Williams Drive Study - Challenges & Recommendations

Traffic Operations & Safety

Access Management

- 150+ curb cuts (and increasing) along the corridor
- Lack of alternative streets and network connectivity
- Unsynchronized traffic signals
- Heavy traffic volumes at intersections
- Continuous two-way center left turn lane throughout the corridor

- Develop an access management plan for the corridor
- Set block standards for street/driveway connection
- Establish a unified signal management plan
- Establish new street design criteria

- Build left-hand turn spaces using center medians
- Shared parking between developments
- Reduce conflicts between drivers, pedestrians, and cyclists

Driveway Consolidation

- Build roads that connect development parcels

CAUSES

- Existing curb cuts consolidated and required, adjacent parking and circulation areas are linked away from Williams Drive
- Side path at grade; materials carried across driveway to reinforce visual cues that pedestrians and cyclists have right of way
- To maintain a traffic flow, new roadsides include left turn lanes at major intersections and key driveways

SOLUTIONS

- Center Median
- Minimized Curb Cuts and Sidewalk Cycle Track
- Landscaped Buffer
- Existing curb cuts consolidated and required, adjacent parking and circulation areas are linked away from Williams Drive
- Side path at grade; materials carried across driveway to reinforce visual cues that pedestrians and cyclists have right of way
- To maintain a traffic flow, new roadsides include left turn lanes at major intersections and key driveways

- Stormwater management features incorporated into center medians
- Shared parking lot serves multiple developments and share pathways, so that people park once and visit multiple destinations
- Stormwater management features incorporated into center medians
- Parking located at the rear of buildings, where appropriate, contributes to increased aesthetic appeal of the corridor