

Addison City-Wide Trails Master Plan



Council Presentation for Consideration of Adoption

Background

The City-Wide Trails Master Plan has been developed on the foundation of an extensive public input process.

- A City-Wide Trails Master Plan was recommended by the Parks, Recreation & Open Space Plan adopted on April 25, 2019.
- February 13, 2020 Council approved a contract with Moore Iacofano Goltsman, Inc. (MIG) to develop a City-Wide Trails Master Plan for Addison.
- April 14, 2020 Council appointed a Trails Master Plan Advisory Committee (PAC) to provide input and feedback for the plan. Members Include:

Al Angell	Joseph Hornisher
Ruth Ann Becker	David Schwarz
Megan Bedera	Charles L. “Skip” Shaw
Brandon Bowers	Tom Souers
Chris Burt	Austen Spoons
Al Cioffi	Gennie Stringfellow
David Collins	Robert Weeks
Jenn Cook	Jessica Zazzara
Jason Ennis	



Background

ADDISON 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 East to West Alignments | Major North to South Alignments | Local Connectivity | Partnerships

- May 8 – June 16, 2020 Public Input was gathered for the plan.
- November – December 2020 pop-up events presented a map of Draft Trail Alignments to the community to capture feedback.
- August 25, 2020 a progress presentation was made to Council for feedback.
- December 20, 2020 Council was taken on a tour of the proposed trail alignments.
- February 23, 2021 a Draft City-Wide Trails Master Plan was approved by the PAC and presented to Council for feedback.
- March - April 2021 – Additional Feedback was gathered from Council, the PAC and residents. Two additional public input meetings were held in North Addison and Southeast Addison.
- Refinements were made to draft plan and are being presented to Council for consideration of adoption.

Legend

PROPOSED ADDITION TRAILS

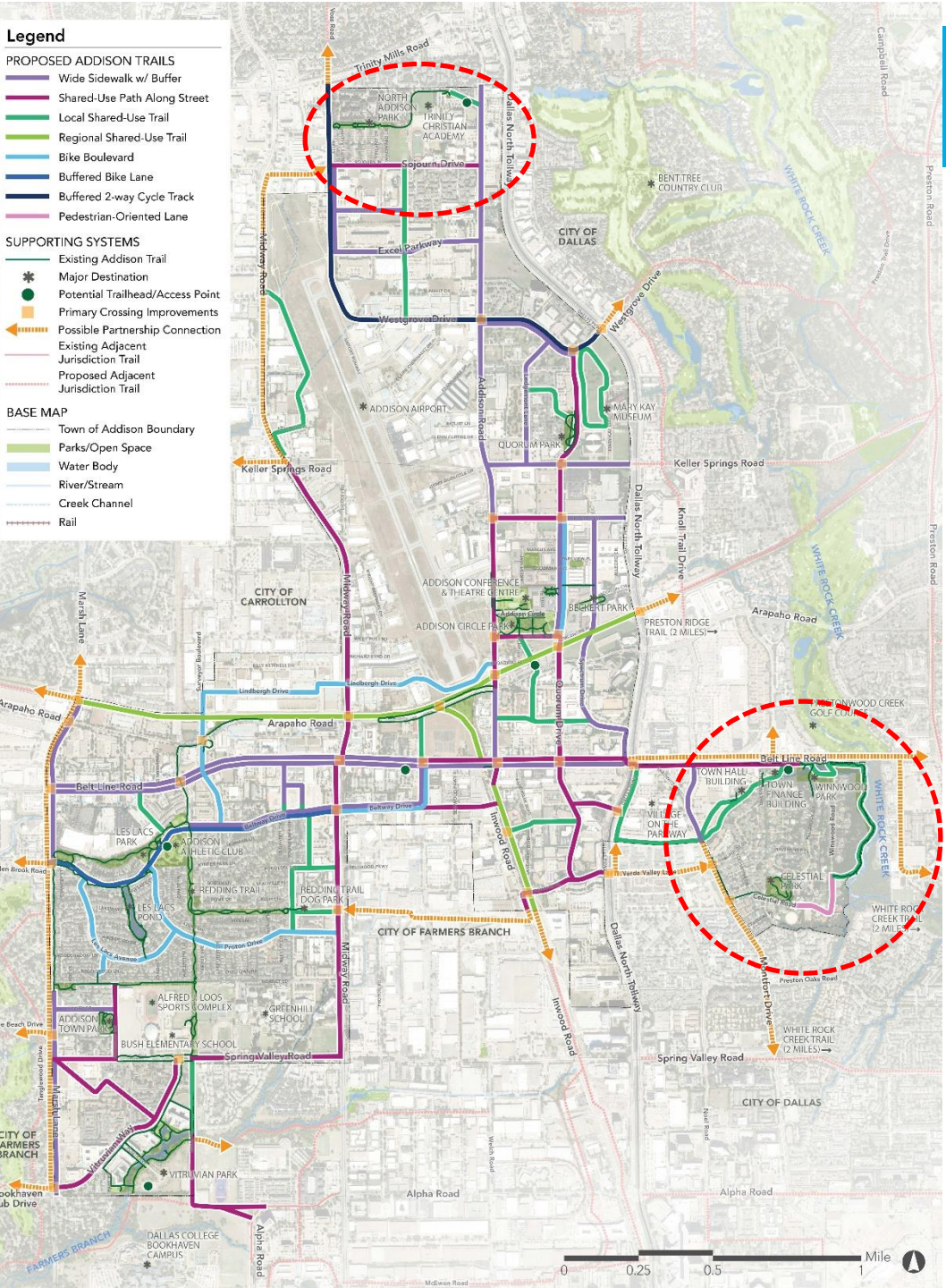
- Wide Sidewalk w/ Buffer
- Shared-Use Path Along Street
- Local Shared-Use Trail
- Regional Shared-Use Trail
- Bike Boulevard
- Buffered Bike Lane
- Buffered 2-way Cycle Track
- Pedestrian-Oriented Lane

SUPPORTING SYSTEMS

- Existing Addition Trail
- Major Destination
- Potential Trailhead/Access Points
- Primary Crossing Improvements
- Possible Partnership Connection
- Existing Adjacent Jurisdiction Trail
- Proposed Adjacent Jurisdiction Trail

BASE MAP

- Town of Addition Boundary
- Parks/Open Space
- Water Body
- River/Stream
- Creek Channel
- Rail



Draft Plan Feedback

Following the draft presentation to Council additional feedback identified the following concerns:

- Potential safety concerns related to the trail access point located on Westgrove Road in North Addison. As a result, the plan was updated to remove the access point.
- Potential safety concerns regarding the extension of White Rock Creek Trail to connect with the City of Dallas White Rock Creek Trail was voiced. As a result, the plan was updated to remove the bridge connection. Alternative routes were discussed, and language was included in the plan to record the conversation. A potential partnership connection was also shown on the plan.
- Input from southeast Addison reinforced the importance of an east – west trail connection and a trailhead near the Town of Addison Finance Building.

Draft Plan Feedback



The additional feedback gathered identified the following concerns: (cont'd.)

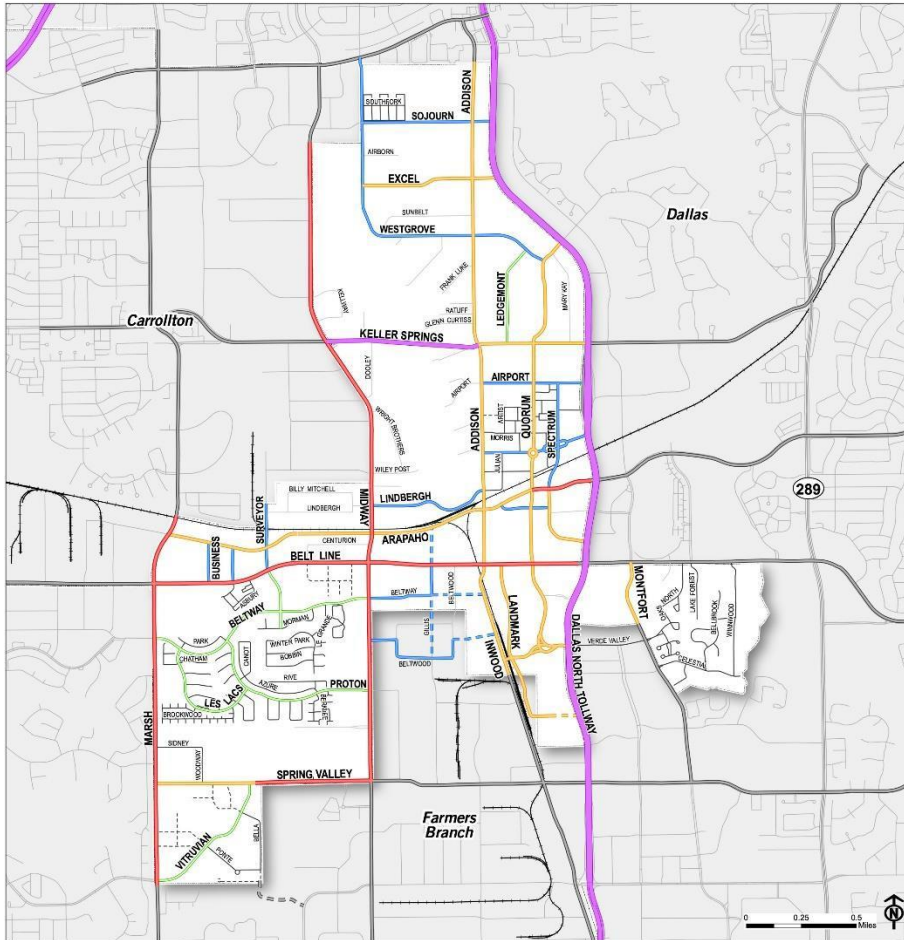
- Residents of Southeast Addison had concerns that Bike Boulevards would cause impactful bike traffic through the neighborhood where roads very narrow. Staff clarified the intent was to provide safer on street pedestrian connections to reflect how the neighborhood was currently using the roads to connect to walks and trails. The plan was adjusted to remove buffered bike lanes on streets that were narrow and had existing sidewalks. The remaining buffered bike lanes were reclassified as pedestrian oriented lanes which will include pedestrian signage / graphics to increase motorist awareness of the pedestrians.



Master Thoroughfare Plan Map

Addison Master Transportation Plan

ADDISON



LEGEND

Functional Classification	Minor Arterial	Future Commercial Collector	Residential Local	Major Roadway Outside Addison
Toll Road	Future Minor Arterial	Residential Collector	Future Residential Local	Future Connection Outside Addison
Principal Arterial	Commercial Collector	Local	Local	Rail Lines

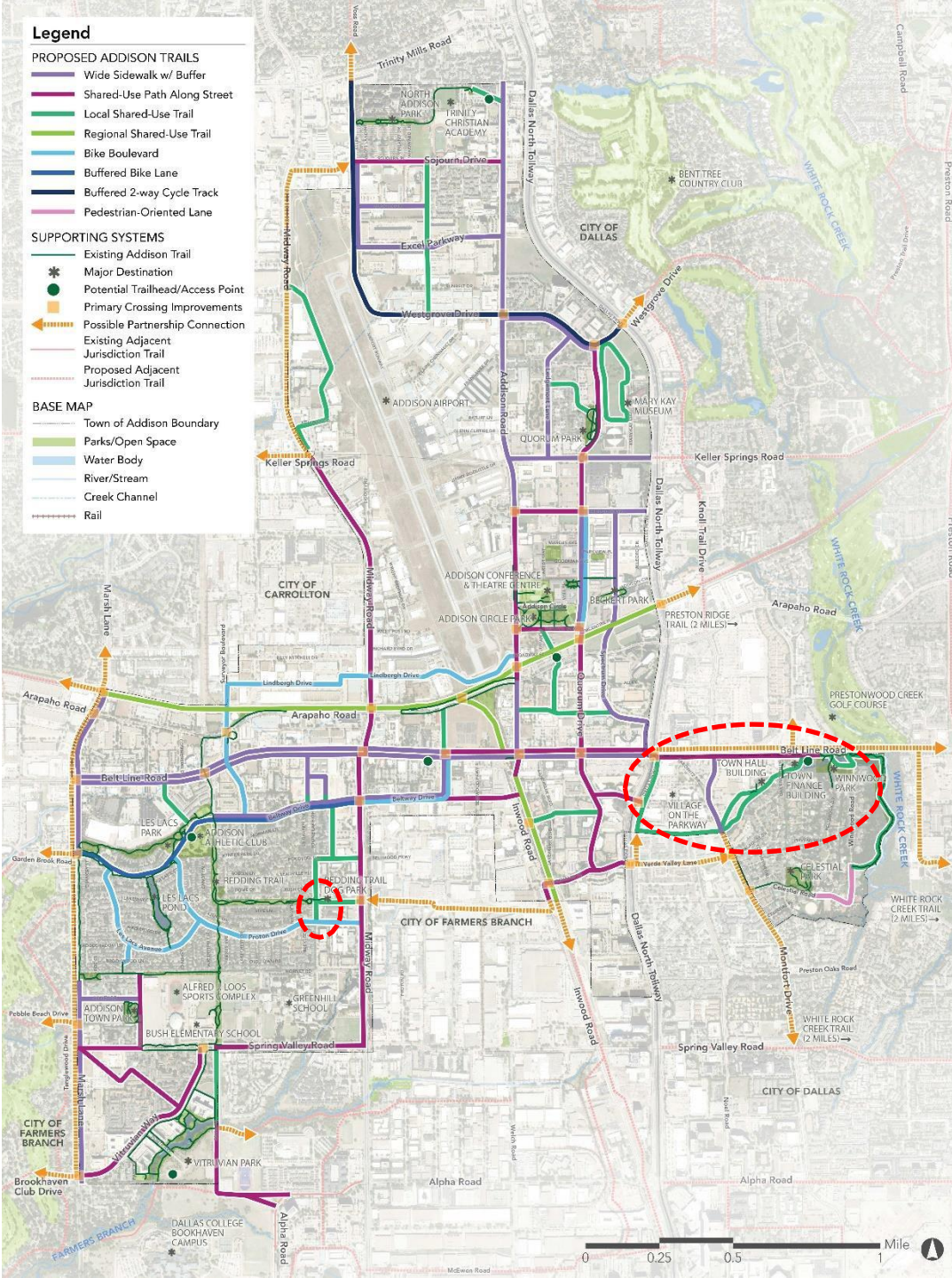
The additional feedback gathered identified the following concerns: (cont'd.)

- The feasibility of the shared use path extension from Beltway Road to Inwood Road was questioned. This extension follows the alignment of a future commercial collector identified in Master Transportation Plan which was adopted by Council.
- The construction of the shared use path would occur in conjunction with the road extension. The plan was not updated.

Draft Plan Feedback

The additional feedback gathered identified the following items: (cont'd.)

- Feasibility of the shared-use trail between Dallas North Tollway and Winwood Park was questioned based on existing site conditions. The plan was not updated because including the proposed alignments through the commercial properties gives staff a tool to use if the properties were to be redeveloped.
- Extension of Redding Trail south to Proton Drive was questioned based on perceived impacts to existing trees in this area. The intent of the plan is not to remove the trees but to have this alignment shown on the plan in case the property is ever redeveloped.



Edits to the Draft Report

Page 26 – Added language about additional popup events.

Page 33 – Adjusted the Vision Framework Graphic language to better reflect the Goals and Guiding Principles.

Page 38 – Added a paragraph that identified the importance for the town to look for ways to improve regional trail connections adjacent to Southeast Addison.

Page 39-45, 84 – Revised the future trail network maps.

- Changed legend item to “Potential Trailhead or Access Point”
- Changed legend item to “Possible Partnership Connection”
- Eliminated the route through Greenhill School Property.
- Updated to show more existing trails at Vitruvian.
- Removed the access point on Westgrove Road.
- Removed the extension of the White Rock Creek Trail from the Southeast Addison Neighborhood.
- Added an alternative “Possible Partnership Connection” trail connecting Belt Line Road to Preston Road.
- Added Pedestrian-Oriented Lane on Celestial Road starting at Bellbrook and then on Winnwood.
- Removed bike boulevards from Bellbrook, Oaks North and Palladium.



Edits to the Draft Report

Page 46-53 – Color coded the typology depictions to correspond with the proposed map alignments.

Page 50 – Added a new typology Pedestrian-Oriented Lane.

Page 56 – Added a note to the trailhead description speaking about the security impact of parking, the importance of neighborhood safety and the need for additional public input as part of the design process.

Page 75 & 77 – Updated on street trail buffer language to reflect the Master Transportation Plans recommendations of “8 feet or greater where possible.”

Page 78 – Updated the description of the Midway Road Trail to better reflect the improvements.

Page 88 – Added language about trailhead development requiring additional public involvement.

Page 89,90 – Updated the cost estimates responding to the alignment edits and including more clarity about the assumptions made.

Page 91 – Added a new section describing the importance of education throughout trail implementation.

Added an Appendix to include the existing trail inventory, community engagement summaries, trail prioritization criteria, funding strategies and revisions to the MTP Active Transportation Map.

Fixed various working and grammatical edits.

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Questions