

**Community Bond Advisory Committee Meeting**

**Meeting Notes**

February 25, 2019

The third meeting of the Community Bond Advisory Committee was held on February 25, 2019 at the Addison Treehouse Event Room.

**The committee members present**: Bruce Arfsten, Juli Branson, Lary Brown, Colleen Campbell, Robert Catalani, Mary Jo Cater, Chris DeFrancisco, Ralph Doherty, Kent Domingue, Jerry Dougan, Margie Gunther, Susan Halpern, Edwin Keith, JT McPherson, Jimmy Niemann, Liz Oliphant, Denise Quintanilla, Eileen Resnik, Craig Reynolds, Jason Rivera, Virginia Wallace, and Nancy Williams.

**Staff members present**: Olivia Riley, Amanda Turner, Rob Bourestom, Hamid Khaleghipour, Charles Goff, Jason Shroyer, Ashley Mitchell, Shawn Cheairs, Janna Tidwell, Wilson Kakembo, Chad Hancock, and Lisa Pyles.

**Council Members present:**  Marlin Wileson and Ivan Hughes.

Chair Ralph Doherty opened the meeting by discussing with the Committee their purpose and role in the bond selection process.

Jason Shroyer, Assistant Director of Infrastructure Services and Engineering presented the Infrastructure Services Department projects for bond consideration: Road Reconstruction Projects (Keller Springs Road, Airport Parkway, Addison Road, Quorum Drive, Montfort Drive) and New Road Construction Projects (Beltway Drive to Gillis Road, Landmark Boulevard to Dallas North Tollway, North Beltwood Parkway to Inwood Road, Beltway Drive to Inwood Road, Artist Way to Addison Road, Beltway Drive to Arapaho Road)

During and after the presentation, the Committee discussed several questions. Staff members provided answers to those questions.

**Is there Right of Way (ROW) available to complete the projects as outlined?**

The ROW is available for the road construction but if all the Master Transportation Plan elements are to be added to the project we will need to purchase additional ROW.

**What will the inconvenience be to drivers and the surrounding residents during the potential reconstruction of Keller Springs Road?**

There will be an impact to traffic flow during the reconstruction of Keller Springs Road as well as any other street that is reconstructed. Traffic flow is taken into consideration during the design phase of every project and the potential impact to motorists and residents will be minimized as much as practicable to complete the work.

**Do we need to replace all water, wastewater and stormwater piping infrastructure every time we reconstruct a street?**

While replacing all infrastructure is not required when reconstructing a street, the best practice is to replace the utilities in areas where the utilities might be replaced within the next few years. This prevents having to remove portions of the newly reconstructed street to replace infrastructure underneath it. Doing both utility replacement and roadway reconstruction at the same time, will save money in the long run as well as limiting the number of times traffic flow would be interrupted. The projects that staff has presented include the replacement of the utilities at the time the roadway is reconstructed.

**The presentation shows some of the sidewalks will be only six feet wide, is that wide enough to satisfy ADA requirements?**

Yes, a six-foot sidewalk would meet the ADA minimum requirement of 5 feet.

**What effect if any will the DART Cotton Belt Line have on traffic on Keller Springs Road?**

We do not believe that the new DART rail station will have an impact on the traffic of Keller Springs Road.

**Would there be improvements to other aspects of the roadway, such as crosswalks, concurrent with the road reconstruction?**

Yes, we would make any other necessary improvements in accordance with ADA standards, the Master Transportation Plan, and other Addison standards.

**Are the designed medians for safety or aesthetic purposes?**

The medians are designed for both safety and visual aesthetics. A median will divide opposing lanes of traffic therefore reducing the likelihood of head on collisions from driving and can be designed to match the desired look that will accomplish meeting the standard of the Addison Brand.

**Are there already existing utility easements that the Town can utilize for utility placement?**

In some cases, yes, there will be existing easements, but there are a variety of different easements serving different purposes. We must ensure that we are using the proper easements for our intended purposes.

**Will the costs be broken down to show each project with and without a median? Can you provide a breakdown of costs for the associated reconstruction projects?**

We will provide you with the estimates we have during the April 4th meeting, when finances will be discussed. Please be aware that the cost of the median itself is very small in comparison to the remainder of the project.

**Why is there a plan to put parallel parking along Airport Parkway?**

So as to have Airport Parkway match the Addison Circle area.

**If Oncor owns the associated street lighting, will they pay for the new lights or to replace old lights?**

We will coordinate with Oncor on the installation of all lighting on any street project we undertake.

**How will Montfort Drive transition to Dallas since Addison does not own all the street heading south?**

We will coordinate with the City of Dallas to discover what their future plans are. If there are upcoming plans, we will discuss our ability to accomplish our reconstruction plans together.

**Does the Montfort project consider the development that is currently planned for the southeast corner of Village on the Parkway?**

At this point in our design process it does not. However, if the development is approved and moves forward the developer would be responsible for their portion of the reconstruction effort which would reduce the overall funding impact for the Town’s project.

**Where does the volume per day measurement get recorded when collecting traffic count data? How often are traffic counts collected?**

We take data from various points along each street to provide a more accurate measure of traffic volume on the entirety of the roadway. We conduct traffic counts every two years generally in the fall after school has started. Our last traffic count was completed in the fall of 2018 and the full report can be found on our website.

https://addisontexas.net/infrastructure/page/streets-traffic-services

**A median would inherently remove some accessibility to make turns along a street, how would this limited accessibility affect traffic flow both onto and off Addison Road from the Addison Circle development? How will this limited accessibility affect the increase in traffic flow that corresponds to special events that take place at Addison Circle Park?**

The addition of medians, particularly on Addison Road will certainly impact the traffic flow into/out of the park during Special Events. We would expect that impact will be minimal given that the median cuts will have to be lined up with intersections. The businesses along the corridor will see the largest impacts to their current accessibility because of the medians.

**Are there currently any plans to underground any of the utilities for the stated projects like what was done on Beltline Rd? Can a utility company decide to underground their utilities at a later date?**

No there are no plans to underground any of the utilities by the Town currently. If a utility company wants to underground their utilities, they can do so whenever they like. However, they are required to restore any disturbed material to the same Addison Standards the material was in prior to their work.

**What is the proposed timeline for these projects? How will the projects affect the bond funding?**

Each project will have a varying timeline that would depend on the amount of area the project is to encompass as well as the individual projects scope of work. Keller Springs Road would take approximately 24 months to complete. We would stagger the projects in such a manner as to prevent neighboring north/south or east/west projects from taking place at the same time and thereby reducing traffic flow issues. This will aid in the bond funding issuance as we would only issue the funds needed to complete the project that is currently active.

**Can the committee be provided with the current maintenance costs on the proposed reconstruction projects?**

Yes, this information can be provided. However, please note that maintenance costs will not necessarily be indicative of the need to reconstruct a road. Very little funding will be expended on a road that has failed as it no longer cost efficient to do so. We will have that information to you as soon as it is compiled.

**What roads would be done first? Is the DART rail being taken into consideration? Which two would the Town recommend completing first?**

While the DART rail and other railroad crossings will always be considered when developing a new project, more consideration is given to the overall condition of the road. We will utilize the Pavement Condition Index and the International Roughness Index to determine the quality level of each street in town. Following the condition of the road we will consider the level of use of the road and the amount of work that has been done on the road recently (pothole repair, crack sealing, etc.). The two roads that staff recommends as the highest priority are Keller Springs Road and Quorum Drive.

After the presentation, the Chair asked the committee the following question.

**What roads does the committee feel are more important to be completed first?**

Some members of the committee expressed that the new construction of the roads for Inwood connectors from Beltway and Beltwood would be vital to the redevelopment of the Inwood Road area.

The next Committee meeting will be on March 11, 2019 at the Addison Tree House Event Room, 14681 Midway Road, Suite 200 from 5:30 to 8:30. Dinner will be served.

The meeting was adjourned at 7:30.