

### Master Transportation Plan

#### *What is it?*

- ▶ Indicates the existing and planned location of the major roadways and other transportation facilities in the community
- ▶ Classifies streets according to their function – levels of expected traffic volumes, length of trip demand, role of circulating traffic vs. providing access to destinations
- ▶ Important tool for preserving necessary right-of-way for transportation improvements

#### *What has been updated?*

Since 1998, the thoroughfare and local street network has essentially been built out. Based on projected future traffic volumes, the existing number of lanes throughout the thoroughfare network is expected to continue to provide sufficient roadway capacity for vehicle trips. Now, the focus is on making street design improvements to meet current and anticipated needs among all modes – vehicles, active transportation (pedestrians & bicycles), and transit.

Some opportunities have been identified to create additional connections in the roadway network and increase route choices south of Belt Line.

This plan provides an update to active transportation and transit priorities – and provides the capability for future street designs to better accommodate all types of mobility choices.

### Cross Section Alternatives

#### *What is it?*

Cross section design alternatives provide Addison with the flexibility to design unique streets that respond to the surrounding land use context and character of an area.

The functional class cross sections act as a template for designing streets during street construction projects. Various street design elements may be selected to create a compatible design for the area depending on future connectivity goals for a corridor and the community's preferences for different modes of transportation.

#### *What has been updated?*

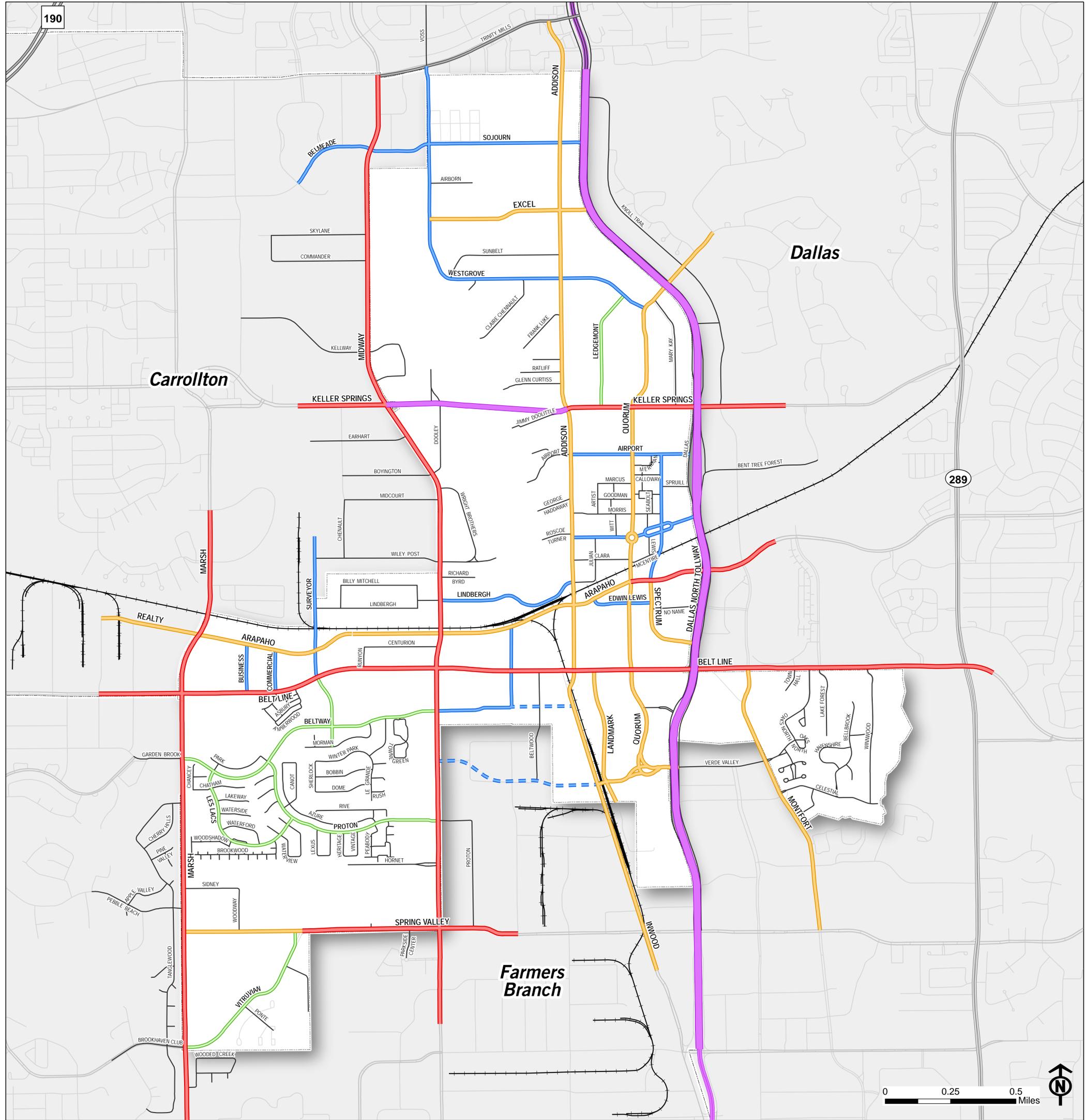
Previously, each functional class was assigned one standard cross section, known as a typical cross section. While this standard cross section may still be appropriate for many locations, additional options have been created to provide design choices for enhanced pedestrian streets, streets with trails and bikeways, and urban/mixed-use streets.

Individual design elements, such as medians, lane widths, and sidewalk widths, have been reviewed and updated, where appropriate.

# Master Thoroughfare Plan Map

ADDISON

## Addison Master Transportation Plan



### LEGEND

- |                                  |                       |                               |
|----------------------------------|-----------------------|-------------------------------|
| <b>Addison MTP</b>               | Minor Arterial        | Residential Local             |
| <b>Functional Classification</b> | Commercial Collector  | Preferred Future Connectivity |
| Toll Road                        | Residential Collector | Major Roadway Outside Addison |
| Principal Arterial               |                       |                               |

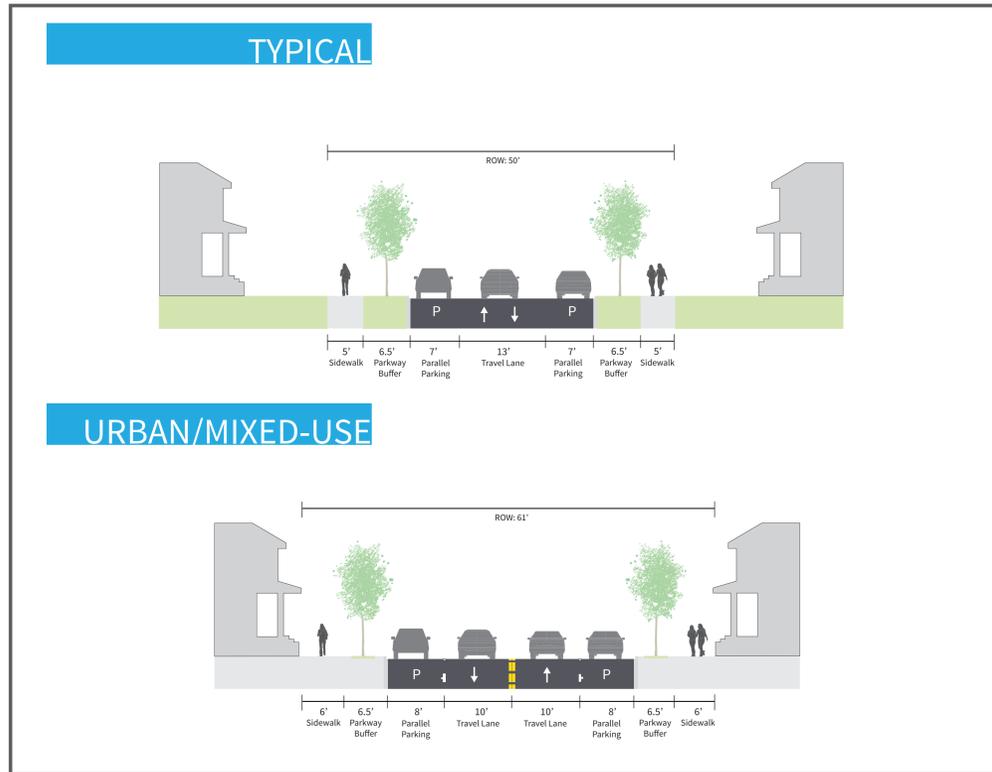
# Functional Class Cross Section Alternatives



## Addison Master Transportation Plan

### Residential Local

**Examples**  
 ♦ Most streets in single-family neighborhoods



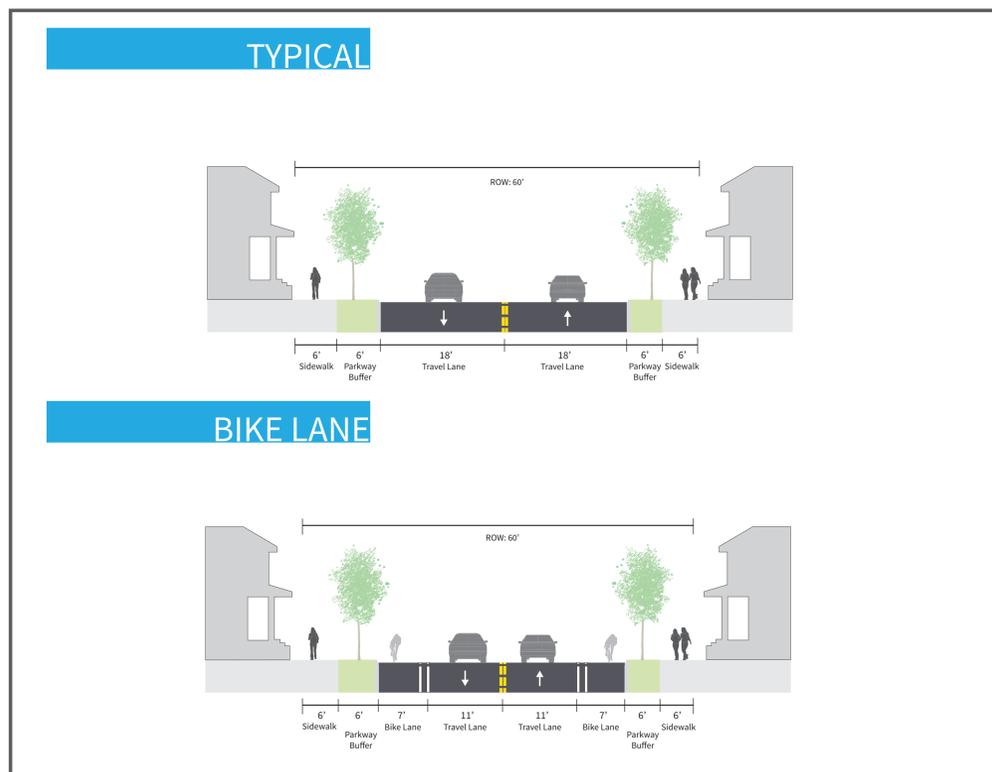
### Commercial Collector

**Examples**  
 ♦ Montfort      ♦ Lindbergh  
 ♦ Addison Circle      ♦ Spectrum



### Residential Collector

**Examples**  
 ♦ Beltway (west of Midway)      ♦ Vitruvian  
 ♦ Ledgemont      ♦ Les Lacs



# Functional Class Cross Section Alternatives

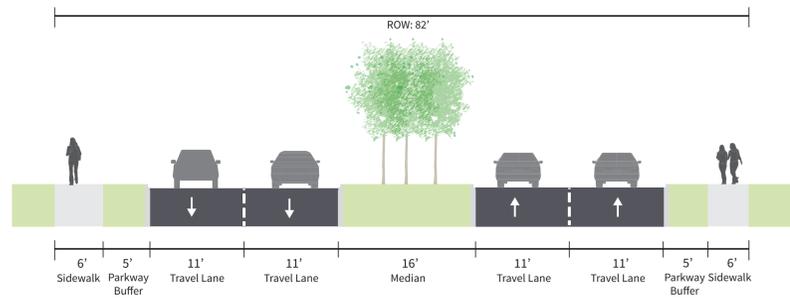


## Addison Master Transportation Plan

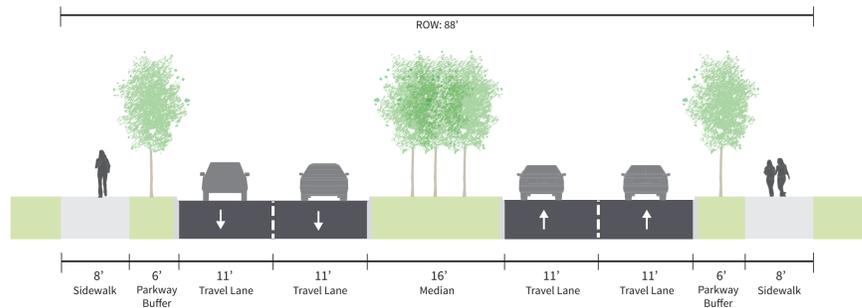
### Minor Arterial

- Examples**
- ◆ Arapaho
  - ◆ Addison
  - ◆ Inwood
  - ◆ Westgrove

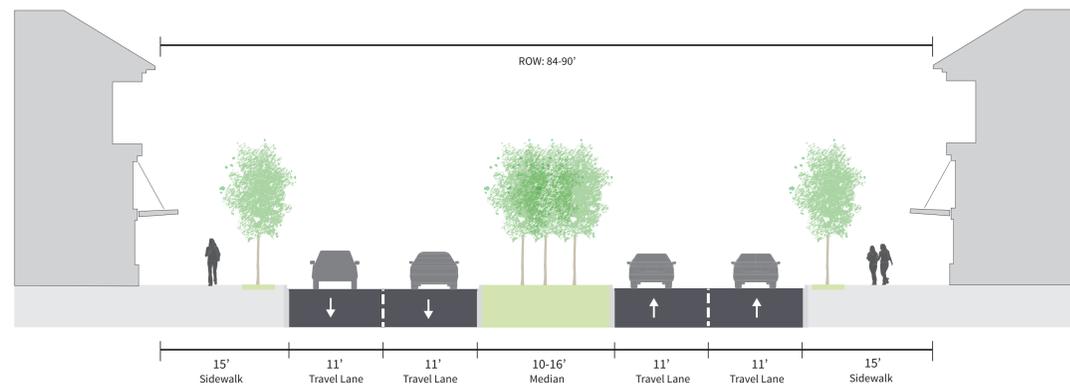
#### TYPICAL



#### ENHANCED PEDESTRIAN



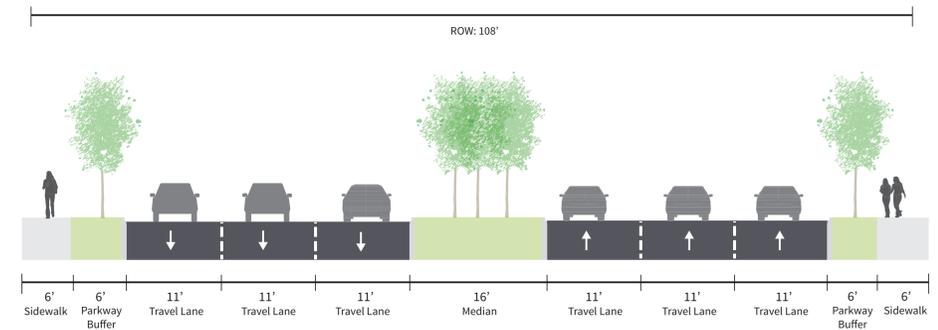
#### URBAN PEDESTRIAN



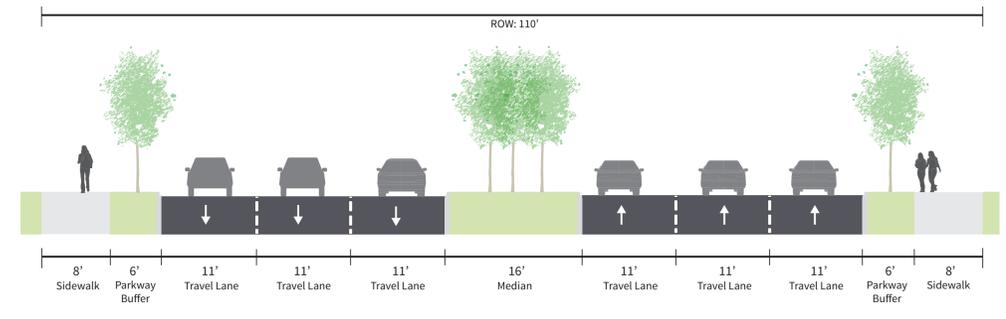
### Principal Arterial

- Examples**
- ◆ Belt Line
  - ◆ Keller Springs
  - ◆ Midway
  - ◆ Marsh

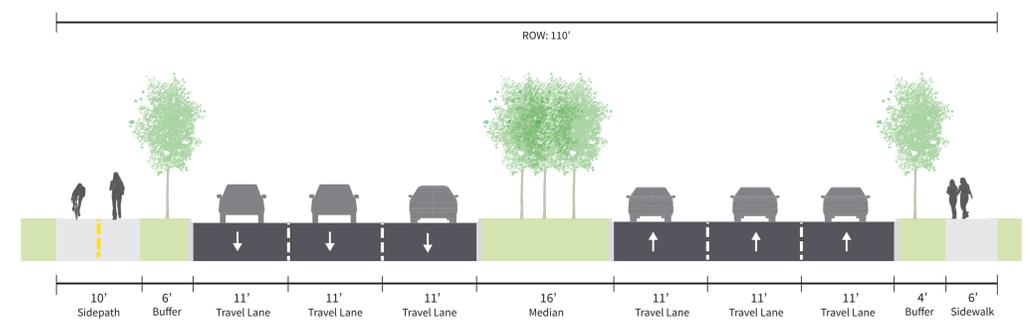
#### TYPICAL



#### ENHANCED PEDESTRIAN



#### SIDEPATH TRAIL



### Connectivity Plan Maps

#### *What is it?*

The connectivity maps indicate how pedestrian, bicycle, and transit can be better integrated with the roadway network to create more trip choices.

#### *What has been updated?*

##### **Active Transportation Connectivity**

The most recent 2012 Conceptual Trails Master Plan, which identifies possible trails, pedestrian corridors, and bikeways, was reviewed for integration with the Master Transportation Plan. With guidance from community priorities, an Active Transportation Connectivity plan was developed that emphasizes the desire for well-connected and comfortable pedestrian pathways, and also identifies potential areas for future bikeways, if desired. The following connection types have been identified on this plan:

- ▶ **Off-Street Trail** - Shared-use paths separated from the roadway that provide recreation and transportation opportunities for a variety of user groups including pedestrians and bicyclists.
- ▶ **Enhanced Pedestrian Path** - Sidewalk facilities that encourage pedestrian use with enhanced streetscaping, buffers from moving traffic, and improved access to adjacent businesses.
- ▶ **Active Transportation Corridor** - Streets with lower traffic volumes and speeds that are more appropriate for pedestrian and on-street bicycling activity. These streets can be further enhanced with a variety of design treatments to create a comfortable active transportation environment.
- ▶ **Preferred Future Connectivity** - Potential off-street trail or active transportation corridor connections with neighboring cities.

##### **Transit Connectivity**

Dallas Area Rapid Transit's (DART) most recent plan for frequent and express bus service in the Addison area has been integrated into the Transit Connectivity plan map. These routes are intended to provide bus service with weekday peak wait times of 15 minutes or less, and may be key areas for introducing improvements to support transit use.

Preferred future transit service improvements between Addison and the surrounding region, including bus connectivity to Vitruvian and rail service along the Cotton Belt corridor, has been identified.

### Multi-Modal Street Design Elements

#### *What is it?*

Designing a street is a balance between modal priorities and desired street design elements. The connectivity plans provide guidance for locations where additional design elements may need to be prioritized, so that the appropriate alternative cross section and right-of-way can be determined prior to a street reconstruction project.

A variety of design elements may be prioritized to determine a preferred alternative cross section and right-of-way prior to a street reconstruction project.

#### *What has been updated?*

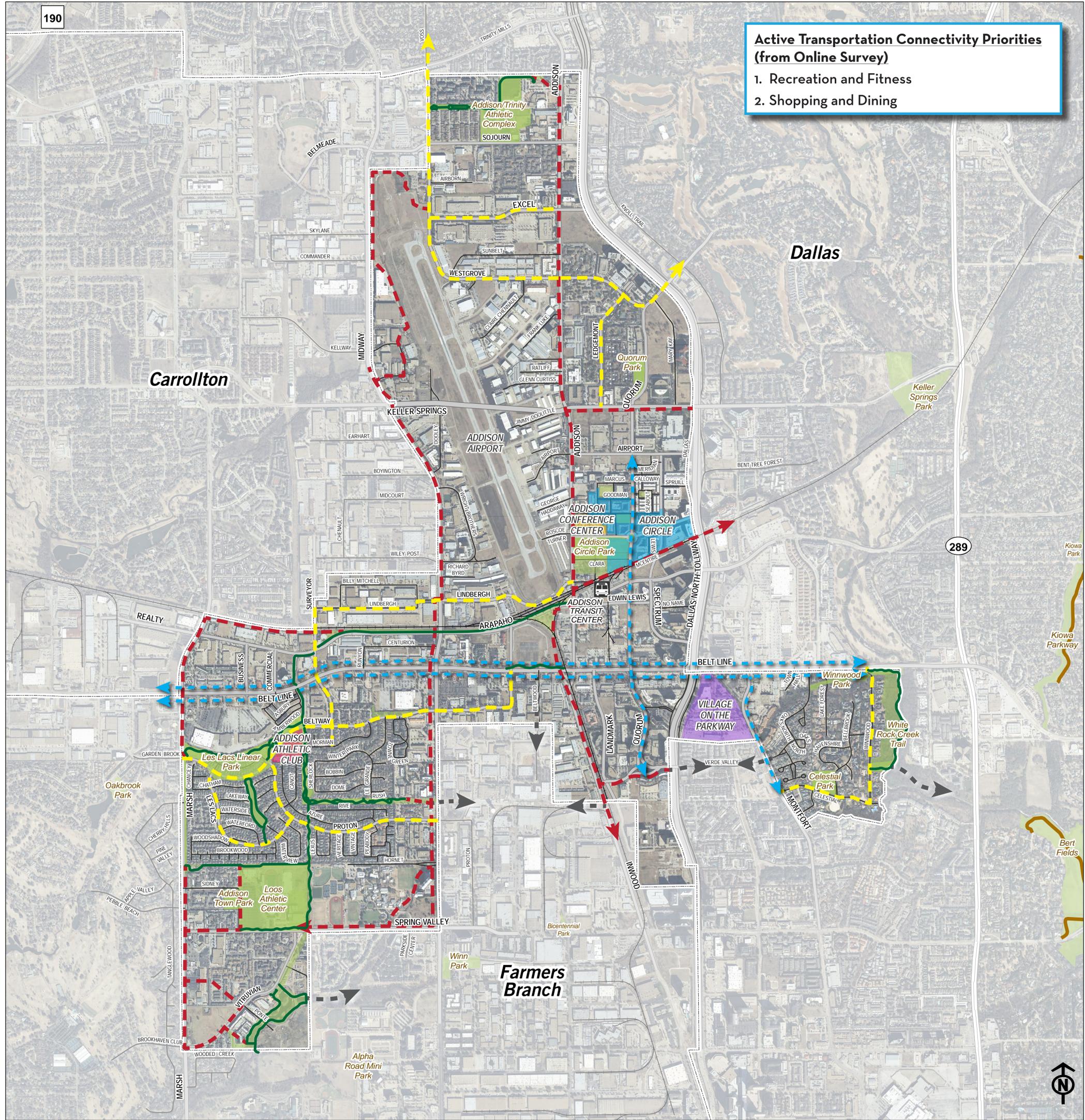
The MTP cross section alternatives now better provide options for streets to accommodate multi-modal design elements based on the connectivity priorities.

In many areas, updated street designs will need to work within existing right-of-way and development constraints. The MTP plan document will provide Addison with updated, flexible design standards that provides guidance on design best practices and options when determining if additional right-of-way is necessary.

# Active Transportation Connectivity

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## Addison Master Transportation Plan



**Active Transportation Connectivity Priorities (from Online Survey)**

1. Recreation and Fitness
2. Shopping and Dining

### LEGEND

**Existing Connections**  
— Off-Street Trail

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

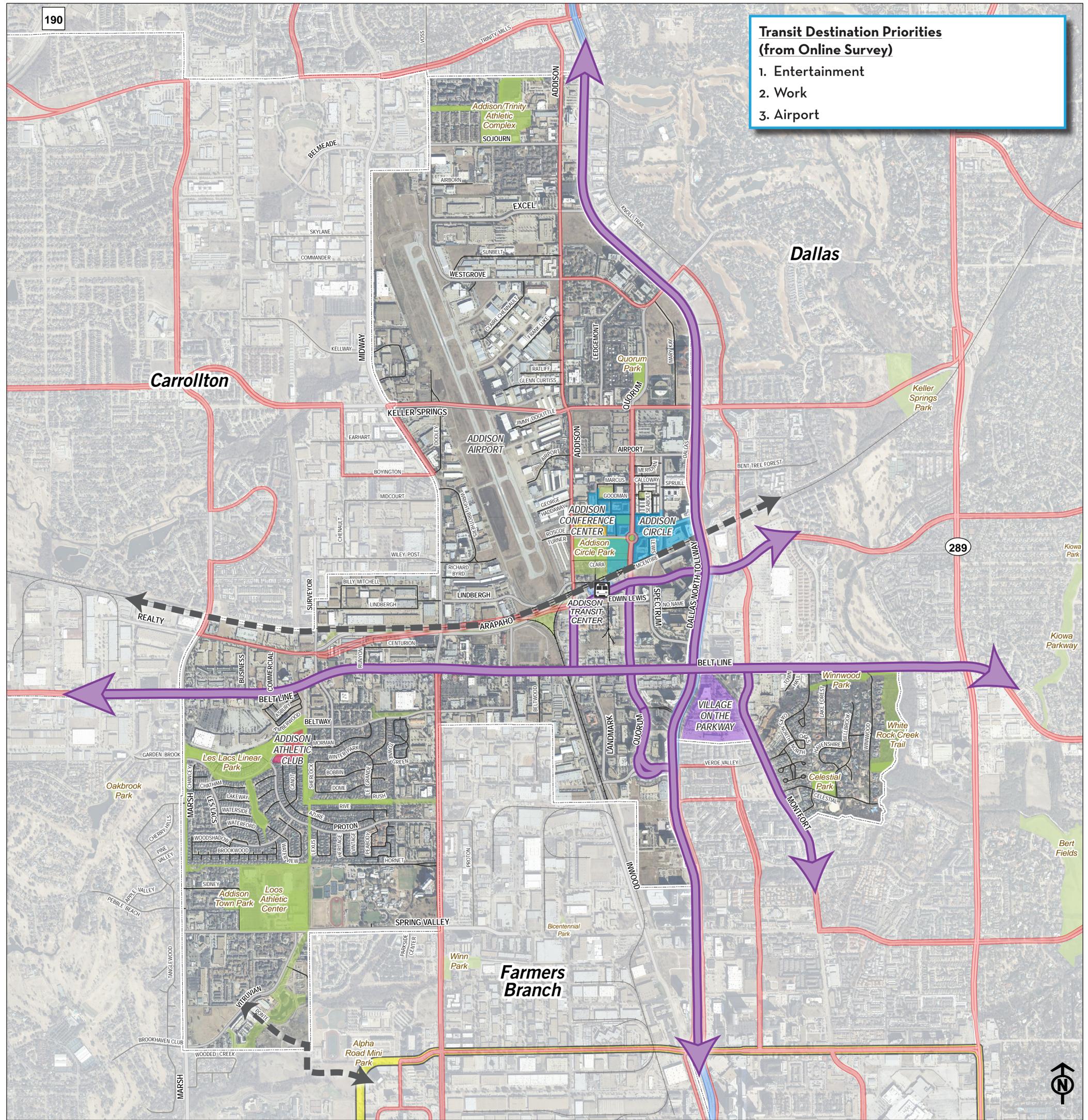
■ Parks  
■ Transit Center  
— Existing Dallas Trails



# Transit Connectivity

ADDISON

## Addison Master Transportation Plan



# Street Design Elements

## Addison Master Transportation Plan

Designing a street is a balance between modal priorities and desired street design elements. Street design elements that may be prioritized include:

