



Get the
Addison
ADVANTAGE!

Addison Transit Improvements Plan

May 2010

Submitted by:
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ACKNOWLEDGEMENTS

Thank you to everyone who participated in the planning process for the Village of Addison Transit Improvements Plan. The success of this planning effort was made possible only through the concerted and sustained efforts, input, and insights of the residents, business and property owners, and representatives of the Village of Addison, Regional Transportation Authority, Pace, and Metra.

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INTRODUCTION

Purpose & Scope:

The Village of Addison is an attractive community with a strong commercial and industrial tax base and diverse housing stock. It is home to the fourth largest industrial park in the State of Illinois which has grown at a rapid rate since the 1970s. Addison has been extremely successful in attracting and retaining business and industry through the provision of a wide variety of pro-business economic incentives and amenities. These factors, along with its strategic location close to Chicago contribute to Addison being a successful and rapidly growing community in the Chicago metropolitan area.

Anticipating the transportation needs of Addison's growing population and to more successfully integrate the development activity/opportunities along the I-355 corridor, Village officials have identified the need to enhance and coordinate their transit and transportation options along the U.S. Route 20/Lake Street corridor.

The Addison Advantage Transit Improvements Plan is a public participation driven plan focused on the transit, transportation, land use, regulatory, and landscape/streetscape components of the corridor and immediately abutting neighborhoods.

The Plan considers possible sites for community transit hub/park-n-ride facilities that will accommodate a diversity of multi-modal transportation alternatives (e.g. bus, paratransit, taxi, car pool/van pool, car sharing, automobile, bicycle, and pedestrian) and retail/commercial uses, provides a detailed circulation plan for the integrated transportation modes, and clearly delineates transit and development guidelines and implementation priorities for future public and private capital improvements.

Process & Participants:

Representatives from the Village of Addison, RTA, Pace, Metra, local property owners, institutions, and community stakeholders were invited to participate in the development of the Transit Improvements Plan. Through on-going Steering Committee interaction, one-on-one interviews, and a series of stakeholder meetings and planning workshops, the Village has worked to engage, identify, and ensure that all issues, concerns, and desires were clearly defined and priorities recognized by all participants and Plan beneficiaries.

The Transit Improvements Planning process has involved:

- a detailed identification and evaluation of the corridor's vehicular, transit, and pedestrian circulation patterns, land use concentration, regulatory restrictions, and landscape and streetscape characteristics;
- planning workshop meetings with Village staff, Steering Committee representatives, and community stakeholders to gain input on the corridor's issues, constraints, and opportunities;
- meetings with key corridor businesses and institutions to assess their employee and patron bases and need for alternative transit services;
- meetings with Village and Steering Committee representatives to review the plan's findings, test improvement recommendations, and prioritize implementation initiatives; and
- presentation of the Transit Improvements Plan for input and approval.

Goal & Objectives:

The goal of the Addison Advantage Transit Improvements Plan is **to encourage, promote, expand, and complement multimodal transportation options along this key economic and transportation corridor**. Under this goal the plan seeks to achieve a series of guiding objectives which include:

- to establish a unified framework among the various transportation, planning, and development initiatives proposed or currently underway within the corridor;
- to improve the efficiency, safety, and accessibility of vehicular and pedestrian transit throughout the corridor;
- to provide for the expansion of traditional and non-traditional transit and transportation infrastructure to ensure the long-term success of the Village;
- to utilize a comprehensive rather than piecemeal approach toward land use, landscape/streetscape, transportation, infrastructure, employment, and district sustainability initiatives;
- to provide for a diversity of transit supportive mixed-use, commercial, retail, office, industrial, residential, and open space uses to meet the needs of current and future businesses, employees, patrons, residents, and visitors;
- to improve the area's physical and aesthetic conditions through an enhanced streetscape that promotes pedestrian activity and circulation;
- to safeguard the corridor's future as Addison's center for commercial excellence.

These objectives serve as the guiding principles under which the Addison Advantage Transit Improvements Plan is established and shall be continually evaluated to ensure successful implementation of its advisory recommendations.



VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN

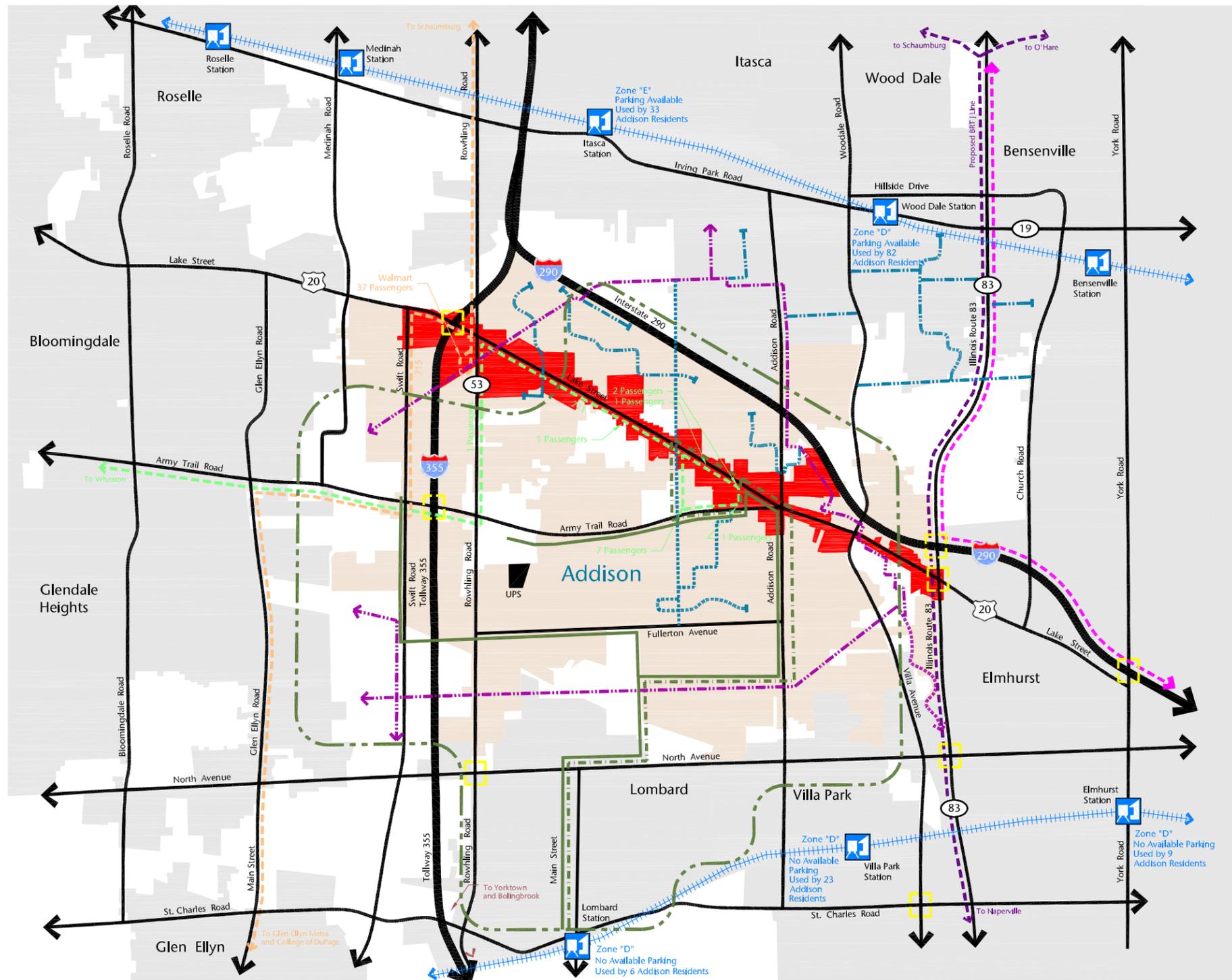
PAST PLANNING & EXISTING CONDITIONS:

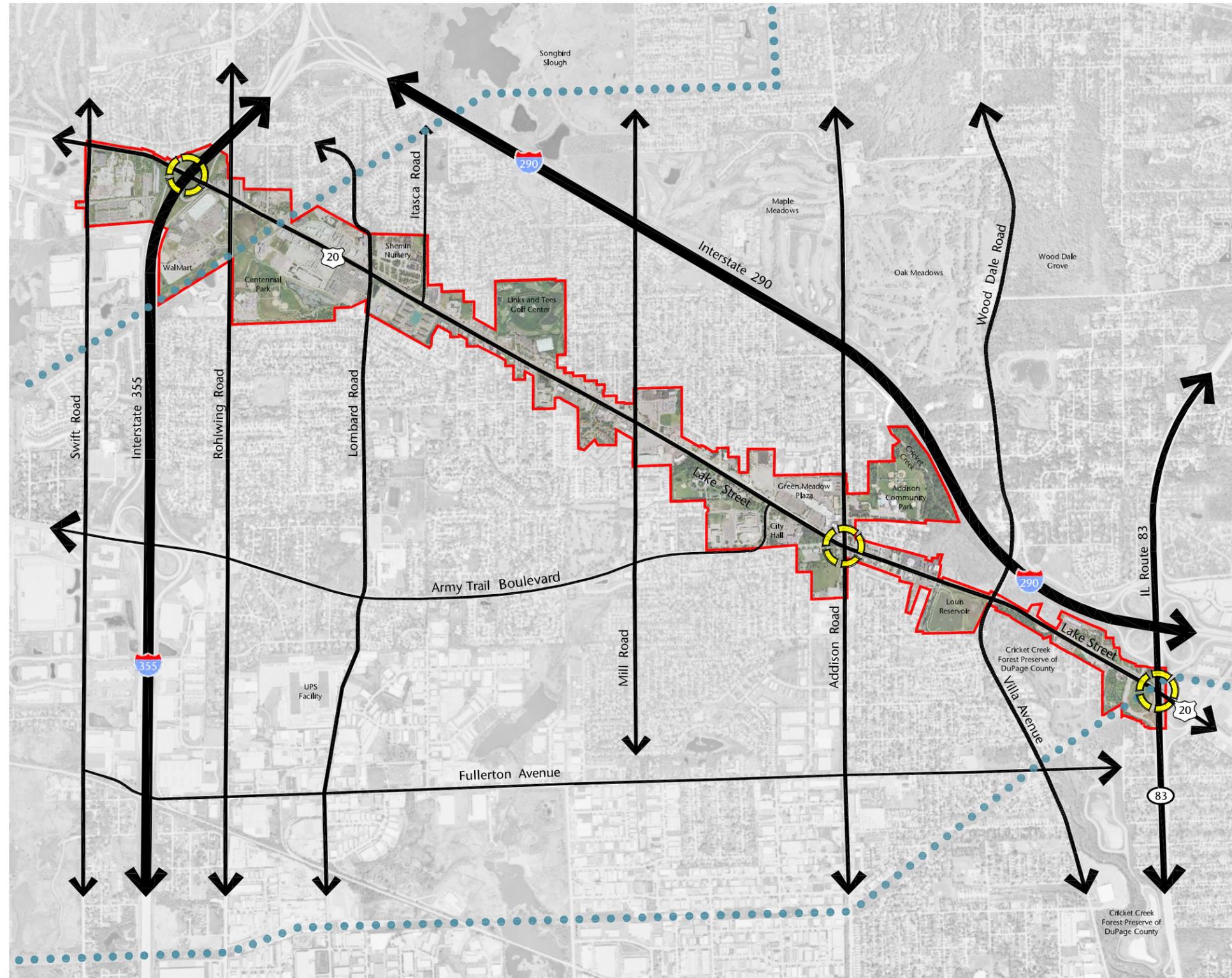
Corridor Boundaries:

The Addison Advantage Transit Improvements Plan encompasses the 4.5 mile Lake Street corridor from IL Route 83 on the east to Swift Road on the west. The corridor study boundaries vary in depth along its length but generally include those parcels/areas immediately fronting Lake Street. Overall, the corridor includes more than 735 acres of land. With a few exceptions, the corridor study area includes many of Addison's key civic, economic, and recreational activity areas. Among the municipal, education, and commercial institutions residing within the corridor are:

- Addison Village Hall
- Addison Public Library
- Indian Trail Junior High School
- Army Trail School
- Elmhurst Memorial Addison Health Center
- Howard Johnson Inn
- Shemin Nursery
- Marcus Cinema
- Walmart & Sam's Club
- Addison Community Park
- Centennial Park
- Links and Tees Golf Club
- Green Meadows Plaza

In addition to the above uses, the corridor includes a wide diversity of retail, office, recreation, residential and open spaces uses.





- Interstate Highway
- Arterial Right-of-Way
- Collector Right-of-Way
- Study Area Boundary
- County Roadway
- State Roadway
- Interstate Roadway
- ComEd Easement
- Village Gateway Symbol

VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN

Sub-Area Districts:

While the corridor is perceived within the Village as a single entity it is comprised of six (6) distinct sub-areas which are well defined by a combination of their physical characteristics, nature of development, land use mix, access and circulation patterns, and physical/perceptual barriers. These conditions create well defined transition points along the corridor.

These corridor sub-areas include:

Sub-Area A: Lake Street & Swift Road

Generally bounded by Lake Street on the north, DeVry University on the south, I-355 on the east, Swift Road on the west.

Sub-Area B: Centennial District

Generally bounded by single family residential development to the north, Centennial Park on the south, Itasca Road on the east, and I-355 on the west.

Sub-Area C: Links and Tees Golf Center

Generally bounded by Surrey Road on the north, Byron Avenue on the south, 4th Avenue on the east, and Itasca Road on the west.

Sub-Area D: Lake Street & Mill Road

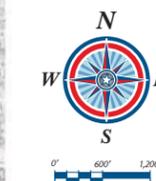
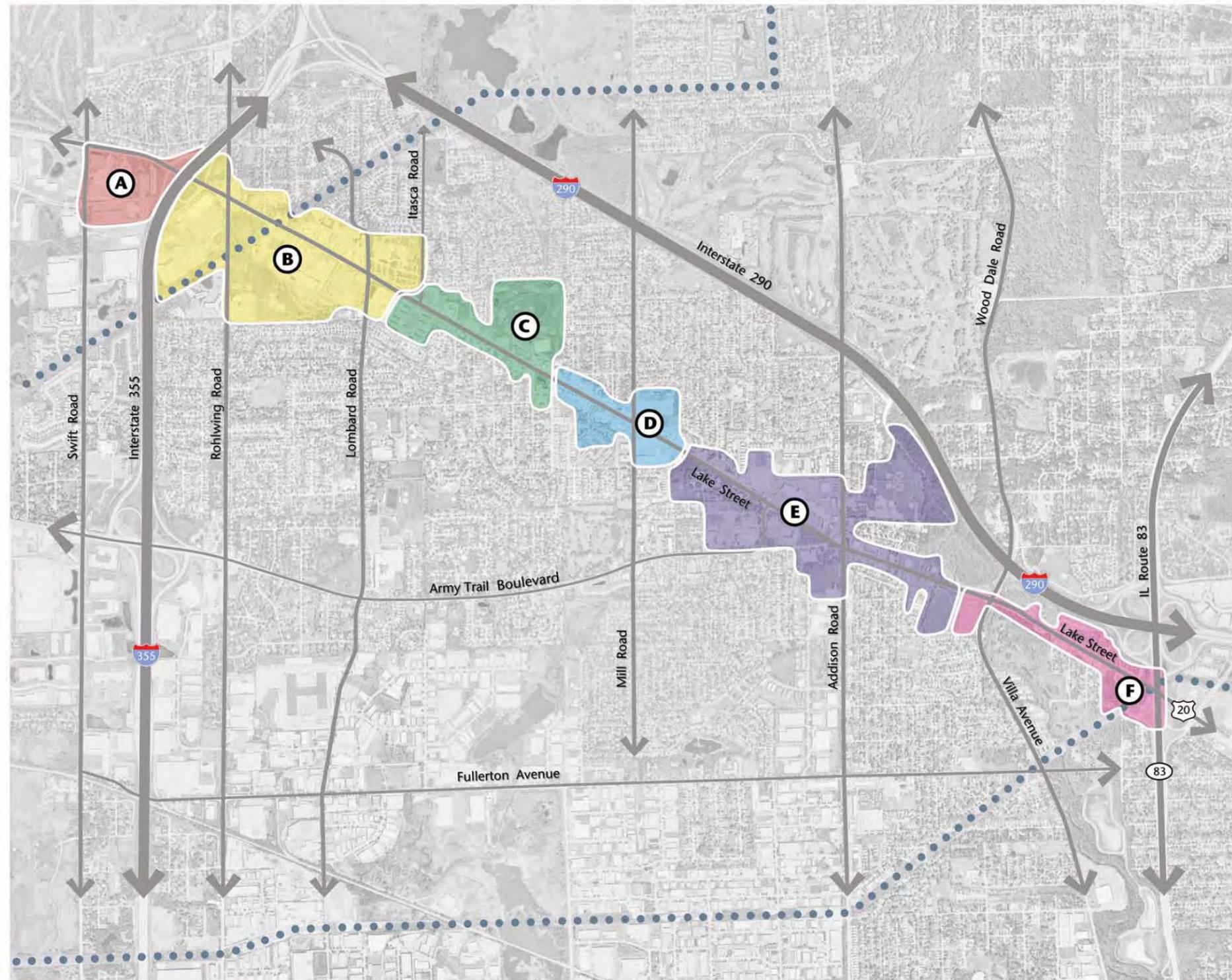
Generally bounded by Linda Lane on the north, Stonemill Avenue on the south, Neva Avenue on the east, and 4th Avenue on the west.

Sub-Area E: Green Meadow Plaza

Generally bounded by Green Meadow Drive on the north, Moreland Avenue on the south, Maple Street on the east, and Neva Avenue on the west.

Sub-Area F: Lake Street & IL Route 83

Generally bounded by I-290 on the north, Wrightwood Avenue on the south, IL Route 83 on the east, and Maple Street on the west.



Past Planning in the Corridor:

The Village and other stakeholder entities have conducted several planning initiatives which lie within or overlap all or a portion of the Lake Street corridor study area. These studies were reviewed to understand their influence or impact on the transit improvement recommendations for the corridor.

- Town Center Redevelopment Plan
- Addison Circulator Service Specifications
- Pace Development Guidelines
- Village of Addison Strategic Plan 2007-2012
- Village of Addison Budget and Financial Plan
- DuPage Transit Plan
- Addison Township Service
- The Comprehensive Plan for the Village of Addison
- Village of Addison Zoning Ordinance
- Design Standards and Guidelines for Sound Transit Projects: Sounder & ST Express Passenger Facilities

Town Center Redevelopment Master Plan

In 2004, the Village of Addison hired the consultant team of Hitchcock Design Group, Business Districts Inc., Oppermann Architects, and Metro Transportation Group to create a market-supportable Town Center Redevelopment Master Plan. The study area included properties around the intersection of Addison Road and Lake Street.

The two major objectives of the project are to dramatically improve visibility and access for pedestrians and vehicles as well as create a genuine live, work, shop, dine, and play environment. The existing conditions analysis of the study area identified the following issues:

- Pace bus service does not extend to the project area.
- Rail transportation is not provided within close proximity.
- No current bike routes exist within the study area.
- Pedestrian connectivity is limited due to the division created by Lake Street and Addison Road.

Based on findings from the opportunity analysis and market study, a master plan for the Town Center was developed containing a mix of retail, office, and residential uses. In addition, the Plan detailed on-street parking and traffic calming features and streetscape improvements including pedestrian amenities, lighting, and trees. The plan recommends on-street parking for residential and commercial development throughout the Town Center.

The report also outlines development guidelines for private and public improvements within the study area.

Addison Circulator Service Specifications

The DuPage Mayors and Managers Conference (DMMC) hired the consultant team of LSC Transportation Consultants, VHB, and AD-SUCCESS in 2007 to create a detailed set of specifications for a potential Circulator Service designed primarily to meet the needs of Addison residents. The report is the third in a series prepared for the DuPage Area Local Circulator Study and provides detailed recommendations for vehicle type, stop locations, service hours of operation, headways, and staffing requirements.

The report is organized into 5 chapters:

- Chapter 1: *Introduction*
- Chapter 2: *Community Input*
- Chapter 3: *Service Alternatives*
- Chapter 4: *Organizational Options*
- Chapter 5: *Recommended Service Plan*

Community input in the form of a survey was solicited from residents regarding the proposed circulator bus service. Based on results from the community survey and focus group, the Planning Team (LSC and DMMC) developed five (5) service alternatives and identified potential entities that could be used to operate the circulator service. The alternatives presented are summarized as follows:

- *Alternative 1* aims to serve the elderly and disabled as well as provide transportation for lower-income individuals to get to shopping, healthcare, and employment. The route also connects residents to Pace Bus Routes at the North Park Mall. The estimated cost of operating and providing capital equipment for this alternative is \$978,000.
- *Alternative 2* aims to connect residents to shopping, healthcare, employment, and commuter destinations outside of Addison. The route travels to the Villa Park Metra Station that could be used to commute to Chicago and other locations. The estimated cost of operating and providing capital equipment for this alternative is \$1,283,000.

- *Alternative 3* serves the Lombard Metra Station instead of the Villa Park Metra Station. Having the route go to the Lombard Metra Station will make available Pace Routes and commuter rail that could be used to commute into Chicago or other locations. The estimated cost of operating and providing capital equipment for this alternative is \$1,475,000.
- *Alternative 4* is almost identical to Alternative 3 with minor route modifications. The estimated cost of operating and providing capital equipment for this alternative is \$1,653,000.
- *Alternative 5* serves the need of commuters and local service customers. This alternative has two different routes operating during peak and off-peak times. The intention of the route is to provide all individuals the ability to commute outside of Addison during peak-hour service. The estimated cost of operating and providing capital equipment for this alternative is \$1,268,000.

Recommended transit vehicles for the circulator service are also detailed in the report.

VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN

Pace Development Guidelines

The Pace Development Guidelines were created in 1999 to help municipalities and the development communities accommodate transit service early on in the development process. Pace, the suburban division of the Regional Transportation Authority, works with suburban Chicago communities to coordinate transit service needs, promote transit and pedestrian friendly land use planning techniques, and develop management policies to reduce rush hour traffic congestion.

The Development Guidelines manual contains three (3) major sections:

1. Transit-Supportive Design Specifications (including Vehicle Characteristics, Roadway Design, and Bus Stop Zones)
2. Land Use Planning Considerations (including Residential, Retail, Office & Industrial, and Mixed-Use Centers)
3. Implementation and Process (including Service Review & Development, Technical Review Assistance Program, and Site Plan Review Procedures)

The Development Guidelines do not supersede the authority of local governments, employers, and developers, but provide complementary criteria for suburban area development and redevelopment.

Village of Addison Strategic Plan 2007-2012

Village representatives worked with the Lincoln Foundation for Business Excellence to create a 5-year strategic plan for the Village of Addison. The Plan's vision for the year 2012 outlined six (6) major components:

- Creation of the Village Town Center
- Provision of a variety of mobility options to improve the local transportation system
- Meeting a high standard of livability within the residential neighborhoods
- Provision of a quality community life for residents by enhancing social and economic assets
- Align unincorporated areas within Village limits with quality of community
- Deliver quality municipal service

For each of the above mentioned components of the Village's strategic vision, the report provides a series of goals and objectives aimed at improving local mobility and transportation systems and promoting redevelopment at key locations. These include:

- Develop a network of pedestrian and bicycle paths that provide access to the Town Center and other areas of the region.
- Advance public transportation to key destinations in cooperation with other taxing bodies and communities by investigating shuttle services to train station, medical centers, and the Town Center.
- Reach agreement with Green Meadow on shopping center redevelopment, including improved retail.
- Work with Jewel and Green Meadow on agreement for a new grocery store
- Implement relocation of Len's Ace Hardware and redevelop property along Lake Street.

Village of Addison Budget and Financial Plan

The Budget and Financial Plan represents the Village's plan for allocating available resources including time, manpower, and money to accomplish the planned objectives set forth in the strategic plan. Some of the key elements outlined within the Village's budget are:

- \$40,000 allocated for the Village's Façade program. This program reimburses businesses on Lake Street and Addison Road with 20% of cost of any approved façade or sign renovation.
- \$150,000 allocated to continue Village's 50/50 sidewalk replacement program to replace sections of sidewalks.
- \$69,300 allocated for implementation of RTA sponsored transportation circulator project.

The document also contains the Capital Improvement Program (CIP) for the five-year period beginning in 2010. Funds have been allocated for the improvement of existing sidewalks and streets as well as buildings along Lake Street (Village Hall).

DuPage Area Transit Plan

In 2003, The DuPage Mayors and Managers Conference and DuPage County formed a joint committee to create the DuPage Area Transit Plan. The Plan, funded through the 1999 Regional Technical Assistance Program, outlines service alternations and additions for the DuPage County area to be implemented over the next twenty (20) years.

Six transit related objectives were developed with active public input:

- Integrate transit services with all modes of the regional transportation system.
- Implement transit services to reduce or contain highway traffic congestion.
- Develop a sustainable transportation system in the DuPage County area.
- Establish and ensure an appropriate level of mobility for transportation disadvantaged residents of the DuPage County area.
- Utilize public transit to link local and regional labor markets with hard-to-fill jobs in the DuPage County area
- Utilize public transit and transit-oriented development strategies to sustain the economic vitality of mature downtowns and regional retail/commercial centers.

The Plan recommends three "layers" of transit service:

- Circulators, local bus services that provide trips within a community or transfer opportunities to other services (major bus routes or Metra trains).
- Connectors, which run north-south or east-west on major arterial streets.
- Bus Rapid Transit (BRT), which provides high-speed connections between Naperville, Oak Brook, O'Hare, and Schaumburg .

The Transit Plan also recommends many transit-supportive features, such as bus shelters, park-and-rides, sidewalks and bicycle facilities, and Transit Oriented Development land use.

Addison Township Service

Township residents 65 years of age or older and individuals with permanent disability are eligible for the Township’s transportation services. This curb-to-curb service operates Monday through Friday from 8:30am to 4:00pm. Riders are transported throughout the township with transfers to connecting services. Reservations should be made at least one (1) business day in advance.

The Village of Addison Comprehensive Plan

In order to keep pace with the changes and growth that had occurred over the last sixteen years, the Village created an update to its Comprehensive Plan in 1992. The process involved extensive public involvement to identify key issues and opportunities as well as create the future land use map.

The Comprehensive Plan identified major zoning, redevelopment, and urban design issues including:

- Addressing the definition of a downtown center for Addison.
- Stormwater requirements and building elevations along Lake Street.
- Commercial development and redevelopment along lake Street.
- Creation of a new entryway into the Village along Lake Street.
- Signage of older commercial uses.

The major objectives of the Plan related to land use and transportation include:

- Encourage commercial redevelopment along Lake Street.
- Enhance visual appearance of Lake Street.
- Implement development standards to improve aesthetics along major roadways.
- Encourage public/private partnerships to strengthen existing transportation facilities and explore new modes of transportation.
- Work with appropriate regional agencies to improve transit service in the Village.
- Explore ways to improve and expand access for pedestrians and bicyclists.

The future land use plan encourages higher density multi-family development near the center of town, along Church Street, and along Swift Road. The transportation analysis of the future land use plan indicates the need for Addison to work with surrounding municipalities and agencies to improve transportation within and through the Village. This includes the continued expansion of alternative transportation modes that could include new of improved transit service, bicycle, and pedestrian access.

Village of Addison Zoning Ordinance

The Transit Improvements Plan study area contains a diversity of land uses that support and create a need for various zoning classifications. Of the twenty four (24) total zoning classifications permitted within the Village’s Zoning Ordinance, thirteen (13) of those classifications are found within the boundaries of the study area. The existing zoning classifications within the Business Park include:

- R-1
- R-2
- R-3B
- R-3D
- R-4
- B-1
- B-2
- B-3
- BP
- M-1
- M-4
- Parks, Forest Preserve, Green Space
- Institutional

The permitted zoning classifications, with a few exceptions, appear to be complimentary in nature and appropriately positioned and distributed. Although a majority of parcels within the study area are zoned for business use, there are sufficient residential, open space, and institutional uses both within and immediately adjacent to the corridor that enhance its character and lend to its diversity. Most of the zoning standards encourage the use of transit and will generate greater ridership if the systems and routes are designed appropriately.

A brief description of the various zoning classifications within the study area is given below.

The **R-1 and R-2 Single Family Residence Districts** are one of the smallest districts in the corridor in terms of size. Located mostly to the west of the corridor, these parcels are part of adjacent traditional single-family residential developments. The **R-3B, R3-D, and**

R-4 Multi-Family Residence Districts contain larger parcels that support medium density development setback from Lake Street. These include the condominium developments opposite Shemin Nursery and along Briar Hill Lane. Medium to high-density residential development should be encouraged along the corridor to support existing businesses as well as create a pedestrian-friendly environment.

The Business Districts comprise the largest area in the corridor and form its core character. The **B-1 and B-2 Districts** contain small and medium-scale service and retail uses that serve the residential neighborhoods surrounding them. The **B-3 District** accommodates large scale retail and service uses that generate significant automobile traffic and also cater to the greater Addison region, e.g. Centennial Plaza, Walmart Shopping Center, and Green Meadow Plaza. The **BP District** parcels within the corridor include the Senior Center and two vacant parcels. Overall, the corridor provides a healthy mix of business uses to attract both local and regional shoppers.

The **M-1 Limited Manufacturing District** is located along Addison Road and currently accommodates The Trilogy Group, LLC., a silicone and specialty chemical business. The **M-4 Planned Office Research/Industrial District** is located west of I-355 along Swift Road. The parcels contain large corporate office with warehouse buildings including Borg Warner Automotive, Mitsubishi Engines, and the Chamberlain Group. The location of these parcels provides easy access to the expressway.

Sufficient **Open Space and Recreation** areas are available throughout the Lake Street corridor. The zoning ordinance seeks to protect and maintain open space within the village’s boundaries and promote outdoor recreation. The study area contains a variety of open spaces, varying from active recreational areas such as Links & Tees Golf Course to natural areas including the Cricket Creek Forest Preserve.

Institutional areas are strategically placed in a cluster south of Lake Street west of Addison Road. The existing Village Hall, Public Library, Army Trail School, and Indian Trail Junior High School will further enhance the town center proposed as part of the redevelopment of Green Meadow Plaza.

Design Standards and Guidelines for Sound Transit Projects: Sounder & ST Express Passenger Facilities

The Design Standards and Guidelines Manual provides consultants and project managers with technical direction on designing passenger facilities located in municipal jurisdictions, state rights-of-way, or unincorporated jurisdictions. The Design Standards and Guidelines Manual consist of fourteen (14) chapters, with each chapter addressing a specific design element.

Design Standards in the document indicate the required design direction whereas Design Guidelines provide a preferred but not required direction for a particular design feature. Topics covered include site layout, parking, public areas, landscape architectural elements, architectural elements, lighting elements, and communications and technology.

VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN

Existing Conditions:

Land Use & Configuration:

The Lake Street corridor encompasses approximately 735 acres. While recognized as the commercial core of the Village, it is in actuality comprised of a wide diversity of land uses. The land uses represented in the corridor include:

- Commercial/Retail/Office (216 acres, 30%)
- Industrial (37 acres, 5%)
- Civic/Institutional (61 acres, 8%)
- Single Family & Multi-Family Residential (31 acres, 4%)
- Open Space/Recreational (137 acres, 19%)
- Easements (8 acres, 1%)
- Rights-of-Way (245 acres, 33%)

While various land uses are distributed throughout the corridor, commercial/retail/office uses define a significant portion of the study area. These uses are concentrated at the major Lake Street intersections including Rohlwing Road, Lombard Road, Mill Road, and Addison Road and cover approximately 30% of the corridor (216 acres).

Commercial/retail/office uses surrounding the intersections of Rohlwing Road and Lombard Road represent some of the newest development and redevelopment within the Village. Proximity to the I-355 interchange, larger parcel sizes, “master development” patterns, and modern site configurations are indicative of the uses in these two areas.

The commercial/retail/office uses found at the intersections of Mill Road and Addison Road represent the traditional development character of Lake Street. While several prominent uses are located in these areas including the Green Meadow Shopping Center and Jewel Grocery Store the dominant land use and site character consists of moderate to small parcel sizes with single use buildings, stand alone parking, and independent vehicular access directly onto Lake Street.

Industrial land uses represent approximately 37 acres within the corridor. These uses are clustered west of the I-355 Expressway abutting Swift Road. These uses serve as a transitional area between the perceived economic and shopping core of the Lake Street corridor to the east and the industrial/employment district within the Meadows Business Park to the west.

Lake Street’s civic and institutional uses are concentrated at the intersection of Addison Road. The uses found at this location cover approximately 61 acres and include major components of the Village’s administrative, educational, health service, and religious foundations. While each use is independent in nature their respective site configuration and design work to complement each other, resulting in a collaboration of uses that are easy to identify, access, and utilize.

Residential land uses make up a limited portion of the total acreage (31 acres) within the corridor. With the exception of the small number of single family homes at the east end of the corridor near IL Route 83, most residential uses are multi-family townhome and condominium units located between Lombard Road and Mill Road. These residential uses abut directly onto Lake Street and break the extended length of commercial uses between the nodes of activity at the intersections of Lombard Road and Mill Road. These moderate density residential developments with convenient access to the corridor create captured patrons for the commercial/retail uses within walking distance to the east and west.



Addison Village Hall



Lakeview Place Townhomes



Lake Street and Addison Road



Addison Friendship Plaza

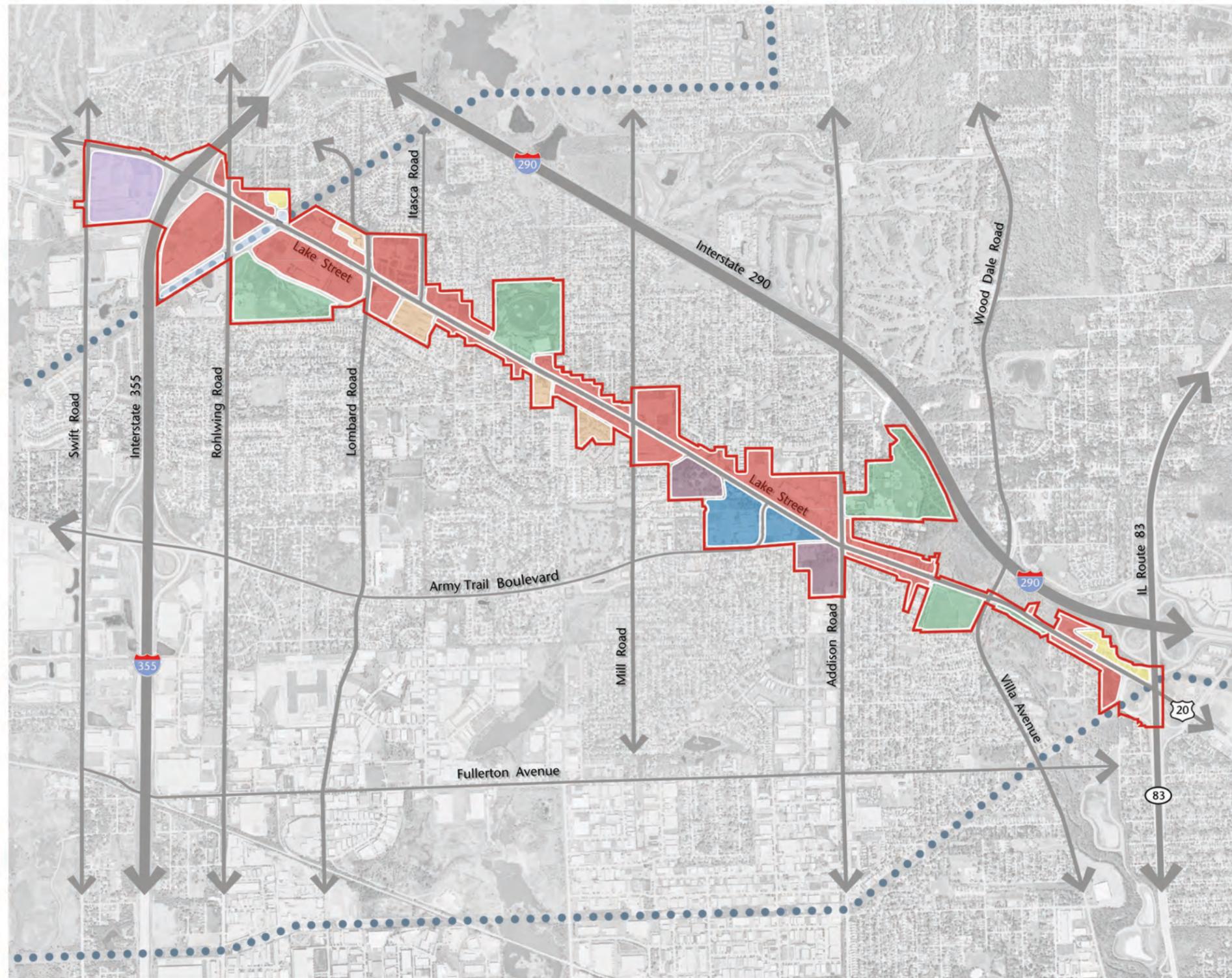
The Lake Street corridor is anchored at its east and west ends by a significant amount of public open space and recreational amenities. Addison Community Park, Centennial Park, Louis Reservoir, and Links and Tees Golf Center provide a desirable mix of both active and passive recreational opportunities including bike trails, golf course, ball fields, sport courts, and community center facilities. Overall open space and recreational use make up 137 acres of the corridor land area. The distribution of these facilities along the corridor and their accessibility by vehicular, transit, and pedestrian modes of access make them significant assets for the area.

The ComEd utility easement in the western portion of the corridor comprises approximately 8 acres of land within the study area. Currently under utilized, the easement’s location and proximity to significant commercial/retail uses (e.g. Walmart/Sams Club and Centennial Plaza), Centennial Park, and residential districts to the northeast and southwest provides a tremendous opportunity for enhanced pedestrian connectivity and circulation to and from the corridor.

The single largest land use within the Lake Street corridor is land dedicated for rights-of-way. These include the rights-of-way for Lake Street, I-355, IL Route 83, and the numerous collector and local streets bisecting the area. At 245 acres, these rights-of-way occupy approximately 33% of the total land area with the corridor.

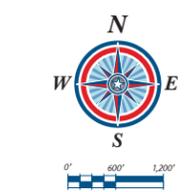


Safeguard Self Storage



- Interstate Highway
- Arterial Right-of-Way
- Collector Right-of-Way
- Study Area Boundary
- County Roadway
- State Roadway
- Interstate Roadway
- ComEd Easement

- Land Use Legend**
- Industrial
 - Commercial/Retail/Office
 - Civic
 - Institutional
 - Single-Family Residential
 - Multi-Family Residential
 - Open Space/Recreational
 - Right-of-Way
 - Easement



VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN

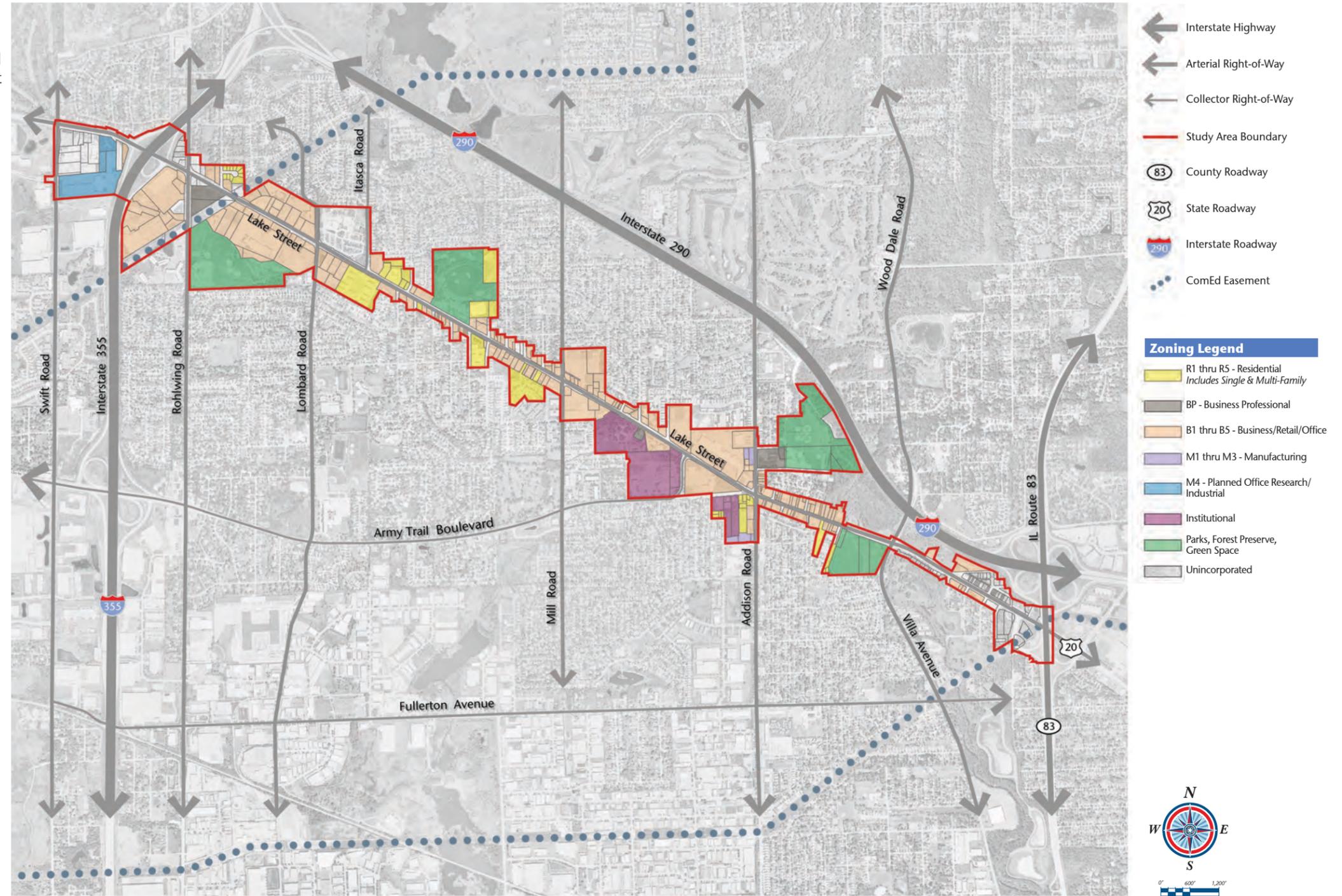
Zoning Districts:

The significant length of the Lake Street at 4.5 miles, and its diversity of land uses, parcel sizes and configurations, and abutting neighborhoods and districts, provides the need for and the ability to support a variety of zoning classifications. To assist in evaluating the general zoning issues within the corridor the Village zoning classifications were compiled as follows:

- R1 thru R5 Residential
- B1 thru B5 Business/Retail/Office
- BP Business Professional
- M1 thru M3 Manufacturing
- M4 Planned Office/Research/Industrial
- Institutional
- Parks, Forest Preserve, Green Space
- Unincorporated

The zoning classifications and their supporting regulations appear to be based on the traditional zoning principal of creating unique and separate districts to support the desired or intended uses within those districts (i.e. Euclidian Zoning). While this system of separating uses by district is effective in minimizing conflicting uses, it creates limitations in the promotion of transit supportive development. With few exceptions, the mixing of uses (e.g. residential uses with commercial use on the same parcel) is prohibited within the existing regulations. Where it is permitted, residential uses are either prohibited from location below the second floor and/or the percentage of permitted commercial space is limited to less than 15% of the total land area.

In addition to the usage limitations within the zoning regulations, yard set backs, building heights, lot coverage, and parking regulations for the individual districts lack flexibility to promote and accommodate transit supportive developments. The provision of minimum building setbacks encourages structures to be placed far from the right-of-way thereby creating long distances to walk to reach their entrance. Transit supportive development regulations encourage maximum building setbacks to encourage building placement near the right-of-way line. Stringent building height and lot coverage limitations reduce the density potential of the parcels within proximity of transit stops. As a result, the numbers of persons who reside in walking distance of a transit stop are reduced. Transit ridership is directly tied to the proximity of the transit stop and convenience in being able to access the stop. Finally, parking requirements need to be designed to consider the availability and use of transportation modes other than the automobile. Parking requirements for commercial and residential uses within proximity of transit and pedestrian bike paths should be reduced to reflect the lower demand for multiple car households within these areas.



Access & Circulation:

Roadway/Right-of-Way Infrastructure

Lake Street (U.S. Route 20) is an Illinois Department of Transportation (IDOT) controlled regional arterial roadway that extends from Harlem Avenue (State Route 43) at the City of Oak Park-River Forest border on the east, to the Illinois-Iowa border on the west. Within the study area, the roadway extends the length of Addison, a distance of 4.5 miles, from IL Route 83 on the east to Swift Road on the west. The right-of-way varies from 68 feet to 103 feet in width and provides a posted speed limit along the corridor of 30 to 40 mph. In 2005, the Lake Street corridor was extensively rebuilt by IDOT with a five lane cross-section, new pavement, new curb and gutters, sidewalks, lighting, stripping and signalization upgrades. The five lane cross-section consists of two lanes in each direction with turning lanes at major intersections, and a center median along portions of the right-of-way.

The street hierarchy in the study area consists of an interstate highway, arterial streets, collector streets, and local streets. Interstate 355 (I-355) provides north-south access on the west end of the study area. There is a full interchange at Lake Street.

An arterial street is a street used, or intended to be used, primarily for through traffic. Four streets within the study area are classified as arterial streets. Lake Street serves as the primary east-west arterial street while Rohlwing Road, Addison Road, and IL Route 83 serve as north-south intersecting arterials.

Collector streets are used, or intended to be used, to carry traffic from local streets to the arterial street system. The north-south collector streets within the study area include Swift Road, Lombard Road, Mill Road, and Wood Dale Road/Villa Avenue.

The remaining streets providing access to and from the Lake Street corridor are classified as local streets. A local street is a street used, or intended to be used, primarily for access to abutting neighborhoods and properties.

Intersection Infrastructure

Vehicular (automobile and transit) and pedestrian movements throughout the corridor are impacted by the transportation infrastructure at key intersections located along the corridor. For the purposes of this evaluation the key intersections have been identified as those that currently warrant traffic signalization. There are thirteen (13) intersections along the Lake Street corridor with existing signalization. These intersections include:

- Swift Road
- I-355 Northbound Ramp
- I-355 Southbound Ramp
- IL Route 53/Rohlwing Road
- Centennial Plaza/Marcus Cinema
- Lombard Road/Foxdale Drive
- Itasca Road
- Mill Road
- J.F. Kennedy Drive
- Addison Road
- Wood Dale Road/Villa Avenue
- IL Route 83 Southbound Ramp
- IL Route 83 Northbound Ramp

The intersection of Swift Road and Lake Street is the western gateway into the corridor study area. With the exception of the bus stop located on Swift Road, immediately south of Lake Street the intersection lacks transit supportive infrastructure. Missing sidewalks, intersection crosswalks and pedestrian crossing signals creates a physical and perceptual separation from the corridor to the east and discourage use of transit within the area.

Similar to the Swift Road intersection, Lake Street's intersections with the northbound and southbound ramps to I-355 each lack east-west sidewalk connections, pedestrian crosswalks, and signalization. While this area does not currently support a high volume of pedestrian circulation, persons were observed walking through the area and have worn informal paths between the east and west sides of the corridor.

The IL Route 53/Rohlwing Road intersection is a major traffic intersection for the corridor providing dual through lanes and dedicated turning lanes for each direction. The width needed to support the five lane cross section, proximity of existing land uses to the right-of-way lines, and intention to separate vehicular and pedestrian movements for safety reasons contribute to the lack of transit supportive amenities in the area. Despite the contributing physical and safety reasons for the lack of amenities, people continue to circulate through the intersection. For example, informal paths exist along the south side of Lake Street linking the intersection to the existing sidewalks further to the east. Pedestrians were seen on several occasions crossing Rohlwing Road between the Marathon Gas Station and the Piazza De Marco's commercial plaza.

Transit supportive amenities at the entrance to the Marcus Cinema/Centennial Plaza include bus stops, sidewalks/carriage walks, crosswalk stripping, and pedestrian signals on all four legs of the intersection. While these amenities exist at the intersection, sidewalk and pedestrian connections from the intersection to the commercial storefronts are lacking. As a result, pedestrians are required to walk through the parking lots in competition with the vehicular traffic.

The intersections of Lake Street with Lombard Road/Foxdale Drive, Itasca Road, and Mill Road each provide appropriate transit supportive amenities. There are some missing portions of sidewalk of the east side and west side of Lombard Road/Foxdale Drive as well as the west side of Itasca Road, and both sides on the entrance to the Lakeview Place multifamily residential development.



Lake Street and Lombard Street

J. F. Kennedy Drive is the primary point of access from Lake Street into Addison's municipal and institutional campus area. J. F. Kennedy Drive becomes Army Trail Boulevard as the road turns south and west, and then Army Trail Road, a DuPage County controlled road, west of I-355. There are complete transit and pedestrian supportive amenities on the south side of Lake Street, but no sidewalks leading into the Green Meadow Shopping Center on the north side of Lake Street.

The intersection of Lake Street and Addison Road is the perceptual heart of the study corridor. With existing sidewalks, crosswalks, and pedestrian signals on all four legs of the intersection, the area is a strong location for transit supportive amenities. While well positioned over all, there is a portion of sidewalk missing on the west side of Addison Road, immediately south of Lake Street.

There are three key intersections located east of Addison Road. These include, Wood Dale Road/Villa Avenue and at the southbound and northbound ramps of IL Route 83. The Wood Dale Road/Villa Avenue intersection has existing sidewalks, crosswalks and pedestrian signals at all four quadrants. However, a portion of sidewalk is missing on the west side of Wood Dale Road, north of Lake Street, as well as a missing segment on the east side of Villa Avenue, south of Lake Street. The intersections at the IL Route 83 ramps have no sidewalks, crosswalks, or pedestrian signals.



Lake Street and Addison Road

VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN

Traffic Volumes and Level of Service (LOS)

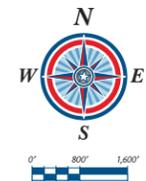
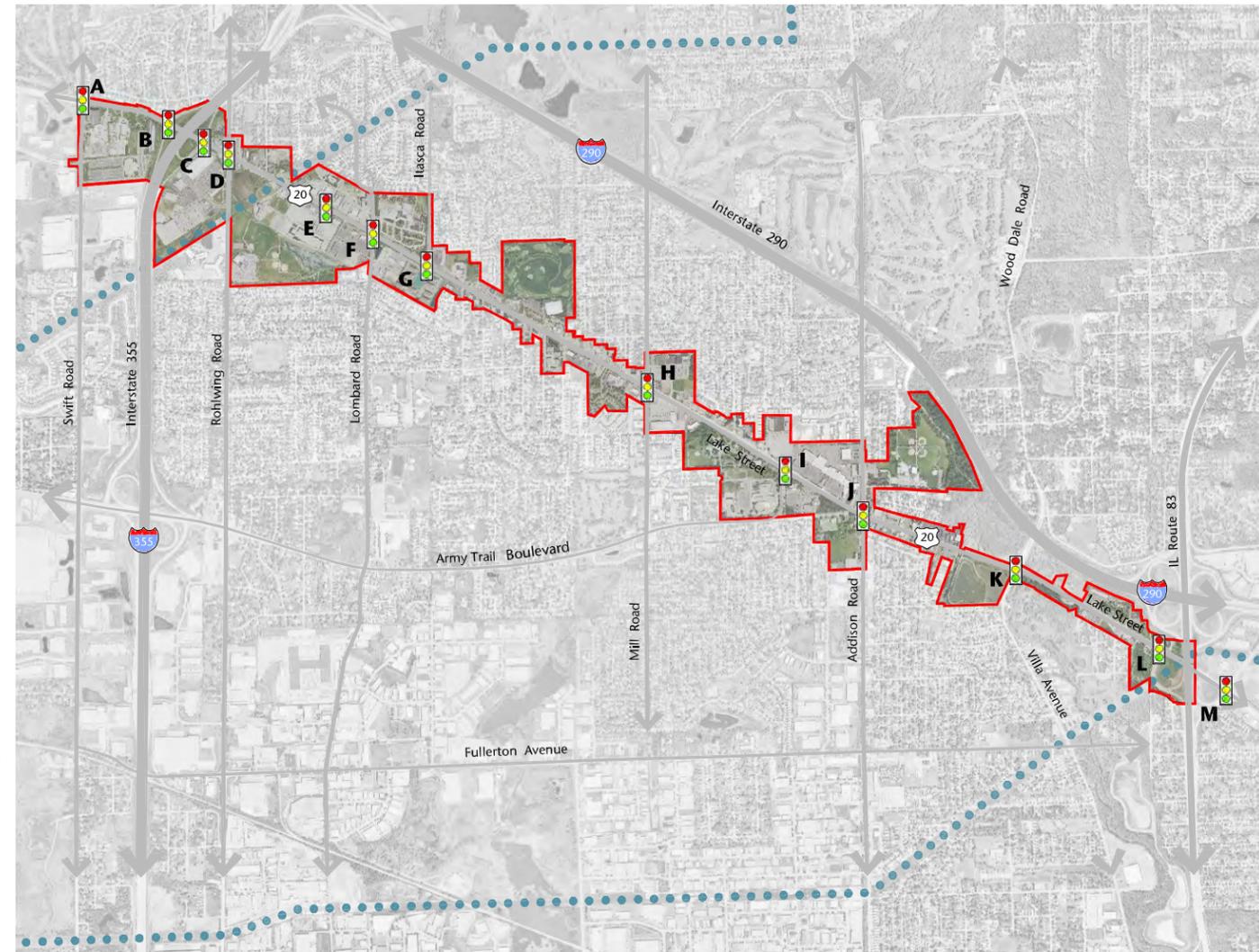
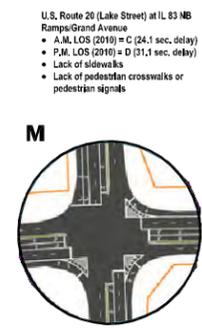
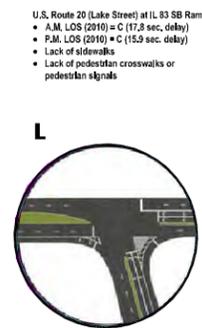
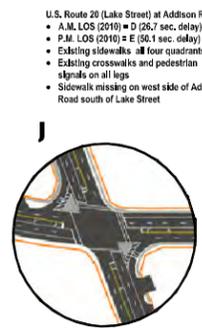
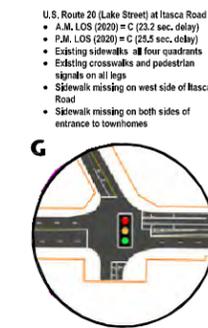
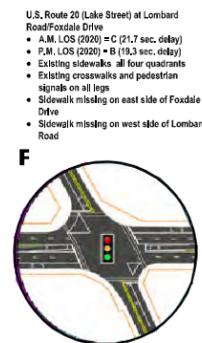
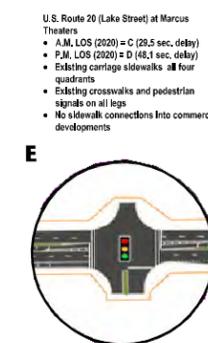
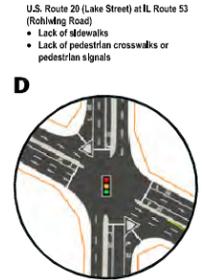
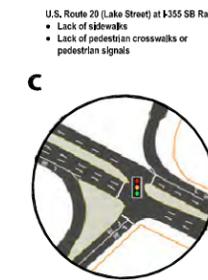
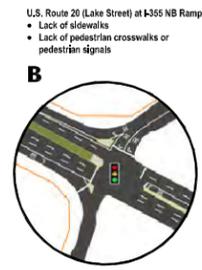
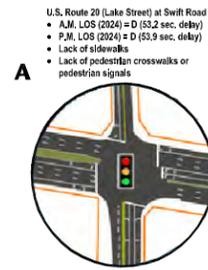
Average Daily Traffic (ADT) volumes along Lake Street vary from 22,900 to approximately 52,300. The lowest volume of traffic is found at the far eastern portion of the corridor near IL Route 83 (22,900 ADT). Traffic volumes between IL Route 83 and Addison Road range between 32,000 and 34,200. West of Addison Road to Rohlwing Road, traffic volumes vary between 26,900 and 28,000. Volumes increase significantly west of Rohlwing Road and peak around 52,300.

It is estimated that truck traffic makes up between 3% to 12% of all traffic within the study area. Trucks appear to primarily utilize Addison Road, Rohlwing Road, and Wood Dale Road/Villa Avenue to get to Lake Street. From Lake Street trucks can access either I-355 or IL Route 83 depending on their intended destination. Truck traffic along Lake Street is heaviest east of Addison Road as a result of the industrial buildings located south of the corridor along Fullerton Avenue.

Level of Service (LOS) is a measure of effectiveness by which traffic engineers determine the quality of service on elements of transportation infrastructure, mostly related to traffic speed. The LOS system uses letter A through F, with A being the best and F being the worst, to report on traffic flow. The Highway Capacity Manual and American Association of Highway Transportation Officials (AASHTO) defines the lettering system as follows:

- A** - Free flow
- B** - Reasonably free flow
- C** - Stable flow
- D** - Approaching unstable flow
- E** - Unstable flow
- F** - Forced or breakdown flow

The LOS for AM and PM rush hours were estimated as part of IDOT's Intersection Design Studies for key intersections along Lake Street. In general, Lake Street is most congested around the intersections of Addison Road, IL Route 83, and on the west near the I-355 interchange.



Transit Service:

Pace Bus Service:

There are two (2) Pace bus routes that serve the Village of Addison- Route 711 and Route 715. In addition, Route 757 serves nearby communities east and north of the Village. Fares are \$1.75 for the general public and \$.85 for reduced fares (i.e. students); transfers are an additional \$.25. Riders can also purchase a monthly pass which allows them unlimited rides, or utilize the Chicago Card, Chicago Card Plus and Chicago Transit Authority (CTA) Transit Cards. Seniors ride free.

Route 711 and 715 were initiated in June 2008. Route 711 is a regional route serving Wheaton, Carol Stream, Bloomingdale, and Addison. It operates eastbound along Army Trail Road to Rohlwing Road, north on Rohlwing Road to Lake Street, and then southeast on Lake to J. F. Kennedy Drive where it turns around; gets back on Lake Street via Mills Road and heads back west. Major trip generators along this route include:

- Stratford Square Shopping Center in Bloomingdale;
- Marianjoy Rehabilitation Hospital;
- Wheaton Metra Station;
- Carol Stream Industrial Park;
- High Grove Business Park; and
- destinations along Lake Street in Addison, including Walmart, Marcus Cinema, Friendship Plaza, Village Offices, Field Court, and Library.



Pace Route 711 on Lake Street

The route makes 12 daily trips and operates on an approximately 45 minute schedule. There is no weekend service.

Route 715's northern terminus is the Walmart parking lot at the corner of Lake Street and Rohlwing Road. Southbound, the route travels west on Lake Street to Swift Road and then continues south to serve Glen Ellyn, Lombard, and Westmont. During rush hours, the route is extended to serve the Argonne National Laboratory in southeast DuPage County. Trip generators served by this route include:

- Westmont Metra BNSF Station;
- Yorktown Shopping Center;
- Midwestern University;
- College of DuPage - West Campus;
- Glen Ellyn Metra Union Pacific (UP-W) Station; and
- Argonne National Laboratory.

This route operates Monday through Friday, making 13 trips on an approximately 90 minute schedule. On Saturday, service is provided between 9:00 am and 5:30 pm on a 90 minute schedule.

Ridership data for Routes 711 and 715 indicate a total of 68 riders on an average day within the Village of Addison. The average number of riders boarding Route 711 along Lake Street is 13 riders. Thirty-seven riders boarded either Route 711 or 715 at the Walmart. The other riders boarded Route 711 or 715 outside the study area. An average daily ridership of 68 for two Routes is not a significant number given the fact that both routes operate 12 to 13 trips per day.

Route 757 is a regional express bus service connecting Forest Park to Elk Grove Village and Schaumburg. Initiated in 1990, the weekday-only service makes a total of 10 trips per day including 5 westbound trips in the morning and 5 eastbound trips in the evening peak hours.

Route 757 currently runs along the I-290 expressway and IL Route 83, within close proximity of the north eastern edge of Addison. This presents an opportunity to extend the service to the village in the future, thereby benefiting residents and businesses throughout the region.

Metra Commuter Rail Service:

Metra does not provide commuter rail service to the Village of Addison. The Milwaukee District West (MD-W) Line serves the communities to the north of Addison and the Union Pacific West (UP-W) Line serves the communities to the south. The closest commuter stations to the study area include Itasca and Wood Dale on the MD-W Line, and Lombard, Villa Park, and Elmhurst on the UP Line. The MD-W Line operates seven days a week between Union Station in downtown Chicago and Big Timber Road Station in Elgin. The UP-W Line operates seven days a week between Ogilvie Transportation Center in downtown Chicago and Elburn.

Station Name	Weekday Boardings	Saturday Boardings	Sunday Boardings
Wood Dale	639	98	67
Itasca	546	85	50
Villa Park	718	134	58
Elmhurst	1,503	228	136
Lombard	1,159	225	125

Source: Metra, 2006 Weekday Boarding and Alighting Counts; 1999 Saturday and Sunday Boarding and Alighting Counts

Metra's Fall 2006 Origin-Destination Survey identified that 82 residents used the Wood Dale Station and 33 Addison residents utilized the Itasca Station. With regard to the UP-W Line, 23 residents boarded at the Villa Park Station, 9 residents utilized the Elmhurst Station, and 6 residents utilized the Lombard Station.

There is no Pace service that directly connects the study area with any of the above Metra stations so residents need to drive or be dropped off at the stations. Parking availability at Metra stations often determines which station commuters will choose to use. Metra's 2008 parking utilization data indicates that there is available parking throughout the day at the Itasca and Wood Dale stations, but that parking lots were utilized at close to 100% at the Lombard, Villa Park, and Elmhurst stations.

Paratransit Service:

Addison residents are served by two paratransit services. The Village sponsors a service for the general public that operates Monday through Friday from 8:00 a.m. to 4:00 p.m. Service is available to any location throughout the Village during the hours of operation. In addition, service is provided between 10:00 a.m. to 2:00 p.m. to specified locations outside the Village as follows:

- Monday – Woodfield Mall and Elmhurst Hospital
- Tuesday – Alexian Brothers Hospital
- Wednesday – Stratford Square Mall
- Thursday – Elmhurst Hospital
- Friday – Alexian Brothers Hospital

Service needs to be arranged one day in advance. The fee is \$.75 for seniors, disabled residents, and students, and \$1.50 for all others.

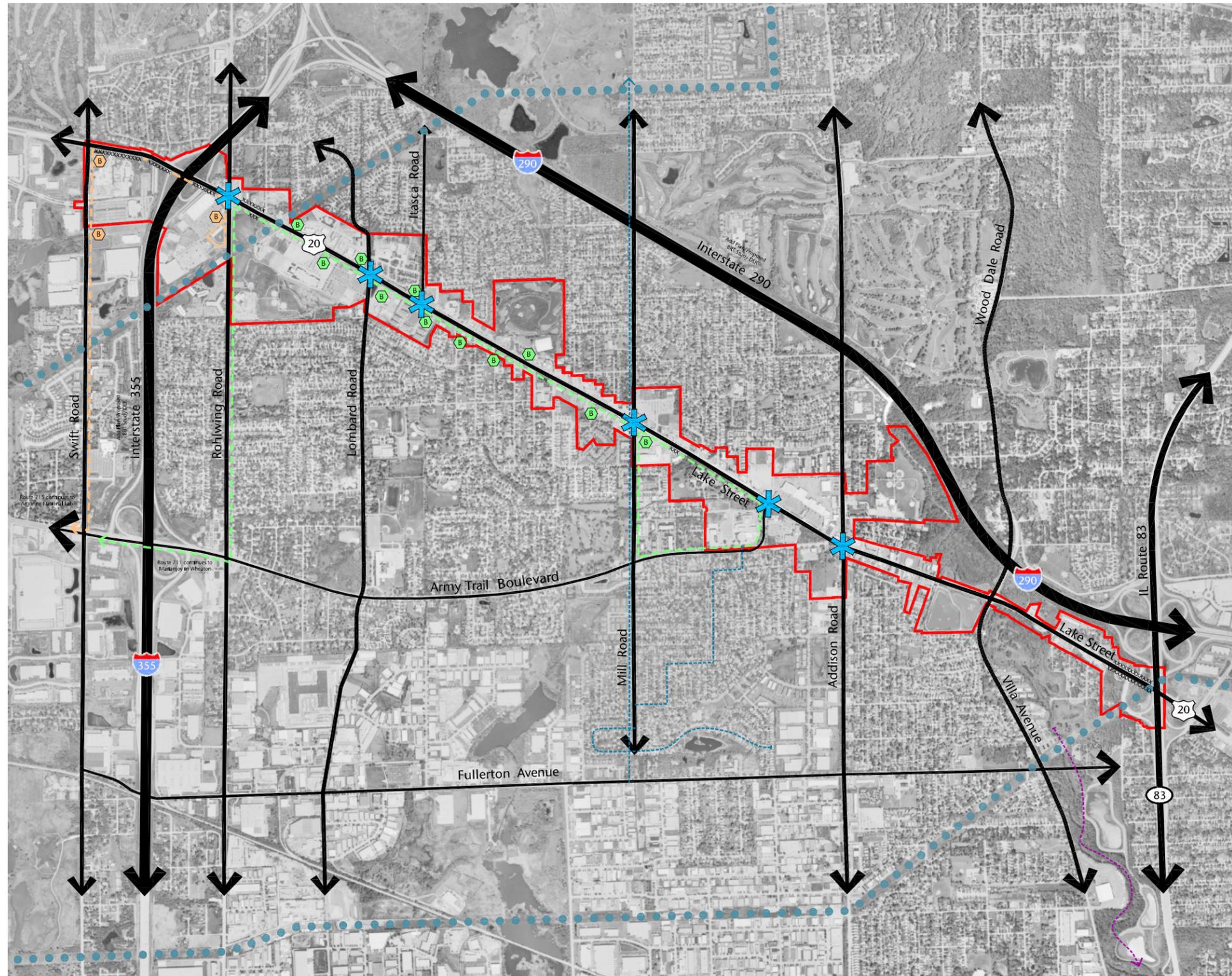
DuPage County also provides dial-a-ride services to all communities within the County. The type of trips are limited, and all transportation is arranged by calling in ahead of time. The DuPage County Health Department provides services for seniors for medical/dental appointments, adult day care, trips to the DuPage County government complex, County Health Department, and the Crisis Unit. This service is free. The DuPage County Human Services Department provides trips to the same destinations as the Health Department. Fares are priced by the distance traveled. The DuPage County Senior Services Department provides free transportation to limited destinations that they specify.

Bike and Pedestrian Access

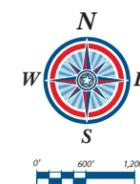
There is very limited right-of-way for pedestrian amenities or landscaping, including trees, benches, decorative planters, or other treatments which would provide a more calming pedestrian experience along the study corridor. The sidewalks are very close to the street and there is only a narrow brick paved parkway to protect pedestrians from vehicles.

Salt Creek Greenway, a newly designated regional bikeway crossing the corridor at Villa/Wood Dale Road, is the only designated bikeway in this area. Additional bikeway destinations along the study area could include Friendship Plaza, Marcus Theaters, various shopping centers, and the proposed Town Center.

VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN



- Interstate Highway
- Arterial Right-of-Way
- Collector Right-of-Way
- Study Area Boundary
- County Roadway
- State Roadway
- Interstate Roadway
- ComEd Easement
- Pace Bus Route 711
- Posted Bus Stop Route 711
- Pace Bus Route 715
- Posted Bus Stop Route 715
- Existing Local Bike Path
- Existing Regional Bike Path
- Missing Section of Public Sidewalk
- Key Pedestrian Crossing



Streetscaping, Wayfinding, & Signage:

The visual/aesthetic presence of a “place”(e.g. Lake Street corridor), as provided by its streetscape, signage, wayfinding, and architectural elements and characteristics has an influence on transit supportive abilities. As currently configured, the Lake Street corridor lacks its desired sense as being Addison’s “Main Street”. This is due primarily to its vehicular orientation, which caters to the automobile rather than needs of the pedestrian or bicyclist desiring to use transit.

Streetscape:

The existing streetscape along the corridor consists of a varying combination of carriage walks, concrete sidewalk, bus stops, and decorative light fixtures. Amenities such as street trees, bollards, planters and designated/separated bikeways are extremely limited along the corridor.

Much of the corridor streetscape was installed in 2005 following the reconstruction of Lake Street by IDOT. The type and intensity of use of the streetscape elements range widely along the corridor as a result of the surrounding land use and amount of available right-of-way. The areas along the eastern end of the corridor tend to provide limited streetscaping beyond sidewalks and lighting as a result of limited available right-of-way width and a lower intensity of overall development activity. Streetscape amenities at the intersection of Lake Street and Addison Road are among the most intensive to complement the strong civic, institutional, and commercial uses at this location. Similarly, the concentration of commercial uses in and around Centennial Plaza/Marcus Cinema demand the provision of the existing transit supportive streetscape elements.

While the streetscape enhancement effort from 2005 has improved the overall visual appearance of the corridor, it has not significantly reduced the perception of Lake Street as a highway, and not Addison’s “Main Street.”

Signage:

The quality and character of signage varies from traditional to elegant, as demonstrated by the Addison Village Hall entry sign. The age of a sign and the regulations under which it was permitted directly relate the quality of the signage. Signs developed under current regulations appear to be more uniform in presentation and work to maximize their visual effectiveness.

Business and institutional signage along the corridor is typically freestanding and located between the street frontage and the edge of the off-street parking and/or building setback, depending on the placement of the building. This type of signage is a result of the individual parcel and building configurations historically permitted along the corridor. To establish its place or call attention to its existence each business is forced to compete visually with its commercial/retail/institutional neighbors through construction of larger signs.

The dominance of freestanding signs and lack of visual coordination and/or hierarchy contribute to a level of visual “chaos” for the corridor. This requires motorists to intensely focus on the mass of signage to identify their desired location, thereby reducing their concentration and safety in regards to other vehicular and pedestrian movements within the area.

Wayfinding:

There is no readily-apparent wayfinding system guiding pedestrians and motorists to key civic and commercial places. As a result, corridor businesses and institutions are failing to capture potential visitors and patrons. Existing infrastructure such as the corridor lightpoles are often utilized to display graphics and advertisements identifying corridor business and attractions and Lake Street as the “Main Street” of the Village of Addison. Bus shelters, if provided should be used to provide ‘You are Here’ and key destination maps, bus/circulator route maps, and schedules and real-time arrival information. Wayfinding elements may also include the history of the Village of Addison and other branding/promotion opportunities.

Landscape:

A striking feature of the Lake Street corridor is the intermittent green open space which gives an overall impression (in the summer) of a lush, wooded sequence of spaces. However, at most parcel frontages there is a ‘hodge-podge’ of landscaping ranging from none to overly-fussy plantings. A landscape ordinance prescribing the types of plants and planting patterns along the corridor would greatly enhance the overall appearance of this main street. Landscape around major and minor transit stops should provide seating, bike racks, and interpretive exhibit signage.

Architecture:

In the corridor, a variety of architectural styles and building conditions exist. The newer buildings tend toward recognizable “classic” or traditional styles, but adapted to contemporary uses without authentic execution. The architecture does not create a pedestrian friendly environment because most buildings are set well back from Lake Street with parking lots. Many buildings are oriented at an angle to Lake Street, further creating a sense of detachment. Poor entry access and orientation, windows and fenestration, and the prominence of car/parking, all contribute to a visually chaotic appearance.



Traditional wayfinding signs



Village Hall monument sign



Commemorative markers



Decorative plaza and landscaping

VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN

Corridor Sub-Areas:

As previously described, within the Lake Street corridor exist a series of six (6) distinct sub-areas. Each sub-area is comprised of a diversity of physical characteristics, development typology, land use mix, and access and circulation patterns. These areas have been highlighted within Transit Improvements Plan for their potential to impact the future transportation, transit, land use and development character within their individual boundaries as well as along the entire corridor.

Sub-Area A: Lake Street & Swift Road

Generally bounded by Lake Street on the north, DeVry University on the south, I-355 on the east, Swift Road on the west.

Sub-Area B: Centennial District

Generally bounded by single family residential development to the north, Centennial Park on the south, Itasca Road on the east, and I-355 on the west.

Sub-Area C: Links and Tees Golf Center

Generally bounded by Surrey Road on the north, Byron Avenue on the south, 4th Avenue on the east, and Itasca Road on the west.

Sub-Area D: Lake Street & Mill Road

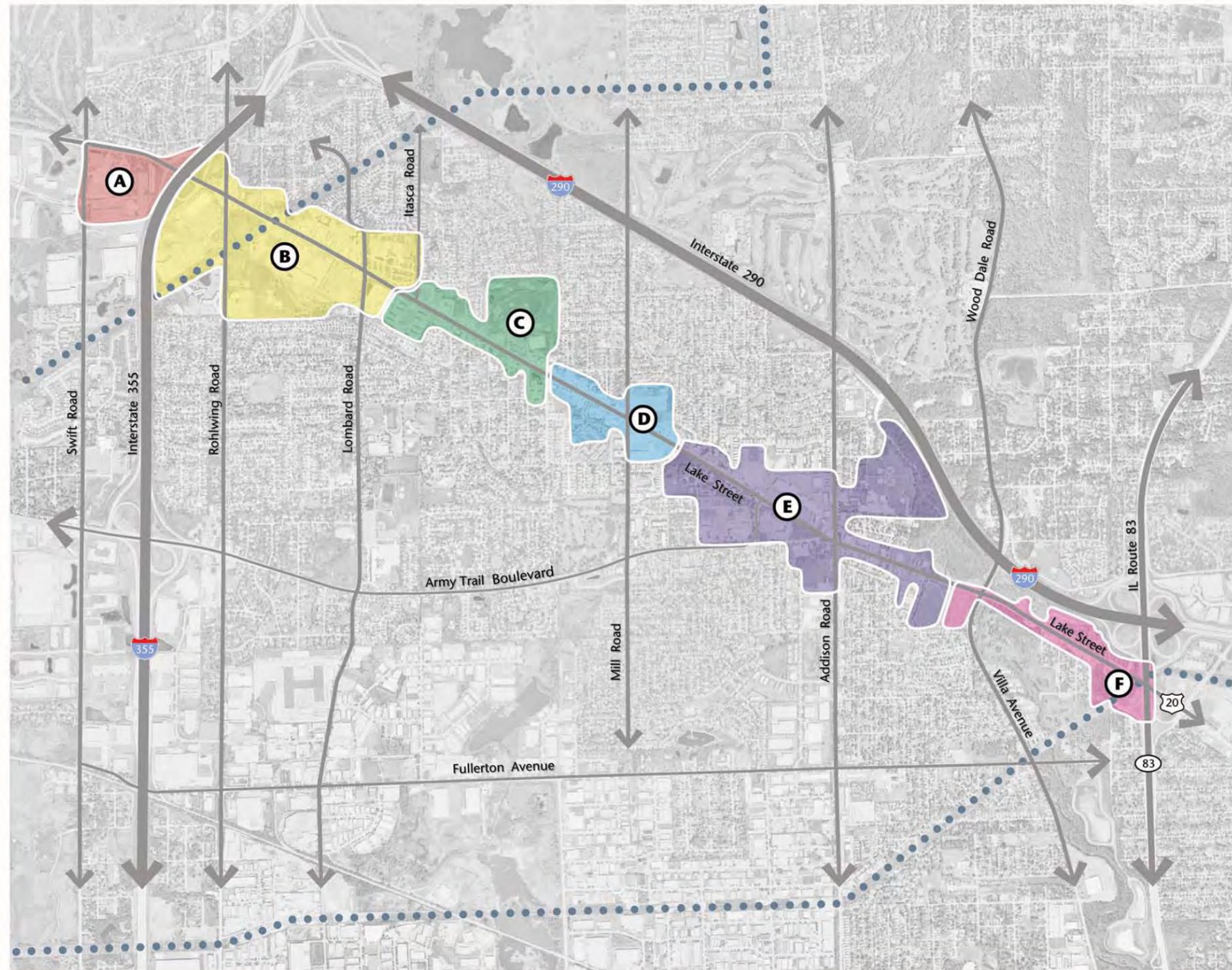
Generally bounded by Linda Lane on the north, Stonemill Avenue on the south, Neva Avenue on the east, and 4th Avenue on the west.

Sub-Area E: Green Meadow Plaza

Generally bounded by Green Meadow Drive on the north, Moreland Avenue on the south, Maple Street on the east, and Neva Avenue on the west.

Sub-Area F: Lake Street & IL Route 83

Generally bounded by I-290 on the north, Wrightwood Avenue on the south, IL Route 83 on the east, and Maple Street on the west.



- Interstate Highway
- Arterial Right-of-Way
- Collector Right-of-Way
- County Roadway
- State Roadway
- Interstate Roadway
- ComEd Easement
- Sub-Area Designation



Sub- Area A: Lake Street & Swift Road

Sub-Area A encompasses the northwest corner of the Lake Street corridor. Its location at the west edge of the corridor abutting the I-355 Expressway makes it the western gateway into the study area. The sub-area currently consists primarily of industrial and institutional land uses within approximately 11 buildings/structures, along with ancillary off-street surface parking. Among sub-areas uses include:

- Safeguard Self Storage
- Ryan Tools
- DeVry University

Land uses and building massing within the sub-area are individual in nature and lack potential, as currently configured, to accommodate mixed-use development. With the exception of the Safeguard Self Storage building at the southeast corner of Lake Street and Swift Road all structures within the sub-area are set far back from the right-of-way, limiting pedestrian connections between the public and private environments.

Access to transit is provided by Pace Route 715 along Swift Road and Lake Street. Designated bus stops are located at the intersection of Lake Street and Swift Road, as well as the southern driveway to the DeVry University campus. The DeVry University stop provides access for both the University and the abutting Dave & Busters restaurant. While bus stops are provided, the sub-area lacks sidewalks and pedestrian bike routes/paths, thereby forcing pedestrians to travel along the edge of the street, parcel driveways, and/or within area parking lots.

This situation creates conflicts between automobile and pedestrian traffic and presents a dangerous potential for accidents within the sub-area. Coupled with the lack of sidewalks and bike paths, the intersection of Lake Street and Swift Road does not provide pedestrian signals and designated crosswalks. Pedestrian supportive/oriented amenities such as benches, bus shelters, trash cans, lighting, and signage are also missing within the sub-area.

Sub- Area B: Centennial District

Sub-Area B is a major economic, entertainment, and recreational sub-area within the Lake Street corridor. The sub-area is one of the most recently developed/redeveloped areas along the corridor and its site configuration and design reflect current retailing requirements for corridor facilities. The sub-area is currently comprised of a diversity of users, including but not limited to:

- Walmart
- Sams Club
- Best Buy
- Marcus Cinema
- Hampton Inn
- Centennial Plaza’s restaurant & retail uses
- Shemin Nursery Center
- Centennial Park

Stand alone buildings with surrounding surface parking comprise the typical parcel configuration. The out lots located along Lake Street between the ComEd easement to the west and Lombard Road to east are placed closer to the street but lack direct sidewalk links from the street to the front of the buildings. The development parcels along the north side of Lake Street are configured in a cluster format and provide shared parking and the opportunity to park once and walk between multiple stores. Shared driveways have been planned and executed on both the north and south sides of Lake Street and result in consistent and identifiable ingress and egress to sub-area uses.

The Shemin Nursery Center, which is located along the north side of Lake Street between Lombard Road and Itasca Road represents one of the largest, single properties within the corridor. Its industrial nature appears to be in conflict with the retail oriented character of sub-area and overall corridor as well as the residential nature of the land uses to the north and northeast.

Transit access within the sub-area is provided exclusively via Pace Route 711. There are three (3) designated bus stops along the westbound leg (i.e. north side of Lake Street) and two (2) designated stops along the eastbound leg (i.e. south side of Lake Street). The stops are located primarily at the intersections of Itasca Road, Lombard Road, and the main entrance drive to the Centennial Plaza. While the stops are designated with signage they lack shelter, lighting, and protection from the weather or vehicular traffic along Lake Street.

Sidewalk accessibility within the sub-area is generally adequate with the exception of the south side of Lake Street between I-355 and the ComEd easement and the north side of Lake Street between Rohlwing Road and the ComEd easement. The intersection of Lake Street with the I-355 ramp and Lake Street with Rohlwing Road, each lack appropriate pedestrian signals and crosswalks. Sidewalk linkages between the intersections and their abutting commercial development are missing.

Despite the location of Addison’s premier Centennial Park and the ComEd easement bisecting the sub-area northeast to southwest, the sub-area does not provide any designated bike paths connections between the employment, shopping/entertainment, and recreation activity generators and the surrounding neighborhoods.



Attractive architecture and entry features

Sub- Area C: Links and Tees Golf Center

Sub-Area C is generally bounded on the west by the Lakeview Place townhomes and on the east by 4th Avenue. Multi-family residential, commercial/retail, and recreational land uses are dispersed along the length of the sub-area making for a rich diversity activity. The Lakeview Place townhomes represent a recent effort to reintroduce residential uses/nodes and density back onto the Lake Street corridor. Retail and commercial uses consist of a combination of small lot entities primarily along the south side of Lake Street and mid to large lot entities along the north side. The Addison Park District Links-n-Tees Golf Center marks the eastern end of the sub-area.

The small lot retail nature of the sub-area results in a significant number of curb cuts along the Lake Street right-of-way. These curb cuts break up the pedestrian way and streetscape and result in traffic congestion from vehicles entering and existing at numerous locations along the roadway.

Pace Route 711 provides transit accessibility with three (3) eastbound designated bus stops and one (1) westbound stop at Links-n-Tees. The bus stops are identified with a pole/sign demarcation but lack shelter, seating, and real time transit arrival information.

Pedestrian circulation is provided via sidewalk connections along Lake Street and into the abutting neighborhoods to the north and south. Sidewalks are missing along the west side of Itasca Road and into the Lakeview Place townhomes. The existing connections meet basic pedestrian needs but could be enhanced through the provision of dedicated bike paths and landscape/signage improvements. Pedestrian supportive/oriented amenities such as benches, trash cans, lighting, and signage are missing throughout the sub-area.

VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN

Sub-Area D: Lake Street & Mill Road

The intersection of Lake Street and Mill Road, extending to 4th Avenue on the west and Neva Avenue on the east represents the extent of Sub-Area D. The sub-area is anchored by the Lake Mill Plaza on the northeast corner of Lake Street and Mill Road. Lake Mill Plaza is home to Caputos Fresh Market and small ancillary shops and out lots. Immediately south of the Lake Mill Plaza exists a largely vacant plaza that represents an opportunity for significant redevelopment with the sub-area. Its prominent location at the southeast corner of Lake Street and Mill Road, size, and dual frontage accessibility present the potential for redevelopment for mixed-use retail/residential along the corridor. The remaining parcels within Sub-Area D consist of a combination of retail, commercial, office, and auto oriented land uses on small individual parcels.

Similar to other corridor sub-areas with a collection of numerous small parcels, Sub-Area D is impacted by a significant number of curb-cuts along the right-of-way. The curb-cuts located in close proximity of each other result in vehicular traffic congestion along Lake Street as well as disruption of the pedestrian circulation system. As a result of these conditions, the potential for physical conflicts between automobiles attempting to ingress and egress the sub-area uses creates a safety problem for/with pedestrians.

With the exception of a small section along the south side of Lake Street, east of the vacant plaza, pedestrian circulation is provided by a connected network of existing sidewalks. While sidewalks link the corridor and abutting neighborhoods, connections to and across the expansive surface parking lots make pedestrian circulation difficult. Bicycle paths appear to be limited to a single designated local route along Mill Road. The Mill Road route is one of the few designated bicycle routes within the larger corridor. The route provides north-south access to Lake Street and Sub-Area D from the abutting residential neighborhoods. The Mill Road route has the potential to be linked to other routes within the community as well as the larger regional bike route system.

Transit accessibility is provided via Pace Route 711 with two (2) stops on the eastbound leg along Lake Street. The bus stops are demarcated with basic signage but lack shelters, seating and other pedestrian oriented/supportive amenities.

Sub-Area E: Green Meadow Plaza

The intersection of Addison Road and Lake Street is the physical and perceptual heart of the Lake Street corridor and Village of Addison. The confluence of these two major roadways make this location a major gateway into the area as well as desirable for numerous retail, civic, institutional and educational facilities. Among the civic, institutional, and business uses located in this sub-area are:

- Village of Addison Municipal Complex
- Green Meadow Shopping Center
- Addison Community Park
- Addison Library
- Elmhurst Memorial Addison Health Center
- Seegers Luthern Center
- Lutherbrook Academy
- Other retail/institutional uses

The collection of land uses within and immediately abutting this sub-area make it a strong location for mixed-use development with the possibility to support a transit hub and park-n-ride facility. In 2005 the Village undertook preparation of a planning study to identify the redevelopment options for creation of a Town Center at this location. The results and recommendations of the Town Center Redevelopment Master Plan have been reviewed and will be incorporated into the recommendations of the Transit Improvements Plan.



Representative office/retail development

Transit accessibility within Sub-Area E is provided via Pace Route 711. Route 711 travels along Lake Street to Kennedy Drive where it loops southward to Army Trial Road and back to Lake Street via Mill Road. Kennedy Drive is the eastern terminus of the 711 Route. While no designated bus stops exist within Sub-Area D, Route 711 does operate on a flag-stop system and is available on demand to pick-up and drop-off riders within the area. Given the density of activity within this area, the lack of a designated bus stop is detrimental to overall ridership along Route 711.

Sidewalk connectivity within and between the Sub-Area and adjacent neighborhoods, as well as between uses and institutions is adequate. A small section of sidewalk is missing along the west side of Addison Road south of Lake Street. Sidewalk connections in the Green Meadow Plaza from Lake Street are also missing. Wide right-of-way crossings, short crossing signals times, and long walking distance between traffic signals at Kennedy and Addison Road do present challenges to pedestrians traversing the area. Pedestrians were seen crossing Lake Street mid-block between Addison Road and Kennedy Drive.

Local and regional bicycle routes are limited within the area despite the concentration of institutional, shopping, and recreational uses in the area.

With the exception of the open space/park area immediately east of Village Hall, there exists limited opportunities for pedestrians to stop and rest within the area. Pedestrian amenities including benches, lighting, trash cans, signage, and lighting are missing along the corridor as well as within the Village Hall park.

Sub-Area F: Lake Street & IL Route 83

The eastern end of the Lake Street corridor is anchored by Sub-Area F, which generally extends from Wood Dale Road on the west to IL Route 83 on the east. Sub-Area F is comprised of open space (e.g. Louis Reservoir, Cricket Creek Forest Preserve) and convenience oriented uses adjacent to IL Route 83. Much of the land within the area is currently unincorporated and many of the uses appear to be dated and may not represent the highest and best use of the land given its proximity and accessibility to and from IL Route 83. These sites and uses present opportunities for future parcel consolidation and redevelopment for transit supportive uses.

Transit accessibility at the east end of the corridor is currently non-existent. The limited uses and development density do not appear to warrant provision of transit service at this time. Proposed future transit improvements along IL Route 83 (e.g. Bus Rapid Transit – BRT) may support the need for a future transit route extension and/or hub within the Sub-Area.

Pedestrian access to and within the area is provided by the existing sidewalk network. With the exception of the Lake Street corridor abutting the IL Route 83 ramps, sidewalks do link the sub-area to the larger Lake Street corridor to the west. Additional connections are needed between Lake Street and the single family neighborhoods to the south. Local or regional bike path connections do not currently exist within the area. There are proposed future bike paths planned for the Cricket Creek Forest Preserve which will enhance connectivity for this area with the larger region.



Lake Street looking northwest

Transit Hub Site Assessment:

Utilizing the input and data collected during the Planning Workshop as well as background research and data evaluation, locations for potential transit hubs were identified. A diversity of factors were considered, including:

- proximity to existing and proposed transit routes;
- proximity to economic, employment, civic, and recreational activity centers;
- existing parcel and surrounding parcel zoning classifications;
- existing parcel and surrounding land uses;
- vehicular and pedestrian accessibility;
- origin and destination surveys of transit riders; and
- parcel size and potential availability.

Based on the above factors, the evaluation resulted in the identification of two (2) potential transit hub locations. Location A is located in the east-central portion of the Lake Street corridor within the proposed “Town Center” (a.k.a Green Meadow Shopping Center) at the northwest corner of Lake Street and Addison Street. Location B is within the Walmart/Sams Club Shopping Center at the southwest corner of Lake Street and Rohlwing Road.

Transit Hub Location A:

“Town Center” is bounded by Green Meadow Avenue on the north, Lake Street on the south, Addison Road on the east, and Lincoln Avenue on the west. The site is located at the perceptual heart of the Village of Addison and consists of approximately 36 acres of land. Its location immediately north of the Addison Village Hall and Library campus along with surrounding civic, institutional, and recreational uses and past consideration of redevelopment as a mixed-use “Town Center” makes this location desirable for a potential transit hub.

Approximately 95% of the Town Center site is currently classified for commercial, retail, and office zoning while the remaining 5% of the site is zoned for industrial uses. As shown in the following table, zoning classifications for parcels within the larger ¼ mile walking radius diversify significantly to include business/retail/office (48%), single family and multifamily residential (32%), and business professional (10%).

The existing land uses within the Town Center Transit Hub site include primarily commercial and industrial uses at 94% and 6%, respectively. The land uses within the surrounding ¼ mile walking distance largely include single and multifamily residential (31%), commercial (29%), and civic/institutional (10%).

The civic/institutional uses encompass the Village Hall and Library campus as well as Elmhurst Memorial Addison Health Center. A significant amount of land within the area (24%) is currently dedicated to municipal rights-of-way.

In addition to the land use concentrations within walking distance of the site, vehicular and pedestrian accessibility is provided via a combination of Pace bus transit and an established roadway network. Pace Route 711 currently loops past the west portion of the site along Lake Street, turning at Kennedy Drive. In addition to Pace Route 711, the Addison Flex Route/ Circulator is proposed to provide peak and non-peak hour accessibility (during operating hours) to the site via its proposed route along Lake Street.

Automobile access is provided via the Village’s road network with multiple curb-cut access points along Lake Street and Addison Road. The signalized intersection at Lake Street and Kennedy Road along with the non-signalized driveways along Lake Street and Addison Road provide adequate points of ingress and egress to the site. Redevelopment of the site as part of any future mixed-use plan should consider consolidation of curb cuts along Lake Street and Addison to reduce automobile and pedestrian conflicts.

Pedestrian access and circulation is provided via the existing sidewalk network which extends along Lake Street and Addison Road abutting the site. The signalized intersections at Lake Street and Addison Road and Kennedy Drive, despite being physically wide, do provide pedestrian crossing signals and striping demarcation to notify drivers of the presence of pedestrians. At this time there are no dedicated local or regional bike path connections to the site. A local bike path connection is proposed that would link the site with the neighborhood to the northwest as well as link to the proposed regional bike path through the Addison Community Park and Cricket Creek Forest Preserve.

ZONING:

Zoning Distribution for Town Center Transit Hub				
Zoning Classification	B-1 to B-5	Parks	R1 to R-5	Industrial
Area (in acres)	34.24	0.00	0.00	1.69
Area (in percentage)	95%	0%	0%	5%

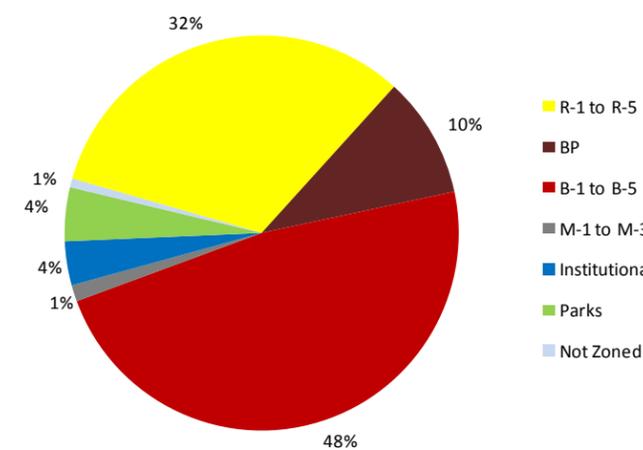
Zoning Within Quarter Mile Radius of Town Center Transit Hub								
Zoning Classification	R-1 to R-5	BP	B-1 to B-5	M-1 to M-3	M-4	Institutional	Parks	Not Zoned
Area (in acres)	40.36	12.38	59.69	1.68	0.00	4.49	5.50	0.90
Area (in percentage)	32%	10%	48%	1%	0%	4%	4%	1%

LAND USES:

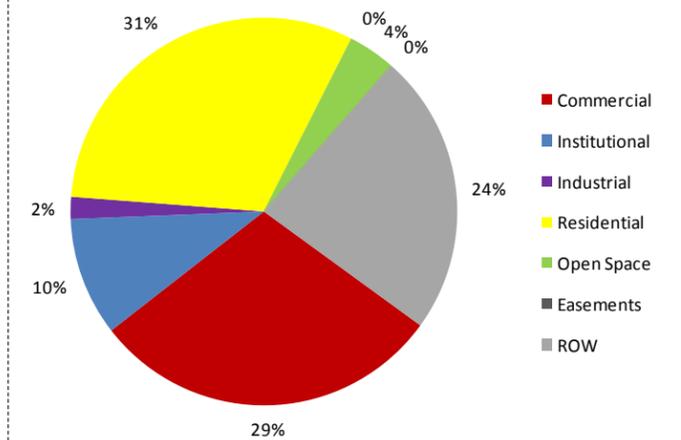
Land Use Distribution for Town Center Transit Hub				
Land Use Classification	Commercial	Institutional	Industrial	Residential
Area (in acres)	33.66	0.00	2.27	0.00
Area (in percentage)	94%	0%	6%	0%

Land Uses Within Quarter Mile Radius of Town Center Transit Hub								
Land Use	Comm.	Institutional	Industrial	Residential	Vacant	Open Space	Easements	ROW
Area (in acres)	36.85	12.38	2.29	39.06	0.00	4.95	0.00	29.47
Area (in percentage)	29%	10%	2%	31%	0%	4%	0%	24%

ZONING WITHIN QUARTER MILE RADIUS:



LAND USES WITHIN QUARTER MILE RADIUS:



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Transit Hub Location B:

“Walmart/Sams Club Center” is bounded by Lake Street on the north, ComEd right-of-way on the south, Rohlwing Road on the east, and Interstate 355 on the west. The site is located near the western edge of the Lake Street Corridor study area and is characterized by its concentration of commercial development including a significant proportion of “big box” and entertainment oriented uses. This site’s employment and economic impact on the Village, as well as its proximity to I-355, Addison’s Centennial Park, and existing and proposed transit routes make this a desirable location for a transit hub.

The Walmart Transit Hub location is zoned almost exclusively for business, retail, and office uses (96%). The remaining 4% of the site, which is comprised of the detention pond along Rohlwing Road, is zoned as park space. Within the surrounding ¼ mile walking distance of the site, the primary zoning classifications include business, retail, office (55%), manufacturing (23%), and unincorporated lands. A small percentage of business professional (5%), single and multifamily residential (3%), and parks (3%) complete the existing classifications within the larger area.

Existing land uses within the Walmart Transit Hub site are exclusively (100%) commercial in nature and are dominated by the Walmart and Sams Club facilities. The land uses within the surrounding ¼ mile walking distance diversify to include a large percentage of commercial (42%), I-355 right-of-way (34%), and parks/open space (8%) via the Addison Centennial Park. As mentioned previously, this location currently serves as a key economic and employment engine for the Village of Addison.

Vehicular and pedestrian accessibility to the Walmart Transit Hub site is provided via a combination of two (2) existing Pace bus routes and automobile access from Rohlwing Road. Pace Routes 711 and 715 currently pass the site along Rohlwing Road.

A designated bus stop for Route 715 is present within the site, while Route 711 operates only as a flag stop in the area.

Automobile access to the site is provided via two (2) full movement access drives along Rohlwing Road, south of the Lake Street intersection. Automobile access appears to be adequate to service the needs of existing commercial and retail tenants within the shopping center.

Despite its proximity to Centennial Park and the adjacent retail and entertainment uses to the east, pedestrian access and circulation is limited within the area. Sidewalks are missing along a portion of the north and south sides of Lake Street and the large surface parking lots inhibit pedestrian linkages between the street and storefronts. Crosswalk enhancements as well as pedestrian signalization and striping is needed at the Lake Street and Rohlwing Road intersection. At this time there are no dedicated local or regional bike path connections to the site. A regional bike path connection is proposed for the abutting ComED right-of-way to the east that would link the site with the neighborhoods to the northeast and southwest as well as Centennial Park and Plaza to the east. This regional bike path connection could provide a convenient and safe means of access to a large portion of the adjacent communities. IDOT’s reconstruction of Rohlwing Road will incorporate an 8-foot wide pedestrian sidewalk on the east side of the street between Army Trail Road and Irving Park Road.

ZONING:

Zoning Distribution for Walmart Transit Hub				
Zoning Classification	B-1 to B-5	Parks	R1 to R-5	Industrial
Area (in acres)	34.15	1.45	0.00	0.00
Area (in percentage)	96%	4%	0%	0%

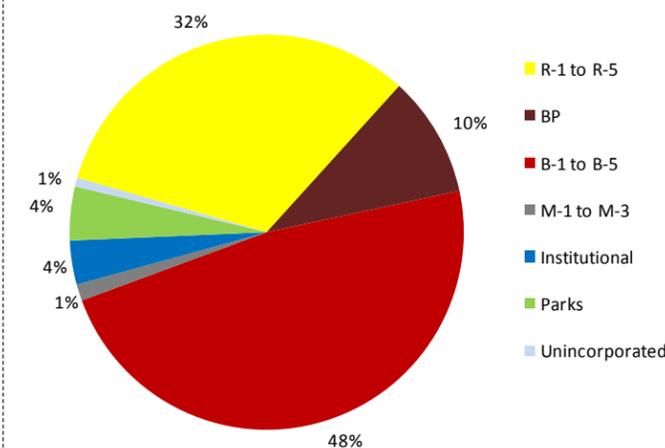
Zoning Within Quarter Mile Radius of Walmart Transit Hub								
Zoning Classification	R-1 to R-5	BP	B-1 to B-5	M-1 to M-3	M-4	Institutional	Parks	Not Zoned
Area (in acres)	3.85	6.23	68.52	28.37	0.00	0.00	4.06	13.97
Area (in percentage)	3%	5%	55%	23%	0%	0%	3%	11%

LAND USES:

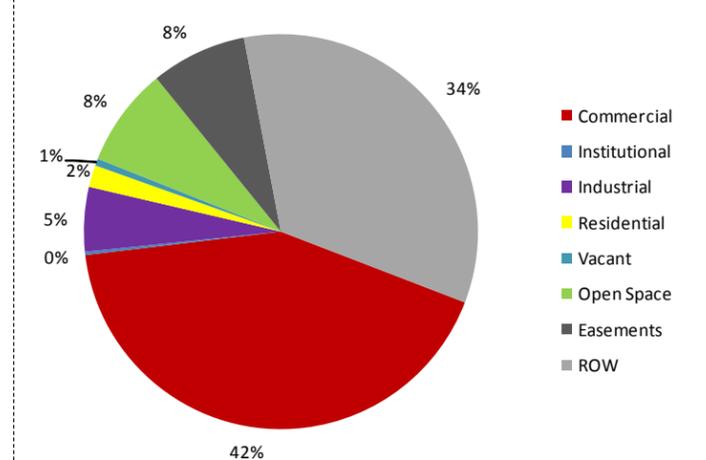
Land Use Distribution for Walmart Transit Hub				
Land Use Classification	Commercial	Institutional	Industrial	Residential
Area (in acres)	35.60	0.00	0.00	0.00
Area (in percentage)	100%	0%	0%	0%

Land Uses Within Quarter Mile Radius of Walmart Transit Hub								
Land Use	Comm.	Institutional	Industrial	Residential	Vacant	Open Space	Easements	ROW
Area (in acres)	52.84	0.34	6.59	2.24	0.72	10.15	9.82	42.30
Area (in percentage)	42%	0%	5%	2%	1%	8%	8%	34%

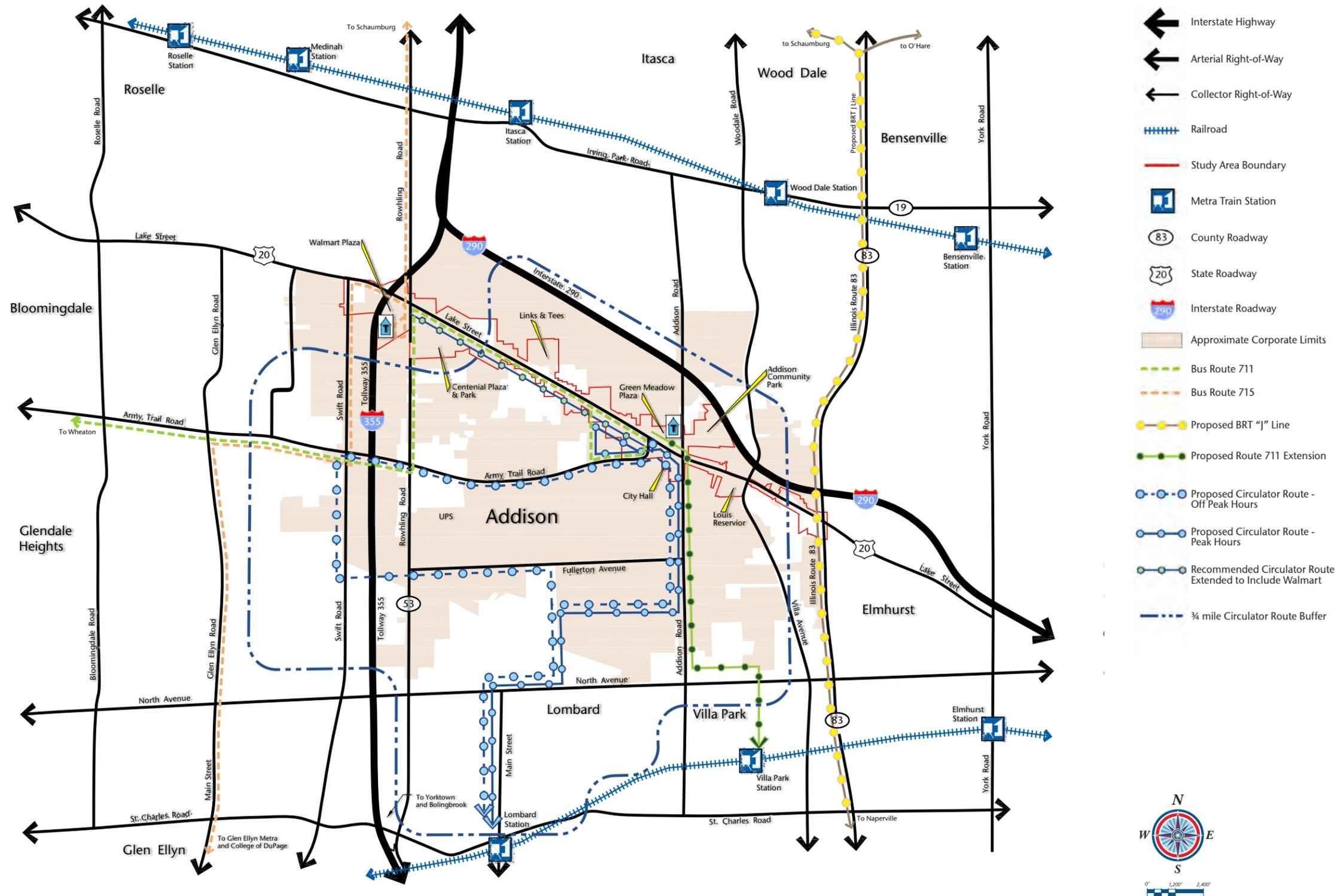
ZONING WITHIN QUARTER MILE RADIUS:



LAND USES WITHIN QUARTER MILE RADIUS:



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RECOMMENDATIONS

The Transit Improvements Plan advisory recommendations in regards to transit, land use, zoning, vehicular and pedestrian circulation, and streetscaping will enable the Village to support a vibrant mixed-use Lake Street corridor by building upon its strengths and overcoming existing and potential obstacles.

In developing these advisory recommendations, existing transit and transportation, land use and physical conditions, and open space conditions have been examined and reviewed with community officials and stakeholders.

The advisory recommendations are organized into corridor-wide and sub-area specific improvements. Corridor-wide advisory recommendations include those improvements that are applicable to and should be implemented uniformly throughout the overall study area. Sub-area specific advisory recommendations are intended to address localized issues, constraints, and characteristics as identified within the sub-areas.

Corridor-wide Improvements

The recommended circulation, transit, and pedestrian enhancements in this section are applicable to the entire Lake Street corridor. The recommendations at the overall study area level help to create a unified and sustainable transit and pedestrian friendly environment while enabling a seamless transition from one sub-area to another in terms of urban design, pedestrian circulation, and transit improvements.

The following is a summary of recommended circulation, transit, and pedestrian enhancements for the overall study area.

Land Use and Zoning

- » Consider the conversion of the Village’s traditional Zoning Ordinance and Subdivision Ordinance into a unified Form Based Development Code to allow for and encourage the development of complementary transit supportive land uses along the 4.5 mile length of the Lake Street corridor.
- » Promote that buildings in new development and redevelopment projects be configured along the front parcel line to create a well-defined street edge and reduce walking distance between the sidewalk and primary building entrance.
- » Encourage the development of mixed-use residential/retail and office/retail buildings throughout the corridor.
- » Consider development incentives to private property owners, including existing developments and future redevelopment sites for the inclusion of transit supportive amenities (e.g. bus shelters, park-n-ride lots, benches, trash cans, lighting, bike paths etc.) on private property. Incentives may include density and FAR bonuses, reductions to off-street parking requirements, and tax rebates.
- » Encourage the development of housing in a diversity of price points (Condo, Townhome, Duplex, and Single Family). Mid-rise, low-rise, townhomes, and condominiums may be clustered in nodes along Lake Street with single family homes located just off of the corridor to the north and south.



Howard Johnson Inn (formerly the Regency Inn & Suites)

Transit and Pedestrian Enhancements

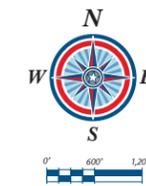
- » Encourage implementation of the proposed Addison Circulator to enhance linkages between the Village of Addison, Lombard, Villa Park, Glendale Heights, Wood Dale and Itasca as well as various activity areas along the Lake Street corridor, including:
 - Municipal Campus (Village Hall, Library, etc.)
 - Centennial Plaza (Marcus Cinema)
 - Green Meadow Plaza
 - Walmart/Sams Club Center
 - Elmhurst Memorial Addison Health Center
 - Centennial Park
 - Addison Community Park
 - Louis Reservoir & Cricket Creek Forest Preserve
 - Links & Tees Golf Center
- » Support the Alternatives Analysis study of the proposed Bus Rapid Transit “J” Route along IL Route 83. Evaluate potential locations for a transit hub/ park-n-ride near IL Route 83 to capitalize on the proposed route. Consider extension of the existing and proposed Pace Routes along Lake Street to link to/with the proposed “J” Route.
- » Promote the installation of bus shelters, benches, trash cans, bollards, planters, bike racks and other pedestrian amenities at existing and potential future bus stop locations as well as key corridor activity areas.
- » Wherever feasible, far-side bus stop locations are recommended to facilitate easier bus re-entry into traffic due to gaps created by intersection traffic signals.
- » Analyze feasibility of GPS based, Pace bus tracking within new bus shelters to inform waiting passengers about approximate wait times at each bus stop.
- » Analyze feasibility of transit signal priority at major signalized intersections to increase route efficiency, particularly during peak congestion times.
- » Encourage proper drive aisle width and turn radii to accommodate bus circulation into and through future development and redevelopment sites.
- » Consider increasing the timing of pedestrian crossings and enhancing existing crosswalks via wider striping and pavement treatments at major intersections to improve pedestrian safety.

- » Consider the use of countdown timers at major intersections to give notice to both drivers and pedestrians as to the time remaining to safely cross the street.
- » Encourage pedestrian linkages between Lake Street and abutting neighborhoods to the north and south via the provision of dedicated (i.e. striped) on-street bicycle paths lanes along neighborhood streets.
- » Consider extending the ornamental (streetscape) sidewalk design into abutting neighborhoods to enhance physical and perceptual link for pedestrians between the abutting neighborhoods and Lake Street.
- » Promote the installation of additional pedestrian level lighting and poles along Lake Street to enhance the perception of the pedestrian domain and safety.
- » Encourage the planting of additional street trees on the inbound side of properties abutting Lake Street (i.e. private property) to enhance corridor aesthetics.
- » Evaluate all sidewalk/bike path ramps at roadway intersections to ensure their compliance with ADA accessibility guidelines.
- » Minimize large expanses of surface parking through dedicated pedestrian walk areas and landscape islands to be provided for every 12 spaces.
- » Encourage the coordinated fares for transit services among agencies including Pace, Dial-A-Ride, Metra, and the RTA.
- » Create a uniform strategy for snow removal on public sidewalks along Lake Street and major streets connecting to it.

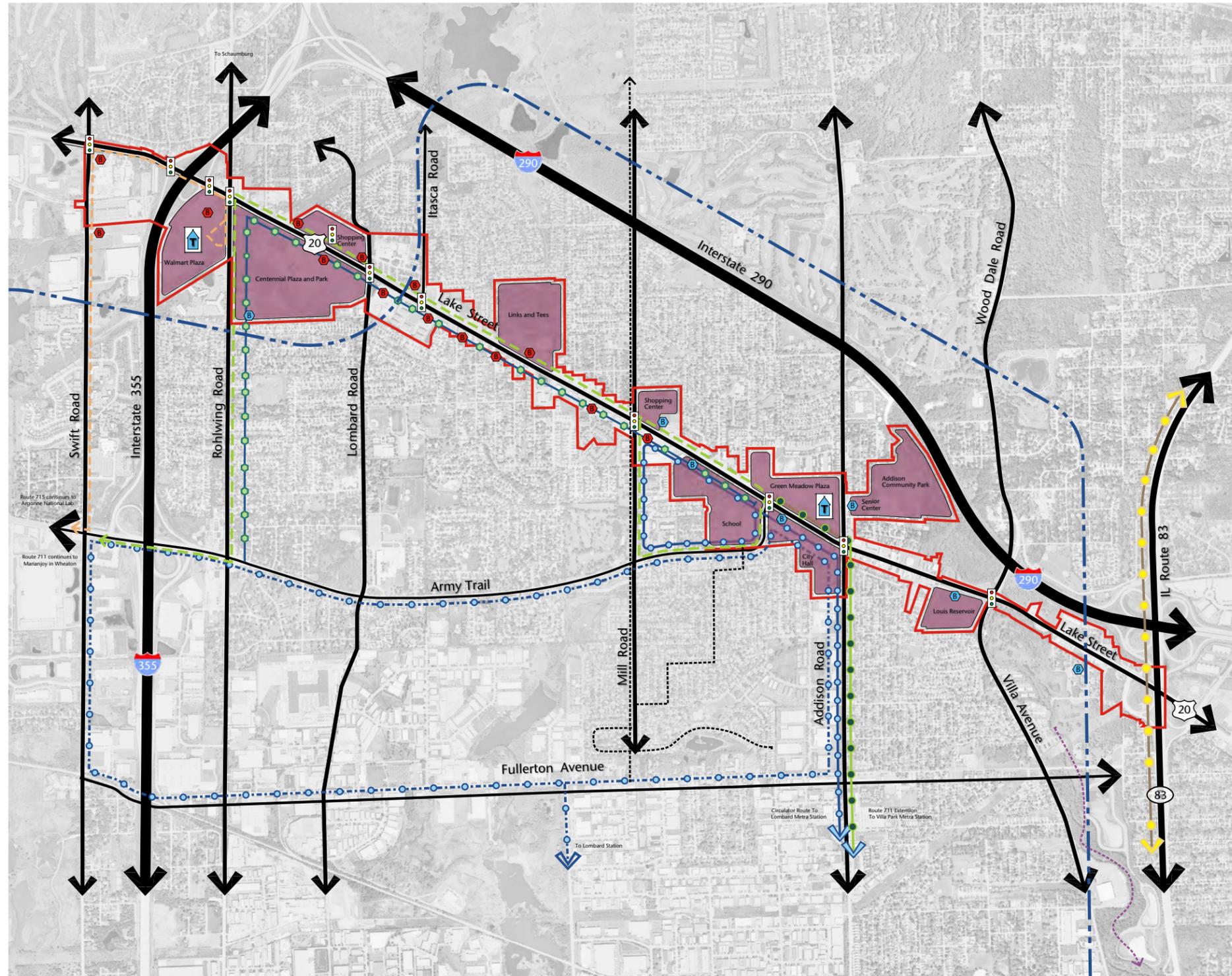




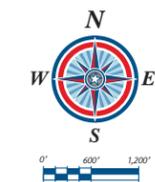
- Interstate Highway
- Arterial Right-of-Way
- Collector Right-of-Way
- Study Area Boundary
- County Roadway
- State Roadway
- Interstate Roadway
- Redevelopment Enhancement Potential
- Transit Hub
- 1/4 Mile Zone Transit Supportive Mixed-Use
- 1/2 Mile Zone Transit Supportive Mixed-Use

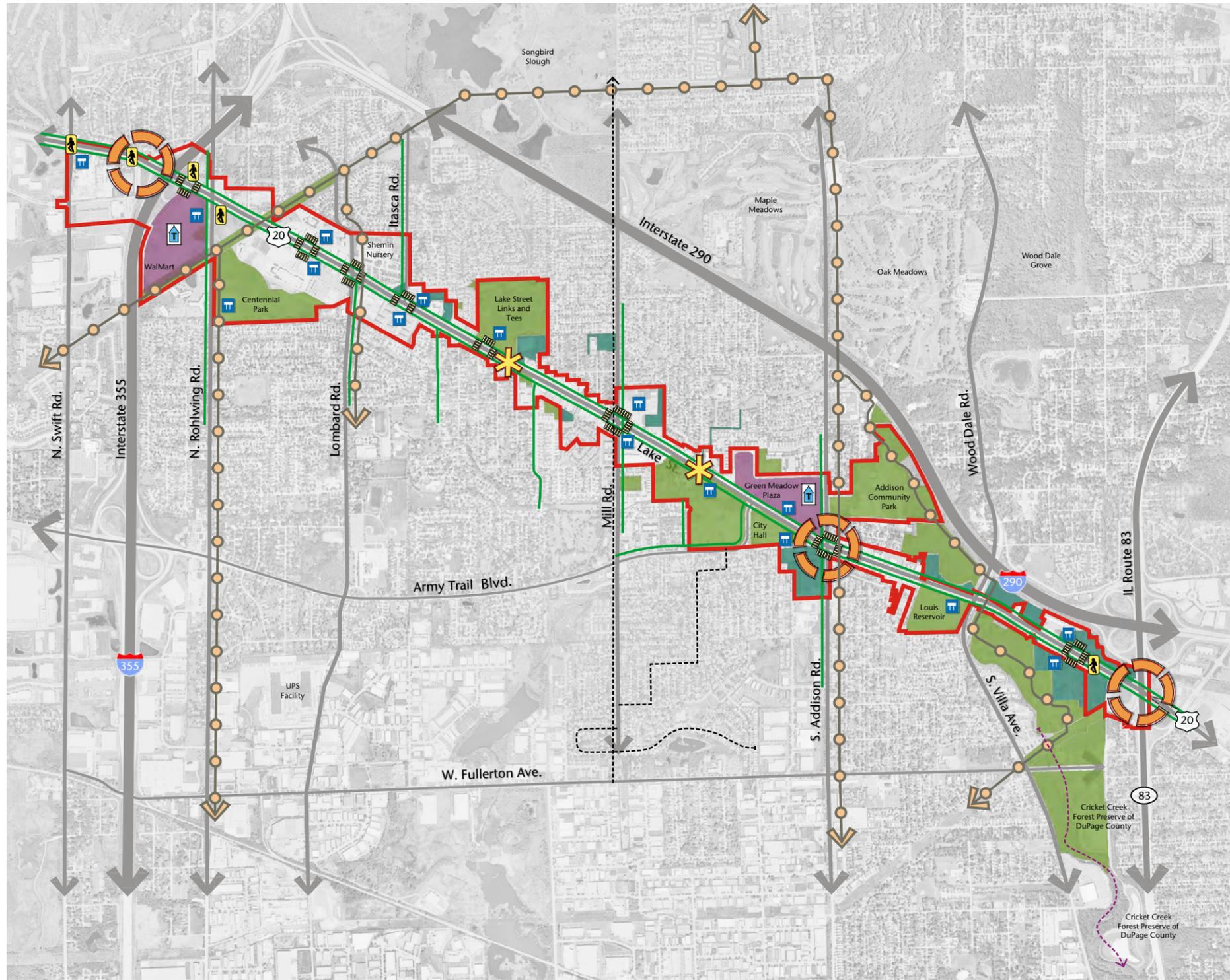


VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN

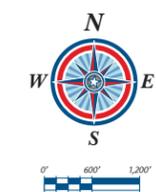


- Interstate Highway
- Arterial Right-of-Way
- Collector Right-of-Way
- Study Area Boundary
- County Roadway
- State Roadway
- Interstate Roadway
- Bus Route 711
- Bus Route 715
- Existing Local Bike Path
- Existing Regional Bike Path
- Existing Bus Stop with New Shelter
- Proposed Bus Stop with New Shelter
- Proposed Transit Hub
- Transit Signal Prioritization
- Proposed BRT "J" Line
- Proposed Route 711 Extension (other routes also being considered)
- Proposed Circulator Route - Off Peak Hours
- Proposed Circulator Route - Peak Hours
- Recommended Circulator Route Extended to Include Walmart
- 3/4 mile Circulator Route Buffer





- Existing Open Space - Includes Private, Park District or Forest Preserve
- Open Space Necessary for Connectivity
- Parkway/Median Improvements
- Transit Hub Location
- Gateway
- Pedestrian Amenities - Trash Cans, Benches, Signage Kiosks
- Mid-Block Crossing "Hawk" Signal
- Pedestrian Signal
- Existing Regional Bike Path
- Existing Local Bike Path
- Bike Path Proposed
- Streetscape Enhancements
- Crosswalk Improvements



SUB-AREA IMPROVEMENTS

The following sub-area specific advisory recommendations are intended to address the various localized issues, constraints, and characteristics identified within the six (6) corridor sub-areas.

Sub-Area A: Lake Street & Swift Road

The existing office and commercial development characteristics of the Lake Street and Swift Road Sub-Area present an excellent opportunity to promote transit improvements and enhance pedestrian access and circulation within the area. The under utilized parcels at the southeast corner of Lake Street and Swift Road could be redeveloped for more intensive mixed-use commercial, office, and institutional uses. The buildings may be configured to frame the street edge and utilize shared access points from Lake Street and Swift Road. Surface parking for sub-area uses such as DeVry University and Dave & Busters may be consolidated into shared lots to free up land for additional development along the Swift Road right-of-way.

Transit accessibility could be enhanced for employees within the Meadows Business Park and adjacent parcels through the provision of bus shelters, direct sidewalk connections, pedestrian crossing signals, and wayfinding and signage enhancements. Pedestrian linkages could also be provided for residents living north of Lake Street to access the transit options along Lake Street and Swift Road.

The following is a summary of advisory recommendations for circulation, transit, and pedestrian enhancements within **Sub-Area A:**

Land Use and Zoning

- » Encourage redevelopment in the southeast corner of Lake Street and Swift Road for office/commercial uses. Buildings should be configured to frame the street edge.
- » Encourage shared parking between area uses to reduce access points to Swift Road and free up land for additional development.

Transit and Pedestrian Enhancements

- » Evaluate feasibility of installing bus shelters at the two (2) existing bus stop locations along Swift Road.
- » Consider enhancements for the I-355 West ramp and Lake Street intersection with a prominent gateway feature and landscape improvements to create an attractive and inviting entrance. Signage and wayfinding may be incorporated as part of the enhancements to help identify major destinations and attractions in the corridor.
- » Consider installation of pedestrian crossing signals at the following intersections:
 - Lake Street and Swift Road
 - Lake Street and I-355 Interchange ramp
- » Direct pedestrian connection could be provided from Lake Street to Eagle Terrace subdivision to allow residents easy access to transit.
- » Evaluate extending sidewalks to Swift Road on either side of Lake Street to allow connections between the uses east and west of I-355.
- » Consider providing streetscape amenities including benches, street lights, informational kiosks, trash cans, and bike racks adjacent to bus stops/shelters along Swift Road.
- » Wayfinding signage installations should be considered along Lake Street, Swift Road, and Pinehurst Boulevard directing transit riders to the bus stop/shelter.
- » Analyze feasibility of transit signal prioritization at the intersection of Lake Street and Swift Road to ensure buses remain on schedule and to improve commute times.



DeVry University



Swift Road looking south



Safeguard Self Storage



- Interstate Highway
- Arterial Right-of-way
- Collector Right-of-way
- County Roadway
- Renovated Streetscape Along Major Route
- Rehabilitated Streetscape Along Major Route
- Median Extended To Pedestrian Refuges At Intersections
- Pace Bus Route 715
- Transit Signal Prioritization
- Pedestrian Signal
- Existing Bus Stop with New Shelter
- Pedestrian Amenities Trash Cans, Benches & Signage Kiosks
- Gateway
- 1/4 Mile Zone Transit Supportive Mixed-Use

VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN

Sub-Area B: Centennial District

The Centennial District encompasses the greatest concentration of retail, commercial, and entertainment land uses and its supporting employment within the community. This concentration is supplemented by the confluence of two existing transit routes, including the 711 and 715. As a result, this area is ideally suited as a hub of transit supportive development. Further enhancement of the area through mixed-use redevelopment of under utilized properties, development of a formal transit hub facility for the two Pace routes at the Walmart Center, and the provision of targeted transit and pedestrian amenities may strengthen the area as Addison's key economic engine.

The following is a summary of the advisory recommendations for circulation, transit, and pedestrian enhancements within **Sub-Area B:**

Land Use and Zoning

- » Consider delineating the area within a quarter mile radius of the intersection of Lake Street and Rohlwing Road and Lake Street and Itasca Road (*Shemin Nursery*) as Transit Supportive Mixed-Use District. Encourage a range of mixed-use commercial, office, and residential uses within these areas.
- » Encourage commercial mixed-use development along major streets including Lake Street, Rohlwing Road, and Lombard Road with retail uses on the first floor and office and/or residential uses above.
- » Encourage building height variations from 1-5 stories with taller buildings concentrated at the intersections within the Transit Supportive Districts. As sites become available, consider their redevelopment to uses that promote transit use and pedestrian activity:
 - *Shemin Nursery*
 - *Strip development at the north-east corner of Lake Street and IL Route 53*
 - *Gas station and commercial use at north-west corner of Lake Street and IL Route 53*
 - *Gas station on the southeast corner of Lake Street and Rohlwing Road*

Transit and Pedestrian Enhancements

- » Evaluate feasibility of installing bus shelters at the six (6) existing bus stop locations along Lake Street and Rohlwing Road.
- » Evaluate the phased development of a new transit hub within the parking lot of the existing Walmart shopping center along Rohlwing Road to serve Pace Route 715 and the Addison Circulator.
- » Extend the Addison Circulator to Walmart with a stop at a proposed future transit hub.
- » Consider crosswalk improvements including striping, colored paving, and crosswalk timings at the following locations:
 - *intersection of I-355 ramp (east) and Lake Street*
 - *intersection of Lake Street and Rohlwing Road*
 - *intersection of Lake Street and Marcus Drive*
 - *intersection of Lake Street and Lombard Road*
- » Analyze feasibility of transit signal prioritization at the following locations to ensure buses remain on schedule and to improve commute times:
 - *intersection of I-355 ramp (east) and Lake Street*
 - *intersection of Lake Street and Rohlwing Road*
 - *intersection of Lake Street and Marcus Drive*
 - *intersection of Lake Street and Lombard Road*
- » Consider providing streetscape amenities including benches, informational kiosks, lighting, trash cans, and bike racks adjacent to existing and proposed bus stops/shelters along Lake Street and Rohlwing Road.
- » Additional streetscape improvements such as street trees, landscape buffers, pocket parks, street lights, signage and wayfinding, bike racks, and street furniture may be considered along both edges of Lake Street.
- » Paved sidewalks on Lake Street west of Central Road to allow pedestrians access to retail uses and employment centers should be considered.
- » Encourage bike connections from adjacent neighborhoods to Lake Street utilizing the ComEd easement.
- » Evaluate installing additional bike paths along Lombard Road connecting Lake Street to the residential neighborhoods north and south of the corridor.



Fox Lake Commons



Centennial Plaza Monument Sign



Lake Street and Rohlwing Road

VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN



- Interstate Highway
- Arterial Right-of-way
- Collector Right-of-way
- ComEd Easement
- Median Extended To Pedestrian Refuges at Intersections
- Renovated Streetscape Along Major Route
- Rehabilitated Streetscape Along Major Route
- Rehabilitated Streetscape Along Minor Route
- Bike Path Proposed
- Pace Bus Route 711
- Pace Bus Route 715
- Recommended Circulator Route Extended To Include Walmart
- Proposed Transit Hub
- Transit Signal Prioritization
- Pedestrian Signal
- Existing Bus Stop with New Shelter
- Proposed Bus Stop with New Shelter
- Pedestrian Amenities
Trash Cans, Benches & Signage Kiosks
- Crosswalk Improvements
- 1/4 Mile Zone Transit Supportive Mixed-Use

VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN

Sub-Area C: Links and Tees Golf Center

The reintroduction of meaningful residential densities to the Lake Street corridor may contribute to the provision of successful transit alternatives for the area. Sub-Area C contains the beginnings of this residential reintroduction through developments such as the Lakeview Place Townhomes and other multifamily condominium projects with frontage along Lake Street. In addition to the residential oriented uses, the remainder of the sub-area is comprised primarily of smaller lot commercial parcels along the south side of the street and Links & Tees Golf Center and several larger commercial parcels along the north side of the street.

Meaningful transit supportive redevelopment in the sub-area is somewhat limited beyond its current scope due to the shallow commercial lot depths. Most parcels in the sub-area directly abut single family buildings and any redevelopment must be considerate in terms of its type, height, and massing.

Focused enhancements within the sub-area in regards to transit and pedestrian amenities can make this a model for emulation within the other Lake Street sub-areas. The amenities that may provide the best bang for the buck include crosswalk improvements to ease circulation for pedestrians. This could include at a minimum a High-Intensity Activated Crosswalk (HAWK) pedestrian signal at the entrance to the Links & Tees Golf Center and the provision of streetscape furniture and covered bus shelters.

The following is a summary of the advisory recommendations for circulation, transit, and pedestrian enhancements for **Sub-Area C**:

Land Use and Zoning

- » Consider delineating the area within a quarter mile radius of Shemin Nursery as a Transit Supportive Mixed-Use district. Encourage a range of commercial and residential uses including a variety of dwelling types (e.g. attached houses, row homes, and condominiums).
- » Encourage mixed-use development along major streets including Lake Street and Itasca Road with retail uses on the first floor and office and/or residential uses above.

» As the sites become available, consider their redevelopment to uses that promote transit use and pedestrian activity:

- *strip development at the northeast corner of Lake Street and Itasca Road*
- *vacant parcel at the northwest corner of Lake Street and 8th Avenue*

» Encourage building heights variations from 1-5 stories with taller buildings concentrated at the intersection of Lake Street and Itasca Road within the Transit Supportive district.

Transit and Pedestrian Enhancements

- » Evaluate extending the Addison Circulator west along Lake Street toward the proposed Walmart Center transit hub.
- » Evaluate feasibility of installing bus shelters at the five (5) existing bus stop locations along Lake Street.
- » Evaluate feasibility of relocating the existing bus stop at the intersection of Itasca Road and Lake Street to east of Itasca Road.
- » Consider crosswalk improvements including striping, colored paving, and crosswalk timings at the following locations:
 - *intersection of Lake Street and Itasca Road*
 - *intersection of Lake Street and 6th Avenue*
- » Consider providing streetscape amenities including benches, informational kiosks, lighting, trash cans, and bike racks adjacent to existing bus stops/shelters along Lake Street.
- » Additional streetscape improvements such as street trees, landscape buffers, street lights, signage and wayfinding, bike racks, and street furniture may be considered along both edges of Lake Street.
- » A High-Intensity Activated Crosswalk (HAWK) pedestrian signal may be considered at the intersection of Lake Street and 5th Avenue (*entrance to Links and Tees Golf Center*).
- » Evaluate extending the Lake Street landscaped/raised medians to street intersections to provide a safe refuge for pedestrians crossing the corridor.



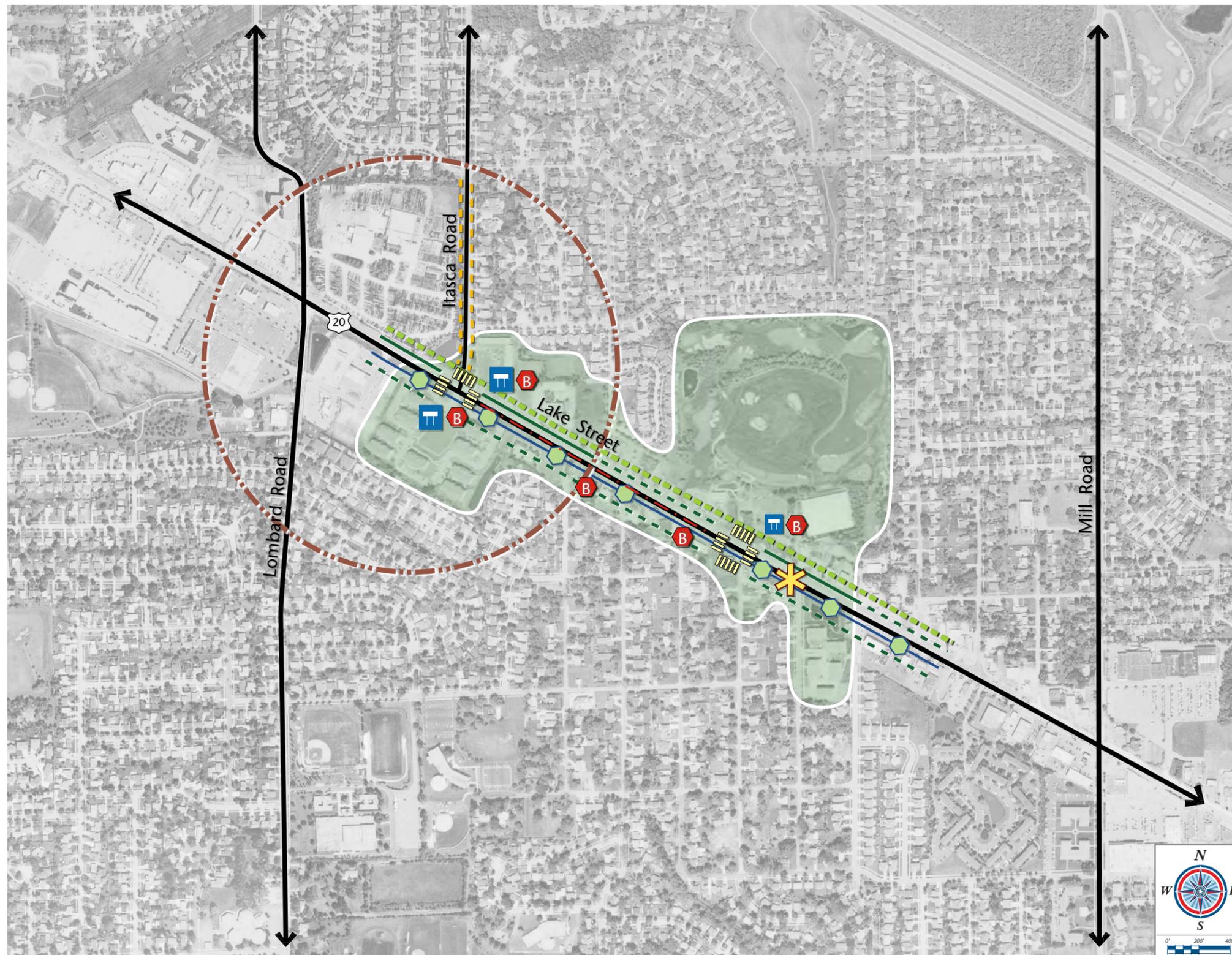
Lakeview Plaza Townhomes



Retail and office building



Pace 711 bus stop



- Interstate Highway
- Arterial Right-of-way
- Collector Right-of-way
- Median Extended To Pedestrian Refuges at Intersections
- Renovated Streetscape Along Major Route
- Rehabilitated Streetscape Along Major Route
- Rehabilitated Streetscape Along Minor Route
- Bike Path Proposed
- Pace Bus Route 711
- Pace Bus Route 715
- Recommended Circulator Route Extended To Include Walmart
- Proposed Transit Hub
- Transit Signal Prioritization
- Pedestrian Signal
- Existing Bus Stop with New Shelter
- Proposed Bus Stop with New Shelter
- Pedestrian Amenities Trash Cans, Benches & Signage Kiosks
- Crosswalk Improvements
- Mid-Block Crossing 'Hawk' Signal
- 1/4 Mile Zone Transit Supportive Mixed-Use

VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN

Sub-Area D: Lake Street & Mill Road

The Lake Street and Mill Road sub-area is a significant access node to the Lake Street corridor and currently possesses the second largest unified redevelopment opportunity site in the vacant strip shopping center at the southeast corner of the intersection. The parcel's size, location, and accessibility to Pace Route 711 and the Addison Circulator make this a possible location for an urban mixed-use development of up to 5 stories in height.

Transit and pedestrian improvements including bus shelters, streetscape furniture, landscaping, and bike racks should be considered and where appropriate coordinated with the redevelopment to encourage the use of alternative circulation methods. These improvements may benefit not only the new development but also surrounding commercial use and single and multi-family residential areas.

The following is a summary of the advisory recommendations for circulation, transit, and pedestrian enhancements for **Sub-Area D**:

Land Use and Zoning

- » Consider delineating the area within a quarter mile radius of the intersection of Lake Street and Mill Road as a Transit Supportive Mixed-Use District. Encourage pedestrian and transit friendly development containing a range of mixed-use, commercial, and residential uses.
- » As the following sites become available, consider their redevelopment to uses that promote transit use and pedestrian activity:
 - Vacant shopping center and outlot at the southeast corner of Lake Street and Mill Road
 - Gas station at the southwest corner of Lake Street and Mill Road
- » Encourage building height variations from 1-5 stories with taller buildings concentrated at the intersection of Lake Street and Mill Road within the Transit Supportive district.
- » Where parcel sizes restrict the redevelopment potential of a site, encourage parcel consolidation to allow for meaningful and economically feasible development.

Transit and Pedestrian Enhancements

- » Evaluate feasibility of installing bus shelters at existing two bus stop locations along Lake Street.
- » Evaluate feasibility of new bus stop and shelter near the main entrance of the Lake Mill Plaza. This will greatly reduce the walking distance for transit riders from the bus stop to the store entrance.
- » Consider crosswalk improvements including striping, colored paving, and crosswalk timings at the intersection of Lake Street and Mill Road.
- » Analyze feasibility of transit signal prioritization at the intersection of Lake Street and Mill Road to ensure buses remain on schedule and to improve commute times.
- » Consider providing streetscape amenities including benches, informational kiosks, lighting, trash cans, and bike racks at the existing and proposed bus stops/shelters east and west of Mill Road along Lake Street.
- » Additional streetscape improvements such as street trees, landscape buffers, street lights, signage and wayfinding, bike racks, and street furniture should be considered along both edges of Lake Street.
- » Minor streetscape improvements including sidewalks and street trees should be considered along Mill Road on either side of Lake Street to ensure continuity of the pedestrian and transit friendly character.
- » Evaluate extending the Addison Circulator west along Lake Street toward the potential future Walmart Center transit hub.



Streetscape enhancement opportunity



Parcel consolidation opportunity



Redevelopment opportunity site



-  Interstate Highway
-  Arterial Right-of-way
-  Collector Right-of-way
-  Renovated Streetscape Along Major Route
-  Rehabilitated Streetscape Along Major Route
-  Rehabilitated Streetscape Along Minor Route
-  Bike Path Proposed
-  Pace Bus Route 711
-  Pace Bus Route 715
-  Recommended Circulator Route Extended To Include Walmart
-  Proposed Circulator Route Peak Hours
-  Proposed Transit Hub
-  Transit Signal Prioritization
-  Pedestrian Signal
-  Existing Bus Stop with New Shelter
-  Proposed Bus Stop with New Shelter
-  Pedestrian Amenities
Trash Cans, Benches &
Signage Kiosks
-  Crosswalk Improvements
-  1/4 Mile Zoning Transit Supportive Mixed-Use

VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN

Sub-Area E: Green Meadow Plaza

The Green Meadow Plaza sub-area is the perceptual center or heart of the Lake Street corridor. It's proximity to the diversity of civic and institutional uses including Village Hall, Elmhurst Memorial Addison Health Center, and Addison Public Library continually attract employees, patrons, and visitors to the area and as a result creates steady transit and pedestrian activity.

This existing activity may be significantly boosted through implementation of the Village's redevelopment plan for this sub-area into the Addison mixed-use Town Center. The Town Center is envisioned as a high density concentration of first floor commercial and upper floor residential uses. Provision of a transit hub facility within the redevelopment may enhance accessibility alternatives to and from the area thereby reducing dependence on personal automobiles and corresponding traffic congestion on Lake Street and Addison Road.

Linkages between the proposed Town Center and the Addison Community Park, Louis Reservoir, and abutting land uses could be enhanced through sidewalk, crosswalk, and signage improvements. Bike path connections along Addison Road and into the Cricket Creek Forest Preserve may also be provided to extend access options for those persons residing outside of a comfortable walking distance to the area.

The following is a summary of advisory recommendations for circulation, transit, & pedestrian enhancements for **Sub-Area E:**

Land Use and Zoning

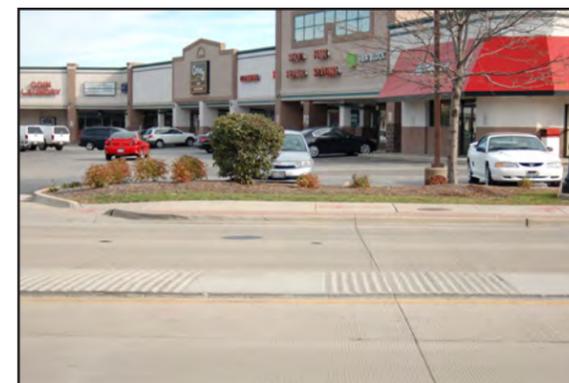
- » Consider delineating the area within a half mile radius of the intersection of Lake Street and Addison Road as a Transit Supportive Mixed-Use district. This sub-area may serve as a future transit hub in conjunction with the Village of Addison's future Town Center.
- » Encourage commercial and institutional mixed-use development along major streets including Lake Street and Addison Road with retail uses on the first floor and civic/office/residential uses above.
- » As the following sites become available consider their redevelopment to uses that promote pedestrian activity and transit use:
 - Green Meadows Shopping Center
 - Gas station at the northwest corner of Lake Street and Addison Road
- » Encourage building height variations from 1-5 stories, with taller buildings concentrated at the intersection of Lake Street and Addison Road.
- » Where appropriate, accommodate land uses that complement institutional uses south of Lake Street, i.e. Public Library, Elmhurst Memorial Addison Health Center, Elementary School, and Village Hall.

Transit and Pedestrian Enhancements

- » Evaluate feasibility of installing two (2) new bus stops and shelters at the following locations within this Sub-Area:
 - Senior Center on Addison Road
 - Elmhurst Memorial Addison Health Center
- » Consider crosswalk improvements including striping, colored paving, and crosswalk timings at the intersection of Lake Street and Addison Road.
- » Evaluate feasibility of transit signal prioritization at the intersection of Lake Street and Addison Road to ensure buses remain on schedule and to improve commute times.
- » Consider providing streetscape amenities including benches, informational kiosks, lighting, trash cans, and bike racks adjacent to the proposed bus stop and shelter at the Elmhurst Memorial Addison Health Center. These amenities may also be appropriate near the following destinations:
 - Green Meadows Shopping Center
 - Village Hall
 - Louis Reservoir
- » Streetscape improvements including but not limited to street trees, landscape buffers, street lights, signage and wayfinding, bike racks, and street furniture should be considered along the north and south sides of Lake Street.
- » Minor streetscape improvements including sidewalk extensions and street trees should be considered along Addison Road to ensure continuity of the pedestrian and transit friendly character.
- » Encourage bike connections along Addison Road from the adjacent neighborhoods to Lake Street and along the edge of Cricket Creek Forest Preserve.
- » Consider establishment of a primary transit hub within the Green Meadows Shopping Center as part of a future "Town Center" redevelopment.
- » Evaluate extension of Pace Route 711 east on Lake street and south on Addison Road to connect to the Villa Park Metra Station. Pace is also looking at alternative route extension to the Wood Dale Metra Station.
- » A High-Intensity Activated Crosswalk (HAWK) pedestrian signal may be considered at the intersection of Lake Street and Highview Avenue to ensure the safety of pedestrians crossing Lake Street.
- » Consider installation of a prominent gateway feature and landscape improvements to create an attractive and inviting entrance to the study area at Lake Street and Addison Road.



Quality open space and streetscape character

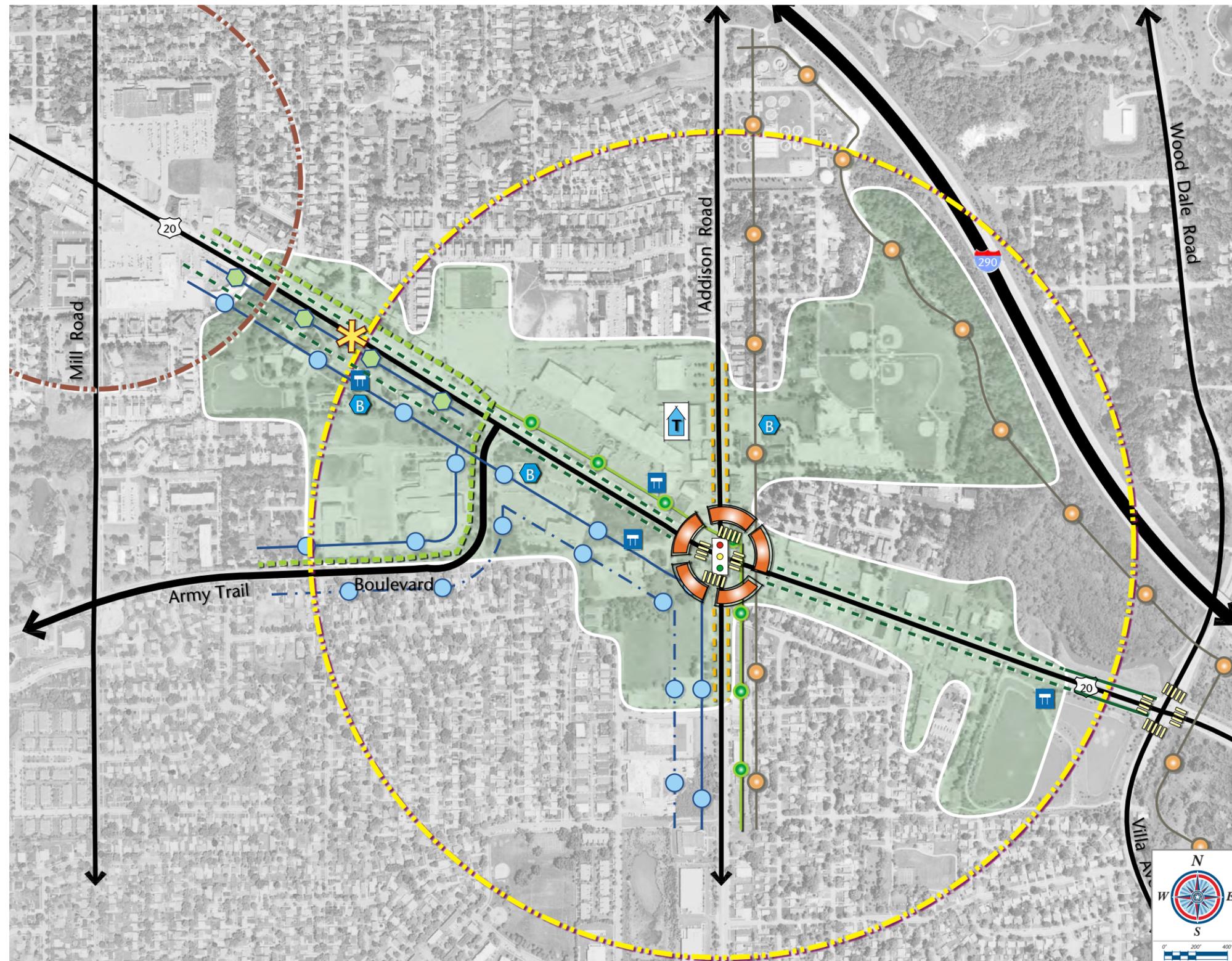


Mixed-use plaza



Complimentary office development

VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN



- Interstate Highway
- Arterial Right-of-way
- Collector Right-of-way
- Rehabilitated Streetscape Along Major Route
- Rehabilitated Streetscape Along Minor Route
- Bike Path Proposed
- Pace Bus Route 711
- Proposed Bus Route 711 Extended (other routes also being considered)
- Recommended Circulator Route Extended To Include Walmart
- Proposed Circulator Route Off Peak
- Proposed Circulator Route Peak Hours
- Proposed Transit Hub
- Transit Signal Prioritization
- Pedestrian Signal
- Existing Bus Stop with New Shelter
- Proposed Bus Stop with New Shelter
- Pedestrian Amenities Trash Cans, Benches & Signage Kiosks
- Crosswalk Improvements
- Mid-Block Crossing 'Hawk' Signal
- Gateway
- 1/4 Mile Zoning Transit Supportive Mixed-Use
- 1/2 Mile Zoning Transit Supportive Mixed-Use

VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN

Sub-Area F: Lake Street & IL Route 83

The Lake Street and IL Route 83 Sub-Area is unique and important from a transit/transportation standpoint as it is the gateway into the Lake Street corridor from the east. While it is currently perceived as isolated from the larger corridor its proximity to IL Route 83, available opportunity sites for redevelopment, and linkage to the proposed Pace BRT Route J along IL 83 creates a strong transit potential for the area.

To capitalize on this potential in the near term the Village should consider a series of transit and pedestrian enhancements for the sub-area. These may include identification of a Transit Supportive Mixed-Use district, redevelopment of under-utilized properties, crosswalk and signal improvements to ease circulation between the north and south sides of Lake Street, expansion of the bike paths within the Cricket Creek Forest Preserve, and wayfinding and gateway signage enhancements to perceptually link the sub-area to the larger corridor to the east.

The following is a summary of advisory recommendations for circulation, transit, and pedestrian improvements for **Sub-Area F:**

Land Use and Zoning

- » Consider delineating the area within a quarter mile radius of the intersection of Lake Street and Bruce Avenue as a Transit Supportive Mixed-Use District.
- » As the following sites become available, consider their redevelopment to uses that promote transit use and pedestrian activity:
 - Addison Motel
 - CITGO gas station
 - Howard Johnson Inn
- » Encourage building height variations from 1-5 stories with taller buildings concentrated at or near the IL Route 83 interchange.
- » Consider consolidating parcels with shallow lot depths to allow for meaningful and economically feasible development.
- » Retain the significant quantity of open space provided by the Cricket Creek Forest Preserve for recreational and environmental purposes.

Transit and Pedestrian Enhancements

- » Consider crosswalk improvements including striping, colored paving, and crosswalk timings at the following locations:
 - Intersection of Lake Street and Villa Avenue
 - Intersection of Lake Street and McNair Avenue
- » Streetscape improvements including but not limited to street trees, landscape buffers, street lights, signage and wayfinding, bike racks, and street furniture should be considered along both edges of Lake Street.
- » Minor streetscape improvements including sidewalks and street trees along Villa Avenue on either side of Lake Street should be considered to ensure continuity of pedestrian and transit friendly character.
- » Consider providing sidewalks on Lake Street east of Bruce Avenue to connect pedestrians with uses outside the study area.
- » Support the establishment of recreational bike paths utilizing the open space along Cricket Creek Forest Preserve and the ComEd easement further south of the corridor.
- » Consider enhancement of the intersection of IL Route 83 and Lake Street with a prominent gateway feature and landscape improvements to create an attractive and inviting entrance.
- » Support evaluation and implementation of the proposed Pace BRT Route "J" along IL Route 83 as part of the Alternatives Analysis study.
- » Consider development of a future transit hub near Lake Street and McNair Avenue in conjunction with the proposed Pace BRT Route "J".



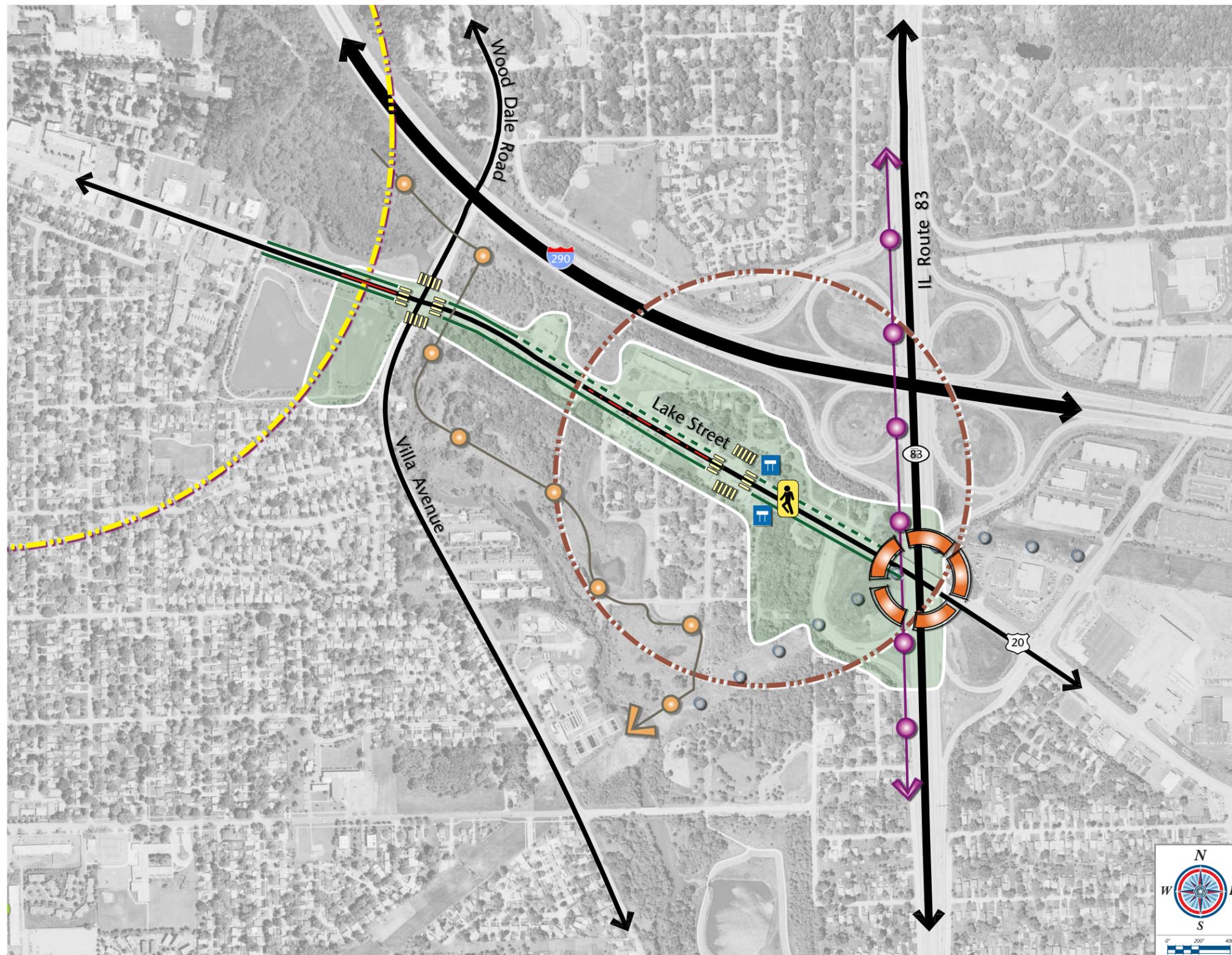
Mixed-use redevelopment opportunity



Redevelopment opportunity site



Lake Street looking southeast



- Interstate Highway
- Arterial Right-of-way
- Collector Right-of-way
- Median Extended to Pedestrian Refuges at Intersections
- ComEd Easement
- Renovated Streetscape Along Major Route
- Rehabilitated Streetscape Along Major Route
- Bike Path Proposed
- Proposed BRT J Route
- Pedestrian Signal
- Pedestrian Amenities
Trash Cans, Benches & Signage Kiosks
- Crosswalk Improvements
- Gateway
- 1/4 Mile Zoning Transit Supportive Mixed-Use
- 1/2 Mile Zoning Transit Supportive Mixed-Use

VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN

Transit Hub Facilities

One of the main objectives of the Village of Addison Transit Improvements Plan is to evaluate potential locations for one or more transit hubs based on the existing and proposed transit network, proximity of transit supportive land uses, and availability or potential availability of land to execute a transit hub.

A transit hub can be as simple as a bus sign, bench, and/or utilitarian shelter or as elaborate as a mixed-use facility housing the necessary rider infrastructure as well as convenience oriented uses. The scale of the transit hub is solely dependent on the needs of riders intended to be served and vision/desires of the host community.

While the conceptual design of a potential facility may be perceived as premature, the use of illustrations to visualize what may be possible is a powerful tool in understanding connectivity and function of the facility in relation to its individual purpose/needs as well as those of the immediately abutting use and surrounding district.

To begin to conceptually understand these relationships as well as to create inspiration and enthusiasm for support of a transit hub(s), a conceptual illustration was generated for each of the two proposed transit hub sites. These illustrative concepts are not intended to represent a development plan or program for the either site/facility

but rather to simply envision “what if”. Each of the two conceptual plans are built from a review of the proposed locations, objectives of any existing plan/study for the area (e.g. Town Center Master Plan), design guidelines/requirements of the transit provider, and incorporation of best practices as found within the marketplace. The implementation of any future transit hub location/facility will require a cooperative and coordinated effort between the Village of Addison, private property owners, Pace Suburban Bus Service, and its riders in relation to the design, placement and construction to be successful.

Transit Hub Illustrative Concept

In order to ensure the most efficient and aesthetic utilization of space within a potential transit hub building, it is important to conceptualize a layout that explores the relationship between interior spaces and the exterior surroundings. The concepts presented here accommodate various amenities that would help establish the transit hub as a prime activity center integrated with the surrounding land uses. The layouts generate and encourage access for all types of users including pedestrian, bicyclists, vehicles, transit riders, and visitors.

For each concept, a preliminary construction cost estimate has been provided. The cost estimate includes the transit hub structure only. It does not include the cost of site acquisition, landscaping, signage, street lighting, parking areas, sidewalks, and pavements adjacent to the building.

Representative Transit Hub Designs



Covered Bus Shelter with Seating Area



Medium-Intensity Transit Hub in Janesville, WI with Multiple Bus Bays



Aesthetically Designed Transit Hub in Wausau, WI with Several Amenities



Small Scale Transit Hub with Limited Rider Amenities



Medium-Intensity Transit Hub with Commuter-Oriented Retail Development



Transit Hub as part of Higher Intensity Development in Eugene, OR

Town Center Transit Hub

The conceptual transit hub is integrated as a central component of the proposed Town Center Redevelopment Plan. The building is approximately 8,640 sf. in area and contains two (2) bus bays to accommodate the Addison Circulator and Pace Bus 711. The building accommodates a restaurant for Town Center visitors, shoppers, residents and transit riders. The central open area south of the transit hub building shall be utilized as an outdoor dining area for the restaurant. Approximately half of the building is utilized as a waiting area for transit riders with a ticketing booth. In order to maintain a consistent architectural character, the transit hub façade is composed of brick and natural stone, similar to adjacent mixed-use buildings.

Convenient and safe pedestrian access to the transit hub from adjacent buildings and Lake Street is provided using sidewalks and clearly marked crosswalks. The loading area for transit riders is located north of the transit hub, easily identified using colored permeable pavers. Landscaping in the form of planters and trees along the edge of the transit hub building complements the overall streetscape character. Parking for transit riders, visitors, and restaurant patrons is provided along the major internal streets, as well as within a shared parking garage located beneath the central open space.

Cost Estimate:

The approximate cost to construct the Town Center Transit Hub building is \$ 1,437,650.00. This does not include land acquisition costs or landscaping (including planters), signage, street lighting, parking areas, sidewalks, and pavements adjacent to and within the building.





Walmart Center Transit Hub

The conceptual Walmart Transit Hub facility is envisioned to be located within the existing Walmart shopping center parking lot. The building itself, approximately 5,000 sf. in area, contains two (2) bus bays for the Addison Circulator and Pace Bus 715. A small café is provided in the transit hub building for waiting transit riders, vehicular & pedestrian traffic passing along Rohlwing Road, and shoppers visiting the Walmart shopping center. Approximately 48.5% (2,425 sf.) of the building is utilized as a waiting area for transit riders and a ticketing booth. The building is well connected to adjacent commercial uses (Walmart, BestBuy, Sams Club) and Rohlwing Road with an extensive network of pedestrian sidewalks.

Landscaping in the form of street trees is provided along the west end of the transit hub and complements the streetscape character of the overall development. Twenty four (24) surface parking spots are provided adjacent to the transit hub, including fifteen (15) for Park-n-Ride users.

Walmart is currently in the process of installing a traffic stop light at the intersection of the store's main entrance and IL Route 53.

Cost Estimate:

The approximate cost to construct the Walmart Transit Hub building is \$886,250.00. This does not include land acquisition costs or landscaping (including planters), signage, street lighting, parking areas, sidewalks, and pavements adjacent to and within the building.





REDEVELOPMENT, TRANSIT, AND PEDESTRIAN DESIGN GUIDELINES

The Redevelopment, Transit, and Pedestrian Design Guidelines included below outline the parameters for sustainable, context-sensitive, and aesthetically attractive planning and design of redevelopment sites as well as encourage greater transit and pedestrian friendly amenities on public/private property along the Lake Street corridor. The goal is to create clear and concise guidelines for use by the Planning Department, Village Board, Planning Commission, and the development community to collaboratively achieve the Village's transit improvement objectives for Lake Street.

The design guidelines are organized into two sections; the first section titled 'Redevelopment Guidelines' addresses private property improvements such as the built environment, off-street parking, vehicular access, and transit/pedestrian amenities. The second section titled 'Transit and Pedestrian Guidelines' deals with public improvements along Lake Street in terms of transit and pedestrian access improvements and streetscape amenities.

Redevelopment Guidelines (Private Property)

1.1 Block Face Design

Buildings along Lake Street and within the study area should respect, reinforce, and enhance the entire blockface.

- Consistent building frontage is encouraged for each block with structures located at the build-to-line.
- Landscaping is encouraged along the block to establish continuity between buildings and define the blockface where buildings are absent.
- Corner buildings should define the intersection with distinctive architectural and design features.
- Building massing and site design should be coordinated with adjacent properties.



Consistent building frontage to help define street edge



Corner buildings to hold and define intersection



Landscaping to establish continuity where buildings are absent

1.2 Building Placement & Architecture

The location and design of individual buildings on redeveloped parcels along the Lake Street Corridor help create the block character. These guidelines help new buildings and renovated buildings complement the character of adjacent buildings and create a transit/pedestrian-friendly environment.

Building Location and Orientation

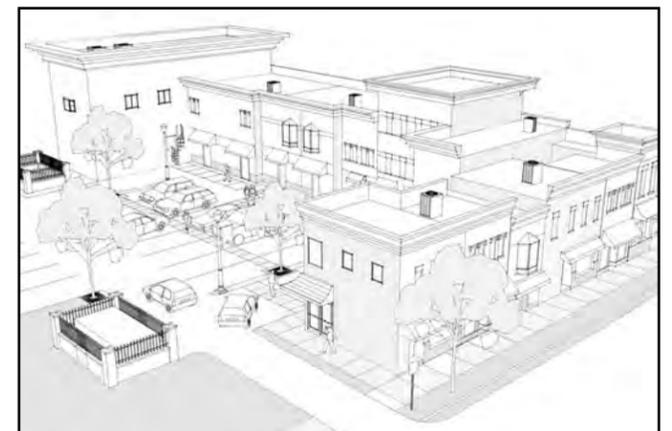
- Redevelopment projects should utilize the concept of 'build to' lines versus setback lines. A build-to-line establishes the point to which buildings should be placed. Development projects should maintain a consistent build-to-line with adjacent buildings.
- In instances where buildings are not located close to the build-to-line, the space should be occupied by an active use (outdoor seating, outdoor dining, or pocket park)
- Building edges should be parallel to the street right-of-way.
- For corner buildings, the front of buildings should face Lake Street. The side of buildings can face onto Lake Street provided the orientation is required by the building use. All sides of the building visible from Lake Street should comply with the design guidelines.
- Retail buildings along Lake Street should open directly onto pedestrian paths with mostly transparent facades on the first floor.
- Clustered retail establishments rather than strip retail development are preferred for vehicle and pedestrian shopper convenience as well as traffic reduction. Transit can better serve clustered businesses utilizing one stop as opposed to segregated development.
- Service areas and loading facilities should not be visible from Lake Street. They should be enclosed, screened, and positioned to minimize their impacts on adjacent uses.



Outdoor seating areas located in front of buildings



Buildings opening directly onto pedestrian paths



Service areas & loading facilities screened from public right-of-way

VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN

Building Height and Proportion

- Variation in building heights should be encouraged to create an attractive roof line.
- Building heights allowed along Lake Street should vary from 1-5 stories and be decided on a case-by-case basis.
- Corner buildings should be at least 2 stories in height so as to anchor major intersections. In cases where this is not possible, 1 story buildings should have extended facades and parapets to increase building height.
- Building facades should be organized into three major components:
 - *Base- Ground level, where the building meets the ground*
 - *Body- Upper architecture, forming the majority of the structure*
 - *Cap- roof or parapet*
- Large buildings should divide their facades vertically with windows, columns, and other architectural features to avoid blank or windowless facades facing Lake Street.



Corner buildings to anchor intersections



Use of bump outs to slow traffic and minimize crosswalk distances



Well-defined pedestrian circulation and access for transit vehicles from driveways

1.3 Access & Circulation

Vehicles

- Vehicular driveways should be consolidated to limit curb cuts and points of conflict between vehicles and pedestrians.
- Drive aisles for vehicles should be designed such as to allow transit to employ an efficient circulation route through the site.
- Garage entrances, wide turning radii, driveways, and dedicated turning lanes should be avoided in main pedestrian areas.
- Internal roadway networks for community and regional shopping centers should be designed to accommodate transit vehicles and provide access to major retailers.

Pedestrian and Bicycle

- The pedestrian system should provide convenient connections between public sidewalks and destinations such as shopping centers, schools, institutions, and recreational areas.
- Walkway systems should be designed to provide direct pedestrian links from buildings to transit stops. Walkways and bikeways can be located through open space areas and along designated easements to provide direct routes from transit stops to buildings.
- New residential development should provide breaks in walls or fences to allow for pedestrian access to transit stops.
- Bicycle routes should be provided within and around developments to encourage cycling for commuting, shopping, and recreational purposes.

Parking

Location and Access

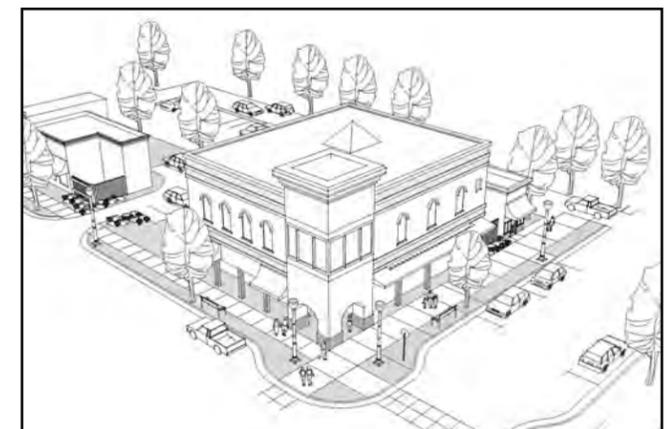
- Parking areas should be located to the side or rear of buildings, rather than in the front yards along Lake Street. Where this provision is not practical, a majority of the parking should be limited to a single bay between the building and street property line.
- Parking garages should be designed to accommodate retail or other active uses on the first floor. Access to parking should be from the rear or side of the garage.
- On-street parking should be encouraged along side streets and internal circulation routes to promote a pedestrian-friendly environment.
- Wherever possible, shared service areas should be utilized to access service and loading areas.



Direct pedestrian connection from sidewalk to neighborhood park



Reduced pedestrian distance between building and sidewalk



Off-street parking located at rear of building

Screening and Landscaping

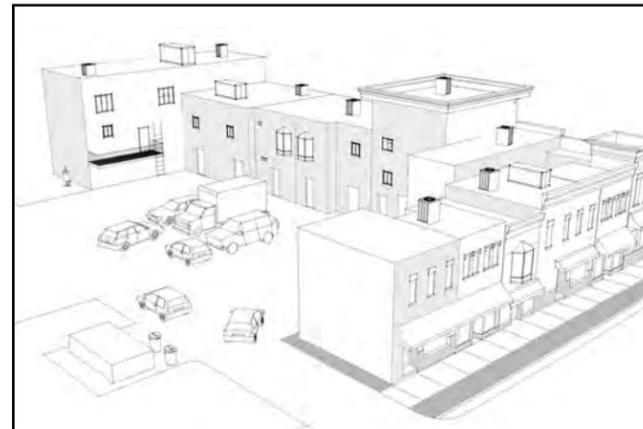
- Surface parking lots should provide landscaping in the form of shrubs and trees within off-street parking lots.
- All parking areas should be screened from the street with ornamental fencing, dense hedges, and other plantings to soften the visual impact.
- Parking areas should be well lit in order to ensure safety of pedestrians and bicyclists.
- Surface parking lots should be landscaped with planted islands every twelve (12) spaces or where parking rows abut drive lanes.



Planted islands in surface parking lots

Shared Parking

- Shared parking areas are encouraged between commercial and mixed-use buildings.
- Parking requirements for the major commercial users should be revised to provide greater density and diversity of uses.
- Wherever possible, adjoining parking lots should be linked to provide internal traffic circulation and limit curb cuts along Lake Street.



Parking area - Before (with no landscaping)

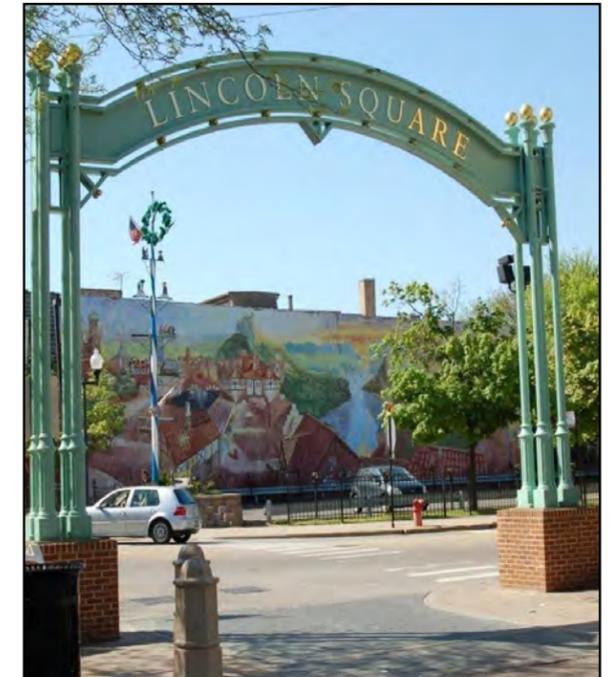


Parking area - After (with landscaping)

1.4 Signage and Wayfinding

Signage should complement and enhance the architecture and streetscape character along Lake Street. In addition, well defined signage and wayfinding will ensure ease of identification and increased patronage for uses in the corridor.

- Free-standing signs should not be allowed except at the entrance of shopping centers.
- Signs should not dominate the building to which they are affixed and should not obstruct pedestrian views.
- Pedestrian-scale signage should be encouraged.
- Signage should be lit through well designed building mounted light fixtures.
- Information kiosks or booths should be provided at bus shelters as well as major destinations along the corridor with information regarding bus routes, timings, and events and activities in the community.
- Wayfinding signage should be provided for public parking areas as well as key destinations along Lake Street.
- Clearly visible signage and wayfinding should be provided to identify and direct people towards the transit hub locations at Lake Street and Addison Road (i.e. Town Center) & Lake Street and Rohlwing Road (i.e. Walmart).



Gateway signage



Informational kiosk at major destinations



Wayfinding signage identifying major destinations

Transit and Pedestrian Guidelines (Public Property)

2.1 Transit Hub Facility

- Transportation centers (transit hub) can be incorporated in regional shopping centers such as Walmart and the Town Center development.
- The transit hub should be located such that it is easily accessible and clearly visible to pedestrians and vehicles driving along Lake Street.
- Sidewalks should be provided connecting the transit hub building, bus access points, parking areas, bus stops, and public sidewalks along Lake Street.
- Depending on the level of activity, the facility should provide amenities such as shelters, bus bays, phones, seating areas, trash receptacles, and bike racks.
- Retail uses could be located in the transit hub building to cater to transferring riders.
- Real-time transit service information should be provided at the hub facility to keep the riders informed about bus schedules.
- Information kiosks containing bus schedules, maps, and neighborhood/community activities should be provided at the hub facility.
- Photovoltaic panels should be installed to power the facility's lighting and illuminating signage and wayfinding panels.
- Amenities built from post-industrial recycled materials should be utilized, e.g. benches, trash cans, and roof & floor materials.



Well designed transit hub with appropriate pedestrian amenities



Covered bus shelters provide protection for riders

2.2 Bus Stop Shelter Design

- Transit shelters should be installed at all bus stops in the Lake Street corridor to provide riders weather protection as well as seating areas.
- External lighting should be provided adjacent to the shelter.
- Benches should be installed at all bus stops including those that do not have a shelter. Location of the benches will require careful consideration so as not to interfere with pedestrians' use of the sidewalk and handicap accessibility.



Bus shelter displaying real-time arrival/departure information

- Landscaping in the form of shrubs and planters should be provided adjacent to the bus stop and/or shelter to enhance the attractiveness of transit and level of passenger comfort.
- Bicycle parking facilities may be provided at the bus stop for the convenience of bicyclists using transit.
- Bus shelters should be encouraged to provide accessories such as information panels and electronic messaging systems.
- Photovoltaic panels should be installed to power the shelter's lighting and illuminating signage and wayfinding panels.
- Amenities built from post-industrial recycled materials should be utilized wherever feasible, e.g. benches, trash cans, roof material, steel structure, and polycarbonate panels.



Bus shelter with amenities for riders/users

2.3 Access & Circulation

Vehicular

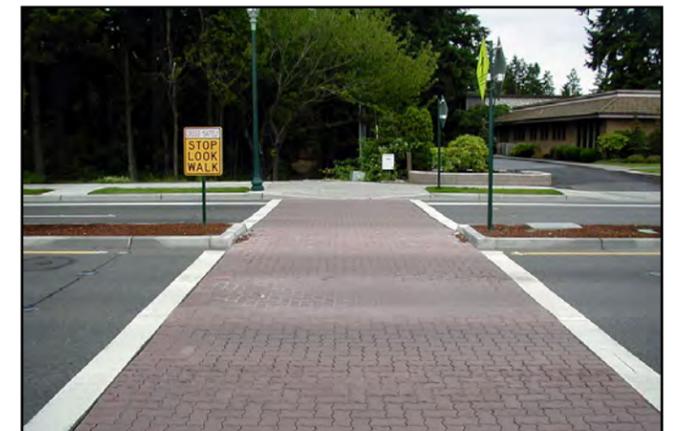
- Passenger drop-off areas (i.e. Kiss-n-Ride) should be set aside for automobile drivers to allow both pick-up and drop-off of transit customers. Parking at these locations should be short-term only.
- Driveways and parking lots should be consolidated to limit the number of entry and exit points.



Clearly marked crosswalks

Pedestrian and Bicycle

- Walking distances for transit users should not exceed one-quarter mile, and in low density areas having less than 2,000 people per square mile, one half mile to a transit stop.
- Elements that restrict pedestrian movements should be minimized including meandering sidewalks, fences, walled communities, berms, sound walls, and expansive parking lots.
- Paved pedestrian pathways should be accessible to everyone using ramps, visual guides, signage, and rails where needed. ADA compliant curb ramps should be placed at each corner of an intersection.
- Paved connections between the bus stop and pedestrian sidewalk should be provided for ease of access.



Colored interlocking pavers to help define crosswalk

- Pedestrian sidewalks should be at least five (5) feet in width.
- Crosswalks should be marked and be clearly visible to motorists. Crosswalk materials should be noticeably different in terms of color and/or texture to clearly indicate where the crossing should occur.
- Clearly defined mid-block crossings should be provided using materials with different color and/or texture.
- Steps or abrupt changes in walkways should be avoided.
- Median refuge areas for pedestrians should be provided at intersections.
- Bicycle racks should be provided at regular intervals along Lake Street including key destinations such as bus stops, commercial uses, and retail/employment centers. Design and placement of bicycle parking facilities should complement other transit furniture at these locations.
- Dedicated and clearly marked bike connections should be encouraged between existing uses along the corridor and the adjacent neighborhoods and communities.
- Roadway widths at local stops should be reduced using bump outs to slow down vehicular traffic and reduce the length of pedestrian crosswalks.



Bicycle parking racks along at key destinations



Landscape buffer separating vehicular and pedestrian traffic



Pocket parks for passive recreation

- Pedestrian level lights should be provided along sidewalks and walkways connecting to commercial uses along the corridor.
- Parks, active recreational areas, and natural open space adjacent to the corridor should be connected to Lake Street and other neighborhoods via extensive pedestrian and bike connections.
- Pocket parks should be created along the corridor for informal activities and visual appeal.

2.5 Signage and Wayfinding

- Each bus stop should be marked with a sign indicating the transit operator and the routes that serve the stop.
- Trees, buildings, and other signs or structures should not obstruct the bus stop signs.
- Signage for major commercial centers should be consolidated onto one ground mounted sign and contain the logos or names of each business to avoid signage clutter along the corridor.
- Gateway elements should be created at the east and west end of the corridor as well as other major entry points.
- Pedestrian-scale signage should be encouraged.
- Billboards and free-standing signs that obstruct buildings and streetscape should be discouraged along the right-of-way.
- Signage placed at the entrance of key destinations along the corridor should not compete with one another and street trees, street lights, and streetscape amenities.
- Maps should be used to supplement directional signage at key destinations to reduce the amount of directional signage.
- Reflective surfaces should be discouraged for signage as they hinder visibility and are difficult to read.
- A common theme should be created and adopted for public signage including entrance signs, directional signs, wayfinding signs, and pedestrian kiosks. The theme could consist of common colors, materials, fonts, and logos.



Ground mounted sign



Gateway entrance feature

2.4 Landscape and Streetscape

- Pedestrian sidewalks should be separated from vehicular traffic by a landscape buffer including trees, shrubs, bollards, and planter beds.
- Pedestrian safety should be enhanced by providing clear sight lines for both vehicles and pedestrians at site entrances and between parking areas and public sidewalks.
- Streetscape amenities including seating areas, planting areas, bike racks, street lights, and trash receptacles should be provided throughout the corridor.
- View corridors should be terminated with distinct architectural/streetscape elements.
- Accent lighting is encouraged on buildings with a greater amount of architectural façade detail.

Recommended Modifications to Zoning Regulations

Revisions to the following zoning regulations should be considered to ensure consistency with the transit friendly design guidelines proposed for the Lake Street corridor:

- **Building Setbacks:** Business districts B-1 through B-5 should provide reduced front yard setbacks that will allow buildings to be closer to Lake Street and create a street edge for pedestrian activity (i.e. build-to-line).
- **Building Heights:** B-2 and B-3 district should allow for buildings up to 5 stories in height.
- **FAR:** The B-5 District should allow for greater FAR to encourage denser and transit-friendly development.
- **Off-Street Parking:** Shared parking should be allowed in Business Districts B-1 through B-5 such that all parking spaces need not necessarily be located in the same lot as the use. This should apply only when the spaces are located within 300 feet from the main entrance of the use served. In addition, the collective parking facility for separate uses need not be a sum of the separate requirements of each such use. The current requirement often leads to unused parking spaces in larger commercial developments. The number of parking spaces for all uses should be reviewed thoroughly and the requirements reduced from existing zoning regulations.



Zoning modifications would enable reduced building setbacks and higher density development

IMPLEMENTATION PRIORITIES

Developing the desired advisory transit improvement recommendations for Lake Street is the initial step in the planning process to enhance transit alternatives and opportunities within the corridor. To assist the Village in prioritizing the diversity of advisory initiatives recommended within the Plan, the key initiatives are categorized into on-going/as possible, one year, two-five year, and six-ten years time horizons.

The implementation priorities provides a description of the advisory recommendations and responsibilities of the Village, other agencies, and organizations charged with monitoring its successful completion.

The conditions and variables upon which the Transit Improvements Plan is built, are by their nature fluid, and cannot always be accurately predicted. To ensure the plan’s assumptions, goals, objectives, and advisory recommendations continue to be representative of the community, they should be periodically reevaluated. This reevaluation will allow necessary modifications and adjustments to the plan so this is kept current with the long-term vision and needs of Addison. It is recommended that the plan be reviewed annually, with preparation of appropriate updates every five (5) years.

To ensure the Transit Improvement Plan’s long-term success, the Village will have to overcome continually changing priorities, budgetary constraints, facilitation difficulties among numerous public agencies and private interests in the area. This is the challenge facing the Village of Addison. It is a challenge that was welcomed by the Village when this Transit Improvements Plan was commissioned. It is a challenge that the Village will overcome in establishing itself as a model transit supportive community in DuPage County.

Project Priority	Transit Supportive Improvements	Village of Addison’s Responsibilities	Responsibilities of Others
On-Going/As Possible	Land Use & Zoning		
	Encourage the development of mixed-use residential/retail and office/retail buildings throughout the corridor.	Addison may encourage proposals for redevelopment within the Corridor that are consistent with the desired mixed-use transit supportive nature of the plan.	Property owners and developers may review the goals, objectives and recommendations of the plan prior to preparation and submittal of redevelopment initiatives.
	Encourage buildings in new development and redevelopment projects to be configured along the street/front parcel line to create a well-defined street edge and reduce walking distance between the sidewalk and primary building entrances.	Addison's Community Development department may review plans for development/redevelopment and where appropriate suggest changes to minimize walking distances between building entrances and transit stops.	Property owners and developers may consider designing their sites to promote walkability and transit.
	Where parcel sizes restrict the redevelopment potential of a site, encourage the consolidation of parcels to allow for meaningful and economically feasible development.	Addison may work with property owners and developers where needed and feasible to consolidate parcels for transit supportive development.	Where appropriate and beneficial to the development, developers may attempt to work with adjacent property owners to create consolidated development opportunities.
	Encourage the development of housing in a diversity of price points (Condo, Townhome, Duplex, and Single Family). Mid-rise, low-rise, townhomes, and condominiums may be clustered in nodes along Lake Street with single family homes located just off of the corridor to the north and south.	Addison may encourage the inclusion of a mix of housing options within each development/redevelopment proposed along the corridor.	Developers may consider preparation of creative site configuration and massing plans which include two or more housing types within any given development.
	Development incentives to private property owners, including existing developments and future redevelopment sites may be provided for the inclusion of transit supportive amenities (e.g. bus shelters, park-n-ride lots, benches, trash cans, lighting, bike paths etc.) on private property. Incentives may include density and FAR bonuses, reductions to off-street parking requirements, and tax rebates.	Addison will consider developing a series of transit supportive incentive guidelines which may be used to support projects that promote the transit goals and objectives of the plan.	Developers will review the transit supportive plan and available incentives guidelines and may work to capitalize on those incentives through incorporation of the suggested amenities.
	Encourage building height variations from 1-5 stories with taller buildings concentrated at key intersections within the transit supportive districts.	Addison will review design proposals and provide input on how the proposal corresponds to the height variation goals and objectives of the plan. Addison may recommend modification to the proposal to more accurately match goals of the plan.	Developers will consider concentrating building heights at key intersections within the transit supportive districts and vary those heights downward in relation to the land uses abutting the development.

VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN

Project Priority	Transit Supportive Improvements	Village of Addison's Responsibilities	Responsibilities of Others
On-Going/As Possible <i>(continued)</i>	<p>Land Use & Zoning</p> <p>As the following sites become available, consider their redevelopment to uses that promote transit use and pedestrian activity:</p> <ul style="list-style-type: none"> • Shemin Nursery • Strip development at the northeast corner of Lake Street and Rohlwing Road • Southeast corner of Lake Street & Rohlwing Road • Strip development at the northeast corner of Lake Street and Itasca Road • Vacant parcel at the northwest corner of Lake Street and 8th Avenue • Vacant shopping center and outlot at the southeast corner of Lake Street and Mill Road • Gas station at the southwest corner of Lake Street and Mill Road • Green Meadows Shopping Center • Gas station at the northwest corner of Lake Street and Addison Road • Addison Motel • CITGO gas station • Howard Johnson Inn 	<p>As these sites become available, Addison may work with the property owners to redevelop the sites into uses that promote the transit and pedestrian supportive objectives of the Transit Improvements Plan.</p>	<p>Property owners and developers will consider incorporating the Village's transit supportive objectives as part of future development/ redevelopment of these strategic properties.</p>
	<p>Transit & Infrastructure Enhancements</p>		
	<p>Support evaluation and implementation of the proposed Pace BRT Route "J", along IL Route 83 as part of the Alternatives Analysis Study.</p>	<p>Addison may work with Pace in the evaluation, development, and advocacy for implementation of the Route J Bus Rapid Transit (BRT) Alternatives Analysis Study for IL Route 83.</p>	<p>Pace is responsible for formal preparation and determination of the feasibility of implementation of the Route J BRT Alternative Analysis Study.</p>
	<p>Pedestrian Circulation & Amenities</p>		
	<p>Encourage pedestrian linkages between Lake Street and abutting neighborhoods to the north and south via the provision of dedicated (i.e. striped) on-street bicycle paths/lanes along the neighborhood streets.</p>	<p>Addison will evaluate the potential for incorporation of on-street bicycle paths/lanes. This may include undertaking a feasibility study of the connecting rights-of-way to evaluate their potential to safely incorporate on-street bike lanes.</p>	<p>Addison's Community Development Department and Engineering Department may work in cooperation IDOT to prepare the bicycle path evaluation study.</p>

Project Priority	Transit Supportive Improvements	Village of Addison's Responsibilities	Responsibilities of Others
On-Going/As Possible <i>(continued)</i>	Pedestrian Circulation & Amenities		
	Encourage the planting of additional street trees on the inbound side of properties abutting Lake Street (i.e. private property) to enhance corridor aesthetics.	Addison may promote the inclusion of street trees abutting the sidewalk in conjunction with requests for redevelopment on parcels along Lake Street. Addison may consider revising its landscape regulations to require street trees for future development.	Property owners/developers should consider including street trees where possible along with redevelopment and/or renovation plans for their site.
Project Priority	Transit Supportive Improvements	Village of Addison's Responsibilities	Responsibilities of Others
Year One	Land Use & Zoning		
	Consider converting the Village's traditional Zoning Ordinance and Subdivision Ordinance into a unified Form Based Development Code to allow for and encourage the development of complementary transit supportive land uses along the Lake Street corridor.	Addison may work cooperatively with community stakeholders to evaluate updating its traditional zoning ordinance into a modern Form Based Development Code.	The Village may choose to retain a qualified planning consultant to assist in updating the Zoning Ordinance.
	Consider designating the area within a half mile (1/2) radius of the intersection of Lake Street and Addison Road and a quarter mile (1/4) radius of the intersections of Lake Street with Rohlwing Road, Itasca Road, Mill Road, and Bruce Avenue as Transit Supportive Mixed-Use Areas. Encourage a range of mixed-use commercial/retail, office, and residential uses.	Addison may promote transit supportive land uses within the identified areas.	The Community Development Department may work cooperatively with property owners within the proposed areas to secure input and active participation.
	Transit & Infrastructure Enhancements		
	Support the proposed Addison Circulator to enhance linkages between Addison, Lombard, Villa Park, Glendale Heights, Wood Dale and Itasca as well as the various activity areas along the Lake Street corridor. Include a stop at the proposed transit hub along Rohlwing Road.	Addison may cooperate with DuPage Mayors and Managers Conference in implementation of the Addison Circulator.	DuPage Mayor and Managers Conference is the lead entity responsible for the Addison Circulator initiative. Where appropriate, Addison will include the expertise of Pace, RTA, and independent planning/transit consultants in regards to the route extension evaluation.
	Based on Pace's evaluation, consider installing bus shelters at the six (6) existing bus stop locations along Lake Street between Itasca Road and I-355.	Addison may identify the appropriate locations for the shelters, negotiate any required easements for their placement, arrange for acquisition of the shelters and oversee their installation and maintenance.	Pace, RTA, IDOT, and impacted property owners may be engaged as needed in the location/placement, design, and installation of the shelters.

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Project Priority	Transit Supportive Improvements	Village of Addison's Responsibilities	Responsibilities of Others
Year One <i>(continued)</i>	Pedestrian Circulation & Amenities		
	At major intersections, consider increasing the timing of pedestrian crossings and enhancing existing crosswalks via wider striping and pavement treatments to improve pedestrian safety.	Addison may coordinate the requested intersection enhancements with the applicable state and local agencies.	IDOT and/or ISTHA and Addison Village Engineer may be responsible for coordinating actual infrastructure enhancements.
	Consider installing additional pedestrian level lighting and poles along Lake Street to enhance the perception of the pedestrian domain and safety.	Addison may identify the lighting locations and styles, purchase the fixtures and coordinate the installation.	Fixtures added to existing IDOT light standards may be coordinated with IDOT in regards to installation requirements.
	Install a prominent gateway feature and landscape improvements to create an attractive and inviting entrance to the study area at the intersections of Lake Street with I-355, IL Route 83, and Addison Road. Signage and wayfinding may be incorporated as part of the enhancements to help identify major destinations and attractions in the corridor.	Addison may identify the desired location for the gateway feature, coordinate with their consultant in regards to the design, and where needed facilitate permission for installation with IDOT and/or ISTHA.	Depending on the desired location for the feature, IDOT and/or ISTHA may be involved in the permitting and installation.
Project Priority	Transit Supportive Improvements	Village of Addison's Responsibilities	Responsibilities of Others
Years 2-5	Transit & Infrastructure Enhancements		
	Consider establishment of a new transit hub facility within the parking lot of the existing Walmart shopping center along Rohlwing Road to serve Route 715 and the Addison Circulator.	Addison may facilitate discussions between the public and private stakeholders (e.g. Pace, Walmart) in regards to the design objectives. Addison may assist in moving the project through the municipal permitting process.	Walmart may secure permission to locate the transit hub, Pace may work with the team on the design requirements needed to service its buses and patrons. Design and construction costs may require a public private partnership.
	Using Pace's review process, evaluate feasibility and consider installing transit signal prioritization at major signalized intersections to increase route efficiency, and decrease commute times, particularly during peak hour congestion.	Addison and Pace may initiate discussions with IDOT regarding the feasibility and benefits to be gained to transit efficiency along Lake Street.	Addison and Pace may work with IDOT to install the needed equipment on the signal standards and sensors on buses operating within the area, as appropriate.
	Evaluate feasibility and consider incorporating GPS based Pace Bus tracking in new bus shelters to inform waiting passengers about approximate arrival times at each bus stop.	Addison may coordinate with Pace regarding the process for inclusion of GPS systems in area shelters.	Pace may provide direction on the feasibility of including GPS on their buses.
	Evaluate extending Pace Route 711 east on Lake Street and south on Addison Road to connect with the Villa Park Metra Station. An alternate route may be extended to the Lombard Metra Station.	Addison may coordinate with Pace on evaluating the potential to extend Route 711.	Pace may be responsible for conducting the Route evaluation.
	Pedestrian Circulation & Amenities		
	Provide and/or extend sidewalks where they are missing along Lake Street to allow uninhibited pedestrian circulation between the uses along the corridor.	Addison may identify the missing sections of sidewalk and within who's jurisdiction they exist. Addison may incorporate the improvements into its capital improvement plan and/or coordinate the improvements with the appropriate agencies.	Portions of the missing sidewalks exist within IDOT and ISTHA jurisdiction and may require their cooperation.

Project Priority	Transit Supportive Improvements	Village of Addison's Responsibilities	Responsibilities of Others
Years 2-5 <i>(continued)</i>	Pedestrian Circulation & Amenities		
	Consider installing pedestrian crossing signals at the intersections of Lake Street with Swift Road, I-355 Interchange ramps, and Rohlwing Road.	Addison may facilitate discussions with IDOT and ISTHA regarding the need and value of pedestrian signal installations.	The Village of Addison may be responsible for design and installation of the signals. IDOT will be the permitting agency.
	Evaluate installation of a High-Intensity Activated Crosswalk (HAWK) pedestrian signal at the intersections of Lake Street with 5th Avenue and Highland Avenue to enhance pedestrian safety while crossing Lake Street.	Addison may coordinate with IDOT in undertaking the warrant analysis for the signal installations.	IDOT may be responsible for approval and design of the appropriate signal systems.
	Streetscape amenities including benches, street lights, informational kiosks, trash cans, and bike racks should be considered adjacent to the bus stops/shelters along Lake Street.	Addison may prepare a detailed plan for appropriate amenities including their aesthetic design to be provided at each of the bus stops/shelters along Lake Street.	IDOT, Pace, and where appropriate, abutting property owners, may be involved in the review and approval of the placement of the streetscape amenities, as required.
	Additional streetscape improvements such as street trees, street lights, signage and wayfinding, bike racks, and street furniture should be considered along both edges of Lake Street to ensure continuity of the transit and pedestrian friendly environment.	Addison may develop a corridor wide streetscape plan to identify the amenities and their location throughout the corridor.	A streetscape design consultant may be retained to work with the Village, IDOT, ISTHA, and corridor property owners on the streetscape design.
	Consider creating bike connections from adjacent neighborhoods to Lake Street utilizing the ComEd easement as well as along Lombard Road, Addison Road, and Cricket Creek Forest Preserve.	Addison may undertake planning and design of the path to determine its extents and connection with existing and proposed paths and activity areas within the Village.	ComEd, IDOT, and the Forest Preserve may be actively involved in the plan review and approval of any bike path proposed within their right-of-way or property.
Project Priority	Transit Supportive Improvements	Village of Addison's Responsibilities	Responsibilities of Others
Years 6-10	Transit & Infrastructure Enhancements		
	Create a new transit hub facility in coordination with any future redevelopment of Green Meadows Shopping Center.	Addison may advocate for inclusion of the Town Center Transit Hub as part of any future redevelopment plan for the Green Meadow Shopping Center.	Any future redevelopment of the Green Meadow Shopping Center may be undertaken and funded privately with design review and approval to be provided by the Village.
	Consider development of future transit hub at the eastern edge of the Lake Street corridor as part of evaluation and implementation of the Pace BRT "J" Route.	Addison may monitor implementation of the proposed Route J and determine in conjunction with Pace the need/desire for an eastern transit hub.	Pace, RTA, and area property owners may be consulted in regards to any future route implementation and transit hub location.

VILLAGE OF ADDISON TRANSIT IMPROVEMENTS PLAN

FUNDING MECHANISM ALTERNATIVES

Financial attainability is among the most critical elements to implementation of the advisory recommendations of a Transit Improvements Plan. To assist the Village of Addison in identifying and applying for the monies necessary to implement the advisory recommendations over the next decade, an inventory of potential funding sources has been compiled. The funding sources listed below are intended to serve only as an initial guide to the Village of Addison in undertaking the significant number of improvements for the corridor. The potential funding sources are listed by program name and provide preliminary details on project eligibility, administrator, general applicability to the Village of Addison, and an internet link to acquire additional information.

Application	Program Name	Administrator	Loan Type / Funding Ratio	Corridor Application	Link to Additional Information
Transportation & Infrastructure	Congestion, Mitigation, and Air Quality Improvement Program (CMAQ)	CMAP	80/20	Construction of new transit facility/hub, improvements to pedestrian and bicycle circulation, including creation of bicycle lanes, bicycle parking facilities, pedestrian walkways, and pedestrian and bicycle crossing improvement.	www.cmap.illinois.gov
	Illinois Transportation Enhancement Program (ITEP)	IDOT	80/20 - 50/50	Provision of facilities for pedestrians and bicycles and streetscape improvements.	www.dot.state.il.us/opp/itep
	Innovation, Coordination, and Enhancement (ICE)	RTA	80/20 - 50/50	Enhance/improve local or regional connection and physical modifications to facility transfers, signal priority improvements for transit, use of real time information to enhance mobility, Bus Rapid Transit applications, passenger amenities for customers transfers (shelters, benches, informational kiosks), passenger information applications.	www.ice.rtachicago.com
	Transportation Enhancement Activities	USDOT FHWA	80/20 - 50/50	Provision of facilities for pedestrians and bicycles, landscape beautification, inventory, control and removal of outdoor advertising.	www.enhancements.org
	Surface Transportation Program (STP)	CMAP	70/30	Roadway and intersection and crosswalk improvements along Lake Street.	www.cmap.illinois.gov
Economic Development	Community Development Assistance Program for Economic Development	IL DCEO	100	Economic development related infrastructure and enhancements.	www.commerce.state.il.us/dceo
	Business Development Public Infrastructure Program	IL DCEO	Low - Zero Interest	Public improvements on behalf of businesses making major expansion or relation project resulting in significant private investment and creation/retention of numerous jobs.	www.commerce.state.il.us/dceo
Brownfield Redevelopment	Brownfield Assessment Pilot Grants	EPA	Multiple Types	Multiple grants available for funding brownfield assessments, cleanup, and revolving loans.	www.epa.gov/brownfields/pilot
	Municipal Brownfields Redevelopment Grant	IEPA	70/30	Brownfield remediation investigation and planning.	www.epa.state.il.us/land/brownfields/grants
Natural Resources, Parks, & Open Space	Illinois Bicycle Path Program	IDNR	50/50	Acquisition and development of trail facilities	www.dnr.state.il.us/ocd/newtrail
	Illinois Green Streets Initiative	IDOT	80/20	Provision and planting of trees along rights-of-way	www.dot.state.il.us/opp/itep