

Midway Road Landscape Coordination with the Master Transportation Plan

November 13, 2018



Midway Road Background

- Council directed staff to apply the Master Transportation Plan (MTP) to Midway Road.
- Council directed staff to replace as many trees as possible along Midway.
- The MTP was intended to be applied to a 25' wide corridor. Due to existing conditions along Midway a minimum 16' wide corridor is currently in the design. Staff is recommending changes to this width.
- As the consultant is incorporating the MTP into the roadway design several concerns have arisen:
 - Per the Town's Transportation Technical Design Standards, the engineering visibility triangles must be applied to both streets intersections and driveway approaches. Those standards state that "adequate sight distance at the intersections of roadways with other roadways and with driveways must be ensured. On Midway Road, the required engineering visibility triangle is 15'X400' from the intersection of a roadway or driveway."
 - Applying the required visibility triangle will not allow trees to be planted within the 6' landscape buffer allotted in the MTP.

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Required Visibility Triangles

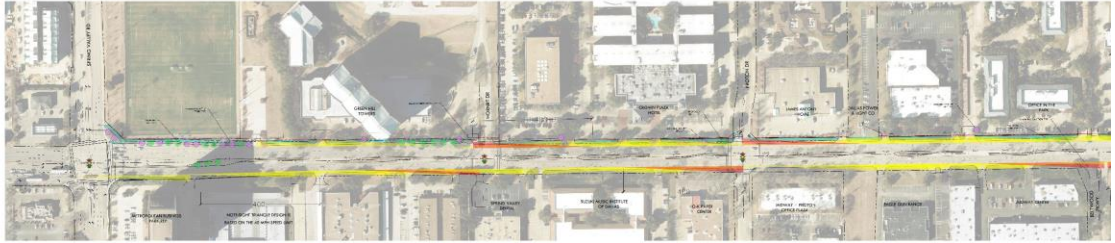






 IMP Form #1028

Sight Triangle Schematic

MIDWAY ROAD REVITALIZATION
 Spring Valley Rd to Keller Springs Rd
 Town of Addison, TX Job #18-01
 Town of Addison Project # ADD201815
 August 2018



- LEGEND**
-  MAJOR INTERSECTION SIGHT TRIANGLES
 -  DRIVEWAY INTERSECTION SIGHT TRIANGLES
 -  EXISTING HEALTHY TREE (PER TREE STUDY)
 -  PROPOSED TREE

Required Visibility Triangles

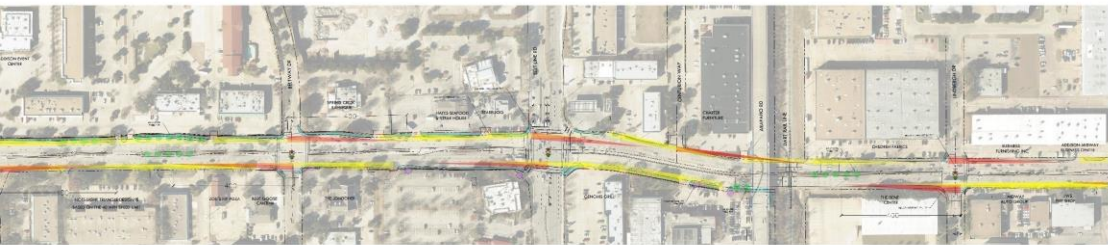





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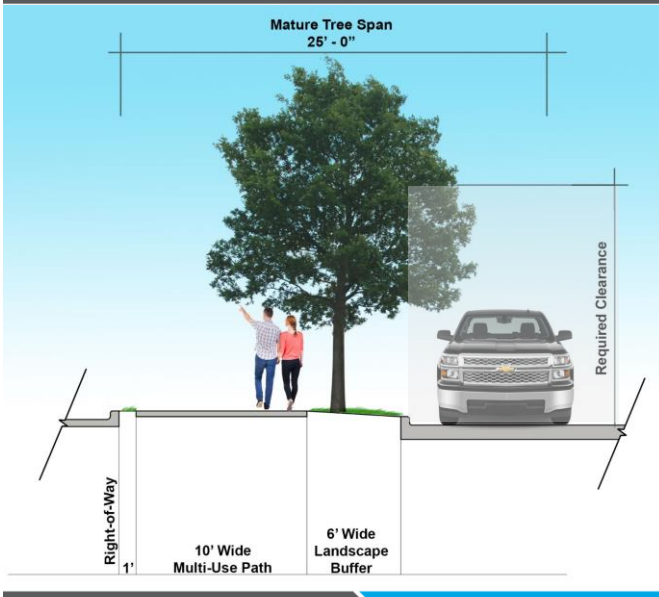


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Master Transportation Plan Cross Section

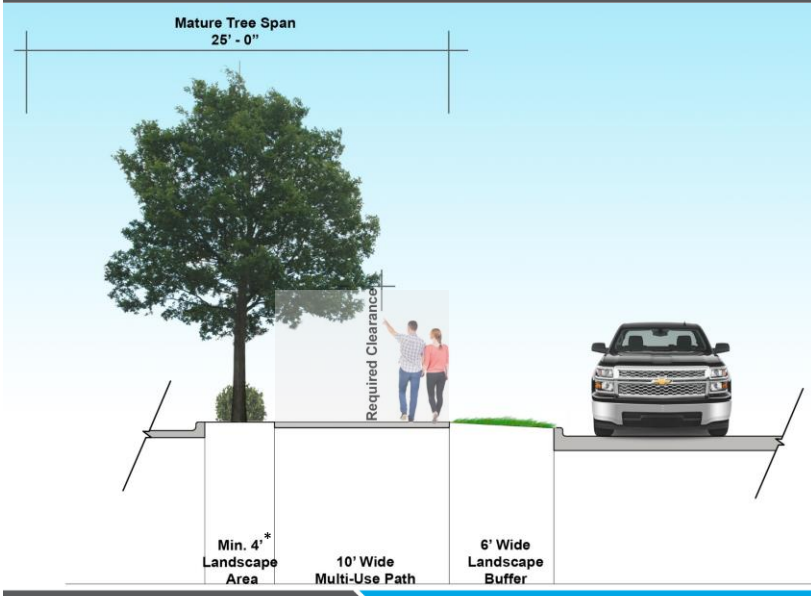


- **Current Design** - Corridor is 16' Wide with 1' transition to existing conditions.
- Trees would fall within the required 15' x 400' visibility triangle, and are not allowed per the Town's Technical Design Standards.
- Trees planted 4' from the roadway would have conflicts with larger vehicles.
- Required 14' clearance over the roadway would impact the shape of the trees.
- More of the road would be shaded than sidewalk.

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Proposed Revision – Preferred Scenario

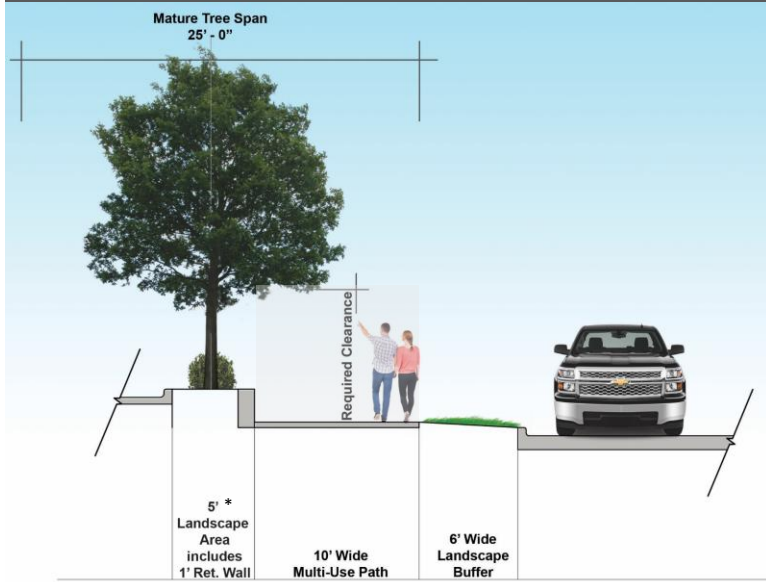


- **Proposed Corridor** – Width increased to 20' wide.
- Place trees and screening shrubs between private property and the trail, away from the roadway.
- Where space allows, or where parking is drastically impacted, create a 6' buffer between the trail and back of curb.
- Required clearance over trail is less stringent than over the roadway and less impactful to the tree.
- This proposal would better shade the sidewalk.

* Proposed landscape area may vary by 6" to avoid encroachment of existing parking.

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Proposed Revision – Preferred Scenario



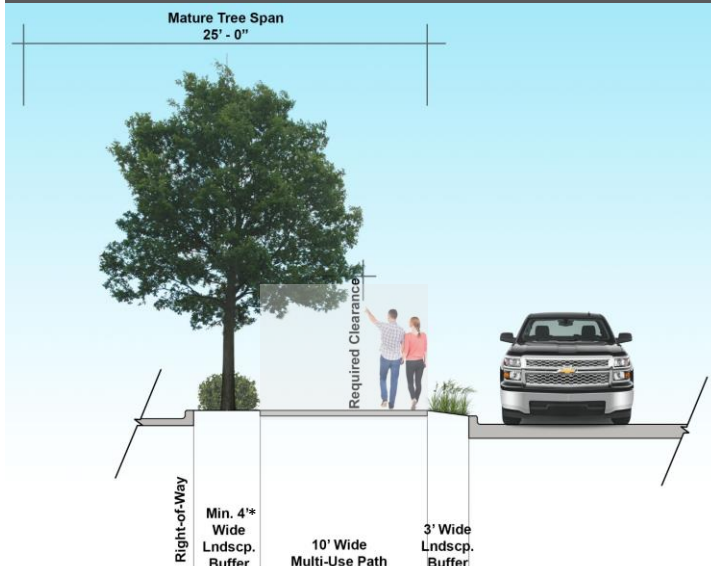
▪ **Proposed Corridor With Retaining Wall** – Width increased to 21' wide.

- Place trees and screening shrubs between private property and the trail, away from the roadway.
- Where space allows, or where parking is drastically impacted, create a 6' buffer between the trail and back of curb.
- Required clearance over trail is less stringent than over the roadway and less impactful to the tree.
- This proposal would better shade the sidewalk.

* Proposed landscape area may vary by 6" to avoid encroachment of existing parking.

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Proposed Revision – Alternative Scenario



▪ **Proposed Corridor for Narrow Areas** – Width increased to 17' wide.

- Plant the 3' buffer strip with ornamental grasses, perennials or shrubs that are 30" or less in height.
- Allow for a minimum 4' wide buffer adjacent to ROW that would allow for tree planting and screening shrubs.
- Required clearance over trail is less stringent than over the roadway and less impactful to the tree.
- This proposal would better shade the sidewalk.

* Proposed landscape area may vary by 6" to avoid encroachment of existing parking.

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Staff Recommendation

A blue circular logo with the word "ADDISON" in white, uppercase letters.

- **Preferred Scenario-** Where additional landscape areas are available or proposed project is impacting existing parking, enlarge the landscape area to accommodate a wider planting area. Overall corridor width would be 20' – 21' wide. **This would apply to approximately 67% of the corridor, excluding transitions to corners.**
- **Alternative Scenario-** Where Preferred Scenario is not feasible, modify the proposed cross-section in the Master Transportation Plan to decrease the landscape buffer by the roadway from 6' to 3' wide. Create a 4' wide planting area between the ROW and multi-use path to accommodate planting of canopy trees. Overall corridor width would be 17' wide. **This would apply to approximately 33% of the corridor, excluding transitions to corners.**
- Apply the Belt Line 1.5 Design Palette to Midway Road. Staff recommends incorporating the proposed color scheme and plant palette for Belt Line 1.5 into the design of Midway Road.
- Proposed landscape areas between the back of curb and ROW are often utilized by the property owners to meet landscape ordinance requirements and is maintained by the property owner. Staff recommends applying this standard to Midway Road.