THE TOWN OF ADDISON, TEXAS

DRAFT 2016 MASTER TRANSPORTATION PLAN

Kimley»Horn

PROLOGUE PLANNING SERVICES

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EXECUTIVE SUMMARY

Addison's 2016 Master Transportation Plan is a long-range planning tool that provides the Town with guidance for making smart, strategic mobility investments that address the priorities of the community. The Dallas-Fort Worth region, including the Addison area, continues to experience growth in population, housing, and employment. This, in turn, increases demand for transportation options and quality infrastructure.

Addison's streets provide a structural network that is essential to the community's daily life and commerce. While good mobility and connectivity are central objectives of a transportation plan, the Town should also strive for a multi-modal network – including pedestrian and bicycle facilities, as well as transit routes and services – that satisfies its goals for health, safety, quality of life, economic vitality, and community character when making future transportation decisions. Given that the Town's thoroughfare network is close to built out, these decisions should take a balanced approach that anticipates growth, considers all modes, provides choices, addresses the relationship between transportation and land use, incorporates changing transportation trends, and meets the desires of the community.

The Town should look for strategic opportunities to advance the goals established by this plan, which are:

- Provide more and better options and features for active transportation, such as walking and biking
- Develop a safer and more efficient transportation network
- Create memorable places in Addison
- Develop better east/west connectivity, particularly across the Dallas North Tollway
- Increase route choices with new connections
- Support Addison's economic development goals
- Secure a firm commitment for rail in the Cotton Belt corridor

The 2016 Master Transportation Plan retains, but updates, some of the general technical components of the previous 1998 plan:

- A functional street classification system
- A set of design standards and street cross-sections
- A list of recommended improvements

New to the 2016 plan are:

- An even greater emphasis on multi-modal/active transportation options and more specific design features
- Transportation planning techniques that have evolved since the last plan (including an educational section on planning for active transportation accommodations and a traffic calming toolbox)

This plan looks ahead to the year 2040, but the document should be reviewed on a periodic basis to ensure that the goals, policies, and recommendations contained herein remain consistent with the community's priorities.

Addison Road

OVERVIEW

COMMUNITY CONTEXT

The Town of Addison is located northwest of the city of Dallas along the Dallas North Tollway (DNT). It has a residential population of over 15,000 and a daytime population that exceeds 100,000. The day-time population brings with it both opportunities and challenges for transportation planners, as does the attractiveness of Addison as a destination for dining and entertainment.

The community is fortunate to be well-served by roadways. Besides the segment of the DNT that splits a small portion of Addison on the east from the remainder to the west, other significant north/south roadways in the Town include Marsh Lane, Midway Road, Inwood/ Addison Road, and Montfort Drive. East/West thoroughfares include Spring Valley Road, Belt Line Road, Arapaho Road, and Keller Springs Road. The Town is also home to Addison Airport and the Addison Transit Center, a Dallas Area Rapid Transit (DART) station that currently serves bus patrons, but is planned as the community's light rail station in the future.

The previous plan, designed to accommodate travel demands to the year 2010, was adopted in 1998. Nearly 20 years has passed since then, and the area has changed significantly. Town officials realize that an up-to-date plan is important, not only to address changing traffic volumes and travel patterns, but also to incorporate design standards and techniques that have been developed since the last plan and to respond to changing community priorities and new land uses.

WHAT IS A MASTER TRANSPORTATION PLAN?

Purpose of the Master Transportation Plan

A Master Transportation Plan (MTP) establishes a community's transportation policy direction and provides a long term vision of the major street network necessary to meet future travel needs. Much as the Town's Comprehensive Plan guides decisions related to growth and development of both public and privately-owned property over many years, the Master Transportation Plan is intended to complement the Comprehensive Plan and guide the coordination of many separate incremental decisions that impact the transportation network.

The MTP locates and classifies major streets by needed capacity for through traffic, access to adjacent land uses, and compatibility with each street's development character. Street design guidance provides the ability to better integrate networks of other mode choices, including transit, walking, and bicycling. The plan guides future investments and provides the public and the development community with information about the long term plan for the road network. Simply put, a Master Transportation Plan is a community's blueprint for a safe, efficient, and sustainable transportation system. It seeks to create and sustain a system that balances local and regional priorities and existing and future conditions, to steer the community toward its vision for the future.

The Addison Master Transportation Plan consists of:

- A thoroughfare plan map that shows the location, general alignment, and type of thoroughfare
- A classification system that categorizes thoroughfares based on the amount and type of traffic being carried, the adjacent land use, and the features and accommodations required for the many and varied users of the network
- Guidance on the location of desired pedestrian, bicycle, and transit facilities that make up the Town's transportation network
- A set of basic street design standards that are based on the appropriate street design elements compatible with surrounding land use contexts, including standard right-of-way widths, number of lanes, medians, and pedestrian and bicycle facilities for each thoroughfare type

- Typical and alternative street cross sections that provide design guidance for each thoroughfare type
- Maps that show the location of existing and preferred pedestrian, bicycle, and transit facilities
- Recommendations for future network connectivity improvements

How is the Plan Utilized?

The residents and businesses of Addison rely on a transportation system that provides mobility in the face of ever-increasing regional population and changing transportation needs. Transportation facilities need to accommodate automobiles, transit, bicycles, and pedestrians in order to further the Town's efforts to promote positive community character and identity. With this in mind, the Town must plan ahead and make deliberate decisions to maintain or enhance the Town's transportation infrastructure.

A transportation plan provides decision-making guidance for:

- Planning and funding the construction of new streets, sidewalks, trails, and transit improvements
- Budgeting for the maintenance and repair of the existing transportation infrastructure in the context of the Town's comprehensive asset management strategy
- Reviewing land use proposals to be in alignment with the Town's planned street network
- Providing additional opportunities for people who want to walk or bike as a means of transportation or for recreational purposes
- Connecting people in the community with their desired destinations

How is the Plan Implemented?

In a community like Addison, which is largely built out, the focus of the transportation plan will be on making strategic investments to strengthen connectivity, boost network efficiency, and increase opportunities for alternative modes of transportation. Implementing elements of the plan can be achieved not just through major street reconstruction, but also during utility-related construction, minor maintenance projects, private development projects, and other capital projects to retrofit existing facilities.

The Town, as well as private developers, land owners, and residents, can utilize the Master Transportation Plan in making decisions related to planning, coordination, and programming of future land development and transportation improvements.

In addition to being one of the fundamental elements of a city's long-range planning, an MTP is also a tool for more immediate decision-making, such as:

- Reviewing zoning applications by the Planning and Zoning Commission and City Council for compliance with the Town's subdivision regulations and the Master Transportation Plan
- Budgeting for maintenance of the existing infrastructure
- Planning and funding major capital improvements, such as streets, trails, and sidewalks
- Acquiring right-of-way for transportation improvements as development or redevelopment occurs
- Supporting the Town's economic development goals

Roles in Implementation

Role of Community:

- Give guidance on transportation related goals
- Provide accountability

Role of City Council:

- Approve a plan
- Support reasonable policies, projects and expenditures necessary to implement the plan
- Consider future development requests in the context of the plan

Role of Planning and Zoning Commission:

- Provide City Council with recommendation(s) regarding a plan
- Make recommendations in future development requests in the context of the plan

Role of Staff:

- Facilitate an inclusive process to establish a plan
- Incorporate Master Transportation Plan goals/recommendations in decision making process
- Bring forward policy changes necessary to achieve the plan for consideration by the City Council
- Work with developers to implement the plan through the development review process
- Track and report progress
- Bring forward updates and amendments to the plan for consideration, as necessary

UPDATING THE PLAN

The Town of Addison has been a leader in responding to changes and trends in the development industry, including those related to transportation. It was among the first communities in the metroplex to implement the context sensitive land use and transportation framework in Addison Circle, with its small blocks, pedestrian-oriented amenities, and on-street parking. An updated set of standards will allow Town officials, developers and citizens to plan for, fund and construct the improvements necessary to accommodate Addison's future transportation challenges as well.

One of the most notable trends in Addison since the adoption of the last plan has been a growing interest in accommodating multiple modes of transportation. The updated plan heightens the level of attention paid to alternative modes, including walking, biking, and using transit. Since the update is designed to address all of these options, not just thoroughfares, the new document will be called the Master Transportation Plan, unlike the previous plan which was called the Master Thoroughfare Plan.

The update process has been undertaken using a fairly standard series of steps for a planning effort, including a robust community input component:

Data Collection and Existing Conditions Analysis

- Collect and analyze data
- Evaluate projected growth (in Addison and the region)
- Gather community input

Develop Alternative Solutions

- Identify problem areas
- Apply "Best Practices"
- Develop and evaluate alternative solutions

Refine Preferred Recommendations

- Review alternatives with the community for feedback
- Refine the plan and develop a list of recommendations

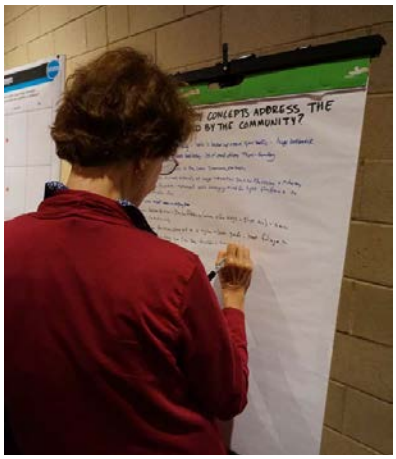
Adoption and Implementation

- Planning and Zoning Commission – Review and recommendation
- City Council – Review and adoption
- Implementation

PUBLIC INPUT

Across the country, communities are rethinking their transportation systems. Instead of addressing limited, individual components of the network, cities are improving the efficiency of the system in ways that promote the community's values. Communities are implementing complete streets and context sensitive solutions to create safer, more livable and visually appealing places that are consistent with their social, environmental, and economic values. For this update, the priorities of Addison residents, and businesses were evaluated to reflect the desires of the community.

The Addison community revealed a variety of priorities in the ways people would like to get around and enjoy their streets. Planning an effective transportation system with multiple priorities in mind is a balancing act. When streets are designed to properly serve surrounding land uses and allow multiple modes of travel, automobile travel is still accommodated but not to the exclusion of other travel options. A network of "complete streets," built to allow automobiles, pedestrians, bicycles and transit service to work together, can provide an alternative to endless cycles of traffic congestion. The overall capacity of the network can be improved by reducing the demand for vehicular trips, especially when integrated with an effective rail and bus network.



Public Input Process

The process of updating the Master Transportation Plan has given the community an opportunity to look at changes in traffic-related conditions and to think about priorities for the future. The community input phase was designed to encourage involvement from a broad spectrum of stakeholders in a variety of formats.

- **Community meetings** were held for those interested in taking part in the process in person. These meetings included topical stations aimed at gathering specific types of input and an informational briefing.
- An **online survey** was conducted to solicit input from people who were unable to attend the public meetings or who preferred to participate using this method.
- An **Advisory Group** provided direction and served as a sounding board throughout the process.
- **Public hearings** held with the Planning and Zoning Commission and the City Council provided the community an opportunity to provide input during the plan adoption process.

The City Council instructed staff to take extra measures to inform the community of this opportunity to provide input in order to encourage a high level of participation. To make it clear that any interested person was welcome to be a part of the process, a multi-faceted notification process including post cards, emails, and social media posts invited both residents and businesses to the five community meetings.

The feedback gathered in the public involvement phase revealed some important shifts in priorities since the adoption of the last plan, and these shifts provided direction for the remainder of the process.

Community Meetings

Two kick-off meetings were held on March 14 and 16, 2016, which included approximately 70 participants. The project was introduced and participants were asked to identify transportation priorities as well as issues or concerns with existing conditions that should be investigated or addressed in the new plan.

Three follow-up meetings were conducted on July 28, August 2, and August 29, 2016 with approximately 67 participants. People attending were asked to comment on the direction of the draft plan and several

detailed concepts. Feedback from these meetings was used to develop the final draft plan for presentation to the Planning and Zoning Commission and City Council.

Online Survey

Between March 21 and April 8, 2016, 160 Addison stakeholders provided their input on priorities and specific multi-modal transportation issues – walking, biking, using transit. This feedback was also instrumental in establishing direction for the plan.

Advisory Group Meetings

Advisory Group meetings were held in May and July 2016. At the first meeting, members of the group, a panel of residents and business representatives appointed by the City Council, provided important feedback on the design and connectivity features of certain roadway types and reviewed several important draft plans and concepts prior to the second community meeting. The group was also given an opportunity to review and comment on the final draft plan and report before the P&Z public hearing.

Public Hearings

The Planning and Zoning Commission and City Council each conducted a public hearing on the recommended plan. These hearings took place in October 2016. At these hearings, an important part of the process for a major update, the recommended Master Transportation Plan was presented for review, discussion, recommendation, and adoption.

Establishing Transportation Priorities

An important component of the Kick-off Meetings and Online Survey was the need to identify the community's top transportation priorities. This was necessary early in the process so that these priorities could guide the development of the new plan.

Kick-Off Community Meetings

To start the conversation at the Kick-off Meetings, a list of pre-prepared choices was presented and the top five, as ranked by the participants were:

1. Encourage an active, healthy lifestyle
2. Develop more efficient traffic circulation
3. Support Addison's economic development goals
4. Maintain the existing transportation infrastructure properly
5. Improve transportation safety

Participants at the Kick-off Meetings were also given an opportunity to write in and rank priorities of their own. The top write-in priorities were (six are listed; 3 and 4 below received the same number of votes; 5 and 6 also ranked equally):

1. Get the Cotton Belt by 2019 (interpreted to mean getting a firm commitment from DART for the Cotton Belt rail line by 2019)
2. Transform Addison into an eco-friendly, walkable, connected via pedestrian and bicycle pathways, beautiful environment that is the gold standard for urban planning
3. More sidewalks

4. Bicycling
5. Walkable neighborhoods
6. Context sensitive street design

Online Survey

For the Online Survey, the list of priorities was modified based on the discussion from the Kick-off Meetings and to incorporate the new write-in issues as options as well. The survey participants ranked the issues as follows:

1. Traffic congestion (high traffic volumes, crowded intersections)
2. Lack of features and accommodations for pedestrians and bicycles (sidewalks, trails, handicap ramps, safe street crossings, trees/shade, lights in pedestrian areas, etc.)
3. Commitment to the Cotton Belt DART rail line in the near future
4. Lack of east-west connectivity in Addison (vehicular, pedestrian, bicycle connections)
5. Pass-through traffic (vehicle trips that pass through Addison, but neither start nor end here)

The Appendix section of this document includes more detailed information from the Kick-off Meetings and the Community Meetings. A summary of the Online Survey results is included in a presentation to the City Council on April 12, 2016. A final summary of plan priorities and goals is provided on page 64.

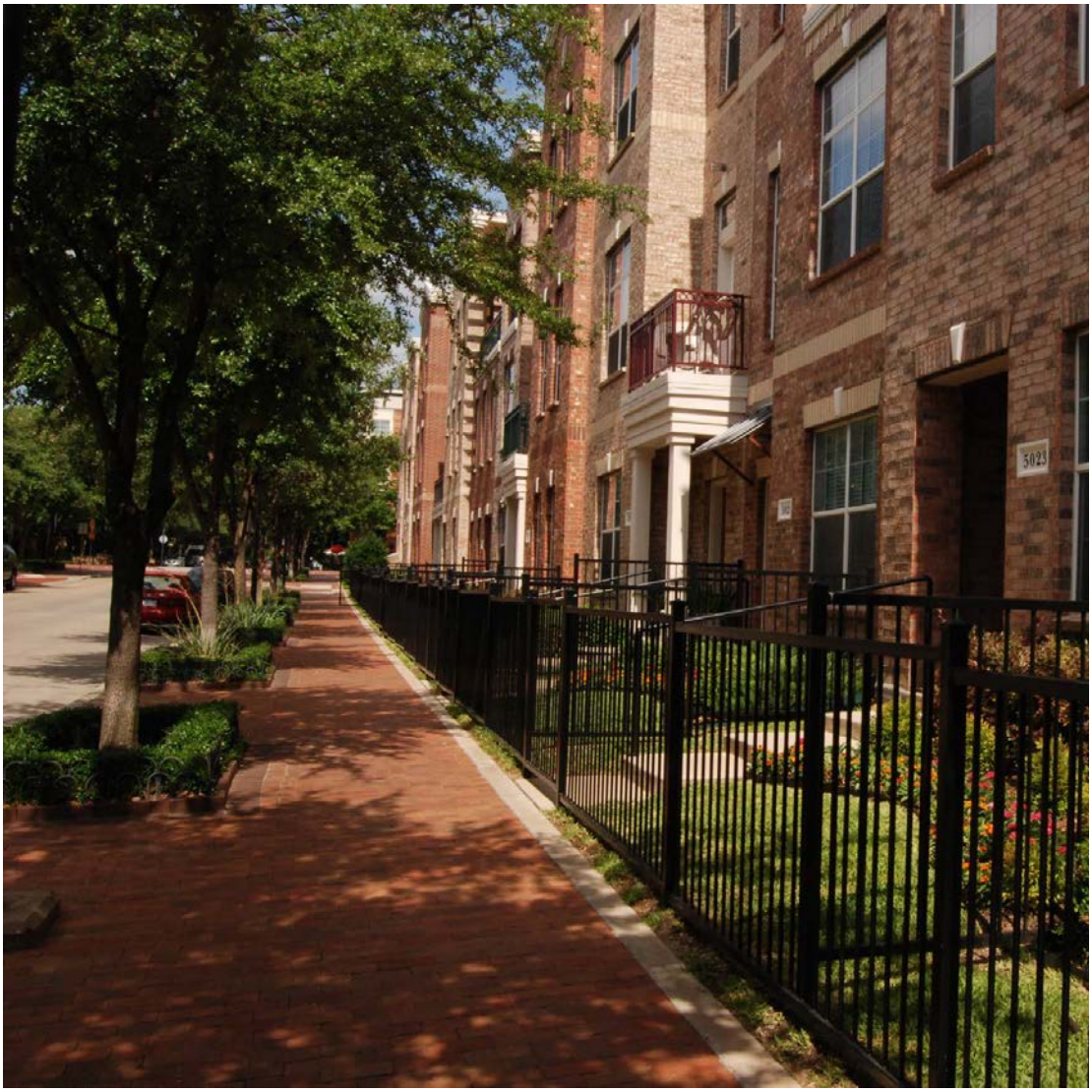
OPPORTUNITIES AND CONSTRAINTS

Perhaps the most challenging aspect of implementing this transportation plan will be the ability of the Town to make the desired mobility and aesthetic improvements within the limited right-of-way available and its capacity to secure the necessary funding. Many maturing first-ring suburbs around the region are facing this same challenge. The opportunities are likely to come with the reconstruction of aging infrastructure and the redevelopment of older properties in Addison.

Balancing multiple priorities in different parts of the community and funding the projects required to address those priorities will be a challenge. It is important to remember that Addison is one city in a large region, and much of the traffic on local streets is passing through from outside the community. Participants in the community meetings understood this. Because of its central location, the employment base, and all of the activities that make Addison a destination, there will always be outside traffic. The impacts of these traffic concerns can be minimized through efficiency improvements, aesthetic enhancements, and connectivity upgrades.

All of these conditions are likely to make the process of achieving the plan recommendations lengthier and more complicated, but neither the Town nor the community should be discouraged. In order to improve traffic conditions in the Town, accomplish aesthetic objectives, and maintain a competitive position in the marketplace, all parties must be willing to persevere and be prepared to watch for opportunities. Partnerships should be established during street construction, reconstruction, or rehabilitation and when new development or redevelopment occurs. In the design of projects such as these, steps can be taken to address the goals and priorities expressed by the community throughout this update process.

Quorum Drive



Addison Circle Pedestrian Realm

TRANSPORTATION SYSTEM EVALUATION

EXISTING TRANSPORTATION SYSTEM

As the population and the economy of the greater Dallas-Fort Worth region continue to grow, Addison remains strategically located in a central, well-connected position that is easily linked to numerous major activity areas. The Town is primarily served by the Dallas North Tollway, nearby Interstate 635 and Bush Turnpike, and a set of major streets (Belt Line, Marsh, Midway, and Spring Valley) that provide connections to surrounding communities, major economic centers, and other regional destinations. DART bus service, pedestrian connections, and a growing trail network provide multi-modal options for residents who prefer an alternative to automobile travel or desire local routes for recreational activity.

Roadway and Highway System

Functional Classification System

Addison's roadway system is comprised of a variety of standard street types, with the overall system designed to maintain a balance between mobility (the through movement of trips) and access to destinations. Addison's functional classification system is structured in a hierarchical manner, with the goal of providing a balanced network with appropriate roadway capacity, access, and efficiency. The network is made up of four classifications of streets: Principal Arterial, Minor Arterial, Collector Street, and Local Street. Collector streets are broken down further based on their land use context to distinguish between roadways in Commercial and Residential areas. A summary of the functional class characteristics is shown in Figure 1, and this functional classification system is identified on the Master Thoroughfare Plan Map on page 41.

Existing Conditions

Since the adoption of the 1998 Plan, much of Addison's roadway network has been built to its intended capacity, and numerous improvements have been made to the regional highway network serving the Addison area. The opening and expansion of the President George Bush Turnpike (PGBT), improvements to the main lanes and interchanges along Interstate 635, and the addition of tolled express lanes on I-635 have significantly increased east/west capacity through the greater Addison area and had a positive impact on Addison streets. The Dallas North Tollway continues to experience increased demand for north/south regional trips, and the North Texas Tollway Authority (NTTA) is expanding lanes and making ramp improvements from

Principal Arterial
Examples: Belt Line Road, Midway Road

- **Typically the highest traffic volume corridors with longer trip demands**
- **Provides connectivity between surrounding cities and major activity centers**

Minor Arterial
Examples: Quorum Drive, Montfort Drive

- **Provides service for trips of moderate length (typically trips within Addison)**
- **Enhances connectivity to the Principal Arterials**

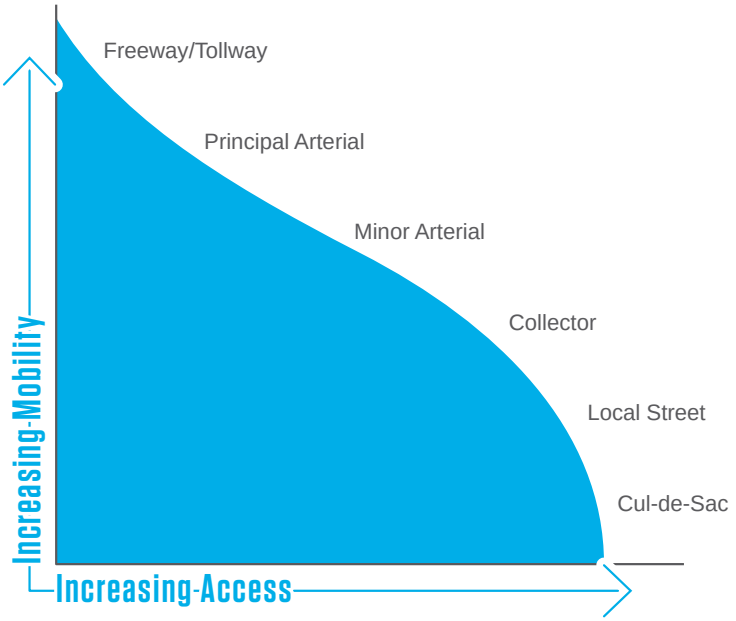
Collector (Commercial/Residential)
Examples: Beltway Drive, Spectrum Drive

- **Distributes traffic from the local streets to the arterials**
- **Balances providing access to destinations with traffic circulation**

Residential Local
Examples: Paladium Drive, Winter Park Lane

- **Provides direct access to adjacent destinations**
- **Not intended for through traffic**

Figure 1: Functional Class Characteristics



Mobility/Access Relationship

Addison north to the PGBT and beyond. All of these roadways function as regional travel corridors, connecting major activity areas within the Town and throughout the DFW Metroplex.

Cross-town mobility also relies heavily on a number of principal and minor arterials. Within Addison, the completion of the Arapaho Road extension and the Keller Road Toll Tunnel have increased the east/west capacity and provided much needed relief to Belt Line Road. That being said, Belt Line Road, Midway Road, and Marsh Lane carry some of the highest traffic volumes in town, distributing trips to local businesses, residential neighborhoods, and into surrounding cities. While many of the arterials continue to see high demand, historical traffic count data has shown that volumes across the network have either remained stable or decreased along most thoroughfares. For example, Addison Road, Midway Road south of Spring Valley, and Belt Line Road west of the Dallas North Tollway have seen significant reductions in traffic volumes since a peak in the late 1990s (see Figure 2), most likely due to the completion of other roadway connections and capacity improvements to the surrounding highway system. Current 2016 traffic counts are shown in the following map.

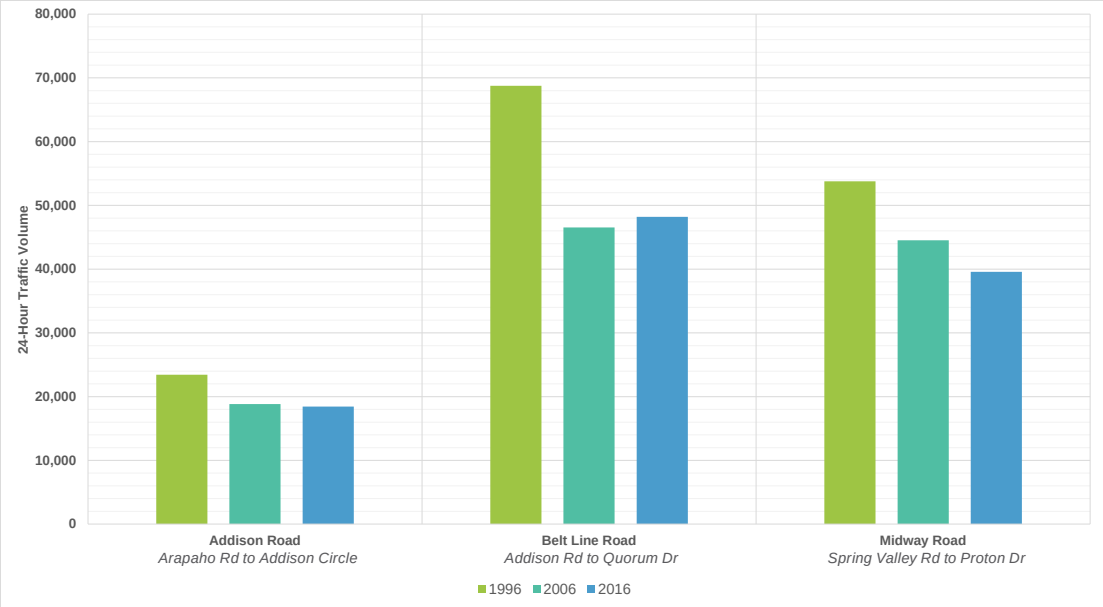
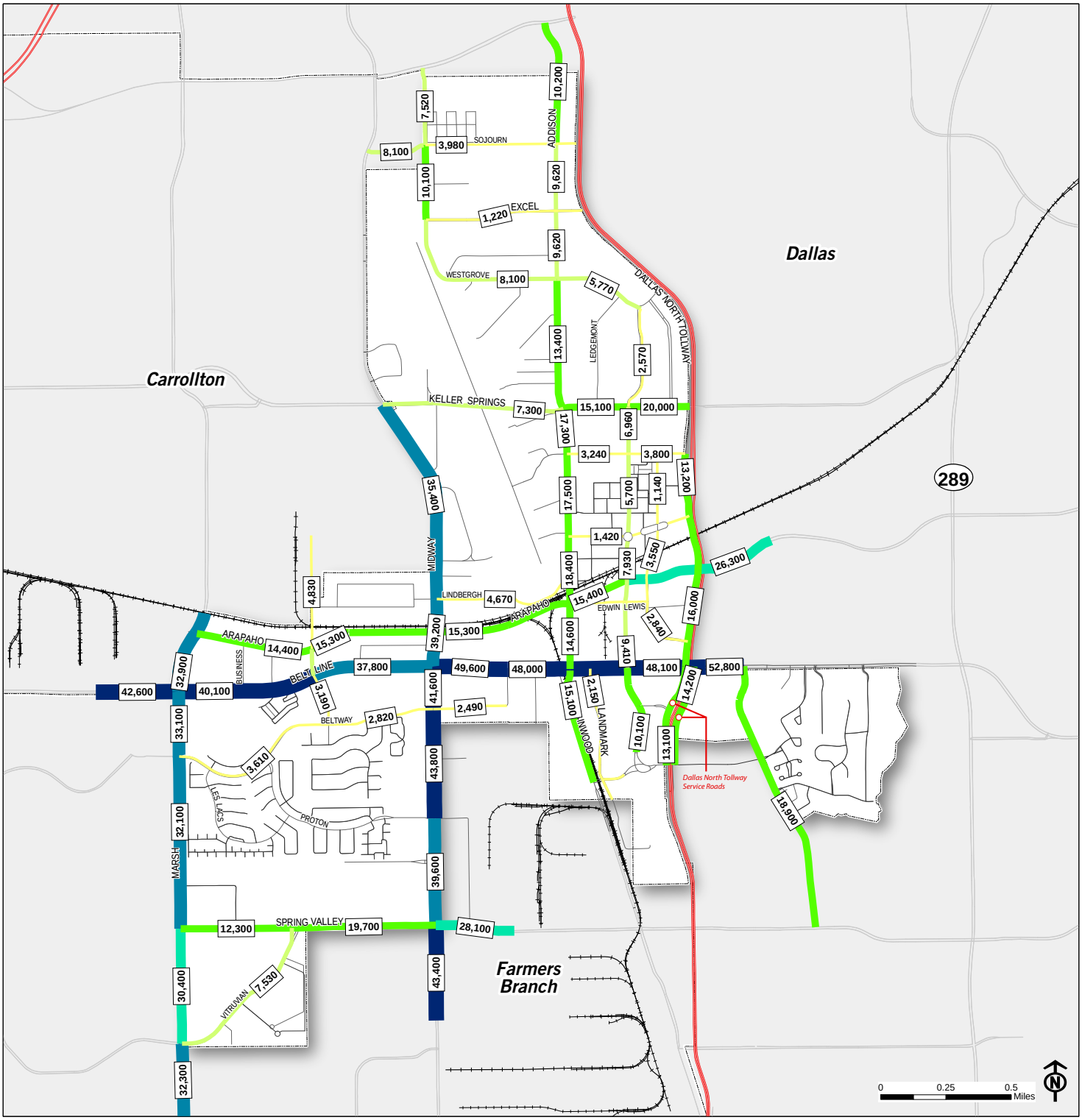


Figure 2: Traffic Count Trends (1996-2016)
Source: Town of Addison Traffic Counts

2016 Traffic Counts

Addison Master Transportation Plan



LEGEND

2016 Traffic Counts

- < 5,000
- 5,001 - 10,000
- 10,001 - 24,000
- 24,001 - 32,000
- 32,001 - 40,000
- > 40,000
- Addison Roads
- Tollway
- Rail Lines

Source: Town of Addison Traffic Counts

Thoroughfare Level of Service

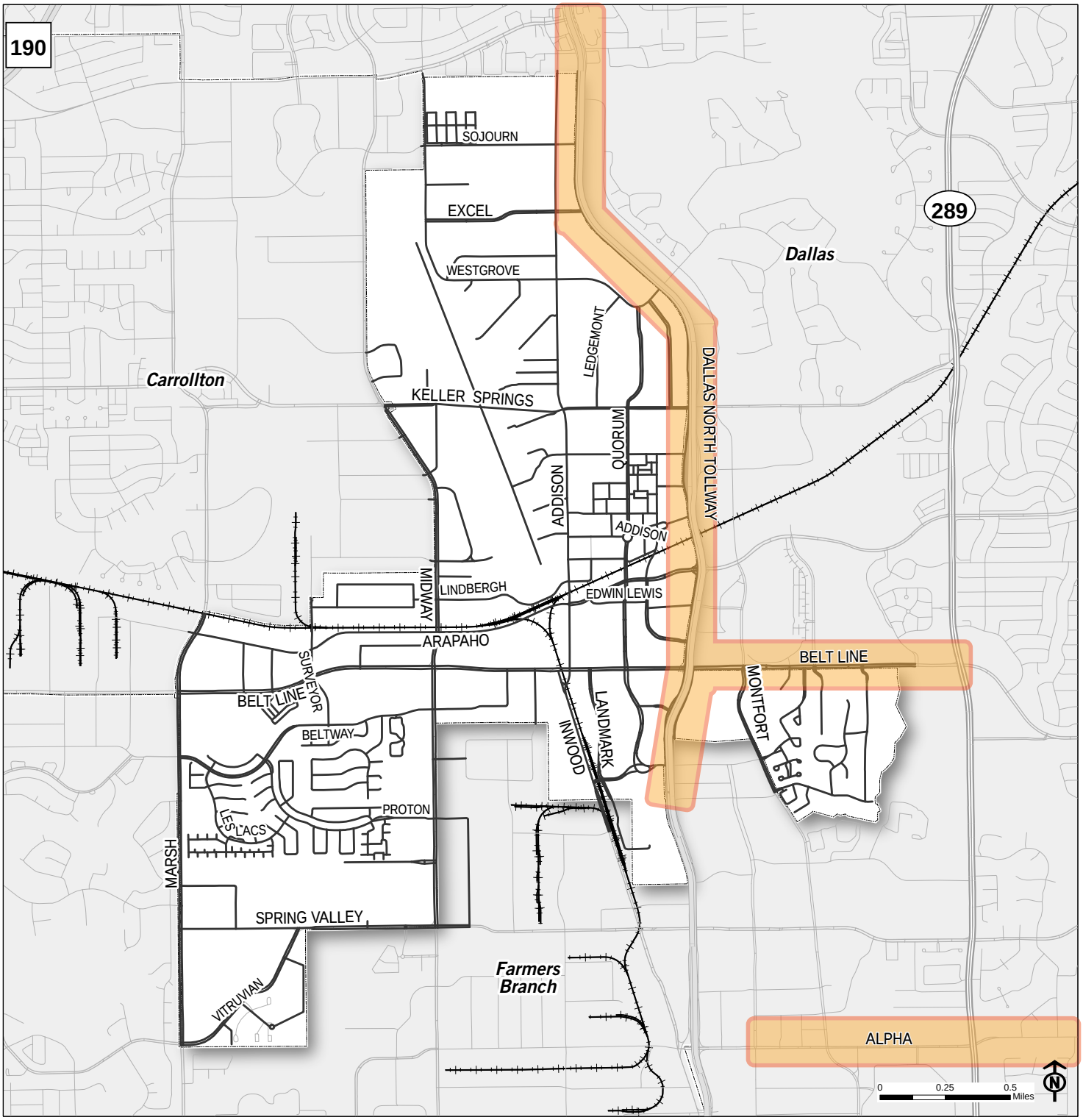
Forecasting future traffic demand is an essential element in mobility planning, and a useful tool in determining what roadways may have critical capacity issues in the future. This tool, known as travel demand modeling, is the prediction of traffic volumes on a transportation network based on land use, population, and network characteristics. One of the primary outputs of a travel demand model is a level of service (LOS) assessment, used to quantify traffic congestion along specific thoroughfares and assigning a level of service score of A through F to city streets to reflect how well they operate. LOS A represents a roadway where traffic is free flowing and volumes are much lower than the roadway capacity, while LOS F represents a roadway where volumes are greater than the capacity of the roadway and traffic flow often exhibits excessive delay. In the DFW region, most cities target C or D as an acceptable level of service.

Based on regional travel demand modeling data from the North Central Texas Council of Governments (NCTCOG), the current conditions base year model shows most of the thoroughfares throughout the Town are operating at acceptable or tolerable levels, with traffic volumes below the roadway capacity; however, some sections of Addison's principal arterials, such as Belt Line Road and Midway Road, as well as the Dallas North Tollway, which is actually outside the Town limits, exhibit a level of service that is at or near capacity. The 2040 model projects volumes based on anticipated population and employment growth within the Town and across the region and assumes a continued reliance on personal vehicles for most trips.

Over the next 25 years, volumes are expected to increase significantly on the Dallas North Tollway and some arterials within the surrounding area, but level of service along thoroughfares within the Town will remain generally stable. The following map identifies major projected increases in congestion on area roadways. Since all of the principal arterials in Addison are currently built to their intended capacities, adding travel lanes on these roadways is not a recommended approach to improving the level of service since this can often induce additional traffic demand. Improvements are better focused on maintaining intersection performance, improving access management (ensuring that major arterials, intersections, and freeways not only operate with safety and efficiency, but also provide adequate access to the adjacent property), making strategic connections to increase route choices, and increasing multi-modal connectivity for transit, pedestrian, and bicycling trip alternatives.

2040 Congested Corridors

Addison Master Transportation Plan



LEGEND

Projected Congested Corridors
20%+ Projected Traffic Volume Increase from Current Year Volumes with Significant/Excessive Delay Expected (Level of Service E/F)

Source: NCTCOG 2040 Travel Demand Model

Existing Multi-Modal Network

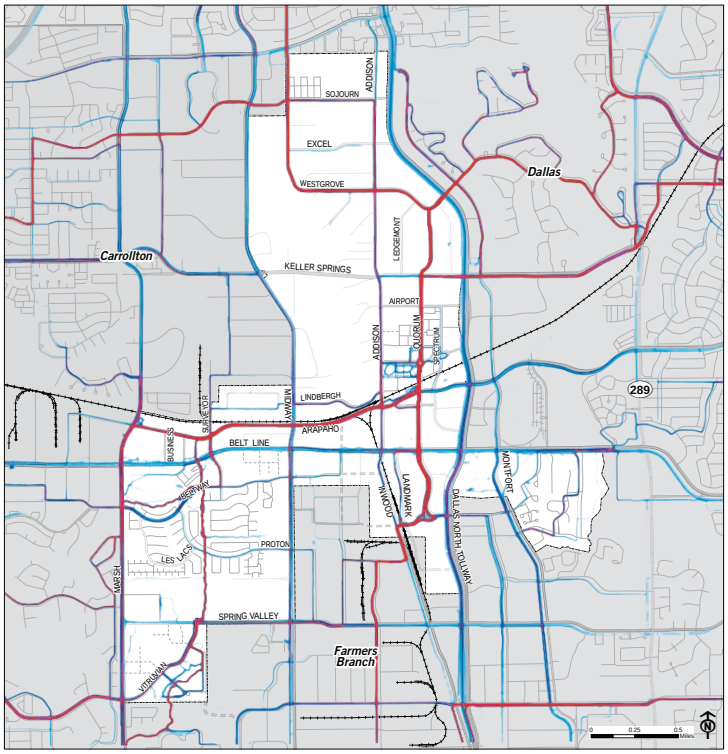
Active Transportation

Throughout much of the Town, the primary facilities for pedestrians are sidewalks and off-street trails. The current trail system is connected with many of the Town's parks and neighborhoods, but there are still many connectivity opportunities to expand this trail network and fill in sidewalk gaps to provide greater connectivity between neighborhoods and major activity centers. While bicyclists are able to utilize the existing trails and ride on-street in mixed traffic, there are currently no marked on-street bicycle facilities or designated routes. Providing an interconnected system of separated and protected bike facilities can appeal to a broader range of people and can contribute to increases in bicycling volumes.

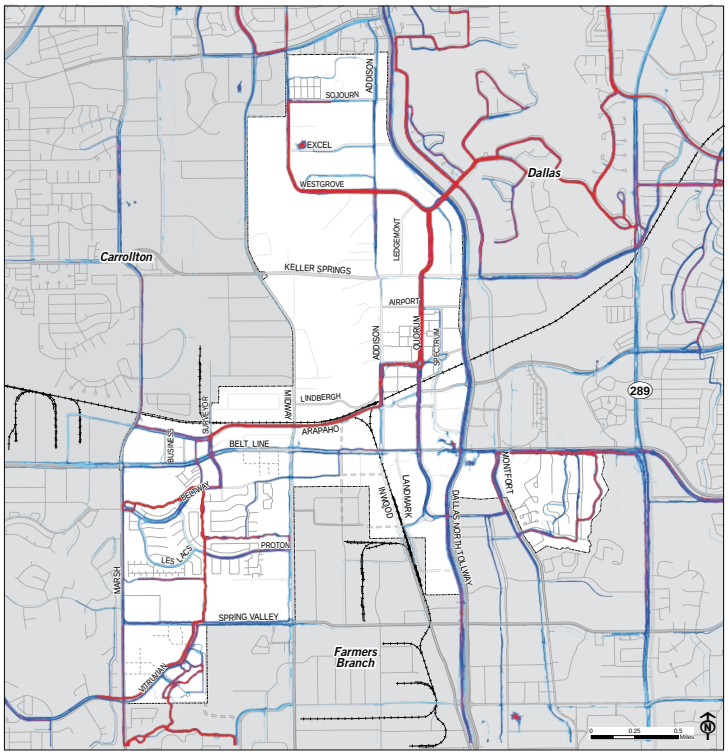
The maps on the following page provide some insight into how the streets and trails in the Addison area are currently used for active transportation based on data from Strava. Strava is an online application which allows people to track their bicycle rides, runs, and walks via their smartphone or GPS device. Routes that are used more often are identified in red.

Transit Service

Addison is a founding member of Dallas Area Rapid Transit (DART), and is currently served by a number of bus routes providing local and regional service. The bus routes follow many of the arterials in Addison and there are a variety of service types, including local, rail feeder, and express routes. The Addison Transit Center located near Addison Circle acts as a central hub for bus connections. Currently no rail service is provided in Addison, but potential commuter rail service has been planned for the Cotton Belt rail corridor, which would provide a regional east-west connection between DFW Airport and Plano, with a stop at the Addison Transit Center.



Current Bicycle Activity



Current Pedestrian Activity

Level of Activity

High | Med | Low

Source: Strava, 2015 Data

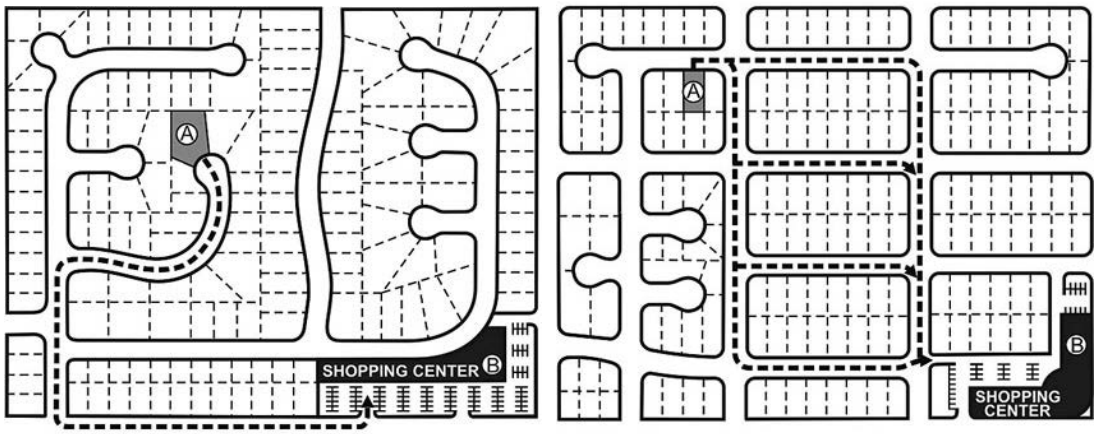
TRANSPORTATION CONCEPTS

In addition to the assessment of thoroughfare traffic volume trends and capacity needs, other major transportation concepts have been evaluated for potential improvements and integration with future thoroughfare design. These concepts include **connectivity**, **multi-modal transportation best practices**, **context-sensitive design**, and **traffic calming**. This section provides an overview of these concepts.

Connectivity

Appropriate network connectivity is essential to maximizing accessibility and increasing the number of route options. Streets that are networked well provide shorter, more direct routes between destinations, which in turn increases the efficiency and reliability of the road network. A classic example of a well-connected street system is found in the traditional grid street pattern. These grid street patterns disperse traffic throughout the system. There are major arterials within the grid pattern, but local travelers are able to use interconnected local streets, freeing up the arterials for the movement of longer trips.

The Addison Circle area is a prime example of a development pattern built around a grid-like network with shorter blocks and increased route choices. Most other neighborhoods in Addison were developed using the conventional suburban pattern prevalent at the time the Town was developing, with cul-de-sacs and fewer access points. The street framework was designed to collect traffic from residential areas and channel most of the trips onto major thoroughfares. This pattern tends to create greater congestion on arterial streets, and with fewer route choices, often discourages pedestrian and bicycle travel.



Conventional vs. Traditional Street Networks

Conventional street networks (left) create longer trips and offer fewer route choices. A network of connected and multi-modal streets (right) offer greater trip choice and flexibility.

Addison has, however, made strategic connections with its off-street trail network to improve pedestrian connectivity between neighborhoods and surrounding activity centers. With the roadway network in Addison almost completely built out, it will be essential that the connectivity between different transportation modes is improved to increase route options and accessibility.

Multi-Modal Transportation Best Practices

For many people, the automobile will remain the most viable form of transportation, but resources should also be allocated for multi-modal connectivity to serve the current transportation needs of the region's diverse population and to respond to shifting demographics and generational priorities. There are many people who cannot drive each day or who prefer not to. The younger segment of the population is increasingly seeking safe and efficient alternatives to driving, and the growing retired and elderly population may also need other options.

Active Transportation

A city's active transportation network—the portion of the system that is human-powered—is intended to provide transportation alternatives and recreational opportunities for people of all ages and abilities. The installation of pedestrian and bicycle facilities can be the most visible element of a city's multi-modal transportation network. It shows that the community is a welcoming place for non-motorized trip choices and supports the safe use of streets by all road users.

The use of sidewalks, trails, and bicycles is a transportation choice that benefits personal health, reduces traffic congestion, and air pollution, and enhances quality of life by creating opportunities for cost savings and social interaction. Interest in bicycling for commuting or recreation is increasing, but many novice riders do not feel comfortable riding on-street with traffic. Concerns about safety, barriers, and lack of infrastructure often lead people to continue using cars for many typical short trips. Increased bicycle and pedestrian facility choices not only address safety, but enhance long-term community livability, create welcoming streets and neighborhoods, and strengthen local economic competitiveness.

Addison has made considerable progress in improving the Town's sidewalk and trail connectivity in certain locations, but additional consideration should be given to designing streets to accommodate higher levels of pedestrian activity, particularly in mixed-use, commercial, and residential contexts. Streets should be attractive and comfortable for pedestrians. There are a variety of tools available to help make areas more walkable, such as appropriate sidewalk or trail width, high visibility crosswalks, mid-block crossings, increased pedestrian lighting, and shade elements.

Les Lacs Linear Park Trail

While significant improvements have been made for supporting pedestrian activity, few steps have yet been taken to develop an on-street bikeway system. Bicycling can improve quality of life by increasing opportunities for social connection between riders, and an active bicycling population is often considered a measure of livability for a city. Bicycle riders come with many different skill levels, and more people will be encouraged to ride if streets are designed to protect riders and make cycling enjoyable. As community preferences for bicycle connections increase, there are a variety of innovative facilities that can be considered, but the most appropriate facility should be selected based on the unique qualities of each location, the adjacent land use context, roadway characteristics, the existing or expected types of bicycle use, and the ability to connect to other trails and points of interest (not just dead-end).

Pedestrian and Bicycle Facility Types

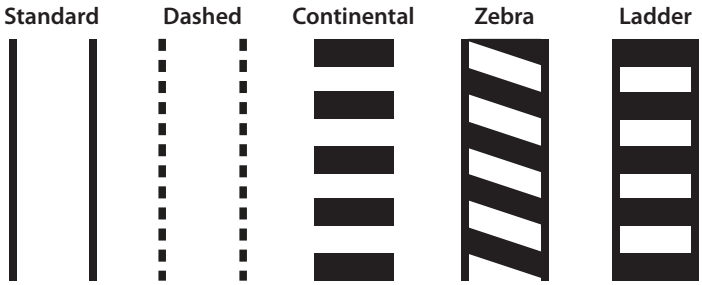
Sidewalks

Sidewalks should provide pedestrians with space to travel and separation from the motor vehicle travel lanes. Wider sidewalks are appropriate in areas of higher pedestrian activity or to accommodate other uses on active commercial and mixed-use streets.

Addison Circle Pedestrian Realm

Enhanced Pedestrian Crossings

Safe and frequent crosswalks are important in a walkable environment. Crosswalks at intersections should be designed to offer as much comfort and protection to pedestrians as possible. Considering that the majority of vehicle/pedestrian incidents involve a turning vehicle, all signalized crossings should be well marked to reinforce the requirement of turning vehicles to yield for pedestrians. Ladder, zebra, and continental crosswalk markings are preferable to standard parallel or dashed pavement markings due to their high visibility.



Crosswalk Treatment Options

Midblock crossings provide pedestrians a safe and convenient way to cross the street in areas where intersections are far apart or where major pedestrian destinations are located directly across the street from each other. In these circumstances, pedestrians tend to take the most direct route when crossing the street instead of going out of the way to the nearest intersection; as such, midblock crossings are responsive to significant pedestrian desire lines. Medians or safety islands make crossings easier and safer by creating a two-stage crossing.

Midblock Crossing

Shared-Use Paths

Shared-use paths are designed for two-way travel by both pedestrians and bicyclists. They are typically located adjacent to streets, and are useful for completing connections in an off-street trail network. These paths should be physically separated from the roadway with a landscape buffer or some type of barrier. Paths should be designed to a minimum width of 10 feet; however, in areas where bicycle traffic is low and pedestrian use of the facility is not more than occasional, an 8 foot sidepath may be used.

Shared-Use Path

Traditional Bike Lanes

Bike lanes are dedicated travel lanes that carry bicycle traffic on the street in the same direction as adjacent motor vehicle traffic. Bike lanes are provided for the exclusive or preferential use of cyclists and are identified with signage, striping, or other pavement markings. These lanes allow bicyclists to ride at comfortable speeds and encourage a position within the roadway where they are more likely to be seen by motorists. The minimum width for bike lanes is 5 feet.

Traditional Bike Lane

Buffered and Protected Bike Lanes

Bicycle facilities can be physically separated from adjacent motor vehicle travel with striped buffers or physical separation to create protected facilities. The addition of a buffer area provides even greater comfort to the rider than traditional bike lanes. Buffered and protected bike lanes are recommended on streets with high travel speeds, high traffic volumes, and multiple lanes. The preferred width of a buffered or protected bike lane is 5 feet with a minimum 2 foot buffer.

Buffered Bike Lane

Shared Lanes

Certain roads may work well for cyclists due to low traffic speeds (preferably less than 30 miles per hour) and low volumes (generally fewer than 3,000 trips per day) and do not require a separated bike facility. These roadways can be identified as shared lane bike routes with route signage and "sharrow" pavement markings to designate shared use of the travel lanes.

Shared Lane

Transit

Access to good transit service can have a significant financial impact on an individual. Compared to owning a vehicle, transit provides an affordable option and is particularly important for people who cannot drive due to age, income, or disability. Generational preferences have also influenced ridership. Trends have shown that younger people are less likely to get driver's licenses, tend to take shorter and fewer trips by vehicle, and are less likely to purchase a car at all. Efficiently run transit has the potential to move many more people in a much smaller amount of space than a fleet of personal automobiles, but in order for transit to be a viable alternative and to attract new riders, the service must also be reliable, convenient, and safe.

Addison's current transit service coverage is made up primarily of local and express bus routes. Local bus service, with its many stops, provides the greatest amount of flexibility for passengers, but tends not to attract the ridership or stimulate changes in land use patterns the way other transit modes can. Focusing on improving service in the corridors that are already carrying a high proportion of transit riders can go a long way towards increasing the share of traffic that buses serve on primary corridors in the city.

Improvements such as reduced headways (the time between consecutive transit service stops at a given location), higher quality passenger facilities, and improved connectivity between bus stops and destinations will help connect people to home, work, and shopping. The availability of other transit modes such as circulator buses can help accommodate new growth and influence the transition of trips onto alternative travel modes.

Higher capacity transit can shift commuting patterns and significantly affect travel choices on major transportation corridors. DART is currently updating its 2040 Transit System Plan, and numerous corridors have been identified for more frequent bus service. DART is also exploring options for expediting rail service along the Cotton Belt Corridor that would include service to Addison. The potential success of transit investments is largely dependent on the relationship of the service to the surrounding land use. Higher capacity transit investments should be considered in areas with high levels of employment, denser residential development, diverse uses, and pedestrian-oriented design.

Enhanced Bus Service

Most of Addison's current bus service is provided by local bus routes, which must balance stop frequency with speed. While rail service provides greater passenger capacity and potential economic return on investment than bus, enhanced bus service can make the overall transit network more reliable, convenient, and comfortable. Priority corridors may benefit from rapid and express routes, and service can be made more efficient and attractive with improvements such as:

- Less frequent stops
- Higher capacity vehicles
- Transit signal priority
- Dedicated transit lanes
- High-amenity stops
- All-door boarding

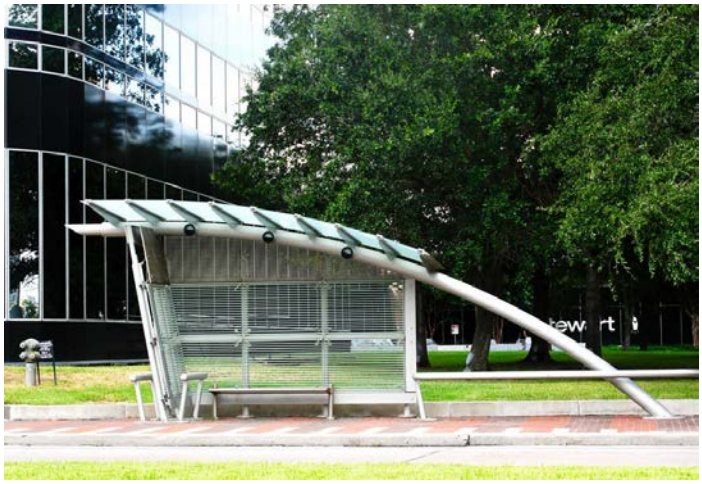
Rapid Bus Vehicle (Austin, TX)

Circulator Bus

Circulator buses, or shuttles, are similar to local bus service but tend to operate within small areas, and can provide strategic connections between employment centers, dining spots, and other major destinations. These routes are often funded in partnerships between transit service providers, cities, and/or business organizations.

Transit Stops

The quality of the structures and amenities at transit stops matter to riders, but it is usually not possible, nor is it necessary, to provide all amenities at every stop system-wide due to costs and site constraints. At a minimum, all stops should be well maintained, appropriately lit, and provide a safe waiting area for riders. Basic transit stop design should be highly visible and should usually include a paved waiting pad, lighting, and a trash can; however, at major stops or along key corridors, additional amenities such as uniquely designed shelters, public art, real-time schedule information, wayfinding signage, or bike racks/lockers may be desirable.



Custom Bus Shelter Design

Context-Sensitive Design

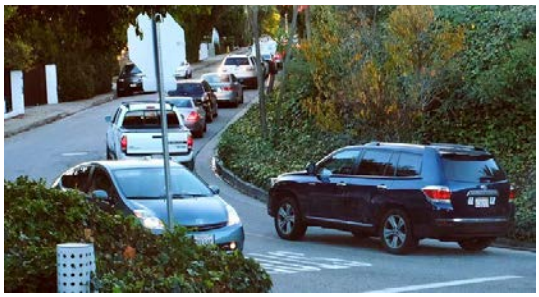
Complete Streets is a concept that supports the idea that streets should be designed for everyone, with safe access for pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. There is no single design for a Complete Street. Each one is unique and should relate to the surrounding community context. In the past, streets were designed mostly with cars in mind, which has made alternative transportation choices difficult, inconvenient, and often dangerous. Context Sensitive Design is taking the goal of Complete Streets and applying it to the process of determining the most appropriate cross sections for street construction, reconstruction, or rehabilitation projects. This process takes into account not only the functional class of the road, but also the character of the surrounding development, future goals for each corridor, and the existing or future need for different modes of transportation.

The development of thoroughfares in Addison has been guided largely by a single set of typical roadway cross sections designated by functional classification. The streets in the Addison Circle area, however, were designed using the context-sensitive approach, where they were laid out with the unique needs of both pedestrians and vehicles in mind. By integrating land use and modal priorities with the Master Transportation Plan, the context-sensitive design process can be applied to determine whether and to what degree the typical street design may need to be modified to better serve the variety of community priorities, land use contexts, and activity centers within a specific corridor.

Traffic Calming

Traffic calming is a system of design strategies that aims to balance vehicular traffic with other uses on the street. These techniques seek to address concerns about safety, noise, and quality of life by reducing the impact of motor vehicles and slowing down or “calming” traffic. This approach is used primarily in residential areas, but many of these techniques have been used to regulate traffic speeds on other types of streets, such as urban mixed-use and main streets, especially where pedestrian activity is present.

Traffic calming is intended to mitigate cut-through traffic and speeding, with the added benefits of increasing pedestrian and bicycle safety and providing opportunities for aesthetic enhancements and neighborhood identity. Traffic conditions are different for each location, and different tools should be selected based upon the unique characteristics of each environment.



Potential traffic issues mitigated with traffic calming: speeding and cut-through traffic

Traffic calming measures typically fall into three categories:

Education

Neighborhood traffic management studies have shown that often the perceived traffic problems within a neighborhood can be attributed to local traffic and the residents themselves. Many traffic calming strategies begin with educating the neighborhood about the need to obey speed limits or yield to pedestrians. Educational approaches may include neighborhood watch programs and traffic safety newsletters.

Enforcement

Speeds can be monitored and displayed with portable or permanent radar detection speed feedback signs. Communities and neighborhoods may also work closely with local police to provide increased enforcement in areas where speeding occurs most often.

Engineering

Physically changing how the road looks, whether with signage, curbing, or other traffic calming measures, works to alter the behavior of motorists, pedestrians, and bicyclists. These types of engineering solutions are often intended to be “self-enforcing” and should be implemented after the education and enforcement approaches have been used. Physical design techniques can have varying levels of impact on travel speeds and traffic volumes. Engineering measures typically fall into the following categories:

Vertical deflection

Vertical speed control elements such as raised speed humps or speed tables help manage traffic speeds and reinforce pedestrian safety. These devices may be appropriate on a range of street types, but are most widely applied along low-speed neighborhood or residential streets. They are particularly effective in reducing speeds, but may also increase driver discomfort, noise, and emergency vehicle response time.

Speed Hump

Speed Table

Horizontal deflection

Horizontal street design elements decrease the overall width of the roadway and can serve as both a visual and physical cue to drivers that they are entering a neighborhood street. Potential benefits include slower traffic speeds, safer and shorter crossings for pedestrians, and increased space for street furniture, plantings, and street trees. Horizontal treatments include:

- Lane Striping
- Curb Extensions
- Chicane
- Center Islands
- Pinchpoint/Choker
- Mini Traffic Circle

Lane Striping to Narrow Travel Lanes

Curb Extensions

Volume management

Volume management measures reduce or discourage through traffic on specific corridors by reconfiguring select street segments and intersections along the route. Treatments should be implemented with consideration for emergency vehicles and neighborhood access.

Diagonal Traffic Diverter

Half or Full Street Closure

Additional Considerations

When implementing traffic calming solutions, additional factors should be considered when determining the feasibility of certain techniques, including:

- Access for emergency vehicles, school buses, and transit routes
- Driveways and intersection locations
- Large vehicle access and turning movements
- Availability of adjacent arterials to accommodate diverted traffic
- Implementation and maintenance cost

Techniques that are not recommended for traffic calming include:

Reducing posted speed limits

Speed limits are determined after a detailed traffic or engineering study. A speed limit that is unrealistic can invite drivers to disregard posted speeds. Traffic calming measures that reduce design speed can be a more effective way to encourage appropriate travel speeds.

Stop signs

The Texas Manual on Uniform Traffic Control Devices (MUTCD) states that “Stop signs should not be used for speed control.” Studies have shown that some drivers will make up the time lost at an unwarranted stop sign by speeding up between signs, or will run an unwarranted stop sign if there is no opposing traffic present. To determine if an intersection meets the necessary criteria for stop sign traffic control, an analysis which considers traffic counts, pedestrian volume, accident history, sight distance, and on-site observations should be conducted, but ultimately, engineering judgement must be applied.

Belt Line Road

MASTER TRANSPORTATION PLAN UPDATE

MASTER TRANSPORTATION PLAN

The Master Transportation Plan is the tool that enables the Town to preserve future roadway corridors and to protect or acquire the necessary right-of-way to improve the local transportation system. The MTP includes information related to roadway classification, right-of-way requirements, basic design criteria (including lane and median widths), and the number of through travel lanes for each thoroughfare in the Town. This plan identifies a number of future thoroughfare connections and introduces alternative solutions for thoroughfare design, but it does not propose any changes to existing functional classifications.

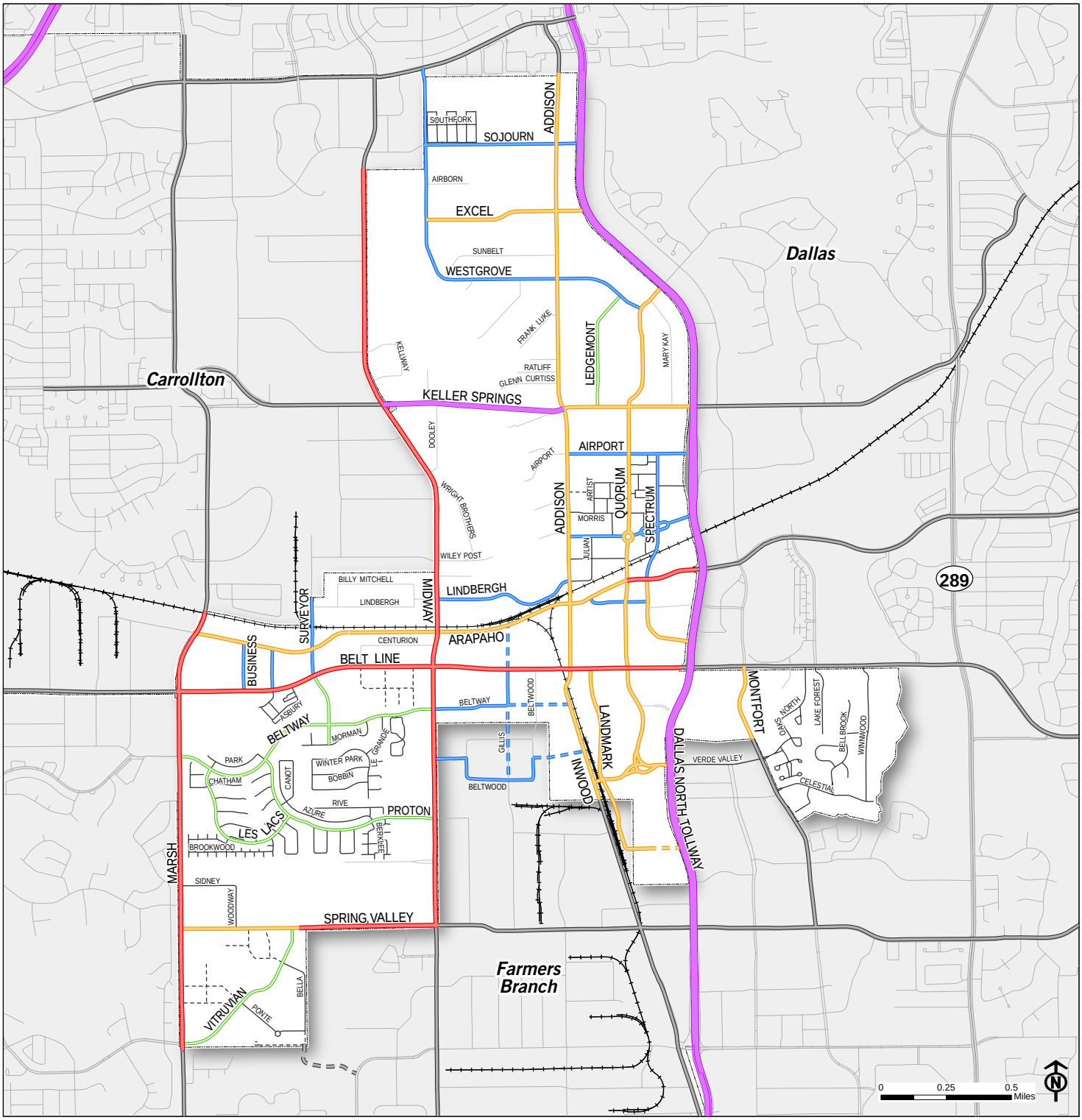
Future Connections

While much of the Town's thoroughfare capacity and network connectivity has been built out, there are still additional connections that can be made to support local trip circulation, multi-modal alternatives, and future property redevelopment. In particular, areas south of Belt Line Road have limited east/west route options due to a variety of barriers. A number of factors—the mix of often conflicting and incompatible development patterns between Addison and adjacent cities, the presence of existing rail lines, the manner in which the Dallas North Tollway creates a physical barrier between east and west Addison—all combine to reduce route choices and increase the reliance on the arterials for the distribution of local trips.

New minor arterial and collector connections that could improve local circulation include extensions of Landmark Boulevard, Beltwood Parkway, and Beltway Drive. Access to the Vitruvian development could also be improved with an additional entry point between Bella Lane and Alpha Road. This connection has been studied and design started. The decision to move forward rests with the City of Farmers Branch. The updated plan also documents other future connections in the Vitruvian Park and Addison Grove areas in the southwest corner of the Town and a future connection between Addison Road and Artist Way, in the Addison Circle area. All of these connections are expected to be constructed with future development projects.

Master Thoroughfare Plan Map

Addison Master Transportation Plan



LEGEND

Functional Classification

- Toll Road
- Principal Arterial
- Minor Arterial
- Future Minor Arterial
- Commercial Collector
- Future Commercial Collector
- Residential Collector
- Residential Local
- Future Residential Local
- Local
- Major Roadway Outside Addison
- Future Connection Outside Addison
- Rail Lines

STREET CROSS SECTIONS

Most Addison streets have been planned and constructed based on one preferred design for each functional classification. While a standard street design, known as a typical cross section, may be appropriate in many cases, and no changes in classification are being recommended for any existing Addison streets, in some areas, an alternative design may be more appropriate. There is not a single solution for improving all streets and enhancing mobility throughout the Town. Street design that is context-sensitive, by definition, will vary in its cross section based on the existing physical constraints, the character of the land use in the surrounding area, and the preferences of the community.

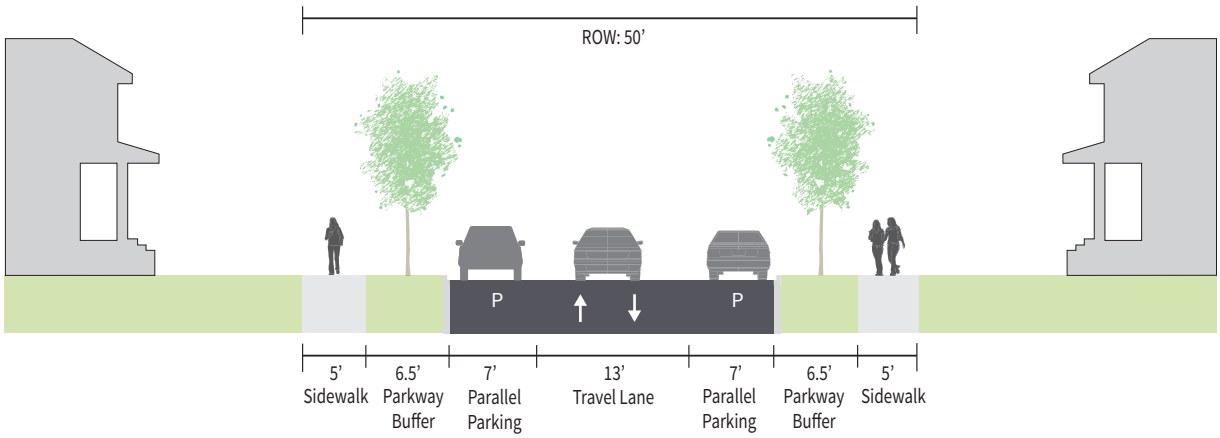
Context Sensitive Solutions (Cross Section Alternatives)

For each of the functional class categories, a set of Typical Cross Sections and Alternative Cross Sections has been developed to allow Town staff some flexibility as opportunities for mobility improvements arise. This flexibility must be based on an evaluation of the development context throughout the Town and the priorities expressed by the community. These cross sections are not intended to be rigid, but rather to act as templates that can be adapted to fit the local context, the adjacent land use and development type, and the physical and economic constraints of each future roadway project.

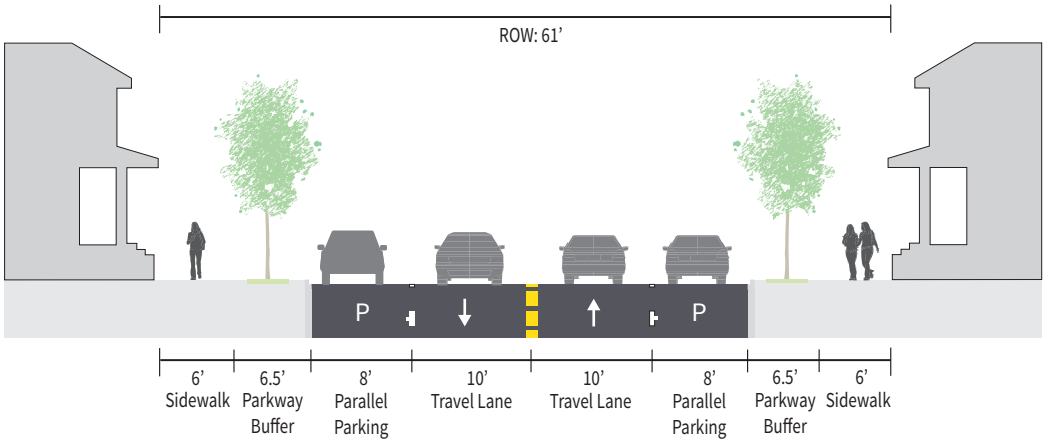
For example, on the Minor Arterial Cross Section, the preferred median width is 16 feet to accommodate median-protected turn lanes and to allow area for enhanced landscaping; however, in constrained areas, where adequate right-of-way is not available or can only be secured through purchase, a median or center turn lane design that is between 10 feet and 16 feet in width can be implemented. The objective of providing the median is still met, but a narrower design is applied because of the limited space available. This same flexibility can be applied to roadway lane widths, sidewalks, and other features within the overall street realm so long as the minimum requirements are met and the corridor goals are satisfied.

Residential Local

TYPICAL

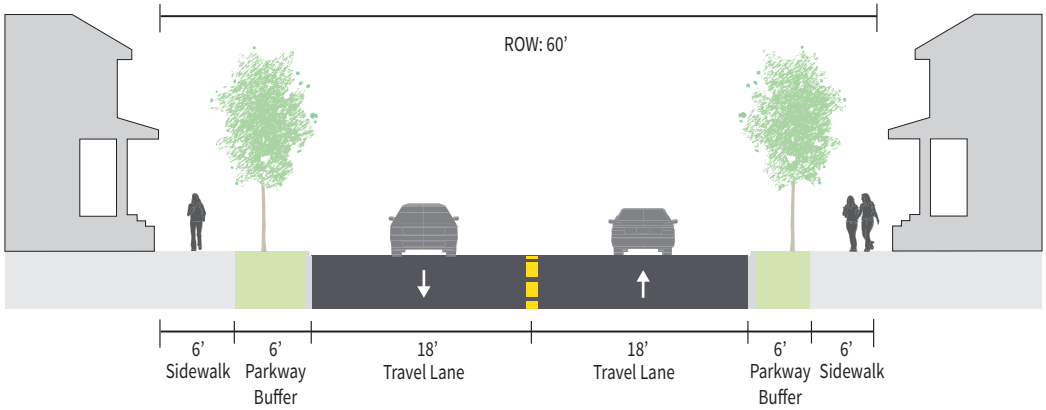


URBAN/MIXED-USE

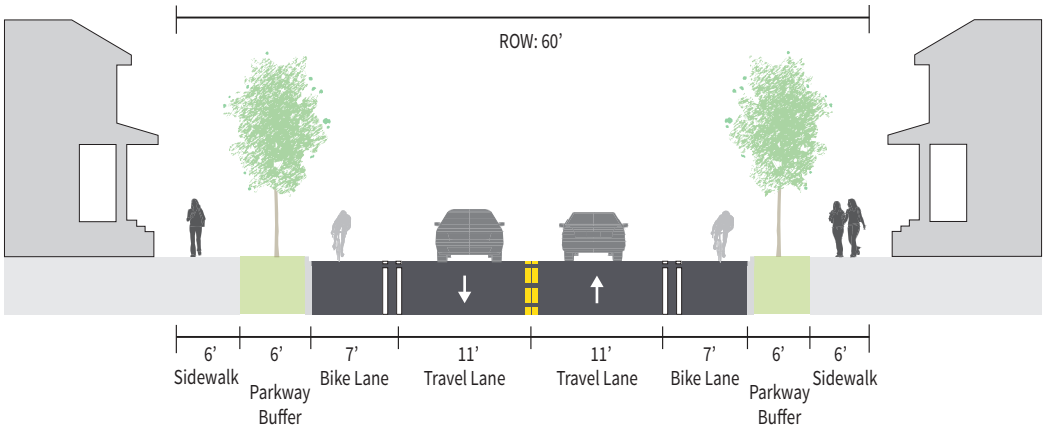


Residential Collector

TYPICAL

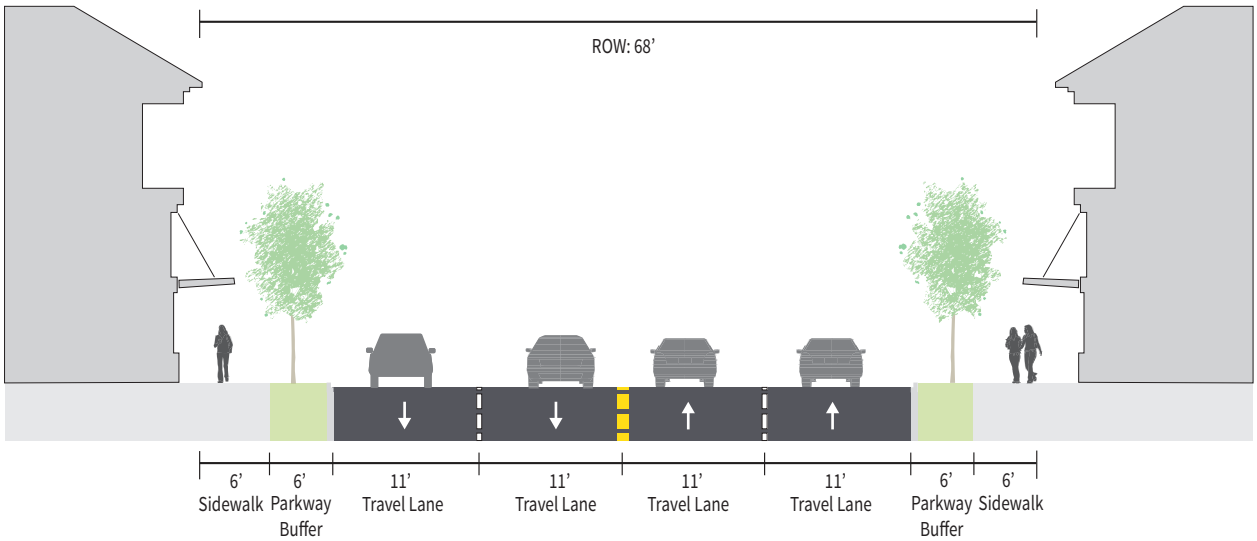


BIKE LANE

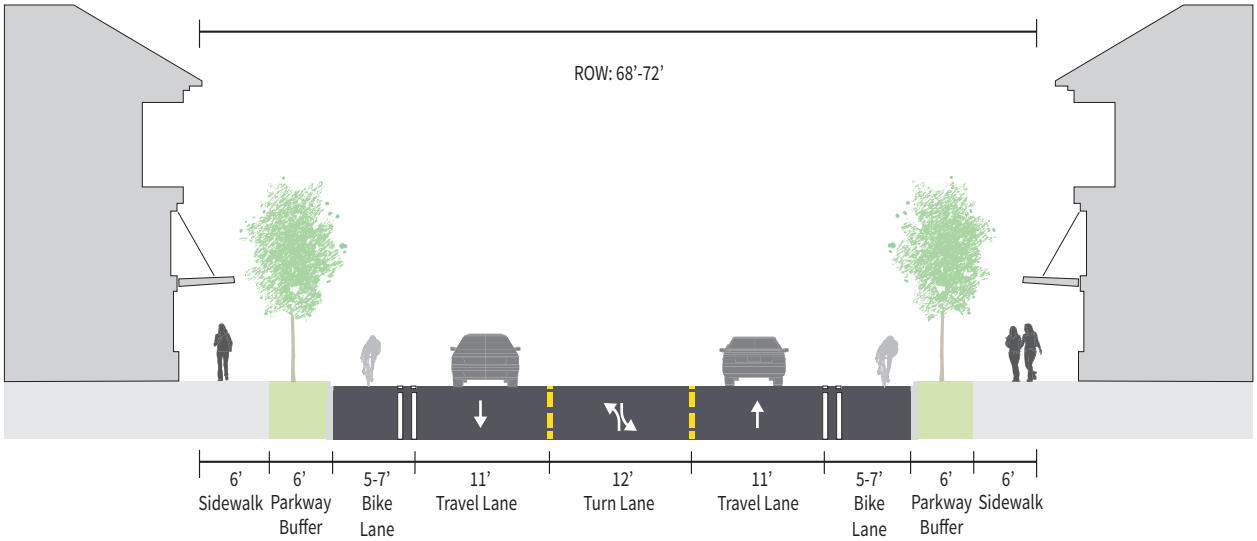


Commercial Collector

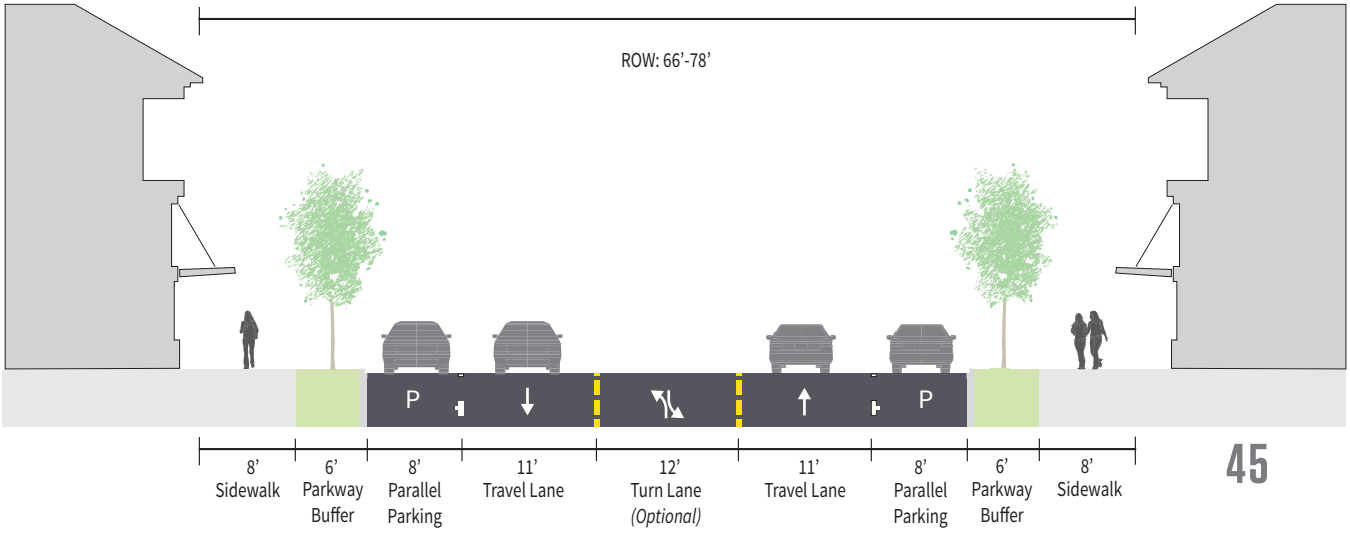
TYPICAL



BIKE LANE

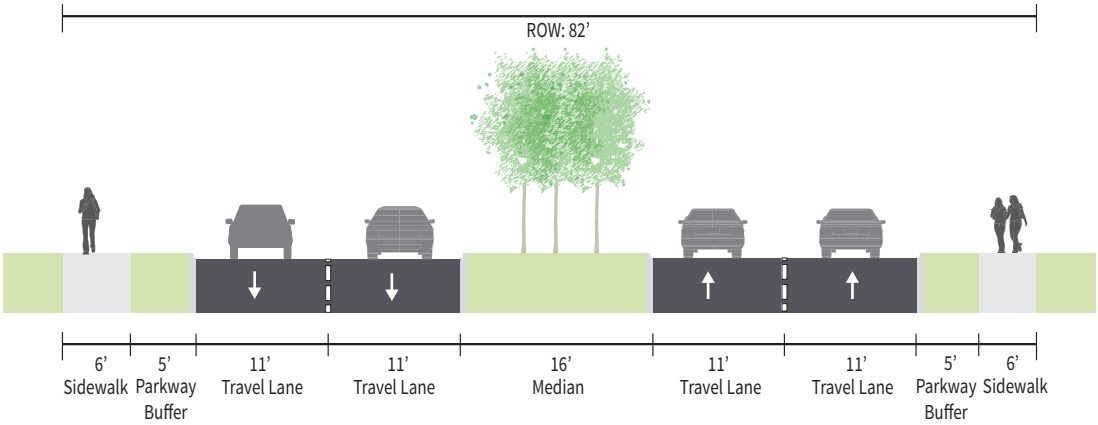


URBAN PEDESTRIAN

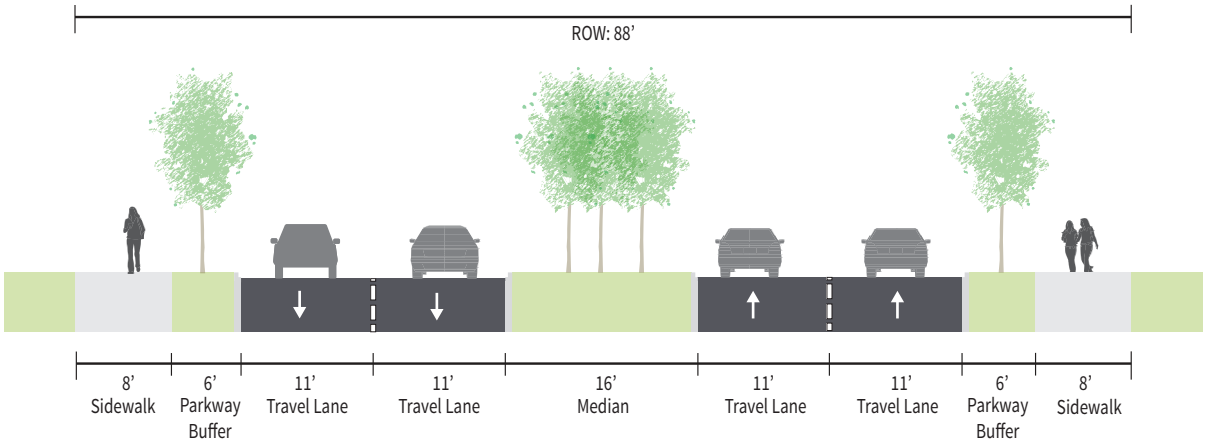


Minor Arterial

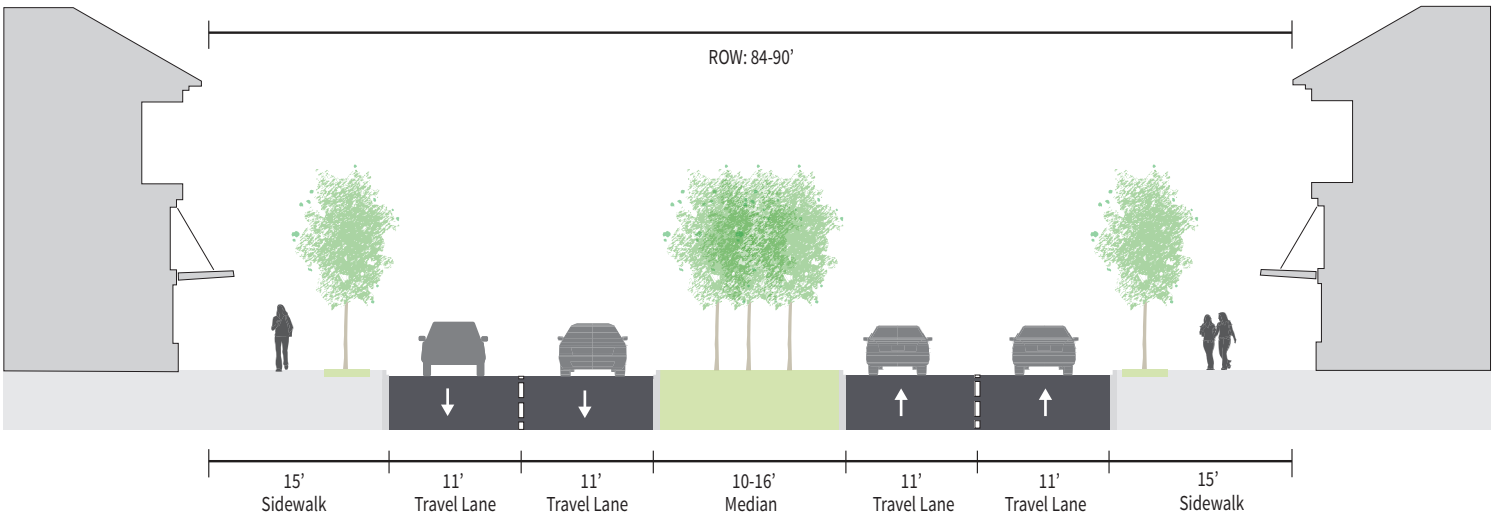
TYPICAL



ENHANCED PEDESTRIAN

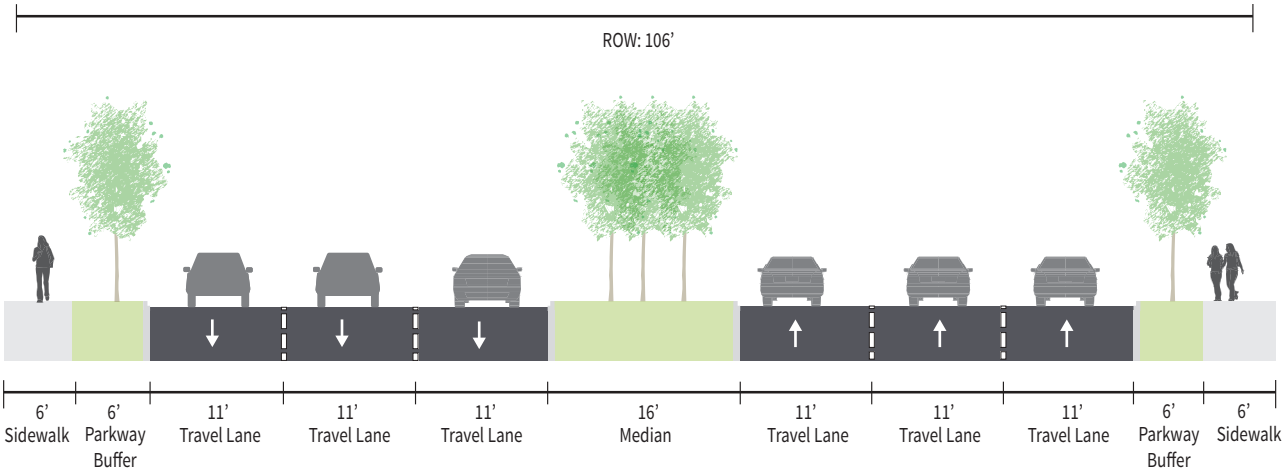


URBAN PEDESTRIAN

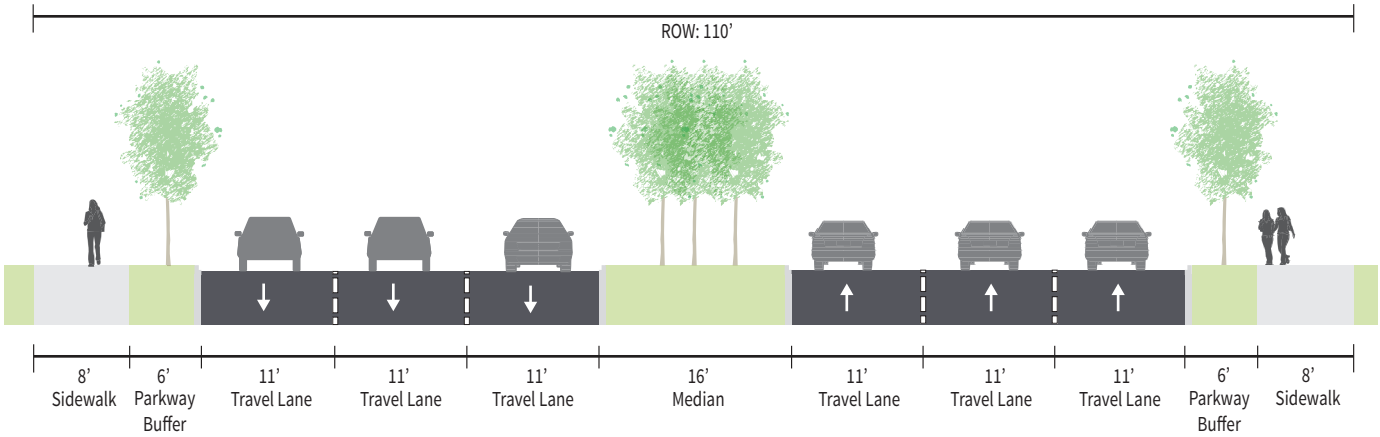


Principal Arterial

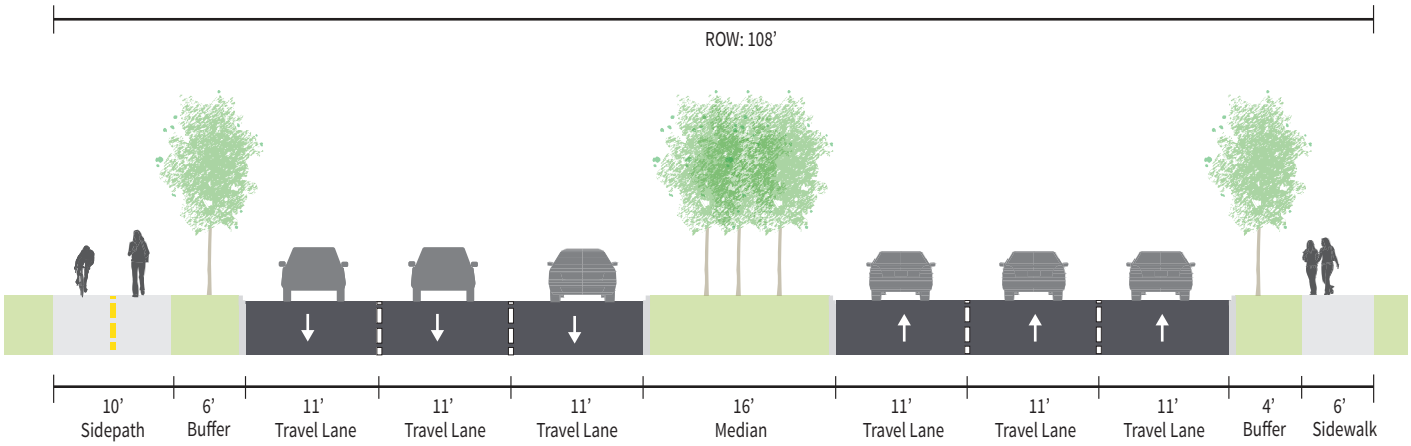
TYPICAL



ENHANCED PEDESTRIAN



SIDEPATH TRAIL



MULTI-MODAL CONNECTIVITY

Planning for a street involves a balance between modal priorities for the particular roadway and the desired street design elements. The connectivity plans provide guidance for situations where additional travel modes and design elements may need to be prioritized so that the appropriate alternative cross section and right-of-way width can be determined for a street reconstruction project. The connectivity maps in this plan indicate how and where pedestrian, bicycle, and transit can be better integrated with the roadway network to create more trip choices.

Active Transportation

Addison's most recent 2012 Conceptual Trails Master Plan, which identifies possible trails, pedestrian corridors, and bikeways, was reviewed as part of this Master Transportation Plan update. Using input from community members on their transportation priorities, an Active Transportation Connectivity plan was developed to reflect the desire for safe, comfortable, and well-connected pedestrian pathways and potential locations for future on-street and off-street bikeways.

Three facility types have been identified on this plan:

- **Off-Street Trail** - Shared-use paths separated from the roadway, where possible, that provide recreation and transportation opportunities for a variety of user groups, including pedestrians and bicyclists.

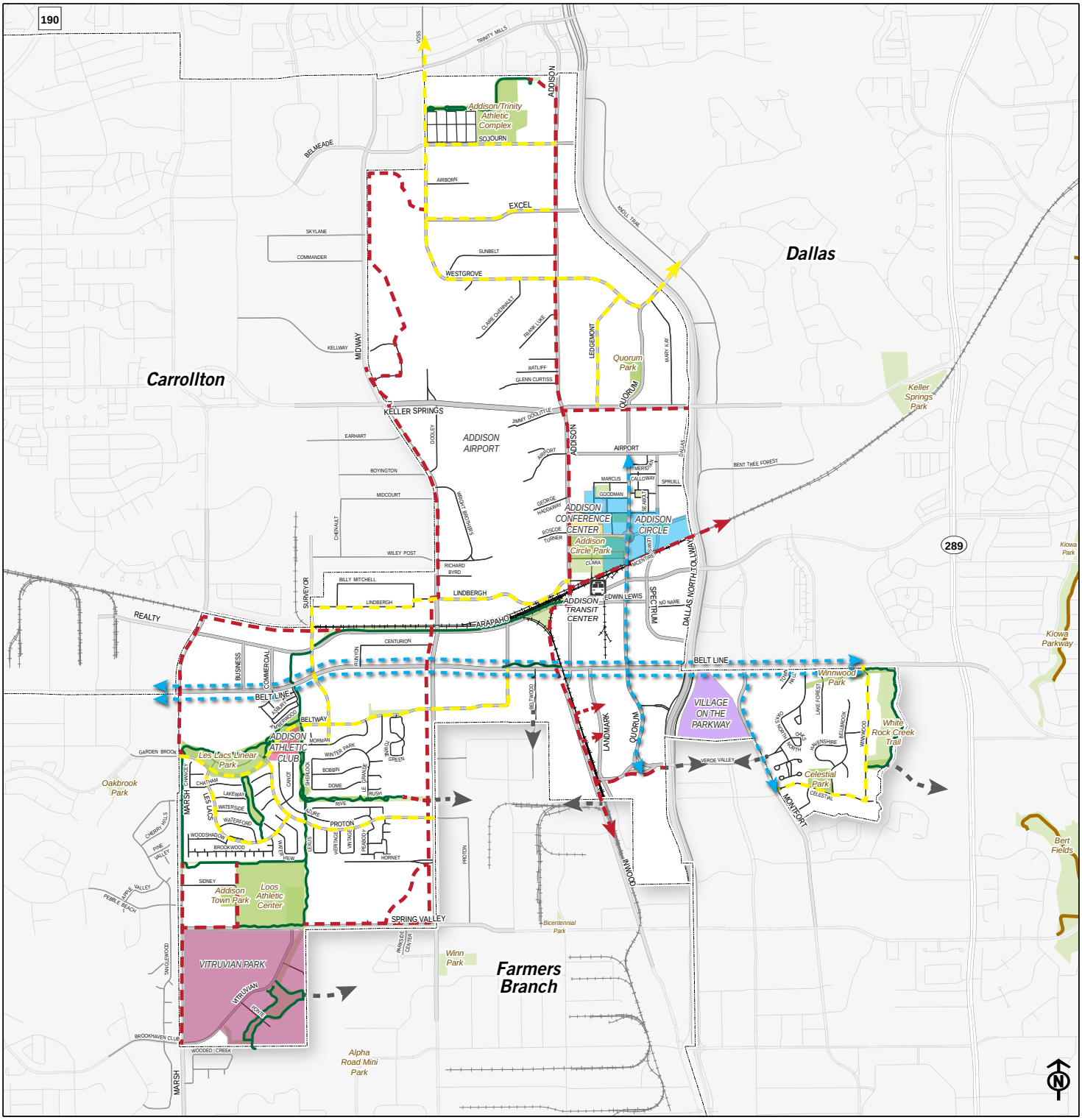
- **Enhanced Pedestrian Path** - Corridors designed to encourage pedestrian use with wider sidewalks, enhanced streetscaping, parkway buffers from moving traffic, and improved access to adjacent businesses.

- **Active Transportation Corridor** - Streets, suited to pedestrian and on-street bicycling activity due to their lower traffic volumes and speeds, that can be enhanced with a variety of design treatments to create a comfortable active transportation environment.

Potential off-street trail or active transportation corridor connections with neighboring cities have also been identified on the plan map as "**Preferred Future Connectivity**". The Town of Addison should work with adjacent communities, especially Farmers Branch and Dallas, to create a continuous and interconnected active transportation network.

Active Transportation Connectivity

Addison Master Transportation Plan



LEGEND

Existing Connections
- Off-Street Trail

Potential New Connections
- Off-Street Trail
- Enhanced Pedestrian Path
- Active Transportation Corridor
- Preferred Future Connectivity

- Parks
- Transit Center
- Existing Dallas Trails

Transit

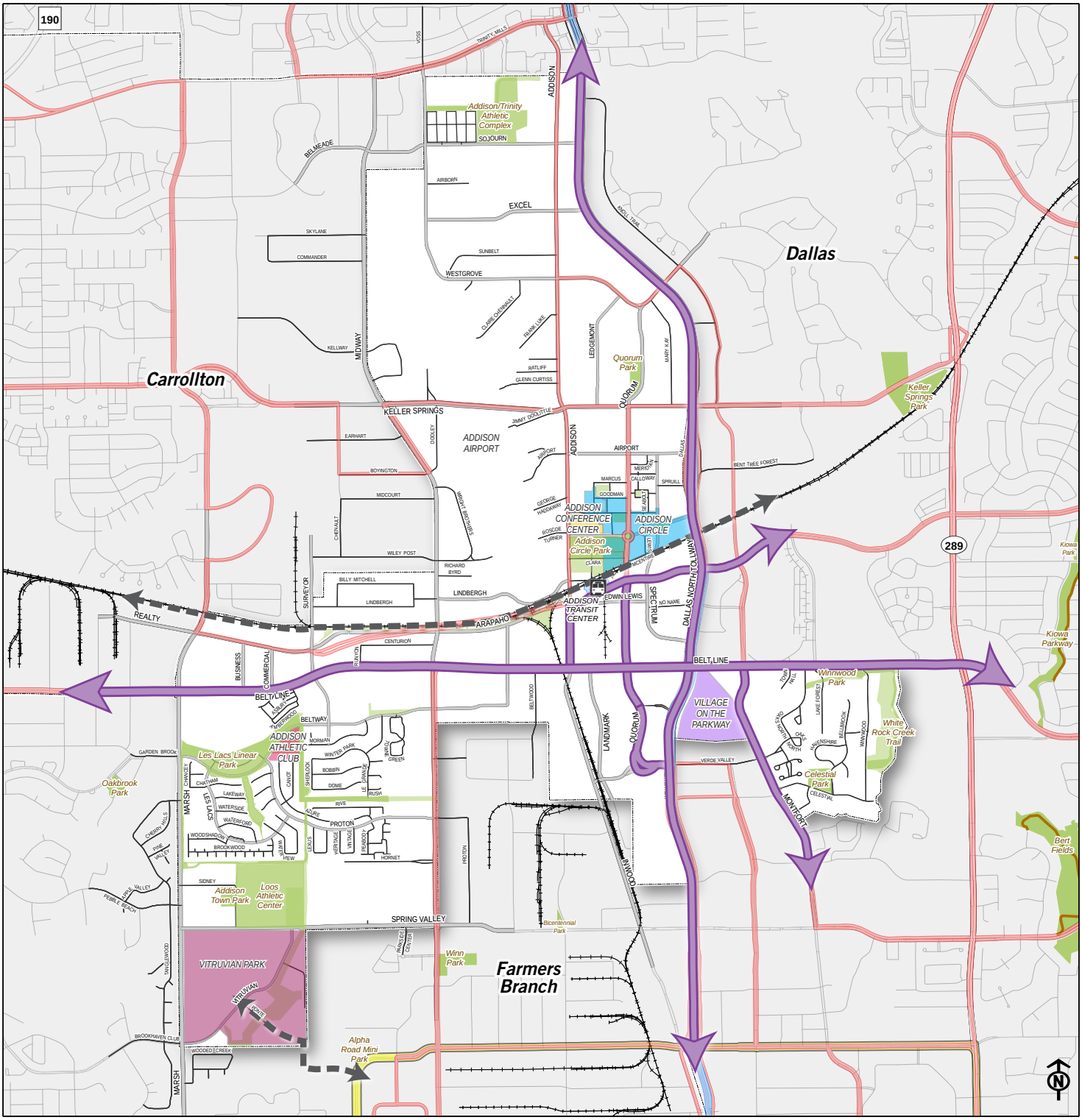
DART's most recent plan for frequent and express bus service in the Addison area was used to identify the priority routes on the Transit Connectivity map. These routes are intended to provide bus service with weekday peak wait times (headways) of 15 minutes or less, and may be appropriate locations for enhanced shelters, seating, improved pedestrian connections, or other design features that support transit use.

Future transit service enhancements are also identified on the map. These enhancements reflect potential transit connectivity improvements between Addison and the surrounding region, including better bus connectivity to Vitruvian and rail service along the Cotton Belt corridor.

Addison Transit Center

Transit Connectivity

Addison Master Transportation Plan



LEGEND

Priority Addison Transit Corridors

- Frequent/Express Service
- Preferred Future Service Improvements

Existing DART Bus Routes

- Local & Feeder Routes
- Express Routes
- Rapid Ride Shuttle

- Parks
- Transit Center

CORRIDOR CASE STUDIES

In order to demonstrate the process and potential for creating unique, flexible street designs, five different corridors were selected to represent a variety of transportation issues, street design challenges, and development contexts throughout Addison. The corridor concepts offer examples of how the various transportation themes and goals discussed in the MTP could be implemented on specific streets. While these corridor concepts can be seen as recommendations for mobility improvements along these specific thoroughfare segments, they are also intended to provide guidance for developing design solutions for street projects in other locations.

A summary of the Corridor Case Study locations and primary challenges are provided below:

Addison Road

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

Quorum Drive

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

Montfort Road

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

Le Grande Drive

- Street Type: Residential Collector
- Primary Challenge: Constructing sidewalks in a developed residential neighborhood

Belt Line Road

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

The process for developing these design alternatives included reviewing existing street conditions and major challenges, prioritizing mobility and design goals, and developing a preferred corridor cross section that accomplishes as many of the goals as possible. Goals for each corridor were determined through an exercise with the Advisory Committee where they were asked to select and rank their top six priorities for future transportation improvements out of a set of nine possible priorities: **vehicles, transit, pedestrians, bicycles, parking, economic vitality, aesthetics/sense of place, environment, and safety**.

Detailed Corridor Case Study exhibits and recommendations are provided on the following pages.

Addison Road Corridor Concept

Concept Limits: Addison Circle to Arapaho Road

Corridor Improvement Priorities (from Advisory Committee)

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

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

Connect sidewalk improvements to existing Addison Circle Park pathways

Enhance landscaping adjacent to the Addison Airport where possible

Widen the roadway from a 4-lane undivided to a 4-lane divided roadway with a raised median to separate opposing directions of travel and provide designated locations for turning movements*
**The median width may vary from 10-16 feet depending on available right-of-way*

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

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

Provide enhanced landscaping and street trees along existing parking areas

Potential regional bicycle/pedestrian trail connection along the Cotton Belt rail corridor

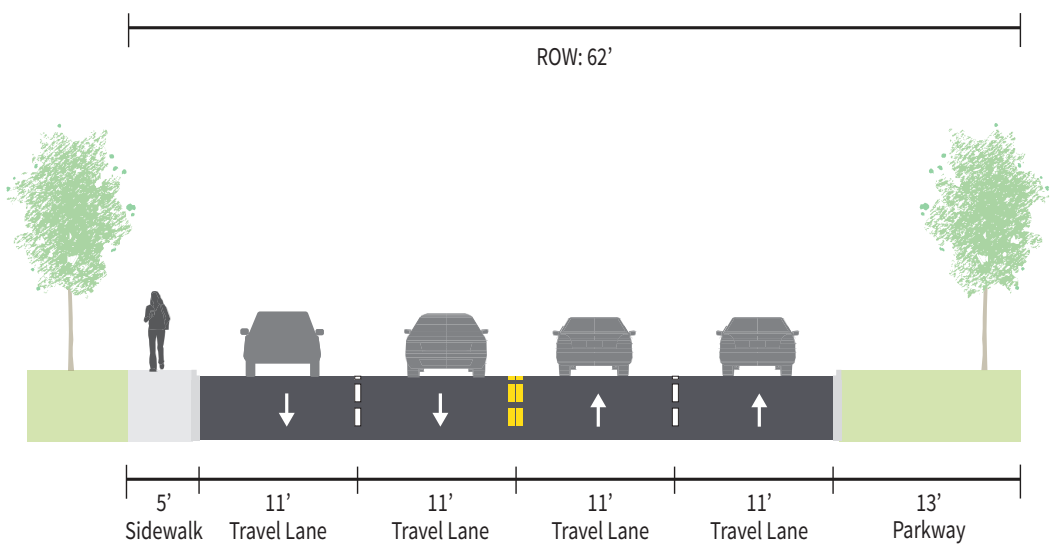
Planned Cotton Belt DART commuter rail service

LEGEND

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

Cross Section Summary

EXISTING



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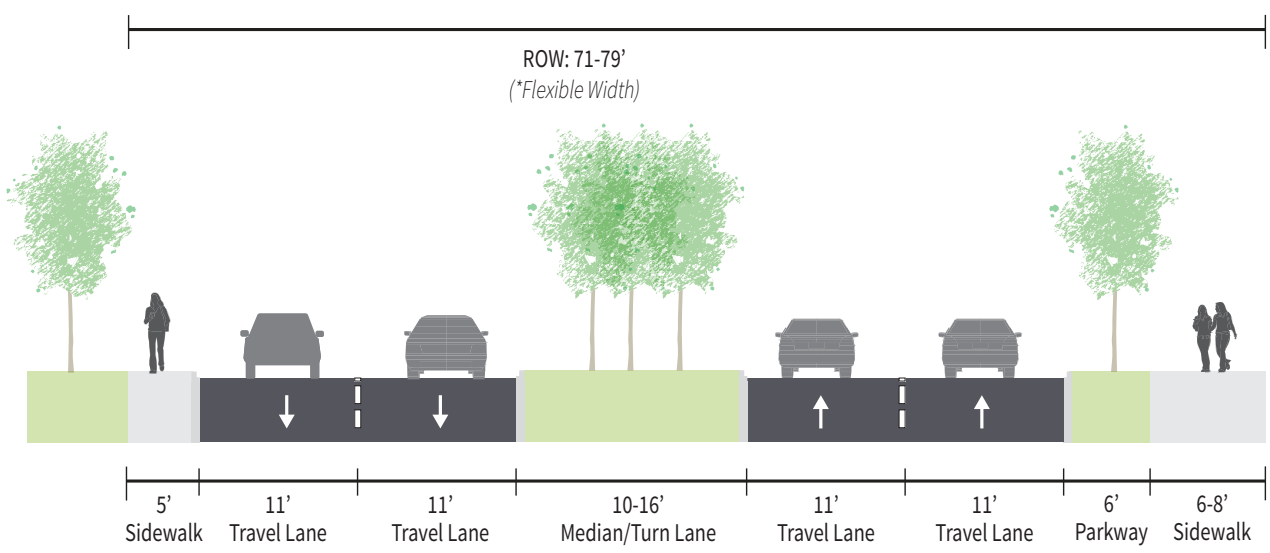


Flexible width right-of-way and median width to accommodate potential ROW constraints.

Quorum Drive Corridor Concept

Concept Limits: Arapaho Road to Belt Line Road

Corridor Improvement Priorities (from Advisory Committee)

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

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

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

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

Maintain existing travelway and median width

Potential future pedestrian pathway connecting Quorum Drive and Spectrum Drive

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

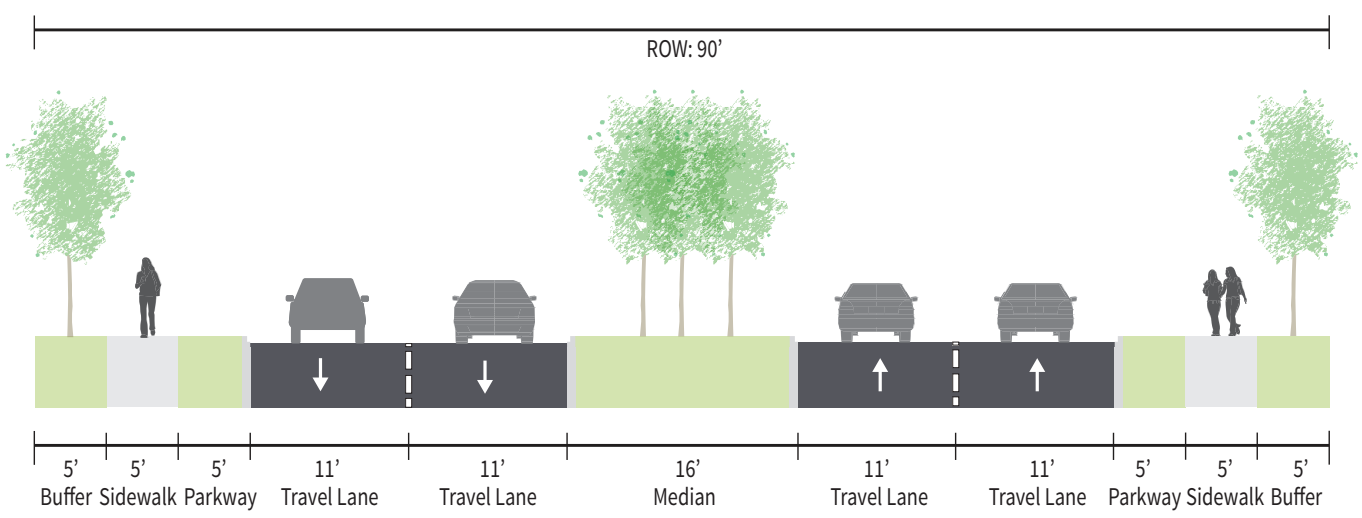
Streetscaping concept proposed as a blend of plantings, trees, and hardscape elements to create a visual transition between the urban development of Addison Circle and the tree -lined section of Quorum south of Belt Line

LEGEND

- Existing Tree
- Proposed Street Tree
- Proposed Ornamental Tree

Cross Section Summary

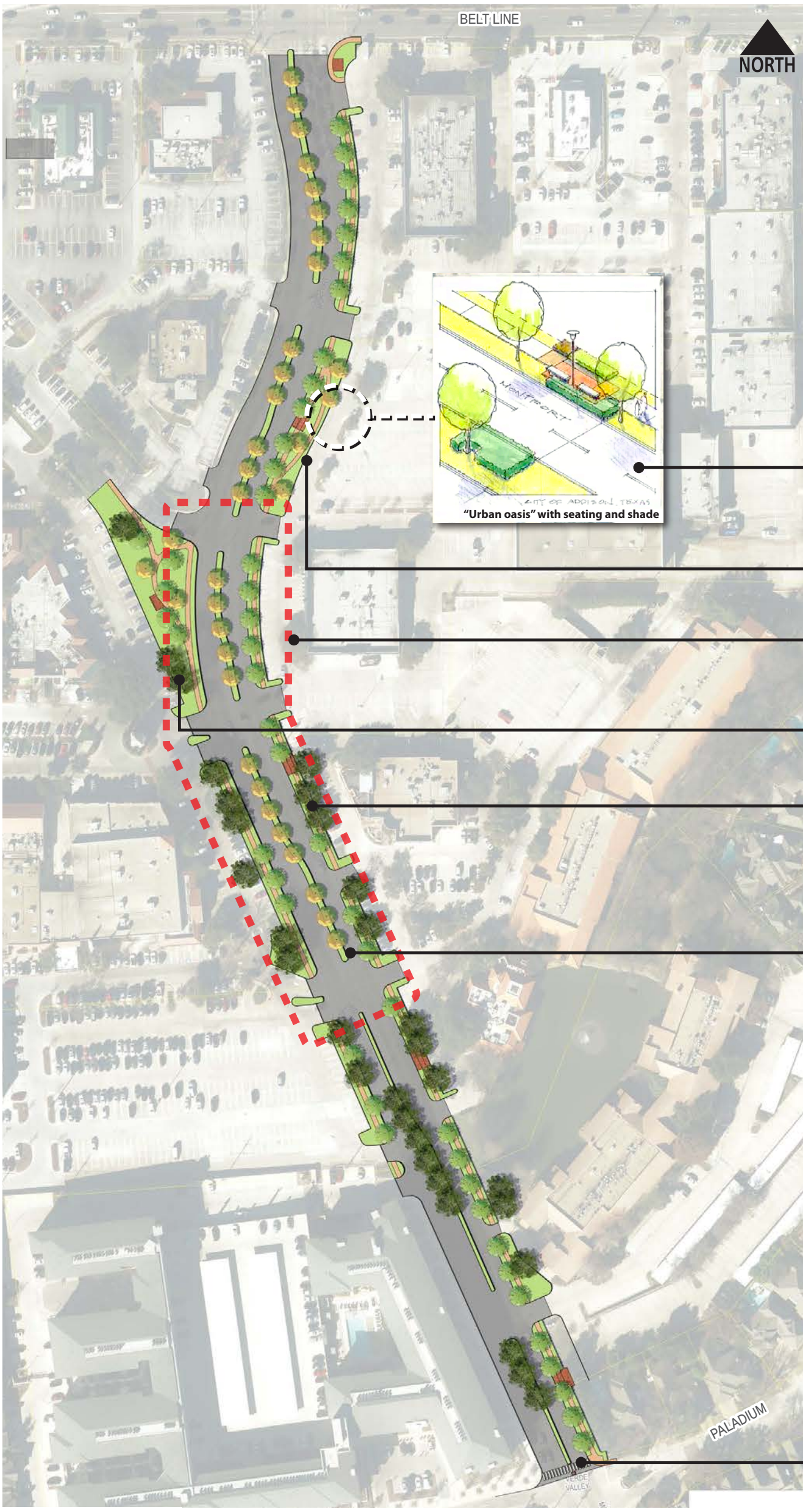
EXISTING



ALTERNATIVE

Montfort Drive Corridor Concept

Concept Limits: Belt Line Road to Verde Valley Lane



Corridor Improvement Priorities (from Advisory Committee)

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

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

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

Additional traffic signal and pedestrian crossings, if warranted and feasible *(location likely within outlined area)*

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

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

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

Increase pedestrian crossing visibility at the Montfort/Paladium intersection

LEGEND

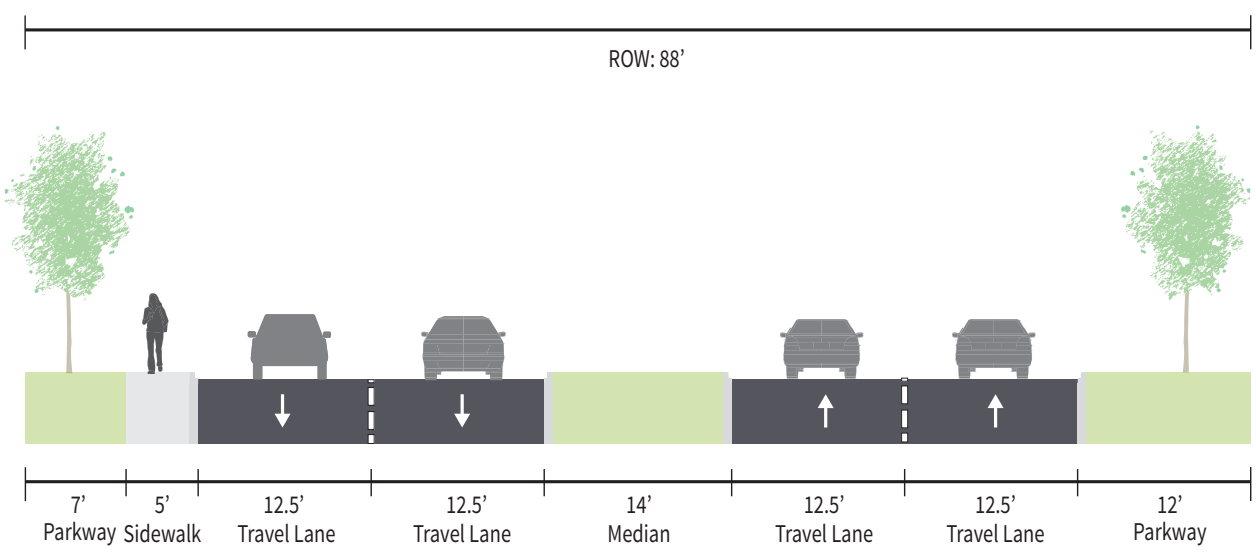
Existing Tree

Proposed Street Tree

Proposed Ornamental Tree

Cross Section Summary

EXISTING



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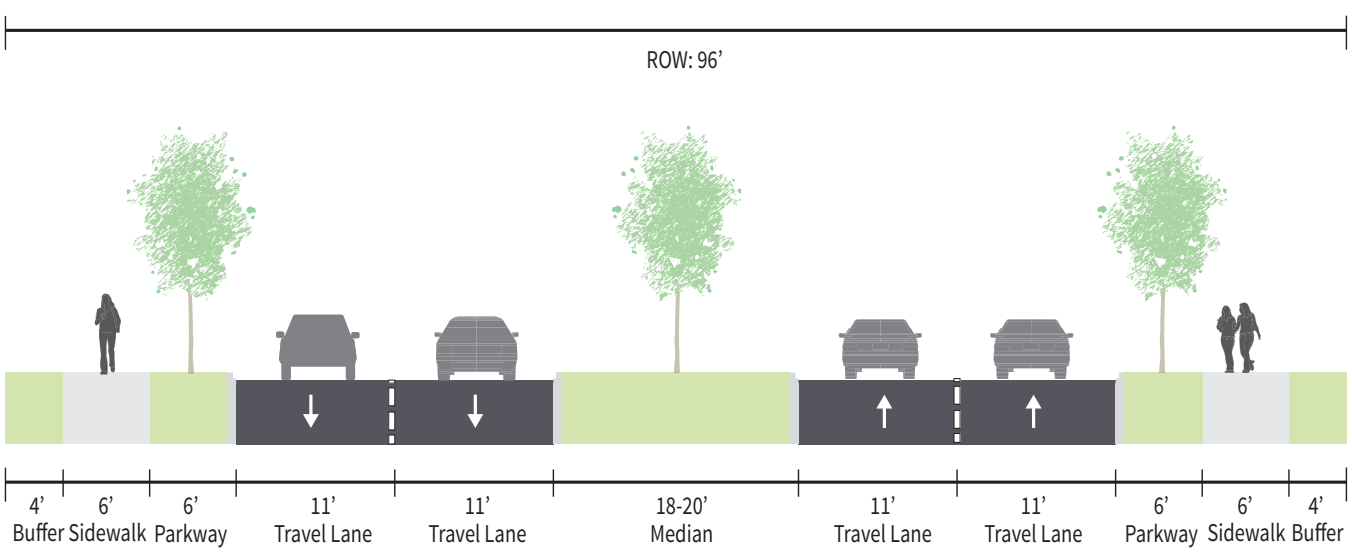


Le Grande Drive Corridor Concept

Concept Limits: Beltway Drive to Winter Park Lane

Corridor Improvement Priorities (from Advisory Committee)

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

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

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

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

Potential opportunities for some areas of new landscaping

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

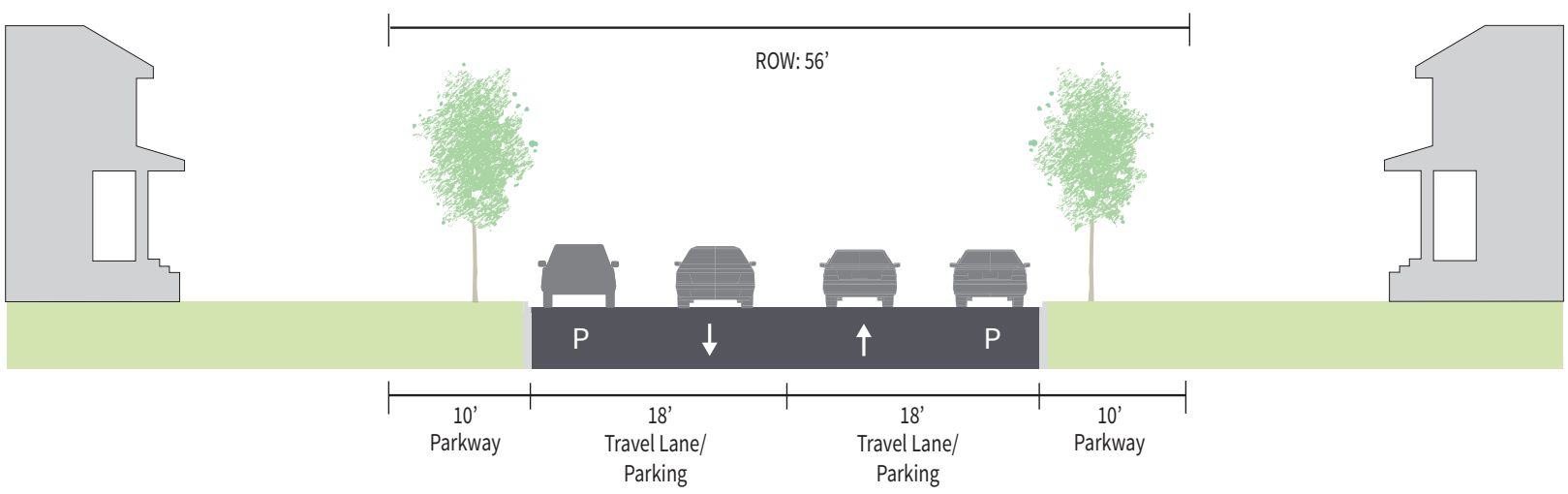
Note: The impact on mailboxes and ADA accessibility will need to be studied should the project be investigated further

LEGEND

- Existing Tree
- Proposed Street Tree
- Proposed Ornamental Tree

Cross Section Summary

EXISTING



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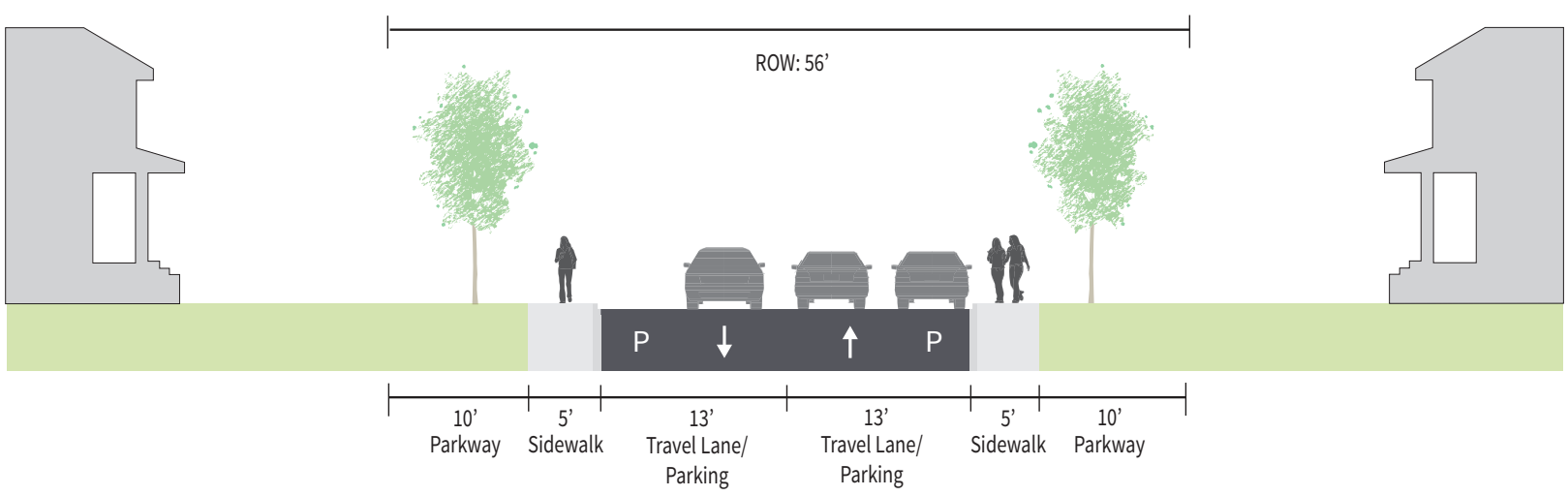


Belt Line Road Corridor Concept

Concept Limits: Midway Road to Beltway Drive

Corridor Improvement Priorities (from Advisory Committee)

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

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

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

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

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

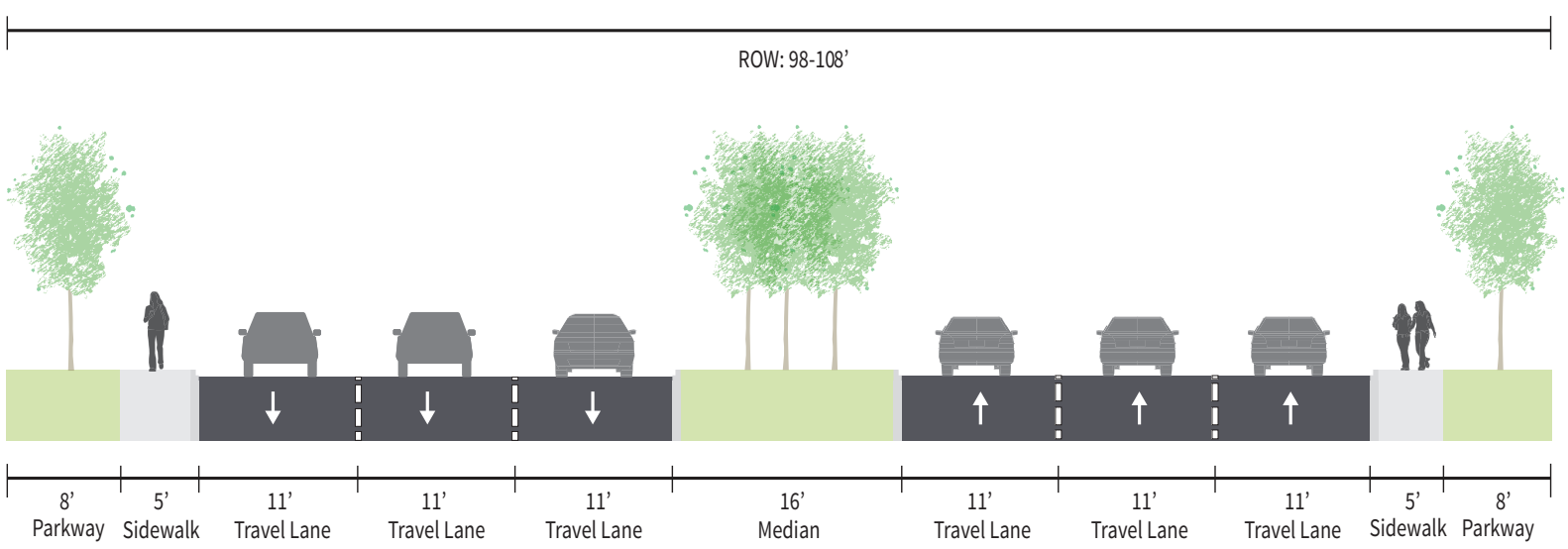
Potential enhanced pedestrian crossing to improve connectivity between the north and south sides of Belt Line

LEGEND

- Existing Tree
- Proposed Street Tree
- Proposed Ornamental Tree

Cross Section Summary

EXISTING



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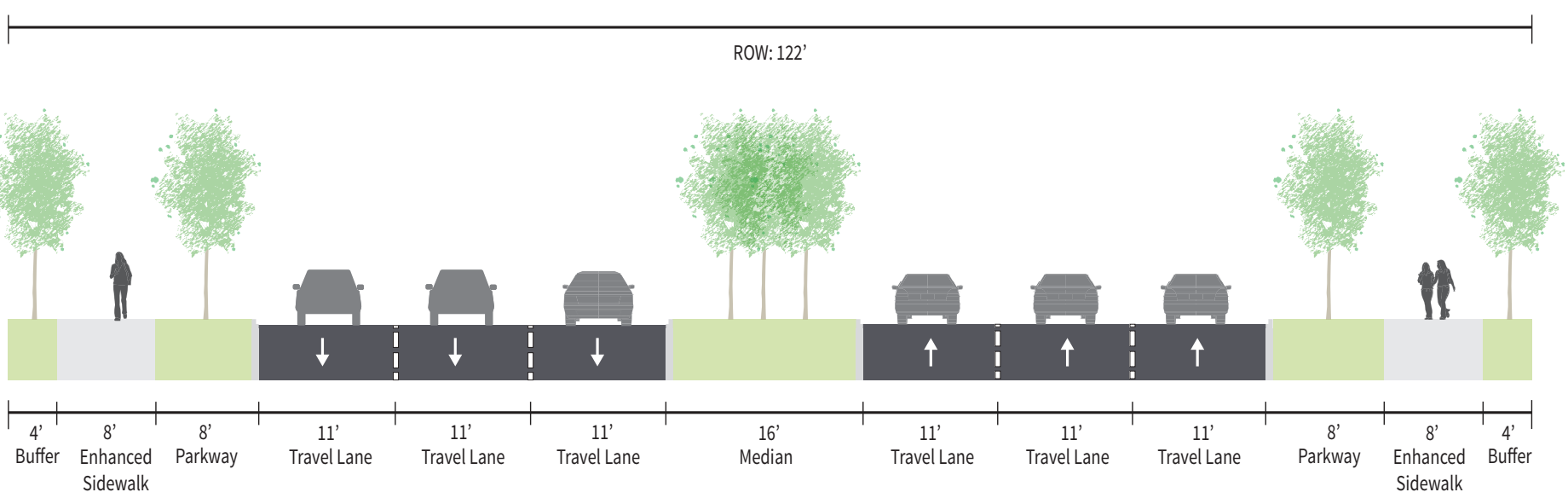


Quorum Drive

RECOMMENDATIONS

OVERALL TRANSPORTATION PRIORITIES

The new plan is structured around the transportation priorities identified by the community during the planning process. In summary, those were to:

- Provide more and better options and features for active transportation, such as walking and biking
- Develop a safer and more efficient transportation network
- Create memorable places in Addison
- Develop better east/west connectivity, particularly across the Dallas North Tollway
- Increase route choices with new connections
- Support Addison's economic development goals
- Secure a firm commitment for rail in the Cotton Belt corridor

Alternative modes of transportation are means of commuting or traveling other than driving alone in a car. Options include walking, biking, and taking transit. While passenger cars and trucks will continue to be an important part of the transportation system in the future, nearly any trip that is shifted to a different mode has the potential to lower congestion, reduce air pollution, make the street safer, preserve open space, reduce noise, and even promote better health if the person traveling chooses to walk or bike.

Particularly noteworthy in this process has been the emergence of a strong desire for better pedestrian and cycling improvements and better transit service, especially rail. By addressing these goals and the community's wishes for quality aesthetics, better connectivity, and more route choices, Addison will continue to attract the residents, businesses, workers, and visitors that will help keep the Town economically viable in the years to come.

RECOMMENDATIONS

The 1998 Thoroughfare Plan

As part of this update, the actions recommended in the 1998 plan were reviewed. Changes in traffic conditions since that time, and changes projected through the year 2040, were also studied. Several of the most important recommendations from the earlier plan have been completed, in whole or in part—Arapaho Road has been extended, the Keller Springs Toll Tunnel is in place, the Landmark Place connection to Inwood Road has been constructed, and Spectrum Drive has been improved north of Arapaho Road. Other improvements recommended in the 1998 plan are being carried forward because they have not been completed and are still important to the overall system.

In many cases, where the improvements have not been fully implemented, progress has been made, but the lack of the necessary right-of-way has proven to be an obstacle. In other situations, traffic conditions have stabilized or changed over the years, and concern over future roadway capacity is not as intense as it once was. The opening of the President George Bush Turnpike and the recent improvements to LBJ Freeway have taken some of the pressure off of local east/west arterials, for example.

2016 Master Transportation Plan Recommendations

The recommendations below address these new community priorities as well as improvements that will respond to the needs of drivers. These recommendations are divided into six categories:

Street Modifications
Changes to existing streets

New Street Segments
New roadway connections

Transit Projects
DART rail service and a possible shuttle/circulator system

Pedestrian and Cycling Enhancements
Features to encourage walking and biking

Major Connectivity Project
A new pedestrian/bike connection across Dallas North Tollway

Other
Minor maintenance and repair projects

The tables on the following pages includes a list of improvements, their general location, a brief description of current conditions, and the recommended action items.

Street Modifications			
Improvement	Project Limits	Existing Condition	Recommended Action
Addison/Inwood Road*	North Town Limit to South Town Limit	4U and 4D	Widen to 4D in the remaining locations as right-of-way becomes available
Arapaho Road*	Quorum to Dallas North Tollway	Mostly 6D	Widen to 6D in the remaining locations as right-of-way becomes available
Quorum Drive*	Westgrove to Dallas North Tollway	Quorum 4D Westgrove 2U	Reconfigure the intersection when the adjacent property develops so that Quorum is the through movement at Westgrove
D = Divided		U= Undivided	

*Carried forward from the 1998 Transportation Plan

Addison/Inwood Road: Addison/Inwood Road stretches from the north to the south town limits. North of Belt Line, the street is called Addison Road; south of Belt Line, it becomes Inwood. In almost all areas, the roadway is a 4-lane undivided street. Because Addison Road improvements may be included in a future bond program, the consultant team was asked to develop a new street section for community comment (the Addison Road Corridor Case Study). The section that was developed for a portion of the road north of Arapaho Road included a new 10-16 foot median (width could vary based on surrounding conditions) and an enhanced streetscape. A roadway of this type would address the highest priorities for Addison Road based on the Advisory Group's input (aesthetics/sense of place with consideration for vehicles and pedestrians).

Arapaho Road: Arapaho Road within Addison is a 4-lane divided street except in the Midway/Marsh vicinity. In the few areas where the street is not divided, if right-of-way becomes available, a median could be constructed where one does not currently exist.

Quorum Drive: A reconfiguration of the Quorum/Westgrove intersection is planned when the adjacent property develops. The new design would create a T-intersection giving Quorum, a four-lane divided street, the predominant through movement.

New Street Segments			
Improvement	**Project Limits**	**Existing Condition**	**Recommended Action**
Gillis Road/Beltway Drive*	Arapaho Road to South Town Limit	2U where in place as Beltway; no road to the north and south	Extend Gillis as a 3U or 4U Collector to connect to Gillis Road/Maxim Drive if extended in Farmers Branch; Extend Beltway as a 3U or 4U between Belt Line and Arapaho
Landmark Boulevard*	Current terminus east of Inwood Drive to Dallas North Tollway	No road	Extend to Dallas North Tollway as a 4D
Beltwood Parkway	Current terminus of North Beltwood Parkway to Inwood Road	No road	Extend North Beltwood Parkway from East Beltwood Parkway to Inwood Road as a 4U street
Beltway Drive	Current terminus to Inwood Road	No road	Extend Beltway east to Inwood Road as a Commercial Collector
Artist Way Connection	Addison Road to Artist Way	No road	Develop a new connection between Addison Road and Artist Way with the development of the adjacent property
Alpha Road/Bella Lane	Near Vitruvian and Brookhaven College	No road	Develop a new street segment to connect Alpha Road with Bella Lane in the Vitruvian area
D = Divided		U = Undivided	

*Carried forward from the 1998 Transportation Plan

Gillis Road/Beltway Drive: There is a desire on the Town's part to extend the north/south segment of Beltway south to connect to Gillis Road/Maxim Drive in Farmers Branch and to extend Beltway from Belt Line north to Arapaho. The Gillis Road construction would most likely require the demolition of all or portions of several buildings and parking lots, but it would open up a new north/south connection from Beltway to Spring Valley Road. This street also has the potential to provide more active transportation opportunities between the two cities.

The extension of Beltway to the north would most likely occur along with development of the property at the northeast corner of the intersection and would provide a new connection to Arapaho Road between Addison Road and Midway.

Landmark Boulevard: Landmark Boulevard currently terminates east of Inwood Road, where it takes a 90 degree turn to the north and transitions into a private driveway. Extending Landmark Boulevard to the east would provide an additional connection to Dallas North Tollway between Landmark Place/Quorum Drive and Spring Valley Road.

Beltwood Parkway: North Beltwood Parkway currently terminates at East Beltwood Parkway. Extending North Beltwood to Inwood Road would provide a new east/west connection between Midway and Inwood Road south of Beltway, and if the Gillis Road/Maxim Drive connection is made, would create an internal grid system to help distribute traffic in the surrounding area.

Beltway Drive: Extending Beltway Drive eastward to Inwood Road would provide another east/west reliever to help disperse traffic in the area south of Belt Line Road and further reinforce the internal grid system described above under the Beltwood Parkway recommendation.

Artist Way Connection: There is a desire for a new street between Addison Road and Artist Way to provide another connection to the Addison Circle area from the west. This street would likely be constructed as part of the redevelopment of some of the property on Addison Road.

Transit Projects			
Improvement	**Project Limits**	**Existing Condition**	**Recommended Action**
DART Cotton Belt Rail	Extends east to west through Addison along the Cotton Belt rail right-of-way	Right-of-way and Transit Center in place	Continue to advocate for the timely construction of rail to connect Addison with points east and west
Addison Shuttle/ Circulator System	In the area(s) generating the most demand (along Belt Line Road, in Addison Circle, and near major employers)	No system	Explore the possibility of a partnership between DART, the Town, area hotels and restaurants, and major employers to develop a local shuttle/ circulator system
DART Service to Vitruvian	See New Street Segments, Alpha Road/ Bella Lane above	No service	Explore the possibility of a pilot project to provide DART bus service to the Vitruvian area via the proposed Alpha Road/ Bella Lane connection
Bus Stop Improvements	Various locations	Some shelters and improvements in place	Upgrades to shelters and other pedestrian amenities

Cotton Belt Rail Service: The Town of Addison continues to be a staunch supporter of DART rail in the Cotton Belt corridor. The proposed alignment would connect Addison to Downtown Plano, Richardson, North Dallas, and DFW Airport. Town officials should continue to advocate for the construction of rail in the shortest time frame possible to address the community's desire for connections to DFW Airport and entertainment and recreation destinations served by the DART line.

Addison Shuttle/Circulator System: During the community meetings, some of those attending suggested that the Town look into establishing a local shuttle or circulator system to provide frequent service with extended hours (for restaurant and bar patrons) to some of the more popular destinations in Addison. Systems such as these often require the participation of multiple parties and may still be financially infeasible; however, contacts could be made with DART and some of the potential users to discuss the possibility of a pilot project.

DART Service to Vitruvian: The Vitruvian area in Addison is currently not well-served by transit. The growing number of residents and plans for more development in the area will increase the pool of potential bus riders. A test of the demand for bus service to this area should be pursued through a pilot program utilizing a proposed new street that would connect Alpha Road at the Addison/Farmers Branch border near Brookhaven College to Bella Lane, Ponte Avenue and Vitruvian Way.

Bus Stop Improvements: Better accommodations for transit users can help attract new riders and retain existing ones, improving DART's performance measures and decreasing congestion on city streets. A partnership between the Town of Addison and DART could focus on the creation of safe, attractive, and comfortable bus shelters and pedestrian amenities. Modern shelters that better reflect the Addison "brand" could be installed with better lighting, upgraded benches, trash receptacles, and possibly public art installations at key locations.

Pedestrian and Cycling Enhancements

Improvement	Project Limits	Existing Condition	Recommended Action
Pedestrian Enhancements Along Belt Line Road	All sections	Inconsistent pedestrian infrastructure; no mid-block crossings	Rebuild the parkway to include wide sidewalks, street trees, and other pedestrian-friendly amenities
Walkability Improvements on Quorum Drive	Arapaho Road to the southern end of Quorum Drive	Narrow sidewalks; limited lighting	Add pedestrian and landscape enhancements to transition from the Addison Circle environment to the southern end of Quorum Drive
Pedestrian Enhancements on Montfort Road	Belt Line Road to South Town Limit	Inconsistent pedestrian infrastructure; narrow sidewalks located back of curb; no mid-block crossings	Add pedestrian enhancements along the street; potential installation of a new traffic signal with pedestrian crossing at one of the drives at Village on the Parkway
On-street Bicycling Pilot Project	One or more of the Active Transportation Corridors	No marked on-street bike lanes	Develop a concept and implement a pilot program of cycling oriented improvements in one or more of the Active Transportation corridors
Trail Markers and Wayfinding Improvements	Various locations throughout the Town	No markers or wayfinding signs	Install markers/signs to direct walkers and cyclists to active transportation corridors and other trails
Le Grande Drive Sidewalks (optional)	Beltway to Winter Park	No sidewalks	Explore the possibility of adding sidewalks and street trees within the existing right-of-way if supported by the residents

Belt Line Road: Belt Line Road improvements compatible with existing plans for this corridor could include parkways of up to 20 feet along both sides of the street, with 8 foot sidewalks and street trees contained therein, creating a pedestrian-friendly walking environment. One or more enhanced pedestrian crossings could be developed to allow safe north/south crossing.

One other concept worth investigating is the development of a system of cross access between the commercial properties on the north side of Belt Line. This system, essentially a major driveway, could be located in front of the buildings or behind them. The goal would be to eliminate the need for drivers to enter onto the public roadway in order to circulate between properties. (See Corridor Case Study)

Quorum Drive: To provide a pleasing transition from Addison Circle to the southern end of the corridor, Quorum Drive could be improved with street trees and other plantings, wide sidewalks, appropriate hardscape elements, and pedestrian plazas, perhaps including public art, at key locations. (See Corridor Case Study)

Montfort Road: To respond to the community's desire for better, safer pedestrian access from neighborhoods east of Montfort Road to the Village on the Parkway, the travel lanes in the roadway could be narrowed slightly to increase the width of the median for landscaping, and pedestrian enhancements such as street trees, continuous sidewalks, a safe crossing haven, and small pedestrian plazas at key locations could be added adjacent to the roadway. The possibility of a new traffic signal at one of the Village driveways should also be studied. A project such as this should include a pedestrian crossing with enhanced paving or markings, and perhaps pedestrian actuation of the signal. (See Corridor Case Study)

On-street Bicycling Pilot Project: Although the desire for bicycling accommodations was not as strong as the desire for pedestrian improvements, about half of the people that took part in the Online Survey indicated they would ride a bicycle often or occasionally if cycling features were in place. To respond to this input, the Town could select one of the Active Transportation Corridors, tailor the cycling improvements to the surrounding land use context, and develop a pilot project. This project would be relatively easy and inexpensive to implement, and if monitored properly, would allow the Town to determine whether there is enough demand in the community for more improvements of this type.

Trail Markers and Wayfinding: At the community meetings, the suggestion was made that the Town install markers along the active transportation corridors to identify the preferred on-street trails, including distances to other trails, parks, and popular destinations. Additional steps could include adding other wayfinding information and even developing a bicycling app. Improvements of this type could be a relatively low-cost first step; however, even for projects of this type, ongoing maintenance costs will be incurred.

Le Grande Drive (optional): There are neighborhoods or portions of neighborhoods in Addison that were constructed without sidewalks. Where these neighborhoods front on a collector roadway, there may be enough room to construct sidewalks within the existing right-of-way. This would require a slight narrowing of the travel lanes and placement of the sidewalks adjacent to the roadway, and the impact of the reconstruction on existing mailboxes and Americans with Disabilities Act (ADA) requirements for accessibility will need to be studied if the projects moves forward. A project of this type should only be considered, however, if there is sufficient support from the affected neighborhood. (See Corridor Case Study)

Major Connectivity Project			
Improvement	**Project Limits**	**Existing Condition**	**Recommended Action**
Connection over/under the Dallas North Tollway	Belt Line Road at Dallas North Tollway and/or Quorum/Verde Valley at Dallas North Tollway	Belt Line - 6D Quorum/Valley Verde - 4D	Begin discussions with NTTA and the City of Dallas about a crossing of the Tollway to allow safe walking and biking between east and west Addison

Connectivity at Dallas North Tollway: Throughout the update process and in the feedback opportunities, the community expressed a strong interest in a safe east/west connection across the Tollway for pedestrians and bicyclists. Potential locations are at Belt Line and at Quorum/Verde Valley. One of the difficulties with this concept is that Addison controls very little of the right-of-way that would be required for such a project. The North Texas Tollway Authority and the City of Dallas would need to participate in a project like this; nonetheless, discussions with the other entities should be initiated so that the possibilities, potential design challenges, and preliminary cost estimates can be considered.

Other Improvements			
Improvement	**Project Limits**	**Existing Condition**	**Recommended Action**
Intersection Modifications	Various	Varies	Install ADA improvements, right-turn turn lanes, dual left-turn lanes, etc. where missing
Sidewalk Gap/Sidewalk Repair Program	Various	Varies	Develop a program to address missing sidewalk links and repair needs

Intersection Improvements: The need for minor modifications to roadway intersections should be monitored on an ongoing basis. The addition of right-turn lanes and dual left-turn lanes can add significant capacity to an intersection, reducing congestion, delay, and air pollution. These types of projects also provide an opportunity to make ADA improvements where they are needed.

Sidewalk Gap/Repair Program: Participants at the community meetings and in the Advisory Group noted locations along important roadways where sidewalks are missing or in disrepair. Existing conditions should be inventoried so that a program can be developed to address these deficiencies. This is likely to be a multi-year project funded through the sale of bonds. Locations and specific needs should be prioritized and coordinated so that contractor mobilization costs can be minimized.

IMPLEMENTATION

The most challenging aspect of this plan will be the implementation. The community's street network is essentially in place. Few new connections are recommended. The plan focuses largely on enhancements and expansions to existing roadways. These enhancements involve better accommodations for alternative transportation, including aesthetic improvements. These issues are among the highest priorities expressed by Addison residents and businesses during the community engagement phase of the study. In many cases, the enhancements and street expansions that the plan anticipates will require right-of-way or easements from developed properties.

Going forward, opportunities to address transportation needs may arise from projects other than development, including:

- Capital improvements
- Utility-related construction
- Minor maintenance projects

FUNDING

Nearly all of the recommended improvements will be costly, and securing the funds for project design, right-of-way acquisition, and construction will be a challenge. Combining funds from multiple sources can help ease the burden on taxpayers, but the City will undoubtedly still provide a significant share of the costs. Some of the potential funding sources for the recommended action items include:

Bonds

A municipality has the authority to issue bonds to finance the construction of public improvements. Bonds can be an efficient and effective means of financing large public projects such as many of the ones recommended here. If the issuance of the bonds is subject to voter approval, advance planning will be required.

County or Regional Transportation Funds

Though more limited than in the past, funding administered at the county or regional level can be used for transportation projects aimed at improving mobility and air quality, particularly if the projects connect to a larger regional system or satisfy a regional need. Funding is made available for transportation projects through county bond programs; the federal government funds the regional programs from gasoline tax revenues and other sources. Regardless of the source, projects almost always compete with proposals from other cities for approval. Applications are accepted on a periodic basis, and funding may be distributed over a multi-year time period. Cities are usually responsible for a portion of the cost of each project (referred to as the "local match") as a condition of receiving the remainder.

The good news is that the definition of "transportation" is broad enough to cover not only applications for street projects, but also features for alternative modes of transportation (sidewalks and trails for walking and biking) and for intersection improvements, which can reduce vehicle delay and improve air quality.

Grants from Outside Agencies

Periodically, outside agencies and organizations provide opportunities for grants and other funding to help promote projects consistent with their goals. Transportation and sustainability have been the subjects of a number of grant programs in the past, but there are other objectives as well.

The National Endowment for the Arts (NEA), for example, has an Our Town grant program that focuses on incorporating art into community placemaking. If the Town is interested in public art as part of a street or pedestrian enhancement project, this could be an opportunity.

As with other types of outside funding, the city or organization seeking a grant is often required to provide in-kind services or some percentage of the total funding for a project that is approved. The important thing is to be creative, proactive and persistent when looking for grant funds.

Development Projects

When development or redevelopment occurs on private property, there is a requirement to dedicate right-of-way, if required by the Master Transportation Plan, as part of the approval process. The responsibility for construction of the improvements may lie with the developer, the city, or it may be shared between the two. The 2016 plan acknowledges the state of development in Addison by building in a degree of flexibility as to the right-of-way requirement to address existing conditions. The goal is to continue to encourage new development and to achieve the intent of the cross section as much as possible, even where conditions are not ideal.

Private Funds or In-Kind Donations of Land

In special cases, property owners, business entities or even private citizens may decide to make donations towards significant public improvements, particularly landmark or iconic projects. In other instances, a property owner may choose to dedicate right-of-way, easements and/or make improvements to existing facilities whether or not there is a development or redevelopment project, particularly if the Town is planning a construction project adjacent to the property in question.

AMENDMENTS AND UPDATES TO THE PLAN

The Master Transportation Plan delineates thoroughfare alignments, sets the minimum standards for roadway design, and provides guidance for design flexibility to accommodate multi-modal connections and respond to varying land use contexts and physical constraints. Future transportation improvements completed during capital projects, utility-related construction, minor maintenance projects, and private development projects will not require an amendment to the MTP as long as the roadway alignment and design is in basic accordance with the plan.

The implementation of future thoroughfare alignments may vary somewhat from this plan and will be determined through the subdivision development process and the preliminary engineering phase of construction. Slight modifications to thoroughfare locations, such as minor deviations of an alignment several hundred feet one way or another or changes in roadway curvature, may be approved by city staff as long as the intent of the Master Transportation Plan to provide system connectivity and appropriate types of facilities is not compromised. Any proposed development determined to be inconsistent with the MTP in terms of classification and/or location will require an amendment of the MTP before it can be approved. Property owners, land developers, and city staff may propose changes to the Master Transportation Plan. Any MTP amendment must be presented to the Addison Planning & Zoning Commission and City Council for public hearings and approval.

This plan looks ahead to approximately 2040 in terms of its horizon; however, periodic review of the document (approximately every five years) is recommended so that the Town and the community have an opportunity to:

- Assess changes to existing and future transportation-related conditions
- Explore evolving community attitudes and desires
- Incorporate emerging transportation concepts, techniques, and technologies
- Revisit the list of recommended actions and improvements and revise as necessary

The needs and desires of the public are important considerations in Addison's decision-making process. Major transportation projects and studies may warrant additional community input opportunities similar to the process utilized during the development of this plan. These projects may include corridor studies, bicycle and pedestrian facility implementation, and future updates to the MTP. A major review of the plan should be undertaken approximately every five years to evaluate traffic and growth trends and to assess the goals, policies, and recommendations in the plan. Minor amendments can be made prior to a major update to incorporate the results of other specialized transportation studies or to reflect interim changes to the Thoroughfare Plan Map.

APPENDIX

PUBLIC INPUT SUMMARY

Kick-Off Meeting - March 14 & 16, 2016

Participant Demographics

Number of Participants	03/14/2016	03/16/2016
Number of Addison resident participants	37	21
Number of Addison-area worker participants	3	1
Gender	**03/14/2016**	**03/16/2016**
Male participants	13	14
Female participants	20	12
Involvement in Addison	**03/14/2016**	**03/16/2016**
Owner/Representative of owner of commercial property (not business owner)	0	0
Owner/Representative/Employee of a business (not owner of the property)	1	0
Owner of a business and commercial property	1	0
Resident, but not a homeowner	4	3
Owner and resident of a home	28	23
None of the above	0	0
Length of Residency	**03/14/2016**	**03/16/2016**
Less than one year	1	2
One to five years	9	5
Six to 10 years	5	8
More than 10 years but less than 20 years	14	5
20 years or more	4	6
Don't live in Addison	1	0

Transportation Priorities

What are Addison's transportation priorities for the future?		
Prepared list of priorities	**03/14/2016**	**03/16/2016**
Develop more efficient traffic circulation	10	8
Improve transportation safety	7	4
Provide more transportation choices/alternatives	2	4
Support Addison's economic development goals	12	3
Encourage an active, healthy lifestyle	10	9
Minimize the impact of transportation on the environment	6	3
Accommodate physically challenged individuals (accessibility)	1	2
Maximize the opportunities available within the existing transportation infrastructure	6	2
Plan, design, and fund new transportation infrastructure needs	3	3
Maintain the existing transportation infrastructure properly	9	4
Additional write-in priorities and comments	**03/14/2016**	**03/16/2016**
Get the Cotton Belt by 2019	9	5
East-West Beltway Trails (from Cantina Laredo to Tollway)	2	2
Better Marketing to create awareness of other Belt Line routes (e.g. Arapaho Rd.)	2	2
Improve pedestrian safety in and around Addison Circle	4	3
Educate use of traffic circles	2	1
More sidewalks	4	7
Traffic Calming on Beltway	4	3
Consider use of more roundabouts to facilitate traffic flows in high density areas. More RA's could become a distinctive Addison branding feature. To facilitate traffic flow and display art sculpture at the center.	1	

What are Addison's transportation priorities for the future?		
Additional write-in priorities and comments	**03/14/2016**	**03/16/2016**
Wider sidewalks – need room for bikes.	1	2
Transform Addison into an eco-friendly, walkable, connected-via-pedestrian and bicycle pathways, beautiful urban environment that is the gold standard for urban planning.	4	8
Improve traffic safety at Montfort/Valley Verde/ Palladium		5
Improve walkability on Eastside of Tollway		3

Visual Preference Priority Boards		
Health and Safety	**03/14/2016**	**03/16/2016**
Active Transportation	4	3
Walkable Neighborhoods	3	7
Traffic Calming	3	2
Accessibility	0	2
Public Investment and Economic Development	**03/14/2016**	**03/16/2016**
Roadway Improvements	1	1
Context Sensitive Street Design	9	1
Transportation to Support Economic Development	2	3
Streetscape Improvements	2	0
Transportation Efficiency	**03/14/2016**	**03/16/2016**
Traffic Circulation	0	1
Intersection Improvements	3	5
Improved Transit Service	0	1
Connectivity	3	2
Transportation Choices	**03/14/2016**	**03/16/2016**
Bicycling	5	6
Local/Circulator Transit	2	4
Walking	3	6
Express/Regional Transit	0	0

Additional Priorities (Flip Chart Comments)		
	03/14/2016	03/16/2016
Sidewalks	2	1
Crosswalks	3	1
Ability to walk down Addison Road from the circle at least to Keller Springs - Town-owned land is a mess to walk by	1	
Across Belt Line in all intersections pedestrian markings		4
2019 or later on Cotton Belt		1

Desired Connections (Flip Chart Comments)

- Jump on/off bus/trolley Friday/Saturday PM up and down Belt Line to get rid of traffic and reduce drunk driving
- Events, especially Kaboom Town, have later run of busses to follow event and 1-2 hours
- DART connections to Airport (DFW and Love)
- Sidewalk gaps – Airport post office and Mary Kay
- Improve bus shelters/stops
- Improve Kaboom Town traffic routing
- Pedestrian crossing over the Tollway to connect East and West Addison
- Left-hand turn onto Belt Line from Southbound Dallas Parkway
- Next bus and routing technology at bus stops
- Rationalize parking
- In the Belt Line/Midway area near the new development – more internal transit circulation or else it will seem isolated
- Awareness of the bus/transit center and connections
- Improve bus shelters – seats, coverings
- Constant buses every half hour
- Beltway and firehouse crossing – confusing signage for motorists has made intersection very dangerous
- Park with trail across Tollway to Village on the Parkway
- Possible East/West DART train line
- DART bus traffic signal priority
- East West connectivity to Village on the Parkway
- Eastside Addison (East of Tollway) needs to be top of mind
- Walkability from Finance building to Winn Park

Desired Connections (Flip Chart Comments)

- East/West Transit Connectivity
- Arapaho and DNT pedestrian crossing not safe
- Signal timing coordination (like Belt Line)
- Cotton Belt Line
- Tollway-Frontage Road back up traffic
- Educate bikes on prepping pedestrians for them coming up behind them
- Bring “bike-share” to Addison
- Zip Cars – maybe test out with a local company
- Connections from Airport to hotels/ conference centers
- Need pedestrian crossing on Montfort at Village on the Parkway Desperately
- Light at Montfort and Verde Valley into Oaks North – that intersection is Dangerous. Something creates a scenario where cars run that light regularly. I was almost killed multiple times and I know to approach with caution. Please! Thank you.
- Improve pedestrian access from Finance Building to Winn Park
- Beacons for trail crossings

Existing Transportation Concerns (Flip Chart Comments)

- Volumes on Beltway (and speeds)
- Pedestrians crossing Montfort near Village
- Proton and Ridge Lake sight issues
- More marked pedestrian crossings – Zebra markings
- Controlled trail crossing Beltway and fire station
- Pedestrian controls/safety
- No stop signs for speed and control – noise
- Minimize construction impact on Midway traffic
- More consistency and visibility for pedestrians (no pavers)
- Traffic calming in high pedestrian areas – public information
- Increased wayfinding and more visible (signing)
- Trail connectivity to neighboring communities
- Pedestrian cross markings on/across major roadways (Addison, Midway, Belt Line, etc.)
- Near Town Hall
- Connection from SF Residential area to all surrounding areas. Trails go no where
- No steps on Proton or Azure at or near Sherlock on bike trail
- Encourage bicycle parking at businesses

Existing Transportation Concerns (Flip Chart Comments)

- Better detection for cyclists
- More East-West connectivity (Beltway?) or Valle Verde to the west
- Way for residents to get around town without going on principal arterials
- Early morning flashing lights instead of timed red/yellow
- Long light at Beltway/Midway already. What is impact of new residents where Sam's is now? How many times will it take to get through light?
- Left turn signal at Belt Line and Surveyor. Lots of times the arrow doesn't turn and it goes to regular green light
- Seriously fix Montfort Crossing (Dallas)
- Widen Valley Verde (Dallas)
- Signal change time – Valley Verde/ Montfort
- Should not night flash

Kick-Off Meeting Comment Cards - March 14 & 16, 2016

	03/14/2016	03/16/2016
Number of persons signed-in	44	31
Number of comment cards returned	34	26
Gender	**03/14/2016**	**03/16/2016**
Male	39%	54%
Female	61%	46%
Age group	**03/14/2016**	**03/16/2016**
0-17	-	-
18-30	6%	4%
31-50	9%	23%
51-64	38%	31%
65-79	44%	35%
80+	3%	8%
I am most involved in Addison as:	**03/14/2016**	**03/16/2016**
Owner/representative of an owner of commercial property (but not a business owner)	-	-
Owner/representative/employee of a business in Addison (but not owner of the property)	3%	-
Owner of a business and commercial property in Addison	3%	-
Resident, but not a homeowner	12%	12%
Owner and resident of a home in Addison	82%	88%
None of the above describes my involvement in Addison	-	-
I have lived in Addison for:	**03/14/2016**	**03/16/2016**
Less than one year	3%	8%
One to five years	26%	19%
Six to 10 years	15%	31%
More than 10 years but less than 20 years	41%	19%
20 years or more	12%	23%
I don't live in Addison	3%	-

Comment Card General Comments - March 14, 2016

- Aesthetics on new construction.
- Remember to consider the additional traffic volume that may result from the development planned at Preston/Alpha/ Valley View mall area.
- Sidewalks too narrow for bicycles. As a runner, I have been nearly run over several times & bike riders seem to think I am the problem!
- Crosswalks!
- Need better traffic flow at major intersections.
- Promote DART buses for residents.
- Keep fighting to bring DART rail to Addison.
- Speed bumps vs. stop sign at Beltway & Les Lacs.
- Yes for stop sign @ Le Lacs.
- As I am a walker, I am in favor of stop sign at Les Lacs & Beltway
- Want the stop sign at Beltway & Les Lacs.
- I want the stop sign at Les Lacs & Beltway - Be a lot safer.
- Thanks for the presentation and open communication.
- Just keep us informed of plans.
- Make use of existing infrastructure: Better maintain existing streets and sidewalks. Fill gap in sidewalk system near post office and DART bus stops.
- Provide more hike and bike connections: Wrapping around the perimeter of 15777 Quorum Drive Apartments there is a public easement that is designated as a fire lane where automobiles are prohibited. It is an underutilized section of expensive concrete. It should be recognized for its auxiliary purposes that the public is using it for including pedestrian walkway, dog path, and bike traffic.

Comment Card General Comments - March 16, 2016

- Very skeptical of most “traffic calming” measures. Most that I have seen (as in Farmers Branch, etc.) are more aggravating than calming!
- We need to tie our pedestrian friendly areas together in a pedestrian friendly way. Belt Line is a horrible connection.
- More pedestrian friendly sidewalks.
- Add way to access east and west Addison south of Beltline; somehow get to Beltway Dr.
- Live off Montfort - very hard to cross Montfort to get to Village
- More parking for visitors to Village on the Parkway
- I am not at this time prepared to offer improvement suggestions, other than to say I am chagrined that Council members let vociferous citizens bully them m for fear of not getting re-elected. As an engineer and past developer, I can say that your only primary east-west thoroughfare will continue to become more and more congested unless you can find a few small ways to help relieve the local traffic on B.L. “Calming” simply adds to congestion.
- Some kind of public transit.
- Create “people mover” carts by drivers.
- Zip cars & bicycle rental.

Master Transportation Plan 2016 Update

Addison Town Council Briefing

April 12, 2016

Kimley»Horn

PROLOGUE PLANNING SERVICES

ADDISON

Community Input and Findings

6

Public involvement plan

- Community meetings
  - Kick-off to provide information and gather input about issues and priorities
  - Follow-up to get feedback on alternatives
- Web-based information and engagement
  - Project website
  - Online surveys (1 or 2 surveys; Survey 1 complete)
- Advisory Group meetings
  - 2 or 3 meetings
- Council briefings
- Public hearings
  - P&Z
  - City Council

7

Community input process

- Two Community Meetings
  - March 14
    March 16
- Online Survey
  - March 21 – April 8

8

Kick-off Meetings and Online Survey

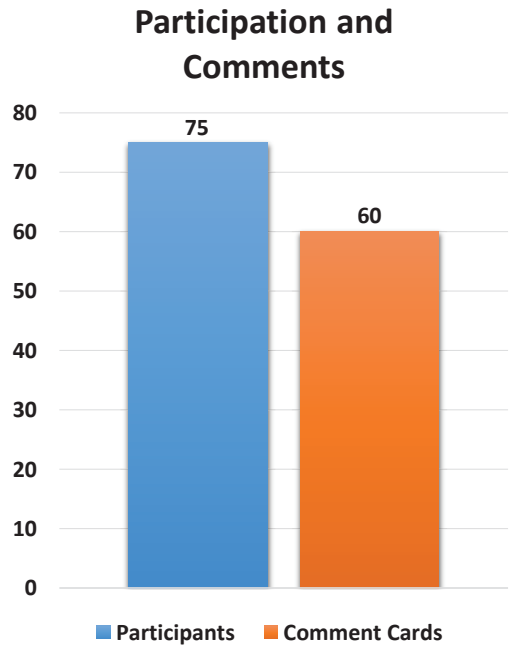
9

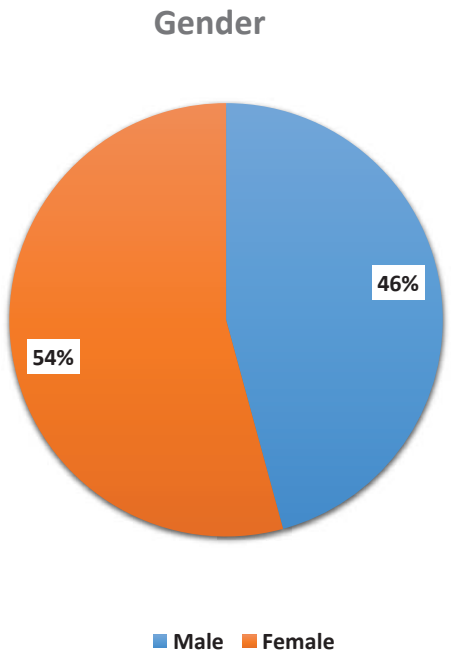
Demographics

10

Participation and Gender

Kick-off Meetings





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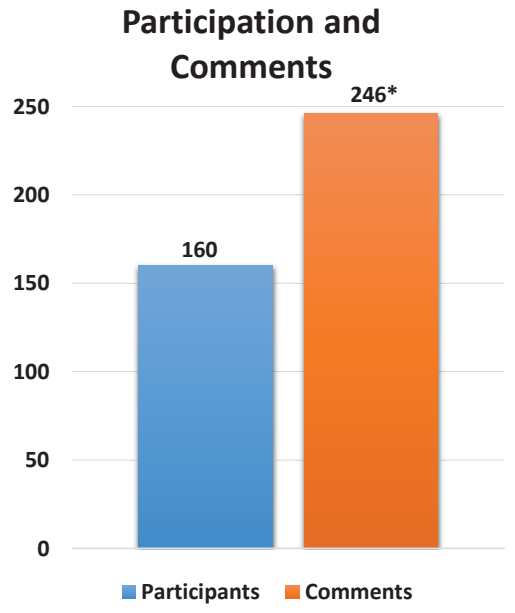
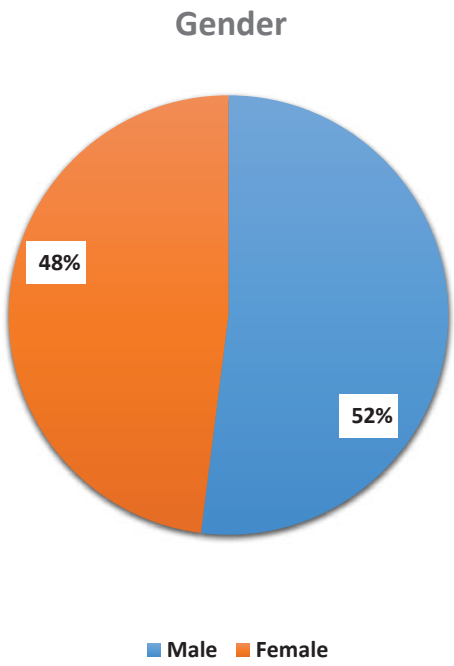
Participation and Gender

Online Survey



* There were 5 questions with opportunities to comment; the number of comments for each of these question ranged from approximately 30 to 60

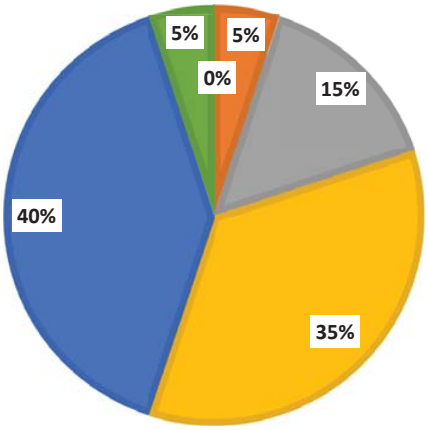


12

Age and Residency

Kick-off Meetings

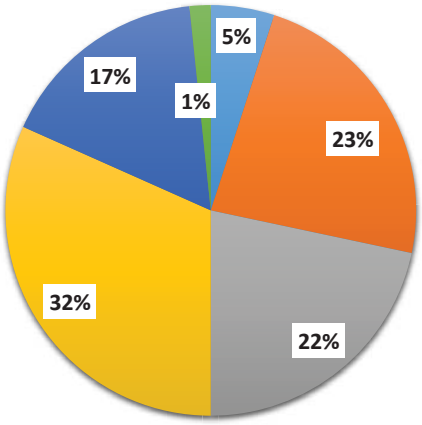
Age of Participants



0-17 | 18-30 | 31-50
51-64 | 65-79 | 80+

0% - 0-17 years

Length of Residency



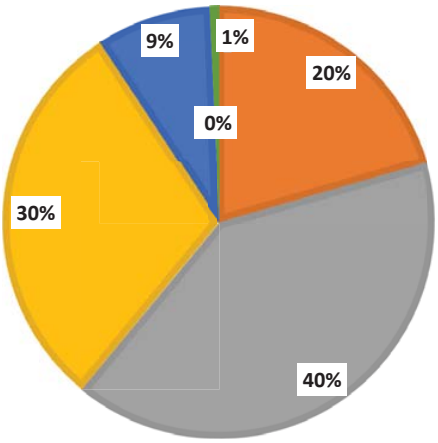
< 1 year | 1 - 5 years
6 to 10 years | >10 but < 20 years
20+ years | Not a resident

13

Age and Residency

Online Survey

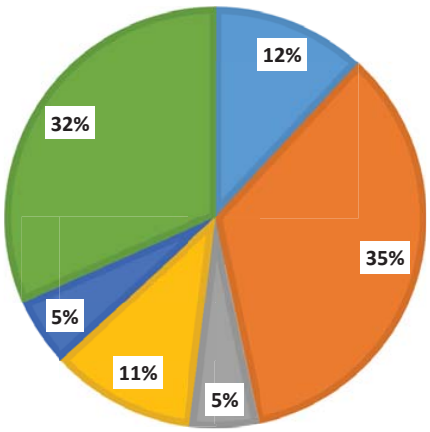
Age of Participants



0-17 | 18-30 | 31-50
51-64 | 65-79 | 80+

0% - 0-17 years

Length of Residency



<1 year | 1 - 5 years
6 - 10 years | >10 but <20 years
20 years or more | Not a resident

14

Most involved in Addison as…

Kick-off Meetings

Rank	Description	Number (60)	%
1	Owner and resident of a home in Addison	51	85%
2	Resident, but not a homeowner	7	12%
3	Owner/representative/employee of a business in Addison (but not owner of the property)	1	1.5%
4	Owner of a business and commercial property in Addison	1	1.5%
	Owner/representative of an owner of commercial property (but not a business owner)	0	0%
	None of the above describes my involvement in Addison	0	0%
	Note: Two homeowners indicated that they also work in Addison		

15

Most involved in Addison as…

Online Survey

Rank	Description	Number (152 total)	%
1	Resident, but not a homeowner	50	33%
2	Owner and resident of a home in Addison	43	28%
3	Owner/representative/employee of a business in Addison (but not owner of the property)	39	26%
4	None of the above describes my involvement in Addison	15	10%
5	Owner of both a business and commercial property in Addison	3	2%
6	Owner/representative of an owner of commercial property (but not a business owner)	2	1%

16

Transportation Priorities

17

Transportation Priorities

Kick-off Meetings

Transportation Priorities for Addison's Future		
Rank		Total
Prepared list of priorities		
1	Encourage an active, healthy lifestyle	19
2	Develop more efficient traffic circulation	18
3	Support Addison's economic development goals	15
4	Maintain the existing transportation infrastructure properly	13
5	Improve transportation safety	11

18

Transportation Priorities

Kick-off Meetings

Transportation Priorities for Addison's Future		
Rank		Total
Prepared list of priorities		
6	Minimize the impact of transportation on the environment	9
7	Maximize the opportunities available within existing transportation infrastructure	8
8/9	Provide more transportation choices/alternatives	6
8/9	Plan, design, and fund new transportation infrastructure needs	6
10	Accommodate physically challenged individuals (accessibility)	3

19

Transportation Priorities

Kick-off Meetings

Transportation Priorities for Addison's Future		
Rank		Total
Top write-in priorities at station		
1	Get the Cotton Belt by 2019	14
2	Transform Addison into an eco-friendly, walkable, connected via pedestrian and bicycle pathways, beautiful environment that is the gold standard for urban planning	12
3/4	More sidewalks	11
3/4	Bicycling	11
5/6	Walkable neighborhoods	10
5/6	Context sensitive street design	10

20

Ranking of Transportation Issues

Rank	Issue	Score
1	Traffic congestion (high traffic volumes, crowded intersections)	5.58
2	Lack of features and accommodations for pedestrians and bicycles (sidewalks, trails, handicap ramps, safe street crossings, trees/shade, lights in pedestrian areas, etc.)	4.65
3	Commitment to Cotton Belt DART rail line in the near future	4.46
4	Lack of east-west connectivity in Addison (vehicular, pedestrian, bicycle connections)	4.30
5	Pass-through traffic (a vehicle trip that passes through Addison, but neither starts nor ends here)	3.43
6	Cut-through traffic in residential neighborhoods (a vehicle trip that passes through a neighborhood, but neither starts in that neighborhood nor ends there)	3.18
7	Traffic speeds (vehicles traveling faster than the posted speed)	2.99

Online Survey

21

Alternative Modes of Transportation:

DART

Walking

Biking

(Online Survey)

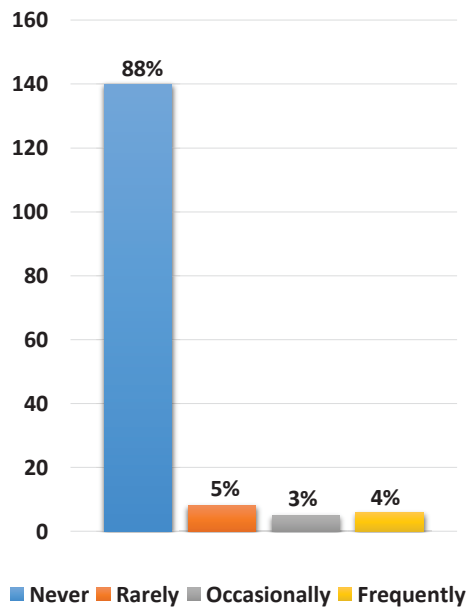
22

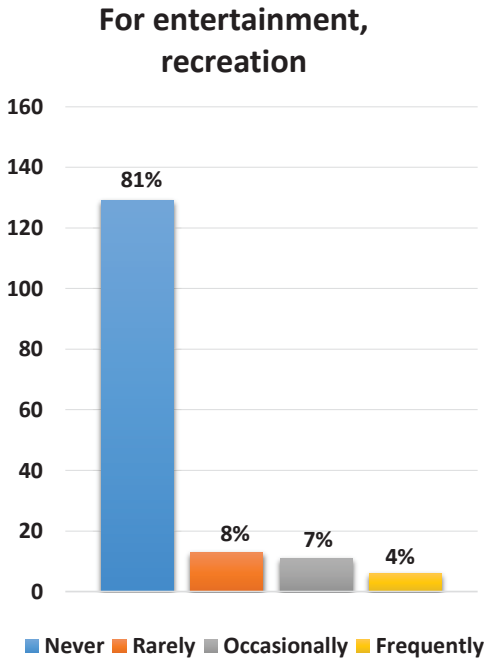
DART

23

Have you ridden a DART bus to/from Addison...

...in the past 12 months?



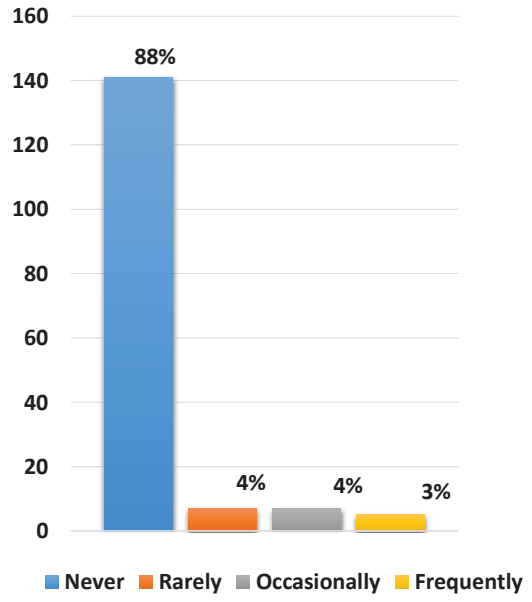


24

Have you ridden a DART bus to/from Addison…

…in the past 12 months?

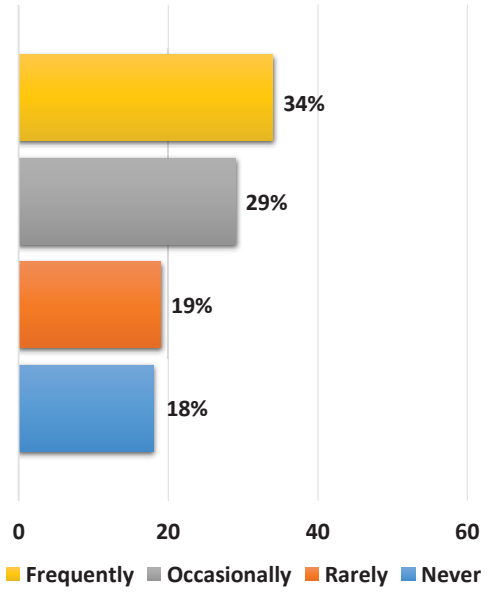
For shopping, dining



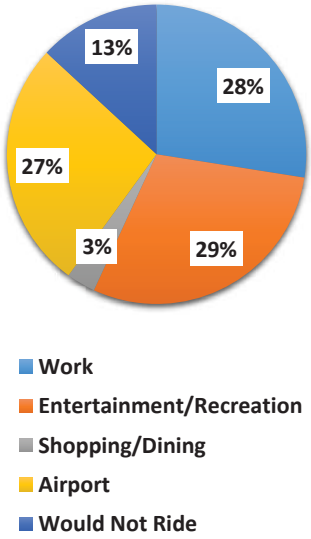
25

If DART rail were available in Addison…

…how often do you think you would ride?



…for what purpose would you ride the most?



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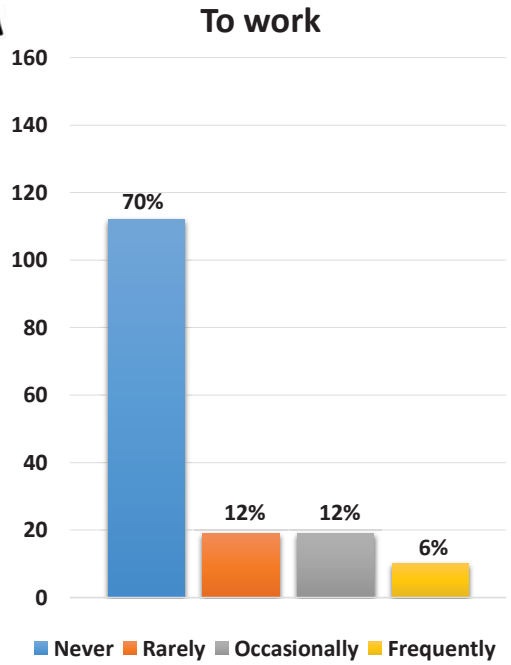
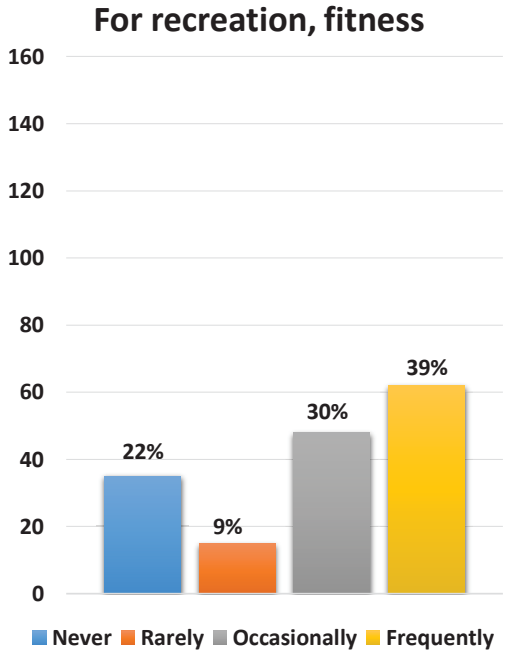
Walking

Have you walked in Addison…

…in the past 12 months?

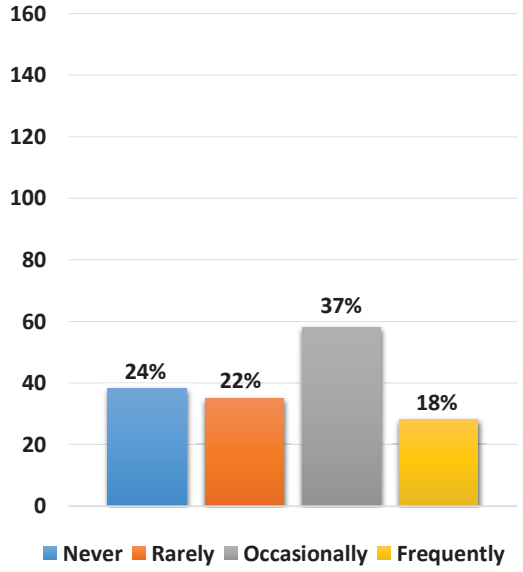




Have you walked in Addison…

…in the past 12 months?

For shopping, dining, entertainment



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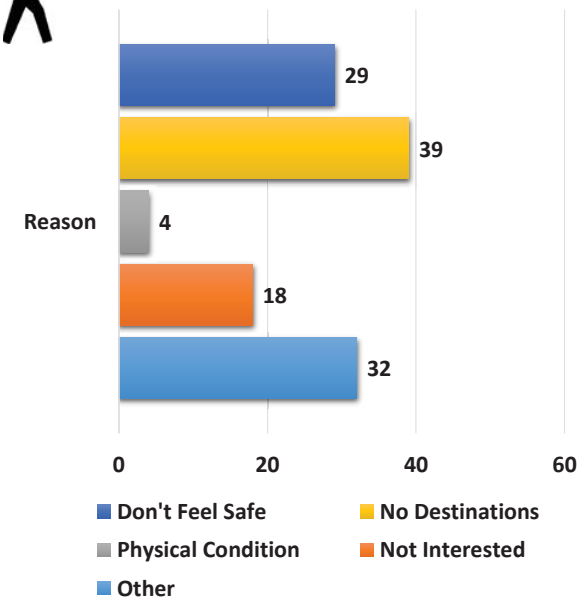
If you don't walk…

…what is the reason? *



* Respondents were able to select more than one answer; numerical value above does not reflect a percentage

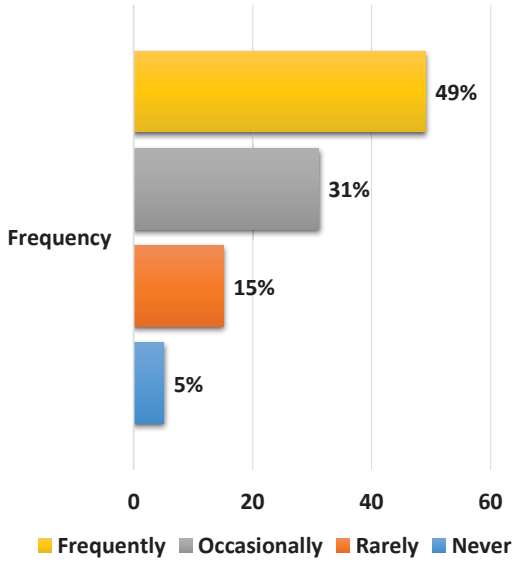
Other reasons (write-in)

- Too far between origin and destination
- Few destinations within walking distance
- Problems with sidewalks (missing sections)
- Difficult to cross Belt Line; difficult to cross the Tollway
- Don't have time
- Have other transportation
- Poor connectivity to destinations
- Lack of amenities
- Dogs not on a leash
- If going somewhere with other people, they may not want to walk

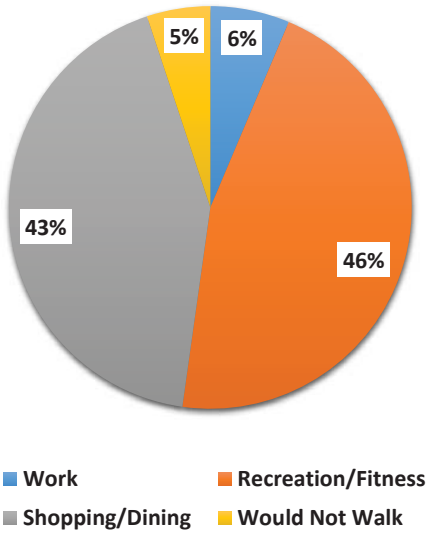
30

With better pedestrian accommodations…

…how often do you think you would walk?



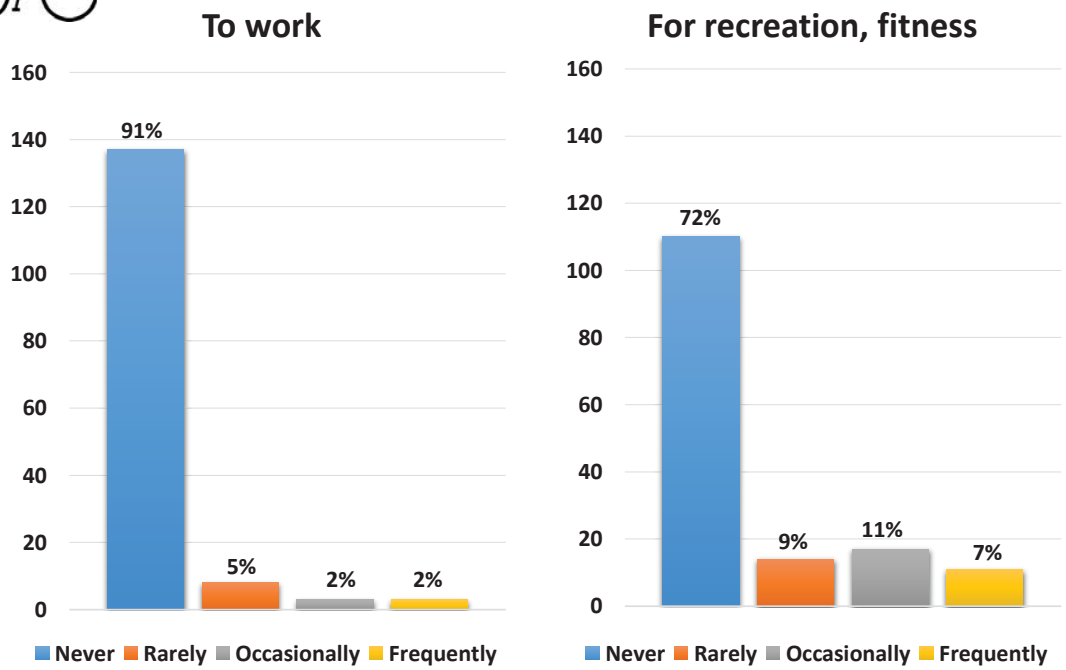
…for what purpose would you walk the most?



Biking

Have you ridden a bike in Addison…

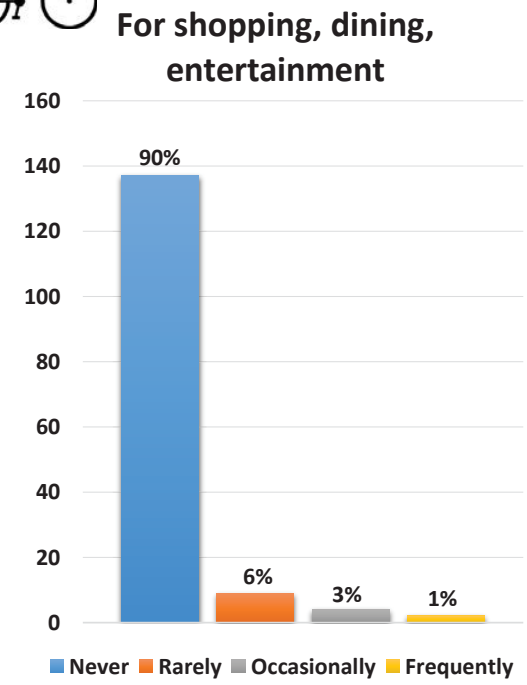
…in the past 12 months?



33

Have you ridden a bike in Addison…

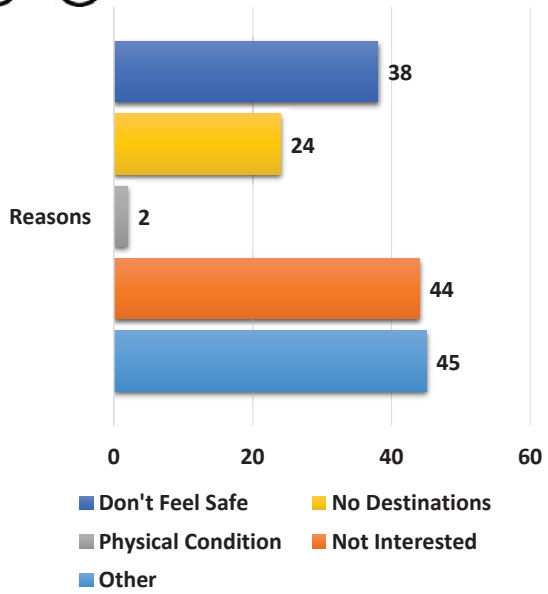
…in the past 12 months?



34

If you don't ride a bike…

…what is the reason? *



* Respondents were able to select more than one answer; numerical value above does not reflect a percentage

Other reasons (write-in)

- Don't own a bike
- Too far between origin and destination
- Prefer to walk
- Don't have time
- Have a car
- Poor connectivity to destinations
- Lack of cycling amenities
- Texas heat
- If going somewhere with other people, they may not want to ride a bike

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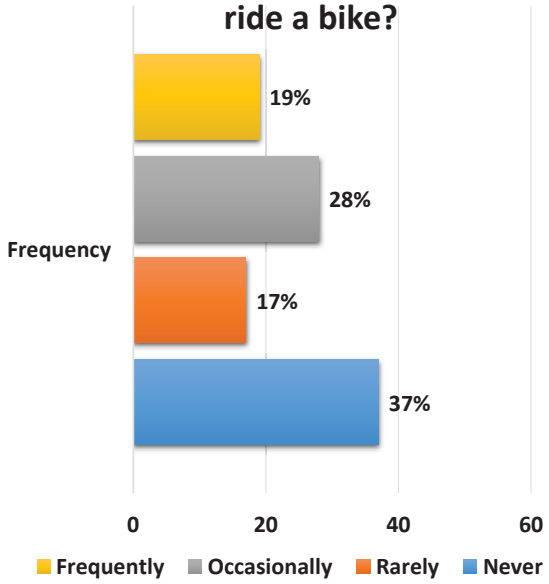
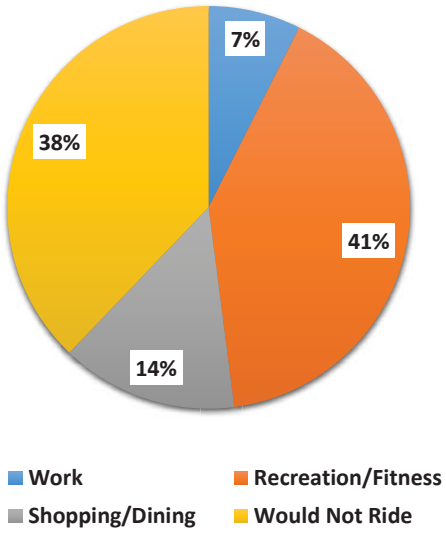
With better bicycle accommodations…

…how often do you think you would you ride a bike?



…for what purpose would you ride the most?



36

With better pedestrian/bike accommodations…

Destinations to walk to:

- Village on the Parkway
- Addison Circle
- Restaurants, shopping on Belt Line, Midway, Marsh
- Work
- Parks, trails, Athletic Club
- Events in Addison
- DART transit center

Destinations to bike to:

- Village on the Parkway
- Addison Circle
- Restaurants, shopping on Belt Line, Midway, Marsh
- Work
- Parks, trails, Athletic Club
- Events in Addison

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Overall Observations

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Observations

- Strong desire for east/west connectivity
- Support for a more efficient transportation system (less congestion, better traffic flow)
- Safety concerns with crossings of the Tollway and Belt Line Road and issues in the Montfort Road area
- Support for DART rail to:
  - Work
  - Entertainment/Recreation
  - Airport

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Observations

- High level of interest in a healthy lifestyle with strong demand for better pedestrian accommodations and some (but less) demand for better bicycle accommodations
- Destinations of most interest include:
  - Village on the Parkway
  - Addison Circle
  - Parks and recreation amenities
  - Restaurants, shopping on Belt Line, Midway, Marsh
- Support for aesthetics and an appealing public realm

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Community Meeting #2 - July 28, August 2, & August 29, 2016

Participant Summary

- 54 Residents
- 5 Employees (1 from outside Addison)

Master Transportation Plan and Cross Sections

Flip Chart Comments

- Pedestrian crossing over Tollway ✓
- Do we need stop signs on Beltway?
- No stop signs on Beltway.
- Implement res. collector on Beltway.
- Reevaluate the traffic signs on Les Lacs and Proton.
- Connection for east-west Addison - Park/ pedestrian bridge on Tollway is big idea.
- Add lighting/illumination on cross sections.
- Future analysis should include real estate value analysis.
- One output should be a master trails plan (with gaps identified).
- Plan should include recommendations on Tollway crossing and Beltway to Inwood extension.

Connectivity Plans and Multi-Modal Street Design Elements

Are the proposed connectivity plans consistent with your priorities for mobility in Addison? (dot votes)

	Yes	Neutral	No
Active Transportation	17	3	1
Transit	13	5	1

Flip Chart Comments

- Addison/Trinity Athletic Complex – Athletic Complex no longer exists. Park is still there behind the school
- Mark Sojourn yellow (Active Transportation Corridor)
- Belt Line crossing for sidewalk or back to Surveyor
- Look at Vitruvian connection

Corridor Case Studies

Are the proposed corridor case study concepts consistent with your priorities for mobility in Addison? (dot votes)			
	Yes	Neutral	No
Addison Road	14	6	2
Belt Line Road	17	5	0
Montfort Road	12	6	4
Quorum Drive	14	6	0
Le Grande Drive	7	9	5

Additional Comments on Boards

Montfort Drive

- what about cross traffic for pedestrians?
- A concern for Montfort losing any drive space due to high traffic on this street

Addison Road

- priority should be economic not aesthetic

Quorum Drive

- proposed pedestrian crossing would have adverse effect on future development

Le Grande Drive

- An island at Beltway will prevent left and right turns at the same time and limit mobility
- Le Grande is only accessible into and out of this neighborhood
- Some concern here for plan for sidewalk on both sides versus a sidewalk on just one side that is consistent with the rest of the entire Midway Meadow area

Flip Chart Comments

- Going south on Quorum to Verde Valley – traffic is backed up around 5pm traffic – huge bottleneck.
- No bikes on Montfort going toward Verde Valley – lots of drunk drivers Thursday-Sunday.
- No bikes on all roads, as is the law. Sharrows, perhaps.
- Look at traffic tie-ups, especially at major intersections, such as Beltline and Midway, Arapaho and Addison Road, etc. – experiment with changing traffic light patterns to improve the traffic flow.
- Bikers learn etiquette when on walking paths.
- Quorum between Belt Line and Dallas Parkway (where office buildings and shops are) – have sidewalks the entire way.

Flip Chart Comments (continued)

- Montfort near Belt Line – some of it is higher and lower grade – keep foliage in medians low (short) so that you can see traffic and turn in traffic – high foliage blocks the view and makes it dangerous to drive in that area.
- Belt Line Rd. #1 priority.
- In order for walkway to be more "pedestrian friendly", cover them with a shade structure.

Community Meeting #2 Comment Cards

	Total
Number of persons signed-in	67
Number of comment cards returned	50
Gender	
Male	56%
Female	44%
Age group	
0-17	0%
18-30	8%
31-50	16%
51-64	34%
65-79	38%
80+	4%
I am most involved in Addison as:	
Owner/representative of an owner of commercial property (but not a business owner)	0%
Owner/representative/employee of a business in Addison (but not owner of the property)	7%
Owner of a business and commercial property in Addison	0%
Resident, but not a homeowner	10%
Owner and resident of a home in Addison	83%
None of the above describes my involvement in Addison	0%
I have lived in Addison for:	
Less than one year	6%
One to five years	25%
Six to 10 years	21%
More than 10 years but less than 20 years	31%
20 years or more	18%
I don't live in Addison	0%

Comment Card General Comments

- I am in favor of bike lanes on busy street that would include Montfort, Belt Line, Midway, Verde Valley, Marsh, etc.
- Belt Line between Marsh and Midway is #1 importance.
- Beautify Belt Line Rd; Find ways to improve traffic flow on Belt Line - service road to connect the restaurants; Cotton Belt line
- No stop sign on Beltway at Park Place.
- Good ideas.
- I will always vote in favor of improved aesthetics (sidewalks, trees, etc.) first
- Absolutely love the Le Grande concept.
- The many trees in the plan will require lots of water - a rare commodity.
- My objective in participating is to convey my opinion for the future: enhance walkability with new development and enhance/add bike lanes
- Pedestrian crossing over tollway
- Connectivity ideas that pull folks out of their cars: bicycle sharing, car sharing
- I love the residential collector plan (specially Beltway)
- Hard to see narrowing the streets so you can add trees and bushes. Wide roads are good and faster for traffic, especially on Montfort.
- Are we just looking for ways to spend money in order to make Addison something special? Will the cost of all these plans bring people to Town who will spend money we don't already have? Will we actually be increasing the economic viability and tax income of the Town?
- Appreciate the effort.
- I know it's expensive but I would like for under-grounding of utilities always be considered with future road projects.
- Consider trail maps at various major intersections on trails. Perhaps include mile distances and marker on trails. Would also be nice to have a web link or QR code to download a map or interactive app to navigate trails. Consider using existing sidewalks and streets rather than new trails where possible. Example: Surveyor is a much nicer walk on the sidewalk on the street vs. the trail from Beltway to Belt Line.
- It would be more professional if presenters were introduced or self-identified with first and last names and their roles in the study.
- Need to look at connectivity of trails north to south as not totally available yet from Brookhaven to far North Addison—example—crosswalks for Belt Line thru to Arapaho.
- Really appreciate the work done on this project! I agree with the directions of the plans presented. Let's hope the ideas are implemented sooner rather than later—and with much community conversation and cohesiveness.

- A. The only reason people “walk” is (1) so that the dog craps somewhere else (2) to get to retail/restaurants close by, or (3) one cannot afford a car. It is okay to accommodate pedestrians, but many times money can be better spent elsewhere.
  B. Addison needs more residents to use all these grand designs. Consider rezoning some vacant commercial to PD/multi-family.
  C. I think the Town is MUCH TOO interested in spending other people’s money than in being frugal and living with/being satisfied with what we have. That is if there is currently a real need, then redevelop to the need. Otherwise, leave it alone.
  D. “Sense of Place” is an architect’s/planner’s term that means NOTHING.

- Maybe there’s no real reason to not narrow Le Grande, but is there a pressing need to do so? On street parking changes would not help or enhance the street. Just be certain to leave 2 lanes for left & right turns at Beltway. Redeveloping this street might be a waste of money.

- The primary goal for all of this should be simply to encourage more new development of vacant land, lease vacant commercial space, and redevelop under-used real estate. Only. Any other use of public money should go for solving real problems/issues, not just for spending money that cannot improve economic vitality. Economics should not be outside the considerations.

- Transit connectivity is really important. I live in Post Addison Circle and work on the Tollway & Quorum and the sidewalk does not go all the way down to Quorum. I would love to walk or bike to work but I currently can’t. The proposed transit connectivity plan would be really good and would influence me to buy a home in Addison as I will be buying in the next 2 years. I found out about the meeting through a postcard in the mail.

- Please also prioritize purpose into the master plans for transportation for our area. We want to avoid the lack of planning that we see in the current I 635 westbound to I 35 southbound that is creating such a bottle neck in traffic every day at that intersection.

- I really don’t have much of an opinion. Just here to learn what’s going on

- Good work and thought processes. I agree with the owner on Le Grande that nothing needs doing.