

Master Transportation Plan 2016 Update

Community Meeting 2
July 28 and August 2, 2016
6:00 p.m.
Addison Conference Centre

Kimley»Horn



ADDISON

SM

- What is a Master Transportation Plan and how is it used?
- Work to date
- Community input
- Master Transportation Plan components
- Development of corridor cross-sections
- Multi-modal transportation
- Next steps

What is a Master Transportation Plan and how is it used?

- Indicates the location of:
 - Major roadways and other transportation facilities in the community
 - Opportunities for
 - Refinements to existing facilities
 - Expansions to accommodate multiple modes of travel
- Classifies streets according to their function
 - Volume of cars the street carries/will carry
 - Land use adjacent to the street
 - Design features necessary to move people/goods safely and efficiently
- Provides standards for the design and construction of transportation facilities

Status of the Addison System

- The Addison transportation system is essentially in place
- The goal is to develop a new plan that recognizes:
 - Where Addison is today
 - Where Addison wants to be as a community
- Opportunities for improvements will come through:
 - Capital projects
 - Utility-related construction
 - Minor maintenance projects
 - Private development projects
- The plan will provide:
 - Guidance for future improvements
 - Flexibility to different situations and conditions



Work to Date

Nov 2015-
February
2016

- ✓ Project initiation and planning
- ✓ Data gathering and analysis

Mar-Aug
2016

- ✓ Continue data gathering and analysis
- Conduct public involvement events/activities (community input)
- Develop plan alternatives and refine

Sept-Oct
2016

- Public hearings and adoption

Community Input

- Kick-off Meetings
 - March 14 and 16
 - Focus: Establishing priorities
- Online Survey
 - March 21 – April 8
 - Focus:
Establishing priorities
Gathering input on alternative
modes of transportation
- Advisory Group Meetings
 - April 12 and July 14
 - Focus: Refining preliminary
concepts and priorities



Observations from Kick-off, Survey

- Strong desire for east/west connectivity
- Support for a more efficient transportation system (less congestion, better traffic flow)
- Support for walking, biking, DART rail to work, entertainment and recreation, to the airport (rail only)
- Better pedestrian accommodations to preferred destinations and some (but less) demand for better bicycle accommodations
- Support for aesthetics and an appealing public realm



- Input was used to provide direction to the consultant team for the development of corridor cross-sections and connectivity maps
- Asked to rank priorities for each of the case study corridors and for connectivity (results discussed later in the presentation)
 - Addison Road
 - Quorum Drive
 - Montfort Road
 - Belt Line Road
 - Le Grande Drive



What is your role tonight?

- To check our work to date to ensure the draft plan addresses community priorities
 - If yes, let us know; if not, tell us what we missed
- Priorities that have been established are:
 - East/west connectivity
 - More efficient transportation system
 - Safety
 - Multi-modal accommodations
 - Aesthetics and an appealing public realm



Master Transportation Plan Components

- Overview
- Discussion of transportation planning
- Description of the update process
- Summary of community input
- Technical chapter(s)
- Updated plan including maps and graphics
- Recommended implementation steps

Important Plan Graphics

- Master Transportation Plan map
- Street cross-sections by functional classification
- Corridor Case Studies
- Connectivity maps
 - Active transportation (pedestrians, bicycles)
 - Transit
- Implementation matrix



- Recommended action items
 - List of improvements
 - Priorities
 - Estimated time frames (short-, mid-, long-term)
 - List of needed changes to the City's design standards
- Future improvements will be made as opportunities arise and funds become available



Development of Corridor Cross-Sections

Street Design Process

- Determine the land use context, functional classification, right-of-way width
- Determine street design and multi-modal priorities
- Develop alternative designs that balance priorities and constraints
- Implement



Determine Street Classification

■ Street Classifications

Principal Arterial

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

Minor Arterial

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

Collector (Commercial/Residential)

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

Residential Local

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

Land Use Context of the Street



Multi-modal Priorities



Vehicles/Trucks



Transit



Pedestrians



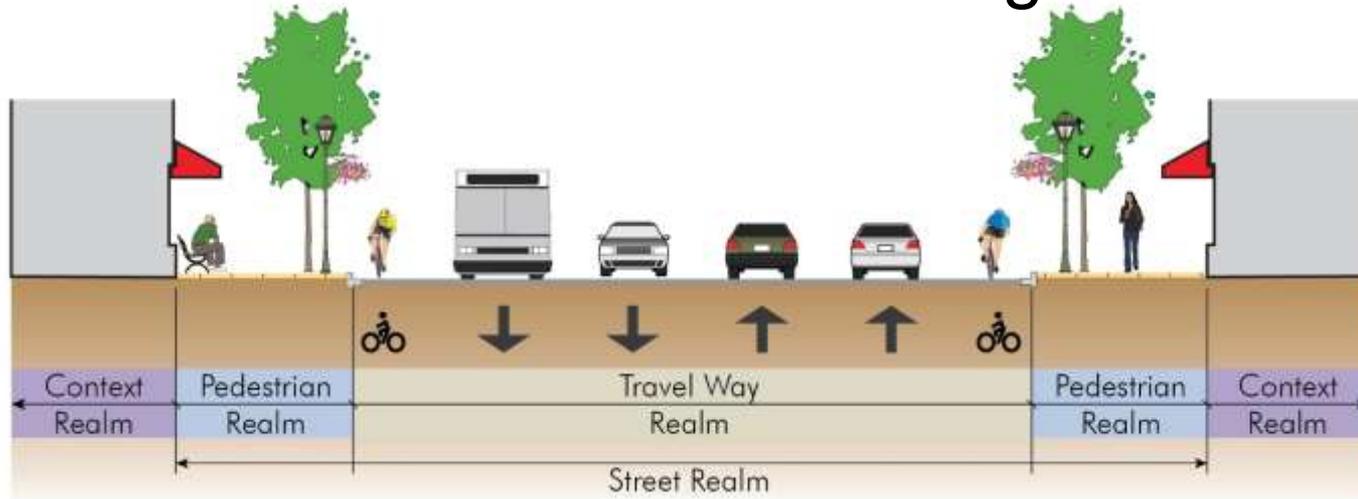
Bicycles

Connectivity

- The transportation plan update evaluated connectivity across various modes
- Not all modes will be priorities on all streets, but better connected modal networks increases trip choices and network efficiency
- Benefits:
 - Shorter travel distances
 - More route options
 - More transportation mode choices
 - Better accessibility, sustainability

Develop Alternative Designs

- Designing a street is a balance between modal priorities and desired street design elements



- **Vehicle Travelway**
 - Lanes, median traffic calming devices
- **Pedestrians**
 - Sidewalks, trails, crossings
- **Bicycles**
 - Bike lanes, shared use paths
- **Transit**
 - Transit stop features

Street Design Elements



Travel Lanes/Median



Sidewalks



Trails/Shared-Use Paths



Crossings/Traffic Calming Devices

Street Design Elements



Bike Lanes



On-Street Parking



Transit Stops



Streetside

3. Functional Class Cross-Sections

Functional Class Cross Section Alternatives

Addison Model Transportation Plan

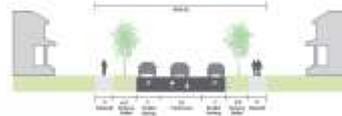
Cross section design alternatives provide Addison with the flexibility to design unique streets that respond to the surrounding land use context and character of an area. Various street design elements may be selected to create a compatible design for the area depending on future connectivity goals for a corridor and the community's preferences for different modes of transportation.

Elements of a cross section may include:

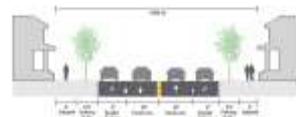
- Travel lanes and medians
- On-street parking
- Medians and center turn lanes
- Sidewalks and pedestrian paths
- Bikeways
- Utility and landscape areas
- Transit accommodations
- Streetside frontage and furnishing areas

Residential Local

TYPICAL



URBAN/MIXED-USE

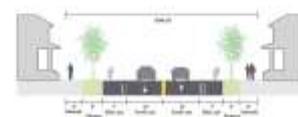


Residential Collector

TYPICAL



BIKE LANE



Commercial Collector

TYPICAL



BIKE LANE

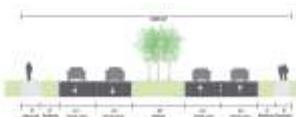


URBAN PEDESTRIAN



Minor Arterial

TYPICAL



ENHANCED PEDESTRIAN



URBAN PEDESTRIAN



Principal Arterial

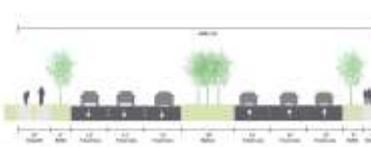
TYPICAL



ENHANCED PEDESTRIAN



SIDEPATH TRAIL

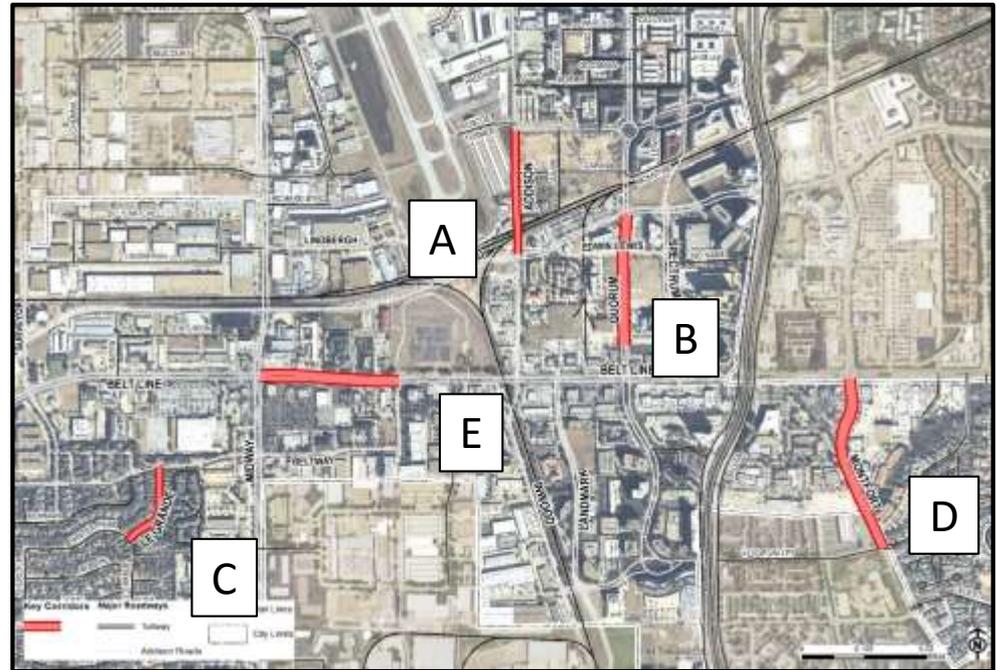


Selection of Case Study Corridors

- A. Addison Road
- B. Quorum Drive
- C. Le Grande Drive
- D. Montfort Road
- E. Belt Line Road

- To demonstrate:

- A variety of issues
- On a variety of street types
- In a variety of locations/contexts
- Concepts that could be applied in other locations



Case Study Corridor Priorities

- Vehicles
- Transit
- Pedestrians
- Bicycles
- Parking
- Economic vitality
- Aesthetics/Sense of place
- Environment
- Safety

Corridor Priorities Sticker Sheet



Developing Corridor Design Alternatives

Review Existing Street Conditions and Major Issues/Challenges

Prioritize Mobility & Design Goals

Develop Corridor Cross Section & Design Alternative



Example: Addison Road



Corridor Case Study – Addison Road

Street Type

- Commercial/Commuter Minor Arterial
- Northwest Quadrant

Primary Challenge

- Determining reconstruction options within limited right-of-way (potential bond project)

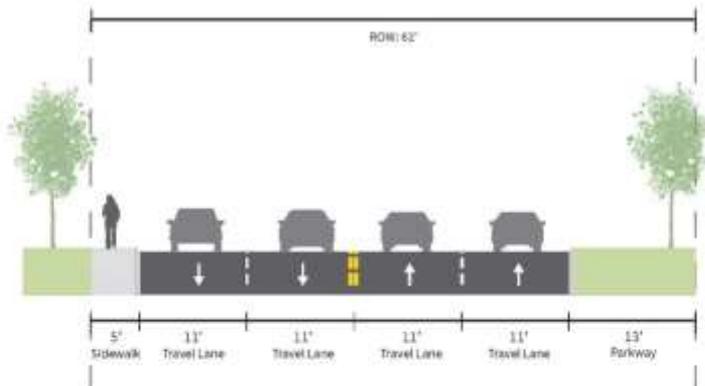
Priorities

- Aesthetics/Placemaking
- Vehicles
Pedestrians
- Economic Vitality
Transit
Bicycles

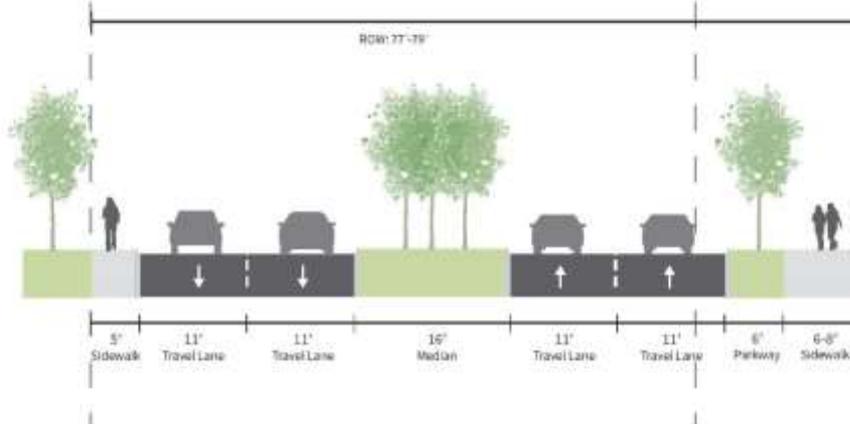


Addison Road – Proposed Cross-Section

EXISTING



ALTERNATIVE



Key Recommendations

- Widen from a 4-lane undivided to 4-lane divided
- Raised median, where possible
- Enhance streetscaping and eliminate gaps in sidewalk connectivity

Corridor Case Study – Quorum Drive

Street Type

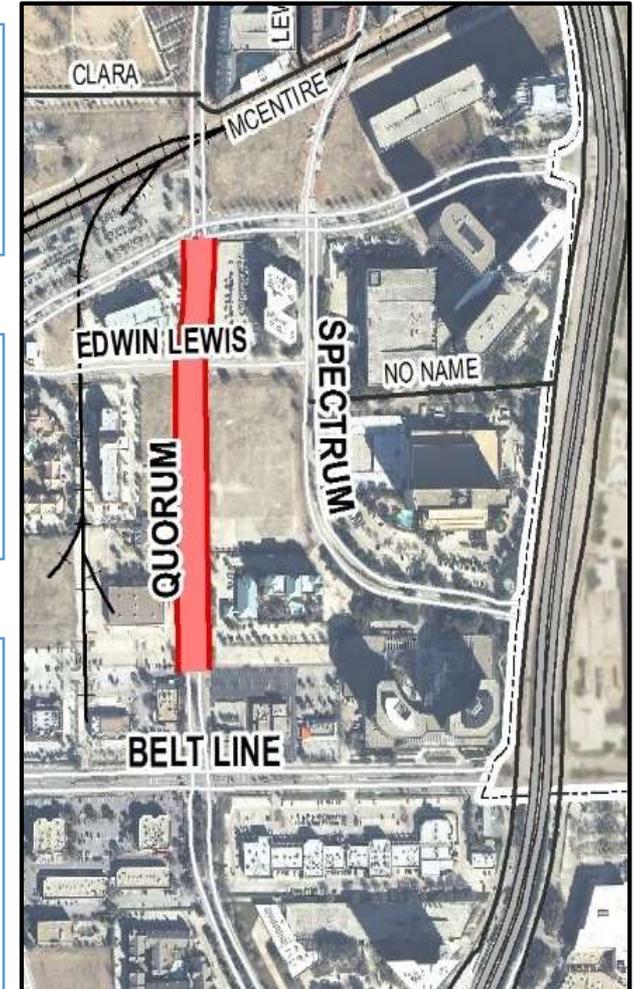
- Commercial/Mixed-Use Minor Arterial
- Northwest Quadrant

Primary Challenge

- Improving walkability and creating a transition between Addison Circle and Belt Line Road

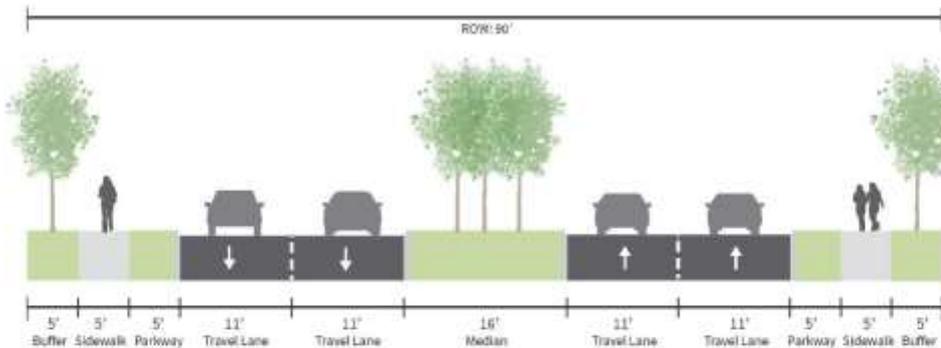
Priorities

- Aesthetics/Placemaking
- Pedestrians
- Economic Vitality
- Safety
- Vehicles
- Environment



Quorum Drive – Proposed Cross-Sections

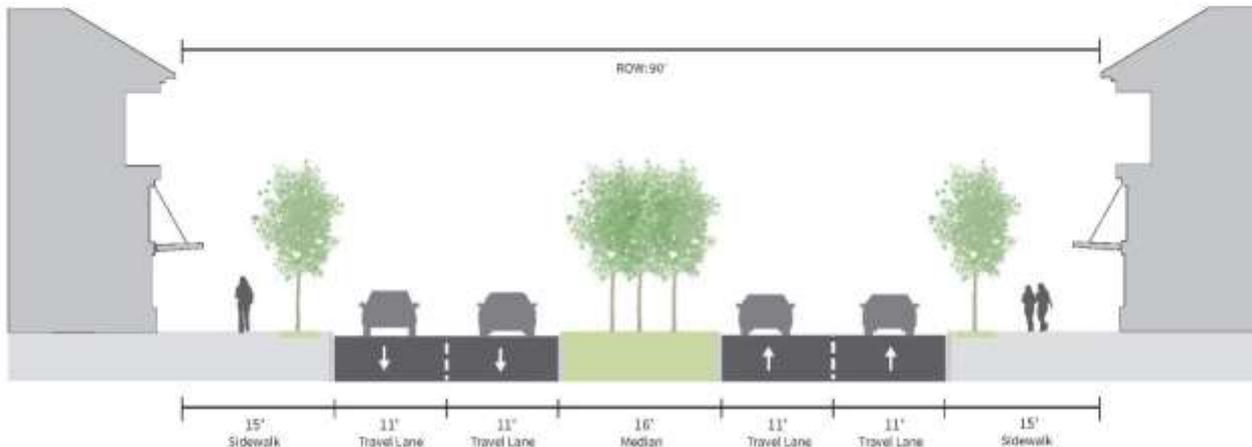
EXISTING



Key Recommendations

- Provide a continuous wide pedestrian pathway with a tree-lined buffer
- Enhanced pedestrian crossings to improve connectivity between the east and west
- Maintain existing travelway

ALTERNATIVE



Corridor Case Study – Le Grande Drive

Street Type

- Residential Collector
- Southwest Quadrant

Primary Challenge

- Lack of sidewalks in a developed residential neighborhood

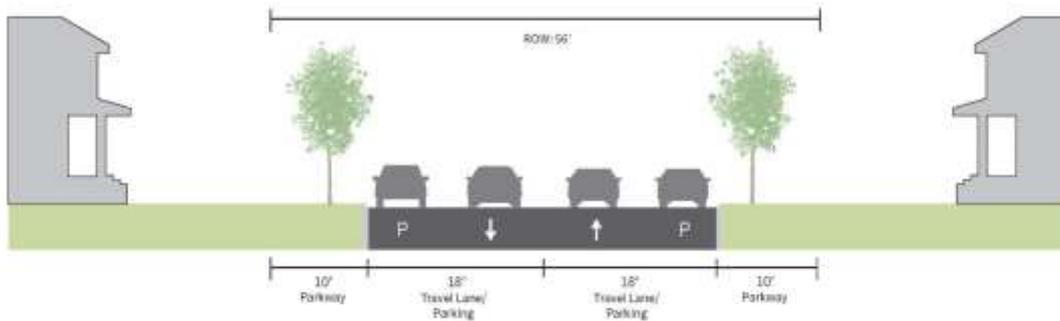
Priorities

- Pedestrians
- Safety
Aesthetics/Placemaking
- Bicycles
Environment
Parking



Le Grande Drive – Proposed Cross-Section

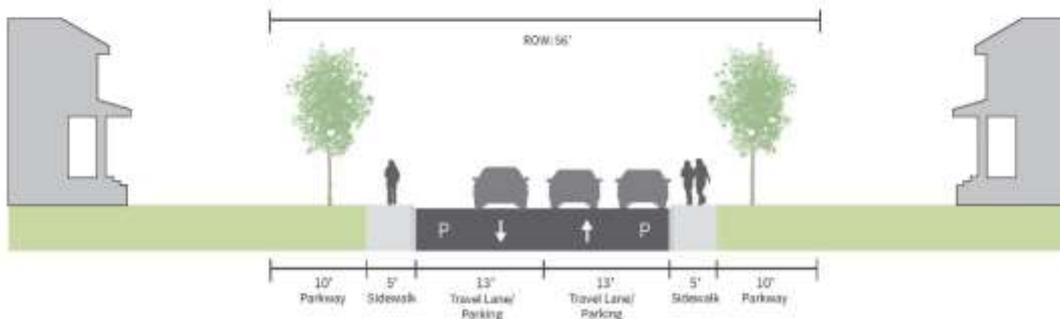
EXISTING



Key Recommendations

- Install new sidewalk within the existing curb line to minimize impact to existing front yards and reduce the wide travelway
- Connect new sidewalk to existing pathways and create increased visibility at pedestrian crossings

ALTERNATIVE



Corridor Case Study – Montfort Road

Street Type

- Commercial/Commuter Minor Arterial
- Southeast Quadrant

Primary Challenge

- Improving sidewalk connectivity and access issues along a primary retail activity center

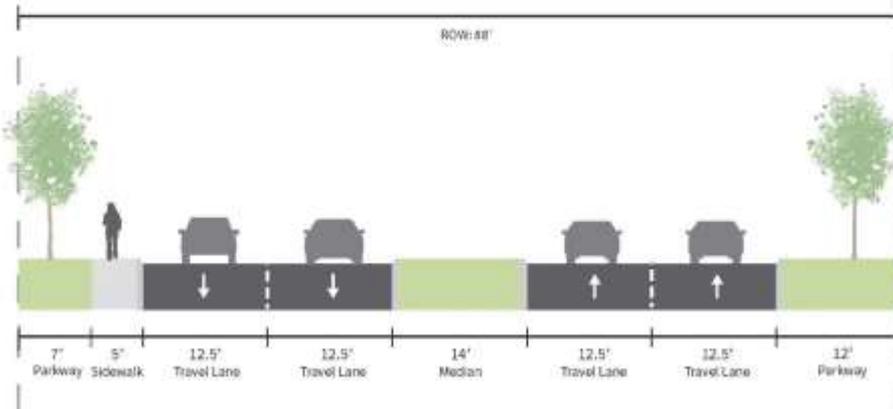
Priorities

- Vehicles
- Pedestrians
- Economic Vitality
- Aesthetics/Placemaking
- Bicycles
- Transit

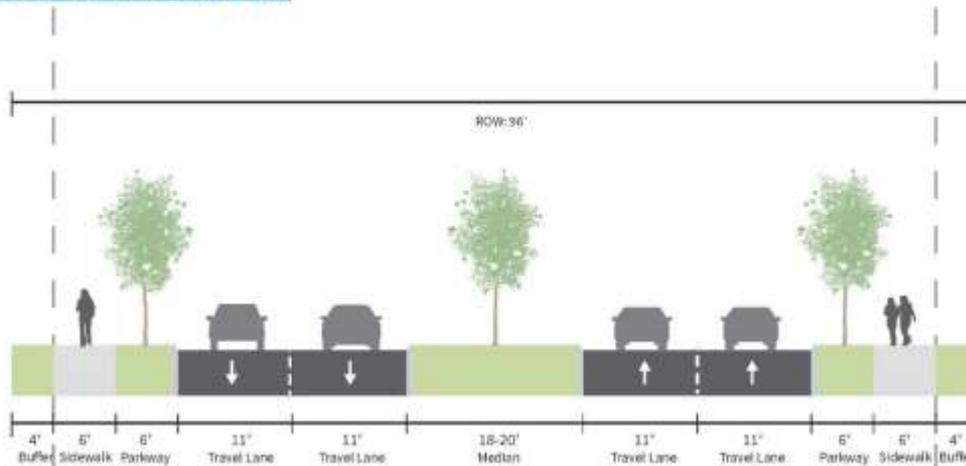


Montfort Road – Proposed Cross-Section

EXISTING



ALTERNATIVE



Key Recommendations

- Improve pedestrian connectivity with a continuous pathway along both sides and improved pedestrian crossings
- Enhance pedestrian access into the retail areas with additional pathways and small linear park areas
- Narrowing the travel lanes can allow for a wider median

Corridor Case Study – 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

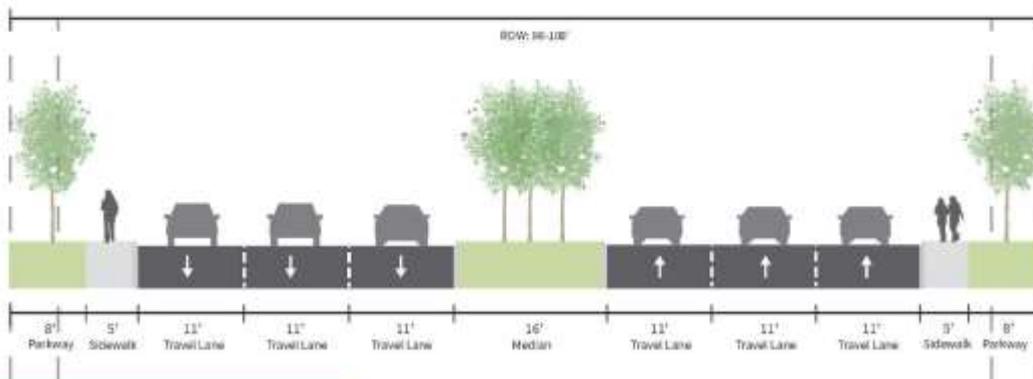
Priorities

- Vehicles
- Aesthetics/Sense of Place
- Pedestrians
- Economic Vitality
- Safety

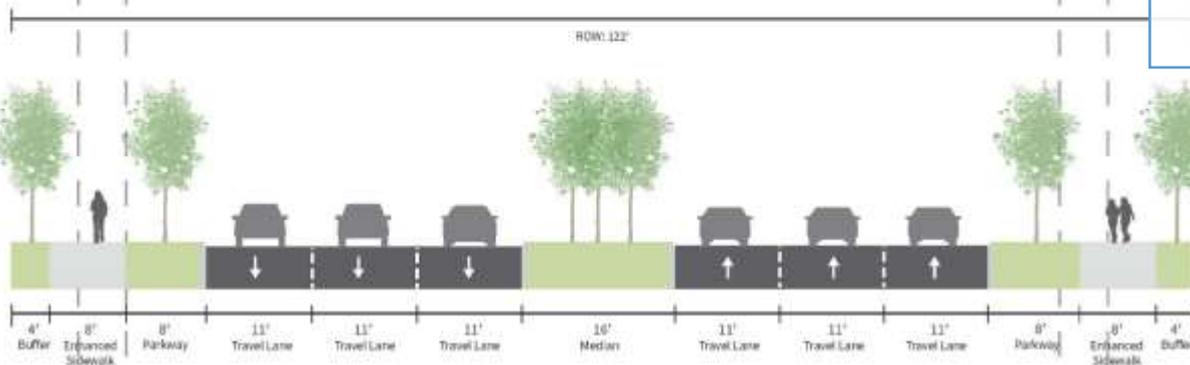


Belt Line Road – Proposed Cross-Section

EXISTING



ALTERNATIVE



Key Recommendations

- Connect business parking areas with a cross access drive to improve vehicle circulation
- Create an enhanced pedestrian corridor with a 20-foot parkway and a 8-foot sidewalk along on both sides of Belt Line
- Improve connectivity between the north and south sides with an enhanced pedestrian crossing

Multi-modal Transportation: Pedestrian, Bicycle, Transit Connectivity

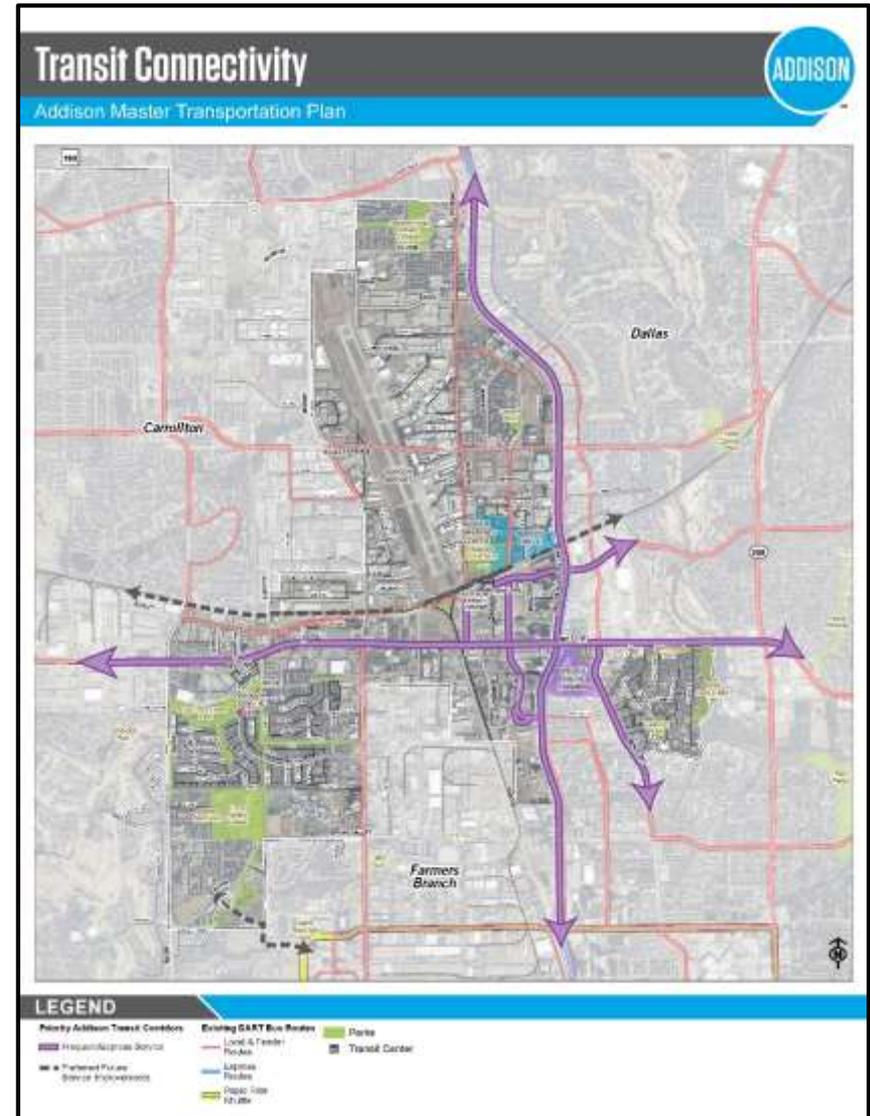
Active Transportation Connectivity

- Focus: Pedestrians and Cyclists
- Priorities
 1. Recreation and Fitness
 2. Shopping and Dining
- Plan includes:
 - Off-street trails
 - Active transportation corridors
 - Enhanced pedestrian corridors
 - Belt Line, Montfort, Quorum
 - Future connections
 - Belt Line and/or Verde Valley/Quorum
 - Integration with other cities



Transit Connectivity

- Focus: Transit Use
- Priorities
 1. Entertainment
 2. Work
 3. Airport
- Plan Includes:
 - Improvements to encourage transit use
 - Continued emphasis on DART rail service (Cotton Belt)
 - More frequent service
 - Existing routes
 - Circulator bus route(s)
 - Transit service to Vitruvian



Next Steps



Nov 2015-
February
2016



Mar-Aug
2016



Sept-Oct
2016

- Finish second set of community meetings to review preferred plan alternatives
 - July 28 and August 2
- Advisory Group Meeting 3, if necessary
- Public hearing and recommendation at Planning & Zoning Commission (tentatively September)
- Public hearing and adoption at City Council (tentatively October)

Discussion

