# CITY-WIDE TRAILS MASTERPLAN

DRAFT PLAN | APRIL 2021

ADDISON®

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MIG in association with: walter p moore

# Acknowledgments

We appreciate the guidance provided by City Council, our Project Advisory Committee and the Project Management Team, plus the input of stakeholders, Town staff and community members who provided their time and shared ideas that are incorporated into this Master Plan. Together, we have established the foundation to implement Addison's city-wide trail system.

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# 1 Introduction

The first chapter of the City-Wide Trails Master Plan provides a call to action and summarizes the need for a more comprehensive and deliberate approach to developing trails in Addison. The chapter also includes overviews of the planning process and Plan organization.

## Purpose of the Plan

The City-Wide Trails Master Plan is a critical effort in continuing to maintain and enhance the quality of life for residents, visitors and employees in Addison. Many residents enjoy trails and other pedestrian and bicycle facilities today, but many areas of Addison lack trail access and some lack any safe and comfortable connections for people who want to walk or bike. The lack of walking and biking amenities is especially pronounced when trying get from one part of Addison to another or from Addison to the trail networks that are growing in neighboring communities.

The purpose of the City-Wide Trails Master Plan for Addison is to identify safe and comfortable pedestrian and bicycle facilities that connect residents, visitors and employees to local and regional recreation, amenities and destinations. The Master Plan articulates a long-term vision for a fully built out trail network throughout Addison that is a critical piece of the larger regional trail network, but also delineates short-term and medium-term priorities to:

- Establish the core armature for the larger vision;
- Fill critical gaps and overcome challenging barriers;
- Introduce new and creative solutions, and perhaps most importantly;
- Connect Addison residents to each other and to the places they love.

## Plan Development Process

This Master Plan involved technical analyses and extensive community engagement over a 1-year process. Advisory groups comprised of Town staff, stakeholders and community leaders provided guidance and input throughout the process. The approach also involved a variety of outreach activities and encouraged participation from residents in numerous ways during the COVID-19 pandemic. In total, about 1,100 residents and workers weighed in through online surveys, phone interviews, intercept events, advisory group meetings, and email exchanges. This community input and advisory group guidance was gained throughout the plan development during four phases (Figure 1-1).

### ENGAGEMENT AND OUTREACH IN A PANDEMIC:

This planning process occurred during the COVID-19 pandemic. As such, the engagement and outreach process required extra attention and thought. Most meetings and workshops were conducted virtually, and when in person, social distancing and mask wearing was required. However, meaningful input was gained through creative interventions throughout all plan phases. The process involved three advisory groups and offered four different community input opportunities. See Chapter 3 and Appendix B for summaries and detailed reports.

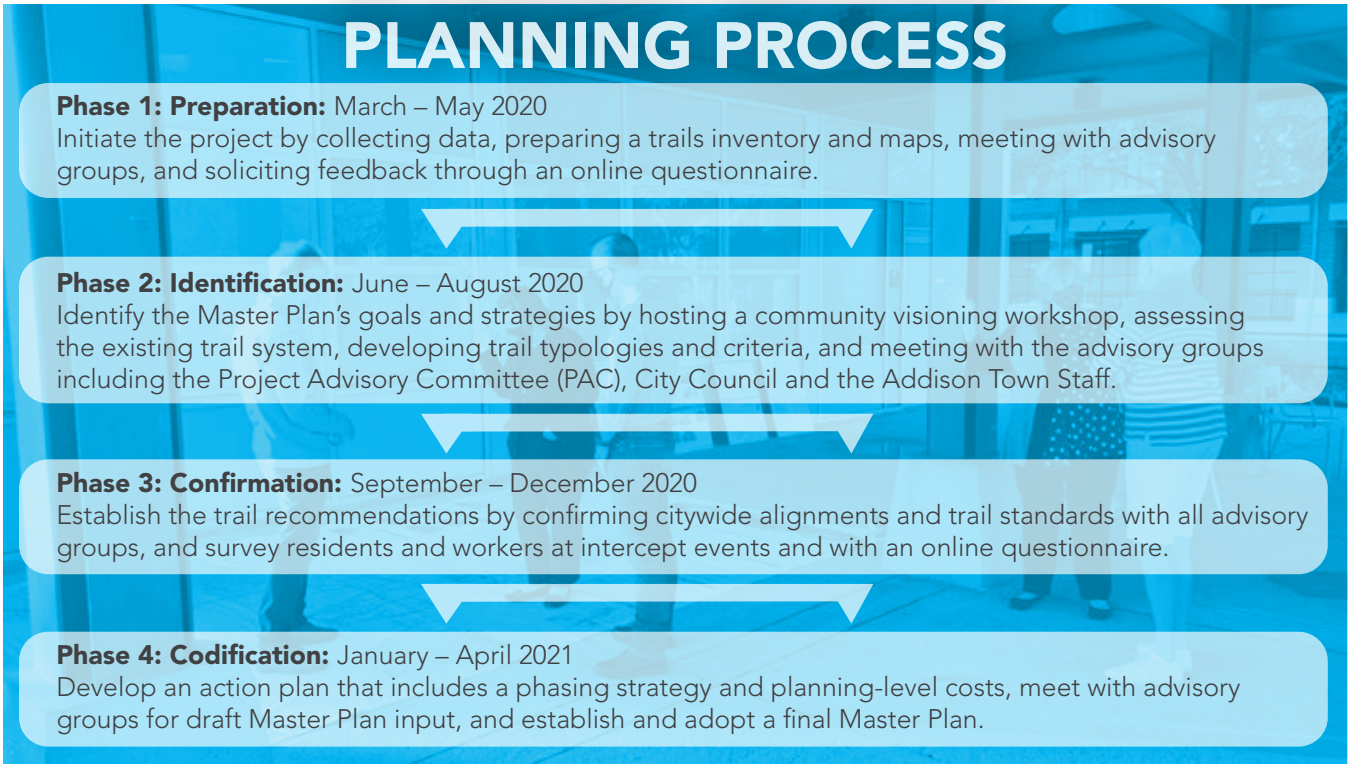



Figure 1-1: Planning Process

## The Future of Addison Trails

While certain areas of Addison celebrate high quality neighborhood trails, there are limited opportunities to use trails or other safe walking and biking facilities to get from one neighborhood to another or from residential areas to nearby recreational and commercial destinations. If Addison were planned and built out today, it would undoubtedly include a complete network of loop trails, cross town trails and regional trail connections. Trails are highly desirable because they separate walkers, bikers and joggers from traffic while anchoring linear greenways, connecting neighborhoods, and enhancing the community.

Trails have multiple benefits including recreation, transportation, and economic development. Surveys conducted during the development of the *Parks, Recreation and Open Space (PROS) Master Plan* showed that trails were one of the most heavily used and desired recreational amenities in Addison. Similarly, input received during the development of the *Master Transportation Plan (MTP)* adopted in 2016 indicated that residents prioritized active and healthy lifestyles, trail improvements, more sidewalks, and other walking and biking improvements, in addition to addressing traffic congestion, efficiency and safety. As a result, the *MTP* laid out a strategy for improving pedestrian and bicycle facilities as roadways are improved through a combination of wider and buffered sidewalks, bike lanes and generous sidepath trails. And a growing number of studies now show that trails benefit property owners and business owners by improving property values, increasing access for businesses and boosting overall sales.

Since the Town of Addison is largely built out, the Trails Master Plan builds on recommendations laid out in the *PROS Master Plan* and the *MTP*. Namely, seize the opportunity to improve and create traditional off-street trails where opportunities still exist or can be created and integrate creative trail solutions into public roadway and private development projects over time to create a safe, inviting and complete trail network for Addison residents, visitors and employees.

## Plan Organization and Overview

The Master Plan is a guiding document that will provide direction over the next twenty years. The remainder of this document is organized as follows:

**Chapter 2: Existing Conditions** provides a summary of the existing trail system and assesses its opportunities and constraints.

**Chapter 3: Community Vision and Goals** highlights community priorities and needs that helped form the guiding principles, trail goals and community vision framework.

**Chapter 4: Comprehensive Recommendations** provides recommendations, standards and guidelines to enhance and develop new and existing trails.

**Chapter 5: Priority Projects** emphasizes key trails along major alignments and in neighborhoods, describes partnership opportunities, and presents an approach to implementation.

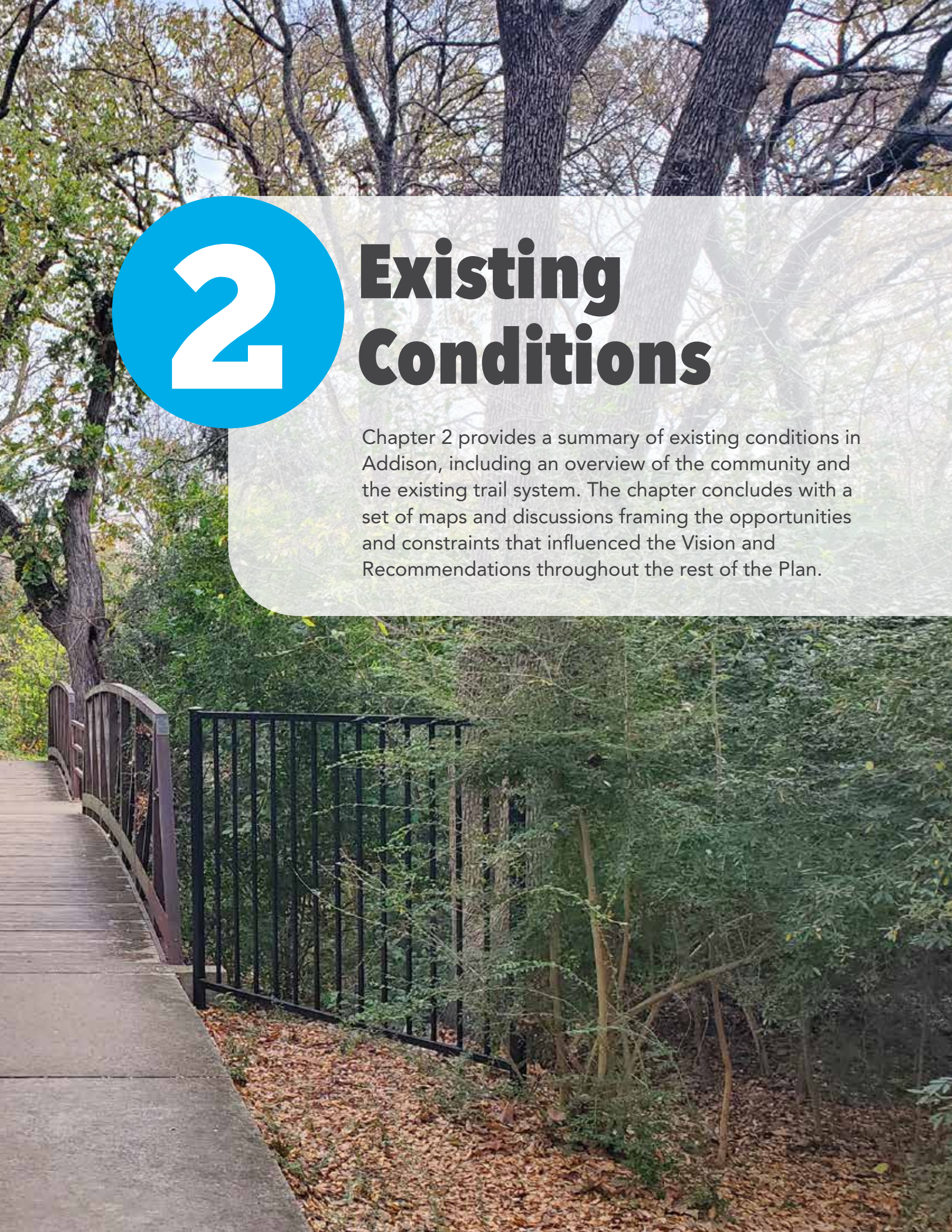
**Appendix A: Existing Trail Inventory** summarizes and classifies existing data.

**Appendix B: Community Engagement Summaries** provides detailed results of the community outreach efforts.

**Appendix C: Trail Prioritization Criteria** describes the planning and design criteria used to prioritize trail development.

**Appendix D: Funding Strategies** identifies funding soultions for future trail projects.

**Appendix E: MTP Active Transportation Map Revisions** presents a map detailing how the changes in this Master Plan affect the *Master Transportation Plan*.



# 2 Existing Conditions

Chapter 2 provides a summary of existing conditions in Addison, including an overview of the community and the existing trail system. The chapter concludes with a set of maps and discussions framing the opportunities and constraints that influenced the Vision and Recommendations throughout the rest of the Plan.

## Addison Community

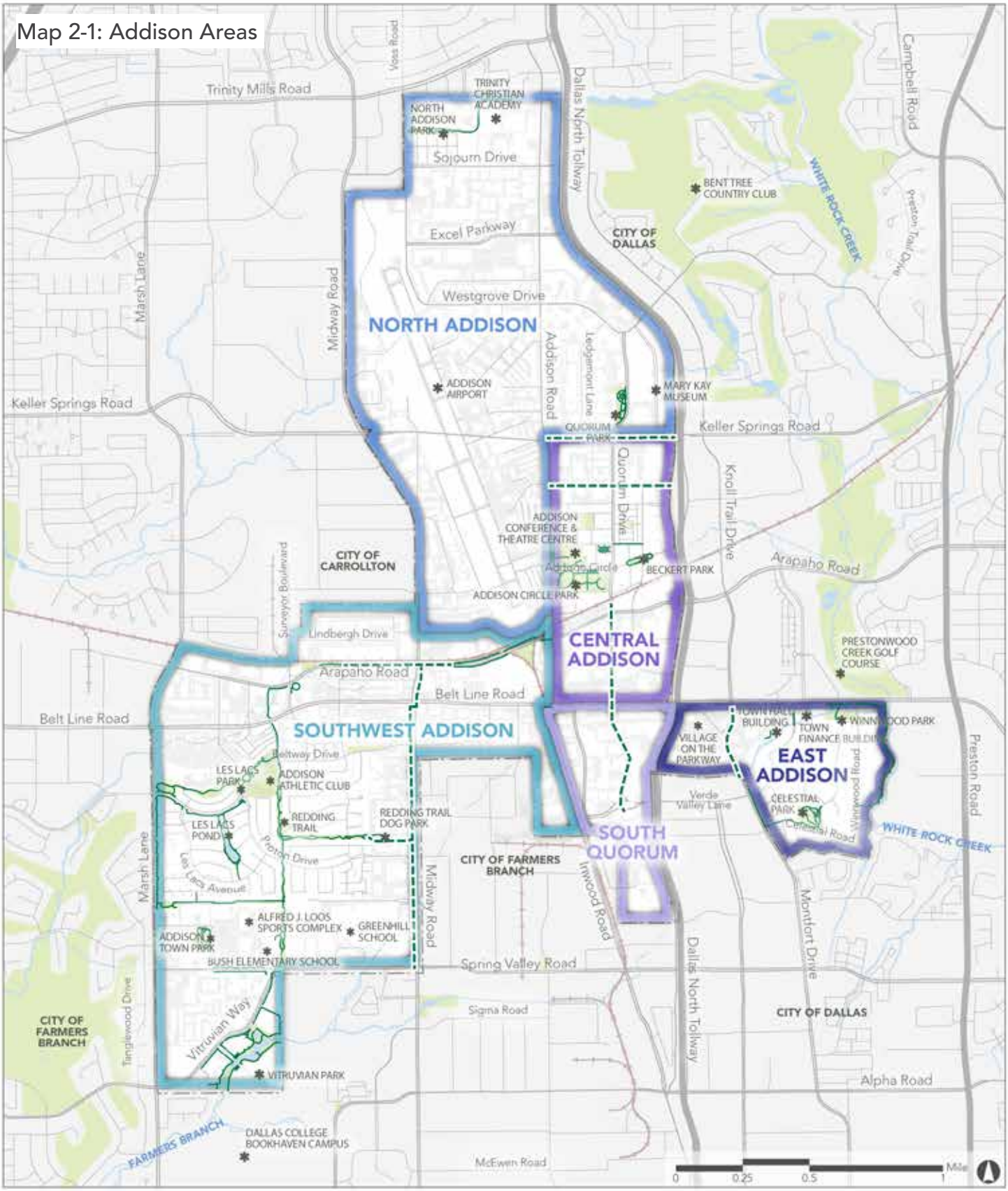
Addison, Texas, is the place "where it all comes together." With over 15,000 residents, 180 restaurants, 23 hotels, and 12 million square feet of office space all in 4.4 square miles, Addison blends community livability with iconic parks and trails, new urbanist development and unique special events that draw people from throughout the Dallas Metroplex.

For this planning effort, Addison was evaluated using five areas divided by neighborhoods, land uses and corridors (Map 2-1). Each area possesses different demographic and land use characteristics, yet each area deserves great trails. As such, this Master Plan defines these areas to assess trail opportunities and constraints, and recommends enhanced trail connectivity in all areas.

### ADDISON BY THE NUMBERS

- 15,626 residents live in Addison
- 50,513 people work in Addison
- 11,049 people work and live in Addison
- 80% of households are renter-occupied
- 17% of households have children
- 62% of residents are White
- 16% of residents are Black or African American
- 25% are of Hispanic origin
- 33% are young professionals (ages 25-34)
- 8% are older residents and retirees ages 65+

Sources: 2019 U.S. Census American Community Survey; NCTCOG 2018 Daytime Population Estimates


Map 2-1: Addison Areas
NORTH ADDISON
CENTRAL ADDISON
SOUTHWEST ADDISON
SOUTH QUORUM
EAST ADDISON
CITY OF DALLAS
CITY OF CARROLLTON
CITY OF FARMERS BRANCH
Trinity Mills Road
Sojourn Drive
Excel Parkway
Westgrove Drive
Keller Springs Road
Belt Line Road
Arapaho Road
Lindbergh Drive
Spring Valley Road
Sigma Road
Alpha Road
McEwen Road
Midway Road
Marsh Lane
Dallas North Tollway
Addison Road
Quorum Drive
Knoll Trail Drive
Preston Road
Campbell Road
Montfort Drive
Inwood Road
Surveyor Boulevard
Tanglewood Drive
Vitruvian Way
Verde Valley Lane
Celestial Road
Beltway Drive
Les Lacs Avenue
Proton Drive
Ledgemont Lane
Adriatic Circle
Vista Road
WHITE ROCK CREEK
FARMERS BRANCH
TRINITY CHRISTIAN ACADEMY
NORTH ADDISON PARK
BENT TREE COUNTRY CLUB
ADDISON AIRPORT
MARY KAY MUSEUM
QUORUM PARK
ADDISON CONFERENCE & THEATRE CENTRE
BECKERT PARK
ADDISON CIRCLE PARK
PRESTONWOOD CREEK GOLF COURSE
VILLAGE ON THE PARKWAY
TOWN HALL BUILDING
TOWN FINANCE BUILDING
WINNWOOD PARK
CELESTIAL PARK
LES LACS PARK
ADDISON ATHLETIC CLUB
LES LACS POND
REDDING TRAIL
REDDING TRAIL DOG PARK
ALFRED J. LOOS SPORTS COMPLEX
GREENHILL SCHOOL
ADDISON TOWN PARK
BUSH ELEMENTARY SCHOOL
VITRUVIAN PARK
DALLAS COLLEGE BOOKHAVEN CAMPUS
0
0.25
0.5
1
Miles
LEGEND
Addison Boundary
Roadway
Pavement
Parks/Open Space/Golf
Water Body
Major Destination
River/Stream
Creek Channel
Rail
Existing Addison Trail
Funded Trail Project
(5-year Capital Improvements Program)
AREAS OF ADDISON
North Addison
Central Addison
Southwest Addison
South Quorum
East Addison

## Snapshot of the System

Addison's existing trail system is primarily off-street and is located in parks or greenbelts. Greenbelt trails offer extensive mobility by linking to other greenbelts, parks and enhanced sidewalks. These trails are found running parallel to corridors such as power lines, rail lines, and creeks. The longest continuous trail stretch is the Redding Trail in Southwest Addison, which runs 3 miles and connects to other trails, establishing a neighborhood loop system. In contrast to greenbelt trails, most park trails are contained within the park, but in most cases connect to a sidewalk system. Furthermore, some parks such as Addison Circle Park and Vitruvian Park boast around 1 mile of off-street trails that residents use for exercise and leisure.

Addison currently has two miles of enhanced pedestrian paths within street rights-of-way. These paths are essentially wide sidewalks.

These trail segments are found as piecemeal improvements throughout the Town, apart from the contiguous Vitruvian streetscape. While currently only comprising two total miles of trails in town, this "along-the-street" trail typology is planned to grow, connecting missing sidewalk links and various neighborhoods throughout the Town. See a summary of the existing trail inventory in Table 2-1 and the complete inventory in Appendix A.

Existing trail miles per area of Addison are summarized below. (Map 2-1 references these Addison Areas)

- North Addison – 1.35 miles
- Central Addison – 1.87 miles
- Southwest Addison – 8.29 miles
- South Quorum – 0.03 miles
- East Addison – 1.62 miles

*Note: Only 1% of all Addison trails are soft surface trails*

Table 2-1: Existing Trail Inventory Summary

| Categories | Miles | Function | Addison Area | Examples |
|---|---|---|---|---|
| **Off-Street Trail Alignments** | | | | |
| Greenbelts Trails | 5.2 | Multi-purpose | Southwest, East | Cotton Belt Trail, Redding Trail, White Rock Creek Trail |
| Park Trails | 5.8 | Multi-purpose and Walking Paths | North, Central, Southwest, South Quorum, East | Addison Circle Park Walking Paths, Redding Trail South, North Addison Park Walking Paths |
| Public Space Trails | 0.2 | Walking Paths | Central, Southwest, East | City Hall Walking Paths, Surveyor Water Tower |
| *Subtotal* | *11.2* | | | |
| **Trail Alignments in Rights-of-Way** | | | | |
| Enhanced Pedestrian Path | 2.0 | Multi-purpose and Walking Paths | North, Central, Southwest, East | Oaks North Drive, Spring Valley Road, Vitruvian Streetscape |
| *Subtotal* | *2.0* | | | |
| **Grand Total** | **13.2** | | | |

## FUNDED AND PLANNED TRAILS

While the purpose of this plan is to identify and prioritize Addison's trail system, the network is already developing. As a part of the Fiscal Year (FY) 2020-21 five-year Capital Improvements Program, six bond projects will add 3.5 miles of greenbelt trails, enhanced pedestrian paths, and shared-use paths along the street. These projects are included in this plan and additional recommendations have been made to improve connectivity in these areas (see Chapters 4 and 5). The following list summarizes the funded projects (plus 3 other planned projects) and Map 2-1 locates them.

1. Midway Road Reconstruction – As a part of the road construction a shared-use trail with vegetative buffers will extend from Spring Valley Road to Cotton Belt Railway. This project also includes completing a missing trail link adjacent to the Cotton Belt Railway and below Arapaho Road.
2. Keller Springs Reconstruction – Sidewalks with landscaping from Addison Road to the Dallas North Tollway.
3. Airport Parkway Reconstruction – Sidewalks with landscaping from Addison Road to the Dallas North Tollway.
4. Trail Rehab and Expansion of Redding Trail – Improve the existing trail's drainage and ADA accessibility, and extend the trail from Redding Dog Park to Midway Road. Additionally, this project includes updating other greenbelt trails with wayfinding signage and safety improvements, plus installing fitness equipment near Les Lacs Park.
5. Quorum Drive Reconstruction – Sidewalks with landscaping buffers from the Cotton Belt Railway to the North Dallas Tollway.
6. Montfort Drive Reconstruction – Sidewalks with landscaping buffers from Belt Line Road to Addison city limits.

- PARTNERSHIP TRAIL: Bella Lane Construction to Alpha Road – A trail connecting the Vitruvian Park area to the Farmers Branch trail system with a shared-use trail.
- PARTNERSHIP TRAIL: Silver Line Project – Future DART passenger rail service running on the Cotton Belt Regional Rail Corridor will include the construction of a shared-use regional trail that connects through Addison.
- OTHER TRAIL: Addison Groves Streetscape – Wide sidewalks and local access points will provide residents access to two pocket parks and retail on Belt Line Road.

# Opportunities and Constraints

The existing trail network and collection of pedestrian and bicycle amenities throughout Addison provide opportunities and constraints that help to frame and inform the recommendations included in the remainder of the City-Wide Trails Master Plan. The most prominent opportunities and constraints are organized into several categories and summarized below.

## QUALITY OF LIFE

One of the primary benefits of investing in Addison's trail network is to enhance the quality of life for residents. For easier reference throughout this document, five general areas have been defined to make it easier to describe loops, crosstown connections and regional linkages. Four of the five areas include housing and a residential population, although each has a unique mix of housing options and resident populations.

**North Addison:** Approximately half of the area delineated as North Addison comprises the Addison Airport. The other half of North Addison is a mix of employment uses, institutional uses, and attached single-family and multifamily residential development. Trails in North Addison are currently limited to North Addison Park.

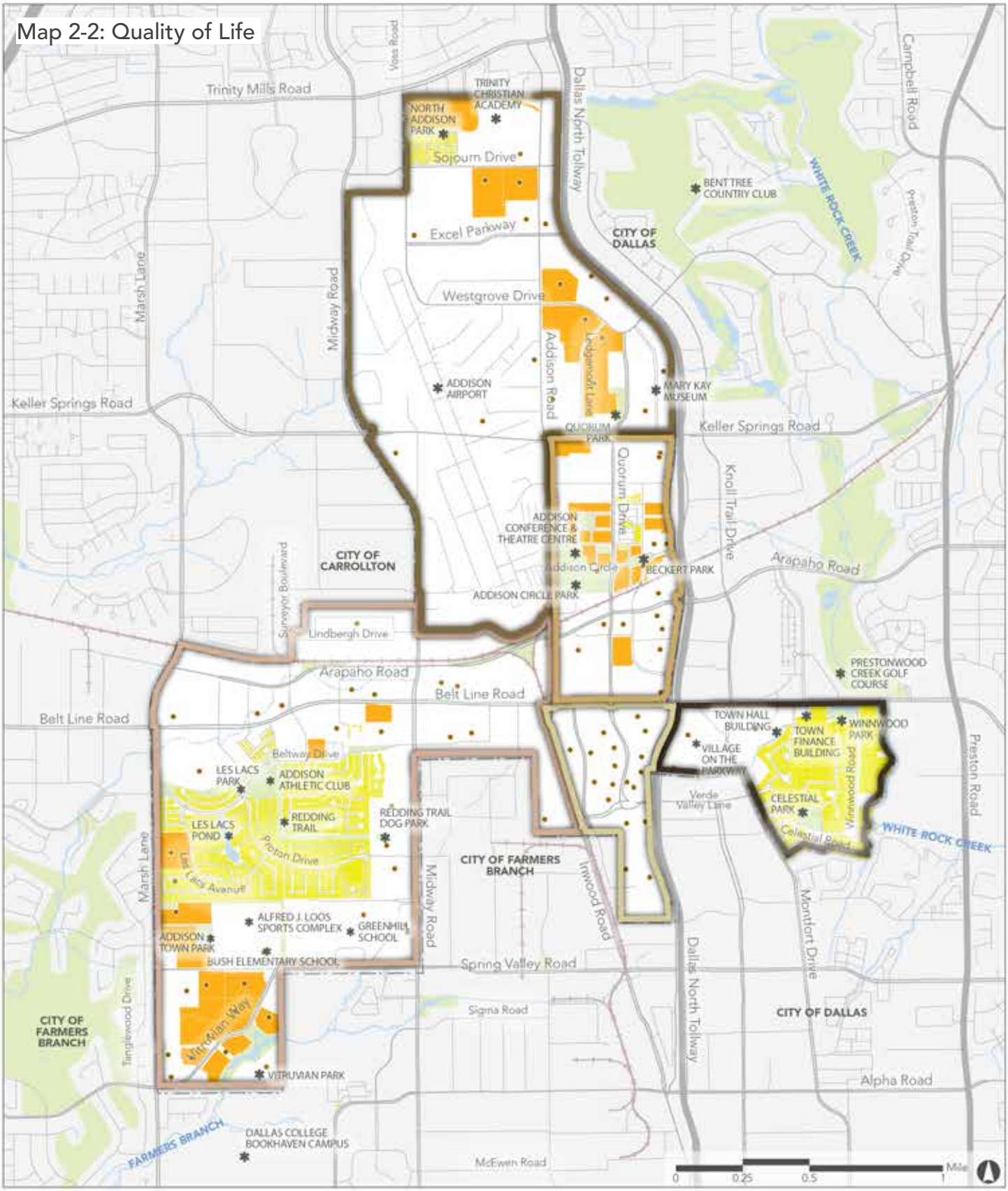
**Central Addison:** Central Addison is anchored by Addison Circle Park and a relatively large concentration of rental and for ownership multifamily housing. The DART Silver Line rail is planned to stop in Central Addison and a regional trail is being designed as part of the rail corridor improvements.

**Southwest Addison:** Southwest Addison includes the vast majority of existing trail connections in Addison. The northern portion of the area is largely defined by commercial development along and near Belt Line Road. Addison's largest collection of single-family homes is situated around Les Lacs Pond, the Addison Athletic Club and the Redding Trail. Another large concentration of multifamily housing is situated along Marsh Lane and adjacent to Vitruvian Park.

**East Addison:** The area delineated as East Addison is east of the Dallas North Tollway and south of Belt Line Road. In addition to a handful of Town facilities and commercial development in the west portion of this area, the majority of East Addison is occupied by White Rock Creek, Winnwood Park, Celestial Park, and larger single-family homes. Trails exist in East Addison in the two parks and along White Rock Creek.

Throughout the planning process, residents described walking and biking within the area that they live, but having few, if any options to connect to other areas of Addison or neighboring communities. The trail network is seen as an opportunity to significantly improve recreation and transportation options for all Addison residents.

## Map 2-2: Quality of Life




### LEGEND

- Addison Boundary
- Roadway
- Parks/Open Space/Golf
- Water Body
- River/Stream
- Creek Channel
- Rail

**RESIDENTIAL LAND USE**

- Single-Family Residential Parcel
- Multi-Family Residential Parcel

**DESTINATIONS**

- Major Destination
- Point of Interest

**AREAS OF ADDISON**

- North Addison
- Central Addison
- Southwest Addison
- South Quorum
- East Addison

## RECREATION AND NATURE

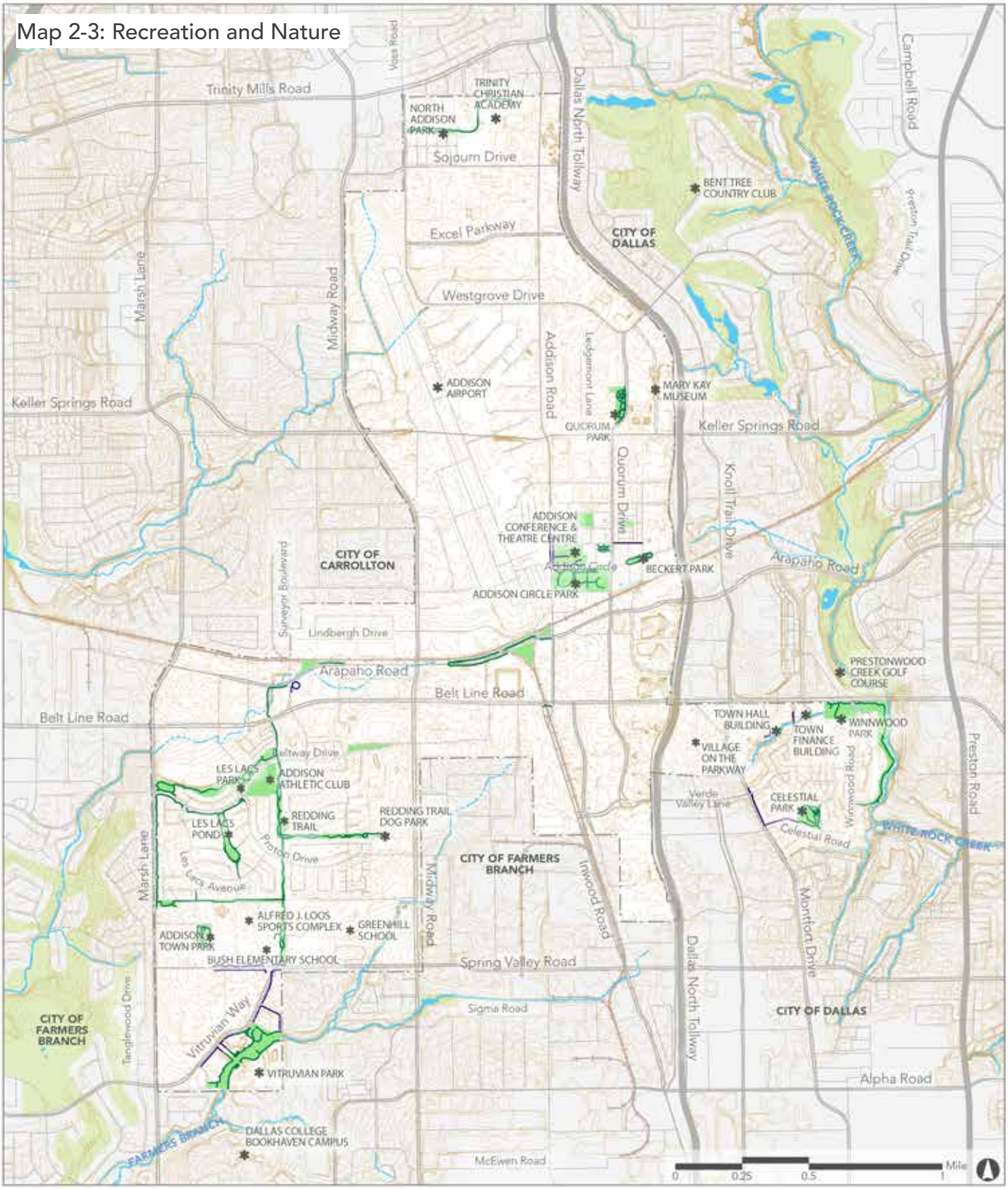
As introduced above, the existing and potential trail network provide a number of recreational opportunities for residents. In addition, the envisioned trail network could also create an even more inviting and desirable experience for visitors, employers and employees by better connecting people to the natural areas and urban respite.

**Natural Areas and Open Space:** The majority of trails that exist in Addison today are situated adjacent to waterways and water bodies or with Town parks and greenways. New off-street trails in natural areas will be relatively limited. The Parks, Recreation and Open Space Master Plan does recommend several pathways and trail improvements within existing parks.

**Health and Wellness:** Walking, jogging and biking for exercise and transportation provide tremendous health benefits. Research shows that trail loops, trail variety, and trail amenities all contribute to greater trail usage (more frequent and longer trips). A trail network that provides a series of interconnected and nested loops provides a host of options for frequent users and can have measurable benefits for community health and wellness.

**Topography and Drainage:** As previously noted, very few opportunities remain to create new trail experience within natural areas of Addison. Natural drainage ways can provide such opportunities, but very few exist in Addison that have not already been incorporated into parks and greenways. There is a short section running through the Greenhill School Campus in Southwest Addison, but the majority of that drainage way lies in Farmers Branch and is not included in their Trails Master Plan. The other opportunity runs from Marsh Road and behind the Town Hall and Town Finance Buildings leading to Winnwood Park in East Addison. Steep grades and property constraints will make this connection challenging but could create a new natural trail connection in Addison.

## Map 2-3: Recreation and Nature




LEGEND

- Addison Boundary
- Roadway
- Rail
- Major Destination
- Addison Parks
- Parks/Open Space/Golf
- Existing Park or Greenway Trail
- Existing Enhanced Pedestrian Path
- Water Body
- River/Stream
- Creek Channel
- 2' Contours

## EMPLOYEES, EMPLOYERS AND ECONOMIC DEVELOPMENT

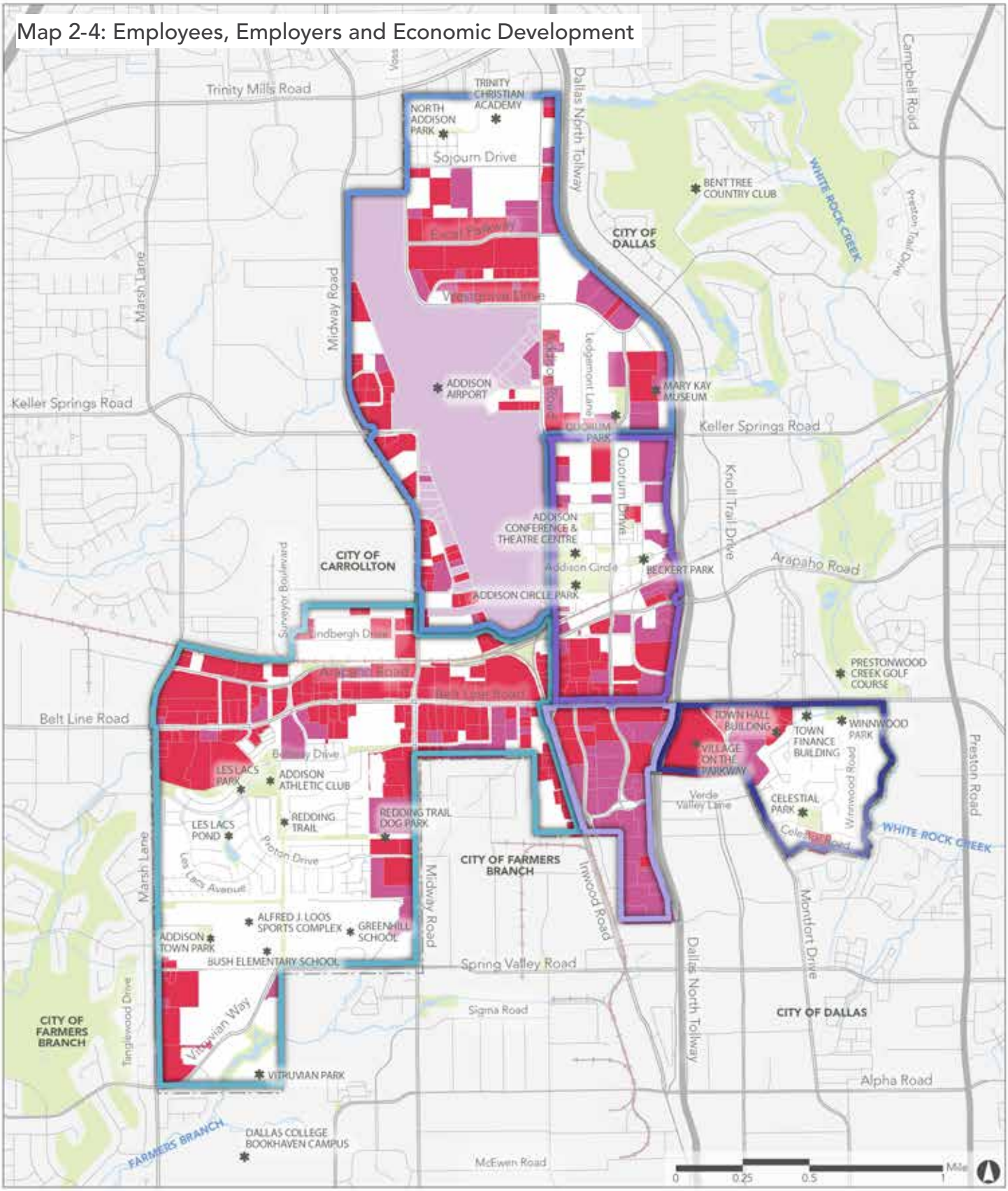
Addison is somewhat unique in that its daytime population far exceeds its overnight resident population, especially when you account for short-term temporary stays in hotels and other types of lodging. Thus, it is important to consider the opportunities and constraints related to employees and visitors to Addison.

**Employment Lands:** As was previously discussed, the Addison Airport occupies a large portion of North Addison. An examination of other employment land shows large concentrations north and west of the airport, south along Marsh Road, along Belt Line Road, and in South Quorum. Many of these employment areas will be important to the envisioned trail network in Addison. They provide critical linkages between residential neighborhoods, include many of the destinations that residents want to visit when walking and biking, and—with the exceptions of Belt Line Road and Marsh Road—tend to be quieter and lower traffic on nights and weekends when residents will likely use trails most.

**Amenitization for Employers and Employees:** Another benefit of planning and constructing trail connections through employment areas is that it provides access to existing and potential employers and employees. Trails and the access they can provide to existing dining and entertainment destinations can help Addison business and property owners better compete in what will undoubtedly be an even more competitive commercial real estate market over the next several years and beyond.

**Economic Development:** It was noted earlier, but trails can contribute to economic development and the financial success of existing businesses by providing additional ways to access businesses; amenities for visitors and employees; and a more attractive community overall to attract spending from outside Addison. Finally, studies show that people walking and biking to businesses tend to make more frequent visits. While spending on each individual trip may be less than someone arriving by car, the increased number of transactions tends to result in more spending by customers walking and biking.

## Map 2-4: Employees, Employers and Economic Development




LEGEND

- Addison Boundary
- Roadway
- Parks/Open Space/Golf
- Water Body
- River/Stream
- Creek Channel
- Rail
- Major Destination

COMMERCIAL LAND USE

- Commercial/Retail Parcel
- Office Parcel
- Airport Transportation Parcel

AREAS OF ADDISON

- North Addison
- Central Addison
- Southwest Addison
- South Quorum
- East Addison

## CORRIDORS

Several of Addison's existing trails are located along utility easements and natural drainage ways. One of the most significant regional trail connections planned for Addison is planned as part of DART's Silver Line Rail project. Thus, corridors of all types should be examined for their ability to accommodate improved or new trail connections.

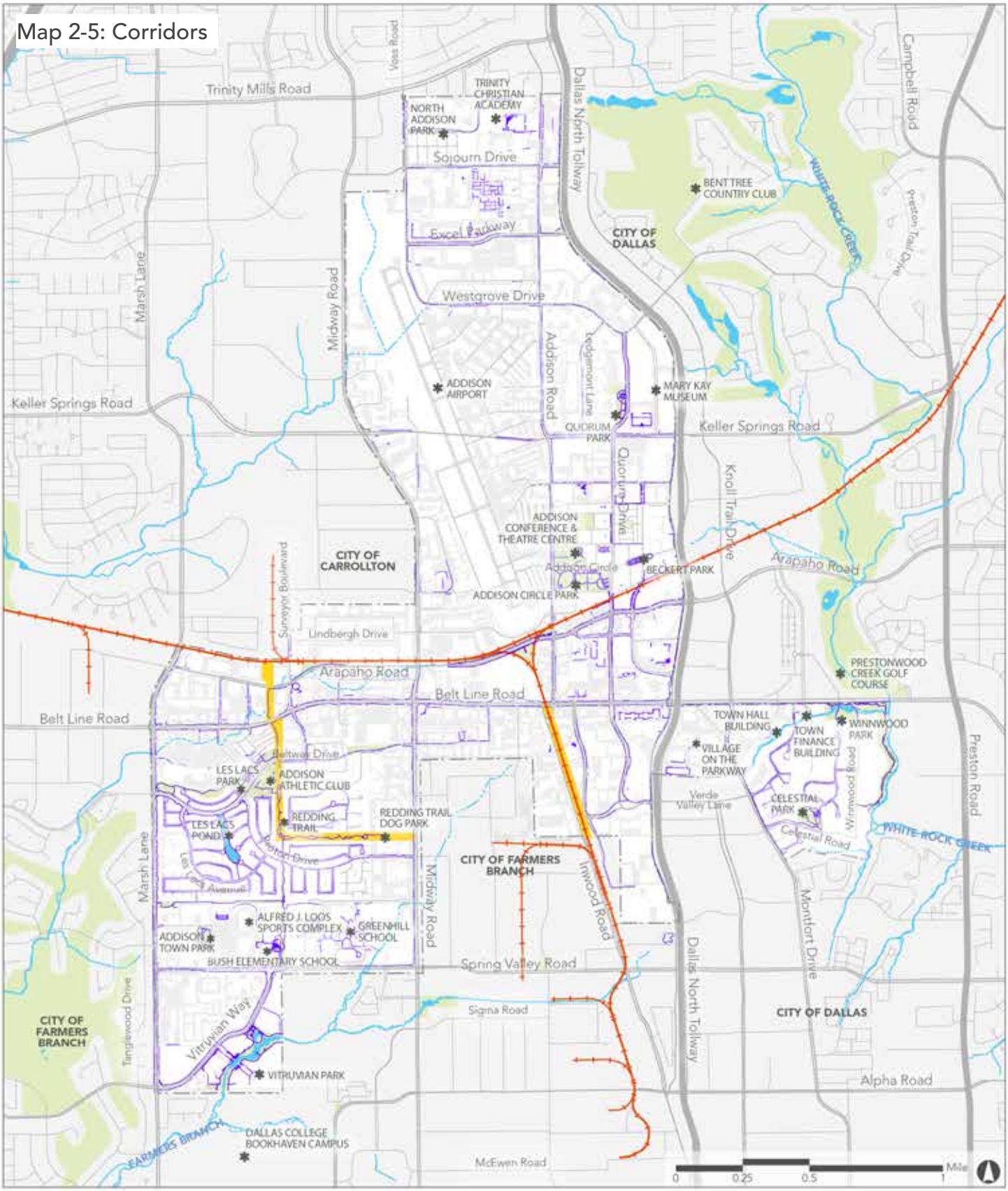
**Rail Corridors:** In addition to the Cotton Belt Trail being planned and designed along the future Silver Line Rail connection, the existing freight rail network extends south from Central Addison along Inwood Road and into Farmers Branch. Farmers Branch has plans to add trail connections along the rail line within their boundaries and to connect to their local and regional trail network.

**Utility Corridors:** Addison's popular Redding Trail exists within a utility easement through a partnership with Oncor. This example of partnering with a utility company shines a light on other opportunities within Southwest Addison and in partnership with Farmers Branch connecting Southwest Addison to South Quorum.

**Roadways:** The *Master Transportation Plan (MTP)* included wide and buffered sidewalks, bike lanes, as well as wide sidepaths along many of the arterials and collector roads in Addison. In most cases, these pedestrian and bicycle facilities can be accommodated within the existing right-of-way (ROW), but certain roads or segments of roadway will require ROW acquisition and/or cooperation with adjacent property owners. The Trails Master Plan has examined each of the recommended routes in the *MTP* in greater detail, adjusted some to better respond to opportunities on the ground, and in a few instances, added additional recommendations to leverage new opportunities.

**Creeks:** As was mentioned above in the section discussing Recreation and Nature, new creek trail connections are very limited in Addison. In addition to the potential connection running behind the Town Hall and Town Finance Buildings, a regional connection to the Dallas White Rock Creek Trail should be explored though partnership opportunities.

Map 2-5: Corridors




LEGEND

- Addison Boundary
- Roadway
- Pavement
- Parks/Open Space/Golf
- Water Body
- Major Destination

EXISTING NETWORK

- Paved Sidewalks and Trails*
- Highway
- Major Road
- Local Road

CORRIDORS

- Utility or Transportation Easement
- River/Stream
- Creek Channel
- Rail

*Includes all public and some private paved sidewalks and trails

## ACTIVE TRANSPORTATION

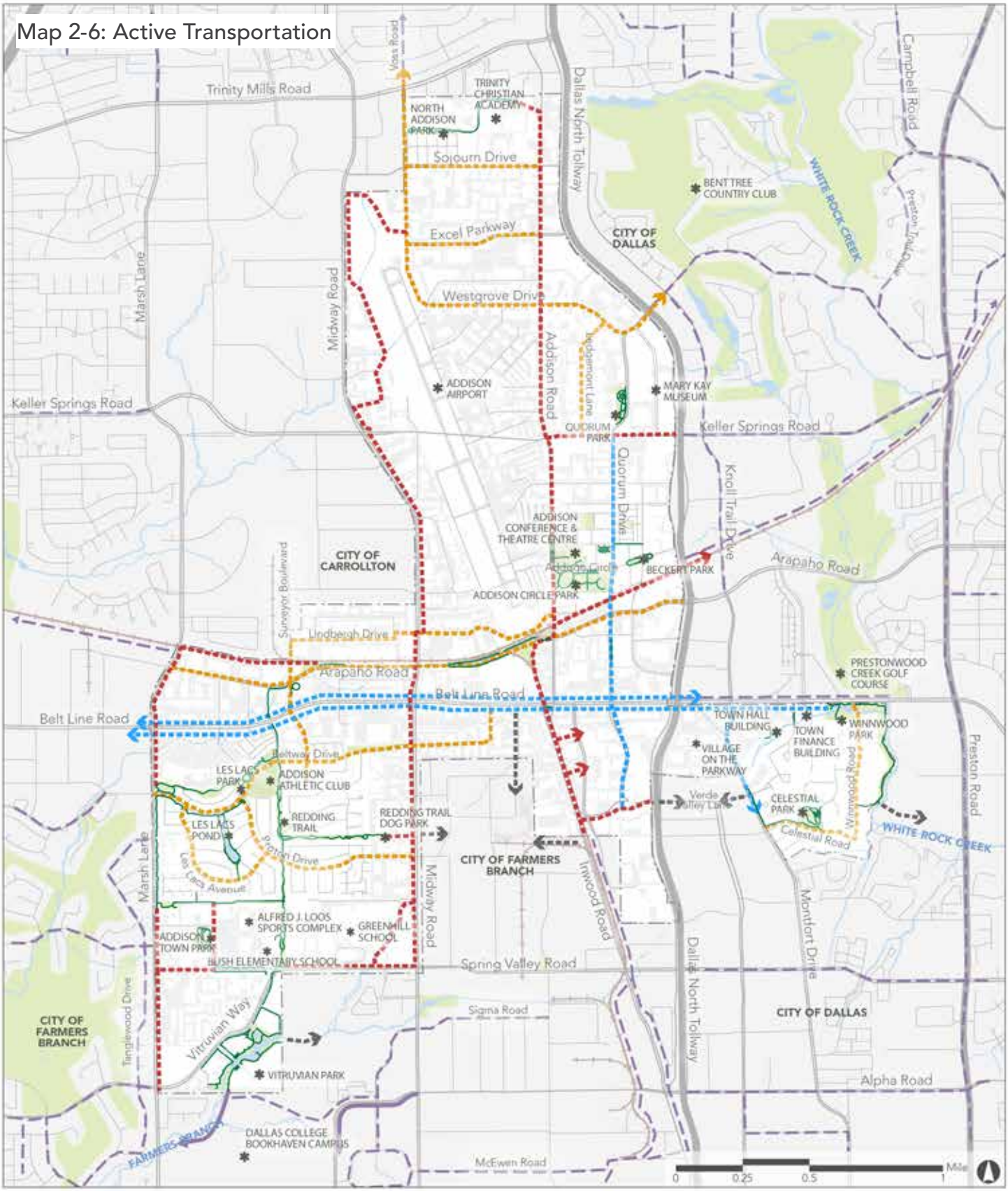
The *Master Transportation Plan* provides a strong foundation for the current effort. Its inclusion of Off-Street Trails, Enhanced Pedestrian Paths, and other Active Transportation Corridors as part of an Active Transportation Network provided a great starting point for the Trails Master Plan. In addition, the City of Farmers Branch and the City of Dallas have plans for more complete streets and other active transportation connections.

**A Variety of Users:** Wide sidewalks and bike lanes can provide safety for pedestrians and bicyclists commuting to work or accessing businesses along busy corridors. These active transportation connections can help fill critical gaps in a more comprehensive trail network. With that said, it is important to remember that the trail network in Addison should accommodate all different skill levels, comfort levels and ages. Supplementing the active transportation network along busier roadways with off-street trails and connections along low traffic streets will provide a more inclusive and enjoyable trail network.

**Short-Term and Long-Term Connections:** It should be noted that some of the recommended trail connections included in this plan may require 10 to 20 years to realize. Factors include the need for property acquisition and/or coordination, the timing of redevelopment, partnerships, and cost. Pedestrian and bicycle facilities in the street ROW can provide opportunities to create connections in the shorter term while a more ideal trail solution is planned, designed and implemented.

**Redundancy:** There are many instances where redundancy is desired in a trail network. Parallel facilities that generally connect the same origins and destinations can provide separation of fast-moving cyclists from slower cyclists, walkers and joggers. Similarly, an off-street trail alternative to an on-street facility or a pathway in the street ROW can create separation of recreational users and commuters and those using the trail network for active transportation.

## Map 2-6: Active Transportation




### LEGEND

- Addison Boundary
- Roadway
- Pavement
- Parks/Open Space/Golf
- Water Body
- River/Stream
- Creek Channel
- Rail
- Major Destination

**EXISTING NETWORK**

- Highway
- Major Road
- Local Road
- Addison Trail

**ADJACENT TRAIL CONNECTIONS**

- Existing Trail
- Proposed Trail

**PROPOSED ACTIVE TRANSPORTATION***

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

*Proposed Active Transportation Connectivity recommended in the 2016 Master Transportation Plan

## REGIONAL CONNECTIVITY

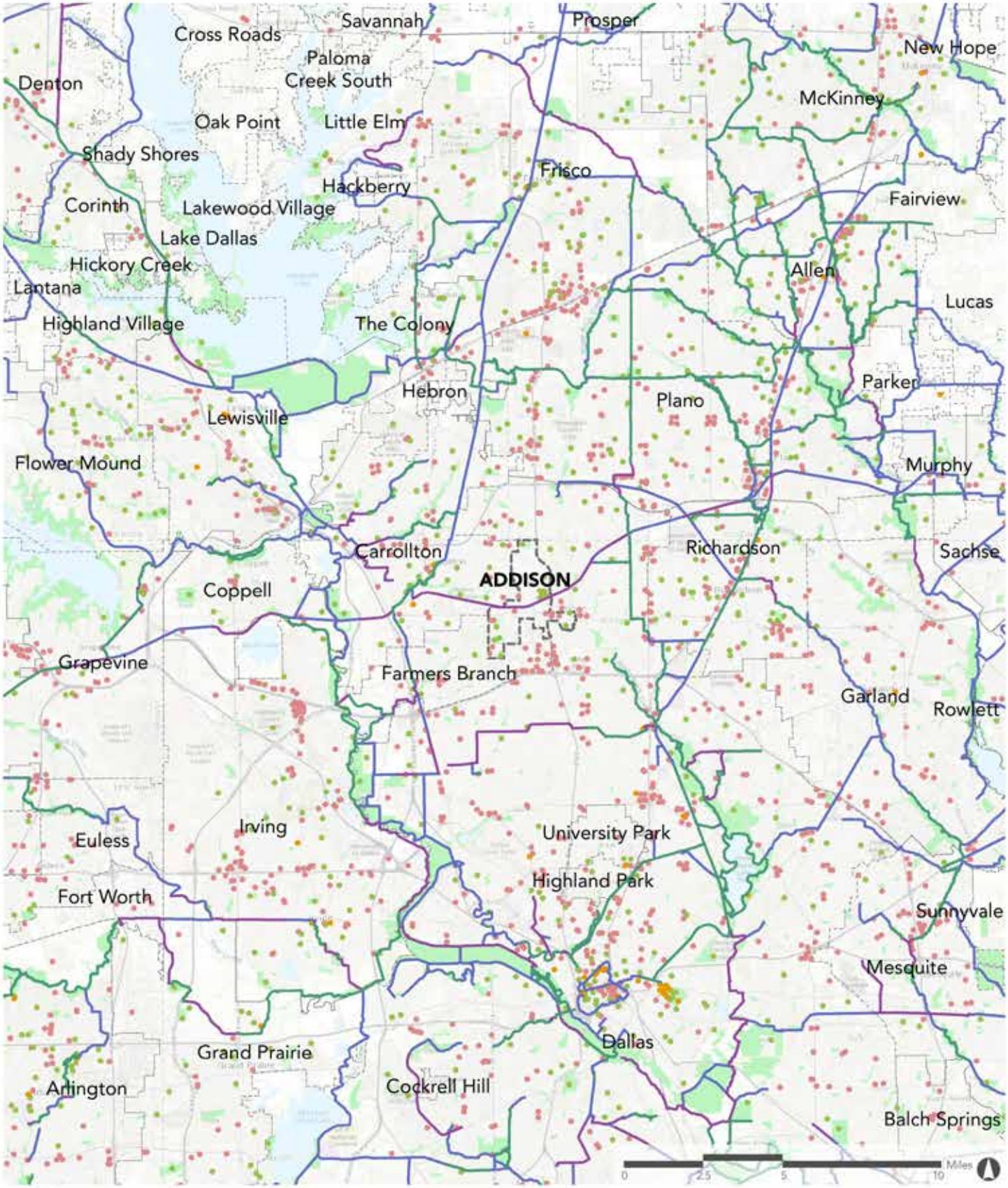
The development of this plan and the implementation of the trail network it recommends will have an even more significant impact for Addison when regional connectivity is considered. A more complete and connected network of trails in Addison that is connected to surrounding jurisdictions creates a number of noteworthy opportunities.

**Access to Neighboring and Regional Trails:** By connecting to adjacent trails, pathways and active transportation connections, Addison residents also gain safe and comfortable access to hundreds of miles of additional pedestrian and bicycle facilities and amenities throughout the region.

**Access to Nearby Destinations:** Regional connectivity can make Addison an even more desirable place to live without adding a single park, restaurant or entertainment destination. A regionally connected trail network will allow residents to explore neighboring jurisdictions and other parts of the region on foot and by bike.

**Adding to the Collective Good:** Addison's recommended trail network will help to fill gaps in the regional trail network and improve access for walkers, joggers and cyclists traveling to and through Addison.

Map 2-7: Regional Connectivity




LEGEND

- Addison Boundary
- City Boundaries
- Major Road
- Parks/Open Space

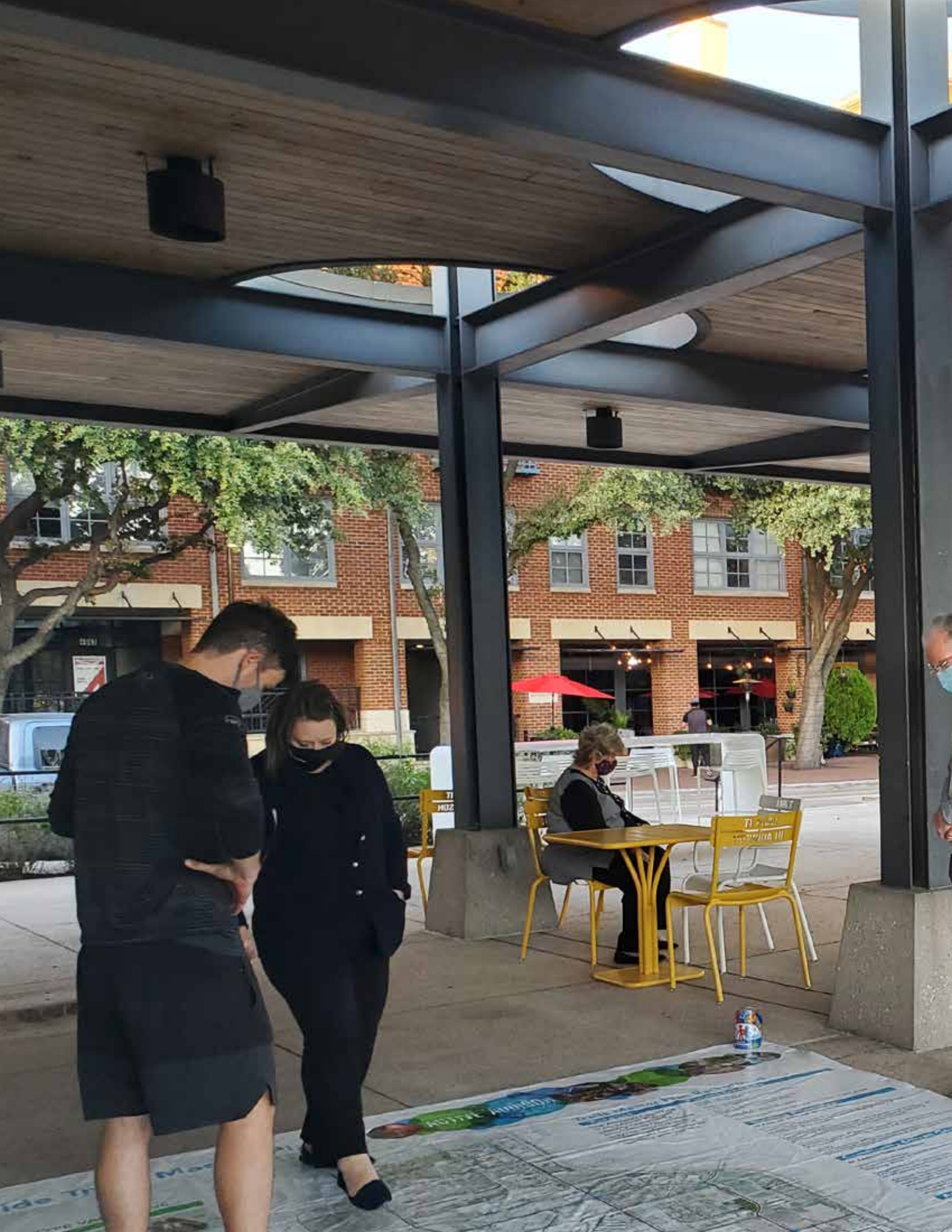
REGIONAL VELOWEB TRAILS*

- Existing Trail
- Funded Trail
- Planned Trail

REGIONAL DESTINATIONS

- Major Retail Location
- Major Recreational Location
- Major Cultural Location

* North Central Texas Council of Governments (NCTCOG) adopted 2040 Regional Veloweb



# 3 Community Vision and Goals

While there are many tried and true methods of retrofitting communities with trail connections, planning a network that uniquely fits Addison requires a greater understanding of the community's values and desires. This chapter highlights the engagement process, key advisory groups, and themes uncovered in the community discussions. The chapter concludes with a presentation of the Vision Framework for trails in Addison.

# Outreach and Engagement Process

To ensure that the city-wide trail system effectively serves residents and the entire community, an adaptive outreach and engagement process involved three advisory groups and offered four different community input opportunities. The following groups convened during the COVID-19 pandemic which was met with new challenges and opportunities. The result was a robust effort that sought safe and productive ways to gain feedback.

## COMMUNITY INPUT OPPORTUNITIES

**Addison Trails Community Questionnaire:** Throughout May 2020, 706 residents, employees and trail/park visitor answered questions about the trail system. The results helped identify what is missing, what trail connections need to be made and what types of connections are most important.

**Virtual Community Visioning Workshop:** On July 30th, 2020, 39 residents joined a virtual workshop to identify trail needs and establish a vision for the future. The workshop featured a presentation and a fun and interactive polling exercise. For those unable to attend the meeting, a recording of the presentation was posted on the Town's website with direction on how to fill out the electronic poll.

**Large Map Pop-Up Events:** Three pop-up events were held in parks and at existing community meetings in November and December 2020. Events at the Addison Athletic Club and Addison Circle Park attracted a total of about 150 residents, employees and visitors who shared their thoughts and ideas about Addison's future system. These events featured a large 10 by 15-foot floor map depicting the proposed trail route. Residents were prompted discuss the alignments with staff or add their comments directly to the map with sticky notes.

**Draft Future Trail Network Questionnaire:** In tandem with the large map pop-up events, the project team launched another map-based survey over a six-week period, from November to December 2020. Targeted specifically at residents, over 250 community members participated and assessed proposed draft alignments and trail typologies. Additionally, they added new trails, trailheads and identified important connections with map pins.

## ADVISORY GROUPS

**Project Advisory Committee:** The Project Advisory Committee (PAC) was created to advise the project team throughout the development of the Master Plan. The Committee met four times to offer insight about the local community, to provide technical feedback through online polling and mapping, and ensure the Master Plan addresses the needs of all Addison community members.

**Project Management Team:** The Project Management Team included staff members from different Town departments who reviewed materials, discussed project directions, and ensured the Master Plan incorporated relevant data and was consistent with concurrent Town planning efforts. The Project Management Team met five times during the planning process (four of which were virtual and one was in person, utilizing the large floor map).

**City Council:** City Council provided direction through stakeholder interviews, received regular updates on plan deliverables and findings, and went on a guided tour of all proposed routes to provide input.

**Stakeholder Interviews:** Twenty-eight interviews were conducted throughout the process with Council members and PAC members to discuss trail opportunities and constraints.

From these community meetings and activities, eight key outreach themes emerged as priorities for the city-wide trail system. Described on the next pages, these themes reflect the community's needs and aspirations for Addison's trails. (See Appendix B for additional details.)

# Community Input Themes

## TRAIL SAFETY

Community members and stakeholders emphasized that safe and comfortable trails are the top priority in Addison. New and existing trails should maximize safety for pedestrians and bicyclists.

**Stakeholder Quote:**

*"Future pedestrian paths of arterial streets needs to offer better protection from automobiles than what we provide now."*

**Figure 3-1: Safety Evaluation Criteria Ranking** *(results from the Virtual Community Visioning Workshop)*

**Stakeholder Quote:**

*"We need to emphasize safely crossing our major barriers which are Belt Line, Midway and the Tollway."*

## PHYSICAL BARRIERS TO CROSS-TOWN CONNECTIVITY

Plan participants frequently identified major barriers like the Tollway and Belt Line Road as the biggest challenge in creating a city-wide trail network and a major contribution to feeling unsafe walking and biking in Addison today.

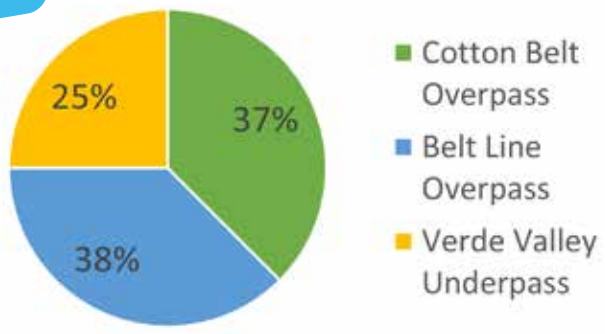



**Figure 3-2: Tollway Crossing Location Preference:** "*Given safety improvements, which tollway crossing would provide the most ideal connection?" (results from the PAC Scenario Workshop Survey)*

## NEIGHBORHOOD LOOPS

Influenced by the popularity of existing trails in Southwest and East Addison, community members expressed strong desires for expanding existing loop trails and adding new loop trails throughout the Town.

**Stakeholder Quote:**

*"Establish individual neighborhood loops with neighborhood trail connectors."*

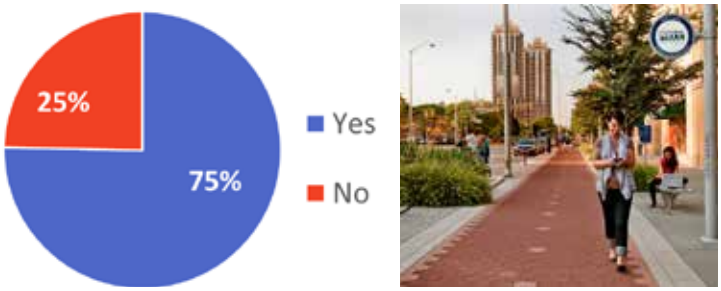





**Figure 3-3: Enhanced Trail Loop Preference:** "*Would you like to see an enhanced loop trail in Addison similar to the example photo (the Cultural Trail in Indianapolis)?" (from the Draft Future Trail Network Questionnaire)*

## OFF-STREET TRAILS AND CONNECTIONS TO NATURE

Participants in the planning process acknowledged that opportunities for new off-street trails are limited, but encouraged the planning team to think creatively about protecting existing nature trails and creating new trails connecting residents to nature.

**Stakeholder Quote:**

*"Nature trails supports mental health. Winnwood Park is a good example, but we need to develop another one in Addison."*

**Figure 3-4: "What is your Vision for Addison Trails?"** *(results from the Virtual Community Visioning Workshop)*

**Stakeholder Quote:**

*"Our trails are designed and used by walkers/ dog walkers and walks within neighborhoods are most common among Addison residents."*

## PRIMARY TRAIL USERS

Throughout the process, community members and stakeholders reminded the project team that the trail system should accommodate walkers, dog walkers, joggers, and bikers of all ages and ability levels. Community conversations also highlighted desires to create a trail network that serves recreation and transportation needs.

| Answer | Count |
|---|---|
| Off-street multi-use paths | 417 |
| Wide walking paths and sidewalks | 367 |
| Unpaved or park trails | 270 |
| Multi-use paths in the public right-of-way | 223 |
| Separated bike lanes | 171 |
| Bike lanes | 124 |
| Two-way cycle tracks | 94 |
| *Not completed or Not displayed* | *102* |

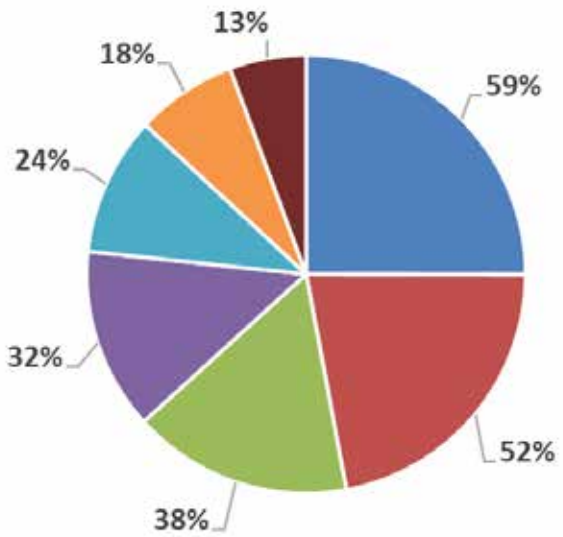



Figure 3-5: New Trail Type Preference: *"What types of trail connections do you want to see more of around Town?" (results from the Addison Trails Community Questionnaire)*

## TRAIL INFORMATION, EDUCATION AND COMMUNICATION

Community members identified existing conflicts between trail users and expressed concerns about increased conflicts with an expanded system. Participants suggested supplementing physical improvements with enhanced information, education and communication about trail use and etiquette.

**Stakeholder Quote:**

*"Some trails are too narrow to accommodate bike and other modes. More posted information/ education is needed about trail etiquette/rules for all users and modes."*

Figure 3-6: Trail Opportunities Identification *(results from the PAC SWOT Workshop Discussion)*

## TRAIL DESIGN AND AMENITIES

Participants expressed an interest in improving the design and amenitization of existing trails and being thoughtful about establishing expectations for future trail design. The community wants trail designs and amenities to be context sensitive.

**Stakeholder Quote:**

*"Provide amenities along trails, like pods of activity and meeting places that are shaded."*

**Figure 3-7: Trail Amenities Preference:** "*Pick your top three choices for amenities that should be included along the Cotton Belt Trail in Addison." (from the Draft Future Trail Network Questionnaire)*

**Stakeholder Quote:**

*"The future Cotton Belt Trail provides numerous opportunities such as... Regional connections... Interconnection of transit and trails... Proximity to the Circle... Trails as a conduit to bring people in and activate businesses... Provides neighborhood access and connections."*

## REGIONAL CONNECTIVITY

Many community members and stakeholders expressed a strong desire to implement the Cotton Belt Trail and make other connections to neighboring local and regional trails, as well as other pedestrian and bicycle facilities.

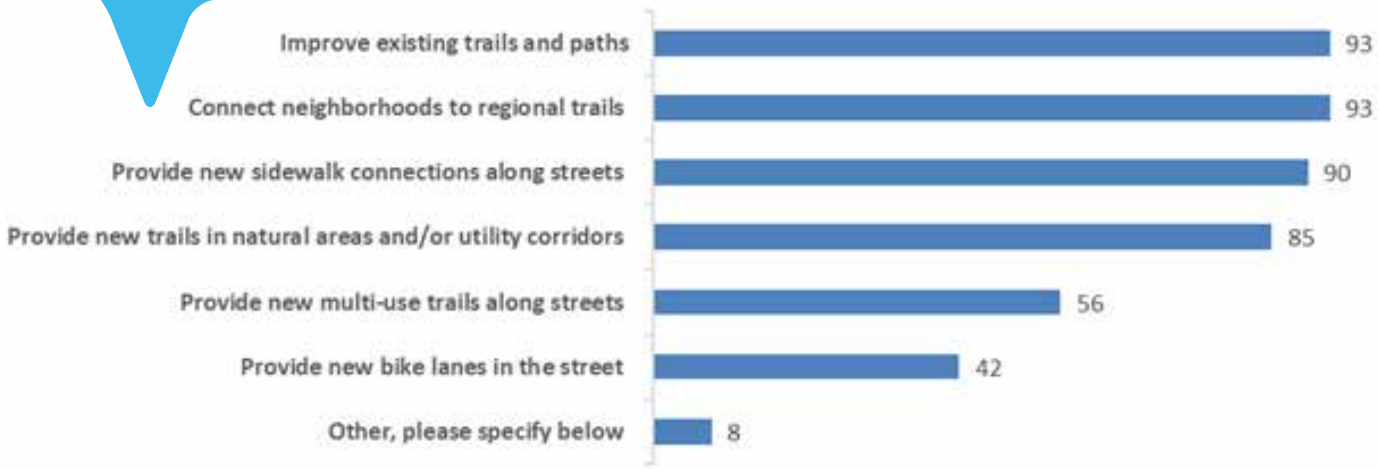



**Figure 3-8: Top Priority Projects:** *"What is the highest priority projects from the list above?" (results from the Addison Trails Community Questionnaire)*

## Vision Framework

The priorities, values and aspirations are the guiding forces for Addison's City-Wide Trails Master Plan. Through meetings with the Project Advisory Committee and input received from the community, these themes were integrated into a Vision Framework (see Figure 3-9). The Vision Framework provides the foundation for the Master Plan and is aligned with the Master Transportation Plan and the Parks, Recreation and Open Space Master Plan.

The Vision Framework includes the following elements:

**Values:** The qualities and ideals that guide the trail system.

**Goals:** Directions for long-range change. Goals represent the Town's overarching directions for the trail network.

**Prioritization Criteria:** Determinants of prioritizing projects in each phase. These were vetted by community members and Town staff.

**Recommendations:** Specific projects and initiatives that will achieve one or more trail goal. Recommendations are described at the system-wide level and at the project level.

Figure 3-9: Vision Framework

# CITY-WIDE TRAILS VISION

Connected | Clean and Maintained | Beautiful | Natural | Convenient and Safe
Landscaped and Shaded | Multi-modal | Accessible | Active and Passive | Spacious

## GUIDING PRINCIPLES

**Safety**
Provides public safety by establishing low-stress facilities with minimal vehicle conflicts and visible corridors with crime prevention mechanisms.

**Connectivity**
Supports recreational and commuting needs through trail access, filling network gaps, and changing vehicular circulation when needed.

**Context-Sensitivity**
Responds to the opportunities, constraints, and character of Addison by minimizing environmental impacts, reducing private property impacts, and accessing transit.

**Diversity of Choices**
Attracts a range of users by providing multiple active transportation modes on various trail types around the town.

## GOALS

**Internal Circulation**
Enhance, bolster or complete internal circulation routes in all Addison Areas.

**Neighborhood Connections**
Connect neighborhoods to adjacent areas with on or off-street trails.

**Destination Access**
Provide access from all Addison neighborhoods to Addison destinations including parks and public facilities, commercial and employment centers, and entertainment districts.

**Regional Linkages**
Link Addison Areas to regional routes and destinations through seamless trail connections.

## PRIORITIZATION CRITERIA

**See Appendix C:** Trail Prioritization Criteria

## RECOMMENDATIONS

**See Chapter 4: Comprehensive Recommendations**
Foundational Elements | Recommended Network | Trail Design Standards and Guidelines

**See Chapter 5: Priority Projects**
Major Alignments | Local Connectivity | Partnerships | Costs | Education, Encouragement, Enforcement

# 4 Comprehensive Recommendations

The chapter includes the recommended trail network, suggested phasing, direction for trail design, and recommendations for a number of features and amenities to support the overall trail network and user experience. The first section highlights several elements of the planning approach that are foundational to the recommended trail network presented in the following section.

# Foundational Elements

The Guiding Principles, Vision and Goals discussed in Chapter 3 provided strong guidance for the development of the recommendations included in this chapter and the remainder of the Trails Master Plan. With that said, several key concepts emerged through community and stakeholder discussions, site touring and on-the-ground exploration, and coordination with Town of Addison departments and partners. These elements are considered foundational to the recommended trail network and aid in understanding both the intent and nuance of the recommendations that follow.

## IMPROVEMENTS TO EXISTING TRAILS

When planning for the future, it is sometimes easy to overlook what already exists or take those assets for granted. A foundational element of the City-Wide Trails Master Plan for Addison is maintaining and enhancing the trails that already exist in the community.

Improvements to existing trails should include, but not be limited to, proactively resurfacing trails on a regular maintenance schedule prior to their condition becoming a noticeable and more costly issue; better signing trails, especially where they end or connect to on-street facilities; designating bike free areas and/or dismount trail segments or entire trails if quality bicycle facilities can provide the same or similar connection; and widening trails existing trails where possible to provide greater opportunity to accommodate two-way traffic and a variety of user types.

## INTEGRATION WITH MASTER TRANSPORTATION PLAN

With a relatively small number and miles of trails in Addison today, envisioning a complete trail network could have been an overwhelming charge. Fortunately, the *Master Transportation Plan* provided the next foundational element for the Trails Master Plan. The Master Transportation Plan identified a relatively robust network of Active Transportation corridors and connections within the public right-of-way as a part of planning for the transportation network.

Integration with the *MTP* helps to accomplish several important objectives and will significantly contribute to the implementation of the envisioned trail network. First, the *MTP* created an expectation and set of recommendations whereby a large portion of pedestrian and bicycle facilities are integrated into the re-design and construction of roadways throughout the community. As such, the Trail Master Plan is able to fine tune those recommendations and supplement them with additional off-street connections, critical crossing improvements, and trail access and amenities.

The integrated approach to active transportation in the *MTP* also helps in two other important ways. With Addison being largely built out, a network comprised entirely of off-street trails would be relatively sparse and very disconnected. The Trails Master Plan relies on a creative approach that leverages critical pedestrian and bicycle facilities in the street rights-of-way and uses those connections to link off-street facilities. A more integrated approach to transportation and recreation will also help to leverage available resources and provide more funding opportunities when seeking grant dollars, as well as regional, state, and federal allocations.

## PROACTIVE PLANNING IN DEVELOPING AND REDEVELOPING AREAS

It was stated above that Addison is largely built out. While that may be true, there are a handful of significant development and redevelopment projects in various stages of implementation in Central and Southwest Addison. It will be important to continue to work with the developers of these important areas to integrate trail connections into development that is still planned and to help realize the larger vision articulated in the Trails Master Plan.

With the planned DART rail line running east and west through Southwest and Central Addison, there is a relatively significant transit-oriented development opportunity between Addison Road and the Dallas North Tollway. As part of this development, additional trail connections should be integrated into the design for the area to provide critical linkages to the DART Station, the Cotton Belt Trail, and existing Addison Circle recreation and entertainment destinations.

Another longer-term redevelopment is planned for the area along and west of Inwood Road. Conceptual plans for this redevelopment include important pedestrian and bicycle connections running parallel to Inwood Road and connecting west from Inwood Road through the future redevelopment. The Trails Master Plan integrates these conceptual alignments and provides recommendations to ensure they are well connected to the larger trail network.

The successful Vitruvian development in Southwest Addison includes additional phases that include trails and pedestrian promenades as key organizing elements tying future development to the completed portions of Vitruvian and the popular trails in and around Vitruvian Park.

## CREATION OF NESTED LOOPS

One of the original drivers for the Trails Master Plan was a resounding chorus of input heard during the development of the *Parks, Recreation and Open Space Master Plan* calling for new and improved trails connecting to parks and other destinations throughout Addison. Participants in that planning process began to highlight the benefit of loops within parks, within neighborhoods, and extending out to other neighborhoods. Community and stakeholder input throughout the planning process for the Trails Master Plan underscored the passion around creating a set of interconnected trail loops that can be used for recreation and transportation.

Responding to community input and feedback, a fundamental element of the recommended trail network is the creation of nested trail loops. The general idea is smaller loops are nested within and become part of larger loops. This approach provides the optimal balance of connectivity and choice for trail users. With the number of nested loops achieved in the envisioned future trail network, the variety of trail experiences is nearly endless. The recommended trail network will allow walkers, joggers and bikers to create a range of preferred trail routes with a diversity of trail types, surrounding contexts and lengths.

## ENHANCEMENT OF REGIONAL CONNECTIVITY

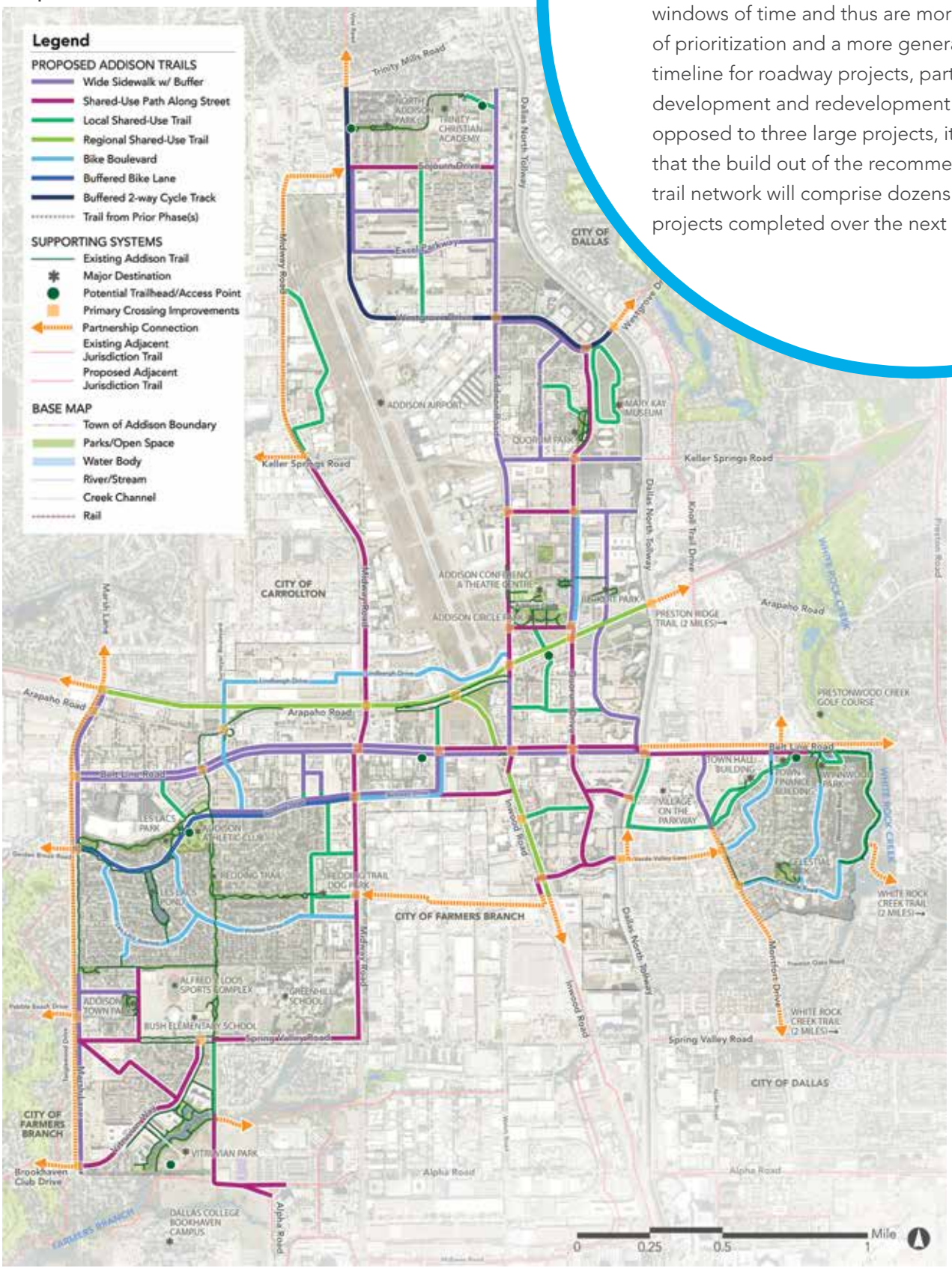
The footprint of Addison is approximately four-square miles, so it is easy to head in one direction and quickly find oneself in another neighboring jurisdiction. The Trails Master Plan embraces this quality to maximize trail connections to the surrounding communities and maximize regional connectivity.

The Cotton Belt Trail along the DART Silver Line will provide a high-quality multi-use trail cutting across the northern part of the region from Dallas-Fort Worth International Airport east to Plano. This important connection will be supplemented with approximately one dozen additional local connections to Carrollton, Farmers Branch and Dallas. These more localized linkages connecting the Addison trail network to those of the trail and active transportation networks of the surrounding communities will maximize the recreation and transportation benefits for Addison residents.

## Recommended Network

The recommended trail network for Addison builds upon the foundational elements summarized above and is presented in three phases below. The three phases represent windows of time and thus are more suggestive of prioritization and a more generalized timeline for roadway projects, partnerships, and development and redevelopment efforts. As opposed to three large projects, it is anticipated that the build out of the recommended Addison trail network will comprise dozens of smaller projects completed over the next 15 to 20 years.

Map 4-1: Future Trail Network

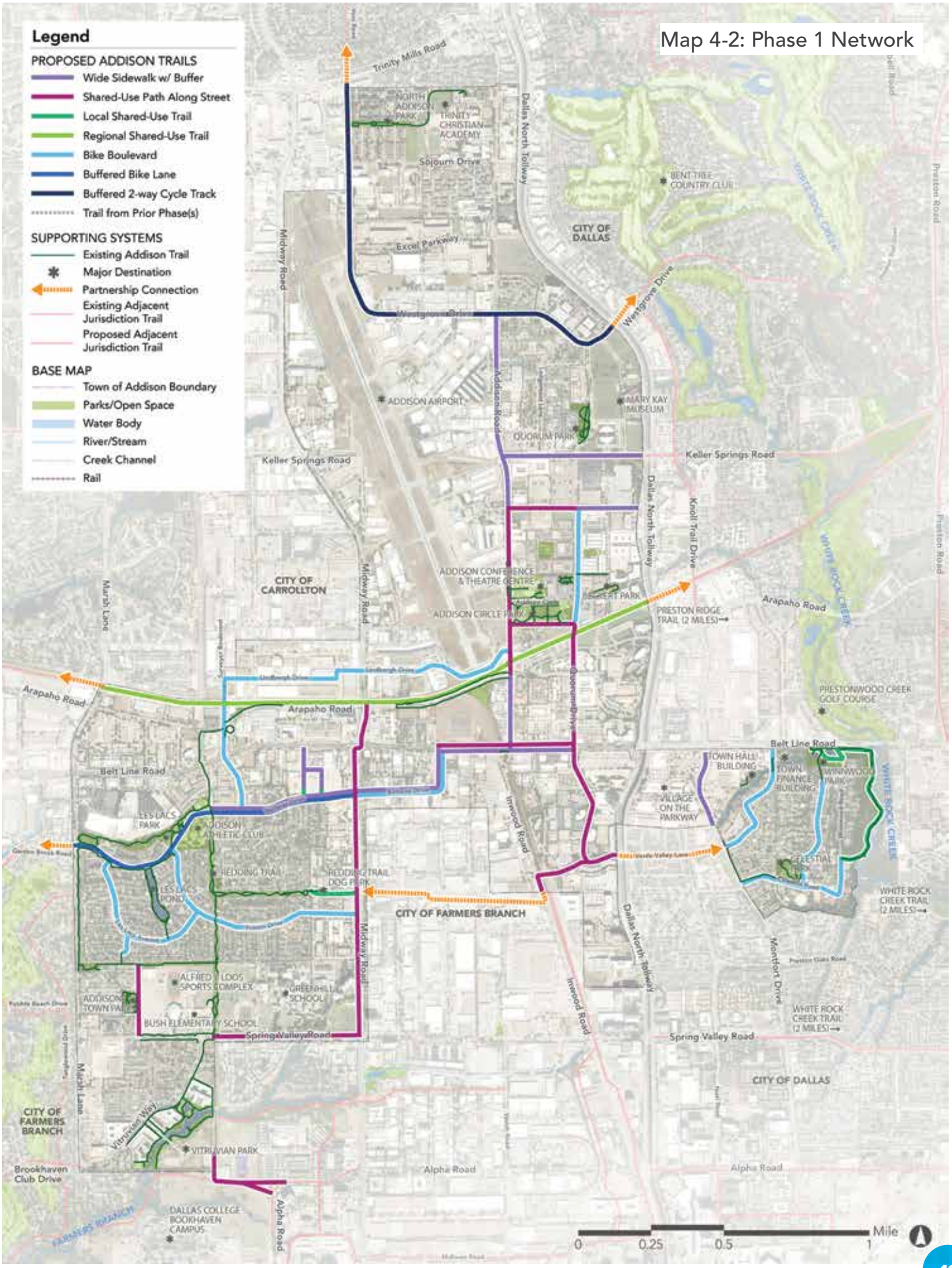


# PHASE 1: SHORT-TERM (0-5 YEARS)

The first phase of the Future Trail Network will establish the primary armature of an enhanced pedestrian and bicycle infrastructure throughout Addison. This initial phase of projects establishes connections between the various areas in Addison and completes many connections within many neighborhoods and districts. It should also be noted that the initial set of recommended improvements includes examples of nearly all trail types and several projects that will be part of roadway improvements that are already underway or scheduled to be in the next several years. Alignments highlighted in yellow on the map of Phase 1 trail improvements are already identified in the 5-Year Capital Improvements Program (CIP) for the Town.

## Key aspects of Phase 1 of the Future Trail Network include:

- **Critical east-west and north-south connections** that cross Addison and connect trail users to other areas of the Town, as well as neighboring communities. These connections include:
    - A shared-use path along Spring Valley Road connecting existing paths near Bush Elementary School west to Midway Road.
    - An extension of the Redding Trail alignment westward through a combination of shared-use trails and shared-use path long the street and utilizing partnership connections to extend along an Oncor utility easement through Farmers Branch, through South Quorum along Landmark Place and Quorum Drive and continuing east along Verde Valley Lane in the City of Dallas over to new bike boulevards on Paladium Drive and Oaks North Drive in East Addison.
    - Another east-west alignment connecting Southwest Addison to Central Addison using a combination of bike lanes, bike boulevard, and widened sidewalks with buffers along Beltway Drive and continuing east along Belt Line Road with widened sidewalks and a shared-use path along the street.
    - Implementation of the Cotton Belt Trail with the construction of the DART Silver Line Regional Rail.
    - Bike Boulevard improvements along Lindbergh Drive.
    - Important improvements to Westgrove Drive including a 2-way cycle track that creates north-south and east-west connectivity in North Addison and a connection eastward across the Dallas North Tollway into the City of Dallas.
    - Completion of the Midway Road improvements with the shared-use path along the street.
    - A combination of widened and buffered sidewalks along with shared-use paths along the street extending from Belt Line Road north to Westgrove Drive.
    - Shared-use path along Quorum Drive from Landmark Place in South Quorum north to Festival Way and then bike boulevard treatments complementing the already generous sidewalks extending from Festival Way north to Airport Parkway.
- **New local loops and connections** within several areas of Addison, including:
    - Shared-use path along Woodway Drive along the east edge of Addison Town Park.
    - Bike boulevard improvements along Les Lacs Avenue and Proton Drive in the Les Lacs Pond area.
    - Widened sidewalks extending through the new development between Beltway Drive and Belt Line Road.
    - Bike boulevards in East Addison along Celestial Road, Palladium Drive, Oaks North Drive, and portions of Bellbrook Drive and Winwood Road.
    - Sidewalk improvements to Montfort Drive south of Belt Line Road within the Town of Addison.
    - A combination of shared-use path and widened sidewalks along Airport Parkway.
    - Widened and buffered sidewalks along Keller Springs Road.
- **Partnership connections** connecting Phase 1 trail improvements to surrounding jurisdictions. In addition to those already noted above as part of the Cotton Belt Trail and other east-west crosstown connections, these include:
    - A connection to the Brookhaven Campus and Farmers Branch trails with an extension of Bella Lane.
    - A crossing of Marsh Lane at Garden Brook Road.
    - An improved crossing of the Dallas North Tollway along Westgrove Drive.
    - An improved crossing of Trinity Mills Road to make a connection north from Westgrove Drive to Voss Road.


Legend
PROPOSED ADDISON TRAILS
Wide Sidewalk w/ Buffer
Shared-Use Path Along Street
Local Shared-Use Trail
Regional Shared-Use Trail
Bike Boulevard
Buffered Bike Lane
Buffered 2-way Cycle Track
Trail from Prior Phase(s)
SUPPORTING SYSTEMS
Existing Addison Trail
Major Destination
Partnership Connection
Existing Adjacent Jurisdiction Trail
Proposed Adjacent Jurisdiction Trail
BASE MAP
Town of Addison Boundary
Parks/Open Space
Water Body
River/Stream
Creek Channel
Rail
Map 4-2: Phase 1 Network
Trinity Mills Road
NORTH ADDISON PARK
TRINITY CHRISTIAN ACADEMY
Sojourn Drive
Dallas North Tollway
BENT TREE COUNTRY CLUB
CITY OF DALLAS
Excel Parkway
Midway Road
Westgrove Drive
ADDISON AIRPORT
MARY KAY MUSEUM
QUORUM PARK
Addison Road
Keller Springs Road
Knoll Trail Drive
CITY OF CARROLLTON
ADDISON CONFERENCE & THEATRE CENTRE
ADDISON CIRCLE PARK
PRESTON RIDGE TRAIL (2 MILES)
Arapaho Road
Marsh Lane
Lindbergh Drive
PRESTONWOOD CREEK GOLF COURSE
Belt Line Road
TOWN HALL BUILDING
TOWN FINANCE BUILDING
VILLAGE ON THE PARKWAY
WINNWOOD PARK
CELESTIAL PARK
WHITE ROCK CREEK
WHITE ROCK CREEK TRAIL (2 MILES)
LES LACS PARK
ADDISON ATHLETIC CLUB
REDDING TRAIL
REDDING TRAIL DOG PARK
LES LACS POND
CITY OF FARMERS BRANCH
Inwood Road
Montfort Drive
ALFRED LODS SPORTS COMPLEX
GREENHILL SCHOOL
ADDISON TOWN PARK
BUSH ELEMENTARY SCHOOL
Spring Valley Road
CITY OF FARMERS BRANCH
Vitruvian Way
VITRUVIAN PARK
Brookhaven Club Drive
Alpha Road
DALLAS COLLEGE BOOKHAVEN CAMPUS
FARMERS BRANCH
0
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0.5
1
Mile

# PHASE 2: MEDIUM-TERM (6-10 YEARS)

The second phase of the Future Trail Network includes a number of improvements that largely fall into two categories. The first are projects along major roads that will require an additional level of coordination with Public Works and neighboring jurisdictions. The second are projects that create additional connections and loops within the various areas of Addison.

## Key aspects of Phase 2 of the Future Trail Network include:

- **Improvements along several principal and minor arterials,** including:
  - Widened sidewalks with buffers long Marsh Lane, as well as an improved crossing at Pebble Beach Drive.
  - Widened sidewalks with buffers and shared-use paths along Belt Line Road extending from Quorum Drive east to Winnwood Park, as well as an improved connection across Belt Line Drive at Prestonwood Boulevard.
  - Shared-use path extending north along Quorum Drive from Airport Parkway to Westgrove Drive.
  - Widened sidewalks with buffers along Addison Road from Westgrove Drive north to Trinity Christian Academy.
- **Improvements to complete loops and create additional connections** within several parts of Addison, including:

**Southwest Addison:**

- Extension of shared-use paths along Spring Valley Road from Woodway Drive to Marsh Lane.
- Wide sidewalks with buffers along Sidney Drive from Woodway Drive to Marsh Lane.

**South Quorum:**

- Regional shared-use trail connection along the railroad east of Inwood Road.
- A local shared-use trail running east and west across South Quorum in partnership with landowners.

**East Addison:**

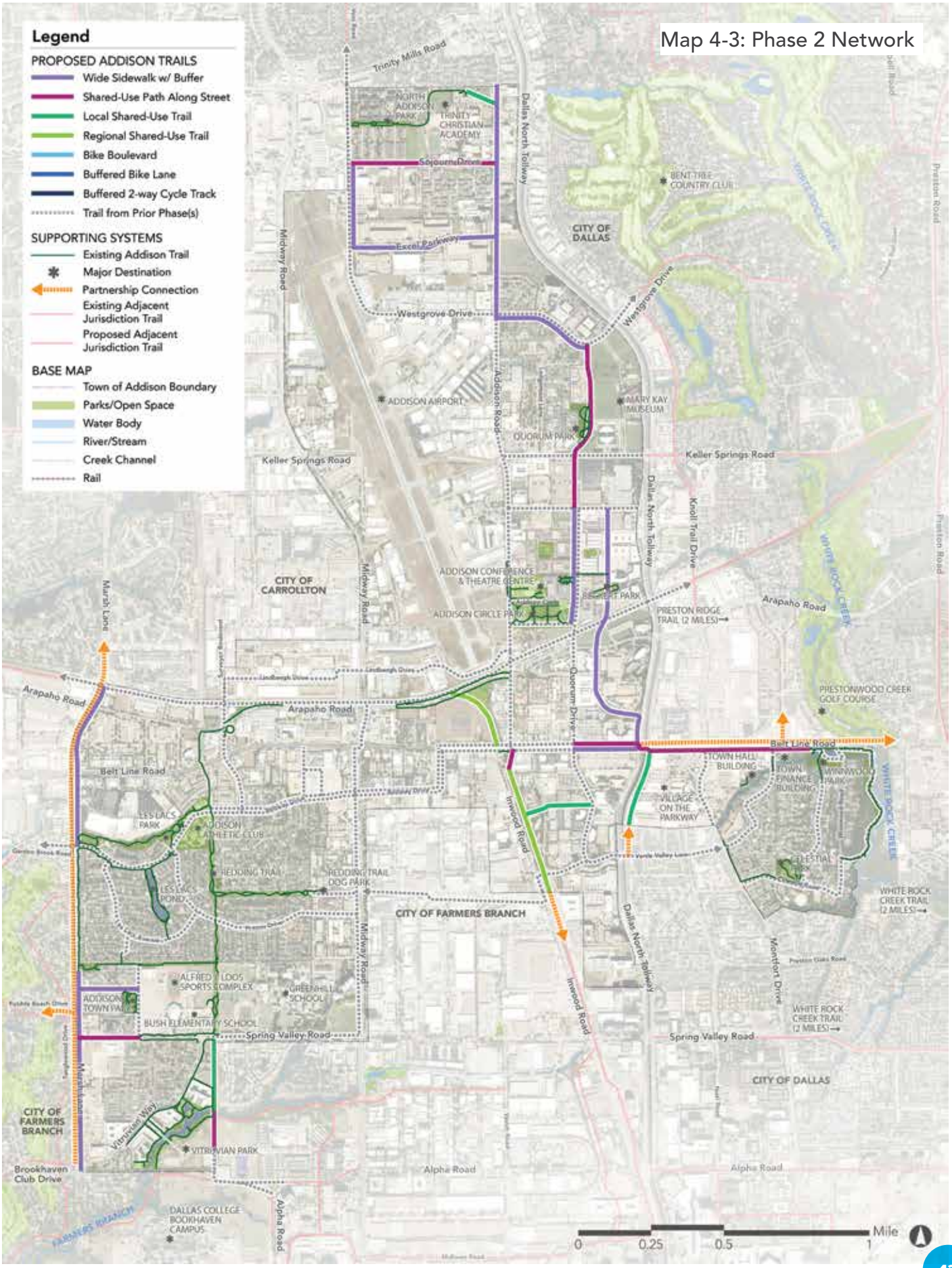
- A local shared-use trail along the Dallas North Tollway frontage road on the east side of the tollway.

**Central Addison:**

- Widened sidewalks with buffers along Sprectrum Drive.

**North Addison:**

- Widened sidewalks with buffers along Excel Parkway from Westgrove Drive to Addison Road.
- Shared-use path along Sojourn Drive extending from Westgrove Drive to Addison Road.
- A local shared-use trail connecting Addison Road to existing trails west on the Trinity Christian Academy campus and in North Addison Park.

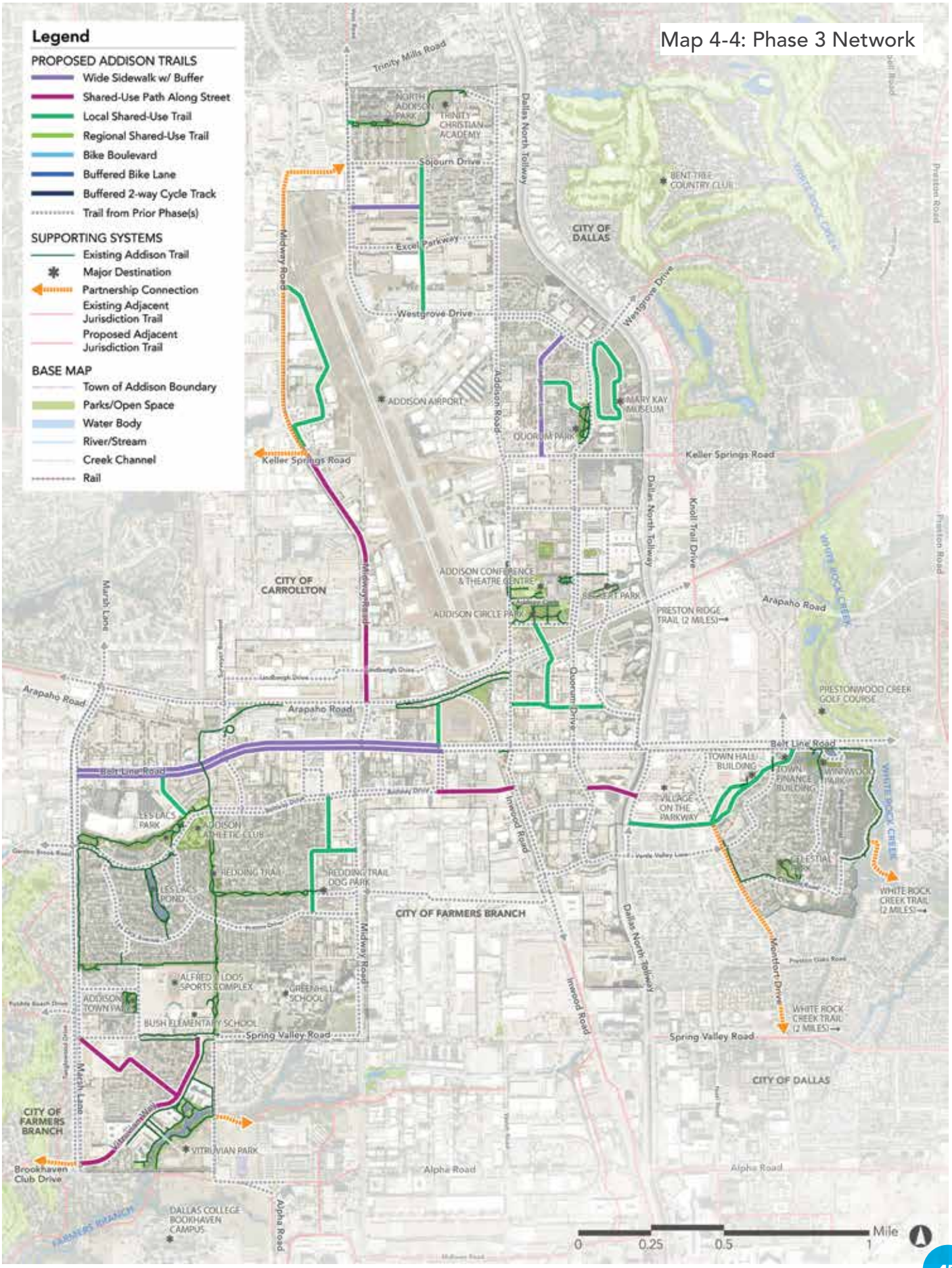

Legend
PROPOSED ADDISON TRAILS
Wide Sidewalk w/ Buffer
Shared-Use Path Along Street
Local Shared-Use Trail
Regional Shared-Use Trail
Bike Boulevard
Buffered Bike Lane
Buffered 2-way Cycle Track
Trail from Prior Phase(s)
SUPPORTING SYSTEMS
Existing Addison Trail
Major Destination
Partnership Connection
Existing Adjacent Jurisdiction Trail
Proposed Adjacent Jurisdiction Trail
BASE MAP
Town of Addison Boundary
Parks/Open Space
Water Body
River/Stream
Creek Channel
Rail
Map 4-3: Phase 2 Network
Trinity Mills Road
NORTH ADDISON PARK
TRINITY CHRISTIAN ACADEMY
Sojourn Drive
Excel Parkway
Dallas North Tollway
BENT TREE COUNTRY CLUB
CITY OF DALLAS
Midway Road
Westgrove Drive
ADDISON AIRPORT
Addison Road
MARY KAY MUSEUM
QUORUM PARK
Keller Springs Road
Knoll Trail Drive
CITY OF CARROLLTON
ADDISON CONFERENCE & THEATRE CENTRE
ADDISON CIRCLE PARK
BEGINNER PARK
PRESTON RIDGE TRAIL (2 MILES)
Arapaho Road
Marsh Lane
Quorum Drive
PRESTONWOOD CREEK GOLF COURSE
Belt Line Road
TOWN HALL BUILDING
TOWN FINANCE BUILDING
WINNWOOD PARK
VILLAGE ON THE PARKWAY
WHITE ROCK CREEK
LES LACS PARK
ADDISON ATHLETIC CLUB
HEDDING TRAIL
HEDDING TRAIL DOG PARK
LES LACS POND
CITY OF FARMERS BRANCH
Inwood Road
Dallas North Tollway
CELESTIAL PARK
WHITE ROCK CREEK TRAIL (2 MILES)
Montfort Drive
ALFRED LODS SPORTS COMPLEX
GREENHILL SCHOOL
ADDISON TOWN PARK
BUSH ELEMENTARY SCHOOL
Spring Valley Road
CITY OF DALLAS
CITY OF FARMERS BRANCH
Vitruvian Way
VITRUVIAN PARK
Brookhaven Club Drive
Alpha Road
DALLAS COLLEGE BOOKHAVEN CAMPUS
0
0.25
0.5
1
Mile

# PHASE 3: LONG-TERM (11+ YEARS)

The last phase of the Future Trail Network primarily incudes a collection of connections that will require longer term coordination and collaboration with neighboring jurisdictions and individual property owners as properties develop or redevelop.

## Key aspects of Phase 3 of the Future Trail Network include:

- A large collection of desired **connections that can enhance the trail network resulting from Phases 1 and 2 implementation,** but requiring coordination with individual redevelopment projects, including:
    - Shared-use paths along Vitruvian Way and new roadways included in future phases of the Vitruvian development.
    - Shared-use paths extending east and west connections south of Beltway Drive from and through South Quorum generally along the Beltway Drive alignment.
    - Local shared-use trails throughout portions of Southwest Addison connecting to Midway Road and Belt Line Road, East Addison through Village on the Parkway and running along the drainageway behind the Town Hall and Town Finance Buildings, Central Addison as part of the Addison Circle transit-oriented development, and in North Addison west of the airport, linking Sojourn Drive to Westgrove Drive and at and near the Mary Kay Campus.
    - Widened sidewalks with buffers along Belt Line Road from Beltway Drive west to Marsh Lane.
- Contribution to **a loop around the Addison Airport:**
    - Shared-use path along Midway Road from the Cotton Belt Trail north to Keller Springs Road, in conjunction with local shared0use trail connections identified above and partnership connections identified below.
- **Longer-term connections** working with neighboring jursidictions:
    - Connections east and west from Vitruvian at Brookhaven Club Drive and along Farmers Branch Creek.
    - Improvements south along Montfort Drive linking to Spring Valley Road.
    - A possible connection of the Addison White Rock Creek Trail to White Rock Creek Trail in Dallas.
    - Roadway improvements west of the airport along Midway Road, Keller Springs Road and Sojourn Drive.
- **Completion or enhancement of local trail loops** in North Addison:
    - Widened sidewalks along Airborn Drive.
    - Widened sidewalks along Ledgemont Lane.


Legend
PROPOSED ADDISON TRAILS
Wide Sidewalk w/ Buffer
Shared-Use Path Along Street
Local Shared-Use Trail
Regional Shared-Use Trail
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BASE MAP
Town of Addison Boundary
Parks/Open Space
Water Body
River/Stream
Creek Channel
Rail
Map 4-4: Phase 3 Network
Trinity Mills Road
NORTH ADDISON PARK
TRINITY CHRISTIAN ACADEMY
Sojourn Drive
Excel Parkway
Westgrove Drive
Midway Road
Dallas North Tollway
BENT TREE COUNTRY CLUB
CITY OF DALLAS
Addison Road
ADDISON AIRPORT
MARY KAY MUSEUM
QUORUM PARK
Keller Springs Road
Knoll Trail Drive
CITY OF CARROLLTON
ADDISON CONFERENCE & THEATRE CENTRE
ADDISON CIRCLE PARK
BEHRENT PARK
PRESTON RIDGE TRAIL (2 MILES)
Arapaho Road
Marsh Lane
Belt Line Road
Quorum Drive
PRESTONWOOD CREEK GOLF COURSE
TOWN HALL BUILDING
TOWN FINANCE BUILDING
WINNWOOD PARK
VILLAGE ON THE PARKWAY
WHITE ROCK CREEK
LES LACS PARK
ADDISON ATHLETIC CLUB
HEDDING TRAIL
HEDDING TRAIL DOG PARK
LES LACS POND
Inwood Road
CITY OF FARMERS BRANCH
CELESTIAL PARK
WHITE ROCK CREEK TRAIL (2 MILES)
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ALFRED LODS SPORTS COMPLEX
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VITRUVIAN PARK
Brookhaven Club Drive
Alpha Road
DALLAS COLLEGE BOOKHAVEN CAMPUS
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# Trail Design Standards and Guidelines

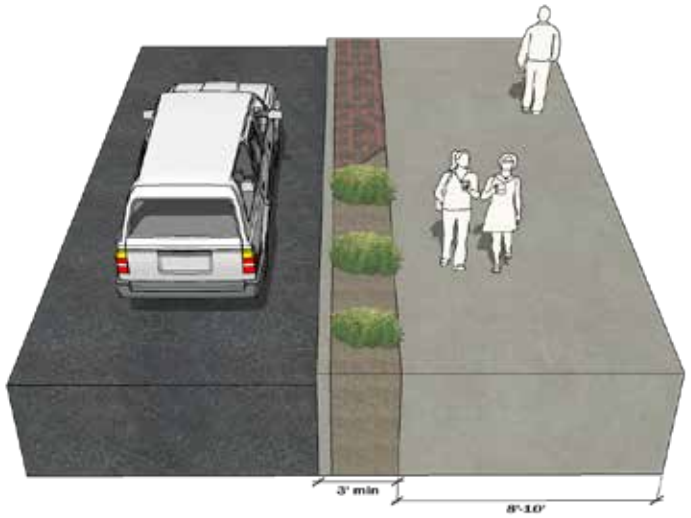
The following core attributes are needed for quality Addison Trails.

## TRAIL TYPOLOGIES

### Wide Sidewalk with Buffer

Sidewalks provide great pedestrian facilities and can also accommodate joggers and bicyclists if they are wide enough. New sidewalks in Addison should be 8-10 feet wide wherever feasible and include a landscaped buffer between the back of curb and the sidewalk. The buffer should be a minimum of 3 feet, but a buffer width of 8 feet is preferred.

**Map Color Guide:**
*see Maps 4-1 through 4-4*



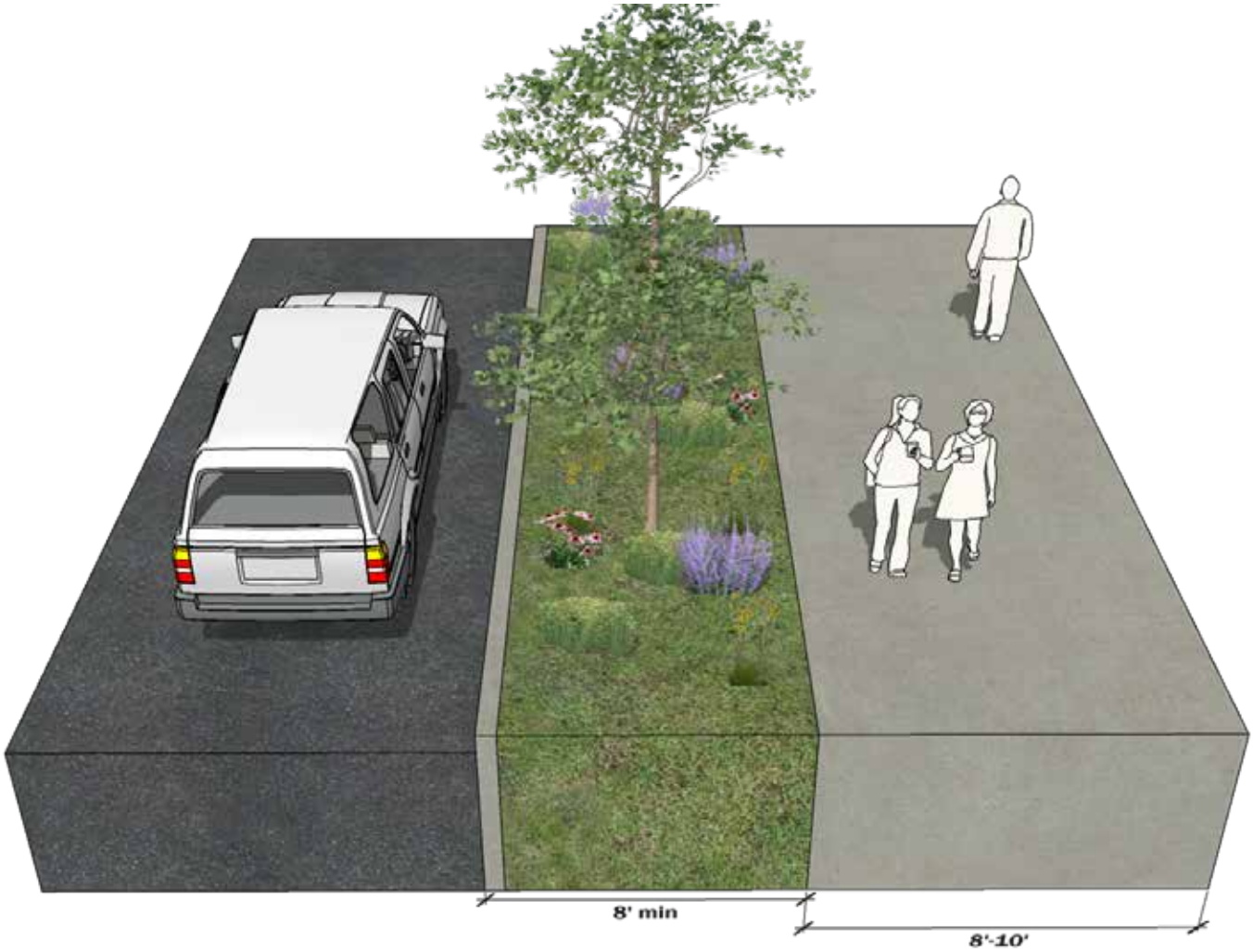
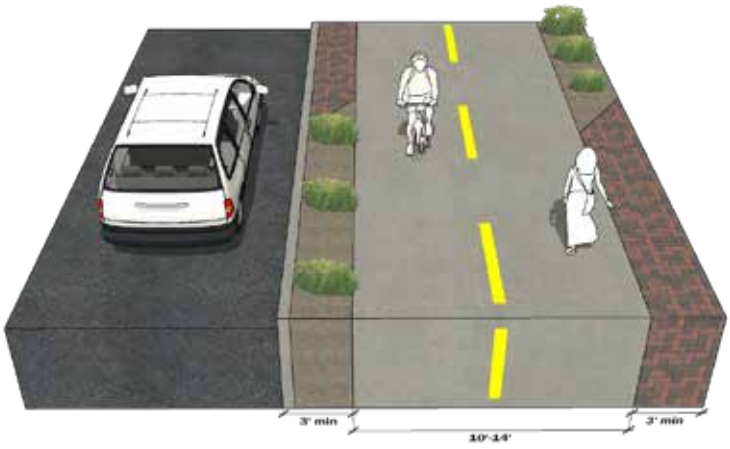




Figure 4-1: Wide Sidewalk with Buffer Typology

## Separated Shared-Use Path Along Street

Separated shared-use paths along streets are a key element of the Master Transportation Plan's Active Transportation Network. Shared-use paths are great for pedestrians, joggers and cyclists. Shared-use paths along streets should be 10-14 feet wide and include a landscaped buffer between the back of curb and the path. The buffer should be a minimum of 3 feet, but a buffer width of 8 feet is preferred.




**Map Color Guide:**
*see Maps 4-1 through 4-4*

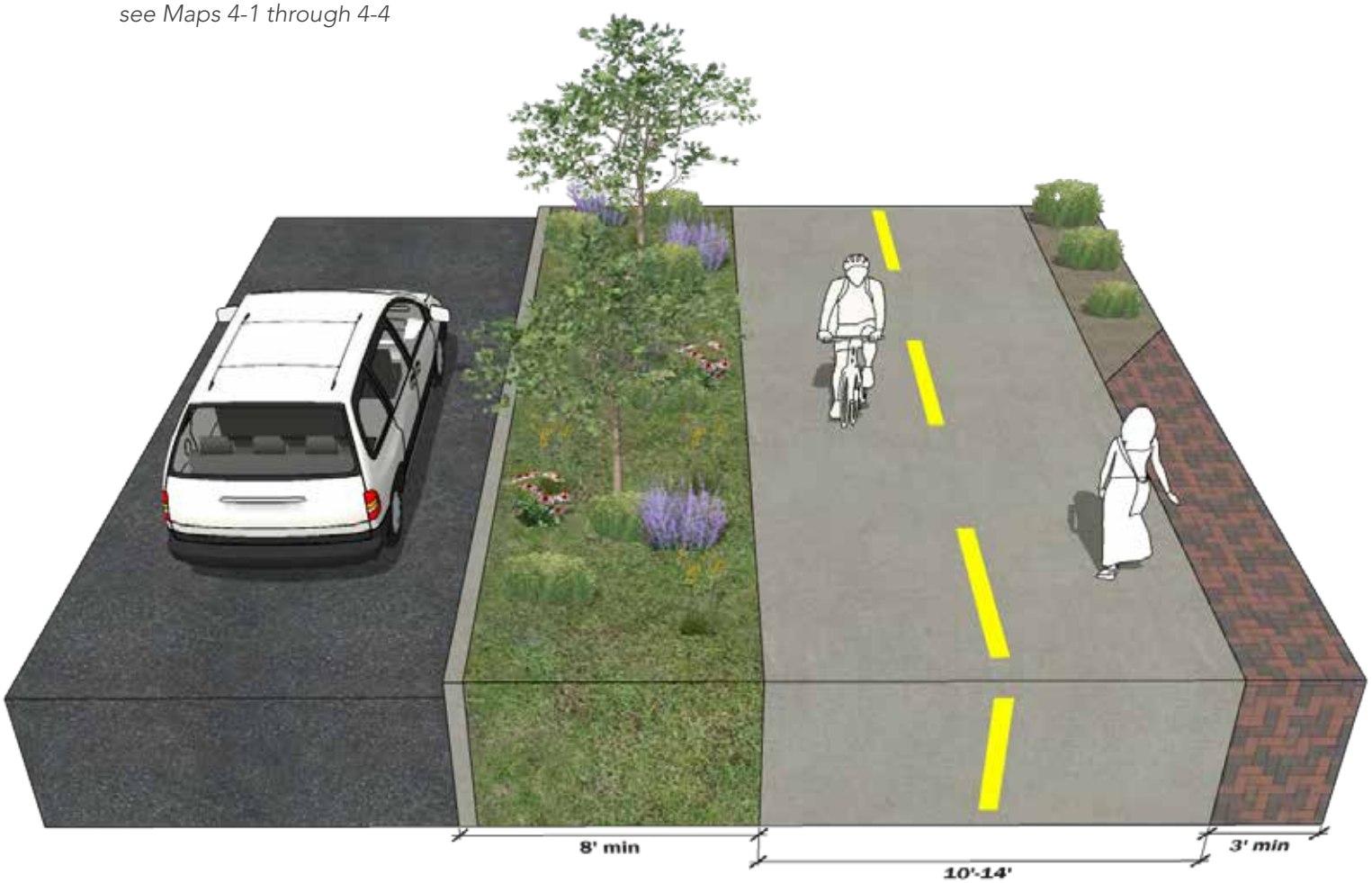



Figure 4-2: Separated Shared-Use Path Along the Street Typology

## Local Shared-Use Trail

Local shared-use trails are typically the safest and most comfortable facilities for pedestrian, joggers and bicyclists. They provide full separation from motor vehicles, except at street crossings. Local shared-use trails should be 10-12 feet wide and include buffers on both sides of the trail. Per AASHTO requirements the buffers should be a minimum of 2 feet, but wider buffers with landscaping and screening are highly encouraged. Landscaped buffers of 10-15 feet are highly desirable.

**Map Color Guide:**
*see Maps 4-1 through 4-4*

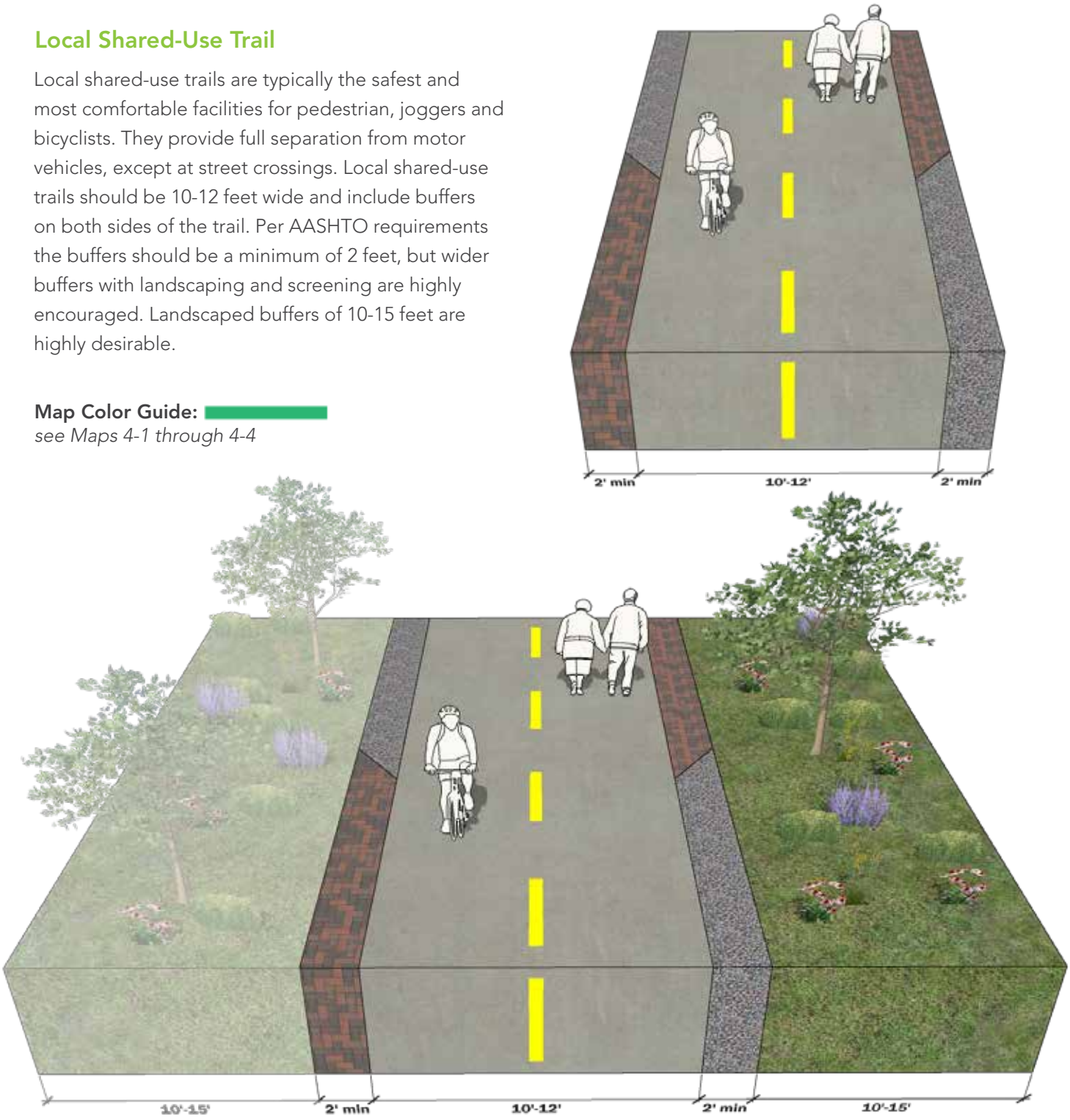
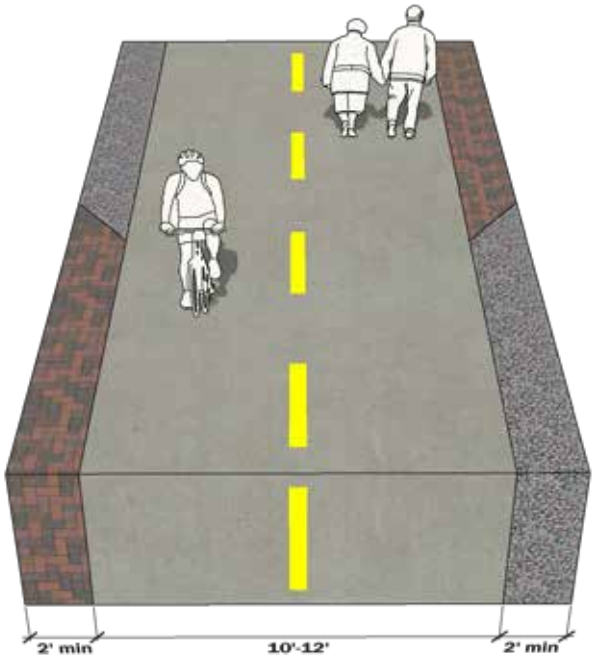



Figure 4-3: Local Shared Use Trail Typology

## Regional Shared-Use Trail

Regional shared-use paths are also very safe and comfortable for pedestrian, joggers and bicyclists. Like local shared-use trails, they provide full separation from motor vehicles, except at street crossings. Due to their regional nature, they tend to cross busier roadways and must navigate other natural and man-made obstacles. At a minimum, regional shared-use trails should be 10-12 feet wide and include at least 2 foot buffers on both sides of the trail, per AASHTO requirements. When possible, 6-10 feet of additional trail width to separate walkers from joggers and bicyclists is recommended. Landscaped buffers with screening of 10-15 feet are highly desirable.




**Map Color Guide:**
*see Maps 4-1 through 4-4*

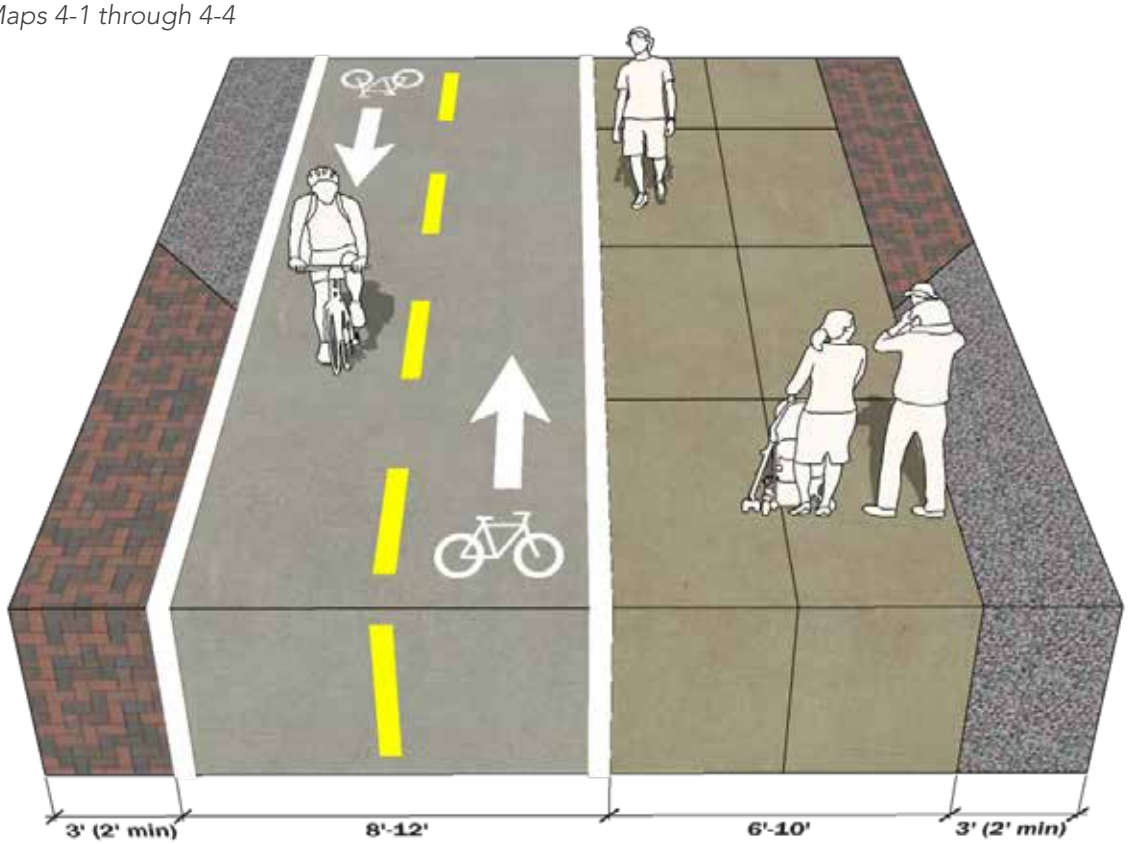



Figure 4-4: Regional Shared-Use Trail Street Typology

## Bike Boulevard with Wayfinding

Bike boulevards are a unique treatment, typically reserved for lower traffic and often narrower streets. Improvements associated with a bike boulevard include sharrow markings on the roadway and signage. Sharrow markings should be in the flow of traffic when stenciled on streets with on-street parking. Additional traffic calming measures are also recommended on routes with faster moving traffic.

**Map Color Guide:**
*see Maps 4-1 through 4-4*

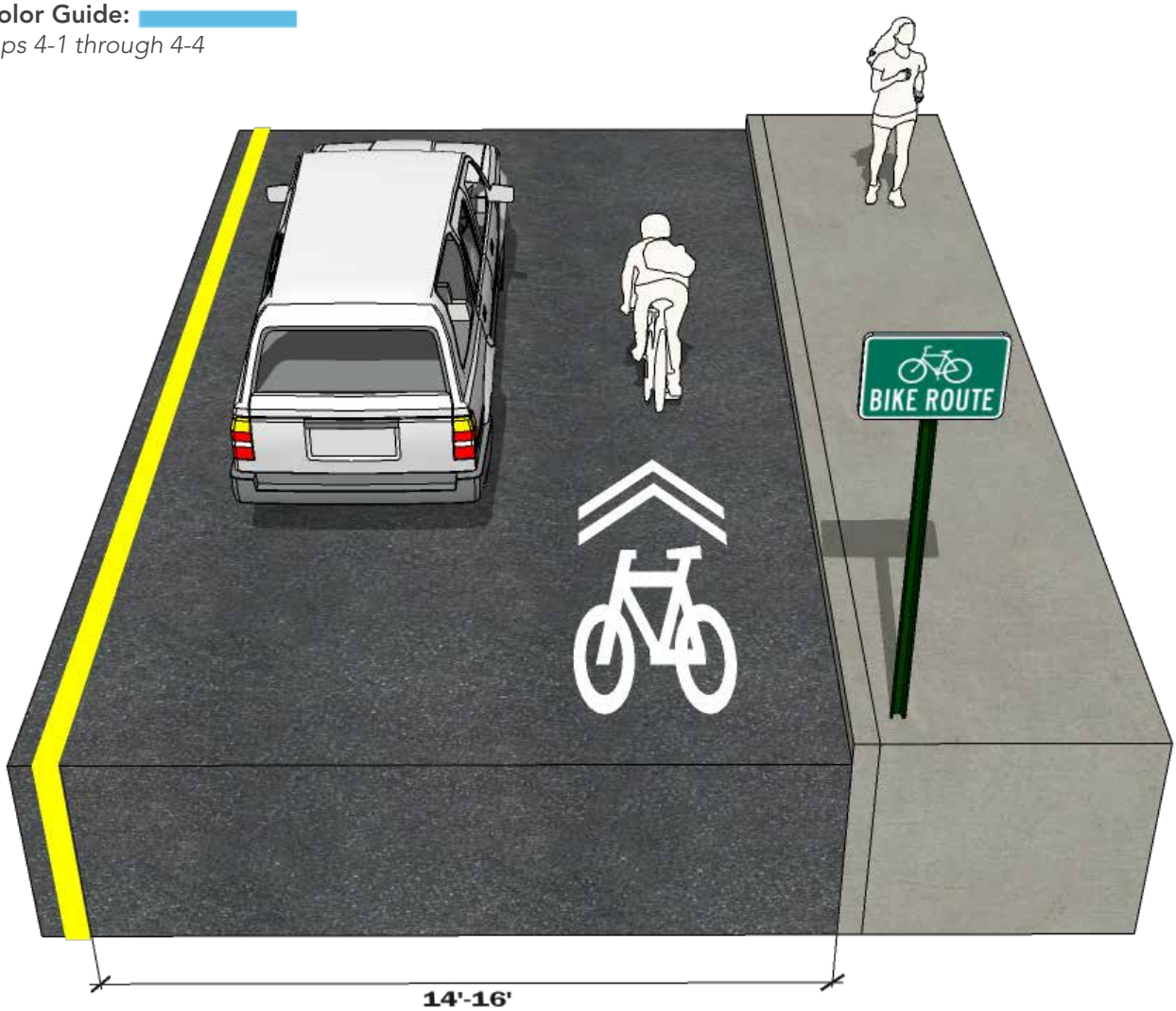
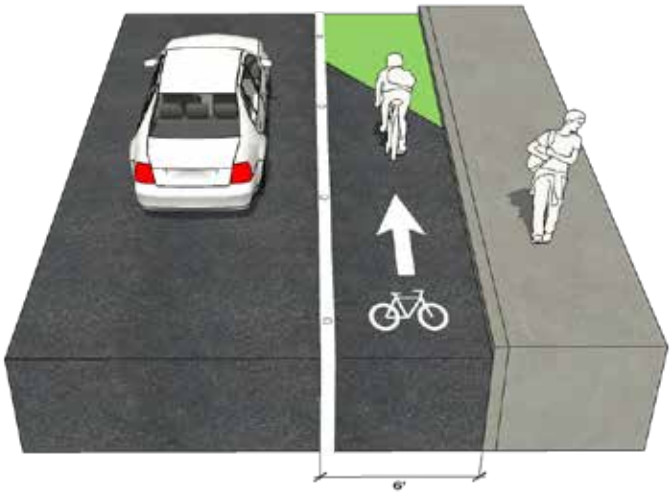



Figure 4-5: Bike Boulevard with Wayfinding Typology

## Bike Lane

Bike lanes are one of the most traditional types of dedicated bike facility. The preferred application in Addison is a 6 foot width with bicycle stencils, a 6 inch stripe and bolted plastic reflectors at regular intervals on the stripe. Solid or hatched green paint or thermoplastic applications can be used to indicate potential conflict areas.




## Buffered Bike Lane

Buffered bike lanes are a preferred alternative to traditional bike lanes where space allows. They should include a bike lanes with a width of 5-7 feet, bicycle stencils in the bike lane and a minimum striped buffer of 3 feet. The striped buffer should include bolted plastic separators or another physical barrier. Solid or hatched green paint or thermoplastic applications can be used to indicate potential conflict areas.

**Map Color Guide:**
*see Maps 4-1 through 4-4*

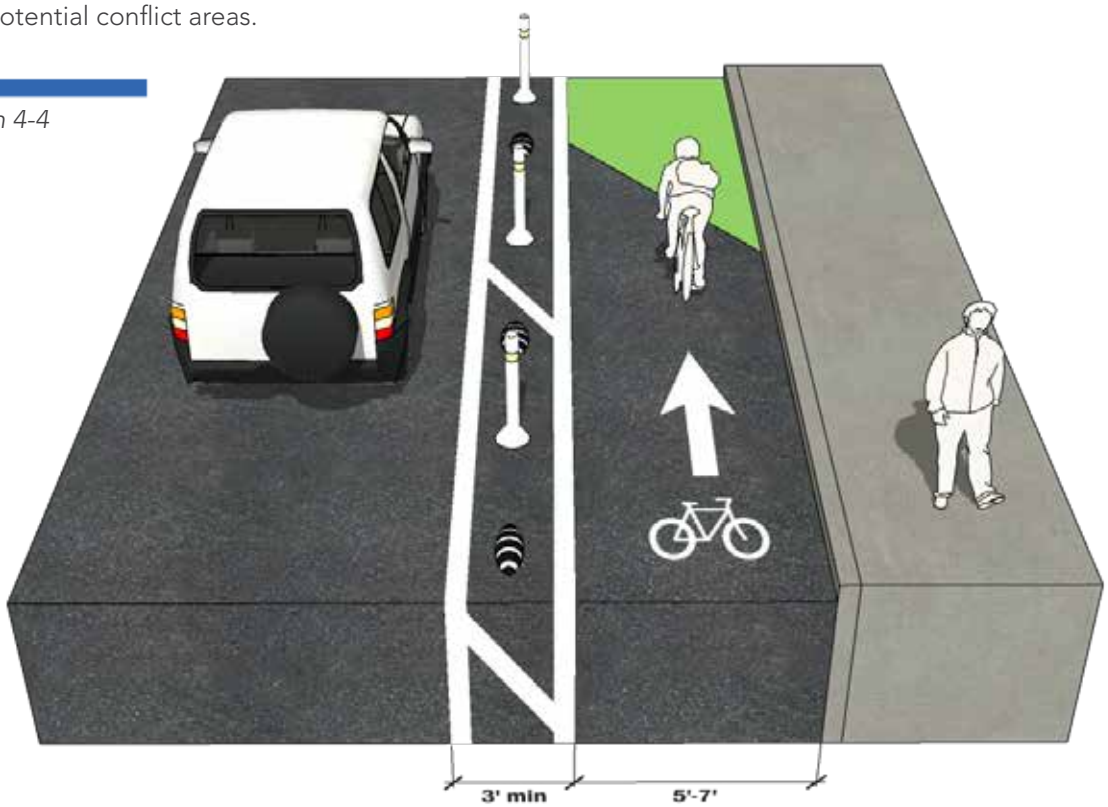



Figure 4-6: Bike Lane Typologies

## Two-Way Cycle Track

Cycle tracks have become a relatively popular bicycle facility type in certain circumstances, especially when a buffered separation of the bike facility is desired, but space is too constrained to provide buffered bike lanes on both sides of the street. The two-way cycle track should be at least 8-12 feet in width with stencils and striping delineating the two directions of travel. A striped buffer of at least 3 feet should include bolted plastic separators or another physical barrier such as a durable planter box, plastic lane dividers or breakaway bollards.

**Map Color Guide:**
*see Maps 4-1 through 4-4*

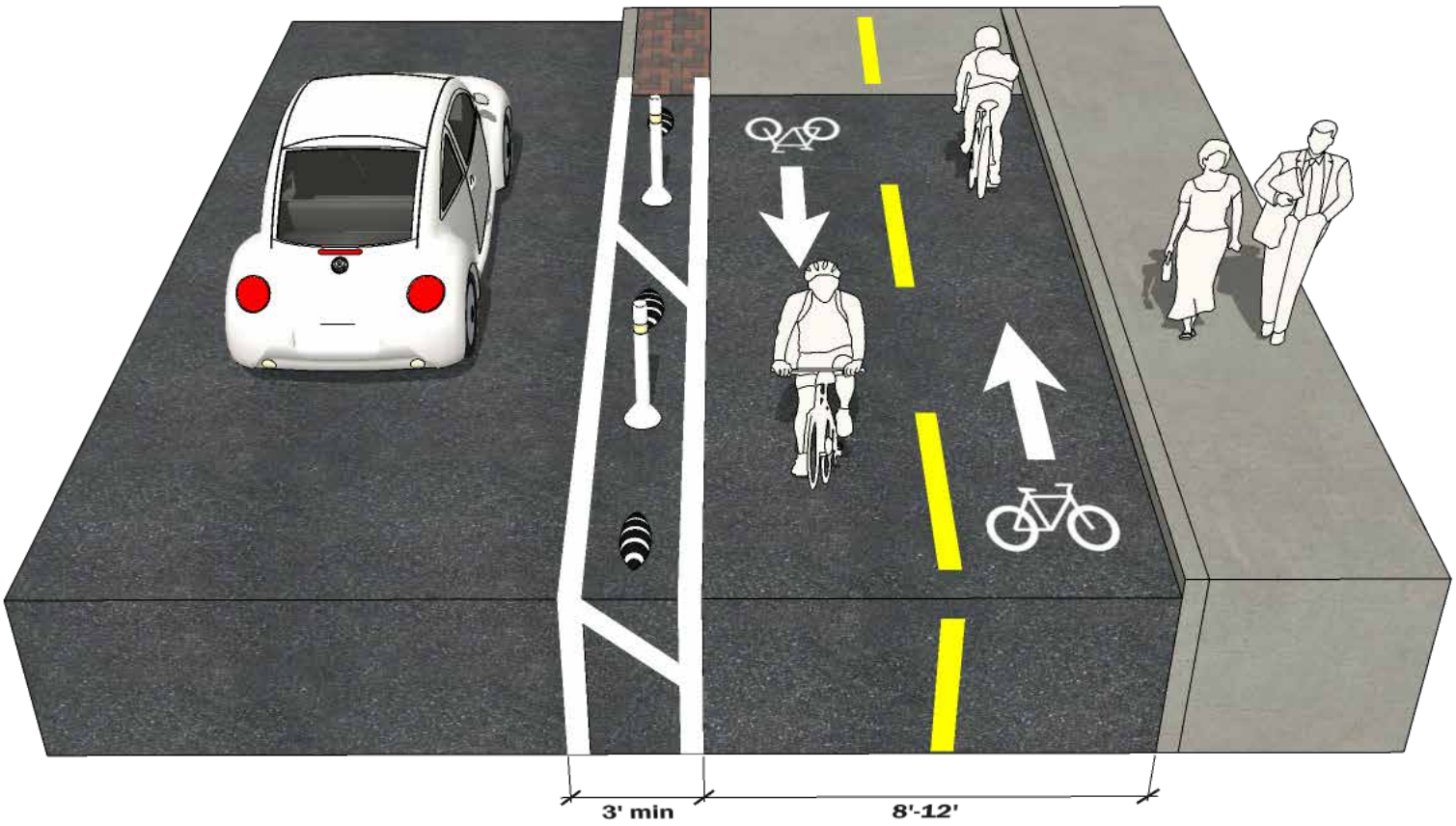



Figure 4-7: Two-Way Cycle Track Typology

## Soft Surface Park Trail

Soft surface park trails are a highly desirable surface for walking and jogging because it causes less strain on joints. The preferred treatment for soft surface park trails is a decomposed granite surface with a width of at least 4-6 feet.

## Paved Park Trail

Paved park trails should be concrete and at least 6-8 feet wide. A decomposed granite buffer or apron is desired and should be at least 1-2' on both sides of the trail when possible. A wider decomposed granite path of at least 4' on one side of the paved trail can provide a desirable option for slower moving trail users.

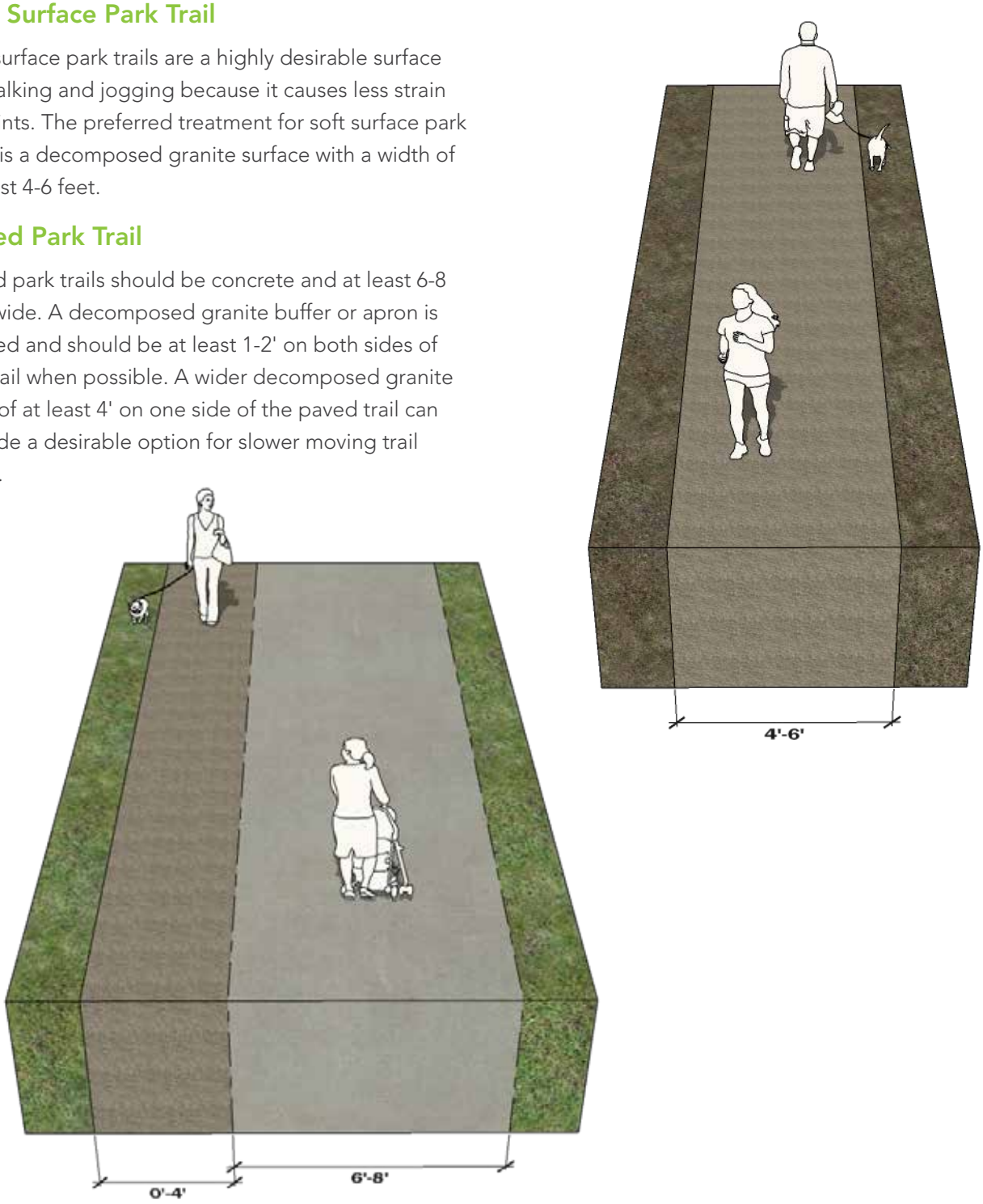



Figure 4-8: Park Trail Typologies

## Supporting Systems

**Trail Surfacing:** Concrete paving is preferred for most trail surfaces. Crusher fine granite surfacing may be suggested for use as trail buffers, soft-surface side trails or nature paths. Hard-surfaced pavers may also be used as trail buffers in areas that are more urban or desire a more finished look and feel. Hard-packed surfacing is common to interim trails.

**Site Grading and Layout:** When considering where to develop a trail path, effective stormwater management is essential. Either a modest cross slope along the trail or a gentle running slope in the direction of travel can prevent erosion, trail repairs or closure. Additional tips for site grading and layout include:

- Paths should be smooth and continuous, avoiding vertical disruption or changes in surfacing, and avoiding low points.
- Trails should strive to have running slopes of less than 5% and cross slopes less than 2% to provide positive drainage and accessibility. Trails should drain with the natural drainage pattern, if applicable, with runoff buffered with landscaping to avoid erosion.
- Sharp turns should be avoided. At turns, clear the approaches of trees and shrubs to maximize decision time for users.
- Trail alignment should strive to sustain 5' of clearance from fences, particularly if private gates onto Town-owned trail segments are possible or likely.
- Trails should end at a street or destination; they should not dead-end.

**Striping:** With most Addison's trails being paved and along streets, striping will be used heavily to identify trail direction, define an intersection and warn for areas of caution. All striping should follow the TxDOT Roadway Design Manual, the Manual on Uniform Traffic Control Devices (MUTCD) and other standards. Additional tips for striping include:

- **Yellow, centerline broken striping:** Are typically applied along segments of trail with good visibility to separate trail directions or modes of travel.
- **Yellow, centerline solid striping:** Are typically applied along segments of trail with limited visibility and at high traffic bicycle and pedestrian crossings.
- **White, solid shoulder striping:** Are typically applied along paved trail edges to indicate a potential risk.
- **Stop bar:** Are typically applied at street crossings or trailheads with "Stop" signage.

## TRAILHEADS AND ACCESS POINTS

### Access Points

Access points offer public access to off-street trails and are generally small in scale. Access points are designed to provide access to off-street trails from neighborhoods, an on-street trail or a park. They provide essential and simple trail amenities such as signage, seating, shade and trash receptacles, but may also include enhanced amenities (see Figure 4-11). The diagram depicted in Figure 4-9 shows a prototypical trail access point.

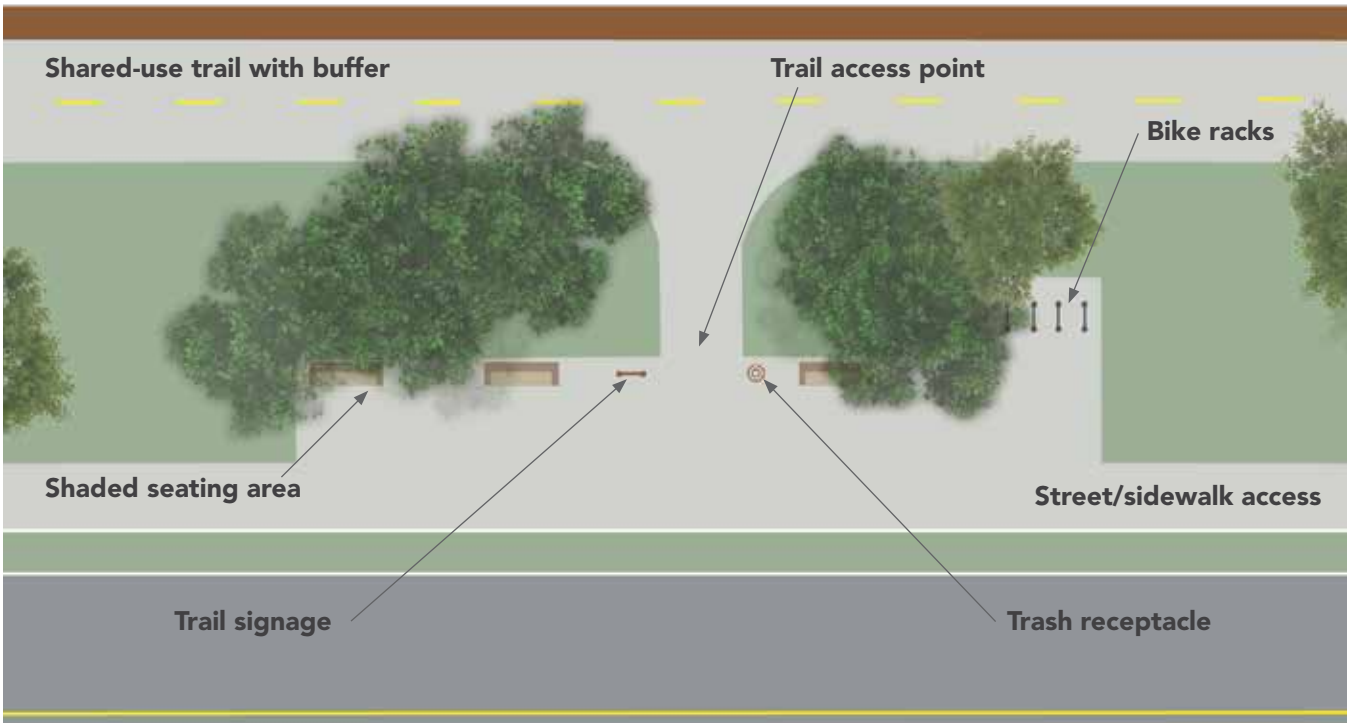



Figure 4-9: Prototypical Access Point with Basic Amenities

## Trailheads

Trailheads offer access to an off-street trail or trail system by providing parking and additional support amenities. These areas will vary in scale and shape depending on available land and the amount of trail activity. Trailheads may be constructed solely on public property such as the fringe of a park, on a civic building lot or on another property that the Town owns. Additionally, there may be opportunities to develop a trailhead on private property by establishing a shared parking lot. Figure 4-10 diagrams a prototypical trailhead layout and Figure 4-11 indicates which amenities should or could be included.

*Note: Trailhead parking should be located where it will not impact surrounding residential properties. The Parks Department shall conduct additional public input as part of the process for locating parking lots with trailhead access.*

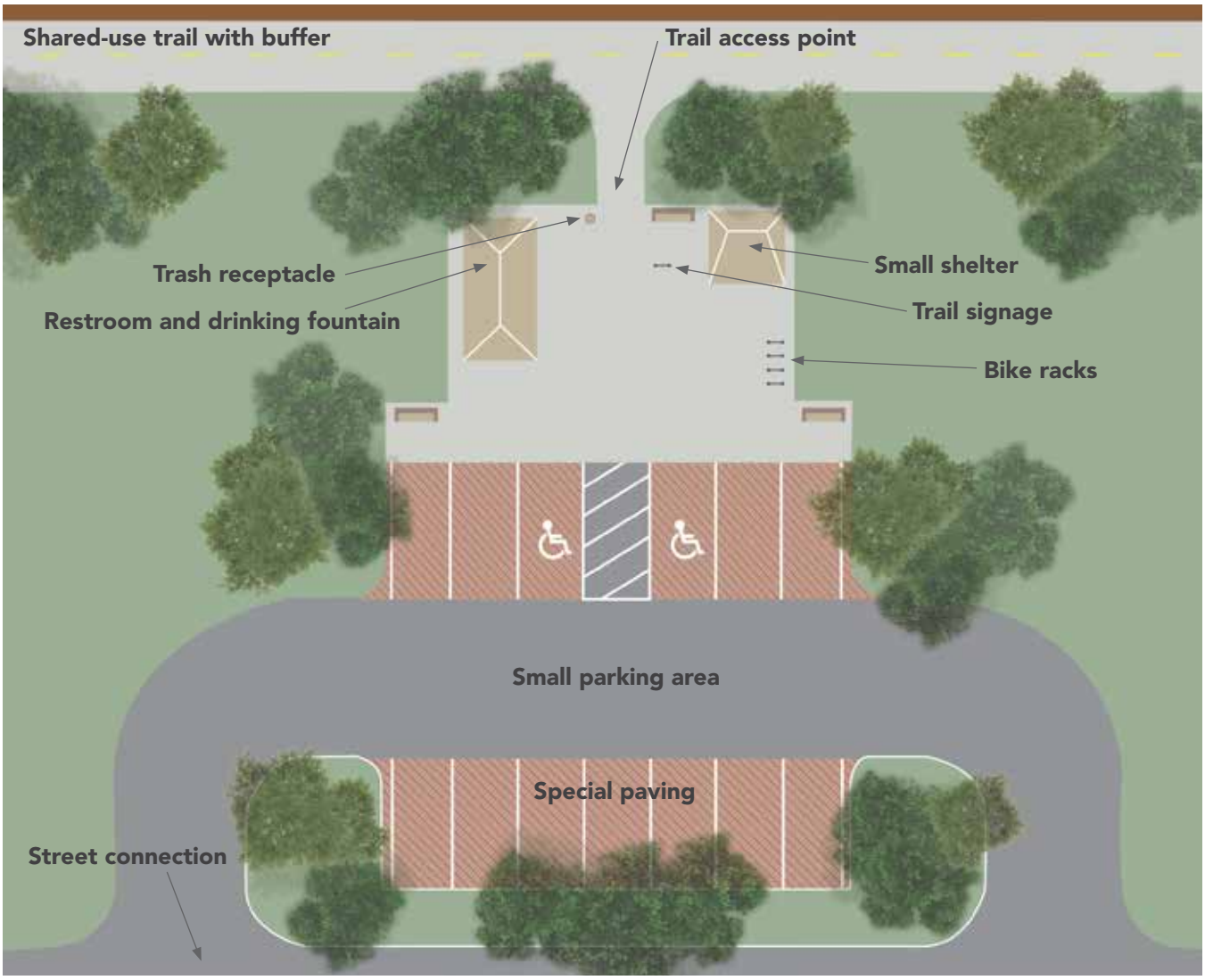



Figure 4-10: Prototypical Trailhead with Basic Amenities

## Figure 4-11: Access Amenities Toolkit

The graphics below identify essential trailhead and access point amenities. In addition, enhanced access amenities may be applied to trailheads or access points to enhance the placemaking experience.

### Access Point Essentials

Signage/Kiosks

Shade Trees and Landscaping

Bicycle Parking

Trash Receptacles

Lighting

### Trailhead Essentials

Signage/Kiosks

Shade Trees and Landscaping

Bicycle Parking

Trash Receptacles

Lighting

Parking Facilities

Restrooms

Drinking Fountain

Small Shelter

### Enhanced Access Amenities (Additional)

Trail Gateways

Art

Bicycle Repair Station

Gathering Area/Plaza

## STREET CROSSING TYPOLOGIES

Given most of the proposed trails in Addison are along streets, establishing safe crossings for pedestrian and bicycles are essential in developing a successful trail system. The following typologies represents best practices for street crossings.

### Pedestrian and Bike Intersection

- Crosswalks should be designed to offer as much comfort and protection for bicyclists and pedestrians as possible, especially at major intersections or high-traffic locations.
- High-visibility ladder, zebra, and continental crosswalk markings should be implemented to increase visibility and improve yielding behavior.
- Approaches to key intersections with extensive bicycle activity should be painted green to increase visibility and limit vehicular conflicts.
- Crosswalks should be as wide as or wider than the walkway it connects to.
- An advanced stop bar should be located in advance of the crosswalk to reinforce yielding to pedestrians/bicyclists.

Figure 4-12: Prototypical Belt Line Road Bike and Pedestrian Crossing

- Push button signal activation should be provided for pedestrians/bicyclists.
- Americans with Disabilities Act (ADA) accessible curb ramps are required for all approaches.
- Pedestrian safety islands should be at least 6-feet wide and are recommended where pedestrians must cross three lanes of traffic in one direction.
- OPTIONAL: Right-turn-on-red restrictions may be applied Town-wide or in areas where pedestrian/bicyclist conflicts are frequent.
- OPTIONAL: A separate bicycle signal head can provide a leading bicycle phase, which allows bicyclists to begin crossing the street in advance of other traffic.

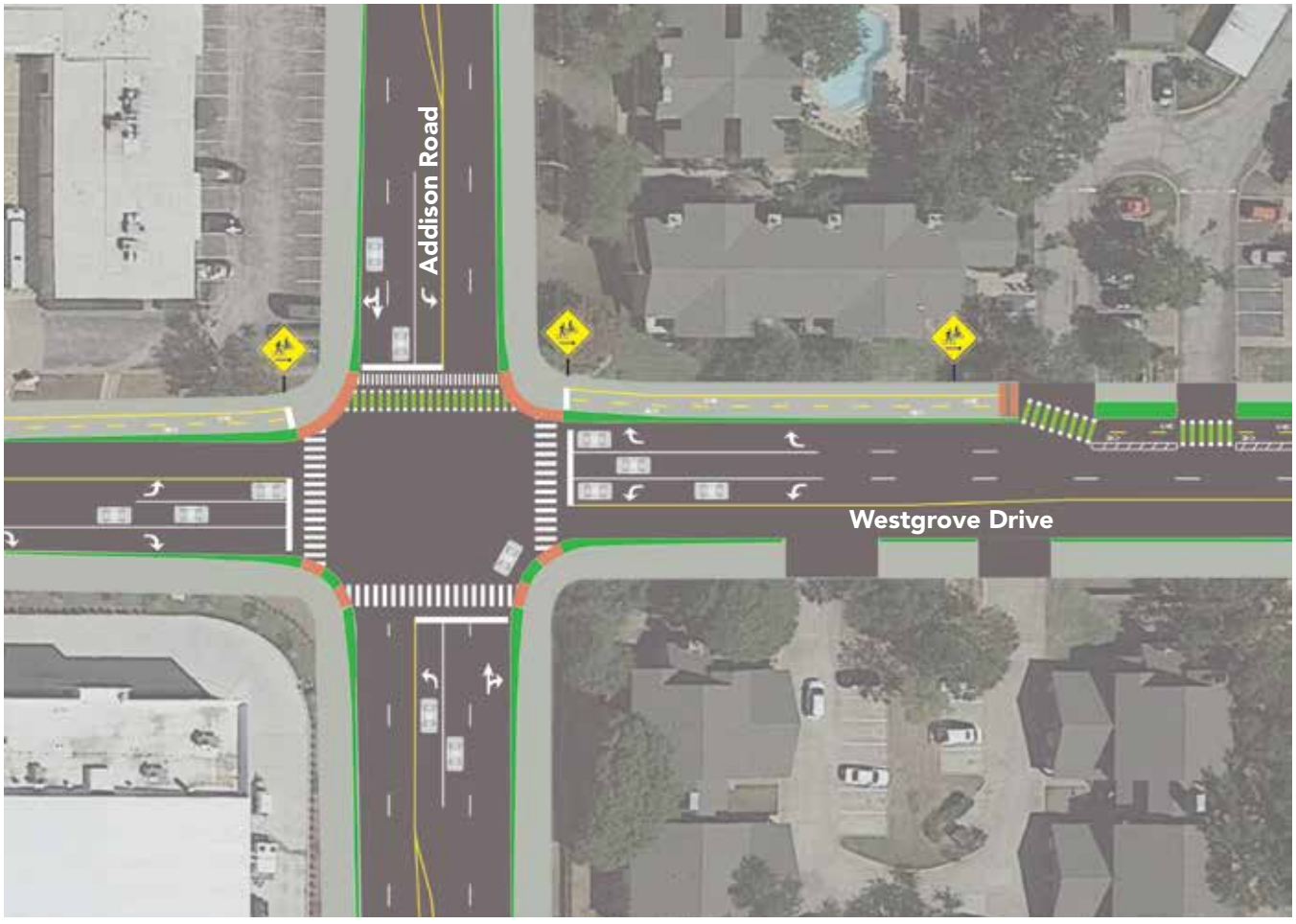



Figure 4-13: Prototypical Bike and Pedestrian Crossing (Westgrove and Addison)

## Mid-Block Crossings

- Crosswalks should be designed to offer as much comfort and protection for bicyclists and pedestrians as possible, especially at major intersections or high-traffic locations.
- High-visibility ladder, zebra, and continental crosswalk markings should be implemented to increase visibility and improve yielding behavior.
- Crosswalks should be as wide as or wider than the walkway it connects to.
- Appropriate Manual on Uniform Traffic Control Devices (MUTCD) signage should be installed to make vehicles aware of crossing as well as bicyclists aware that cross traffic does not stop (if unsignalized).
- Americans with Disabilities Act (ADA) accessible curb ramps are required for all approaches.
- If installed within a signal system, signal engineers should evaluate the need for hybrid beacon to be coordinated with other signals.
- A Rectangular Rapid Flashing Beacon can be installed to alert drivers to yield where bicyclists have the right-of-way crossing the road.
- Active warning beacons should be installed on the side of the road and in center islands/medians for secondary locations.
- Pedestrian safety islands should be at least 6-feet wide and are recommended where pedestrians must cross three lanes of traffic in one direction.
- Bollards should be placed at entrance to deter motor vehicle access and adequately spaced to allow easy passage by bicyclists, pedestrians, and other users.

Figure 4-14: Prototypical Arterial Street Mid-Block Crossing (Belt Line Road)

## Supporting Systems

**Bridges** that accommodate pedestrians and bicyclists may be necessary for trail continuity or access. They are required to span roadways, rivers or to address a significant grade change. Bridges are expensive solutions but provide an opportunity to create a focal point that enhances the trail experience and supports cross-town connectivity. When constructing a bridge, best practices say to provide a minimum 12-foot width to meet Class I Bikeway standards.

**Undercrossings** provide trail continuity beneath roadways and other locations where trails meet or cross significant public infrastructure. They can help sustain an unobstructed Class I trail system. Furthermore, existing vehicle undercrossings can be adapted to provide a safe crossing option alongside vehicles. Appropriate lighting can illuminate the undercrossings for safety. Additionally, artistic/ aesthetic elements can be installed along surfaces and vertical elements to enhance the trail experience.

**Ramps** of various sizes and types should be installed to provide access to trails for all user types.

- **Wheelchair Ramps** are commonly installed where an off-street trail reaches an on-street intersection to ensure crosswalk access. This ramp is intended to support access for persons in a wheelchair, but they also support bicyclists, persons with some physical limitations, and parents with strollers. ADA markings are required to convey a crossing.
- **Vehicle Access Ramps** should be used where there is planned access for maintenance or emergency vehicles.
- **Curb Ramps** are used in instances where trails intersect roadways or driveways. These will be commonly used in conditions where trails run along the street.
- **Bike Ramps** may be installed where access from on-street bike lanes to off-street trails is desired but doesn't align with an intersection or legal crossing of the roadway. These are similar to wheelchair ramps, but include "Bike" stenciling to convey its special function.

## PLACEMAKING AMENITIES

Addison Trails are a defining element of the Town. As the system grows, Addison will be known for its quality trails and bike and pedestrian friendliness. Incorporating specific placemaking amenities will add to the Town's image and quality system. The following amenities create visual interest and make the Addison trail experience more memorable.

### Trail Design Themes

The Town is encouraged to choose a design theme for each of its major trails to support a sense of place and uniqueness. Chapter 5 identifies major trail alignments and local connections and applies nomenclature to distinct and important alignments. While the nomenclature in this plan is only a suggestion, the table below provides additional direction on how to establish unique features along specific stretches of trail.

### Trail Gateways

The intent of a gateway is to increase the visibility of the trail from roadways and trails. Trail gateways are typically installed at a trail access point or trailhead, and/or at the transition from an on-street trail to an off-street trail system. A gateway should establish a unique design theme and character for the trail or trail system. Gateways can be comprised of a variety of design features including monumental signage, decorative pavement, seat walls, stone-clad columns, custom fencing, etc.

Table 4-1: Trail Systems and Design Themes Example

| Trail Name | Icon | Theme | Forms & Materials | Gateway Feature |
|---|---|---|---|---|
| A unique trail name that brands an alignment to establish its identity | A graphic symbol that relates to the trail name and is depicted on trail signage | A broader theme that nods to Addison's culture, history or nature | Unique placemaking elements and site furnishings specific to the trail theme | Small or large elements that assume the form of a decorative feature that attracts attention, public art pieces, or interpretive areas |

## Interpretive Features and Signage

Interpretive features and signage provide visitors, commuters, and residents with a unique perspective or story that enriches their trail experience. Interpretation can cover a wide range of subjects including interesting facts about the site location, history, culture, or other topics. Typically, these features are signs, yet other forms of interpretation may include immersive sculptures demonstration areas. These areas may be highlighted by a change in trail surface to expand the experience into a larger interpretive area.

When providing interpretive signage, choose subject matter with an audience in mind. A trail that is likely to attract new users warrants a "Did you know?" sign installation. Whereas a short, neighborhood-serving trail might include a small sign to identify a unique tree or provide direction to a special view.

## Public Art

Addison is already known for its public art and its trails present a wonderful opportunity to showcase it. The planned Art Walk trails in South Quorum will incorporate art as a way establish a destination and encourage exploration. Ideally, the art or amenity is large scale and related to Addison's identity. Successful trail art has longevity, is memorable and visually rewards trail users. In instances where public art already exists and is visibly accessible wayfinding signage should be provided or sight lines preserved.

## Play Elements

Instead of using trails as a means to get from one place to another, trails may be destinations in and of themselves. Buffers adjacent to trails provide opportunities to activate a trail edge with spaces for fitness and play. These elements may include nature play elements (e.g., climbing rocks, stepping stumps, spinner poles), fitness stations, interactive art and interpretive features. These elements may be interspersed along a corridor or clustered together near an access point or trailhead.

## Formalized Pause Points

Formalized pause points with seating may be considered where trail width is sufficient. These areas are recommended to be shaded, landscaped and marked with special paving to provide comfort and a natural appeal. While these areas are intended to provide a formal space for social interaction, they may also provide space for trail pull-offs to accommodate social distancing and a variety of movement patterns and fitness levels.

## SITE FURNISHINGS

Trails can be supported by numerous amenities to increase enjoyment and use.

### Signage

Addison desires signage and information that balances the display of information without overdoing it and creating sign clutter or obstructing views along trails. The following signage types may be strategically used along trails:

**Identification and wayfinding signage** identify the trail by name, provide wayfinding or directional information, and identify locations of destinations and amenities. These signs are typically posted at trail entry points and intersections and should identify the system by name and potentially an iconic trail symbol. These signs may be applied to trail systems that will regularly draw new users or people unfamiliar with the surrounding, such as regional trails or trails in Central Addison. Wayfinding is intended to guide trail users to useful or interesting resources such as, trailheads, public restrooms, food locations, or unique points of interest.

**Milestone markers** are special signs with location information that provide recreation benefits and enhance safety. Recreational users can utilize the sequentially numbered signs to track distances traveled on their run, walk, or bike ride. For safety, that same numbering system can be utilized by emergency response crews to locate trail users in need of assistance.

**Regulatory signs** are generally limited to "Trail Rules" that are posted at trailheads and access points. Rules and regulation signage may include postings such as, no motor vehicles, no trespassing, dismount bike zones, dog ordinance, stop and yield signs, pass left/ keep right, and temporary trail closures.

**Warning signs** are very similar to traffic signs by alerting users to changes in the trail such as curves, narrowing, cross traffic, steep grades, and areas of potential high water.

**Sponsorship signage** Additionally, partnership agencies may be included as information beneath the identification signage to identify participating agency brands.

## Lighting

Lighting supports a safer user experience and is designed and installed to reduce impacts to adjacent land uses. Directional (LED) lights offer a precise direction of light that limits ambient spillover in unwanted areas such as private property and sensitive natural areas. When possible, lighting should be installed closer to the ground than streetlights, providing a pedestrian-scaled aesthetic and use.

## Seating

Addison encourages a variety of seating types throughout the network yet seeks consistent styles per individual trail or neighborhood. Durable, accessible custom seating, such as chairs, seat walls, artistic benches, or alternative seating options are encouraged, subject to the approval of the Town. Local materials such as excavated limestone may be reused to create unique seating alternatives. General tips for seating include:

- Locate where natural surveillance is maximized, such as near trail entry/exit points or within clearings in the landscape.
- Deploy at regular intervals (optimum: ½ mile) to provide opportunities to rest.
- Consider the user experience; locate beneath shade when possible and at a scenic location.
- Provide space adjacent to seating to meet ADA requirement for universal access.
- Design in a manner to prevent skateboarding and other damaging activities.
- Select to deter long-term occupancy and social distancing. Backless benches or mid-point armrests should be considered as well as armchair variations.

## Picnic Areas

Picnic areas may be considered along trail corridors with sufficient width, such as greenbelts. Although, parkland is a more appropriate space for these areas. Instead, consider installation of a shaded area with benches or chairs and a small table.

## Small Shelters

Small shelters are preferably located in adjacent park sites or at trailheads. They may be considered at trail nodes with sufficient width such as formalized pause point or in areas with high trail activity and a lack of tree shading. These shelters are small, but large enough to accommodate a seating area.

## Bike Racks

Bike racks are included where there are points of interest directly accessible at the trail edge. These may include parks, trailheads, public restrooms, interpretive/art areas. However, in most circumstances, the destination will be a private entity, such as a shop or restaurant. In these instances, the bike racks should be placed along the trail alignment, in the trail buffer. Additionally, it may be preferable to work with the destination's site manager or owner to consider a private installation adjacent to the trail alignment.

## Bike Repair Stations

Bike repair stations are a desirable amenity but are site-specific and do not serve all trails users. As such, these should be limited to regional trails and located at trailheads or at key trail intersections.

## Fitness Stations

Fitness stations may be considered along trail corridors with sufficient width such as greenbelts. Stations should be grouped to offer multiple exercises within a defined and highly visible space. Ideally, these fitness stations are shaded, easily accessible yet separated from the trail, and includes instructional signage.

## Trash Receptacles

Trash receptacles are to be installed at trail entry points and as-needed (or as-anticipated).

Engaging the Town's operations staff is highly encouraged to optimize placement and validate the likely need.

## Dog Waste Stations

Addison is considered a dog-friendly community. As such, accommodations should be made along all neighborhood-loop trails to ensure dog waste is properly disposed.

## Drinking Fountains

As a high-maintenance amenity, drinking fountains are encouraged only at trailheads and parks where management is optimized.

## Fencing

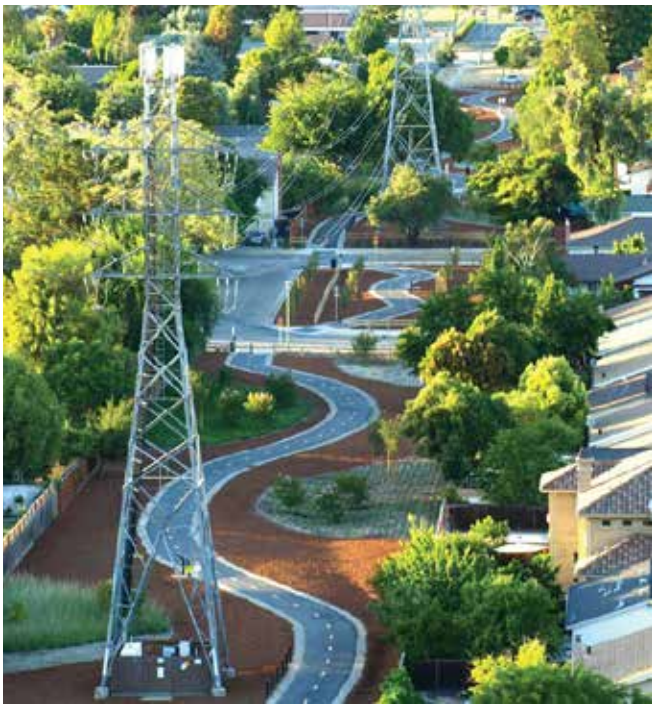
In general, fences should be used only when required by code or to address a hazard, establish rights-of-way, or protect privacy. This approach will help ensure safe access to trails whenever possible. Additionally, fences and railings should be designed in a way that is attractive, durable and consistent with exiting neighborhood-character aesthetics and styles.

## Bollards and Gates

Bollards can be installed at trail entries from roadways and are intended to prevent or discourage vehicular trespassing upon a trail. A swing arm gate may also be used when sufficient width exists and there is a regular need for vehicular access to the trail while preventing illegal entry.

## Restrooms

Restrooms are preferably located in adjacent park sites or at trailheads to leverage existing maintenance.



## LANDSCAPING

Addison trails will be developed through a variety of urban and natural landscapes. Trail construction should always leverage the existing landscape, enhance when possible, and mitigate when required. Furthermore, all trail construction projects should protect the existing tree canopy for shade purposes and environmental benefits. While tree lined trails with enhanced landscaping is the image Addison seeks to achieve, certain trail corridors will require special landscaping treatments. These are summarized as follows.

### Utility Corridors

Plantings in utility corridors (underground and overhead) may have restrictions that impact species selection and locations where plantings are allowed. While limited, most locations should offer opportunities to restore or incorporate native, unornamental vegetation along the trail corridor to create a more natural trail experience and support the ecological function of the open space area.

### Street Corridors

Landscaping in street corridors should follow direction from the Master Transportation Plan and the Parks and Open Space Master Plan. In general, street trail corridors incorporate landscape buffers w/ street trees and a blend of plantings. When trail width is not available to establish a lush, landscaped environment, priority should be given to establishing a safe buffer that is easy to maintain.

## Park Corridors

Trails passing next to existing parks and in greenways should leverage irrigation availability. Landscaping on the trail should blend seamlessly with the design of the park. Grass turf may be provided immediately along the trail or in specific places to support recreation needs; however, the entire corridor should not be maintained that way and may include native plantings and trees.

## Riparian Corridors

If landscaping is allowed, vegetation should be native (local, ideally watershed specific), non-invasive, or non-hybridizing species. The plantings should contribute to the stabilization of these corridors by providing wildlife habitat, protecting water quality, filtering stormwater runoff, enhancing urban trees and connecting people to nature.

## Enhanced Landscape

An enhanced planting palette, including ornamental and nonnative plants, is most appropriate at points of entry, intersection or pause.

## Best Practices

- Use lower-maintenance plants;
- Select trees to provide shade and visual interest;
- Seek to landscape 50% of site area when extensive buffering is required;
- Favor native (local, ideally watershed specific in riparian corridors) or climate appropriate plants;
- Leverage existing landscapes and determine if supplemental landscape offers value;
- Place plants and trees based upon mature growth. Avoid roots uplifting trails and shrubs encroaching upon trail.

*Note: Landscaping shall adhere to the requirements described in the Addison Unified Development Code.*

ADDISON
Town of Addison
Perennial Trials Gardens
October 2015
Special thanks to Southwest Wholesale Nursery,
Shades of Green, and Green Lake Nursery
for their generous donation of plant materials.

# 5 Priority Projects

This chapter takes a deeper dive into several of the key projects included in the full Future Trail Network described in Chapter 4. While all alignments and segments included in the Future Trails Network are deemed important, this chapter focuses on projects that 1) require immediate or short-term action, 2) comprise multiple trail types and/or navigate more challenging contexts, and 3) include technically difficult design challenges.

The Priority Projects are organized into three categories, including:

- Major East to West Alignments
- Major North to South Alignments
- Local Connectivity

The chapter concludes with a section highlighting various reasons to and different types of partnerships. It highlights the importance of partnerships for realizing the community's trail vision and many aspects of plan implementation.

# Major East to West Alignments

## COTTON BELT TRAIL (ALONG THE DART SILVER LINE REGIONAL RAIL CORRIDOR)

The DART 2030 Transit System Plan (TSP) identified the Cotton Belt Corridor as a priority project. The project was accelerated to a 2022 completion target in DART's FY2017 Twenty-Year Financial Plan. In conjunction with the Regional Rail improvements, DART is working with local jurisdictions and the North Central Texas Council of Government (NCTCOG) to implement a corridor-wide hike and bike trail as an important component of the regional trail network referred to as the Velo Web. The DART owned right-of-way is approximately 100 feet wide, yet a large portion of the Cotton Belt Trail alignment will be in the Town's right-of-way. Although final design may modify this slightly, the hike and bike trail will typically be 12 feet wide. It can range between 10 to 14 feet wide depending on the location.

**Important Design Details and Considerations**

- Access to the Cotton Belt Trail should be created at Marsh Lane, Surveyor Boulevard, Midway Road, Addison Road, Quorum Drive and Spectrum Drive.
- The trail width should be at least 12 feet through Addison to accommodate the large volume of users and variety of user types anticipated.
- The segment between Addison Road and Quorum Drive should be at least 14 feet wide or supplemented with an additional parallel walking path.
- A trailhead should be provided at or near the DART rail station between Addison Road and Quorum Drive.
- An additional layer of amenities should be provided along the trail through Addison, especially between Addison Road and Spectrum Drive; additional amenities should include benches, shade coverings, short-term and long-term bike parking, drinking fountains, trash and recycling receptacles, lighting, and a combination of wayfinding, identity, and interpretive signage.
- Public art of different types should be integrated into the trail design throughout Addison.

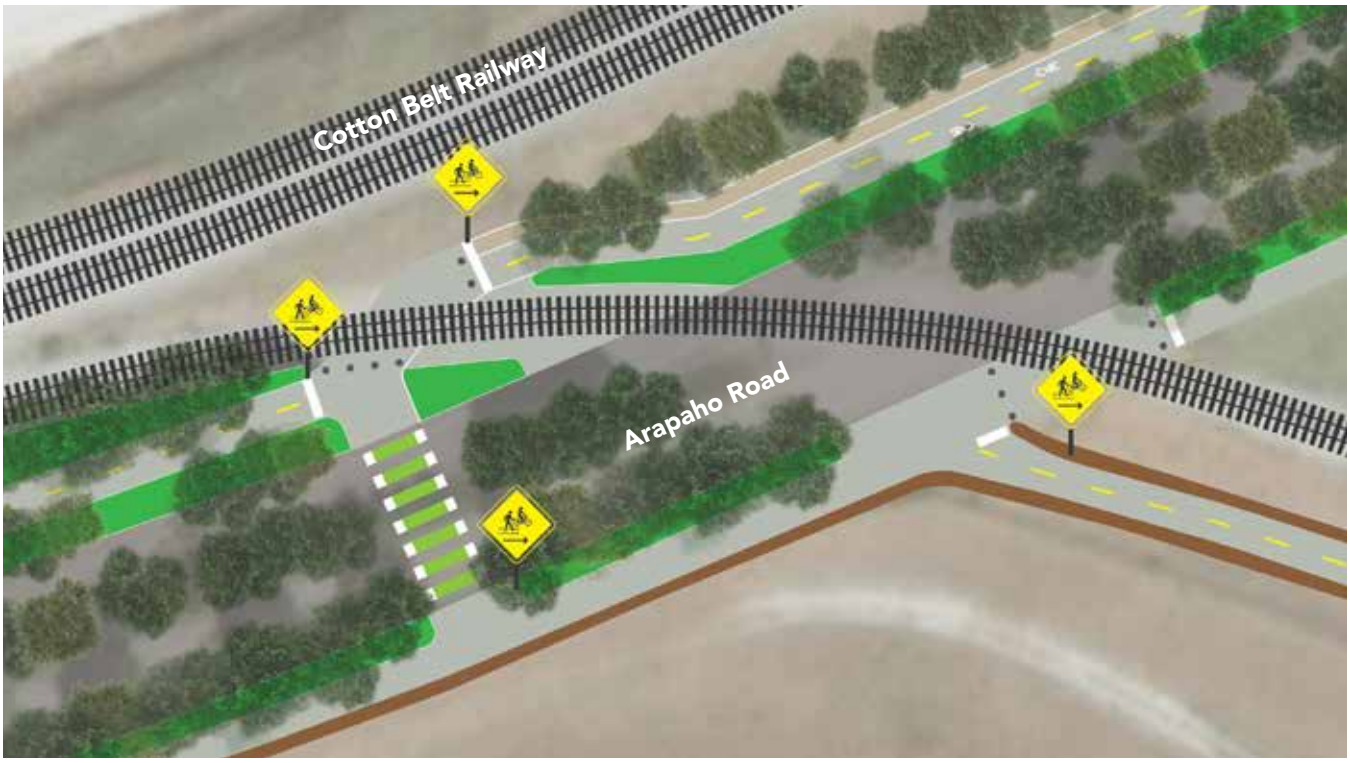



Figure 5-1: Cotton Belt Trail Connection to the "Rail Trail"

## BELTWAY DRIVE MOBILITY CORRIDOR

As described in Chapter 4, Beltway Drive can provide a critical east-west connection running parallel to Belt Line Road, as well as a connection north to Belt Line Road near the center of Addison. The Beltway Drive Mobility Corridor provides an important connection through Southwest Addison on a relatively low traffic roadway.

**Important Design Details and Considerations (from west to east)**

- Create a safe crossing of Marsh Lane on the west end of Beltway Drive to Garden Brook Drive.
- Reduce Beltway Drive to a single lane in each direction through its entire length.
- Stripe bike lanes on both sides of the roadway from Marsh Lane to Midway Road.
- Add a continuous widened sidewalk that is buffered from traffic, extending from Les Lacs Park east and continuing north to Belt Line Road.
- Prioritize safe pedestrian and bicycle crossing of Midway Road.
- Add sharrow markings and other bike boulevard amenities east of Midway Road where the curb-to-curb width of Beltway Drive is especially constrained.

Figure 5-2: Beltway Drive Bike Lanes and Wide Sidewalk

## "POWER LINE" CONNECTOR (ONCOR EASEMENT THROUGH FARMERS BRANCH)

East-west connectivity is extremely limited through Addison south of Belt Line Road, especially between Midway Road and Inwood Road. The Redding Trail is one of the most popular trails in Addison and may provide the inspiration for a solution to this challenging gap in the larger transportation network. Working with Farmers Branch, the Town of Addison should partner with Oncor to develop an east-west trail connection along the power line easement extending between Midway Road and Inwood Road.

**Important Design Details and Considerations**

- The Redding Trail should be extended along the Dog Park at its eastern terminus and extended further through the Oncor easement to Midway Road.
- A new mid-block crossing with signalization should be added to Midway Roadway beneath the power line corridor.
- A new multi-use trail of at least 10 feet in width should be constructed just south of the powerline corridor and just north of the rail line where it begins at Gillis Road.
- Low landscaping should be planted along the new trail alignment where space allows.
- Create a connection along the western side of Inwood Road connecting the east terminus of the "Power Line" Connector to Landmark Place.
- Amenities along the "Power Line" Connector should include seating and trash/recycling containers.

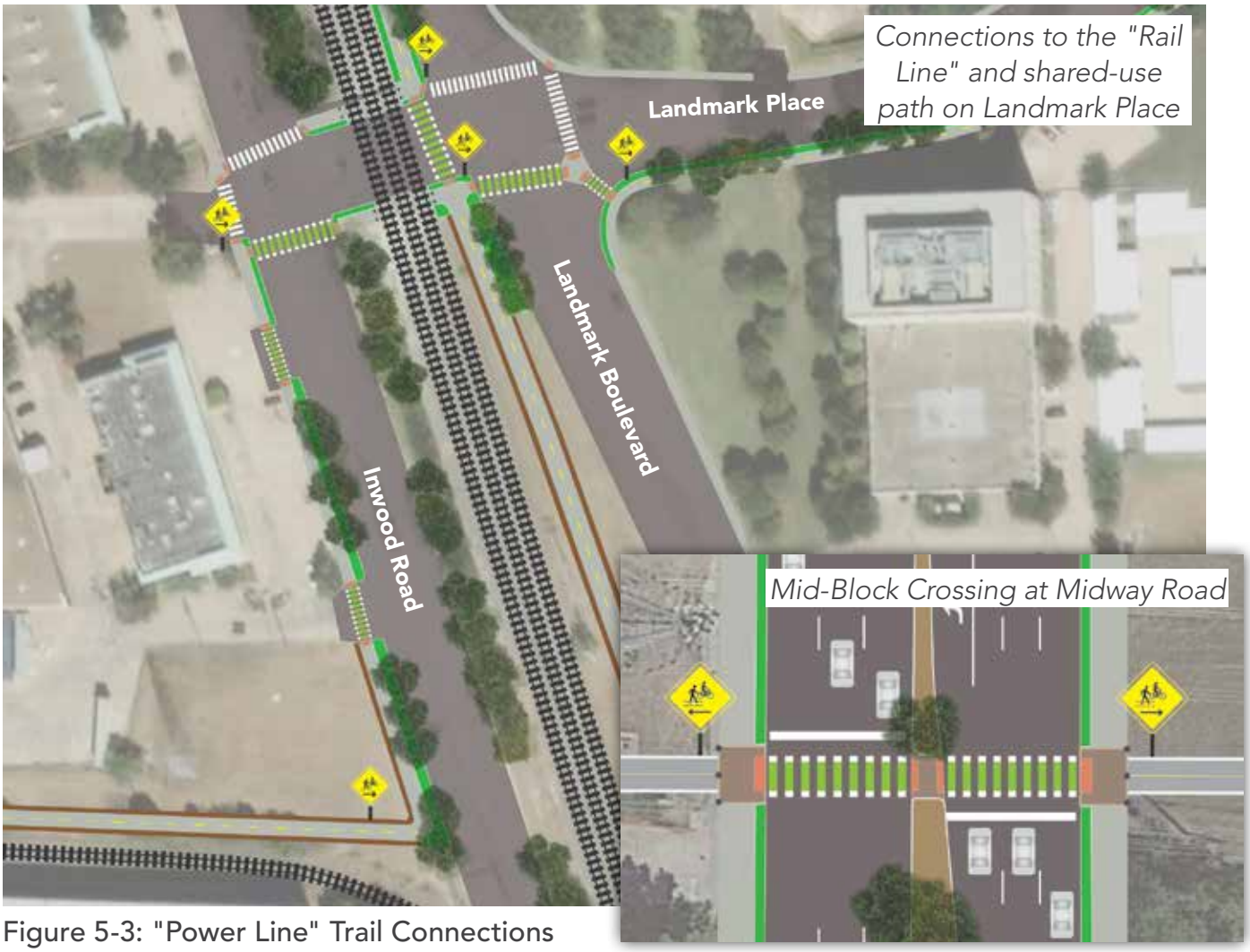



Figure 5-3: "Power Line" Trail Connections

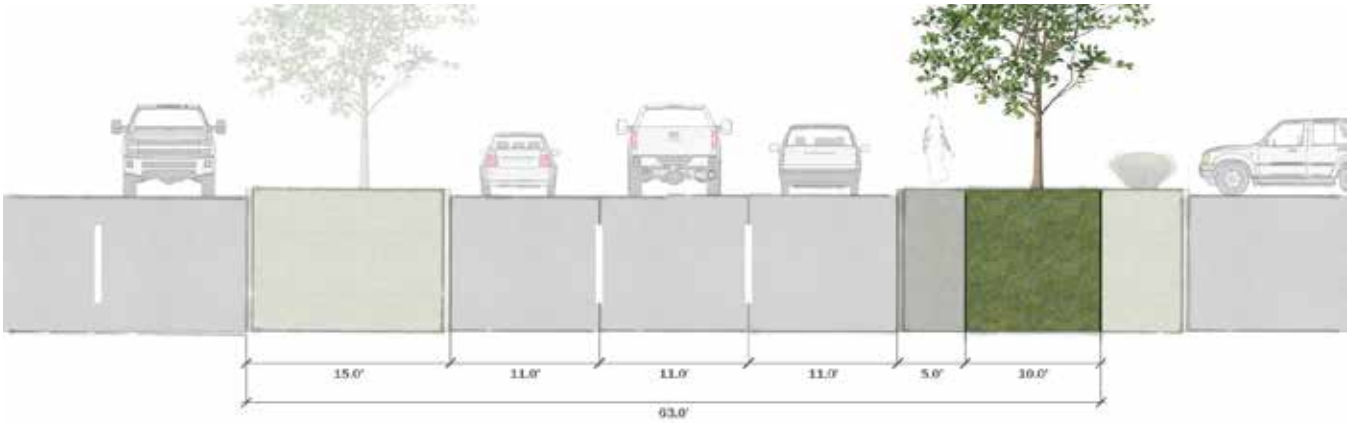
## BELT LINE MULTI-MODAL SEGMENTS

Belt Line Road is the major east-west connector through Addison. As such, it also has the highest traffic volumes of any roadway in the Town with the exception of the Dallas North Tollway. It also includes the greatest concentration of dining, hospitality and entertainment destination in Addison and perhaps the region. Movement along the corridor and across the corridor should be equally prioritized through implementation of the Trails Master Plan.

### Important Design Details and Considerations

- Wide sidewalks buffered from the travel lanes with landscaped planting strips should be added on the north side of Belt Line Road from Marsh Lane to Beltway Drive and on the south side of Belt Line Road from Marsh Lane to the Dallas North Tollway.
- In locations where it is not feasible to include a landscaped buffer between the curb and the sidewalk, planting areas should be included behind the sidewalk as part of the property frontage/ setback.
- Enhanced pedestrian crossings should be constructed along Belt Line Road at Marsh Lane, Midway Road, Beltway Drive, Addison Road, Quorum Drive, and Dallas North Tollway.
- A shared-use path should be improved along the north side of Belt Line Road from Beltway Drive to the Dallas North Tollway.
- A shared-use path should be added along the south side of Belt Line Road from the Dallas North Tollway to Winnwood Park.
- Driveway access to businesses along Belt Line Road should be consolidated and shared to the extent possible.
- At busy and offset driveway access locations, pedestrian crossings with markings should be encouraged.

*Existing Condition Typ. (west of Quorum Drive, looking west)*




*Proposed Condition Typ. (west of Quorum Drive, looking west)*

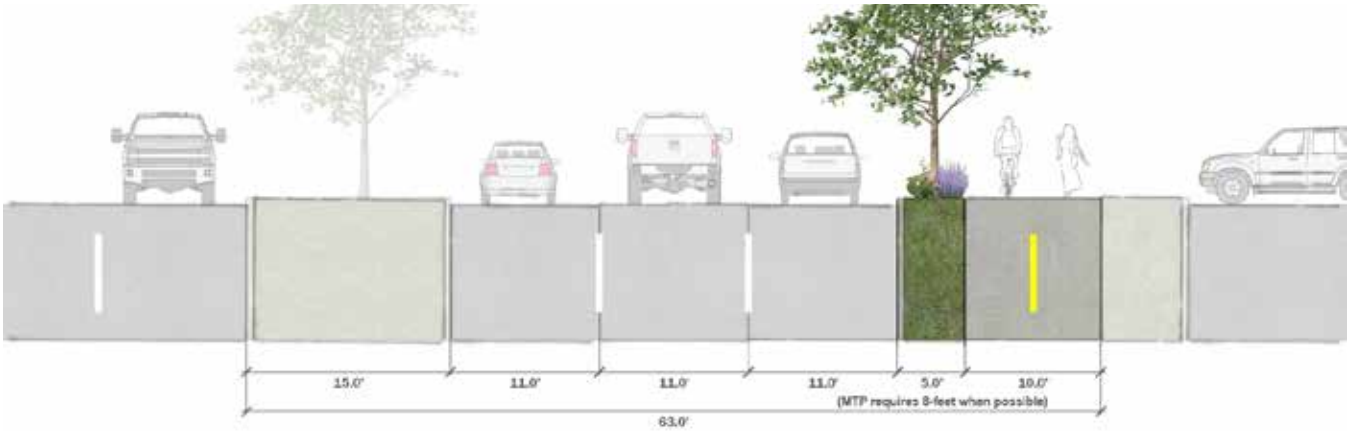



Figure 5-4: Belt Line Road Shared-Use Path

# Major North to South Alignments

## MIDWAY ROAD IMPROVEMENTS

One of the early implementation projects resulting from the Master Transportation Plan is Midway Road. It includes a shared-use path along the newly constructed roadway as part of the recommended Active Transportation network.

### Important Design Details and Considerations

- Midway Road is being improved from Spring Valley Road north to Arapaho Road.
- The shared-use trail will have a typical width of 10 feet and be separated from the travel lanes by the curb and a landscaped buffer in most locations.
- The shared-use trail runs along the west side of Midway Road south of Belt Line Road and switches to the east side of the roadway north of Belt Line Road.
- The trail along Arapaho Road will be connected to Midway Road as part of the current roadway improvement project.
- The shared-use trail should be extended north from Arapaho Road to Keller Springs Road in the future to provide a critical link in a loop around the Addison Airport.

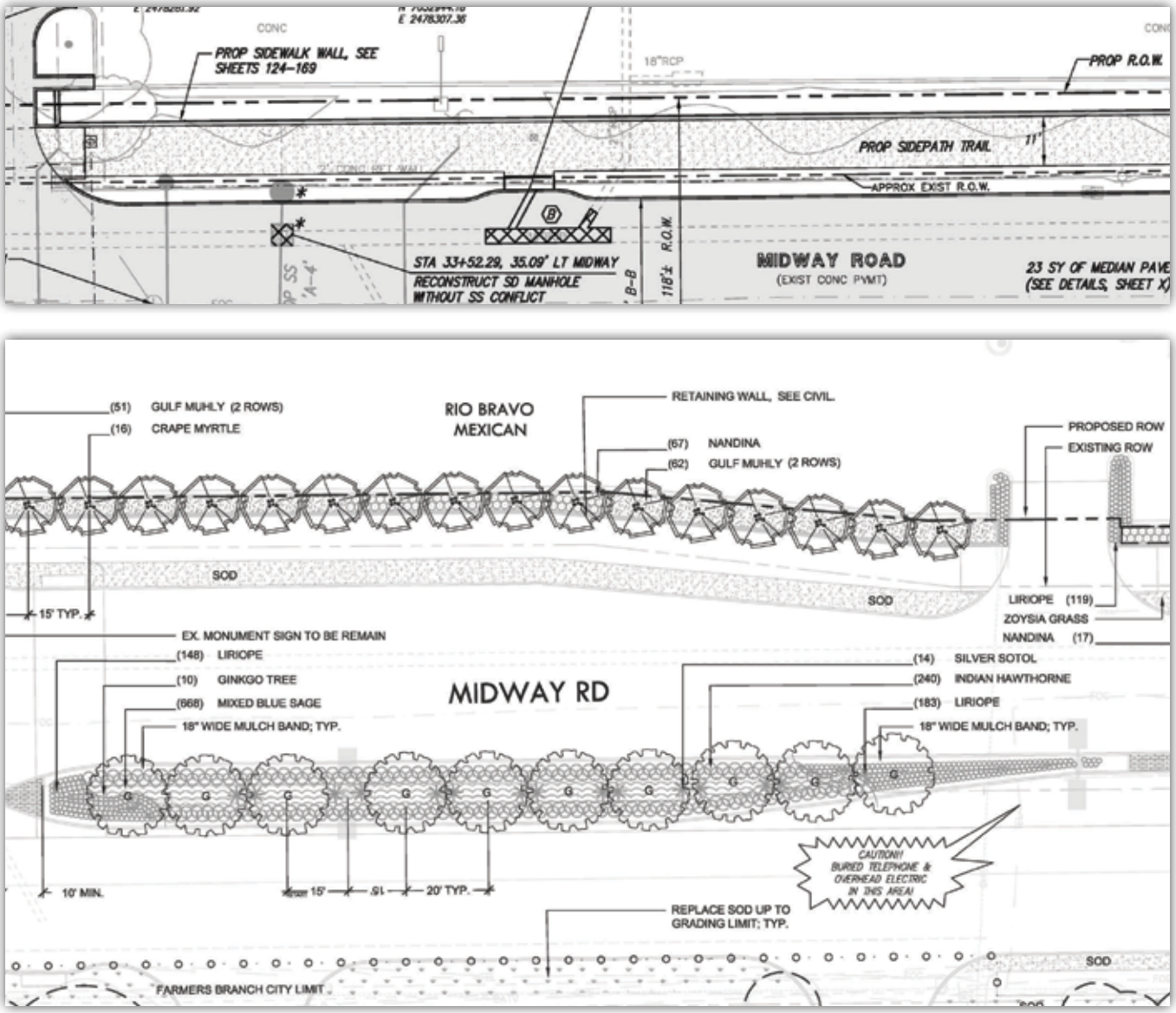



Figure 5-5: Midway Road Construction Drawings

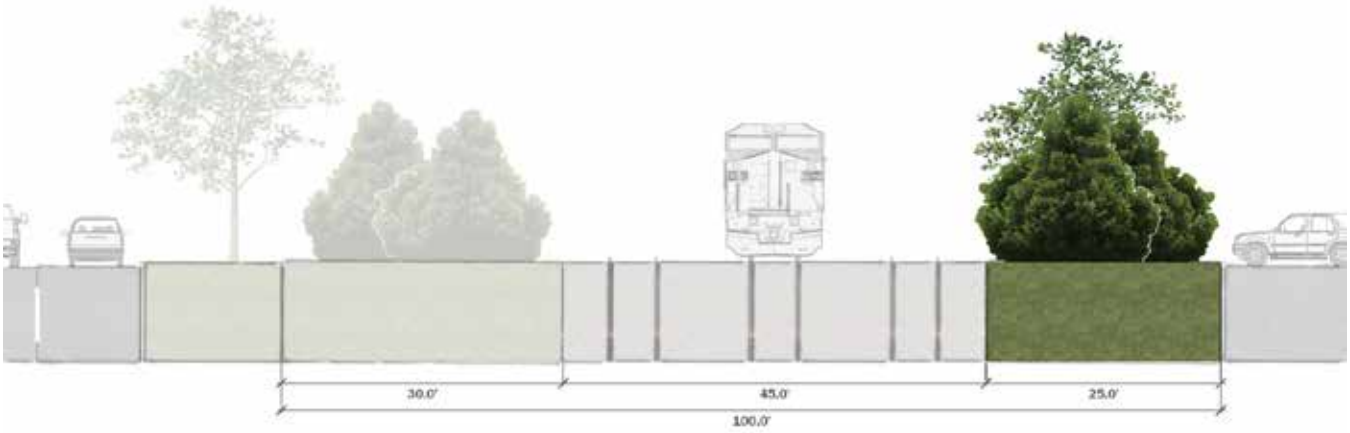
## INWOOD "RAIL TRAIL" TO ADDISON CENTRAL

The Inwood "Rail Trail" will provide a necessary connection from the "Power Line" Connection and a shared-use trail along Landmark Place north to Belt Line Road and the Cotton Belt Trail.

**Important Design Details and Considerations**

- The connection to a rail trail alignment south of Addison in Farmers Branch should be carefully planned and coordinated to ensure a seamless trail experience and a consistent or compatible trail design.
- A regional shared-use trail should be constructed along the east side of the rail alignment north to Inwood Road where it crosses the railroad tracks.
- The regional shared-use trail should be at least 10 feet in width with public art and other amenities strategically located along the alignment.
- The regional shared-use trail should connect to a shared-use trail along the east edge of Inwood Road at the railroad crossing, providing trail users a safe connection north to the signalized intersection of Inwood Road and Belt Line Road.
- The intersection of Inwood Road and Belt Line Road should be improved to provide safe crossings for pedestrians and bicyclists.
- A shared-use trail along the north side of Belt Line Road should connect trail users to another regional shared-use trail connection running along the west side of the rail alignment north of Belt Line Road.

*Existing Condition Typ. (east of Inwood Road, looking north)*




*Proposed Condition Typ. (east of Inwood Road, looking north)*

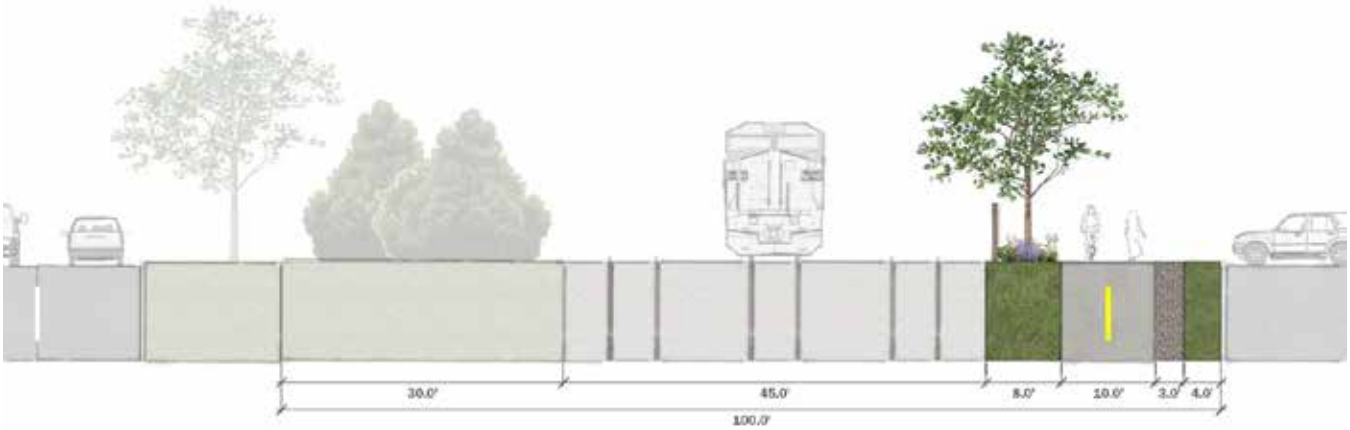



Figure 5-6: Inwood Road "Rail Trail"

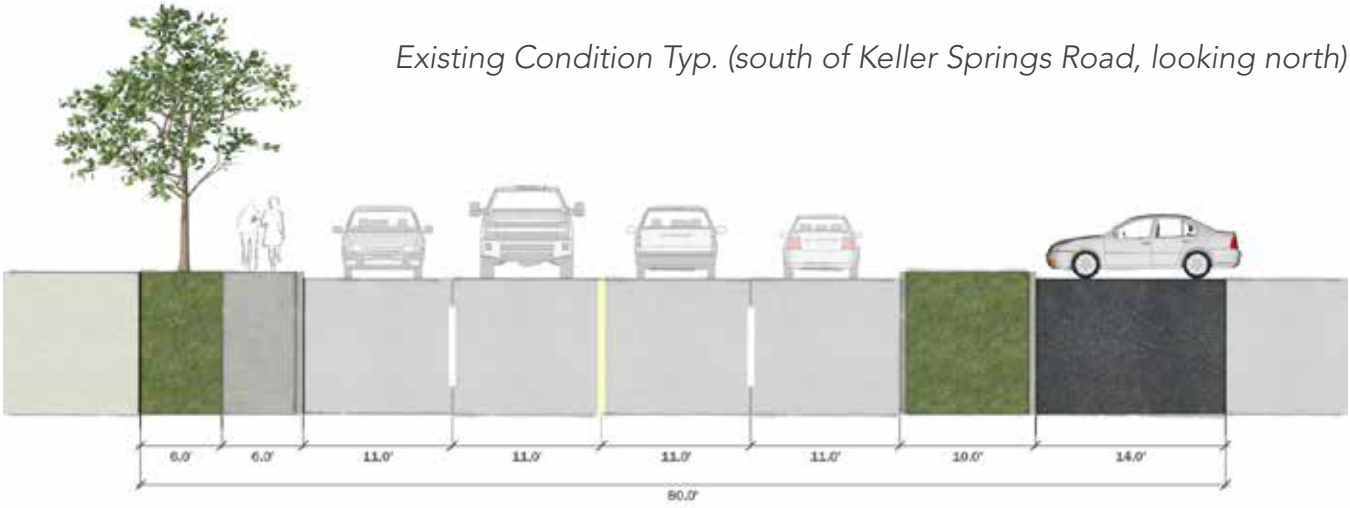
## ADDISON ROAD TRAIL

Addison Road provides the most continuous north-south connection through Addison east of Midway Road. It extends from Belt Line Road to the northern border of Addison. Trail improvements along this important corridor include a combination of wide sidewalks with buffers and shared-use paths along the street.

**Important Design Details and Considerations**

- Wide sidewalks with buffers should be provided between Belt Line Road and just south of the Cotton Belt Trail, and from Airport Parkway to the Town's northern boundary.
- A shared-use path along the street should be added on the east side of Addison Road from just south of the Cotton Belt Trail to Airport Parkway.
- A wider shared-use pathway should be considered along the western edge of Addison Circle Park and the Addison Conference and Theatre Centre.
- Pedestrian crossing enhancements should be made at the intersection of Addison Road with the Cotton Belt Trail, Festival Way, Airport Parkway, and Westgrove Drive.

*Existing Condition Typ. (south of Keller Springs Road, looking north)*




*Proposed Condition Typ. (south of Keller Springs Road, looking north)*

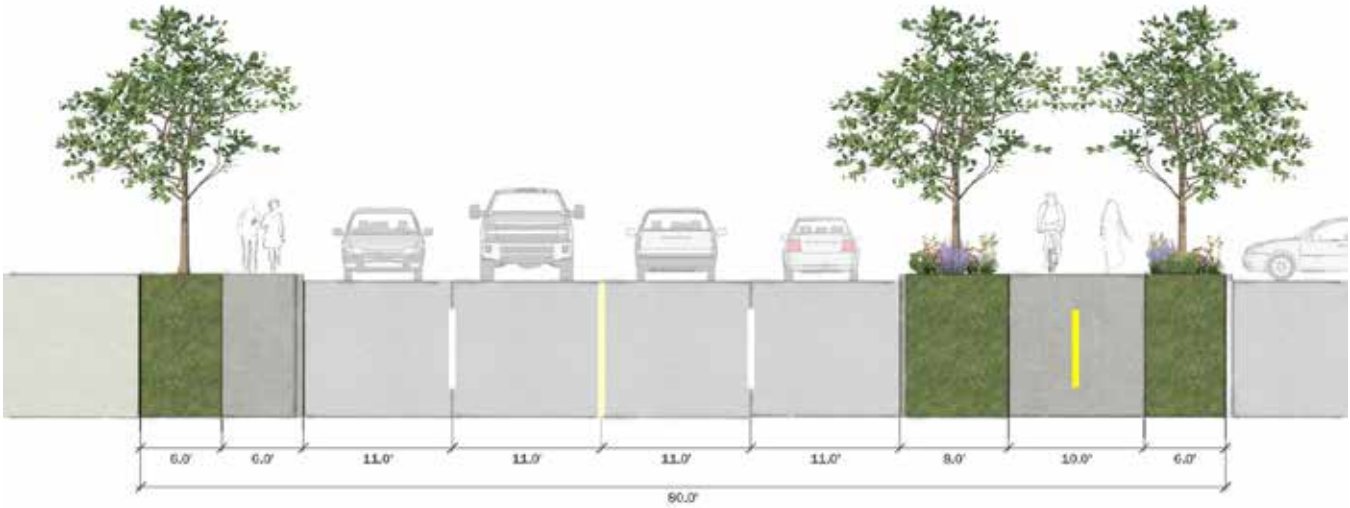



Figure 5-7: Addison Road Shared-Use Path

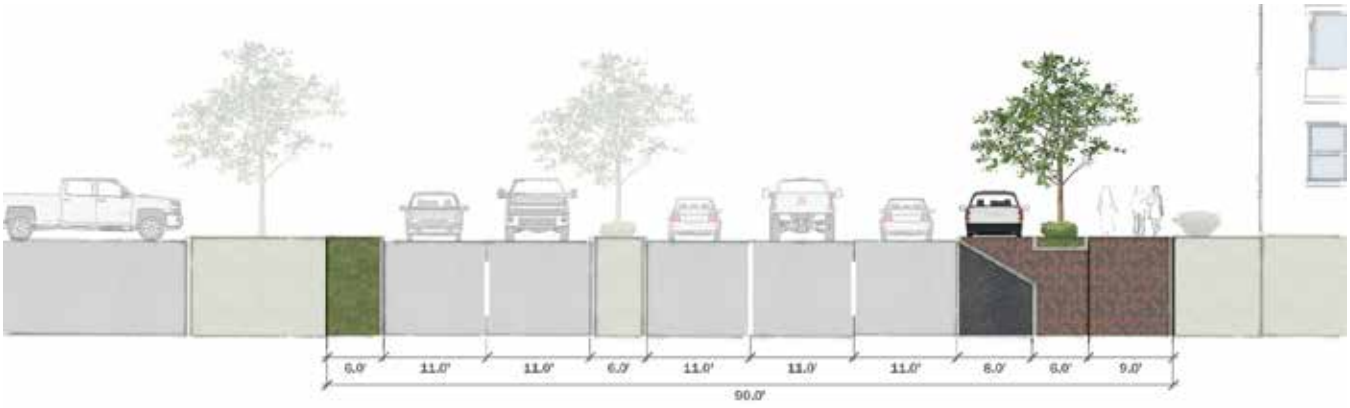
## QUORUM DRIVE TRAIL

Quorum Drive has tremendous potential as a high-quality north-south connector extending from South Quorum to North Addison. Quorum Drive through Central Addison is already one of the most desirable pedestrian environments in the Town and the Art Walk and roadway improvements planned for South Quorum further enhance this key corridor.

**Important Design Details and Considerations**

- Shared-use paths should be added on both sides of Quorum Drive from Landmark Place to Festival Way.
- The existing wide sidewalks along Quorum Drive through Central Addison should be paired with bike boulevard enhancements to the roadway.
- Signage should be added at the north and south ends of the bike boulevard segment to help bicyclists navigate from the shared-use paths behind the curb to a shared travel lane configuration.
- Pedestrian crossing enhancements should be made at the intersection of Quorum Drive with the Cotton Belt Trail, Festival Way, Airport Parkway, Keller Springs Road, and Westgrove Drive.
- The Art Walk should be extended north along the entire length of Quorum Drive.

*Existing Condition Typ. (Addison Central, looking north)*




*Proposed Condition Typ. (Addison Central, looking north)*

Figure 5-8: Quroum Drive Bike Boulevard

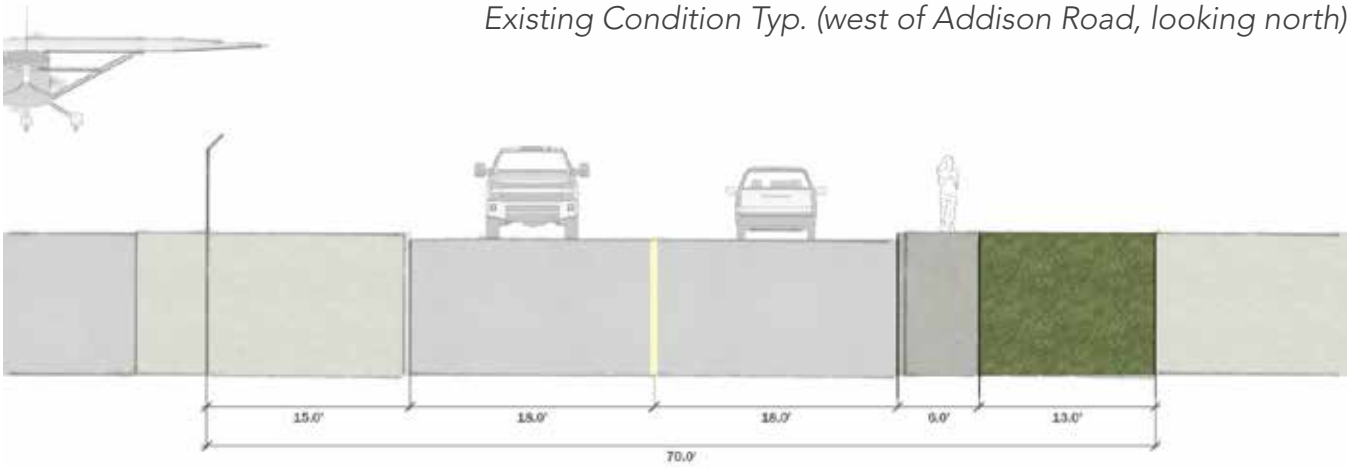
## WESTGROVE DRIVE CYCLE TRACK

Another exciting project that is an important priority for North Addison is the construction of a two-way cycle track on the north and east sides of Westgrove Drive. This trail alignment will provide a high-quality bicycle facility connecting North Addison to Carrollton and Dallas.

**Important Design Details and Considerations**

- A two-way cycle track should be constructed in the roadway next to the curb on the east side and north side of Westgrove Drive from the northern boundary of Addison to the Dallas North Tollway.
- The on-street two-way cycle track treatment should transition to back of curb at intersections to improve bicyclist safety and minimize conflict points.
- Signals at the intersections of Westgrove Drive with Addison Road and Quorum Drive should be augmented to include cycle-specific signalization; signalization should explore giving pedestrians prioritization with advance timing over bicycles, as well as giving bicycles advance timing over motorists.
- Transitions to traditional bike lanes, sidewalks or a shared route configuration using both sides of the roadway should occur within Addison's boundaries to avoid the two-way cycle track ending abruptly and putting cyclists in an unsafe contraflow situation.

*Existing Condition Typ. (west of Addison Road, looking north)*




*Proposed Condition Typ. (west of Addison Road, looking north)*

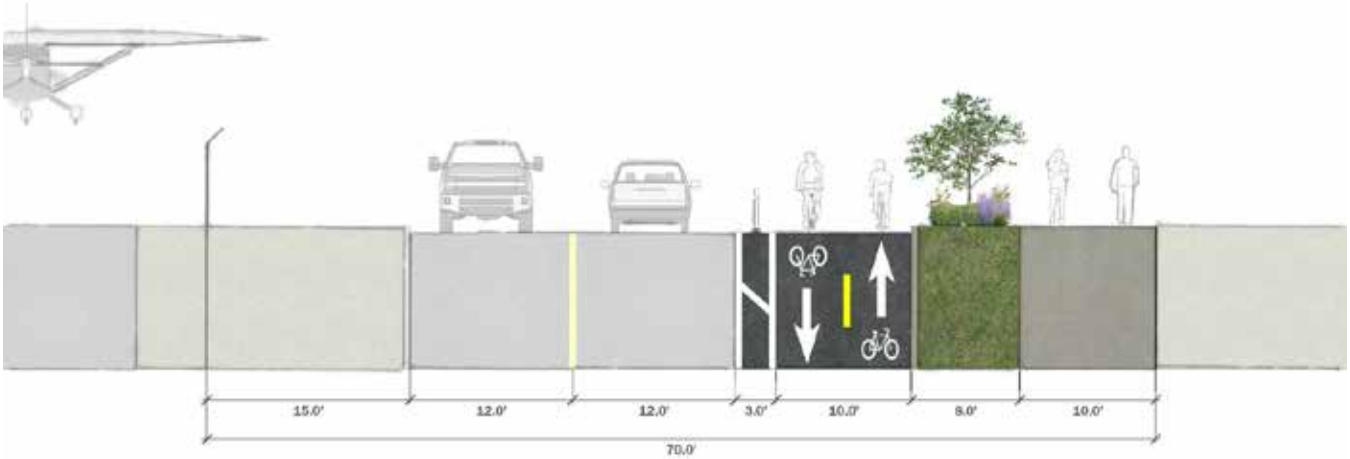



Figure 5-9: Westgrove Drive Cycle Track and Wide Sidewalk

# Local Connectivity

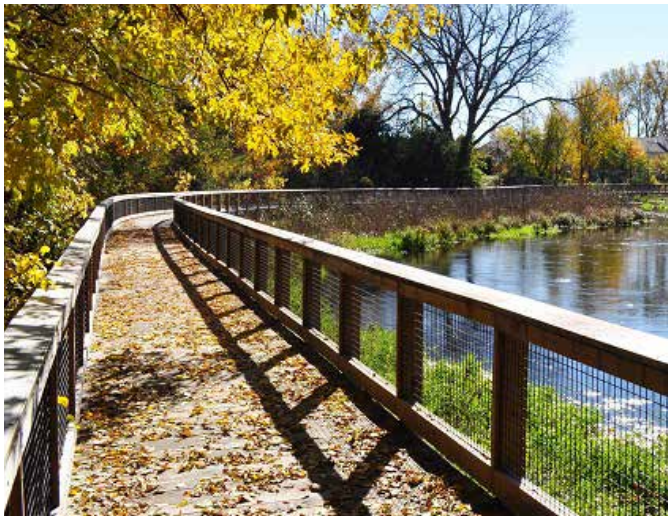
## "WOODED WALKWAY" IN EAST ADDISON

One of the few remaining opportunities to create a more traditional trail through a natural area exists in East Addison. A local shared-use trail is recommended between the Dallas North Tollway frontage road and the east side of the Tollway to the Town Finance Building and Winnwood Park. The portion between the frontage road and Montfort Drive would use an improved fire lane on the south edge of the Village on the Parkway property. From Montfort Drive to Belt Line Road, the desire is a combined boardwalk and trail alignment along the drainage that runs behind the commercial properties at Prestonwood Pond II, the Town Hall Building and the Town Finance Building.

**Important Design Details and Considerations (for the segment from Montfort Drive east)**

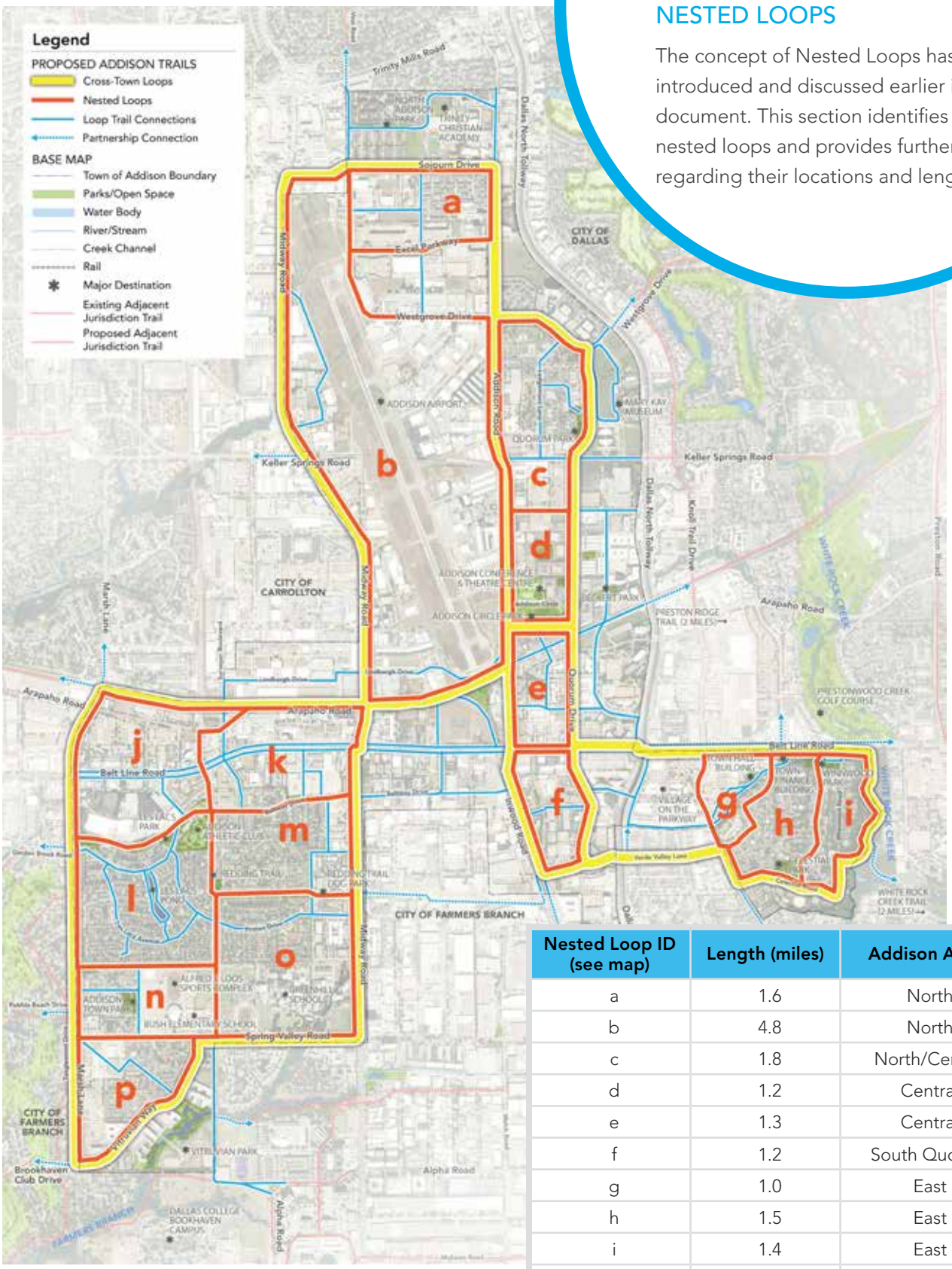
- Construct a midblock crossing of Montfort Drive where the local shared-use trail crosses the roadway.
- Construct a boardwalk along or across the Prestonwood Pond.
- Construct a decomposed granite trail from the east side of Prestonwood Pond to the drainageway behind the commercial structure at Prestonwood Pond II.
- Construct a boardwalk above the drainage way or cantilever a trail off the parking structure of Prestonwood Pond II to connect to the southwest corner of the Town Hall grounds.
- Widen and reinforce the existing paths south of the Town Hall Building and extend east and north to the Town Hall Square commercial development parking lot.
- Construct a trail connection or designated pedestrian connection along the south edge of the Town Hall Square commercial development parking lot.
- Utilize the median in Oaks North Drive to create an offset pedestrian crossing with a pedestrian refuge island.
- Construct a trail along the south edge of the Town Finance Building property.
- If the Town is able to purchase the property east of the Town Finance Building, then construct a trail connection to Winnwood Park and consider adding a trailhead at this location.
- If the Town does not purchase the property east of the Town Finance Building, then connect to the south side of Belt Line Road and construct a shared-use trail east to Winnwood Park.

*Note: If the shared-use trail connection along the drainageway south of Prestonwood Pond II proves too difficult or infeasible, the Town should work with the property owners to route a marked pedestrian connection through the parking lot and linking to the fire lane on the east side of the property and just west of the Town Hall grounds.*



## NESTED LOOPS

The concept of Nested Loops has been introduced and discussed earlier in this document. This section identifies several of the nested loops and provides further information regarding their locations and length.




Map 5-1: Proposed Trails Loop Concept

| Nested Loop ID (see map) | Length (miles) | Addison Area |
|---|---|---|
| a | 1.6 | North |
| b | 4.8 | North |
| c | 1.8 | North/Central |
| d | 1.2 | Central |
| e | 1.3 | Central |
| f | 1.2 | South Quorum |
| g | 1.0 | East |
| h | 1.5 | East |
| i | 1.4 | East |
| j | 2.2 | Southwest |
| k | 1.7 | Southwest |
| l | 2.0 | Southwest |
| m | 1.6 | Southwest |
| n | 1.4 | Southwest |
| o | 2.0 | Southwest |
| p | 1.5 | Southwest |

Table 5-1: Nested Loops Identification

## TOLLWAY CROSSINGS

The Dallas North Tollway is the most challenging barrier to walking and biking in Addison. Existing crossings at Westgrove Drive and Keller Springs Road should be improved for pedestrians and bicyclists. The new multi-use Cotton Belt Trail will provide one of the safest crossing of the Tollway for pedestrian and bicyclists. The rest of this section highlights recommended crossing locations at Belt Line Road and south.

### Belt Line Overpass

- A shared-use path should be improved along the south side of the overpass of the Tollway along Belt Line Road.
- The shared-use path should be situated between the southernmost eastbound travel lane and the turnaround lane on the south side of the overpass.
- Improvements along the shared-use path should be explored, including:
  - Bollards on the north and south sides of the pathway.
  - Pedestrian lighting.
  - Covering protecting pedestrians from the sun and rain.
- Trim and/or adjust landscaping east and west of the overpass to ensure good sight lines and visibility for pedestrians and motorists.
- Conduct a traffic study to determine whether one or more slip lanes can be removed to ensure bicycle and pedestrian safety.

### Pedestrian Bridge

- The Future Trail Network includes a pedestrian bridge over the Tollway between Belt Line Road and Verde Valley Lane, connecting the South Quorum area to the Village on the Parkway.
- If possible, the pedestrian bridge should be designed to also serve as a gateway to Addison.

## Valley Verde Underpass

- The existing underpass extending east from Landmark Place in South Quorum east along Verde Valley Lane should be improved to create a safe and comfortable connection for pedestrians and bicyclists.
- Traffic counts suggest that a travel lane may be taken away to accommodate development of a wider shared-use path on one side of the underpass.
- Ideally, this path is situated on the south side of the underpass and ties into a shared-use path on Quorum Drive.
- Other improvements along the shared-use path under the underpass may include:
    - Bollards separating vehicular traffic from pedestrians and bicyclists.
    - Pedestrian lighting that is shielded from automobiles.
    - Art or mural installations.
- Bike boulevards or bike lanes may also be considered on either side of the underpass, so long as wide sidewalks connect to the underpass both west to Addison and east to Dallas.

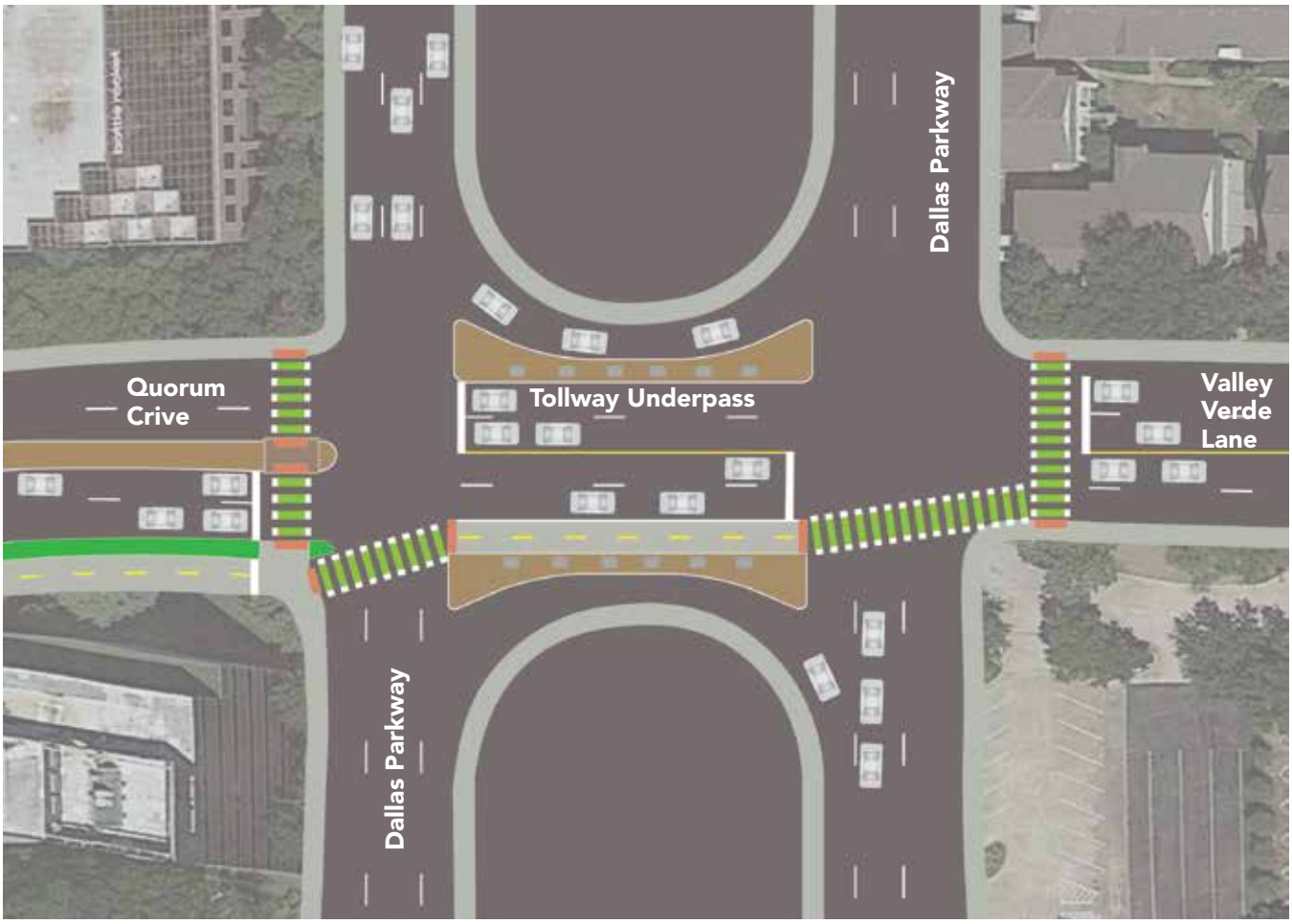



Figure 5-10: Valley Verde Underpass

# Partnerships

As has been discussed throughout the Master Plan, implementing the full Future Trail Network envisioned by the community will require that Addison collaborate with neighboring jurisdictions, regional organizations and private property owners.

## REGIONAL CONNECTIVITY

There are five important ways in which Addison must collaborate and coordinate with local and regional agency partners. These are summarized below.

**Shared Jurisdiction of Important Roadways.** Marsh Lane, portions of Midway Road and portions of Belt Line Road are all examples of roadways with shared jurisdiction. In some cases, jurisdictional responsibility is split at the center line of the roadway and in other cases jurisdictional responsibility switches as you move along a roadway. In both instances, coordination with the other responsible jurisdictions will be critical to the implementation of the envisioned trail network.

**Key Crossings and Connections to Neighboring Pedestrian and Bicycle Routes.** Truly connecting across Addison and to the neighboring and regional trail network will require collaboration and partnerships with the Farmers Branch, Carrollton, Dallas, and the Dallas North Tollway.

**Critical Connections Outside of Addison.** Connections from Addison's Future Trail Network to other regional trails and destinations will require coordination with neighboring jurisdictions. The most important of these partnerships, based on the recommendations highlighted above and in Chapter 4 of the Master Plan, will be with Farmers Branch and the City of Dallas.

**Trail Improvements Along Utility and Rail Corridors.** Implementing these key trail connections will require coordination with utility and rail operators to establish use agreements, as well as mutually agreed upon designs, construction arrangements and maintenance agreements.

**Regional Trail Improvements.** The Cotton Belt Trail improvements will require continued coordination with DART to ensure that the segment of the trail extending through Addison meets the standards and expectations established within this Master Plan. Addison also has an opportunity to play a bigger role in the discussion of regional trail connectivity moving forward and should be proactive in participating in North Central Texas Council of Governments (NCTCOG) Bicycle and Pedestrian Advisory Committee and associated programs.

## COORDINATION WITH PRIVATE PROPERTY OWNERS

Partnerships with private developers will be critical in three primary ways throughout implementation. These are summarized below.

**Constrained Rights-of-Way (ROW).** In a few select cases, the envisioned trail improvements within or along roadways will require additional ROW to implement to the standards recommended in Chapter 4. The Town should work with private property owners to acquire necessary frontage to widen ROW to a sufficient width and to explore options for making trail improvements along the frontage of private parcels.

**Local Shared-Use Trail Connections.** Many of the local shared-use trail connections identified as part of Phase 3 of the Future Trail Network cross private property or run along the edge of private parcels. In nearly all cases, the recommended trail improvements are not possible given existing development and site improvements. The Town should work proactively with private property owners to educate them about the longer-term desire to add these connections and to integrate the local shared-use trail connections into redevelopment plans whenever those are developed.

**Trailheads.** As outlined in Chapter 4, a variety of trailheads and trail access points are included in the recommendations for the Future Trail Network. In many cases, the best opportunities to create new trail access points or parking opportunities at trail access points will be through partnerships with private property owners. Using existing off-street parking when it is not in use (often evenings and weekends) is one such opportunity. Use agreements should be established and signage and enforcement related to any necessary restrictions should be considered.

## Summary of Planning Level Costs

This plan will guide the Town for the next 10+ years. However, the majority of the priority projects in this chapter are recommended for construction within the next 10 years. These key projects will provide major cross town connectivity, establish neighborhood loops and link to regional destinations.

Tables 5-2 and 5-3 provide a summary of construction costs associated with the three high-level phases of Future Trail Network implementation.

Table 5-2 provides a summary of each phase with an indication of costs already accounted for in the 5-year Capital Improvements Program (CIP) and the percentage of project costs already planned for in the *Master Transportation Plan (MTP)*. At the highest level, the three phases generally break down to thirds. More specifically, Phase 1 accounts for 35.7% of the total estimated system cost, Phase 2 accounts for 26.3% of the total estimated system cost, and Phase 3 accounts for 38.0% of the total estimated system cost.

Table 5-3 provides a more detailed breakdown of each phase by trail type and includes a total quantity of linear feet per phase, overall linear feet for each trail type and the per linear foot and total cost for each trail type. The total miles of facilities included in the Future Trail Network totals approximately 37.6 miles. Of that total, approximately 30% of the network will be sidewalks with buffers, 24% will be shared-use path along streets, and 16% will be local shared-use trail. The other significant portions of the system include approximately 13% as bike boulevards, 6.5% as regional shared-use trail, 4.5% as two-way cycle tracks, 3% as buffered bike lanes, and approximately 3% represent priority shared-use paths with partners.

The cost estimates for each trail type include allocations for site preparation and survey; removal of existing paving, landscaping, etc.; all hardscape and landscape materials; miscellaneous drainage improvements; and contractor mobilization, overhead and improvement, and contingency (at 35%). Cost estimates do not include provisions for property acquisition; trail maintenance; design costs; contingency for more complicated segments (where walls, curbs, drainage, and utilities need to be modified); signage for types other than the bike boulevard; trailheads or access points; intersection improvements; educational programming; or cost savings associated with overlapping MTP projects. All cost estimates are in 2021 dollars and do not include provisions for inflation or escalations.

### Table 5-2: Estimated Construction Cost by Phase

| Phase | Total Cost | Percent of Total Cost | MTP Project Overlap Percentage |
|---|---|---|---|
| Phase 1 (Funded)* | $5,169,900 | 10.7% | 86.8% |
| Phase 1 (Planned)** | $12,076,000 | 25.0% | 77.1% |
| Phase 2 | $12,687,700 | 26.3% | 66.2% |
| Phase 3 | $18,364,600 | 38.0% | 41.5% |
| **Grand Total** | **$48,298,200** | | |

*Includes six FY 2020-21 Five-Year Capital Improvements Program projects identified in Chapter 2.
**Includes all other Phase 1 projects identified in this Master Plan

Table 5-3: Cost and Linear Feet by Trail Type

| Typology | Description | Linear Feet | | | | | Cost per Linear Foot | Total Cost |
|---|---|---|---|---|---|---|---|---|
| | | Phase 1 Funded* | Phase 1 Planned** | Phase 2 | Phase 3 | All Phases | | |
| Wide Sidewalk w/ Buffer | 8-10' sidewalks w/ 3' minimum buffer (preferred 8' landscaped buffer separated from traffic) | 5,300 | 13,800 | 26,100 | 17,800 | 63,000 | $244 | **$15,369,100** |
| Separated Shared-Use Path Along Street | 10-14' trail w/ minimum 3' buffers on both sides (preferred 8' landscaped buffer separated from traffic) | 12,200 | 12,300 | 12,400 | 12,800 | 49,700 | $294 | **$14,589,100** |
| Regional Shared-Use Trail | 10'-12' trail w/ 2' minimum buffers on both sides (when required, 10-15' buffer with landscape screening) or 6'-10' additional trail width (etched concrete) w/ 2' minimum buffer | - | 10,300 | 3,800 | - | 14,100 | $183 | **$2,579,400** |
| Local Shared-Use Trail | 10'-12' trail w/ 10-15' buffer with landscape screening (2' minimum buffers requrired on both sides) | 700 | 5,900 | 4,700 | 24,300 | 34,200 | $422 | **$14,447,000** |
| Partner Shared-Use Path*** | 10'-12' trail w/ 2' minimum buffers on both sides | - | 4,500 | - | - | 5,900 | $91 | **$539,600** |
| Bike Boulevard | Signage and stencil sharing a 14-16' travel lane | - | 27,500 | - | - | 27,500 | $9 | **$259,800** |
| Bike Lane | 6' bike lane stencil/striped w/ bolted plastic reflectors | - | - | - | - | - | $25 | **$0** |
| Buffered Bike Lane | 5-7' bike lane stencil/striped w/ minimum 3' buffer and bolted plastic separators or another physical barrier | - | 5,800 | - | - | 5,800 | $31 | **$180,100** |
| Two-Way Cycle Track | 8-12' cycle track stencil/ striped w/ minimum 3' buffer and bolted plastic separators or another physical barrier | - | 9,000 | - | - | 9,000 | $37 | **$334,100** |
| Paved Park Trail | 6'-8' wide concrete off-street trail with optional 4' decomposed granite trail side trail (or 2' on both sides) | - | - | - | - | - | $126 | **$0** |
| Soft-Surface Park Trail | 4-6' wide decomposed granite trail | - | - | - | - | - | $77 | **$0** |
| **TOTALS** | | **18,200** | **89,100** | **47,000** | **54,900** | **209,200** | | **$48,298,200** |

*Includes six FY 2020-21 Five-Year Capital Improvements Program projects identified in Chapter 2.
**Includes all other Phase 1 projects identified in this Master Plan
***Includes the "Power Line Trail" (Oncor Utility Easement through Farmers Branch) and the Alpha Road Connector (to Farmers Branch)

## Education, Encouragement and Enforcement

The build out of the Recommended Network for trails throughout Addison will be transformative and result in significant improvements to quality of life and sense of place throughout the community. To fully leverage that investment, the Town should also embark on a set of programs and smaller scale interventions to promote Education, Encouragement and Enforcement.

The Recommended Network of trails in Addison includes a variety of facility types and some corridors and alignments include multiple recommended design treatments. To retrofit the existing built environment in Addison, it is necessary to include more creative facility types, but that will also require a greater level of flexibility and familiarity from residents and other trail users. A set of education programs and campaigns should be implemented to familiarize residents and employees in Addison with the Citywide Trails Master Plan, new trail and crossing types as they are constructed, as well as proper trail etiquette and multi-modal traffic safety rules of the road. Education programming should consider inclusion of the following.

- Public information campaign/s, including billboards, flyers, yard signs, radio and tv advertisements, and targeted social media campaigns.
- Bicycle skills and maintenance classes.
- A trail system map for print and posting online.
- Organized walks, runs, and rides that emphasize proper etiquette and behavior and different trail and crossing types.
- Intercept events and organized events along or incorporating trails to increase awareness of the City-wide Trails Master Plan.

Trail use and active transportation are relatively common in small pockets of Addison today, but it will be important to encourage walking, jogging and biking on trails and other multi-modal facilities to ensure the Town's investment in trails is utilized to the fullest. In addition to the education programming suggested above, the Town should implement a set of programs and events to encourage trail use and walking, jogging and biking for recreation and transportation purposes. Encouragement programming should consider inclusion of the following.

- Organized walks, runs and bike rides with an emphasis on social connections and demonstrating key connections between neighborhoods and to desirable community destinations.
- Bike buddy or mentor program to pair more experienced cyclists with less experienced cyclists to learn about proper gear, route planning, safety considerations, end-of-trip facilities, etc.
- Active transportation commuter events in South Quorum to encourage employees to walk and bike to work (e.g., pancake breakfast, smoothies, etc.).
- Walking school buses and bike trains to encourage school children to walk and bike to school using trail facilities and safe behaviors.

Increased trail use and the introduction of new users to the trail network can also lead to less desirable behavior on trails. These types of behavior can include traveling too fast in congested areas, biking in designated dismount zones, trailblazing shortcuts through landscaped areas and private property, passing without notification, not allowing others to pass, not obeying traffic controls, etc. To support the education and encouragement efforts suggest above, the Town should also increase efforts to enforce proper trail etiquette and appropriate multi-modal traffic operations.

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# A Existing Trail Inventory

# Addison Existing Trails Inventory

| Name | Miles | Function | Surface | Addison Area |
|---|---|---|---|---|
| **Off-Street Trail Alignments** | | | | |
| **Greenbelt Trails** | | | | |
| Cotton Belt Trail | 0.71 | Multi-purpose | Hard | Southwest |
| Les Lacs Linear Park South Walking Paths | 0.90 | Multi-purpose | Hard | Southwest |
| Redding Trail | 2.94 | Multi-purpose | Hard | Southwest |
| White Rock Creek Trail | 0.60 | Multi-purpose | Hard | East |
| ***Greenbelts Trails Subtotal*** | ***5.15*** | | | |
| **Park Trails** | | | | |
| Addison Circle Park Walking Paths | 0.84 | Multi-purpose | Hard | Central |
| Addison Town Park Walking Paths | 0.43 | Walking | Hard | Southwest |
| Beckert Park Walking Paths | 0.20 | Walking | Hard | Central |
| Bosque Park Walking Paths | 0.22 | Walking | Hard/Soft | Central |
| Celestial Park Walking Paths | 0.49 | Multi-purpose | Hard | East |
| Innwood Mini Park | 0.03 | Walking | Hard | South Quorum |
| Les Lacs Linear Park North Trails | 0.99 | Multi-purpose | Hard | Southwest |
| North Addison Park Walking Paths | 0.67 | Multi-purpose | Hard | North |
| Quorum Park Walking Path | 0.56 | Walking | Hard | North |
| Vitruvian Park Trails | 1.21 | Multi-purpose | Hard | Southwest |
| Winnwood Park Trails | 0.18 | Multi-purpose | Hard/Soft | East |
| ***Park Trails Subtotal*** | ***5.82*** | | | |
| **Public Space Trails** | | | | |
| City Hall Walking Paths | 0.03 | Walking | Soft | East |
| Conference/Theater Trails | 0.08 | Walking | Hard | Central |
| Surveyor Water Tower | 0.10 | Walking | Hard | Southwest |
| ***Public Space Trails Subtotal*** | ***0.21*** | | | |
| ***Off-Street Trail Alignments Total*** | ***11.18*** | | | |
| **Trail Alignments in R.O.W.** | | | | |
| **Enhanced Pedestrian Path** | | | | |
| Celestial, Monfort and Oaks North | 0.27 | Multi-purpose | Hard | East |
| Conference/Theater Trails | 0.20 | Multi-purpose | Hard | Central |
| Fuel Farm Airport | 0.12 | Walking | Hard | North |
| Redding Trail South | 0.24 | Walking | Hard | Southwest |
| Morris Avenue | 0.33 | Walking | Hard | Central |
| Oaks North Drive | 0.05 | Walking | Hard | East |
| Spring Valley Road | 0.24 | Multi-purpose | Hard | Southwest |
| Vitruvian Streetscape | 0.53 | Multi-purpose | Hard | Southwest |
| ***Enhanced Pedestrian Path Subtotal*** | ***1.98*** | | | |
| ***Trail Alignments in R.O.W. Total*** | ***1.98*** | | | |
| ***Grand Total*** | **13.16** | | | |

# B Community Engagement Summaries

- Stakeholder Interviews
- Addison Trails Community Questionnaire
- Virtual Community Visioning Workshop
- Project Advisory Committee (PAC) Workshops
- Draft Future Trail Network Questionnaire

# Stakeholder Interviews

## City-Wide Trails Master Plan

May 2020

## Key Takeaways

### City Council

1. Cotton Belt Trail opportunities – first and last mile, TrOD
2. Trail design and amenities – shade, set as N Texas standard
3. Devise implementable/plausible solutions; articulate in various scenarios/phases
4. Connect the 4 residential areas - neighborhood loop trails
5. Stimulate the economy; promote new development with trails/walkability; recreation and business access

### Project Advisory Committee (PAC)

1. Off-street trails emphasis – nature trails, multi-use trails, recreation
2. Walkers/dog walkers are the primary users; walks within neighborhoods
3. Need more information about trails – how to go from one place to another, online info, establish groups, wayfinding signage
4. Connectivity to regional trails for cyclists to put in more miles
5. Provide amenities, establish pods of activity and meeting places

### Joint Council and PAC

1. Connect to existing trails, inside and outside the Town
2. Safety – lighting, street crossing, medians, not much concern about visitors
3. Use residential/local streets for on-street trails
4. Barriers – Midway, Tollway and Belt Line
5. Neighborhood connectivity, North to South and East to West

## Interview Notes

- Expand Addison pedestrian connectivity to surrounding desired pedestrian connections that are located outside of Addison
    - Future Bella Lane connection to Alpha Road in Farmers Branch
    - White Rock Lake connectivity
    - Northaven Trail connectivity
    - Trails in Plano connectivity
- Upcoming Projects that will add pedestrian connectivity
    - Midway Road

    - Silver Line pedestrian path
    - Keller Springs Rd.
    - Airport Parkway
    - Montfort Rd.
    - Quorum Rd
- Safety
    - Future pedestrian paths off arterial streets needs to offer better protection from automobiles than what we provide now.
        - This can be accomplished with serpentine paths that meander between trees.
        - Streetlight fixtures help accomplish this.
        - Median like features at crosswalks help accomplish this
- Start Promoting Pedestrian Activities at the Addison Athletic Club
    - Biking groups can meet at the Addison Athletic Club parking lot before they venture out on a ride.
        - There can be various groups by how fast and how far the group will go.
    - Walking groups can be organized via the Addison Athletic Club, (AAC). Users can sign up for various groups at the AAC front desk, call in to the AAC or some digital form like Sign up Genius. These can also be organized by residents like we allow for those residents that organize the Racquetball Group.
        - Different groups can be assembled by age groups, days in which they want to walk, time of day, distance, etc.
- Art in Addison (i.e., more sculptures on the trails)
    - At present the only sculptures that we have on our trail system in Addison east of the Tollway are in residents front yards. We have ideal spots for one and or two sculptures at the entrance/exits points of White Rock Creek Park. Either one of these spots are ideal and both already have Town of Addison optical cameras to provide added security
    - We will need premier sculptures along the future Silver Line Pedestrian Trail
    - Artful bike racks
- East Addison
    - White Rock Creek Park is misidentified, actually a trail
    - Expensive homes built up on creek
    - Natural buffers for wealthy folks
    - Not a great location for a trailhead

- The Redding trail already connects to Vitruvian -more connectivity opportunities
- Belt Line, Midway and the Tollway are major barriers
    - Need to emphasize crossings
- 4 pedestrian hubs in Addison (north not substantial)
- Focus on first and last mile connections from the DART and Cotton Belt Trail
- Inwood Road Rail opportunity – utilize the ROW creatively, similar to the High Line
- Acquisitions are the biggest headache in Addison
- Plan priority – provide solutions that are implementable, plausible
- Primary connection need – Belt Line to the DART

- Deploy intercept opportunities in each neighborhood – publicize where and when (known pop-up events)
- 4 residential areas

    - East Addison has great parks, but not great for extended walks; residents want a trail but are particular about where it comes through their neighborhood
    - North Addison is disconnected from the rest of the Town
    - Les Lacs – great access south, need better access west
    - Addison Circle – dog walking is popular; DART and Silver line will help adjacent connectivity
- Missing pedestrian links on Belt Line Rd
- Athletic Club is an ad hoc trailhead; people drive there, use restrooms
- Linkages
    - Other parks and trails
    - Dog parks
- Safety
- Short-term projects
    - 1 trail – path and cycle path
- Long-term projects
    - Benchmark standards – width, safety measures
    - Phasing is important
    - Enable Belt Line for barhopping, outings
    - Establish multiple scenarios
- Connect commercial areas
    - Village in the Parkway
    - Belt Line
- Beltway is a good street a trail
- Connect across Belt Line

- Addison's trails have come a long way in 30 years
    - Linear parks from open space and easements
    - Aging trees and shrubs
- Cotton Belt Trail is a needed connection and will revolutionize the Circle
    - Transit Station is a game changer
- Most important to connect North to South
- Safety
    - Overgrown trees and shrubs
    - Lighting – security but also to limit tripping
    - Crossing streets (more improvements, bike safety, Midway project)
    - Existing Belt Line trail crossing E of Midway
    - Cameras at Winnwood and White Rock Creek – working
- Town Park and Bush Elementary will see more utilization with new development
- Addison Athletic Club trailhead, restroom use
- Les Lacs Linear Park North – good example of a residential loop trail
- Belt Line is the biggest challenge to cross
- Many residents exercise on trails in the morning
- Project Goals
    - Promote trails in Addison
    - Promote "trail-style" of living
    - Not only for exercise, but also entertainment
    - Better trail access
    - Promote parks and artwork

    - Thematic loop trails
    - Utilize the asset management plan

- Values open space, walkability and biking
- Align funding with the outcome of the plan/planning process
    - Expedite process – have items in the 2020 budget
    - Short, mid and long-range solutions
- Promote more activity and movement in Addison
    - Shade-lined trails
- Amenities/design
    - Decomposed granite trails as an option
    - Native vegetation
    - Wayfinging signage
    - Benches
    - Trailheads
- Establish individual neighborhood loops
    - With neighborhood trail connectors
- Barriers
    - Major through streets, tollway
    - Texas heat – respond by establishing Addison as the standard of N Texas
- Addison Circle is the future of Addison
- Recommendations for development standards
    - Transit-oriented development
- Prioritize investment in the short-term
    - Connect East to West – PA 3, 5 and 6
    - Development standards in PA 2
    - PA 4 and 7 are already connected
    - PA 1 has limited residential
    - PA 2 – TOD development with higher density

- Addison Circle is a great place to walk, getting from place to place
- There are no bike trails in Addison – these are a need
- Arterial streets force people to walk on one side to the street, inconvenient
- Connectivity of destinations
    - Use trails to get from point A to point B
- Regional trail along the Silver Line is important to the Town
    - Bring people into Addison
- Overpass on the Tollway
    - Too expensive
    - May not get used, vandalized
    - Consider safe street crossings
- Primary goal – connectivity not only for recitation, but to have more walking choices
    - Enhance the economy
    - Establish a more convenient and safer environment
- TOD in Addison Circle
    - High-rise buildings
    - Mixed-use
    - Bring in more visitors

    - Pearl Street example
- Trail connections already happening from Vitruvian outward

- Doesn't use trails but would like to when has more time
- Trails are a high priority for the community
- Prioritize key connections to improve quality of life
- Add trails in neighborhoods where the currently don't exist
- Connect Addison Circle to other neighborhoods
- Sacrificing a portion of the ROW for alternative modes of transportation is a good tradeoff

- Need better connections to regional trails – White Rock Trail, Preston Ridge Trail, Northaven Trail
- Residential streets fare relatively safe and suitable or bike improvements
- Health components of riding a bike outside (mental and physical)
- If you want to bike more than 15 miles, you need to connect to a regional trail system
- Most important components of the plan
    - Interconnectedness – trails should connect people the same way that the internet does; connecting ideas, people and places; trails are a resource that people should value more
    - Safety – more trail etiquette; some trails are too narrow; more education about trail rules for all users and modes
    - Resources available – provide more information about where to go and how to get around town; make it easier to access
- Get more people on trails and educate them how to use them
- Establish exercise groups on trails
    - Use various communications techniques to organize groups – apps, signup through the Town, etc.

- The Redding Trail is a good off-street trail for cycling
- The Dallas Area in general is not good for biking (road or off-street)
- There is limited trail infrastructure in Addison
- Trail connectivity
    - White Rock Lake is a preferred regional trail connection
    - Connect to exiting trails
    - Connect to neighboring communities
- Recreational use of trails is primary focus
- Incorporate rest stations with drinking fountains

- Likes to run on a variety of trail types
- Trails in Addison are disjointed
- Adding signage and mile markers to explain where you are and where you are going
    - White Rock Creek Trail is a good example
- More lighting would improve safety and accessibility of trails
- Neighborhood/community access to trails is important
- Would like to see a larger, more comprehensive trail system
    - Explore different neighborhoods in Addison
    - Stimulate the economy – trail access to businesses

- Need more info about what is out there and where to go in Addison
- Addison is known for its trails
- Westgrove and Addison area
    - Missing sidewalks
    - Connect better to Addison Circle
    - Unsafe areas – traffic, tripping on uneven ground
- Athletic Center is Addison's primary trailhead
- More people are out exercising because of the pandemic
    - Promote community health and use of trails more afterwards

- Values the art in the community
- Walks to work – brainstorming sessions along on the trail
    - Trail along Les Lacs Pond
    - Chose Addison and neighborhood for walkability
    - Operates in there own little pocket of Addison
- Motivated to walk to events
- Not a hiker or a destination motivated trail user
- Dog walking for leisure and exercise is a top priority
    - Would like to see more dog parks and dog water stops along trails
- Primary focus in creating better connections in Addison
    - Connect to other parts of Addison from neighborhood
    - Vitruvian is an easy connection
    - Addison Circle is a hard connection
    - Farmers Branch connections
- Addison has great lighting
- Apprehensive to cross Belt Line and the Tollway
    - Would like trail access to Village in the Parkway
- Need more bike racks
- Improve crosswalks at trail intersections
    - Les Lacs, by the fire station needs improvements
    - Need better ways for how car and trail interface
    - Proton has a good crosswalk example

- On trails 5+ times per week
- Searches for safe residential streets to ride on
- Walks and runs in Addison Circle neighborhood
- Primary need for bike lanes in Addison is East to West and North to South
- Redding Trail is nice but inaccessible
- Arapaho road needs bike improvements, bridge too narrow
- Wayfinding signage implementation
    - Bike route numbers
- Prefers bike lanes but is open to sharrows on residential streets
- Wide-off street trails are the primary desire
- Needed connections
    - Primary connection is the SW to the N
    - Connect to adjacencies
    - Connect across the Tollway – no existing crosswalks
    - White Rock Creek Trail

- Connect existing trails together
    - Residents can experience the full range of what Addison has to offer
- With more connectivity issues, security on trails will be a huge issue
- Trails in Addison are the right size for walking
    - Wheelchair – trails in neighborhood accommodated well
    - Can get where they need to on neighborhood trails
    - 3-mile loop in neighborhood
- Crossing Belt Line is a challenge – need safety improvements
- Tollway is a barrier
    - Northaven trails do a good job of crossing the tollway
    - Designed overpass for bikes
    - Less traffic to worry about

- Walks or bikes to work
- Addison is full of people who exercise
- Dog walker
    - Trails should be more pet-friendly, more amenities
- Trails need more shade
- White Rock Creek Trail example of a good off-street trail
- Trails in Addison don't connect many places together
- Need for N/S and E/W thoroughfare trail connections
    - Connect bike paths to adjacent communities
- Trail near or around airport with viewing area
    - Soften the industrial look to the area

- Trails are the best form of exercise
- Nature trails
    - Supports mental health
    - Arbor Hills
    - Winnwood Park area
    - Develop another one in Addison – unpaved
- Off-street improvements are desired
- Uses the trails in neighborhood to the fullest extent
    - South to Vitruvian
    - North to Belt Line
- Need more shade on Arapahoe Road
- Micro-mobility safety concern
    - Embrace new technology, just plan for it
- Publicize trail security improvements to others
- Reroute bicyclists off of pedestrian trails – safety
- Trail maintenance is important
    - trash pickup - north side of Bush Elementary and connecting with Marsh
- Trail amenities
    - Working drinking fountains
    - Nameplates for plants on urban paths
- Beautification of the trail along Arapaho Road between Surveyor and Addison/Inwood Road

- Narrow focus on trails
    - Uses the White Rock Park trail
    - Trails at Winnwood
    - Uses the residential roads
- Has an interest in trails across the community
- Would train on other trails if they were better connected
    - Inside and outside of Addison
- Opportunity for visitors coming through Addison for recreation and for attractions
- Keep the streets the way they are in East Addison – they function well as local trails
- Buy lot on Belt Line
    - Trailhead/parking
    - Civic use
    - Events
- Residents in neighborhood don't want to see a medical center
- Not enough collective will in the neighborhood to move the dial on certain topics
- Add dog laws to trail signage

- Creating bikeways in Addison is an interest
- Having the Addison Trails connect to the greater trail system
    - Reach out to neighboring communities to connect to their trails
    - Priority regional connection to White Rock Creek Trail
    - Connect to mixed-use areas
- Uses the Les Lacs and Redding Trails
- A connection to Addison Circle is needed
- Has worked on Trail Master Plans
- Need more recreation in the neighborhoods
- Hard to modify existing streets
- Not interested in connecting to workplace

- Walks a loop trail in the neighborhood
- Strengthen to connection to Addison Circle to walk to events
- Walks to restaurants on Belt Line
- Priority is ADA compliancy and trail accessibility
    - Trails are ADA compliant, but sidewalks are not
- There is not much of a need for biking in Addison
    - Not a good city for biking
    - You can use trails like the Katy Trail in Dallas

- Trails in Vitruvian connections
    - Brookhaven College
    - Redding Trail
- Addison Circle Park – central location with great walking access to events, retail, cafes
- Vitruvian has commercial components – intended to be its own center
- Trails can be planned in Vitruvian to retain and/or connect green space
- Residents in Vitruvian
    - Desire more areas for children to play – possibly oversized games
    - Want amenities along trails, e.g. exercise equipment

    - Dog friendly areas and amenities

- Bikes through neighborhoods in Addison to get to regional trails
- Walks to restaurants
- Identified barriers
    - Belt Line, Tollway
- Wide residential streets
    - Reclaim the width of the streets
    - Better bike access
    - Reduce speeds of vehicles
- Priority – make E/W connections in the Town
    - Cross the tollway
    - Belt Line – parallel or adjacent streets

- White Rock Creek Park trail
    - Easy neighborhood connections
    - Narrow
    - Used for walking and biking
- Connections to the west trails
    - Utilizes the trails
    - Better East to West connections
    - Difficult to move on Belt Line, consider Beltway for a trail
- Cotton Belt opportunities
    - Regional connections
    - Interconnection – transit, trail
    - Proximity to the Circle
    - Activate businesses – a conduit to bring people in
    - Neighborhood access, connections
- More parking/access to trails
- Signs along trails
    - How to use and wayfinding

- Les Lacs area has a good, extensive trail system
- Streets are the trails in Addison
- Addison is lacking bike infrastructure
- Connectivity
    - Connect pods of activities
    - Connect the different, unique residential areas
- Better education about the Cotton Belt
- Running in Addison
    - Not a great place to run
    - Trails populated by non-runners
    - Trails are not long enough
    - Find outlet elsewhere
- Walking in Addison
    - Great community for walking
    - Targeting the walking demographic with this plan

- Feels safe using the existing system
- Desire for a trail similar to the Katy Trail
    - Easy to use, well lit
    - Meeting points, spaces to socialize, nodes
    - Restrooms
    - Adjacent retail
- Biking is a priority if the conditions change to being safer
- Cotton Belt excitement
    - More greenery
    - Connect to West Addison
- Primary desire for an off-street trail
    - Addison is small
    - Connect different residential areas

- Cycling is not great in Addison; Plano is a better place to ride distance
- The main barriers are the Tollway and Midway
    - Bridges and overpasses
- Adopt bike route signage in Addison
- Trail access to Village on the Parkway is good from neighborhood
- Road that connects Belt Line to Monfort is a good trail route
- More foot and bike traffic in Addison/neighborhood is a good thing
- Establish a connected bike circuit
    - Limited crossings
    - Connect to other trails to make a 10 to 26-mile loops
    - Farmers branch connection opportunities

# Online Community Survey/Questionnaire

## City-Wide Trails Master Plan

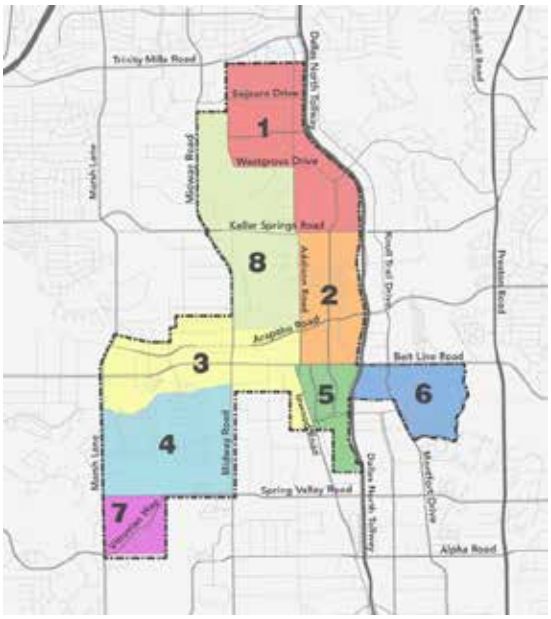
The Town of Addison is building upon previous community planning efforts to establish a City-Wide Trails Master Plan. As a part of the planning process, MIG, Inc. (MIG) conducted an online survey between May 5th and June 16, 2020. The purpose of the survey was to collect input on community member recreation needs, concerns, and preferences.

Total records in survey: 706
Full Responses: 526
Partial Responses: 180

Reponses by Location (Planning Areas)

- 1. North Addison: 29
- 2. Addison Circle: 59
- 3. Belt Line: 33
- 4. Les Lacs/Midway Meadows: 162
- 5. South Quorum: 4*
- 6. East Addison: 69
- 7. Vitruvian Park: 190
- 8. Airport: 4*
- I Do not Live in the Town: 30
- No Answer: 13

*No residential uses in planning area




### Key Takeaways

- Addison is perceived as an "easy" place to walk around, however, biking is perceived as more difficult, and many survey participants do not currently bike.
- The majority of survey participants are on trails every day (primarily for exercise and to be surrounded by nature) and value them as being extremely important to the community's quality of life.

- Trail types that support walking outweigh biking trail types, however, off-street multi-use paths are the most sought-after trail type for questionnaire participants.
- The Belt Line Planning Area was identified by questionnaire participants as having the most need for new paved trails.
- The Vitruvian and Les Lacs/Midway Meadows Planning areas were identified as having the most need for new unpaved or park trails.
- Of the 8 Planning Areas, Belt Line is the most desired trail destination from where participants live.
- Better trail connectivity within each Planning Area was prioritized above other town destinations by participants from most Planning Areas.
- Of the 8 Planning Areas, Belt Line is the most desired trail destination from where participants work, although the majority of participants do not work in Addison.
- The least need for new trails is the Airport Planning Area, whereas, Vitruvian and North Addison were also identified as having low needs.
- Top priority projects identified by participants are to improve existing trails and paths, connect neighborhoods to regional trails, and provide new sidewalk connections along streets.
- All trail amenity options were popular to participants, yet directional signage and gathering areas were the top 2 choices.
- Building new trails and paths narrowly outpaced updating existing infrastructure across the Town.

1. "Mark your level of agreement with the following statement about Addison: It is easy to WALK around Addison"

| Answer | Count | Percentage |
|---|---|---|
| Agree | 264 | 37.39% |
| Strongly Agree | 168 | 23.80% |
| Disagree | 92 | 13.03% |
| Neither Agree or Disagree | 77 | 10.91% |
| Strongly Disagree | 21 | 2.97% |
| Don't know | 4 | 0.57% |
| *Not completed or Not displayed* | *67* | *9.49%* |
| *No answer* | *13* | *1.84%* |

2. "Mark your level of agreement with the following statement about Addison: It is easy to BIKE around Addison"

| Answer | Count | Percentage |
|---|---|---|
| Agree | 138 | 19.55% |
| Disagree | 136 | 19.26% |
| Neither Agree or Disagree | 114 | 16.15% |
| Don't know | 99 | 14.02% |
| Strongly Agree | 50 | 7.08% |
| Strongly Disagree | 40 | 5.67% |
| *Not completed or Not displayed* | *67* | *9.49%* |
| *No answer* | *62* | *8.78%* |

3. "How important are trails to Addison's quality of life? (Choose one.)"

| Answer | Count | Percentage |
|---|---|---|
| Very important | 490 | 69.41% |
| Important | 119 | 16.86% |
| Neutral | 14 | 1.98% |
| Not especially important | 5 | 0.71% |
| Not at all important | 0 | 0.00% |
| *Not completed or Not displayed* | *67* | *9.49%* |
| *No answer* | *11* | *1.56%* |

4. How frequently have you used Addison trails in the past year? (Choose the best response.)

| Answer | Count | Percentage |
|---|---|---|
| Daily or Almost Daily | 388 | 54.96% |
| About once per week | 114 | 16.15% |
| A few times per month | 55 | 7.79% |
| A few times per year | 28 | 3.97% |
| Every two to three months | 20 | 2.83% |
| I don't use Addison trails | 17 | 2.41% |
| *Not completed or Not displayed* | *67* | *9.49%* |
| *No answer* | *17* | *2.41%* |

5. What are the most compelling reasons to be on a trail? (Choose two.)

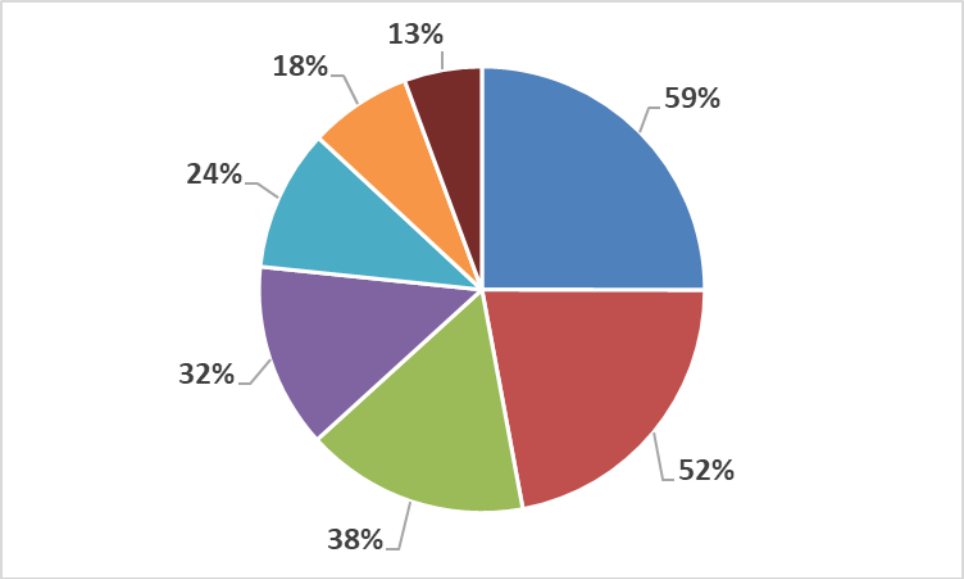
| Answer | Count | Percentage |
|---|---|---|
| Getting exercise | 416 | 58.92% |
| Being surrounded by trees, plants, and wildlife | 361 | 51.13% |
| Walking or exercising with my dog (or another pet) | 208 | 29.46% |
| Accessing shopping, restaurants or entertainment | 68 | 9.63% |
| Exercising with others | 48 | 6.80% |
| Getting together with friends, family, neighbors, etc. | 40 | 5.67% |
| Commuting to work | 14 | 1.98% |
| Other | 12 | 1.70% |
| *Not completed or Not displayed* | *67* | *9.49%* |

**Note:** "Other" responses can be reviewed in appendix

## Trail Types

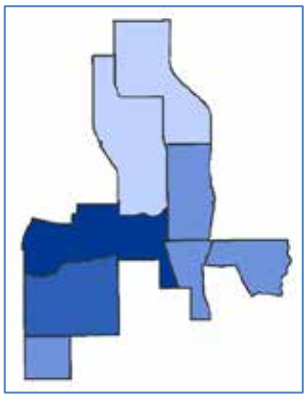
6. What types of trail connections do you want to see more of around Town? (Check all that apply.)

| Answer | Count | Percentage |
|---|---|---|
| Off-street multi-use paths | 417 | 59.07% |
| Wide walking paths and sidewalks | 367 | 51.98% |
| Unpaved or park trails | 270 | 38.24% |
| Multi-use paths in the public right-of-way | 223 | 31.59% |
| Separated bike lanes | 171 | 24.22% |
| Bike lanes | 124 | 17.56% |
| Two-way cycle tracks | 94 | 13.31% |
| *Not completed or Not displayed* | *102* | *14.45%* |



7. Looking at the map, tell us where wide walking paths or sidewalks are most needed. (Check all that apply.)

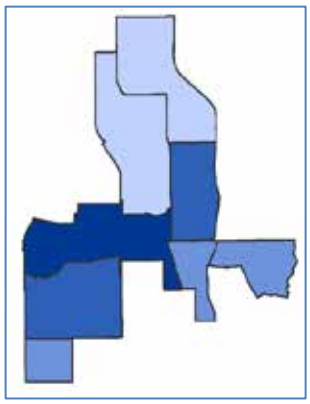
| Answer | Count | Percentage |
|---|---|---|
| 3. Belt Line | 222 | 31.44% |
| 4. Les Lacs/Midway Meadows | 144 | 20.40% |
| 7. Vitruvian Park | 107 | 15.16% |
| 5. South Quorum | 104 | 14.73% |
| 6. East Addison | 104 | 14.73% |
| 2. Addison Circle | 103 | 14.59% |
| 1. North Addison | 84 | 11.90% |
| 8. Airport | 83 | 11.76% |
| *Not completed or Not displayed* | *339* | *48.02%* |



*Darker blue = trail type most needed*

8. Looking at the map, tell us where bike lanes are most needed. (Check all that apply.)

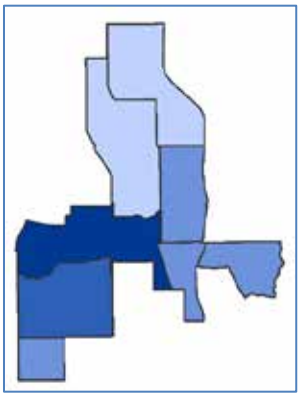
| Answer | Count | Percentage |
|---|---|---|
| 3. Belt Line | 84 | 11.90% |
| 4. Les Lacs/Midway Meadows | 56 | 7.93% |
| 2. Addison Circle | 55 | 7.79% |
| 5. South Quorum | 49 | 6.94% |
| 6. East Addison | 44 | 6.23% |
| 7. Vitruvian Park | 42 | 5.95% |
| 1. North Addison | 37 | 5.24% |
| 8. Airport | 34 | 4.82% |
| *Not completed or Not displayed* | *582* | *82.44%* |



*Darker blue = trail type most needed*

9. Looking at the map, tell us where separated bike lanes are most needed. (Check all that apply.)

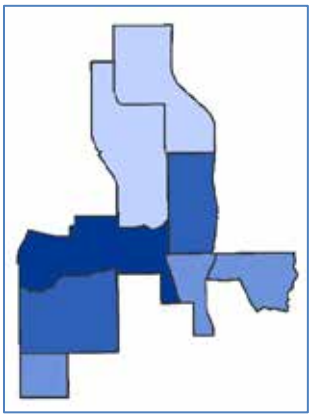
| Answer | Count | Percentage |
|---|---|---|
| 3. Belt Line | 114 | 16.15% |
| 4. Les Lacs/Midway Meadows | 70 | 9.92% |
| 2. Addison Circle | 63 | 8.92% |
| 7. Vitruvian Park | 59 | 8.36% |
| 5. South Quorum | 58 | 8.22% |
| 6. East Addison | 56 | 7.93% |
| 1. North Addison | 43 | 6.09% |
| 8. Airport | 35 | 4.96% |
| *Not completed or Not displayed* | *535* | *75.78%* |



*Darker blue = trail type most needed*

10. Looking at the map, tell us where two-way cycle tracks are most needed. (Check all that apply.)

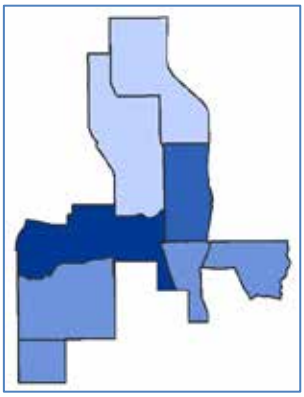
| Answer | Count | Percentage |
|---|---|---|
| 3. Belt Line | 58 | 8.22% |
| 4. Les Lacs/Midway Meadows | 41 | 5.81% |
| 2. Addison Circle | 36 | 5.10% |
| 7. Vitruvian Park | 32 | 4.53% |
| 6. East Addison | 30 | 4.25% |
| 5. South Quorum | 28 | 3.97% |
| 1. North Addison | 22 | 3.12% |
| 8. Airport | 21 | 2.97% |
| *Not completed or Not displayed* | *612* | *86.69%* |



*Darker blue = trail type most needed*

11. Looking at the map, tell us where multi-use paths in the public right-of-way are most needed. (Check all that apply.)

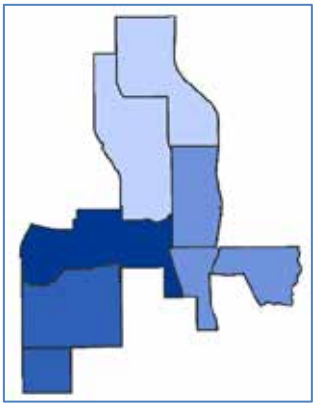
| Answer | Count | Percentage |
|---|---|---|
| 3. Belt Line | 138 | 19.55% |
| 2. Addison Circle | 99 | 14.02% |
| 4. Les Lacs/Midway Meadows | 83 | 11.76% |
| 6. East Addison | 81 | 11.47% |
| 7. Vitruvian Park | 77 | 10.91% |
| 5. South Quorum | 74 | 10.48% |
| 8. Airport | 52 | 7.37% |
| 1. North Addison | 46 | 6.52% |
| *Not completed or Not displayed* | *483* | *68.41%* |



*Darker blue = trail type most needed*

12. Looking at the map, tell us where off-street multi-use paths are most needed. (Check all that apply.)

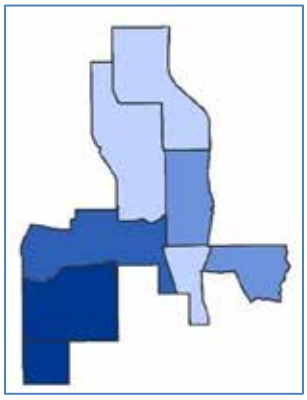
| Answer | Count | Percentage |
|---|---|---|
| 3. Belt Line | 199 | 28.19% |
| 4. Les Lacs/Midway Meadows | 172 | 24.36% |
| 7. Vitruvian Park | 157 | 22.24% |
| 2. Addison Circle | 122 | 17.28% |
| 6. East Addison | 113 | 16.01% |
| 5. South Quorum | 103 | 14.59% |
| 1. North Addison | 89 | 12.61% |
| 8. Airport | 75 | 10.62% |
| *Not completed or Not displayed* | *289* | *40.93%* |



*Darker blue = trail type most needed*

13. Looking at the map, tell us where unpaved or park trails are most needed. (Check all that apply.)

| Answer | Count | Percentage |
|---|---|---|
| 4. Les Lacs/Midway Meadows | 113 | 16.01% |
| 7. Vitruvian Park | 111 | 15.72% |
| 3. Belt Line | 102 | 14.45% |
| 2. Addison Circle | 76 | 10.76% |
| 6. East Addison | 75 | 10.62% |
| 1. North Addison | 66 | 9.35% |
| 5. South Quorum | 62 | 8.78% |
| 8. Airport | 52 | 7.37% |
| *Not completed or Not displayed* | *436* | *61.76%* |



*Darker blue = trail type most needed*

## Trail Connections

14. Looking at the map, where do you LIVE in Addison?

| Answer | Count | Percentage |
|---|---|---|
| 7. Vitruvian Park | 190 | 26.91% |
| 4. Les Lacs/Midway Meadows | 162 | 22.95% |
| 6. East Addison | 69 | 9.77% |
| 2. Addison Circle | 59 | 8.36% |
| 3. Belt Line | 33 | 4.67% |
| I do not live in the town | 30 | 4.25% |
| 1. North Addison | 29 | 4.11% |
| 5. South Quorum | 4 | 0.57% |
| 8. Airport | 4 | 0.57% |
| *Not completed or Not displayed* | *113* | *16.01%* |
| *No answer* | *13* | *1.84%* |

## 15. From where you live, where are trail connections most needed in Addison? (Choose 1.)

| Answer | Count | Percentage |
|---|---|---|
| 3. Belt Line | 187 | 26.49% |
| 4. Les Lacs/Midway Meadows | 79 | 11.19% |
| 7. Vitruvian Park | 70 | 9.92% |
| 2. Addison Circle | 63 | 8.92% |
| 5. South Quorum | 45 | 6.37% |
| 6. East Addison | 45 | 6.37% |
| 1. North Addison | 42 | 5.95% |
| *Not completed or Not displayed* | *160* | *22.66%* |
| *No answer* | *15* | *2.12%* |

| | | From where you live, where are trail connections most needed in Addison? (TO) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 1. North Addison | 2. Addison Circle | 3. Belt Line | 4. Les Lacs/Midway Meadows | 5. South Quorum | 6. East Addison | 7. Vitruvian Park | 8. Airport |
| Where do you LIVE in Addison? (FROM) | 1. North Addison | 15 | 4 | 5 | 1 | 1 | 0 | 0 | 0 |
| | 2. Addison Circle | 9 | 8 | 21 | 5 | 6 | 8 | 2 | 0 |
| | 3. Belt Line | 1 | 8 | 12 | 3 | 3 | 2 | 2 | 0 |
| | 4. Les Lacs/Midway Meadows | 5 | 13 | 81 | 21 | 8 | 12 | 17 | 0 |
| | 5. South Quorum | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 |
| | 6. East Addison | 3 | 10 | 20 | 1 | 17 | 15 | 1 | 0 |
| | 7. Vitruvian Park | 9 | 19 | 47 | 48 | 9 | 7 | 48 | 0 |
| | 8. Airport | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## 16. Looking at the map, where do you WORK in Addison?

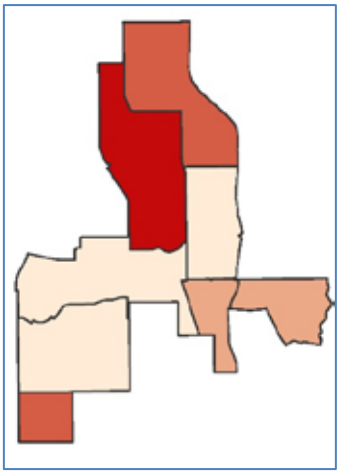
| Answer | Count | Percentage |
|---|---|---|
| I do not work in town | 367 | 51.98% |
| 4. Les Lacs/Midway Meadows | 35 | 4.96% |
| 3. Belt Line | 29 | 4.11% |
| 6. East Addison | 28 | 3.97% |
| 7. Vitruvian Park | 27 | 3.82% |
| 1. North Addison | 24 | 3.40% |
| 2. Addison Circle | 23 | 3.26% |
| 5. South Quorum | 22 | 3.12% |
| 8. Airport | 14 | 1.98% |
| *Not completed or Not displayed* | *119* | *16.86%* |
| *No answer* | *18* | *1.98%* |

## 17. From where you work, where are trail connections most needed in Addison? (Choose 1.)

| Answer | Count | Percentage |
|---|---|---|
| 3. Belt Line | 53 | 7.51% |
| 2. Addison Circle | 28 | 3.97% |
| 7. Vitruvian Park | 28 | 3.97% |
| 5. South Quorum | 25 | 3.54% |
| 6. East Addison | 20 | 2.83% |
| 4. Les Lacs/Midway Meadows | 16 | 2.27% |
| 1. North Addison | 13 | 1.84% |
| *Not completed or Not displayed* | *518* | *73.37%* |
| *No answer* | *5* | *0.71%* |

## 18. Looking at the map, where are trails LEAST NEEDED in Addison?

| Answer | Count | Percentage |
|---|---|---|
| 8. Airport | 130 | 18.41% |
| 7. Vitruvian Park | 94 | 13.31% |
| 1. North Addison | 75 | 10.62% |
| 6. East Addison | 57 | 8.07% |
| 5. South Quorum | 49 | 6.94% |
| 2. Addison Circle | 44 | 6.23% |
| 4. Les Lacs/Midway Meadows | 38 | 5.38% |
| 3. Belt Line | 37 | 5.24% |
| *Not completed or Not displayed* | *129* | *18.27%* |
| *No answer* | *53* | *7.51%* |



*Darker red = trails least needed*

## 19. Why are trails least needed in the area you selected in question 17?

| Answer | Count | Percentage |
|---|---|---|
| Answer | 390 | 55.24% |
| No answer | 187 | 26.49% |
| Not completed or Not displayed | 129 | 18.27% |

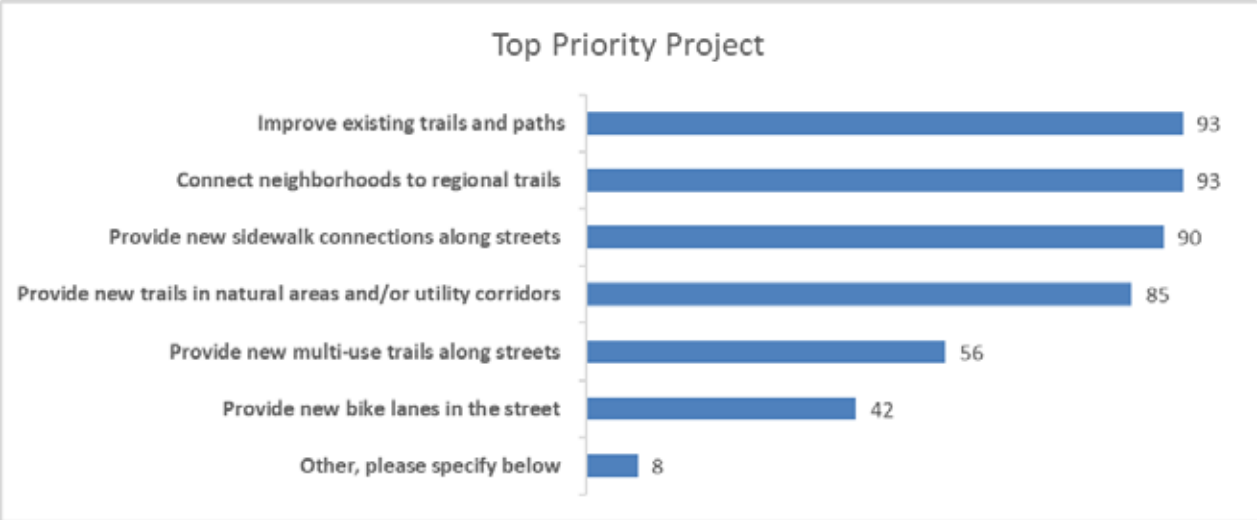
**Note:** Specific answers can be reviewed individually per answer to question 18 in the appendix.

## Trail Priorities

20. In your opinion, what are the highest priority projects from the following list? [Ranking #1, highest priority]

| Answer | Count | Percentage |
|---|---|---|
| Improve existing trails and paths | 93 | 13.17% |
| Connect neighborhoods to regional trails | 93 | 13.17% |
| Provide new sidewalk connections along streets | 90 | 12.75% |
| Provide new trails in natural areas and/or utility corridors | 85 | 12.04% |
| Provide new multi-use trails along streets | 56 | 7.93% |
| Provide new bike lanes in the street | 42 | 5.95% |
| Other, please specify below | 8 | 1.13% |
| *Not completed or Not displayed* | *239* | *33.85%* |

**Note:** "Other" responses can be reviewed in appendix



21. In your opinion, what are the highest priority projects from the following list? [Ranking #2, mid-level priority]

| Answer | Count | Percentage |
|---|---|---|
| Connect neighborhoods to regional trails | 100 | 14.16% |
| Provide new trails in natural areas and/or utility corridors | 92 | 13.03% |
| Provide new sidewalk connections along streets | 80 | 11.33% |
| Provide new multi-use trails along streets ( | 72 | 10.20% |
| Improve existing trails and paths | 62 | 8.78% |
| Provide new bike lanes in the street | 47 | 6.66% |
| Other, please specify below | 5 | 0.71% |
| *Not completed or Not displayed* | *248* | *35.13%* |

**Note: "**Other" responses can be reviewed in appendix

22. In your opinion, what are the highest priority projects from the following list? [Ranking #3, lowest priority]

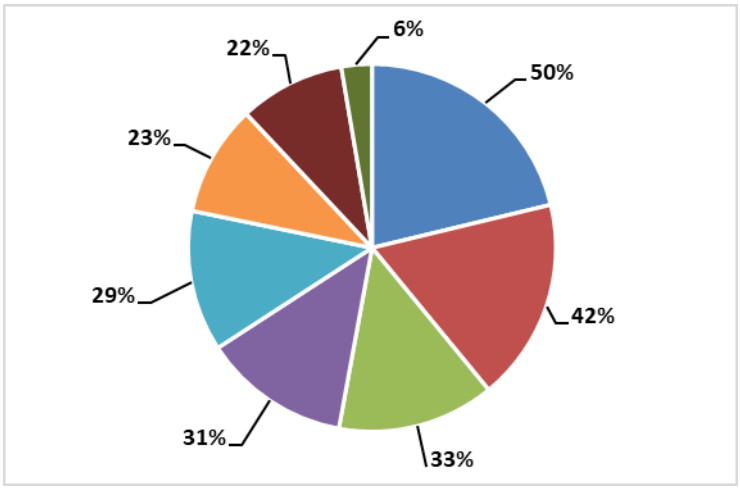
| Answer | Count | Percentage |
|---|---|---|
| Connect neighborhoods to regional trails | 97 | 13.74% |
| Provide new trails in natural areas and/or utility corridors | 86 | 12.18% |
| Provide new sidewalk connections along streets | 71 | 10.06% |
| Provide new multi-use trails along streets | 71 | 10.06% |
| Improve existing trails and paths | 53 | 7.51% |
| Provide new bike lanes in the street | 46 | 6.52% |
| Other, please specify below | 15 | 2.12% |
| *Not completed or Not displayed* | *267* | *37.82%* |

**Note:** Rankings for #4-7 also available but question asked specifically for top 3. "Other" responses can be reviewed in the appendix.

23. What type of amenities would you like to see on trails? (Select all that apply)

| Answer | Count | Percentage |
|---|---|---|
| Directional or wayfinding signage (to nearest places or tail connections) | 356 | 50.42% |
| Small gathering areas (e.g., benches, viewpoints, pull-off areas) | 299 | 42.35% |
| Art (sculptures, wall art, whimsical features) | 232 | 32.86% |
| Attractive trail entryways or gateways | 217 | 30.74% |
| Fitness areas or stations | 208 | 29.46% |
| Nature play features for kids (e.g., climbing rocks, stepping stumps, spinner poles) | 164 | 23.23% |
| Interpretive signage (history of the site, natural history) | 156 | 22.10% |
| Other | 45 | 6.37% |
| *Not completed or Not displayed* | *159* | *22.52%* |

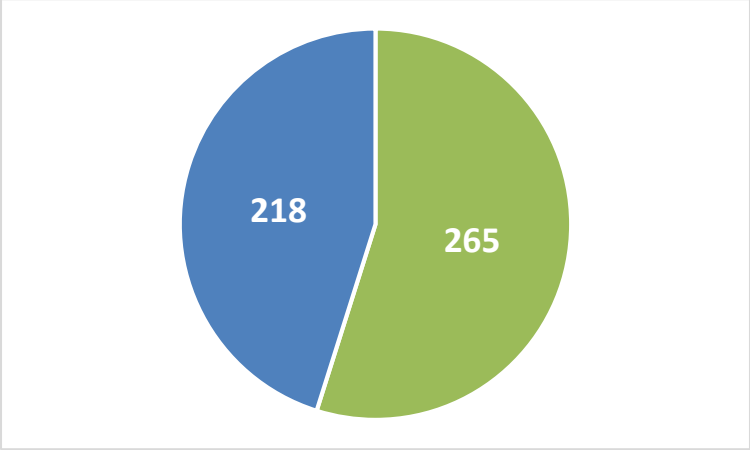
**Note:** "Other" responses can be reviewed in appendix



## 24. Which of the following should be our top funding priority? (Choose one.)

| Answer | Count | Percentage |
|---|---|---|
| **Build more trails and paths** | 265 | 37.54% |
| **Maintain and repair existing infrastructure** | 218 | 30.88% |
| Other | 33 | 4.67% |
| None of the above | 6 | 0.85% |
| *Not completed or Not displayed* | *159* | *22.52%* |
| *No answer* | *25* | *3.54%* |

**Note:** "Other" responses can be reviewed in appendix



## Please tell us about yourself

### 25. What is your age?

| Answer | Count | Percentage |
|---|---|---|
| 25-34 | 164 | 23.23% |
| 55-64 | 91 | 12.89% |
| 45-54 | 83 | 11.76% |
| 35-44 | 79 | 11.19% |
| 65+ | 76 | 10.76% |
| 18-24 | 29 | 4.11% |
| Under 18 | 1 | 0.14% |
| *Not completed or Not displayed* | *166* | *23.51%* |
| *No answer* | *17* | *2.41%* |

### 26. Please indicate your gender.

| Answer | Count | Percentage |
|---|---|---|
| Female | 317 | 44.90% |
| Male | 197 | 27.90% |
| Prefer not to answer | 6 | 0.85% |
| Non-Binary | 4 | 0.57% |
| Other | 2 | 0.28% |
| Transgender | 0 | 0.00% |
| *Not completed or Not displayed* | *166* | *23.51%* |

### 27. Most people think of themselves as belonging to a particular ethnic or racial group. How do you identify yourself? (choose all that apply)

| Answer | Count | Percentage |
|---|---|---|
| Caucasian/White | 377 | 53.40% |
| Hispanic/Latino | 71 | 10.06% |
| Asian or Asian American | 34 | 4.82% |
| African American/Black | 24 | 3.40% |
| Multi-racial | 13 | 1.84% |
| Native American | 6 | 0.85% |
| Other | 4 | 0.57% |
| *Not completed or Not displayed* | *166* | *23.51%* |

## 28. Do you have children living in your household?

| Answer | Count | Percentage |
|---|---|---|
| No | 381 | 53.97% |
| Yes | 83 | 11.76% |
| No, but children are frequent visitors | 49 | 6.94% |
| *Not completed or Not displayed* | *166* | *23.51%* |
| *No answer* | *27* | *3.82%* |

## 29. How long have you lived or worked in the area?

| Answer | Count | Percentage |
|---|---|---|
| 1-5 years | 216 | 30.59% |
| More than 10 years | 166 | 23.51% |
| 5-10 years | 93 | 13.17% |
| Less than 1 year | 50 | 7.08% |
| *Not completed or Not displayed* | *166* | *23.51%* |
| *No answer* | *15* | *2.12%* |

# APPENDIX – OPEN ENDED/"OTHER" RESPONSES

## Q5: 5. What are the most compelling reasons to be on a trail?

- Getting Exercise
- Getting to other parks
- Safer than walking/biking the street sidewalks
- Trails allow walking without the noise or traffic of city sidewalks. They also allow small children to ride their bikes without the risk of being hit by a car. Our trails are very important to our community.
- Just walking
- Watching football, soccer, volleyball and baseball practice
- My issue with Addison on Vitruvian Way. Crosswalk is so dangerous. Lighted crosswalk is necessary. Cars speeding dont have enough time to slow down. I've almost been hit several times.
- Ir a la lavandería o al estacionamiento
- Taking my toddler on a walk to get out of the house and enjoy nature. We love being able to walk to the duck pond and playgrounds!
- On the southern side of town the restaurants are not easily accessible. The trails don't continue to my knowledge to a place that would allow me to go from proton drive to the restaurant area of town.
- biking
- Cycling, skateboarding

## Q18: Why are trails least needed in:

### North Addison

- Less populated urban area
- There are no businesses of interest in that area.
- Less people
- Most disconnected and least residential
- Less foot traffic activities there
- Selfish answer- I'm usually not in North Addison
- Most of all restaurants, shopping, parks, events and businesses run along belt line and Addison circle. But you can only drive to do any of these things cause it's so anti pedestrian and cyclist. Incredibly dangerous
- Less residential
- Restaurants/Bars/Entertainment are mostly along Beltline Rd.
- I am looking for connecting trails to Dallas area biking/hiking/Inline skating trails, mostly around river/creek banks. No such trails available in North Addison, so no need to connect.
- Far from my house

- Too commercial
- Not many housing there
- No residents mostly commercial users.
- Na
- Business district
- Too far
- Unpaved trails. However a dedicated bike lane would be great on Wstgrove  and Soujorn.
- I do not go there much
- Not as much walking.
- I don't see it as a path that people normally use.
- Too much traffic
- Too close to tollway
- Too much traffic because of location.
- Don't go there
- They have some and there are more homes
- No restaurants or stores
- I actually think they may be needed all over.
- Less housing, more commercial area
- Seems like a barren area.  Maybe that could be improved.
- More apartment, condo area, lack of parks.
- Not the right surrounding for walking
- More isolated part of town and don't live up that way
- Not as many spaces that need connecting
- Lack of residents/connection
- Too many office buildings
- The area seems too residential and commercial. What shops or restaurants are there in that area?
- We don't live near.
- Business and commercial area with not much residential area located here.
- To keep The mass healthy
- Most of the population and commerce is in south Addison.
- Just businesses. No homes/apt
- Tollway and traffic
- Fewer restaurants, no need to access Health Club via bike/trail
- least used area
- It's the one I am least familiar with and there was no "no opinion" option!
- Further away from Addison retail & residences

### Addison Circle

- The area is not set up for bike. It's already a walking area.

- Addison Circle Park is fabulous and the whole circle area is easy to talk through.
- There are great sidewalks and parks in that area already.
- Not enough area
- Already easy to navigate by foot, or by bicycle.
- I dont know tbh
- They already have connectivity and great sidewalks.
- The circle is easy to get around in.
- the circle is too dangerous for trails.  drivers are reckless and trails would be dangerous
- Trails already there not sure
- There's already a good amount in and around the area
- Trials could be added but the center is already pretty walkable. Would benefit from more landscape going north from the park.
- There are plenty
- Not many residential buildings there, mostly office buildings and too many cars crossing
- There are already paths and walkways in Addison Circle
- Already overdeveloped
- It's already easy to walk around Addison Circle, it's trails leading to Addison Circle or Beltline that are needed
- They already have a lot.
- Already have them, but need to connect with Vitruvian area not using g a major street.
- No
- Because that's more restaurant area etc
- It's easy to walk around that area
- They are already perfect!
- We have many walking and riding options in place
- There are a lot of walking trails that exist
- The Addison Circle has great existing pathways to all parts of the circle.
- Already fairly well connected
- Because there are enough trails in that area.
- Not enough space and land in the area
- Lots of walking areas there already
- Existing Streetscape
- The area already has a great area to workout in, be with friends, or pets in the area.
- There seems to be adequate trails at this time in Addison Circle
- Plenty of sidewalks, parks with trail, and removed from traffic

### Belt Line

- Too much traffic
- Too commercial
- Too much traffic and congestion.

- It's a busy place with too much of traffic at most times. So people hardly use that area to walk around
- there is no one directly to belt line
- Area is already developed
- This is heavily a business and restaurant area
- Belt line is congested as it is. No need to remove car lanes for trails.
- No use
- I dont live in that area
- Nort
- Too many cars and traffic
- To much traffic
- No los utilizo
- Very congested with vehicles
- Streets
- This question is weird and I have no answer
- all Belt Line.
- It sees like teh sidewalks are adequate
- To be more safe when we walking
- There are some there already
- Too busy of a road
- Heavy traffic
- More of a driving area
- Already plenty of sidewalks
- I thought it was pretty well connected there. In the circle there are only sidewalks.
- Commercial area

### Les Lacs/Midway Meadows

- There are already a lot!
- They have a very nice long trail
- We have several excellent trails around the gym and surrounding areas
- We have good coverage for getting around.
- The trail provided seems like enough for a walking and biking path.
- There is a great trail already
- Midway
- Already have
- We have a lot of trails around Les Lacs, going from the North connecting to Addison Circle , South to Vitruvian, West to Marsh Lane, East to Midway Road
- Plenty already
- Trails available now
- less traffic

- Already have a lot
- No shops there
- Already have
- Sufficient already
- No parking available near the parks, same at celestial so only people who live near there can use them.
- There are plenty
- Already lots of trials in back of that area
- To much traffic
- Other areas have a more pressing need.  That said, it would be nice to have an unsaved trail in area 4.
- The trails that already exist are adequate as they are.
- Seems to be the more industrial/warehouse district. Not much foot traffic.
- There are enough presently.  Other areas need attention more.
- we alread have wonderful trails
- Plenty of trails already exist in that area, more are needed elsewhere.
- Because the damn things are everywhere.
- Don't like the area no trees
- There are couple trails in that area.
- I don't go that side

### South Quorum

- Less people living there and no restaurants
- move not found any
- Has a large park already
- Most business are out of business there
- Mainly ofiice space.
- I personally do not see much foot-traffic down that way.
- Not residential area
- Smaller area with not as much foot traffic due to the proximity to the tollway
- Less residents. More industrial
- Too many buildings
- Take care of our existing trails versus building more
- Less foot traffic
- Who goes there?
- It's too busy of an area
- Too close to highway
- Office buildings
- Less residents
- Mainly office buildings

- More homeless typically found in this area so feels like a less safe environment
- Easier connection to Dallas
- Too much traffic near the Tollway
- I don't go there
- Too many buildings in area and proximity to DNT
- Mostly Apartments
- From what I know of the use of the area, it is mostly commercial/office space so I don't think trails would be used to as great an extent as other locations.
- Good trails and signals already
- It's all office buildings.  They would ve seldom used.
- Very heavy vehicle traffic there and it just seems impractical.  Basic design is just not bike or pedestrian friendly.
- business/office area so not conducive to exercise
- Non residential area

### East Addison

- Because it is mostly store fronts
- Too close proximity to DNT
- Crossing the tollway intersections are dangerous
- There are trails that serves the needs.  No additional needed or wanted
- There's a great one connected to the gazebo already
- Heavy traffic
- Have them now. Do NOT need more.
- Inconvenient location
- the area is suburban
- More car traffic than walkers or bikes
- Not connected well with the rest of addison
- High traffic
- Not heavily populated and busy streets.
- The area already has development to walk around.
- No preference
- safety
- Mostly streets there
- East Addison requires you to cross over the tollway and that is a very busy spot, unecceary to do that when he have all of Addison to walk/run. Also, Wast Addison does not have much nature scenery so not as fun to run by.
- Not to sure. The previous question required an answer of a location so I chose this one
- Nothing over there
- Largely commercial area, hard to park/access exisiting trails there (White Rock)
- Mostly Commercial

- Too much traffic and too many apartments
- It is a commercial restaurant/retail/entertainment area.
- Not as heavily populated
- 6. East Addison is a lovely and fairly well self-contained environment with wonderfully walkable neighborhood streets that seem to not be overly-trafficked.
- Don’t really know, just guessing
- Hardly visit and it’s the edge of Addison
- They already have the park and it is for a select few.
- Around the shopping areas
- Trails are needed everywhere. I didn't want to select an answer for this question.
- Separated by NTTA & heavy car traffic
- Less people & there is already a beautiful park there
- Around Beltline and tollway
- I don't know.
- Whiterock trail already exist
- All shopping and parking lots
- Not as heavily populated
- Tollway traffic and Shopping Center (Prestonwood)
- Lots of commercial buildings. More of a need for trails to get to and from that area safely/without having to use the road
- Because we already have trails by White rock Creek and celestial Park

### Vitruvian Park

- Good trails already
- There are already trails there
- Already has trails
- Already have them
- Already has trails, while there are none that I know of in north addsion
- Because there is already a park
- They have a lot already.
- There are already plenty of trails in the area
- access is there
- Already have great ones
- Vitruvian already seems to have trails.
- Trail already exists and no where to connect with trail from Vitruvian
- There are a lot there already.
- It feels like there are already a lot there
- They already have them
- Already have nice trail there
- Existing trails

- Already seem to have a enough open areas
- Already planned and implemented within the developement.
- There are already walking trails
- They already have a huge walking/biking trail
- There are already plenty of trails.
- Existing sidewalks and paths already exists.
- Vitruvian Park already has trails and sidewalks.
- Bcz there are many trails there already & they are wonderful.
- They're already there
- Already there
- There is already a nice wide trail around the lake plus a connection to Brookhaven College.
- There are great walking paths already.
- The connection to Brookhaven is perfect
- There is trail already there
- Plenty of methods to travel. Low car traffic.  I want the ability to walk or bike to restaurants
- All
- Because we already have great ones!
- There are already really great trails in this area.
- Mostly exists already.
- Plenty
- Plenty of current trails!
- They're already there!
- We have some
- They’re all set already
- Because there is a park already
- It is full of trails and parks and connected to Brookhaven
- Already exist.
- Already has trails
- It already had trails but the trails need connection to Addison circle to be more effective and practical. Right now the trails are for mostly leisure use but connection to Addison circle and transit center could cause other types of uses
- There are a lot already
- There are already a lot. that may be bias
- Already there
- PAths are already there
- Many trails already available
- There's a lot already! I use them often, and would love to see a comparable amount of trails other places in Addison. Additionally, I'd like to see well-kept and well-placed trails like those in Vitruvian leading from Vitruvian to other parts of Addison.

- It already has trails and is easy to connect to the les lacs trails. The ability to walk and bike becomes limited beyond that.
- The place already has tons of trails
- I feel like the current side walks in that are make it easy to walk and bike to/from the park. If anything, I think it could be expanded into the surrounding area more (like how it connects to Brookhaven, we love taking that route)
- There are a ton of trails already.
- Already built up
- They have some
- Already present.
- There is already a good representation of tree-lined trails in Vitruvian Park
- Already adequate connection and safe
- Because we have the Brookhaven College trails
- The park is wide enough for walkers and bikers
- I think it already has enough
- The park has great trails already! Would like to see some of the other areas be a little more accessible!
- Until there is some cooperation with Farmers Branch it would be a waste
- Plenty of trails here already.
- Already exist
- They already exist
- The trails are nice. Bike lanes are needed to keep bicycles off the trails.
- They already have an extensive walking area.
- There are already so many
- The trail is already great as it is.
- The Town has done a good job with connectivity here.
- There is a trail there around vitruvian park & Brookhaven college which seems adequate
- already sufficient
- Vitruvian already has a nice trail around the lake.
- It's already very well served by trails
- They already have them
- Already have them I
- The trails here are great and connect through to the trail around Brookhaven College so I don't think you need anymore trails but an outside basketball court would be awesome.
- It already has trails that are modern and do not need upgrades.
- There are great trails there already
- What's there is enough. But, it could always use improvement.
- Already there
- they already have them. beltline is a highway and not safe. need to be able to walk safely from Montford all the way to Addison circle

## Airport

- There isn't much around the airport.
- No residents, minimal public access.
- It seems like there is a lot of space there already, plus I don't bike or walk in that area
- There are less trees around airport.
- Idk don't have an opinion but you required an answer
- That is a hard one.  Really I think trails are important everywhere in Addison.  I love this place.
- Congested area due to vehicular traffic
- Safety Around the airport
- Too noisy
- Because there is less residential population
- Boring
- I dont think many people want to just stroll around the loud airport
- I don't spend time there personally a lot
- Who walks or bikes there, no one
- It should be a secure area
- I use the Airport area the least.
- Not a lot of trail users in this area
- don't feel this area is conducive to trail biking/walking
- The airport takes up most of the space. Biking lanes on Midway or Addison Rd would be nice.
- Because it's an airport
- Not as populated
- Seems it would be hard to put trails in/around an airport.
- security
- they are the least usrd
- Keeping the area congestion free
- No activity
- Too loud to enjoy a walk with planes taking off and landing
- Concrete jungle - not much nature, no consumer businesses to get to.
- Not a residential area
- Too noisy and congested.
- Not many live there. Not direct access
- It's the airport
- Airport too loud
- Just think we dont need them
- I don't think people will use it because it's an industrial area with limited shops/restaurants to walk to. It also doesn't connect to a densely populated area.
- I'm guessing less people walk in that area.

- Airport
- I do not believe unauthorized personnel are allowed/should be allowed on airport property.
- Not enough walk therr
- They provide no benefit
- There is not a lot of retail and restaurants in the area. Belt line needs to be more pedestrian friendly with better walking trails connecting restaurants.
- Busy intersection
- It's a grungy industrial area anyway. Who would want to walk around there?
- people use public transportation near the airport
- `
- The airport is a busy and loud hub of Addison which would take away from the peaceful trails
- is more common move in car
- No one walks to the airport
- Who walks at an airport?
- Not scenic area
- It's near the airport, too much noise
- Foot traffic not needed there due to less places of business and residences
- Never found the area near the airport scenic enough
- More commercial buildings there.  Less green space.
- Too commercial.
- I'm least likely to walk around in that neighborhood.
- take an uber or a lyft to the airport, who's biking to the airport?
- commercial area business aren't really suited for pedestrian traffic.
- NA
- They may be needed around the airport, but this area is largely not walkable
- Because it's the airport
- Very little feet or bike traffic.
- Not much need to walk around here in my opinion
- not many amenities in the area to access, least "pretty" area
- Could be interesting at some point with new development going on but for now would not be interested in walking over there.
- No retail/entertainment venues or scenery
- Cause it's the airport
- Too much traffic
- not as residential
- too many airplanes
- They would be underused.
- Very commercial area
- Air Traffic

- It seems more industrial
- No need
- Not needed
- Less need
- Fenced off
- Near air port there is not so much pedestrian walking, exercising, or using bikes.
- No foot traffic or reason for it. The area is too commercial and cars operate at very Hugh speeds.
- It's already gated and relatively easy to ride on back streets near airport.
- Mostly airport
- Most of the airport land is restricted areas. It is a large area that could have long trails, and lead to the far north end destinations, but I'm not sure how that would work with the existing layout.
- Restricted areas
- I already feel like I'm compromising my health by living so close to an airport... especially after the approval for commercial jets. I don't intend to get any closer to the airport than I need to, especially when exercising.
- Lack of greenspace, high traffic, jet fuel exposure.
- I am assuming this is a restricted access area due to FAA.
- There's an airport there
- Busy
- Traffic and noise
- Not a pleasant place to walk because of noise and air polution
- There are just businesses there so as long as there are feeders to Midway for safe travel there are no other needs.
- Only to connect to other trails. Otherwise, not needed at the airport

## Q19: In your opinion, what are the highest priority projects from the following list?

- I would love to be able to safely bike from Midway Meadows to east addison in some kind of protected lane or corridor.
- I live extremely close to Addison. I live in Dallas, on Southern, between Noel and Montford. I hate walking along streets where side walks are missing. Love the trail near Celestial, near the White Rock church. It's scary to walk by the restaurants and Beltline. I do not feel safe with crosswalks and traffic on busy Beltline and the parking lots. With all our restaurants, wish it was easier to walk to and around them.
- Dedicated bike trails safe to access all the way off the streets or separate from traffic.
- Cleaning up the trash more often. The trash cans become full very easily and trash fly's around everywhere making the park very trashy and messy
- remove dangerous obstacles like speed bumps/humps and the speed bump grids at the intersections of trails and roads. These are not helpful, rather than annoying (for pedestrians and bikes) and dangerous (for Inline skates and such). Also avoid and

remove unnecessary stop signs on minor roads (e.g. Proton and Beltway with adjoining residential cul-de-sacs and no-outlet loops like Peabody, Canot, Park, ... ).

- it would be great if there was an easy way to get across Beltline Road (a bridge or wide walking area), connecting south and north Addison areas
- Create or inforce an ordinance for joggers/walkers to use sidewalks when available. Add sidewalks to areas where trails/paths terminate to connect to parking areas.
- Add adult exercise stations to existing trails
- Concrete streets & sidewalks are especially hard on legs & back. I move over to the grass when possible.
- Make running/walking/biking paths in North Addison longer trails than just a dog park.
- I love this area so much, renting inn the circle and I'm thinking of buying in the area. I am disappointed in how many disrespectful people there are that do not pick up after their dogs. You are kind enough to provide doggie bags and trash cans throughout the circle and it. really is getting bad. I have to make sure I don't step on dog feces. I personally will pick up after my dog and will always pick up that was left behind from someone else just to help out.
- Move mailboxes off of the sidewalk and make sidewalks ADA compliant.
- I would like to see a paved sidewalk created on Midway on the airport side, North end of Midway.
- was a choice
- I would like to see asphalt or rubberized asphalt used for the various trails. The concrete is nice, but it is hard on feet and bodies for prolonged and/or daily use like I have been during the pandemic.
- Take care of what we have versus building new
- Flowers and bushes have really fallen short the past 2 years from Previous years
- we need a dog park
- Need for safety. Car drivers are idiots and will run over bikers
- Just fix the Alpfa Rd connection trail !
- Lighted crosswalk on Vitruvian. Cars go to fast and not looking for pedestrian.
- Suggestions: On a smaller scale, it would be good to have an interesting garden new trail such as the Queen Mary's Garden (with hedges; stones; using imagination in walking); or the Kensington Gardens; or the movie gardens of Narnia. Additionally, perhaps something in a different area like Klyde Warren Park with cement fountains and rented board games.
- Pedestrian trails and dog areas
- There needs to be one restroom located somewhere along the trail
- Providing shade along paths
- disc golf course
- I think the paths that exist today are really quite nice, and Addison does a great job of keeping them up. I would love to see more!
- Sidewalks and bike path full length on Addison rd
- Better landscaping and trash pick up on existing trails.

- I'm not sure, I'm happy with the trails I access in Les Lacs. I don't walk to restaurants or anything outside of my neighborhood.
- Plant shade larger trees along sidewalks in North Addison, and along any newly constructed walkways. The vast amount of cement construction is hot, crowded, imposing, oppressive, ugly. Also lack of shade and greenery discourages walking for North Addison residents
- Please add a Frisbee golf course somewhere in Addison!
- Better street crossings
- Add sidewalk on street
- We need a local off road mountain bike trail. Could easily parallel the les lacs trail
- Connect the Sam's apartments to the dog parks without having to go through Midway Meadows
- connect neighborhood trails, create new ones
- Better cross walks to connect neighborhoods to Addison Retail & Restaurants.
- Can you immediately establish a walking trail directly to the post office so we don't have to cut across private land? Why can't a gate be made at the SE corner of the post office property?
- The click and drag didn't work. 1. Improve existing trails and paths; 2. new trails in NATURAL areas; 3. multi-use trails along streets.
- Not interested
- I would like to be able to bike from White Rock Creek trail utilizing the creek by the Gazebo, finance bldg, Town Hall, Village on the Parkway all the way to Vitruvian.
- Adequate lighting and safety measures- emergency call boxes etc
- The trails I walk on need more shade.
- Please let us not turn Addison into Portland, OR. Once bike lanes come in the extreme bikers soon follow. Not a sharing breed, they will hog up every accessible lane other than their own.
- Add sunshades to dog parks. Its hot out there!

## Q22: What type of amenities would you like to see on trails? (Select all that apply)

- Public restrooms, water station, place for shade to cool off
- Dog water fountains and poop bag dispensers
- Dog parks
- None
- Trail markers to assist emergency response
- flowers, attractive bushes, trees, foliage
- Convenient stores or cafe
- police bike patrols, more trash cans,water fountains
- More trashcans along streets and at bus stops.
- Mileage markings

- flowers, instead of dirt on the sides of paths
- Bathrooms
- Dog Parks
- mileage indicators
- No new trails, just take care of existing
- Don’t spend unnecessary money building.  Fix what you have.
- Running pavement option on trails for those that do not like to run on the hard cement
- 110v outlets
- Enclosed dog areas /off leash
- Bikes, skateboards, razors at Vitruvian are dangerous coming up behind me walking. If I dont know they are coming and take the wrong step I've almost been hit and my dog too. Then you see bikers etc wearing head phones. Seperate widend bike lane around Vitruvian or no bikes.
- Disc Golf Course
- see above suggestions
- More dog fountains that function and dog waste areas. The Katy Trail has a great layout of fountains and dog waste locations.
- Protecting native flora & fauna above selfish human interests & practices
- restrooms
- Path lighting
- signage to identify plants
- Dog areas
- Water fountains, shaded benches?
- swings for adults. I have seen a few using the ones for kids!
- Drinking fountain
- Restrooms
- Identify flowers
- Shade trees
- Nature. Long trails. Don't need expensive infrastructure.
- Disc Golf Course Please!
- Add exotic flowers with identifying nameplates
- Better parking availability by White Rock Trail on Winwood.
- I did not check many of these bc I find that when you have "gathering spaces",  people litter, harass passers-by, hog the spaces for large parts of the day, etc.  It's nice in concept, but not always in ultimate result.  Also, I think the art that has been installed to date is unattractive and a waste of money.
- Safety features: emergency call buttons, lights, etc
- Water stations for people and pets
- Water fountains
- Mile markers, solar lighting where appropriate
- Enhanced Lighting

- More natural areas such as the White Rock trail. Not as much manicured areas and would be nice to have more of the ‘pollinator gardens and wildflower/natural grass areas.

## Q23: Which of the following should be our top funding priority? (Choose one.)

- Clean up trash at Vitruvian Park
- Cleaning up trash and cleaning out trash cans
- The Vitruvian park and the trails need cleaning as the water is very dirty and certain areas like waterfalls and such havent been cleaned. Please fix the issues with cleaning
- Widen existing paths to 10'
- Connectivity within East Addison and east to west corridor
- Connecting Oaks North development to Winwood park
- Safe Bike trails
- build more trails and connect them all
- connecting sidewalks to parking areas.
- Connecting Addison trails to regional trails
- softer trails
- keep it clean
- Bathrooms
- bike lanes separated from traffic
- would like to see asphalt, rubberized asphalt or similar "soft" surface used on trails.
- Just pave the existing one!
- Lighted crosswalk between Fori and Cottonwood apts. Most dangerous. My biggest concern.
- Make a a large loop including Brookheaven college
- Disc Golf Course
- Safe bike trails
- Reparar los danos internos de los apartamentos
- More drinking fountains and pet waste locations
- improve the width of trails to accommodate bikes and pedestrians more comfortably with social distancing in mind.
- restrooms
- Activities for children
- Shade trees around existing apartment buildings (Ledgemont Ln, Quorum east side, Keller Springs construction near Addison Rd, Westgrove airport area, along Addison Rd from Westgrove to Addison Circle Park)  to cut down on heat, pollution, and ugliness
- Add a Disc Golf Course Please
- Add sidewalks where none exist that are appropriate for all citizens including the disabled
- Sidewalks on at least one side of every road.
- Maintain and improve what we have, while adding more trails and paths to include the addition of Bike paths (bike paths should be separate from Walking, but sharing the same path width)
- Connectivity and beautification
- Build sidewalks along mail roads like Arapaho, add sufficient lighting on existing trails
- See above

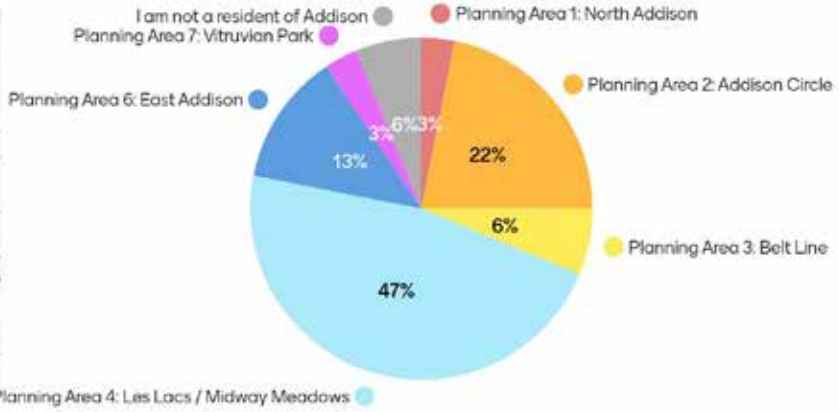
# Community Visioning Workshop

MIG

July 30, 2020

## What is your VISION for Addison trails?

# Where do you live?






# Project Goals: Overall, how well does the existing trail system satisfy these goals?

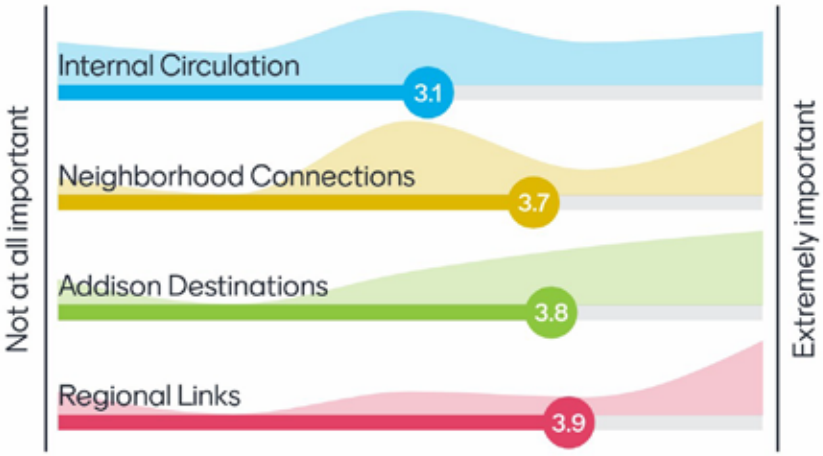
## How important is it to implement each Project Goal in Planning Area 1?

## Which trail typologies should be prioritized in Planning Area 1?

## How important is it to implement each Project Goal in Planning Area 2?

## Which trail typologies should be prioritized in Planning Area 2?

## How important is it to implement each Project Goal in Planning Area 3?






## Which trail typologies should be prioritized in Planning Area 3?

## How important is it to implement each Project Goal in Planning Area 4?

## Which trail typologies should be prioritized in Planning Area 4?

## How important is it to implement each Project Goal in Planning Area 5?

## Which trail typologies should be prioritized in Planning Area 5?

## How important is it to implement each Project Goal in Planning Area 6?

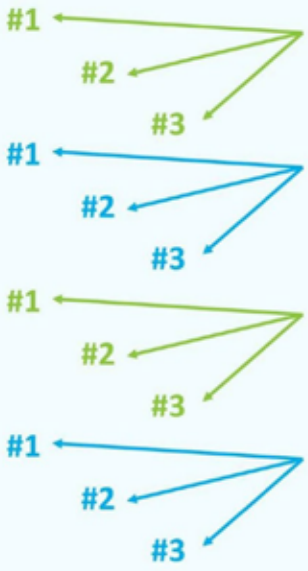
## Which trail typologies should be prioritized in Planning Area 6?

## How important is it to implement each Project Goal in Planning Area 7?

## Which trail typologies should be prioritized in Planning Area 7?

## Guiding Principles

### Evaluation Criteria




### Connectivity

Supports recreational and commuting needs through trail access, filling network gaps, and changing vehicular circulation when needed.

### Context-Sensitivity

Responds to the opportunities, constraints, and character of Addison by minimizing environmental impacts, reducing private property impacts, and accessing transit.

### Diversity

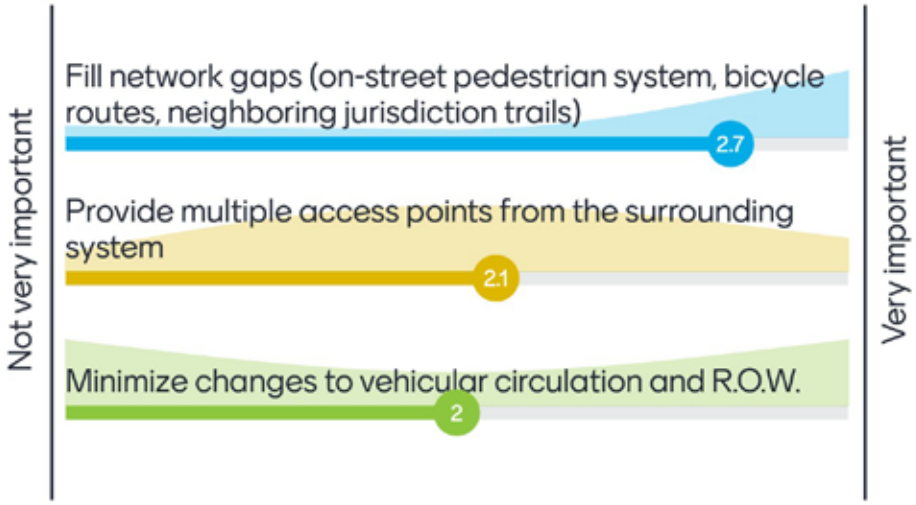
Attracts a range of users by providing multiple active transportation modes on various trail types around the town.

### Safety

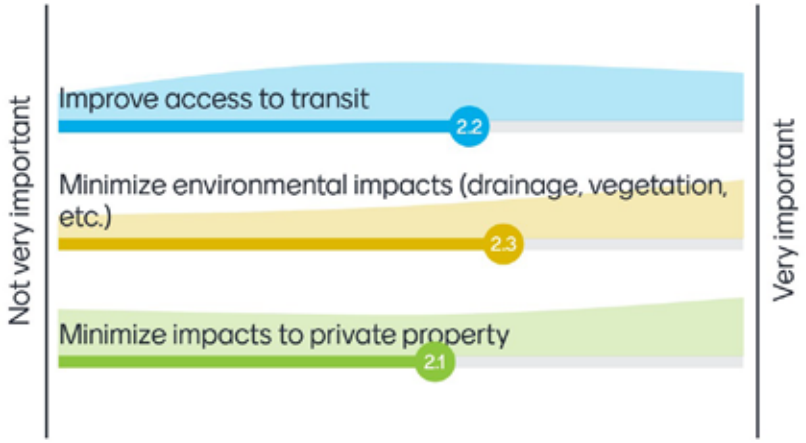
Provides public safety by establishing low-stress facilities with minimal vehicle conflicts and visible corridors with crime prevention mechanisms.

# SAFETY - Evaluation Criteria Ranking

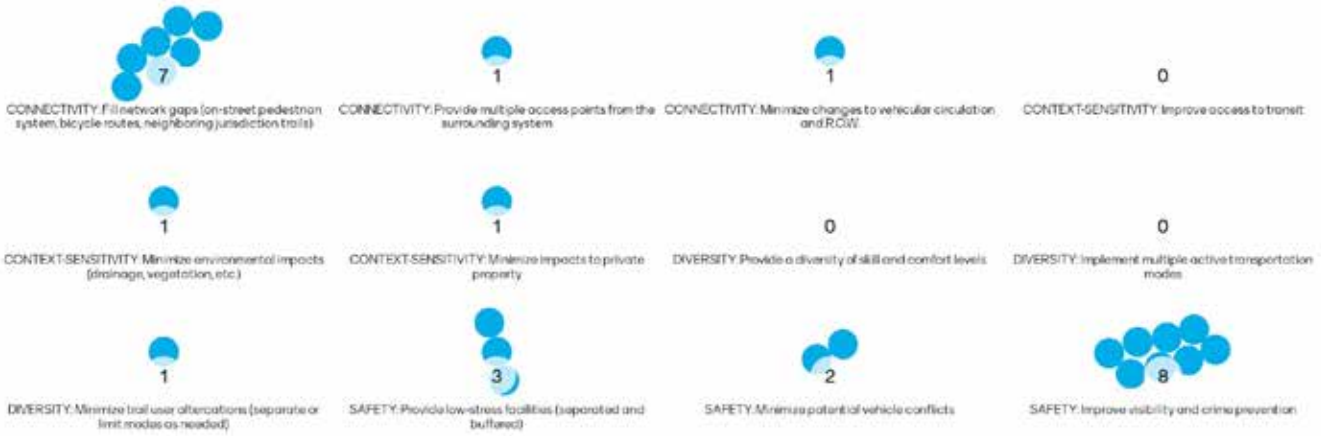
# CONNECTIVITY - Evaluation Criteria Ranking




# CONTEXT-SENSITIVITY - Evaluation Criteria Ranking



# What is the most important Evaluation Criterion to you?




25

# DIVERSITY - Evaluation Criteria Ranking

25

# Project Advisory Committee (PAC) Workshops

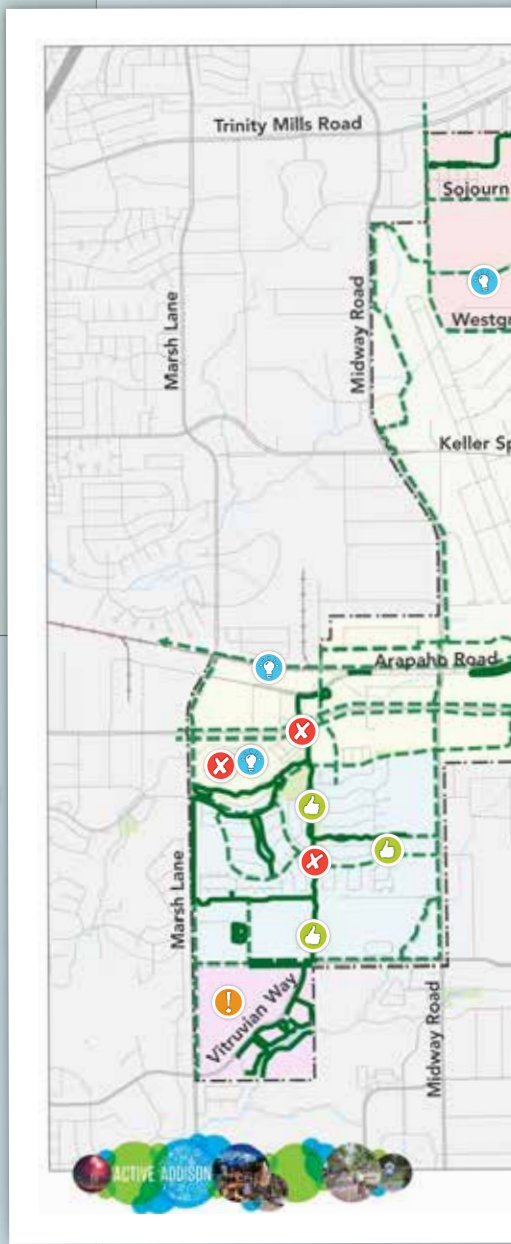
## SWOT Analysis

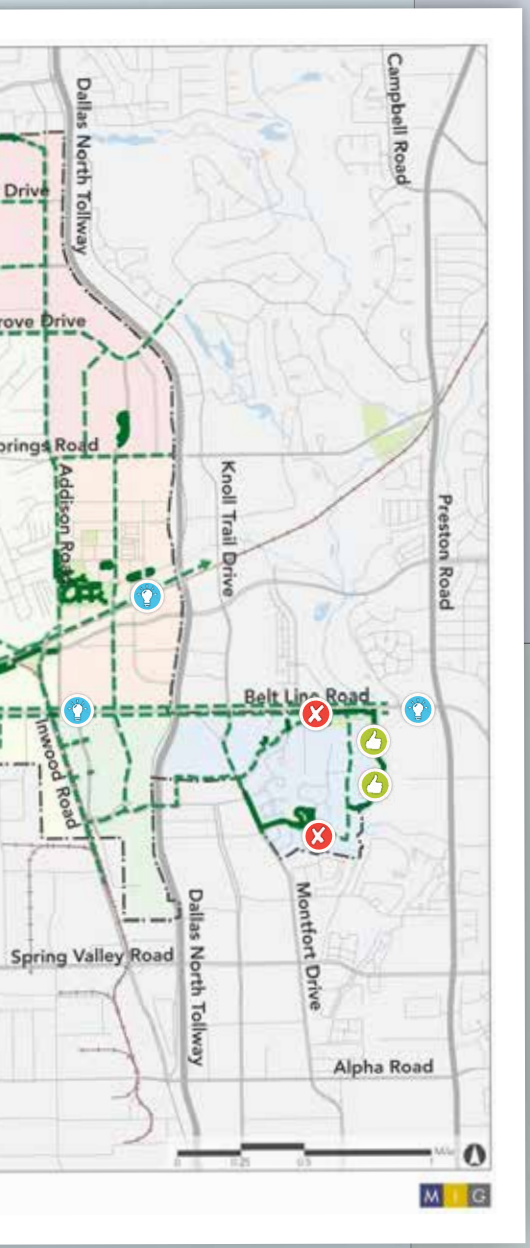
### STRENGTHS

- Great existing trails
- 2.5 mile loop thru White Rock and Oaks North
- Close to regional trails
- White Rock Trail
- Off-street trails
- Connection from Belt Line through Les Lacs and into Vitruvian
- Great for walking
- Trail Users
- Addison people are good folks!
- people are respectful of each other and how they're using the trail
- Security not a problem
- Clean & Green
- The natural settings - flora, landscaping, etc.
- Cleanliness
- Greenery
- Well manicured/ landscaped
- Natural Beauty
- Artwork/ sculptures
- Water features
- Volunteer cleanup
- Maintenance is excellent
- Connections to Parks
- Dog parks in Les Lacs
- Parks/ destinations along Redding trails
- Spacious passive recreational opportunities

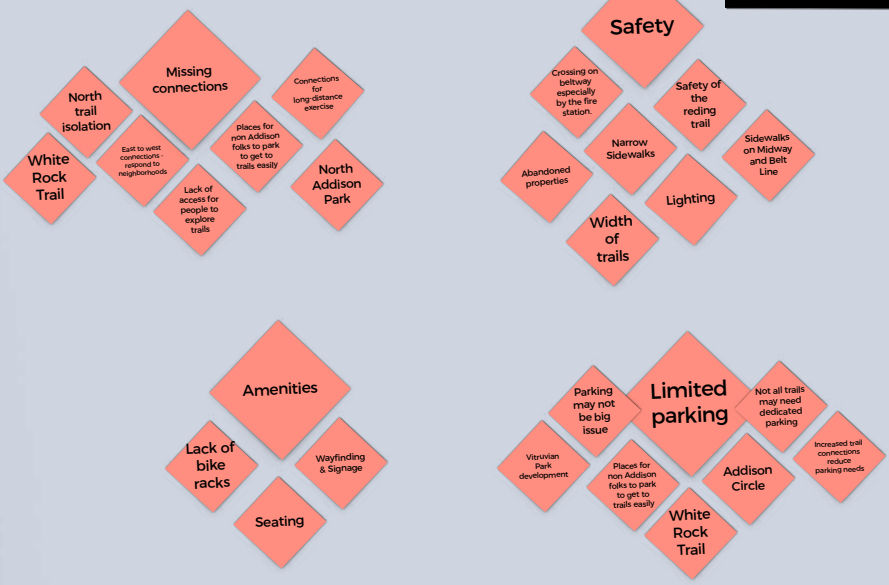
### OPPORTUNITIES

- Connections
- North Addison
- To Hillcrest and I 635 trail head
- East-West
- Within Addison
- To events
- Streets are trails too
- Regionally
- Cotton Belt-trail on both sides with bridges
- Within shopping centers
- More soft surface and nature trails
- Transit+Trails
- Increase width of Cotton Belt Trail in Addison
- North Addison Park
- Safety
- Markers for emergency use
- Safe Routes to School
- Maintain cleanliness & safety
- Better lighting along Celestial
- Center stripe on trails
- crossing improvements
- traffic calming
- Improve bikeability
- Events
- Pub crawl along Belt Line
- food trucks or little farmers market style tents along trails
- Close streets for bike events or marathon
- Signage
- facts about the nature/ area
- Etiquette
- Getting to trails from street
- Keep signs short & legible
- Wayfinding
- Private Businesses
- Parklets
- Realism and partnerships
- Enhance sidewalks in front of businesses
- Integrate new developments with trails
- Cottonwood Trail as cultural corridor for businesses
- Dog-friendly areas/ restaurants
- New trails corresponding with new commercial areas
- Etiquette
- Sharing the trail
- Signage on trails
- Social media and websites
- Passing
- Education
- Amenities
- Benches
- Port-o-Lets/ bathrooms
- Seating integrated into landscaping
- More artwork and sculptures
- Keep partnering with Arbor Foundation for wood sculptures
- doggie bag dispensers
- More Bike Racks
- Seating near restaurants

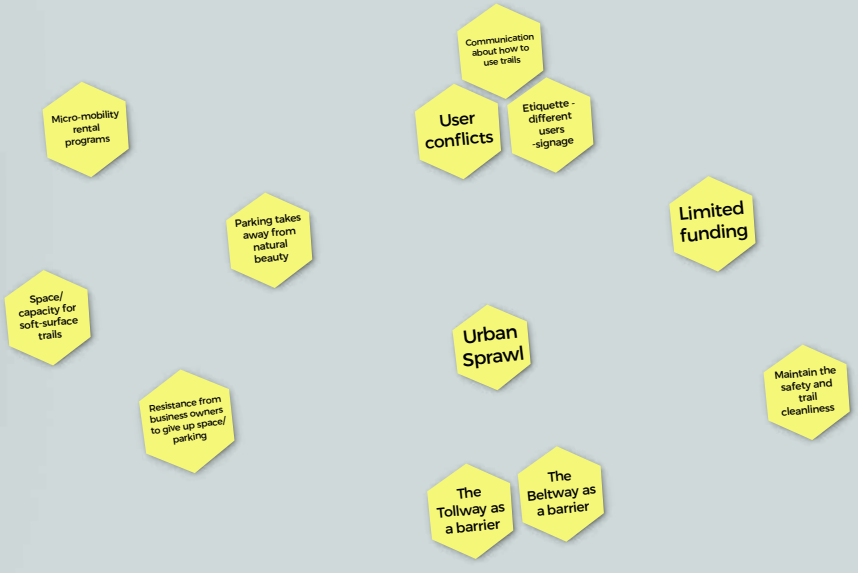





## WEAKNESSES




## THREATS



# Project Advisory Committee (PAC) Workshops

## Scenario Analysis and Survey Results

- 17 survey participants
- 26 open-ended comments
- About 1/3 of group responded to map-based comments but those who did gave a lot of feedback
- Better response rate for big questions than for scenario questions

## SCENARIO 1:
## Low Stress Network

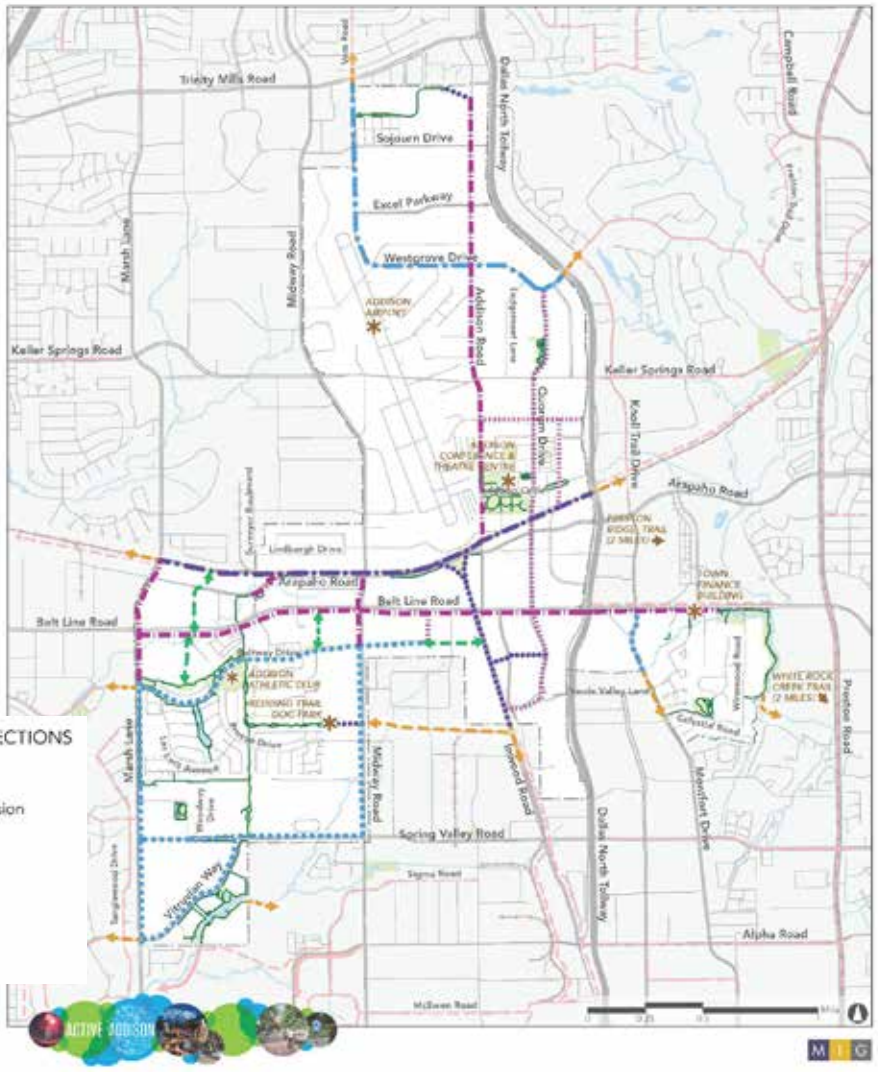
- Chooses the safest route possible
- Avoids conflicts with vehicles
- Incorporates buffered facilities
- Prioritizes routes that make it easy to access local destinations

## SCENARIO 2:
## Neighborhood Loops

- Prioritizes developing or completing neighborhood trail loops
- Connect outwards:
  - To adjacent neighborhoods
  - To local destinations
  - Via on-street shared use trails

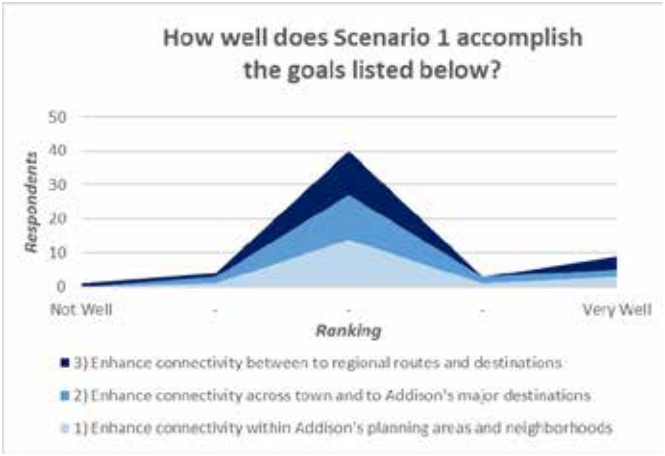
# SCENARIO 3:
## Direct Connections

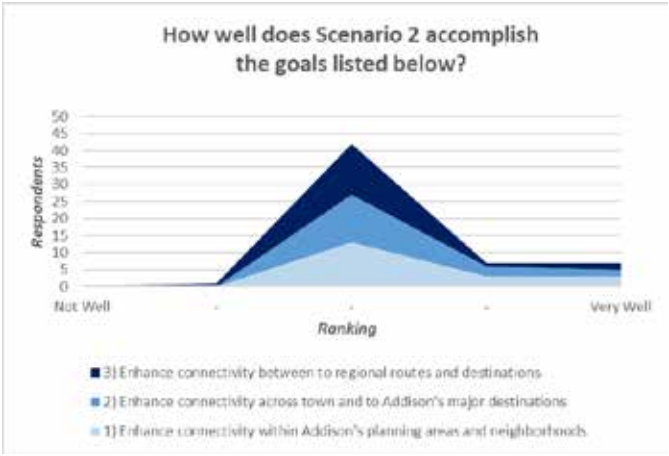
- Efficiently connects neighborhoods to local and regional destinations
- Primary alignments along Addison's primary arterial and collector streets

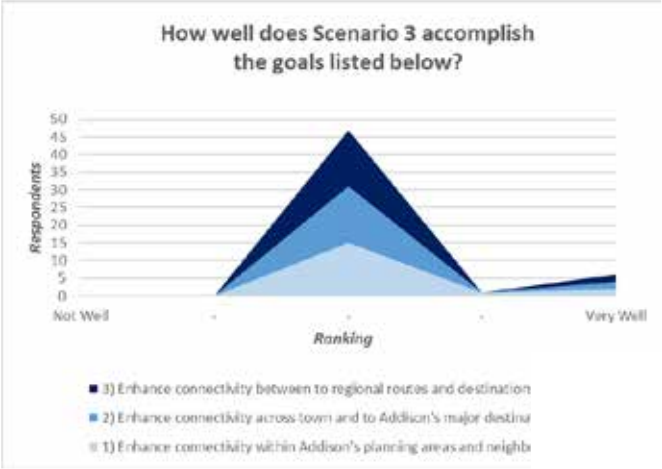


## How well does each scenario accomplish the goals listed below?

*Major Takeaway: All scenarios are similar in accomplishing goals*

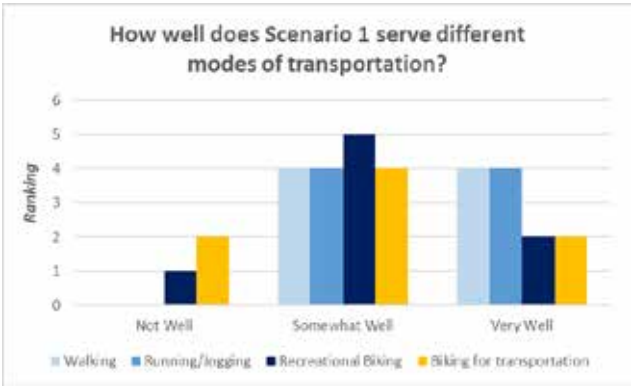


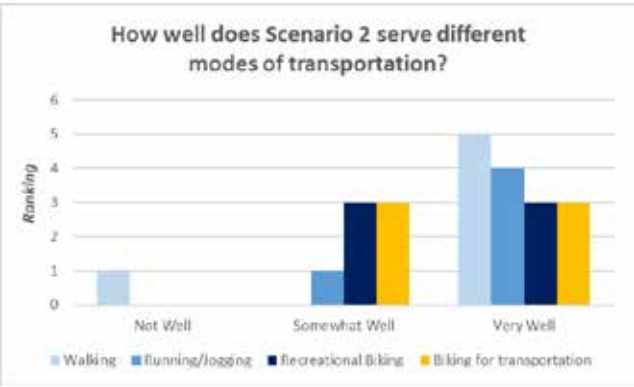



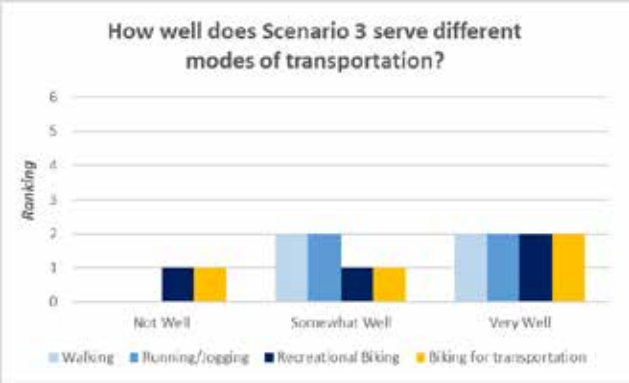



## How well does each scenario serve different modes of transportation?

*Major Takeaway: Scenario 2 serves all modes best. Scenario 3 serves all modes least.*

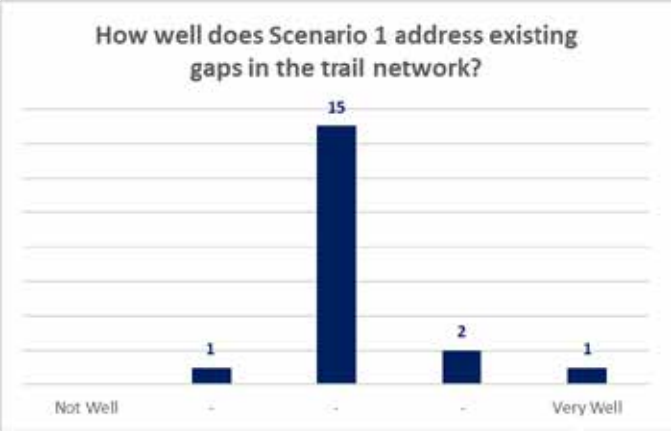


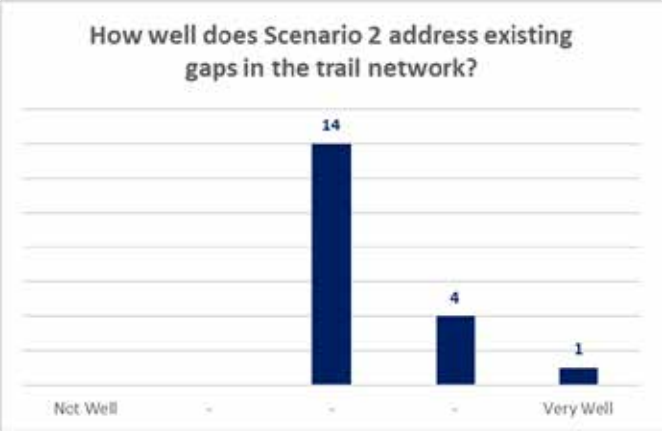



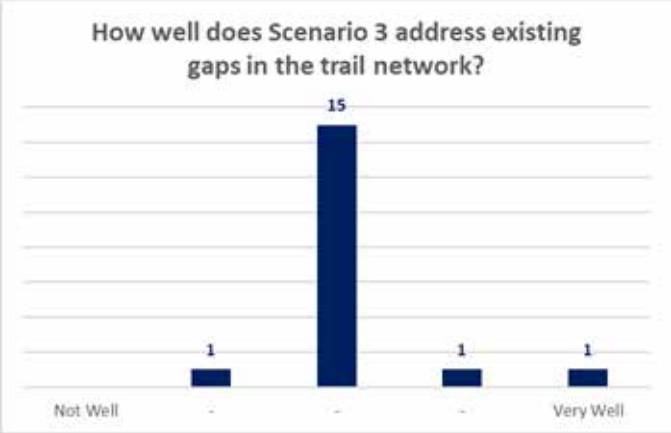



## How well does each scenario address existing gaps in the trail network?

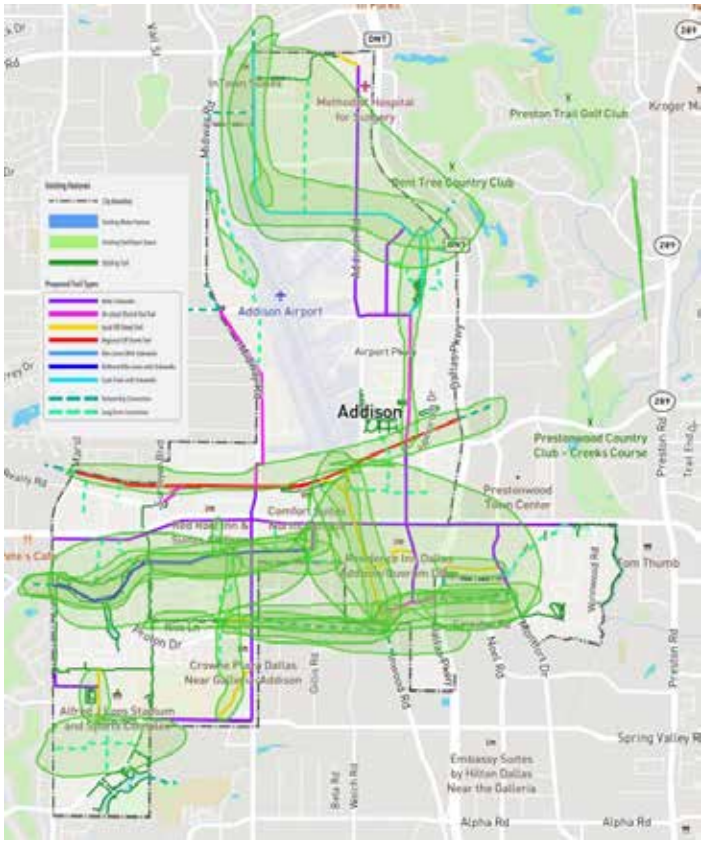
*Major Takeaway: All scenarios are similar in addressing existing gaps*



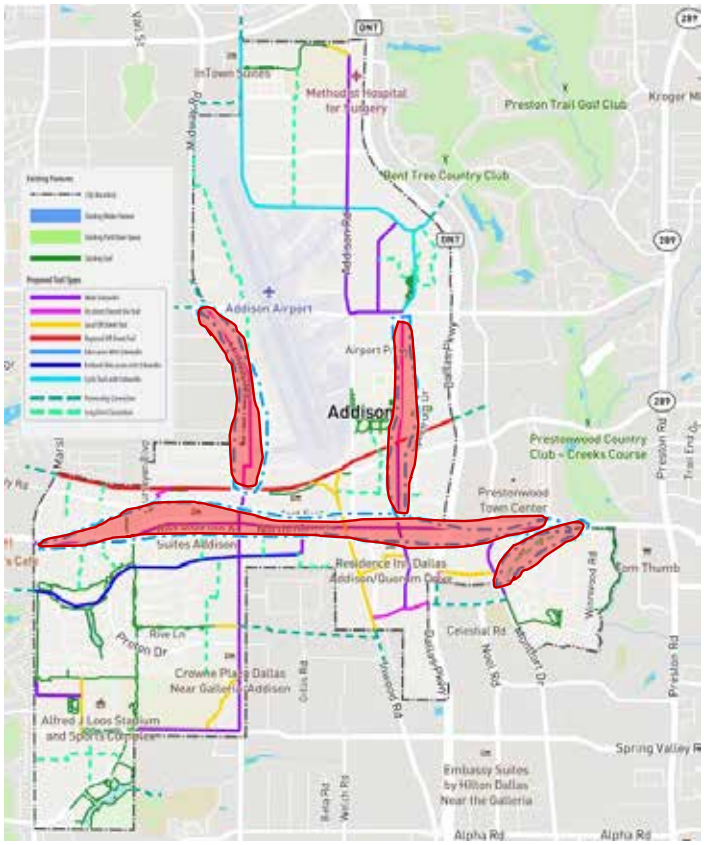



# Scenario 1 Likes/Dislikes




## Like the Location: 14, Like the Type: 10

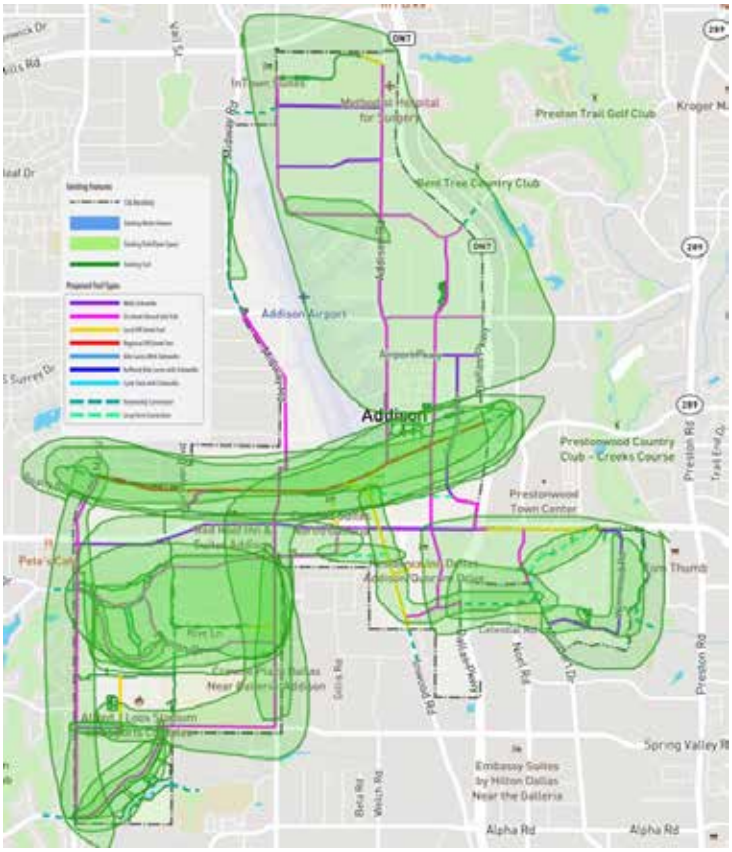
- "I like this connection....just protect the dog park"
- "I'm hoping this is a safer and better-connected trail to get from one side of DNT to the other."
- "Need to get to Tom Thumb"

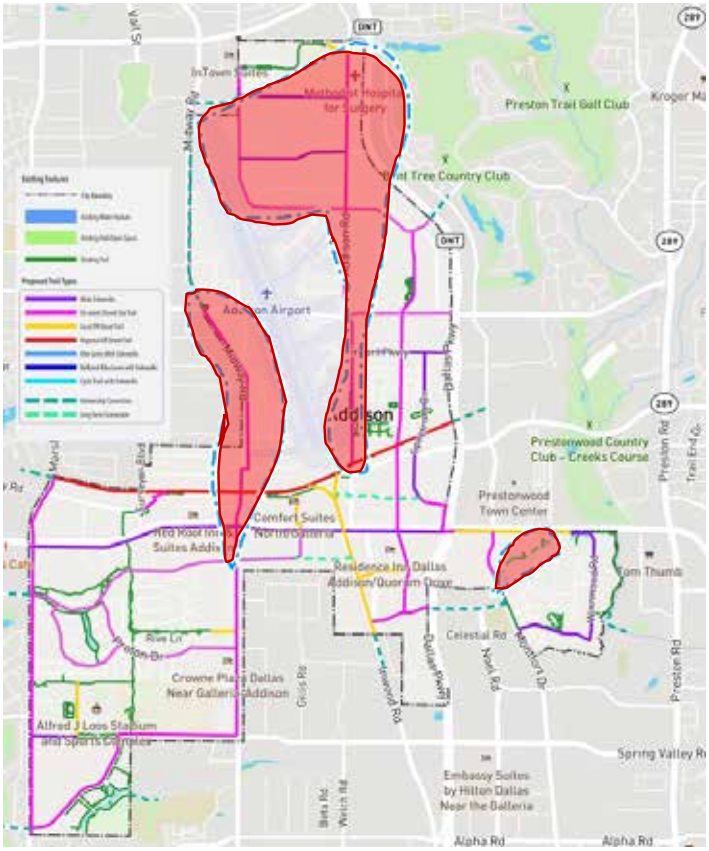



## Dislike the Location: 2, Dislike the Type: 5

- "Section behind Oaks North is too narrow and a small lake prevents passage"

# Scenario 2 Likes/Dislikes



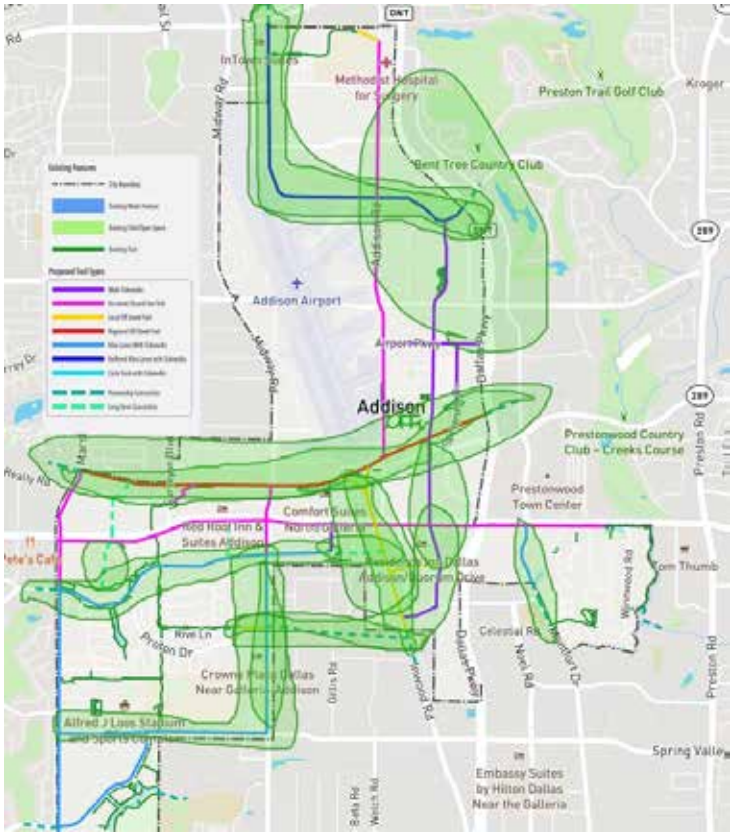



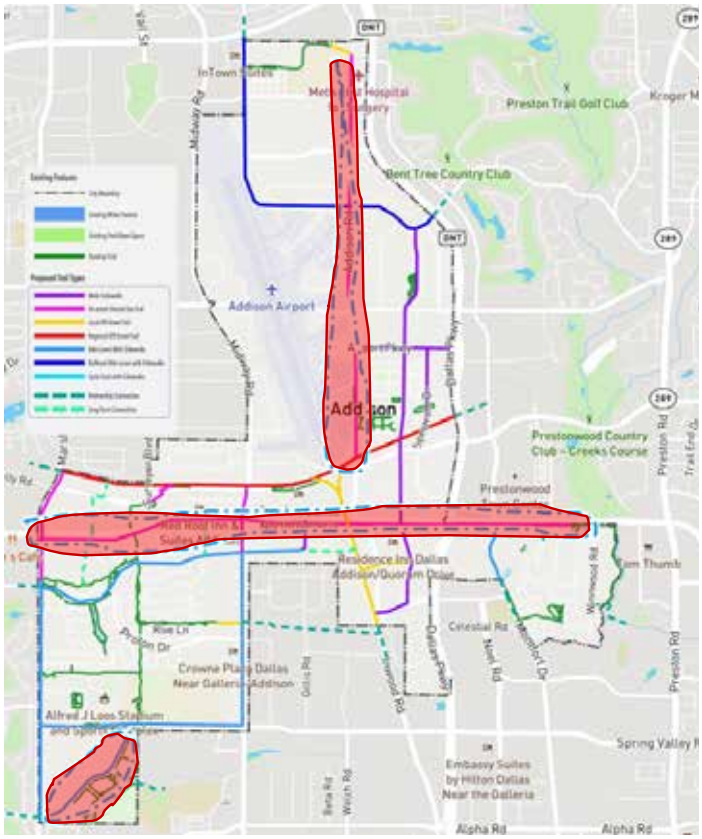

## Like the Location: 16, Like the Type: 13

- "I like this connection a lot"
- "I like this multi-use as a continuation of existing trail north of Spring Valley. It's also heavily walked during events with parking at Loos Field House"
- "This will greatly improve mobility to/from Vitruvian"

## Dislike the Location: 3, Dislike the Type: 4

# Scenario 3 Likes/Dislikes




## Like the Location: 11, Like the Type: 9

- "I like the idea of a trail through this shopping center, doesn't matter where."

## Dislike the Location: 0, Dislike the Type: 3

- "I think shared path would be better than bike lane here, especially with event parking at Loos Field House."

*Major Takeaways:*

Especially liked trails

- Inwood Road
- Beltway Dr
- Verde Valley Ln
- Westgrove Dr
- Spring Valley Rd
- Vitruvian Trails
- Midway south of Belt Line Rd
- Redding Trail across Farmer's Branch

Especially disliked trails

- Addison Rd
- Airport Loop
- Belt Line Rd

# Trailheads/Crossings/Additional Trails: SCENARIO 1 Low Stress

## *Major Takeaways:*

Legend

- Trailheads
- Crossings
- Additional Low Stress Trails

Other Comments – Scenario 1

- "Trail behind Oaks North is impractical. Small lake near Montfort precludes access; narrow ROW between private homes and parking garages precludes a trail. Prefer designating Oaks North Drive as a shared bike lane."
- "Use overbuilt local roads and put cycle tracks or buffered bike lanes on them"

# Trailheads/Crossings/Additional Trails: SCENARIO 2 Neighborhood Loops

## *Major Takeaways:*

**Legend**

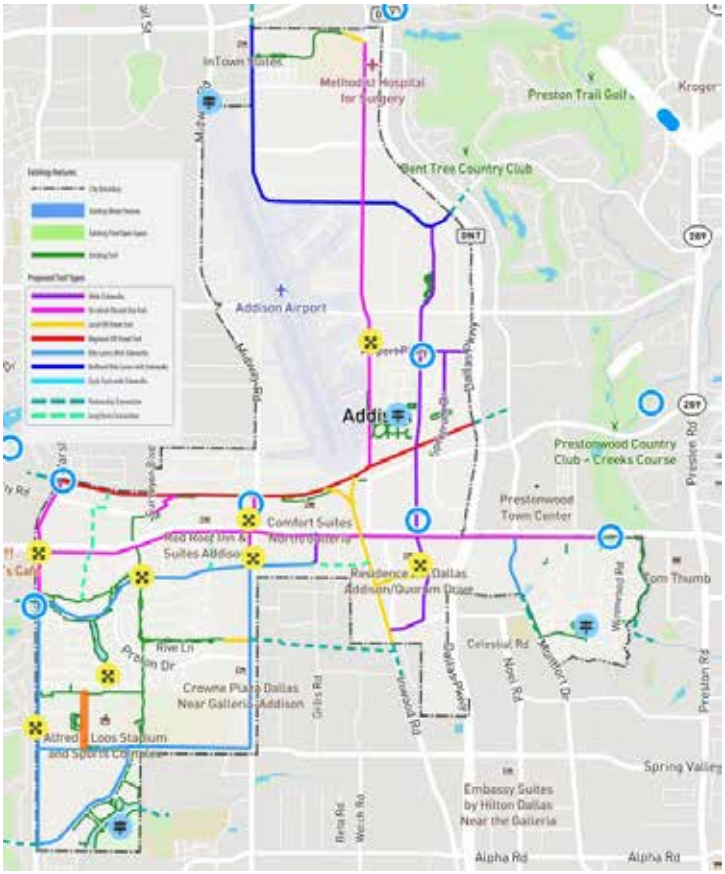
- Trailheads
- Crossings
- Additional Low Stress Trails

Other Comments – Scenario 2

- "I love the outer loops for transportation. Makes biking more manageable, and I really appreciate this crosstown connectivity via Beltway extension."
- "I see benefit from shared onstreet and/or wide sidewalk trails; low cost, low maintenance, and fairly immediate availability. However, onstreet and/or wide sudewalks should be reserved for residential streets and/or low traffic streets and not major arteries like Midway, Beltline, or Addison Road. These need off street, buffered trails."
- "This is by far and away the best scenario"

# Trailheads/Crossings/Additional Trails: SCENARIO 3 Direct Connections

## *Major Takeaways:*



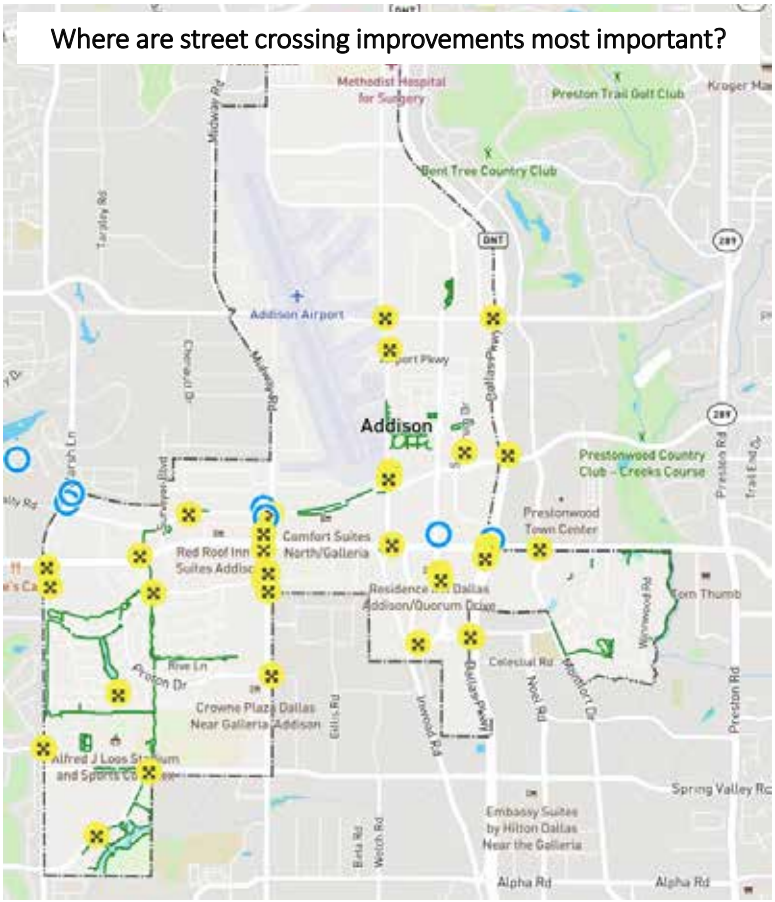

**Legend**

- Trailheads
- Crossings
- Additional Low Stress Trails

Other Comments – Scenario 3

- "I don't have strong feelings about the types of trails looping the Vitruvian to Belt Line compared to Scenario 2, but I like the connectivity in both plans."
- "On street bike lanes and/or wide sidewalks should not be on major roadways. Keep these for lower traffic roadways."

# Crossing Improvements - Combined

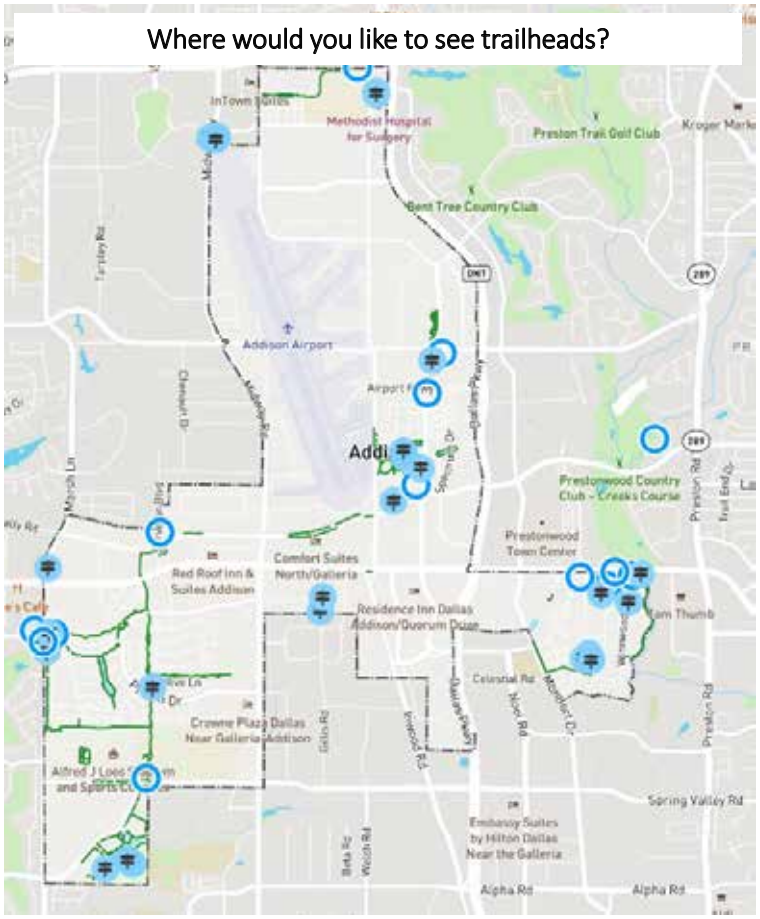



*Refer to symbols only*

*Desired crossing improvements include:*

- *Midway Rd & Belt Line Rd*
- *Midway Rd & Beltway Dr*
- *Along Belt Line Rd*
- *Along Addison Rd*
- *Along the Dallas Tollway*
- *Along Arapaho Rd*

# Trailheads - Combined



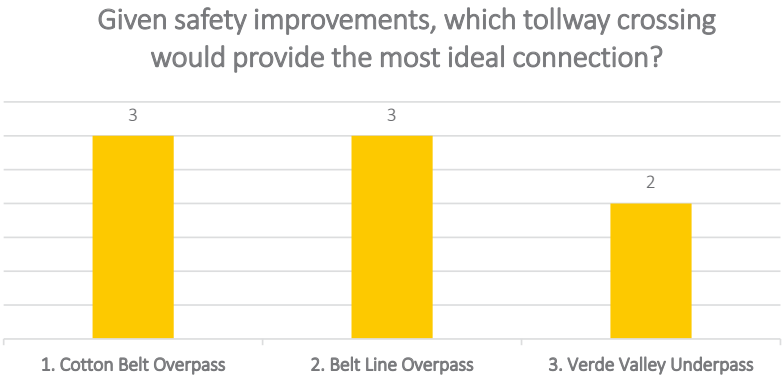

*Refer to symbols only*

*Desired trailheads include:*

- *Vitruvian Park*
- *West end of Le Lacs Linear Park*
- *Celestial Park*
- *White Rock Creek Trail and Belt Line Road*
- *Beltway Drive north of Gillis Road*
- *Addison Transit Center*
- *Addison Circle Park*
- *Midway Rd and Sojourn Dr*
- *Methodist Hospital*

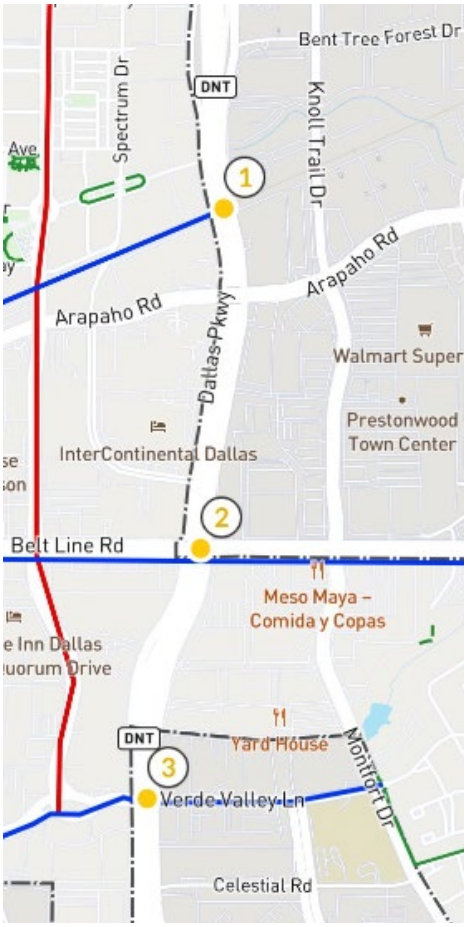
# Tollway Crossings

## *Major Takeaway: All are important but no clear favorite*




Comments:

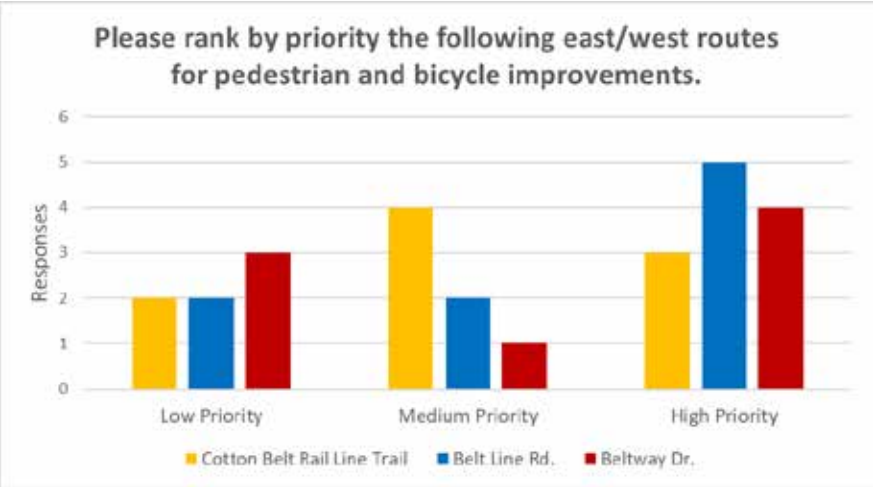
- "3 is acceptable as is. Which is good because getting DNT and City of Dallas to cooperate will take forever. 1 should be adequately addressed during construction. 2 is problematic, but the most urgent to focus resources."
- "Belt Line would be the best if you did the work on either side of it to make it accessible"
- "I picked Beltline Overpass, but it feels like that would cause the most chaos in the city as that is a very popular crossing. See little interest in a Verde Valley crossing, 2nd would be number 1."
- "I think Cotton Belt is probably ideal, but only if it connects back to Village on the Parkway."
- "Verde Valley is equally important. If both Cottonbelt and Verde Valley are improved, then no need to address Belt Line crossing. Beltline crossing will be the least used ped/bike crossing even if improved."

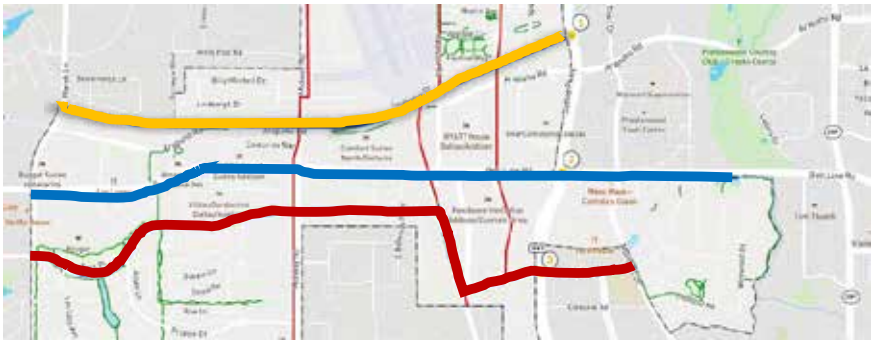



ADDISON CITY-WIDE TRAILS MASTER PLAN

# East/West Routes

*Major Takeaway: Belt Line Rd. is highest priority east/west connections for pedestrian/bicycle improvements.*



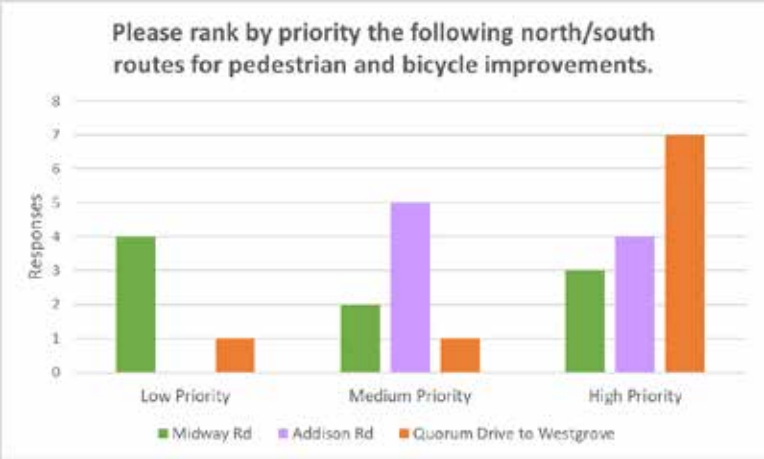



Comments:

- "Again, Beltline will be the least likely used just because of the high traffic nature. Beltway E/W that runs behind the Beltline businesses would be much more popular."
- "Again, Cotton Belt should be addressed during construction. Beltline will take a lot of work and require cooperation of many businesses. Likelihood of anything in the next 10 years is slim. Beltway offers less issues, lower traffic, and could be done relatively quickly."
- "I really like the idea of extending Beltway"

# North/South Routes

*Major Takeaway: Quorum Drive to Westgrove is highest priority for pedestrian/bicycle improvements. Midway Road is lowest priority.*



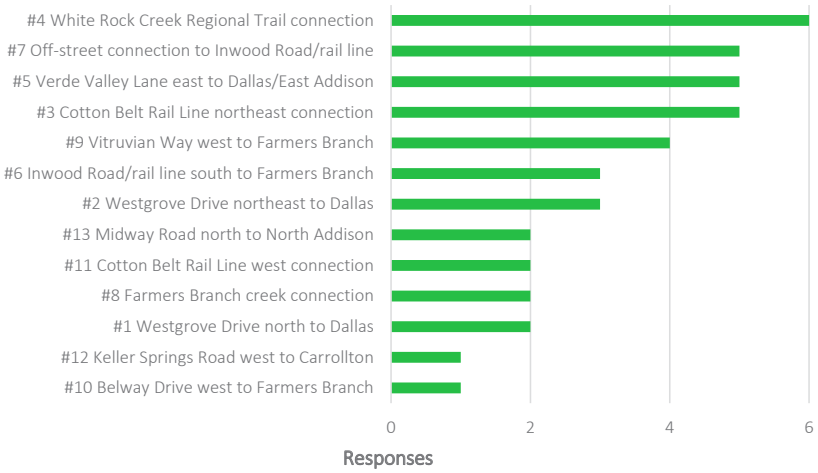
Comments:

- “I love the connectivity to Addison Circle via Addison Rd or Quorum.
- "Midway Road: Very busy and many businesses. Plus City of Carrollton. All of this means long lead times assuming cooperation. Midway and Addison Roads have same issues as Beltline. But Quorum offers similar alternative to Midway/Addison Roads as Beltway does to Beltline.’ Addison Road is all within Town of Addison and with much of it along airport ROW, hopefully quicker results could be seen. Quorum Road: similar to Addison Road, but in my opinion a much more pleasant area with trees, residential, lower traffic."
- “They are all important to achieve N/S but also connectivity to other regional networks”

# Local and Regional Connections

***Major Takeaway: Highest priorities for local/regional connections for pedestrians and bicycles are White Rock Creek, Inwood Road, Verde Valley, and Cotton Belt Rail Line.***

Please rank by priority the following **local and regional connections** for pedestrians and bicycles.

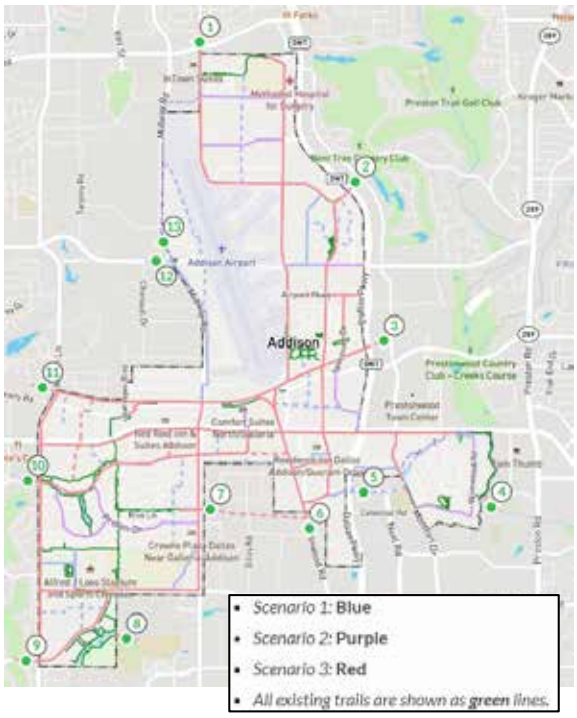



Comments:

- "Cotton Belt is the 800lb gorilla in that it will connect to every N Dallas community. Verde Valley and extending Belt Way to Verde Valley are the most significant internal to Addison. The last two items will connect all of Addison to the athletic center."

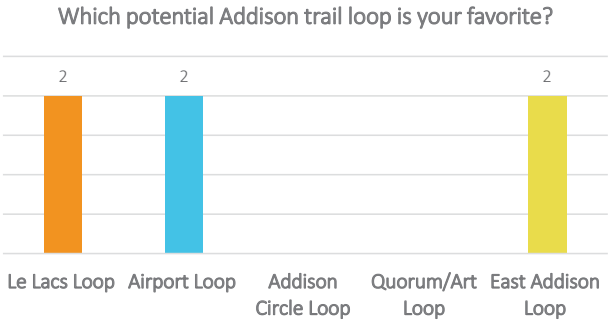
## Additional Connection Points

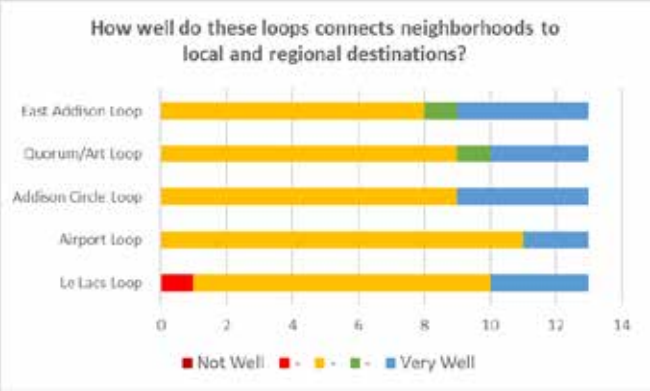
- Spring Valley Rd to west
- Monfort Dr to north

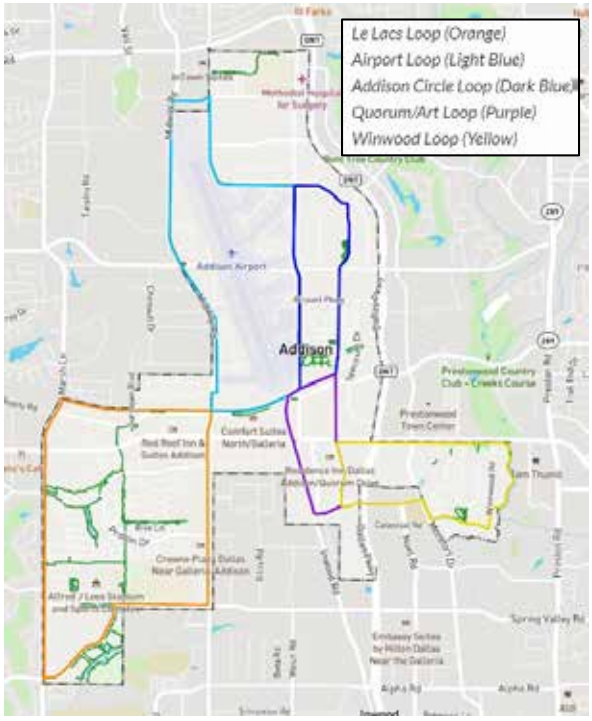


# Loop Trails

*Major Takeaway: No clear favorite loop trail. Addison Circle Loop, East Addison Loop, and Quorum Art Loop are best for connecting neighborhoods to local/regional destinations, but all connect similarly well*



# Draft Future Trail Network Questionnaire - Results

**Total Responses: 258**

Dec-20

**1. Do you live in Addison?**

| | Count | Percent of Total Responses | Percent of Responses to Question |
|---|---|---|---|
| Yes | 249 | 97% | 97% |
| No | 9 | 3% | 3% |

**2. Click here to place a pin near where you live (approximate location)**

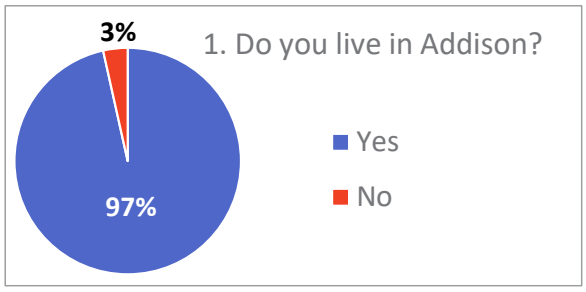
See Map-Based Responses geo-point-kgv5jx6f

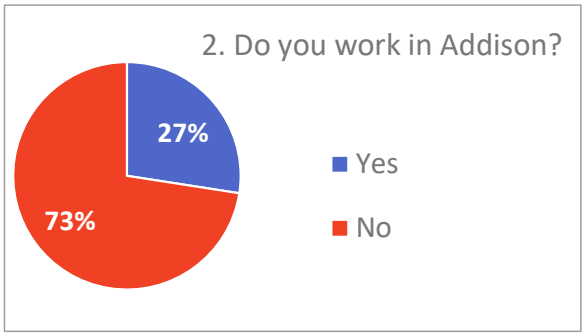
**3. Do you work in Addison?**

| | | | |
|---|---|---|---|
| Yes | 70 | 27% | 27% |
| No | 185 | 72% | 73% |

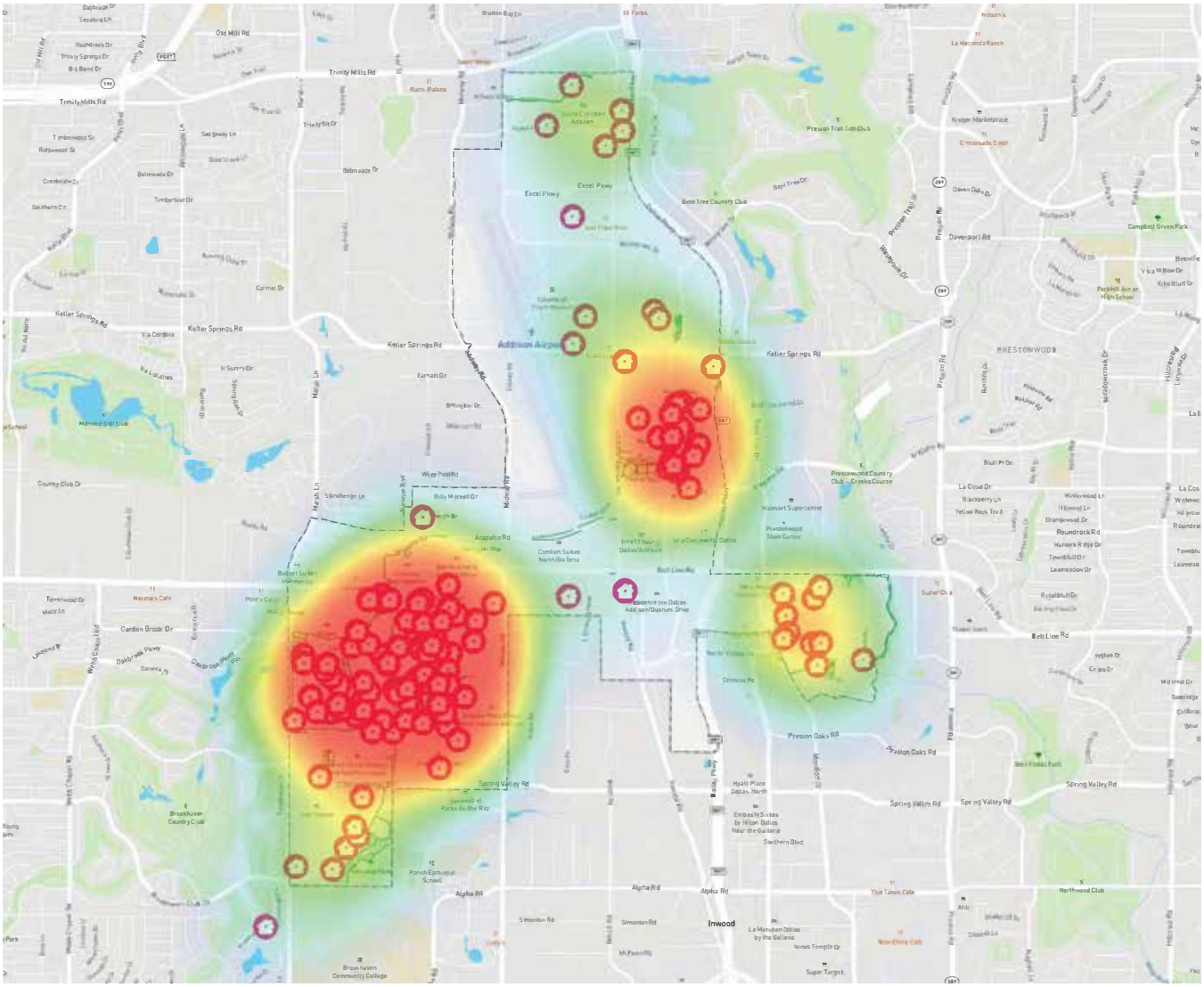
**4. How do you like to use trails? (select all that apply)**

| | | | |
|---|---|---|---|
| Walking | 224 | 87% | 45% |
| Running/Jogging | 108 | 42% | 22% |
| Biking for Transportation | 25 | 10% | 5% |
| Biking for Recreation | 102 | 40% | 21% |
| I don't currently use trails | 7 | 3% | 1% |
| Other (please share what) | 29 | 11% | 6% |

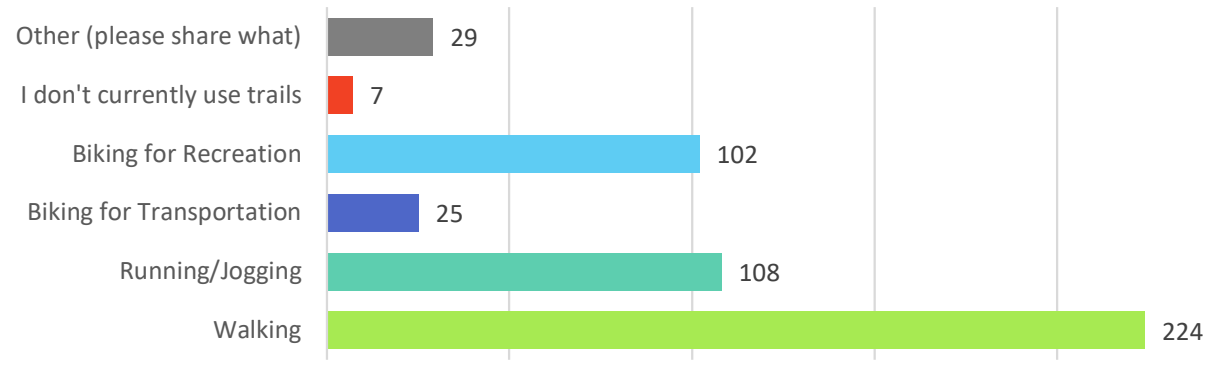


## 2. Where do you live?




## 4. How do you like to use trails?



**5. Do you like the proposed future trail network?**

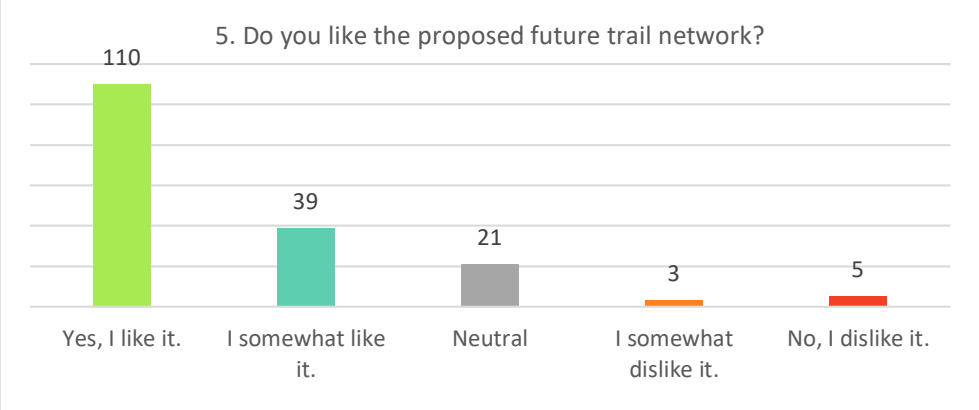
| | | | |
|---|---|---|---|
| Yes, I like it. | 110 | 43% | 62% |
| I somewhat like it. | 39 | 15% | 22% |
| Neutral | 21 | 8% | 12% |
| I somewhat dislike it. | 3 | 1% | 2% |
| No, I dislike it. | 5 | 2% | 3% |
| No Response | 80 | 31% | |

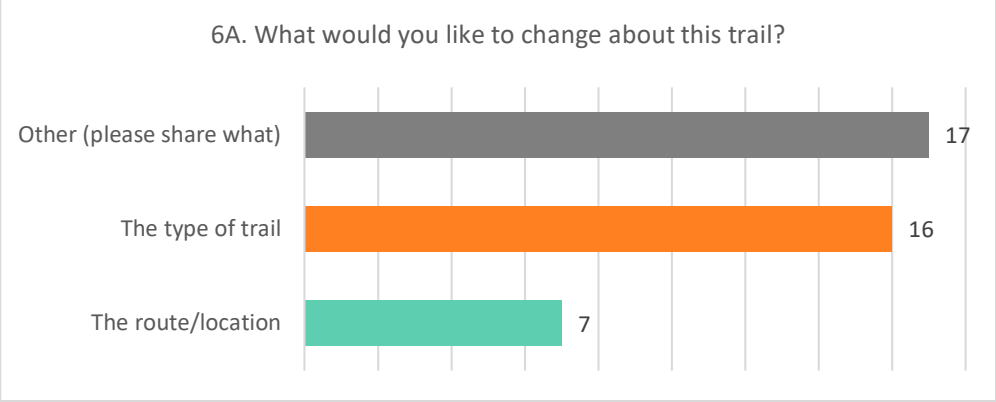
**6. Click here to identify trails on the map you'd like to change.**

See Map-Based Responses geo-point-kgv8nrgj

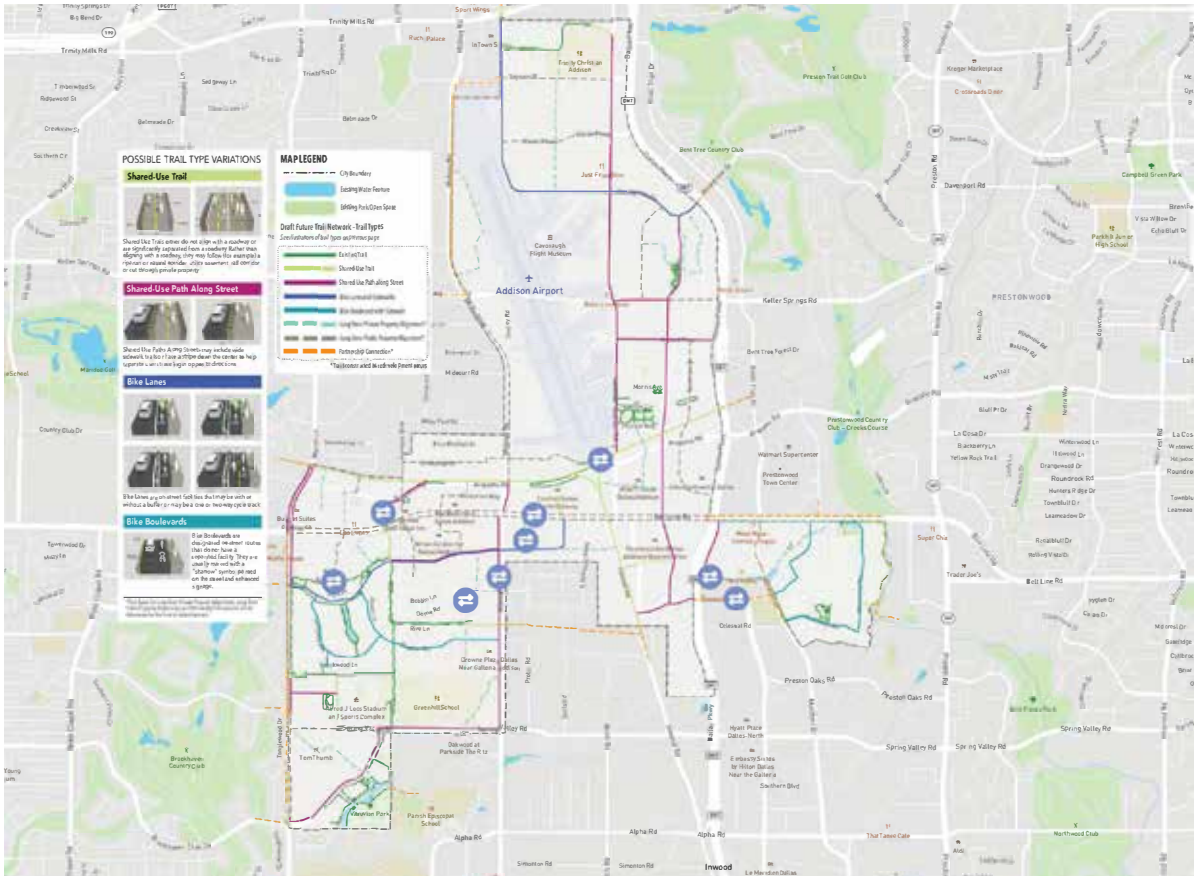
**6A. What would you like to change about this trail? (Select at least one)**

| | | | |
|---|---|---|---|
| The route/location | 7 | 3% | 18% |
| The type of trail | 16 | 6% | 40% |
| Other (please share what) | 17 | 7% | 43% |

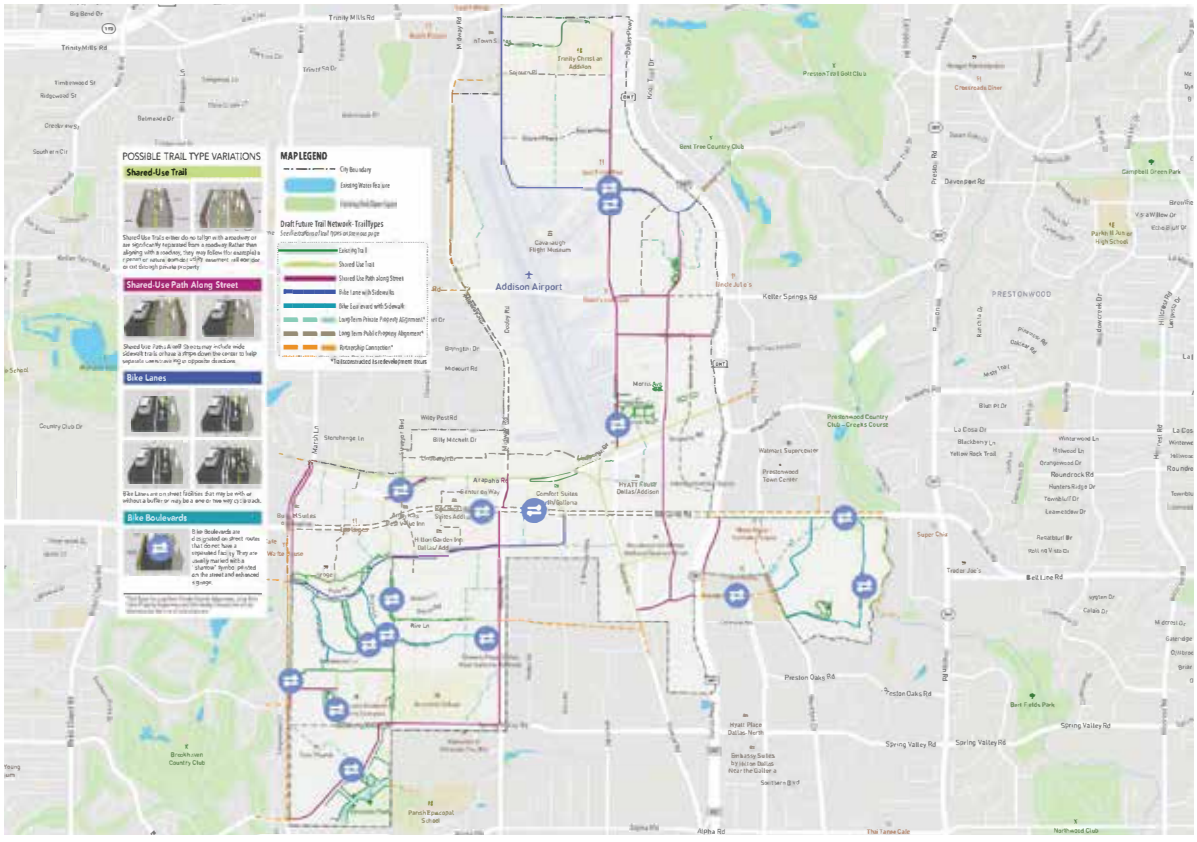


## 6. Change Route Location




## 6. Change Trail Type



**7. Click here to draw an additional future trail.**

See Map-Based Responses geo-line-kgv8ocsm

**7B. How would you like to use this trail? (select all that apply)**

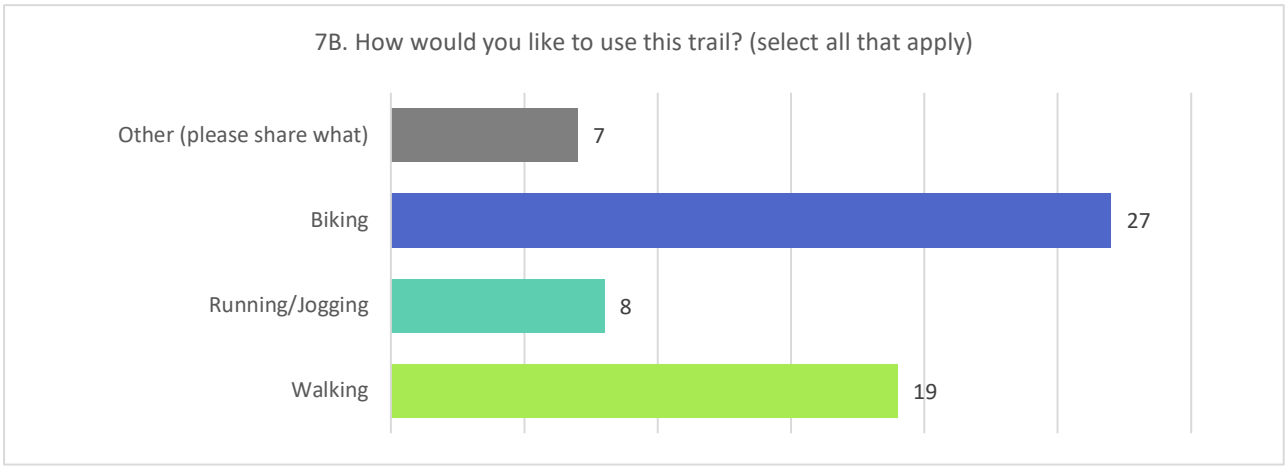
| | | | |
|---|---|---|---|
| Walking | 19 | 7% | 31% |
| Running/Jogging | 8 | 3% | 13% |
| Biking | 27 | 10% | 44% |
| Other (please share what) | 7 | 3% | 11% |
| No Response | 197 | 76% | |

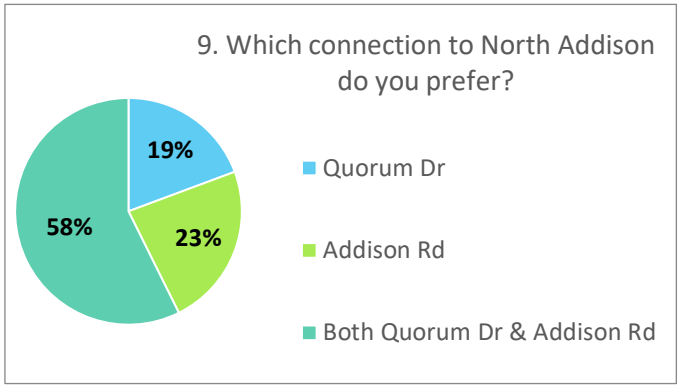
**8. Click here to locate up to three additional crossing improvements.**

See Map-Based Responses geo-point-kgvaqq0e

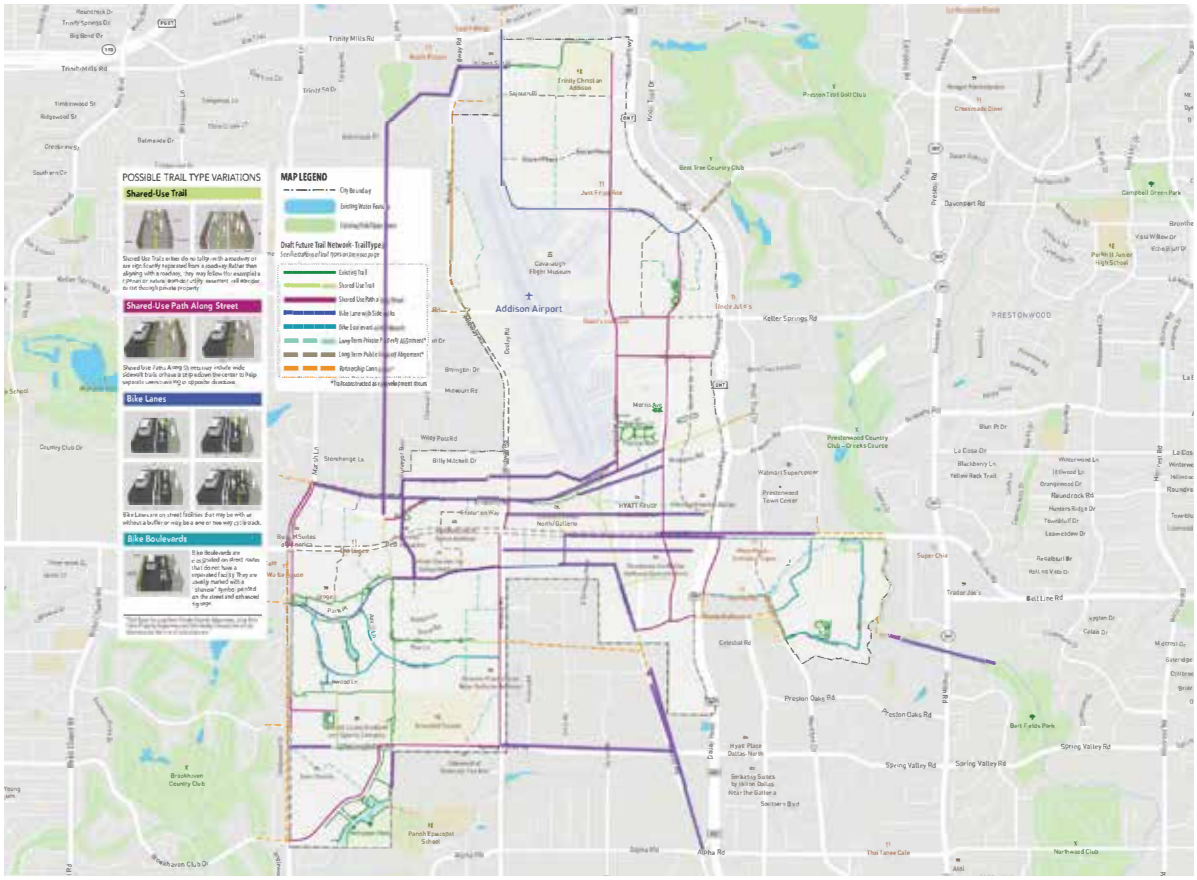
**9. Which connection to North Addison do you prefer? (Choose Up to One)**

| | | | |
|---|---|---|---|
| Quorum Dr | 29 | 11% | 19% |
| Addison Rd | 35 | 14% | 23% |
| Both Quorum Dr & Addison Rd | 86 | 33% | 57% |
| No Response | 108 | 42% | |

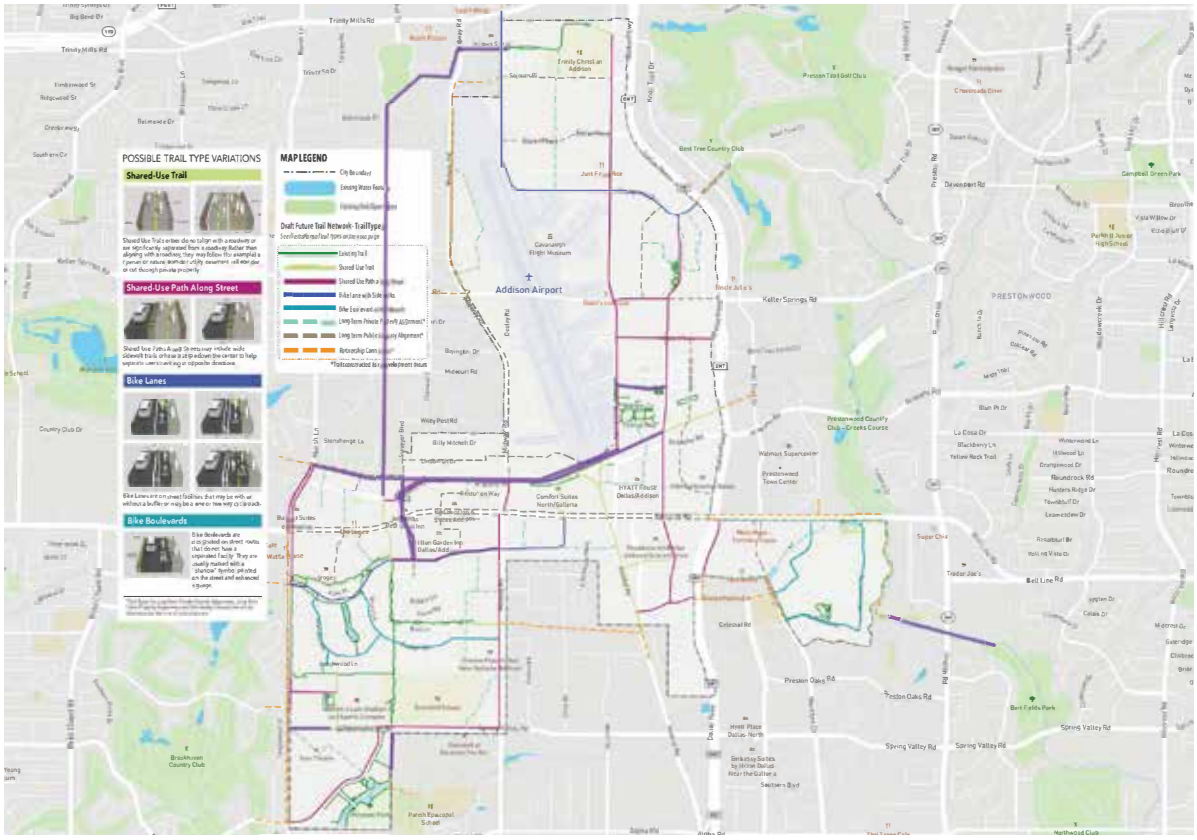


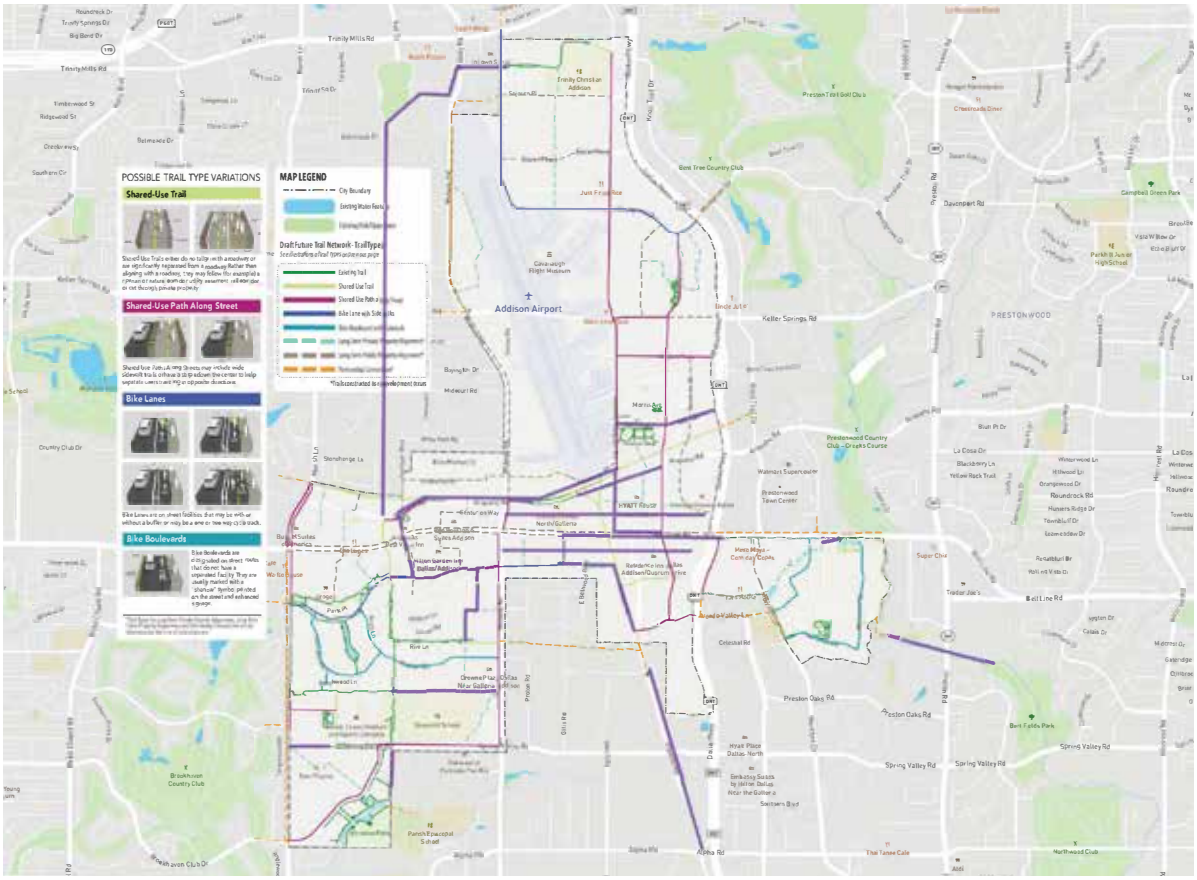
## 7. Additional Biking Trails



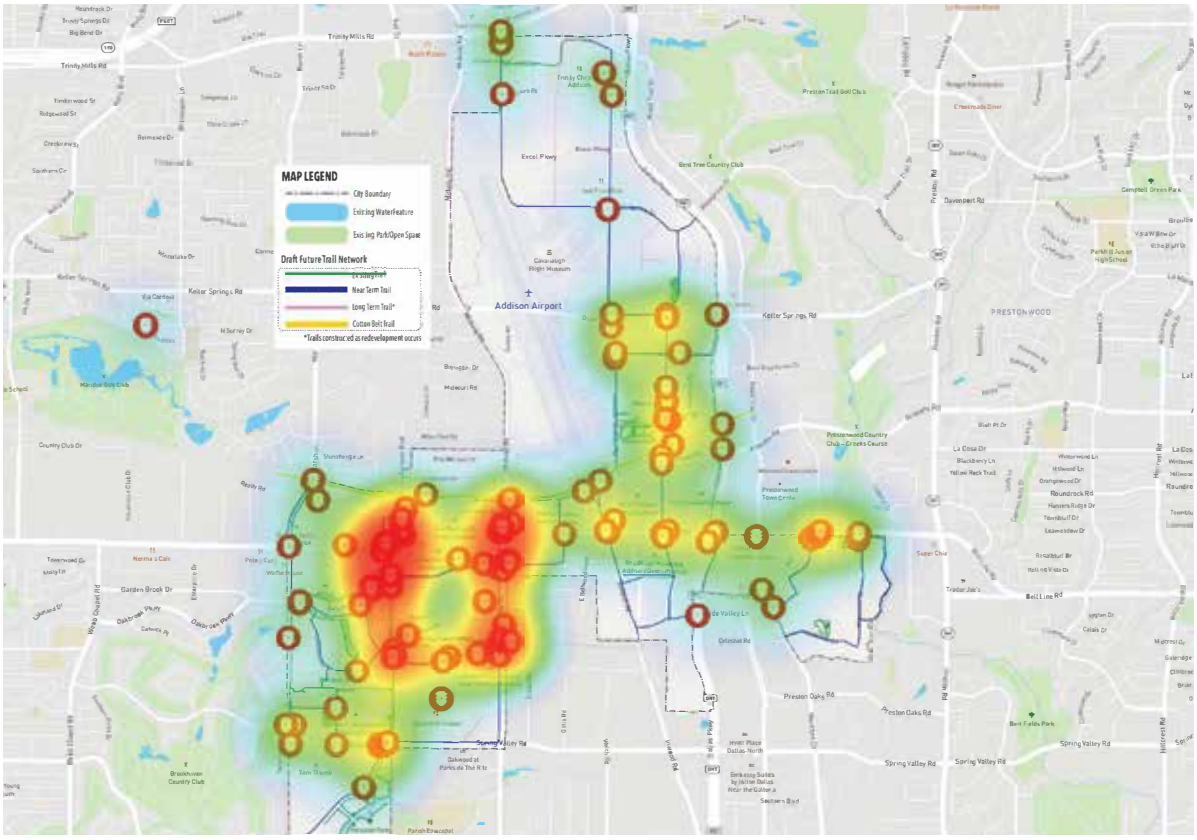

## 7. Additional Running/Jogging Trails



## 7. Additional Walking Trails




## 8. Additional Crossing Improvements

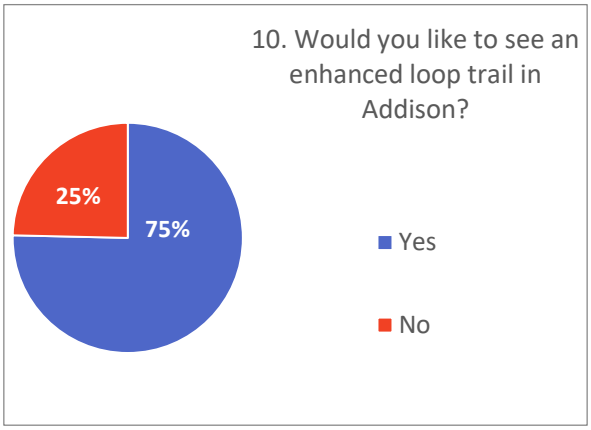


**10. Would you like to see an enhanced loop trail in Addison?**

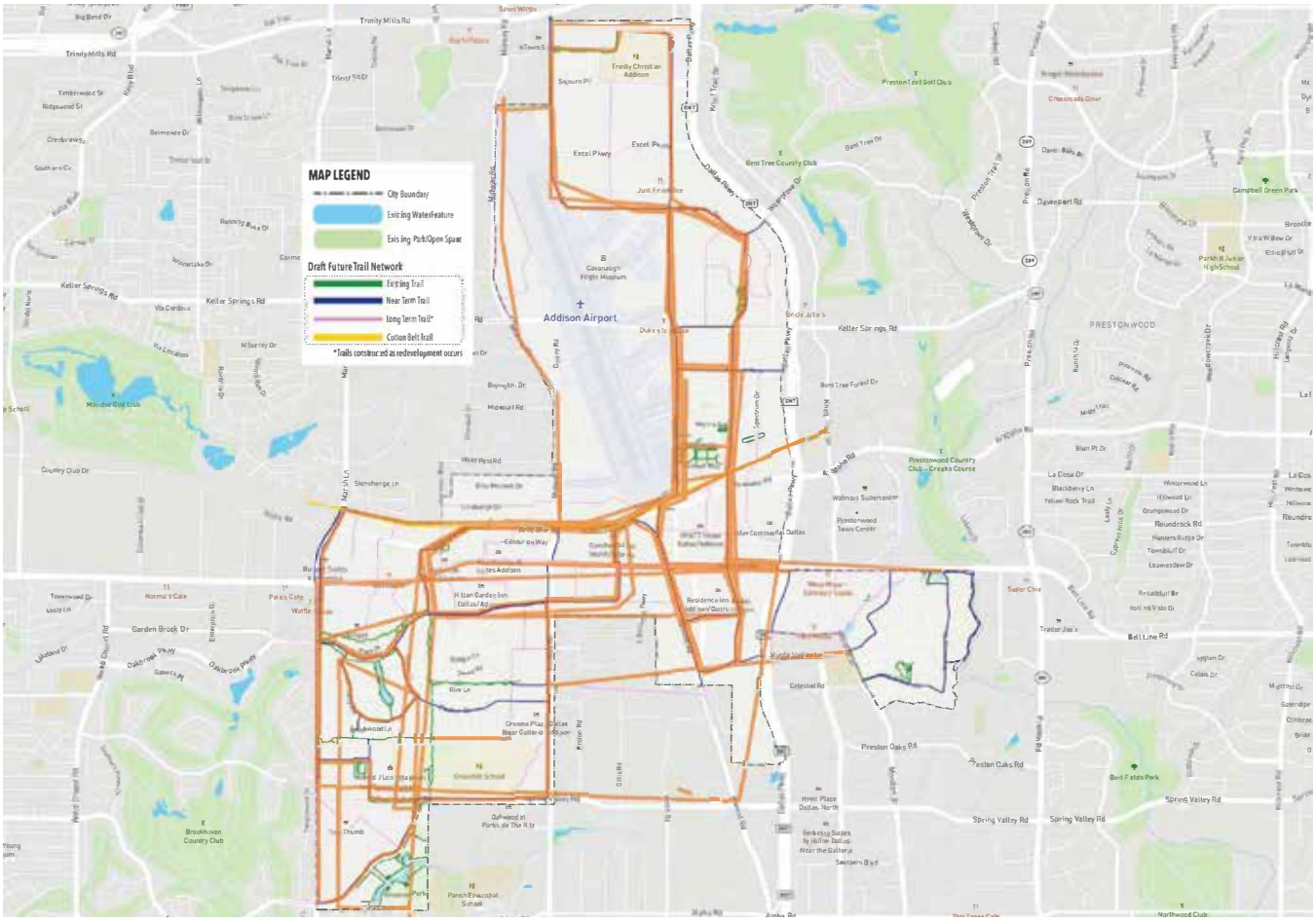
| | | | |
|---|---|---|---|
| Yes | 104 | 40% | 75% |
| No | 34 | 13% | 25% |
| No Response | 120 | 47% | |

**10A. If yes, click here to trace trails on the map that could form the enhanced loop you'd like.**

See Map-Based Responses

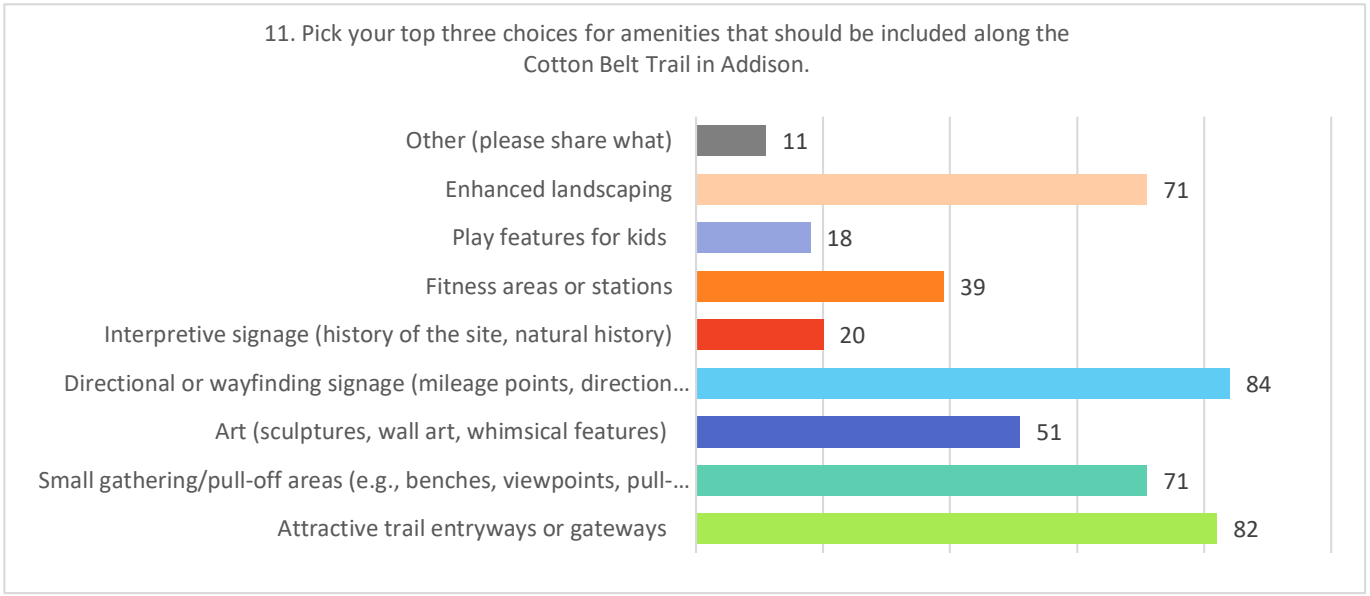



10A. Loop Trail Alignments



**11. Pick your top three choices for amenities that should be included along the Cotton Belt Trail in Addison. (Up to three)**

| | | | |
|---|---|---|---|
| Attractive trail entryways or gateways | 82 | 32% | 18% |
| Small gathering/pull-off areas (e.g., benches, viewpoints, pull-off areas) | 71 | 28% | 16% |
| Art (sculptures, wall art, whimsical features) | 51 | 20% | 11% |
| Directional or wayfinding signage (mileage points, direction to nearest places or trail connections) | 84 | 33% | 19% |
| Interpretive signage (history of the site, natural history) | 20 | 8% | 4% |
| Fitness areas or stations | 39 | 15% | 9% |
| Play features for kids | 18 | 7% | 4% |
| Enhanced landscaping | 71 | 28% | 16% |
| Other (please share what) | 11 | 4% | 2% |

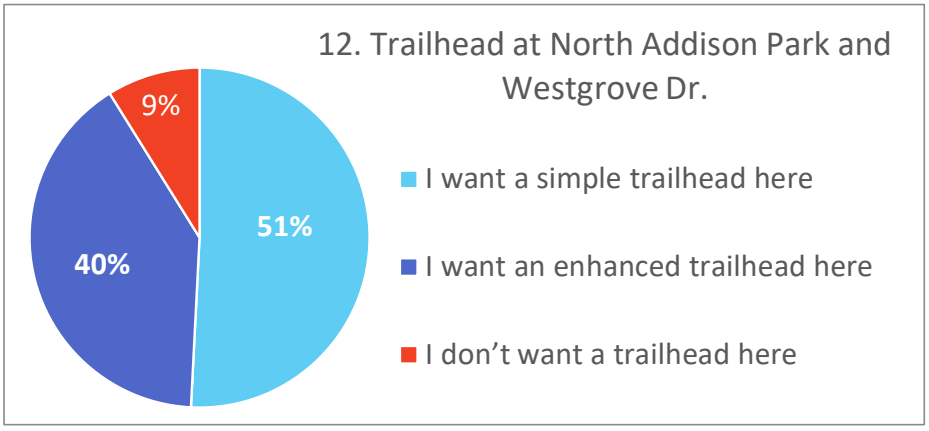


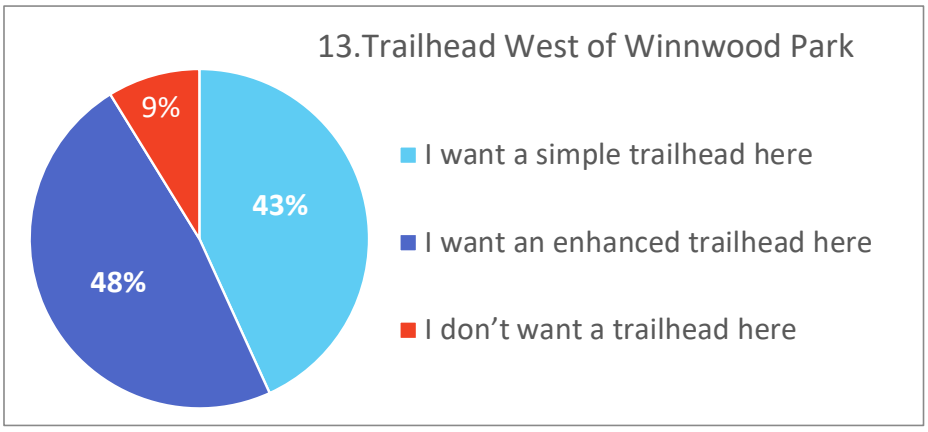
**12. Trailhead at North Addison Park and Westgrove Dr.**

| | | | |
|---|---|---|---|
| I want a simple trailhead here | 63 | 24% | 51% |
| I want an enhanced trailhead here | 50 | 19% | 40% |
| I don't want a trailhead here | 11 | 4% | 9% |
| No Response | 134 | 52% | |

**13.Trailhead West of Winnwood Park**

| | | | |
|---|---|---|---|
| I want a simple trailhead here | 54 | 21% | 43% |
| I want an enhanced trailhead here | 60 | 23% | 48% |
| I don't want a trailhead here | 11 | 4% | 9% |
| No Response | 133 | 52% | |



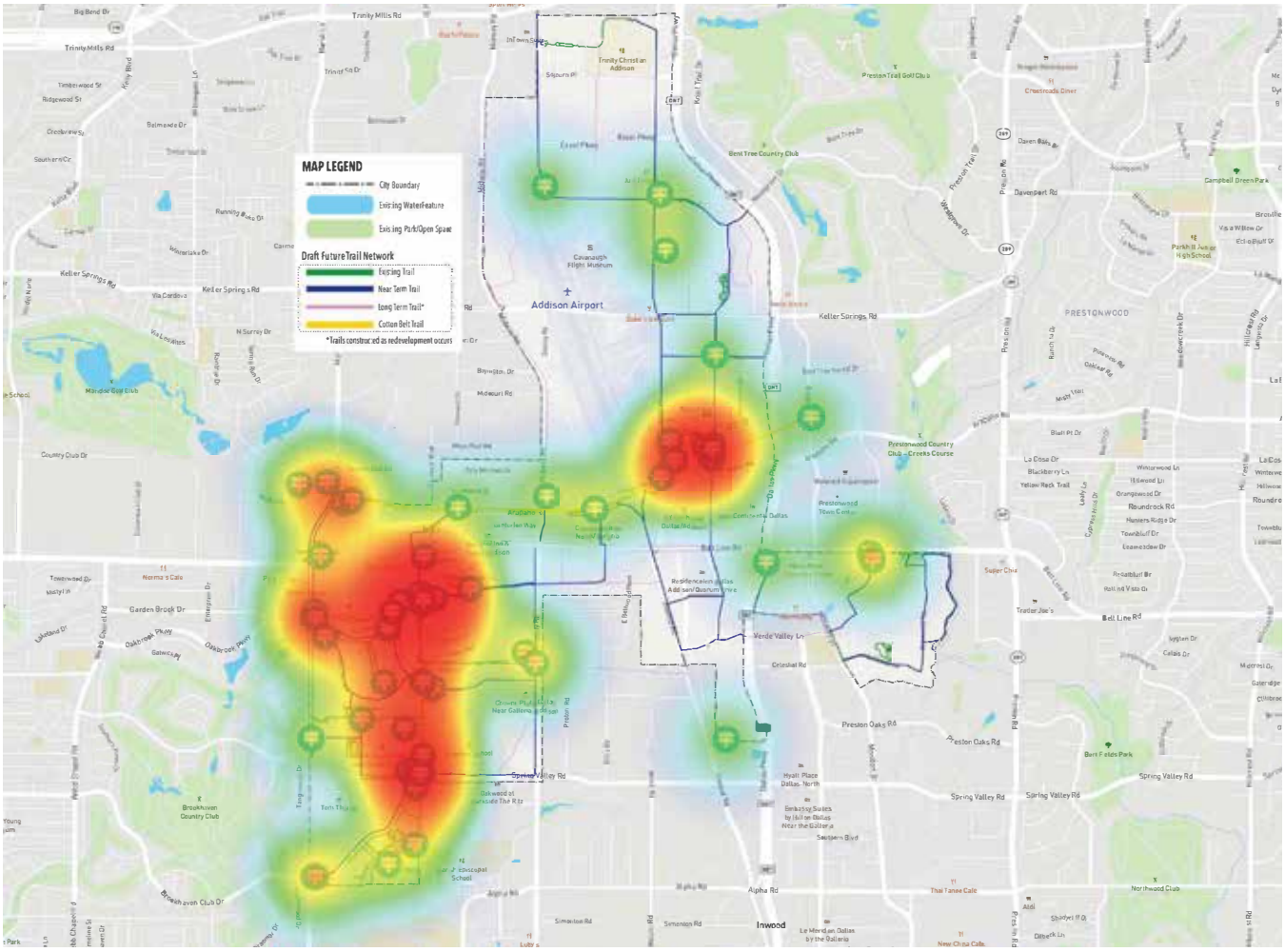
**14. Click here to locate up to three additional new trailheads**

See Map-Based Responses geo-point-kgct0ksn

**14A. What type of trailhead should this be?**

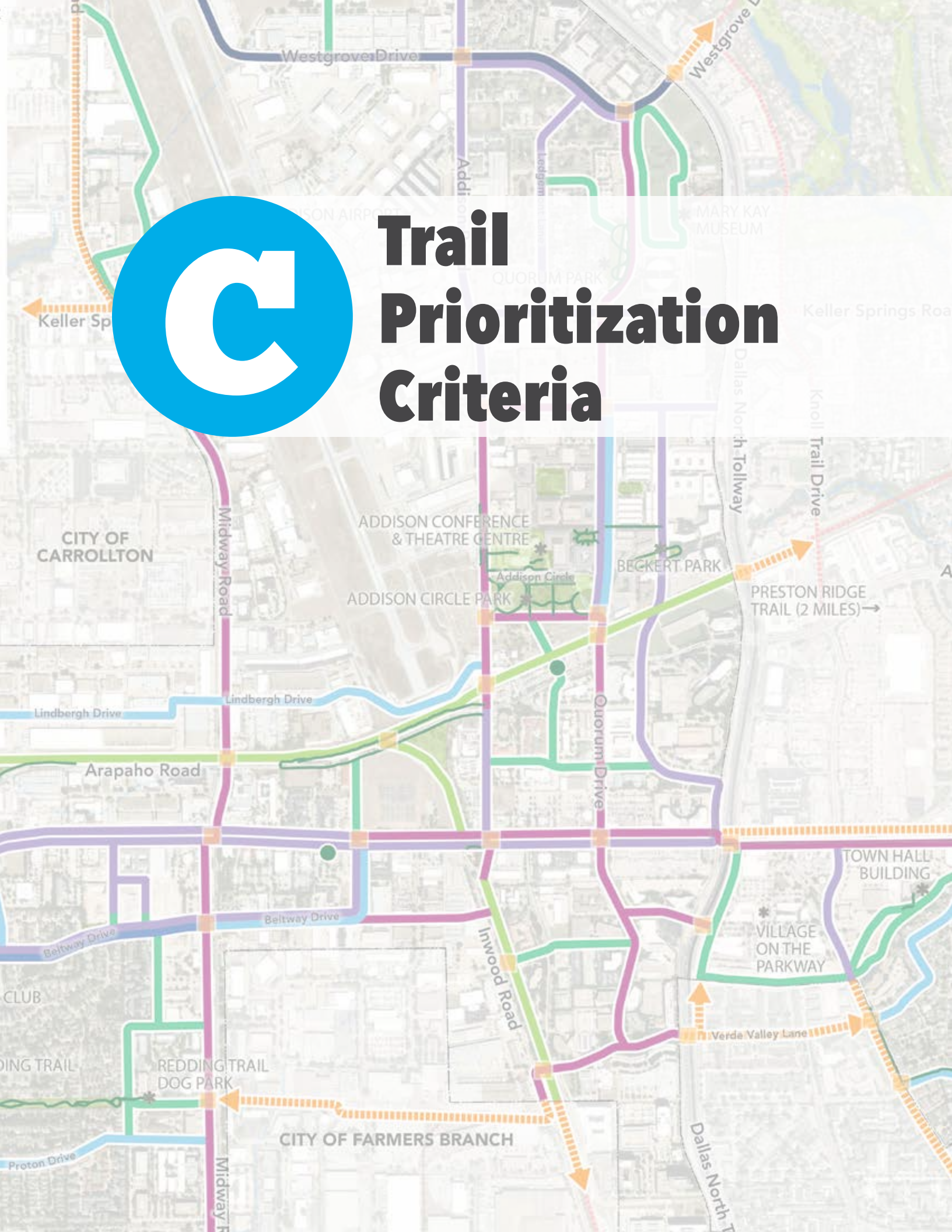
| | | | |
|---|---|---|---|
| I want a simple trailhead here | 14 | 5% | 24% |
| I want an enhanced trailhead here | 43 | 17% | 73% |
| Other (please share what) | 2 | 1% | 3% |

14. New Trailhead locations



# C

# Trail Prioritization Criteria



# Trail Prioritzation Criteria

Two types of trail prioritization criteria were established during the planning process. The following summarizes each and describes how it was used during the planning process and how it can be used moving forward.

The **Trail Typology Criteria** was used to determine which trail typologies could plausibly be applied to on-street and off-street alignments. During the planning process Table C-1 and Table C-2 were established to help to score possible trail alignments based on how well suited they were for each trail typology. This criteria was applied to all possible trails identified in the Master Transportation Plan; the Parks, Recreation and Open Space Master Plan; and the additional alignments identified in City-Wide Trails Master Plan process. This criteria may be used to vet alternative typologies for various alignments, should new information arise during the design phase.

The **Trail Evaluation Criteria** was used to evaluate various system-wide alternatives, prioritize projects and assign phasing. These criteria are based on the project's guiding principles and are represented in Table C-3. This criteria may be used to determine priorities for the complete trail system or for individual alignments.

Table C-1: Off-Street Trail Typology Criteria

| | Locations | Use | Width required |
|---|---|---|---|
| **Off-street regional shared-use path** | Along long regional commuter routes with high volumes and/or varied types of users | Two-way traffic; pedestrians, cyclists, skaters, wheelchair users, and others | 24' minimum for easement |
| **Off-street local shared-use path** | Along transportation and recreation routes through primary civic or commercial areas and residential neighborhoods | Two-way transportation routes with light to moderate volumes of primarily pedestrian and bicycle traffic | 20' minimum for easement |
| **Paved park trails** | Within public parks and greenways | Specialized use for light volumes of traffic | 12' minimum for improved area |
| **Unpaved park trails / nature paths** | Within public parks and greenways | Specialized use for light volumes of traffic | 8' minimum for improved area |

Table C-1: Off-Street Trail Typology Criteria (continued)

| | Alignment | Views | Required maintenance | Topography | Soils, Water and Hydrology | Key operational elements |
|---|---|---|---|---|---|---|
| **Off-street regional shared-use path** | Efficient and direct routes; avoid creating tunnels or blind corridors; avoid maximum grades within 20 feet of intersections; avoid and preserve existing mature trees | Provide views of natural features and destinations; avoid direct views into private residences | Cut vegetation in clearance zones, repairs and upgrades to trail surface, crossings, and amenities | Accessible Trails: target grade less than 5%; target cross slope 2% | Avoid saturated soil; minimize water crossings; construct outside floodplains wherever possible | Additional width may be needed to accommodate bridges, cut / fill needs, curves, trail amenities, or maintenance |
| **Off-street local shared-use path** | Fairly direct connections between destinations; includes spurs and exits where possible; public access at all ends; connects to other trails; avoid and preserve existing mature trees | Provide views of natural features and destinations; avoid direct views into private residences | Cut vegetation in clearance zones, repairs and upgrades to trail surface, crossings, and amenities | Accessible Trails: target grade less than 5%; target cross slope 2% | Avoid saturated soil; minimize water crossings; construct outside floodplains wherever possible | Avoid using stairs, where possible |
| **Paved park trails** | Can meander as necessary to construct the trail with minimum disturbance to natural and built features | Align views with meandering trail alignment; avoid direct views into private residences | Cut vegetation in clearance zones, repairs and upgrades to trail surface, crossings, and amenities | Allow for an accessible trail without excessive cut / fill requirements | Avoid saturated soils and minimize water crossings | Create perimeter trails or loop routes to encourage exercise and activity |
| **Unpaved park trails / nature paths** | Take advantage of natural features; meandering trail to wrap around large features; generally follow the natural flow of the terrain | Align views with meandering trail alignment; avoid direct views into private residences | Cut vegetation in clearance zones, repairs and upgrades to trail surface, crossings, and amenities | Allow for an accessible trail without excessive cut / fill requirements | Trail follows natural dips in terrain, or create dips every 20-50 feet to prevent water from flowing along, and eroding, the trail | Prioritize trail development in areas with natural or cultural significance; trail grade should be no more than 1/2 the side slope grade |

Table C-2: On-Street Trail Typology Criteria

| | Functional street class | ROW width required for facility | Target max motor vehicle volume (ADT) | Motor vehicle lanes | Target motor vehicle speed | Required buffer minimum | Key operational elements |
|---|---|---|---|---|---|---|---|
| **Wide sidewalk trails** | Collector and minor arterial streets, but can be applied to principal arterials with proper buffering | 8'-12' (includes buffer) on both sides of the street | Any | Any | 40 mph or less | 2' minimum buffer from roadway | The buffer can be included in the total width (8'-12') when physical barriers such as trees or landscaping are included |
| **Bike boulevards** | Local streets | 14'-16' vehicle travel lanes | 1,000 – 2,000 | No centerline or single lane one-way travel | 20 mph or less | N/A | Shared lane markings and signage are needed to guide bicyclists and to remind drivers to be aware. |
| **Bike lanes** | Local streets | 6' | 1,500 – 3,000 | Single lane each direction | 25 mph or less | N/A | 5' lanes can be acceptable in some situations |
| **Buffered bike lanes** | Local and collector streets | 4'-7' | 3,000 – 6,000 | Single lane each direction or multiple lanes per direction | 30 mph or less | 2' minimum | Bicycle travel lane can be narrower if buffer is wider (e.g. 4' bike lane with 3' buffer). Buffer should be striped or a different pavement type to visually distinguish. |
| **One-lane cycle tracks** | Collector and minor arterial streets | 5' minimum, 7' minimum in higher volume areas | Greater than 6,000 | Multiple lanes per direction | 31 mph or higher | 3' minimum | Buffer should be striped and contain physical barriers. The facility can be separated from street by curb or raised to level of sidewalks. |
| **Two-lane cycle tracks** | Collector and minor arterial streets | 12' preferred width with a minimum of 8' | Greater than 6,000 | Multiple lanes per direction | 31 mph or higher | 3' minimum | Buffer should be striped and contain physical barriers. The facility can be separated from street by curb or raised to level of sidewalks. |
| **Shared use paths in ROW** | Collector and minor arterial streets | 10'-14' | Greater than 6,000 | Multiple lanes per direction | 31 mph or higher | 2' on both sides of path | Centerline markings are good to use in higher volume areas. |

Table C-3: Trail Evaluation Criteria

| | Guiding Principles | Criteria |
|---|---|---|
| **Safety** | Provides public safety by establishing low-stress facilities with minimal vehicle conflicts and visible corridors with crime prevention mechanisms. | 1. Prioritizes low-stress facilities (separated and buffered) |
| | | 2. Minimizes potential vehicle conflicts |
| | | 3. Routes are visible from adjacencies and avoid areas prone to and crime and vandalism |
| **Connectivity** | Supports recreational and commuting needs through trail access, filling network gaps, and changing vehicular circulation when needed. | 1. Low amount of network gaps (pedestrian system, bicycle routes, neighboring jurisdiction trails) |
| | | 2. Has multiple access points connecting to the surrounding neighborhoods |
| | | 3. Minimal vehicular circulation changes |
| **Context-Sensitivity** | Responds to the opportunities, constraints, and character of Addison by minimizing environmental impacts, reducing private property impacts, limiting facility costs, and providing access to transit routes. | 1. Provides transit access |
| | | 2. System benefits outweigh cost of facility improvements |
| | | 3. Limited environmental Impacts (drainage, vegetation, etc.) |
| | | 4. Limited private property impacts |
| **Diversity of Choices** | Attracts a range of users by providing multiple active transportation modes on various trail types around the town. | 1. Provides a diversity of skill and comfort levels |
| | | 2. Supports multiple active transportation modes |
| | | 3. Avoids trail user altercations (separates or limits modes as needed) |

# D Funding Strategies

# Funding Strategies

Implementation of the Future Trail Network for the Town of Addison will likely require funding from a number of sources. The variety of trail types included in the Master Plan, the integration of recreation and transportation, and the identification of partnership opportunities results in a large variety of potential funding opportunities.

It is recommended that the Town of Addison dedicate a portion of the general fund to trail improvements throughout the community for construction and maintenance and continue to prioritize trail and other active transportation improvements as part of the roadway improvements and regular CIP planning. Town leadership may also want to explore the incorporation of trail improvements into a future bond measure as trail improvements have received substantial community support through many public processes, including the development of the Master Transportation Plan; the Parks, Recreation and Open Space Master Plan; and this City-Wide Trails Master Plan.

Some of the following sources should also be incorporated as part of the overall implementation plan. It is important to consider what funding sources might be available to help the Town supplement the cost of trail network expansion, especially for partnership connections identified as part of the Future Trail Network. It should be noted that several of the funding sources identified below require a local contribution or local match.

## COUNTY

- Dallas County Trail and Preserve Program
- Dallas County Bond Projects

## NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCOG)

- Transportation Alternatives Program (TAP)
- Sustainable Development Calls for Projects
- Regional Tollway Revenue Funding Initiative

## STATE OF TEXAS

- Texas Parks and Wildlife Department (TPWD)
  - Outdoor Recreation Grants
  - Recreational Trails Grants
- Texas Department of Transportation (TXDOT)
  - Transportation Alternatives Program (TAP)
- State Energy Conservation Office
- Energy Efficiency and Conservation Block Grant

## OTHER FEDERAL TRANSPORTATION FUNDING SOURCES

- Highway Bridge Replacement and Rehabilitation Program
- Highway Safety Improvement Program
- National Highway System
- Surface Transportation Program
- Federal Transit Administration Programs
- Interstate Maintenance (through TxDOT)
- Transportation and Community and System Preservation

## OTHER FEDERALLY FUNDED PROGRAMS INCLUDING BICYCLE AND PEDESTRIAN OPPORTUNITIES

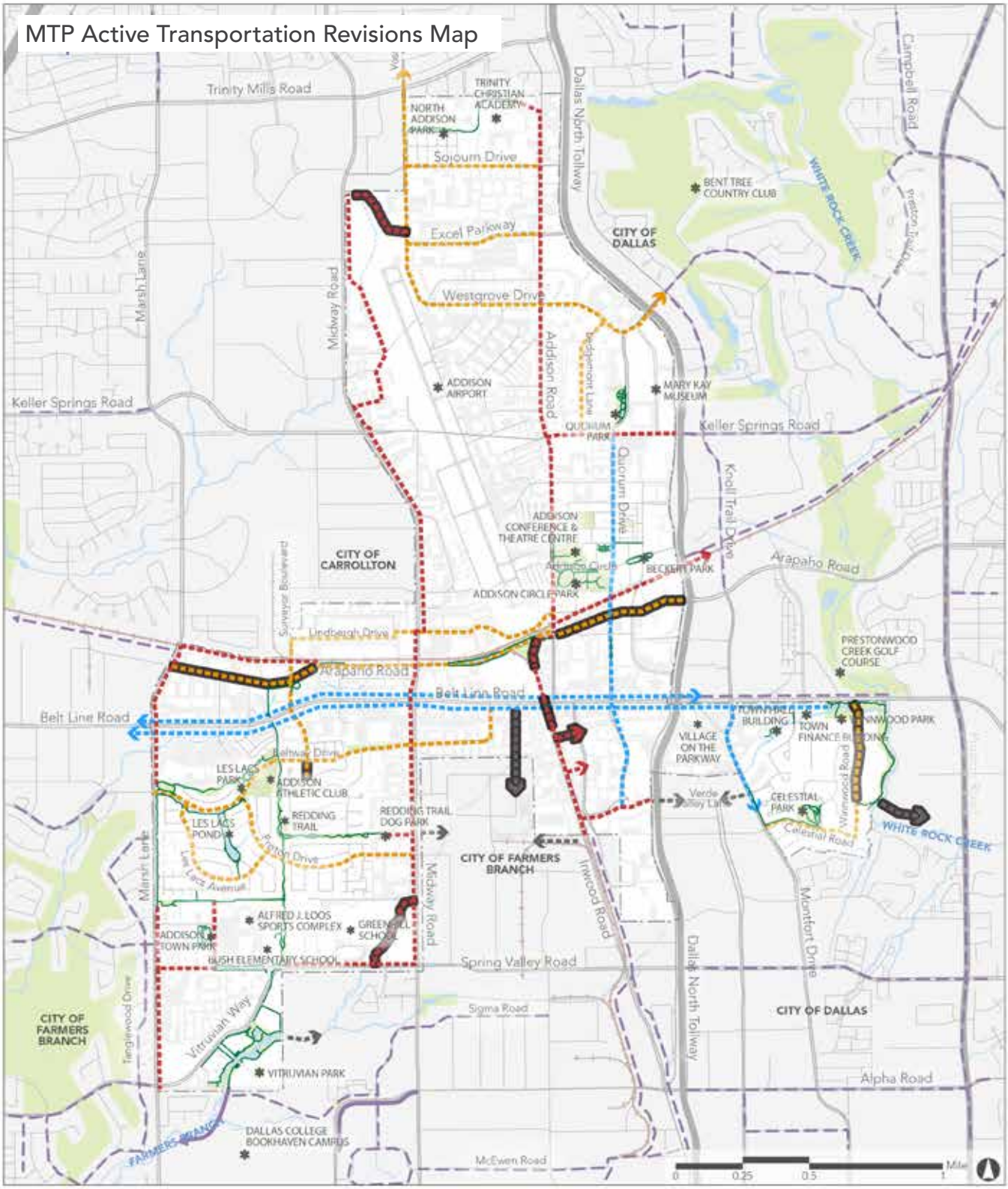
- U.S. Department of Housing and Urban Development
  - Community Development Block Grant
- U.S. Army Corps of Engineers (USACE)

## OTHER SOURCES OF FUNDING FOR TRAIL DEVELOPMENT

- The Trust for Public Land
- Land Trusts
- Communities Foundation of Texas
- Meadows Foundation
- Recreational Equipment, Inc.
- Foundation Directory On-Line
- Private Donations Partnerships with Volunteer Groups

# E MTP Active Transportation Map Revisions

# MTP Active Transportation Revisions Map




## LEGEND

- Addison Boundary
- Roadway
- Pavement
- Parks/Open Space/Golf
- Water Body
- River/Stream
- Creek Channel
- Rail
- Major Destination

EXISTING NETWORK

- Highway
- Major Road
- Local Road
- Addison Trail

ADJACENT TRAIL CONNECTIONS

- Existing Trail
- Proposed Trail

PROPOSED ACTIVE TRANSPORTATION*

- Off-Street Trail
- Enhanced Pedestrian Path
- Active Transportation Corridor
- Preferred Future Connectivity
- Deleted MTP Alignments

*Proposed Active Transportation Connectivity recommended in the 2016 Master Transportation Plan

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# CITY-WIDE TRAILS APPENDICES

DRAFT PLAN | APRIL 2021

MIG in association with: walter p moore

ACTIVE ADDISON