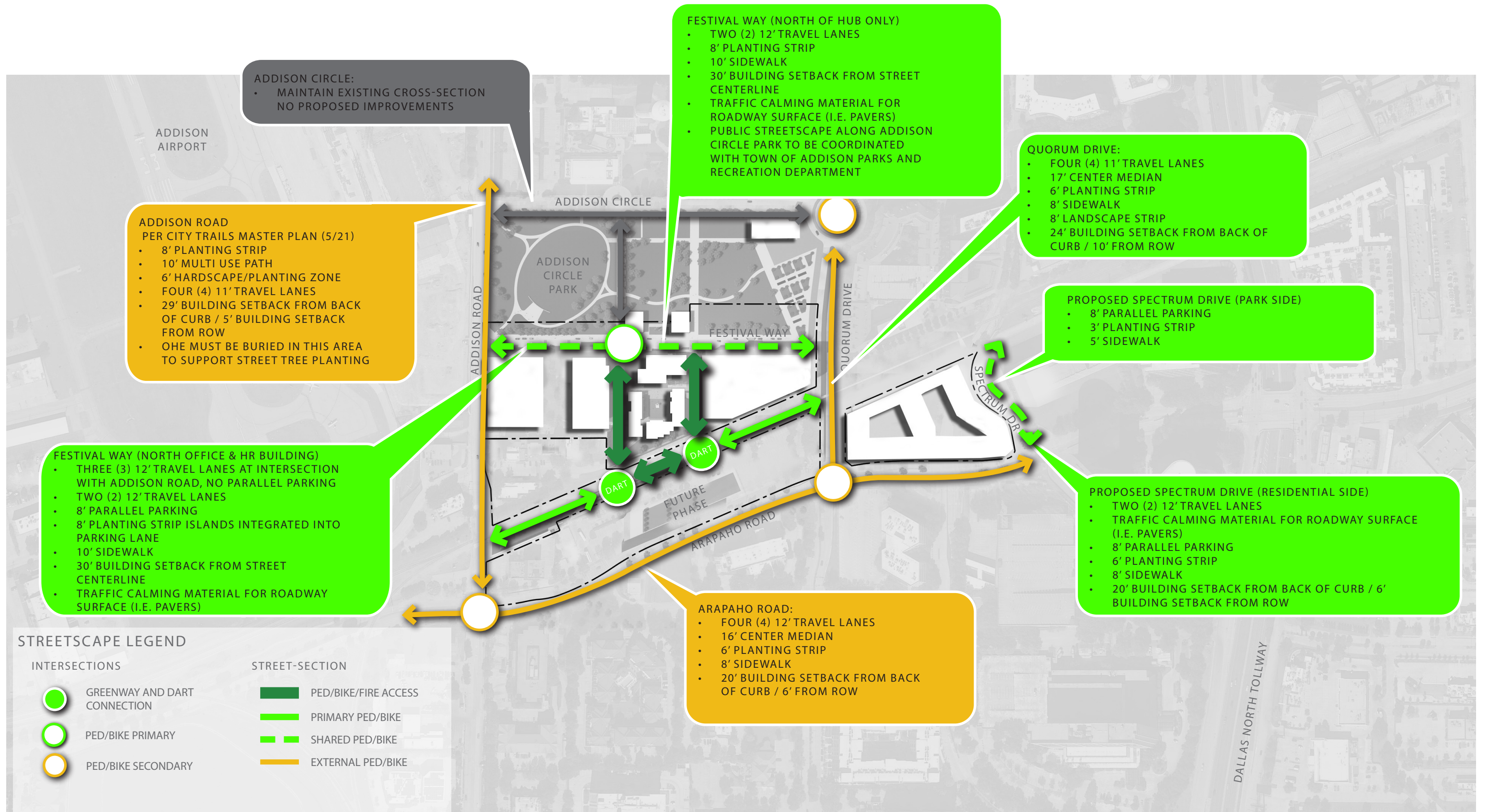
Incorporate strategically placed art/sculpture to aid in creating a sense of place.

PED/BIKE SECONDARY

Pedestrians and bicyclists should feel comfortable and safe when navigating these intersections crosswalks and signalized intersections with ped/bike signalization.

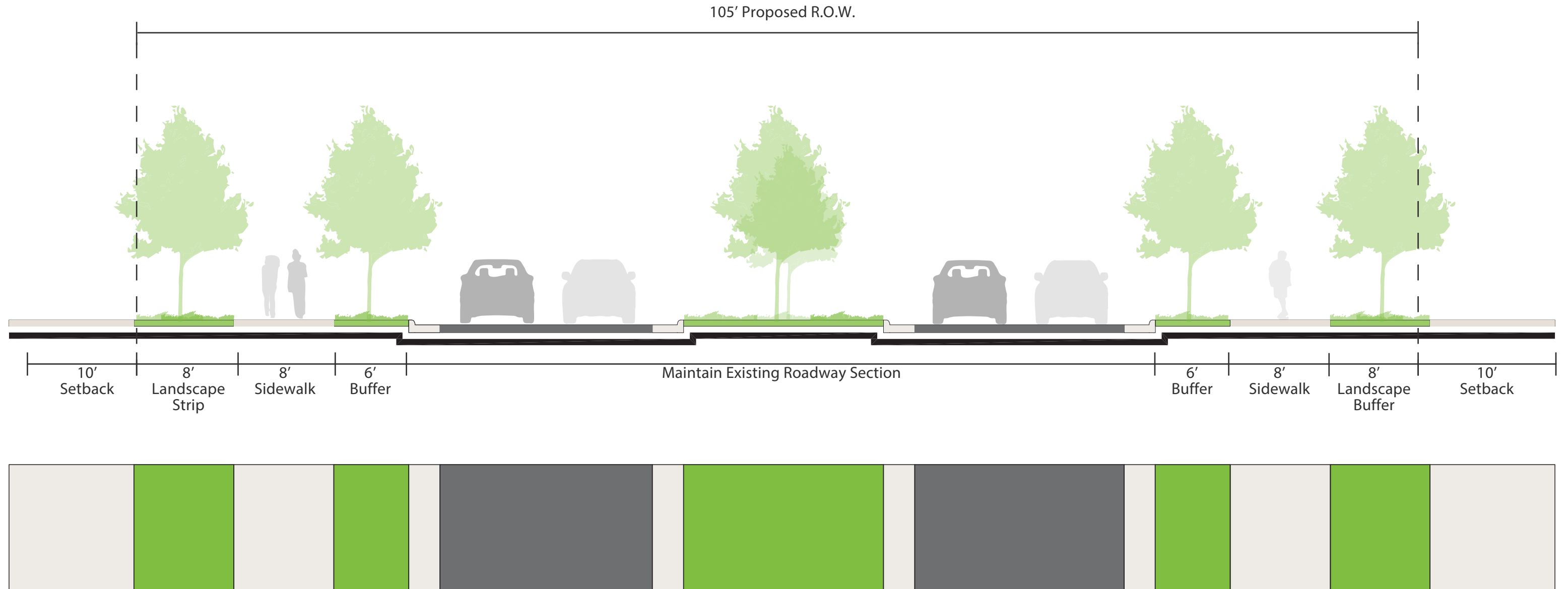
Provide spacious sidewalks and bike lanes with buffers from vehicular traffic to encourage connections between residences, offices, retail, and destinations.





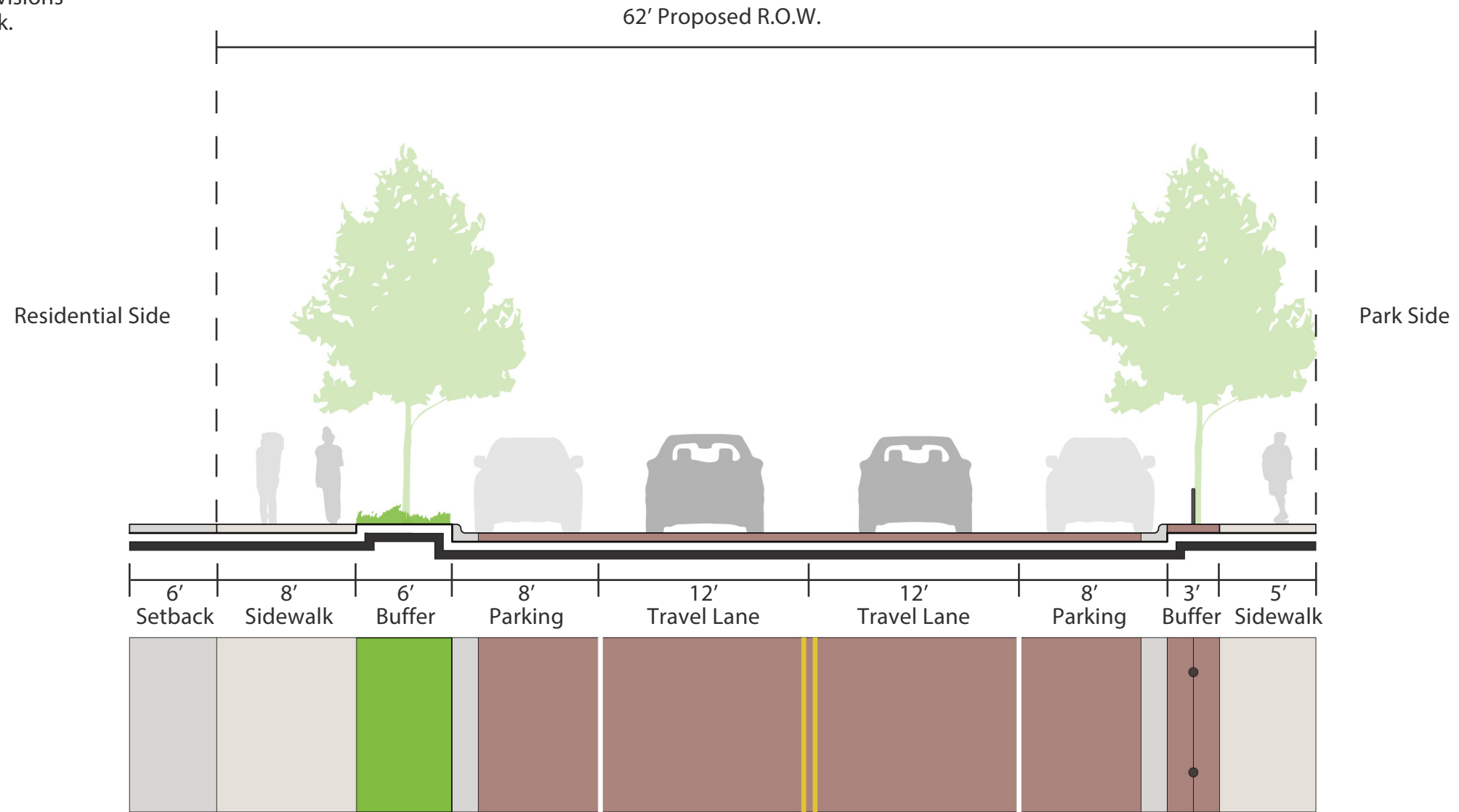
QUORUM DRIVE

- Overhead Electrical Lines (OHE) to be buried on east side of Quorum Drive.

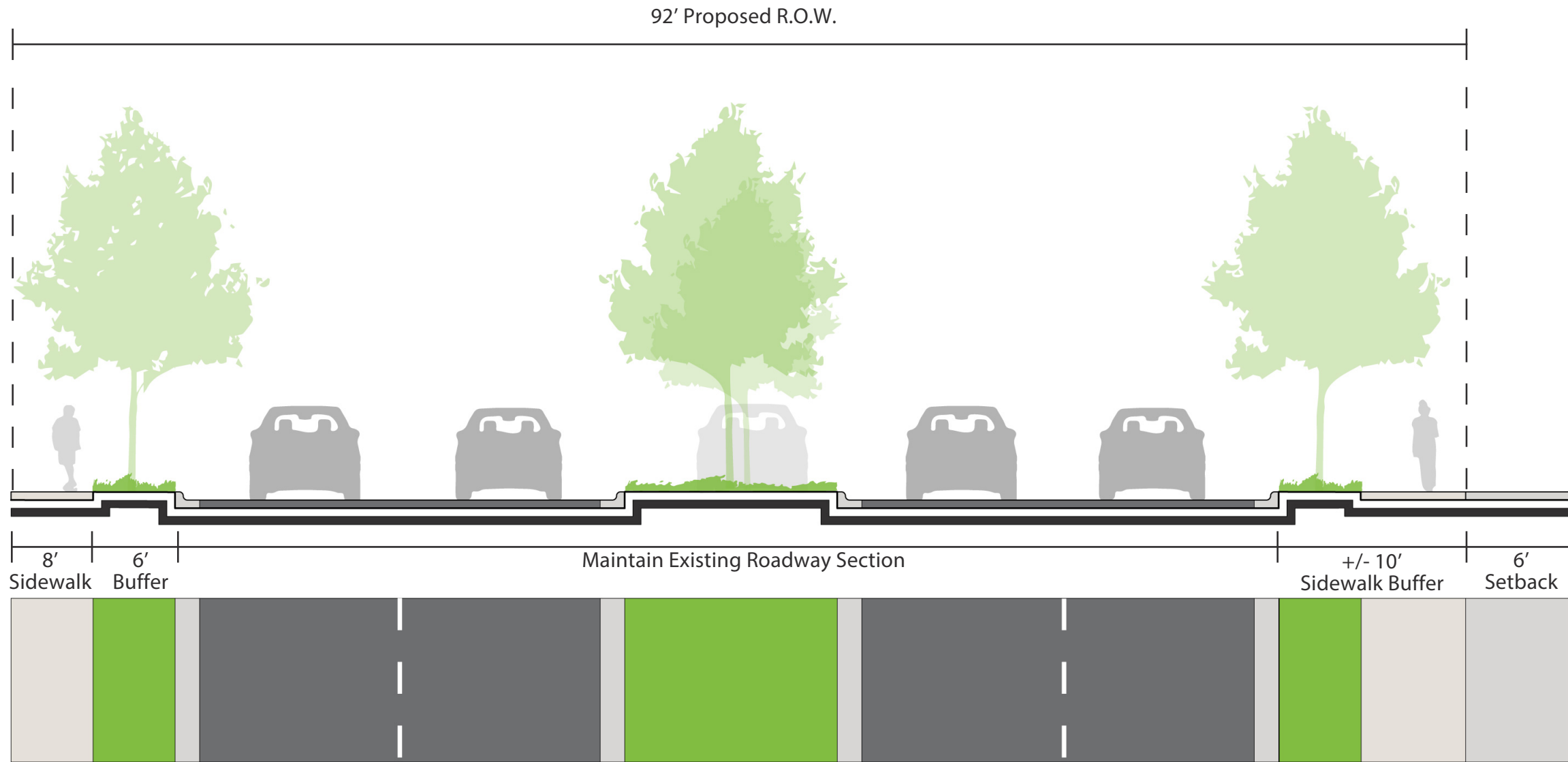


SPECTRUM DRIVE

- Recommended that the Driving Surface of Spectrum Drive be treated with a paving material (i.e.) brick pavers for additional traffic calming
- Integrate staggered landscape islands within parking to further calm traffic
- Sidewalk location and buffer width along east side of Spectrum Drive is subject to revisions based on final design of Spectrum Park.

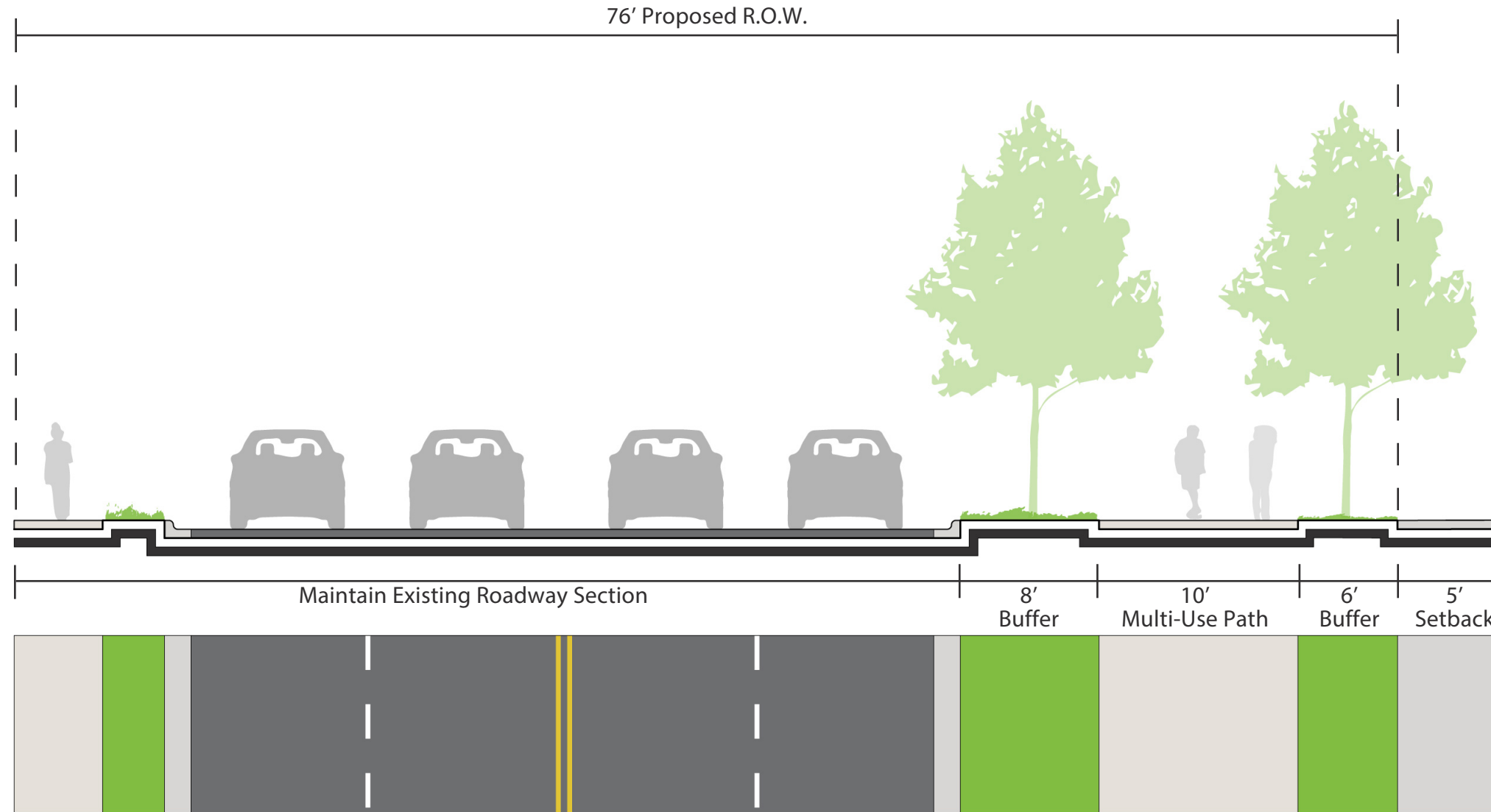


ARAPAHO ROAD



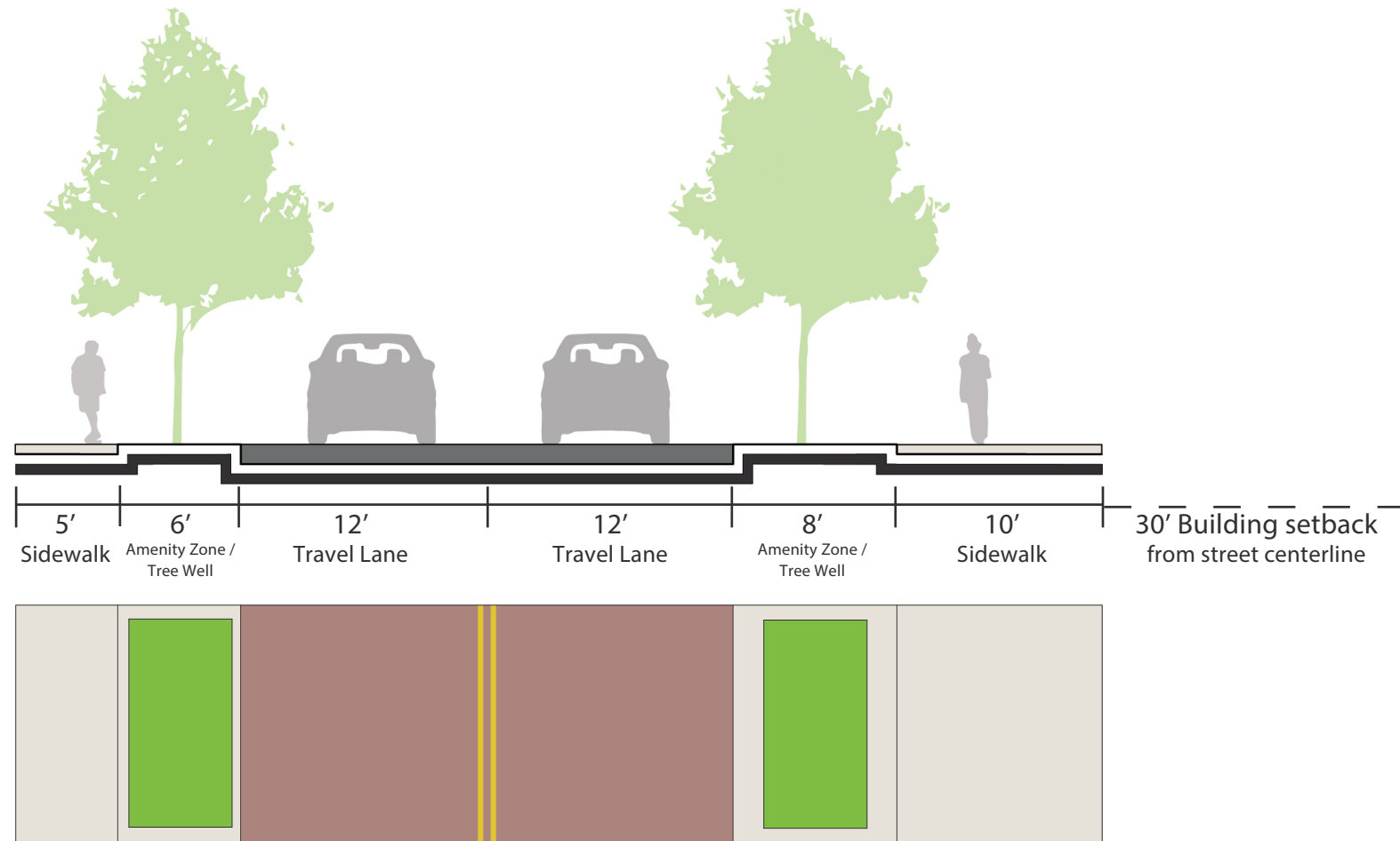
ADDISON ROAD

- Bury existing OHE below 8' buffer strip and multi-use path



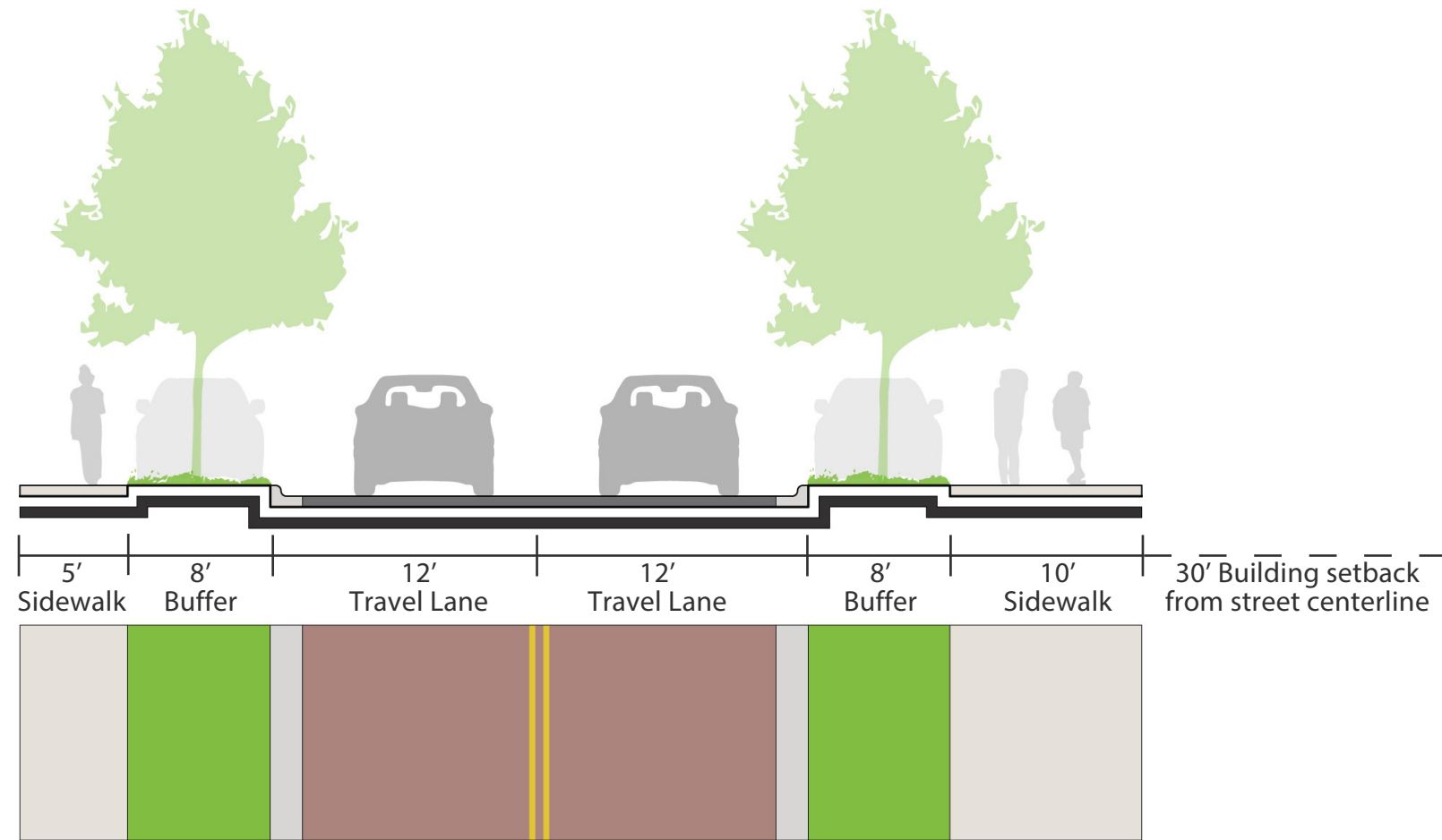
FESTIVAL WAY

- Block to the north of The Hub only
- Recommended that the driving surface be treated with a paving material (i.e brick pavers) for additional traffic calming
- Block is intended to be a speed table/table top condition to reduce traffic speeds for pedestrian safety.



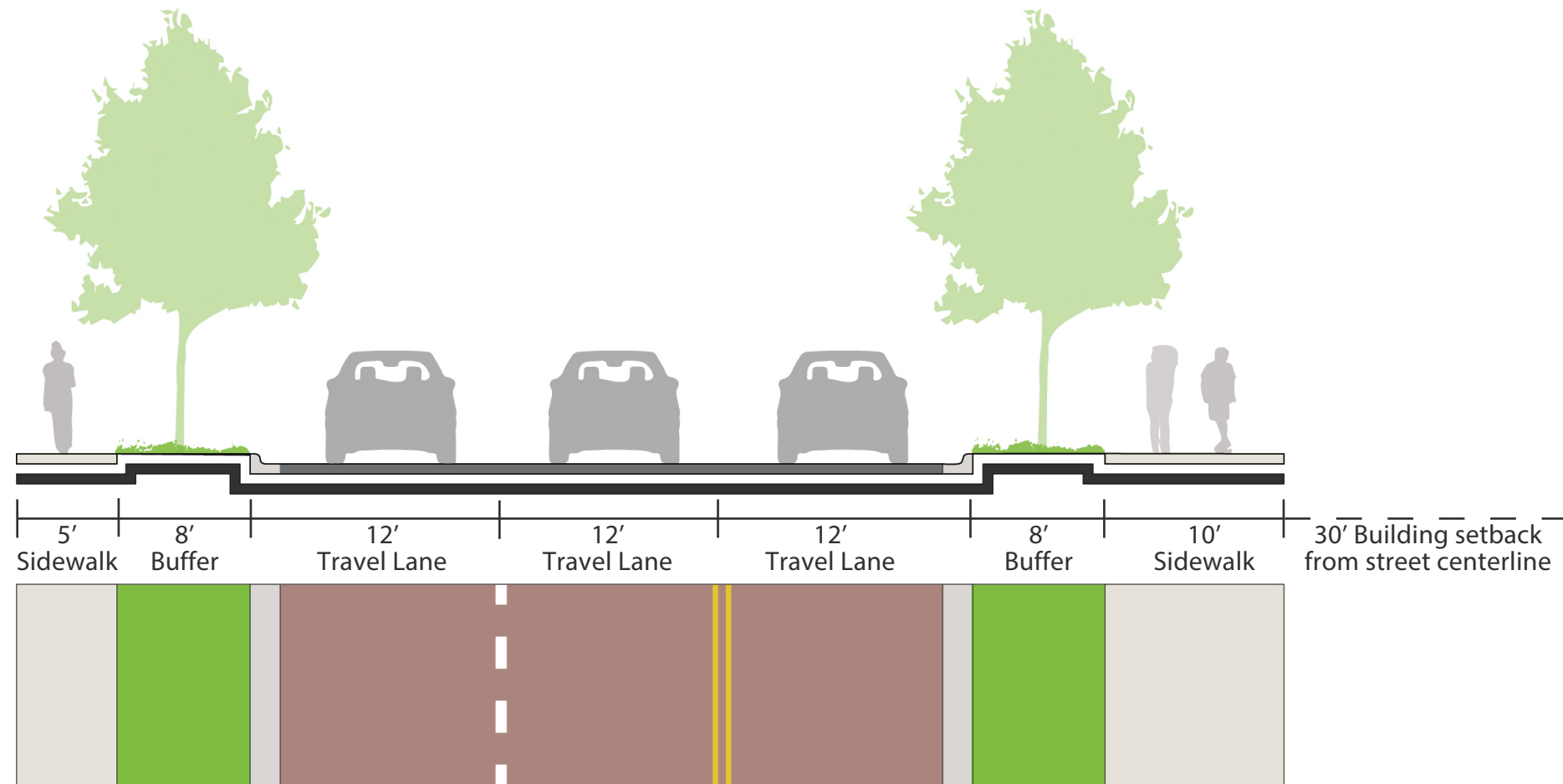
FESTIVAL WAY

- Block to the north of office and high rise development only
- Planting strip can fall in line with the parallel parking spaces
- Recommended that the driving surface be treated with a paving material (i.e. brick pavers) for additional traffic calming



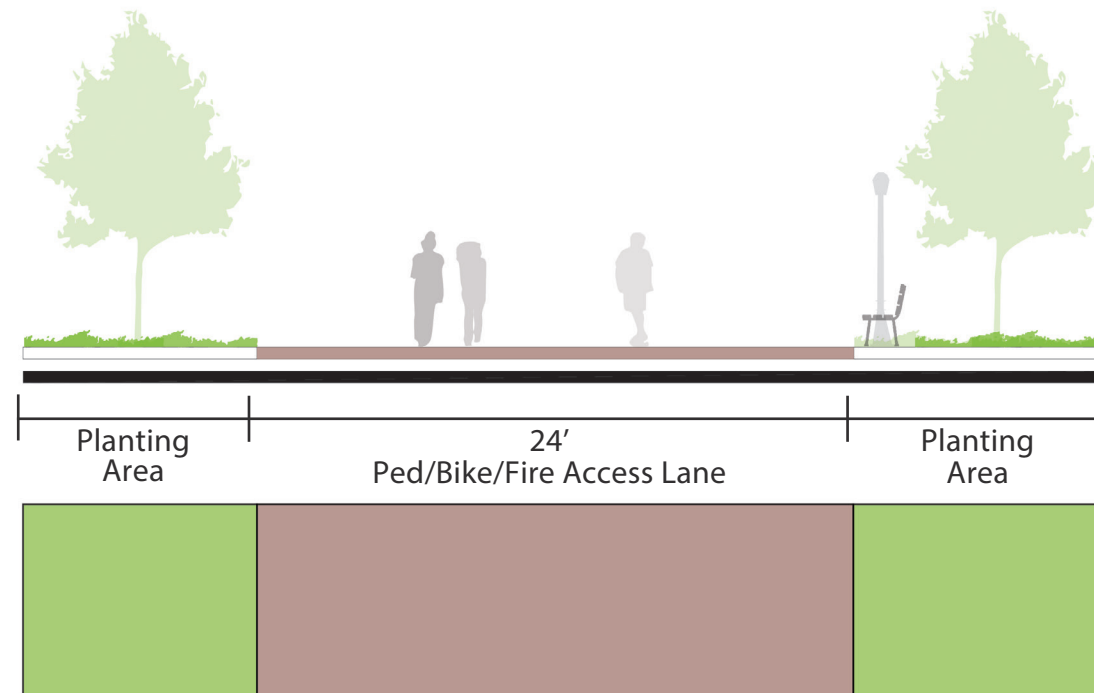
FESTIVAL WAY

- Intersection of Festival Way and Addison Road
- No parallel parking spaces
- Recommended that the driving surface be treated with a paving material (i.e. brick pavers) for additional traffic calming



PED/BIKE/FIRE ACCESS

- Access points to the east and west of the entertainment block
- Recommended that the driving surface be treated with a paving material (i.e. concrete pavers, enhanced hardscape) to relate to the pedestrian intent



PED/BIKE/FIRE ACCESS

- Trail adjacent to Rail Corridor at Lot 03, Block A
- Access points to the east and west of the entertainment block
- Recommended that the driving surface be treated with a paving material (i.e. concrete pavers, enhanced hardscape) to relate to the pedestrian intent

