



Addison Beltway Drive Public Survey Results

Introduction

The Beltway Drive Trail improvements will be the first construction project to come out of the Addison Citywide Trails Master Plan. As a part of the planning process, MIG, Inc. conducted an online survey between April 4 and May 19, 2022. The purpose of the survey was to collect input on community member preferences for the corridor.

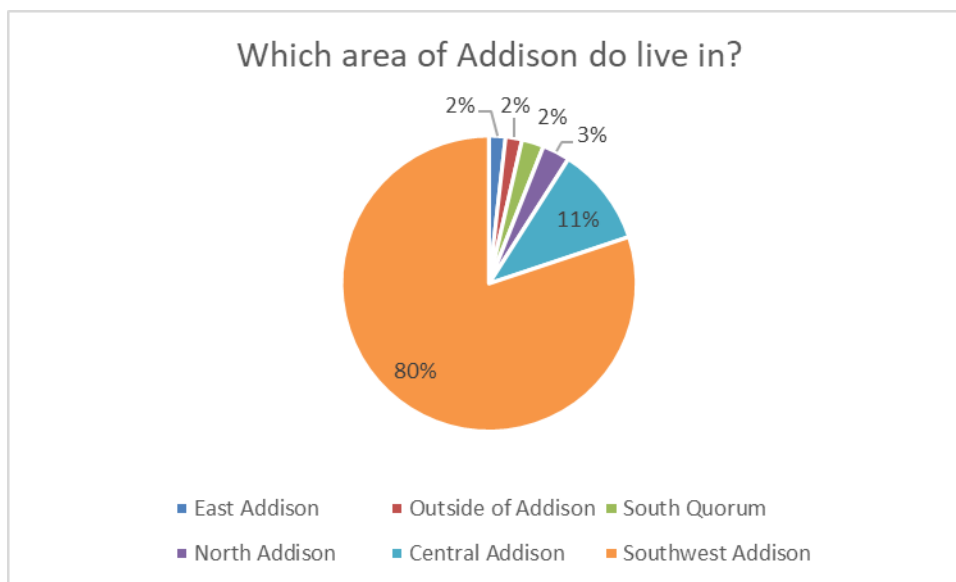
Active survey for: **36 days**

Number of participants: **168 people**

Feedback gained: **674 questions answered**

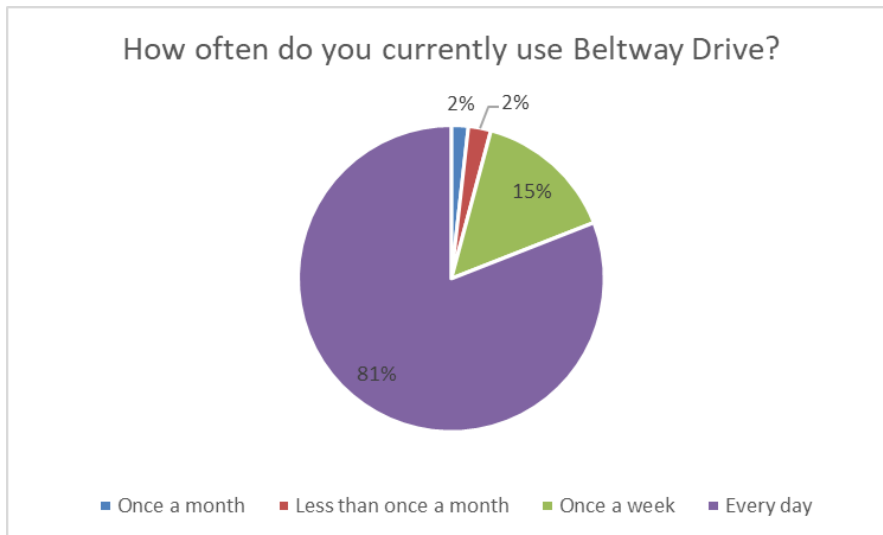
I. Which area of Addison do live in?

	Number of Responses	Percent of Responses
Southwest Addison	133	80%
Central Addison	18	11%
North Addison	5	3%
South Quorum	4	2%
East Addison	3	2%
Outside of Addison	3	2%



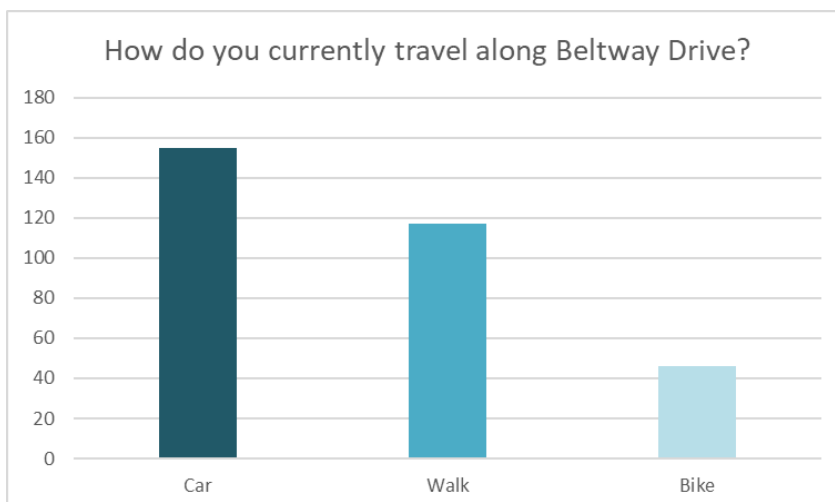
II. How often do you currently use Beltway Drive?

	Number of Responses	Percent of Responses
Every day	136	81%
Once a week	25	15%
Less than once a month	4	2%
Once a month	3	2%



III. How do you currently travel along Beltway Drive?

	Number of Responses
Car	155
Walk	117
Bike	46



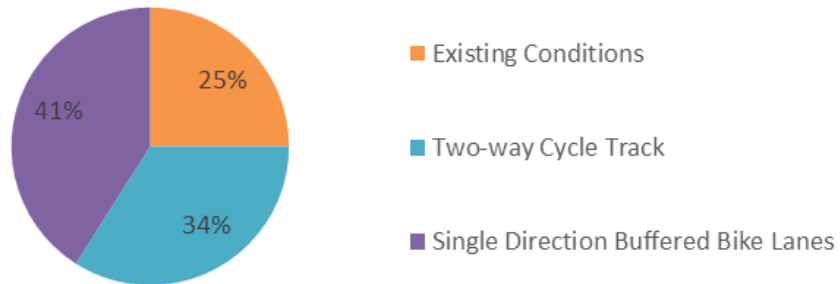
Question 1: On-street Bicycle Improvements

Between Marsh Lane and Le Grande Drive

1.A. Which option do you most prefer for the On-street Bicycle Improvements?

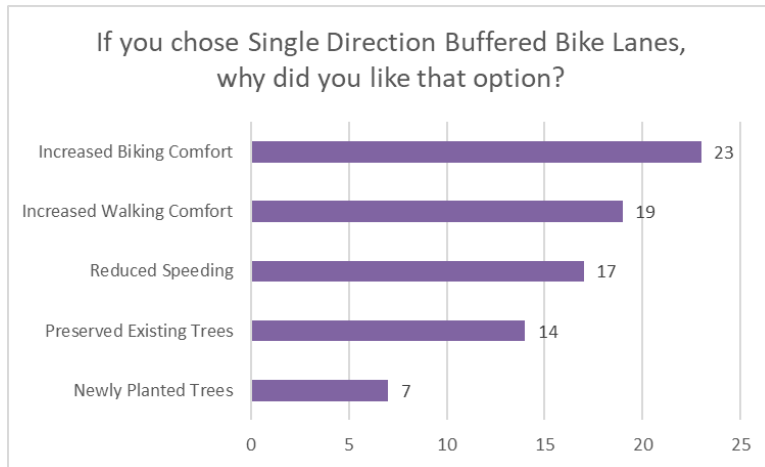
	Number of Responses	Percent of Responses
Single Direction Buffered Bike Lanes	41	41%
Two-way Cycle Track	34	34%
Existing Conditions	25	25%

Which option do you most prefer for On-street Bicycle Improvements between Marsh Lane and Le Grande Drive?



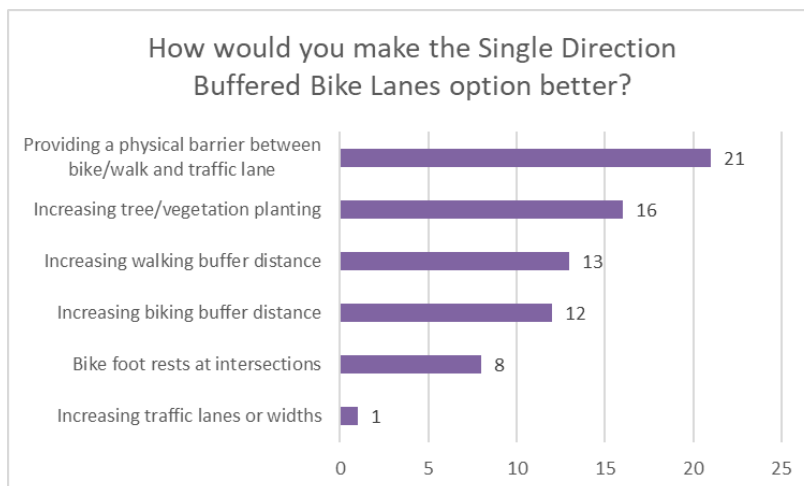
1.B. If you chose Single Direction Buffered Bike Lanes, why did you like that option?

	Number of Responses
Increased Biking Comfort	23
Increased Walking Comfort	19
Reduced Speeding	17
Preserved Existing Trees	14
Newly Planted Trees	7



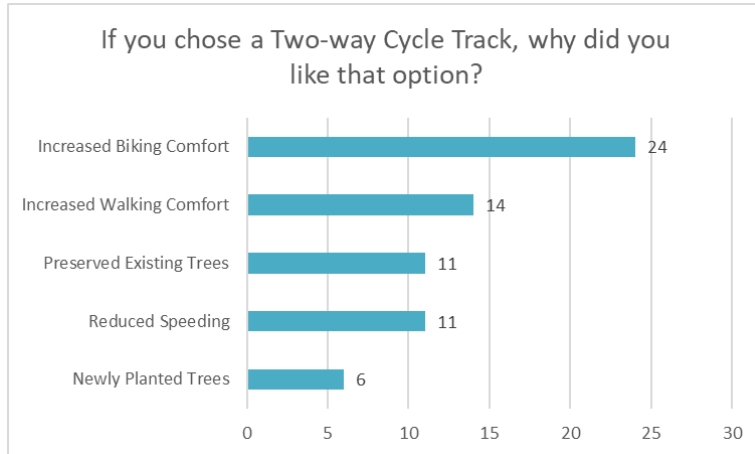
1.C. How would you make the Single Direction Buffered Bike Lanes option better?

	Number of Responses
Providing a physical barrier between bike/walk and traffic lane	21
Increasing tree/vegetation planting	16
Increasing walking buffer distance	13
Increasing biking buffer distance	12
Bike foot rests at intersections	8
Increasing traffic lanes or widths	1



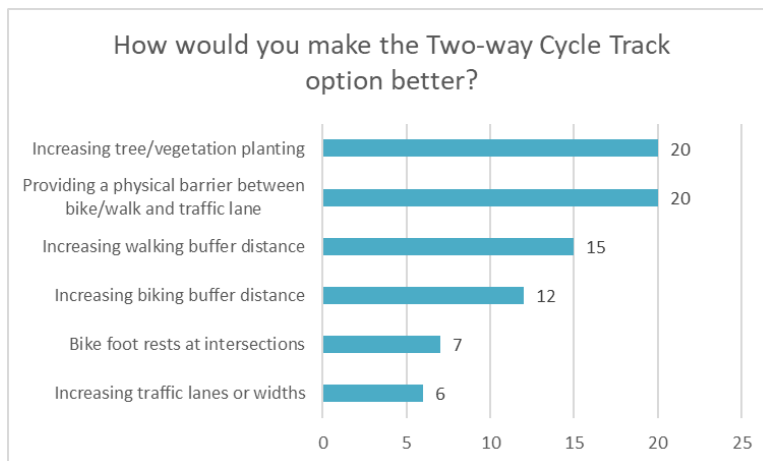
1.D. If you chose a Two-way Cycle Track, why did you like that option?

	Number of Responses
Increased Biking Comfort	24
Increased Walking Comfort	14
Reduced Speeding	11
Preserved Existing Trees	11
Newly Planted Trees	6



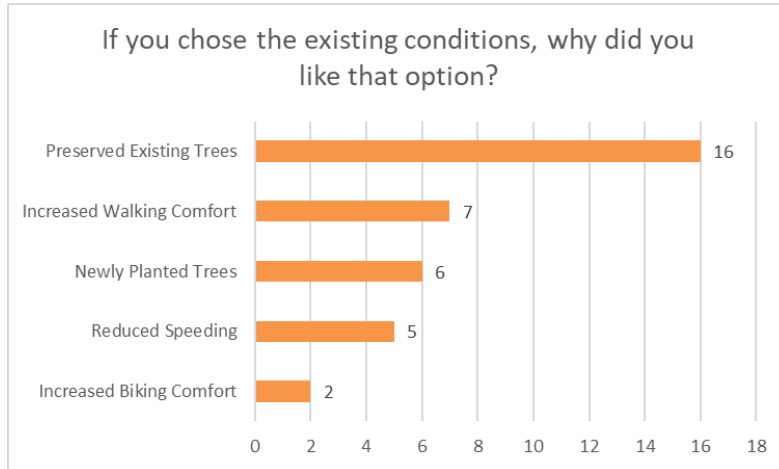
1.E. How would you make the Two-way Cycle Track option better?

	Number of Responses
Providing a physical barrier between bike/walk and traffic lane	20
Increasing tree/vegetation planting	20
Increasing walking buffer distance	15
Increasing biking buffer distance	12
Bike foot rests at intersections	7
Increasing traffic lanes or widths	6



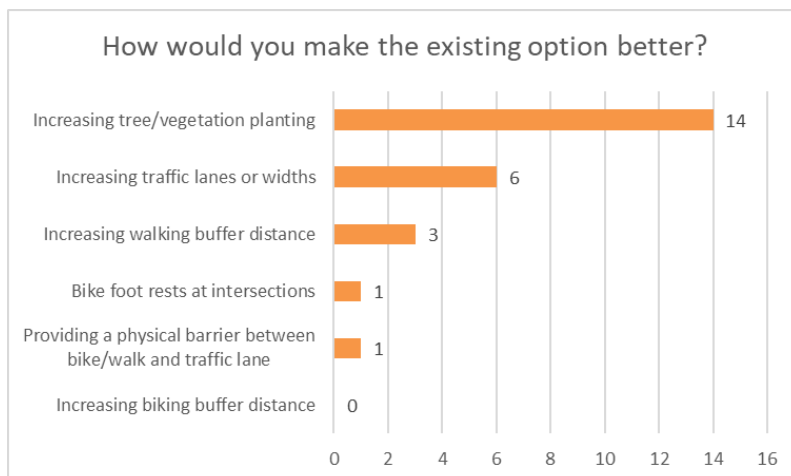
1.F. If you chose the existing conditions, why did you like that option?

	Number of Responses
Preserved Existing Trees	16
Increased Walking Comfort	7
Newly Planted Trees	6
Reduced Speeding	5
Increased Biking Comfort	2



1.G. How would you make the existing option better?

	Number of Responses
Increasing tree/vegetation planting	14
Increasing traffic lanes or widths	6
Increasing walking buffer distance	3
Providing a physical barrier between bike/walk and traffic lane	1
Bike foot rests at intersections	1
Increasing biking buffer distance	0



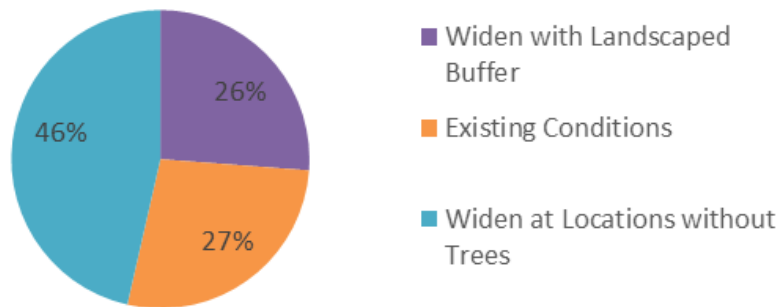
Question 2: Sidewalk Improvements

Between Redding Trail and Le Grande Drive

2.A. Which option do you most prefer for the On-street Bicycle Improvements?

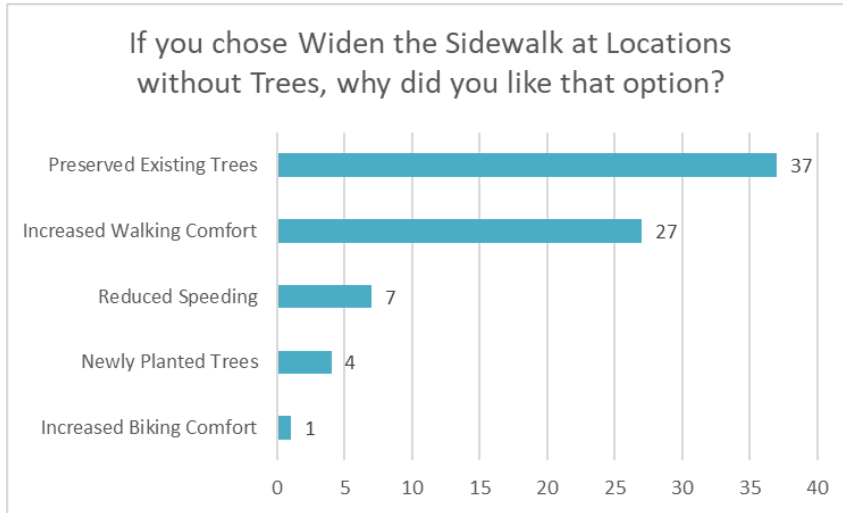
	Number of Responses	Percent of Responses
Widen at Locations without Trees	39	46%
Existing Conditions	23	27%
Widen with Landscaped Buffer	22	26%

Which option do you most prefer for Sidewalk Improvements between Redding Trail and Le Grande Drive?



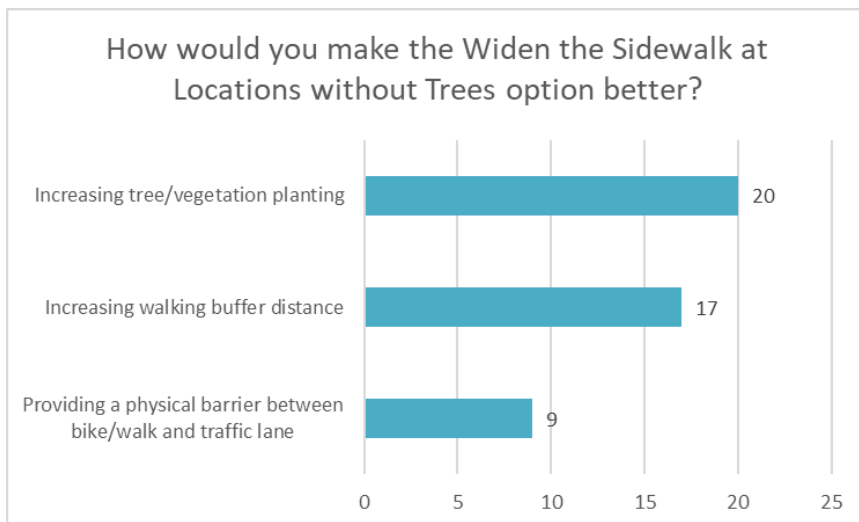
2.B. If you chose Widen the Sidewalk at Locations without Trees, why did you like that option?

	Number of Responses
Preserved Existing Trees	37
Increased Walking Comfort	27
Reduced Speeding	7
Newly Planted Trees	4
Increased Biking Comfort	1



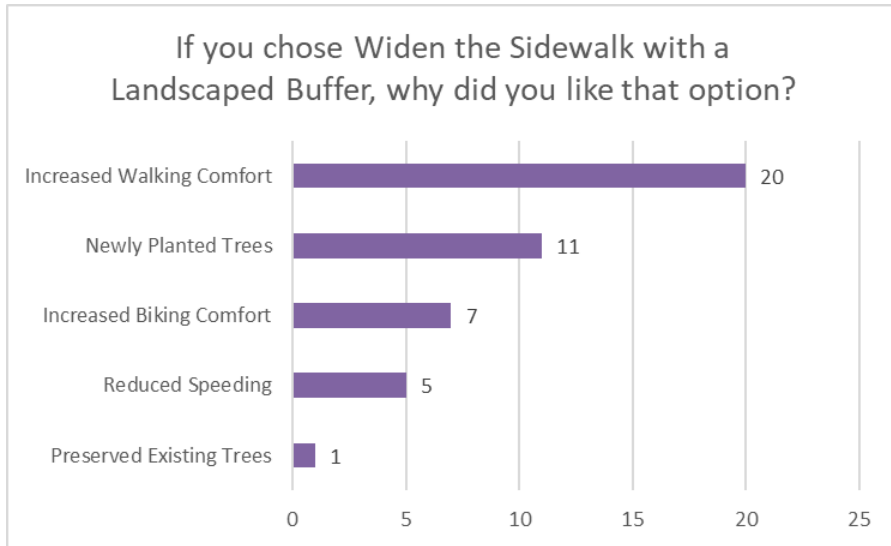
2.C. How would you make the Widen the Sidewalk at Locations without Trees option better?

	Number of Responses
Increasing tree/vegetation planting	20
Increasing walking buffer distance	17
Providing a physical barrier between bike/walk and traffic lane	9



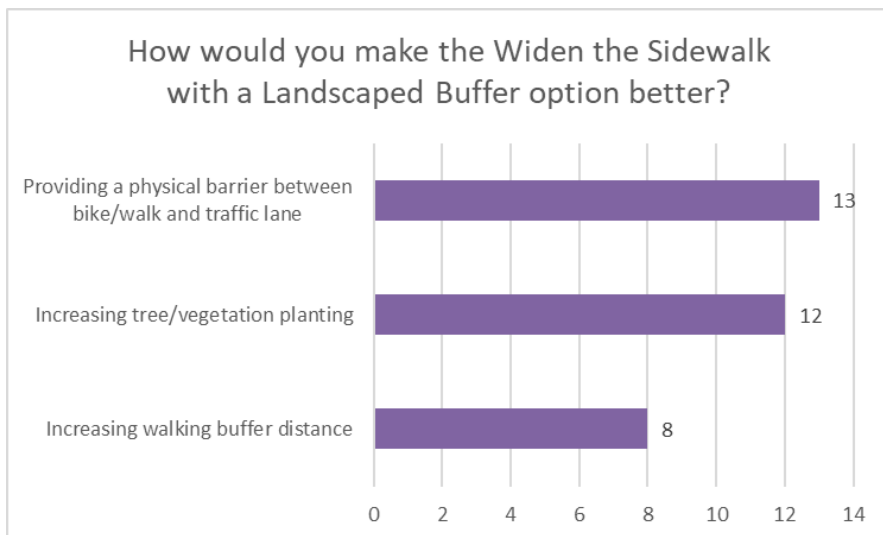
2.D. If you chose Widen the Sidewalk with a Landscaped Buffer, why did you like that option?

	Number of Responses
Increased Walking Comfort	20
Newly Planted Trees	11
Increased Biking Comfort	7
Reduced Speeding	5
Preserved Existing Trees	1



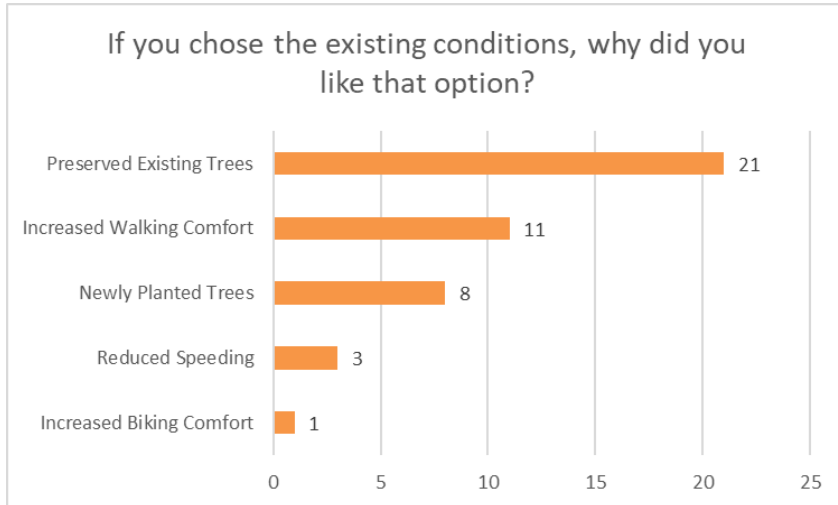
2.E. How would you make the Widen the Sidewalk with a Landscaped Buffer option better?

	Number of Responses
Providing a physical barrier between bike/walk and traffic lane	13
Increasing tree/vegetation planting	12
Increasing walking buffer distance	8



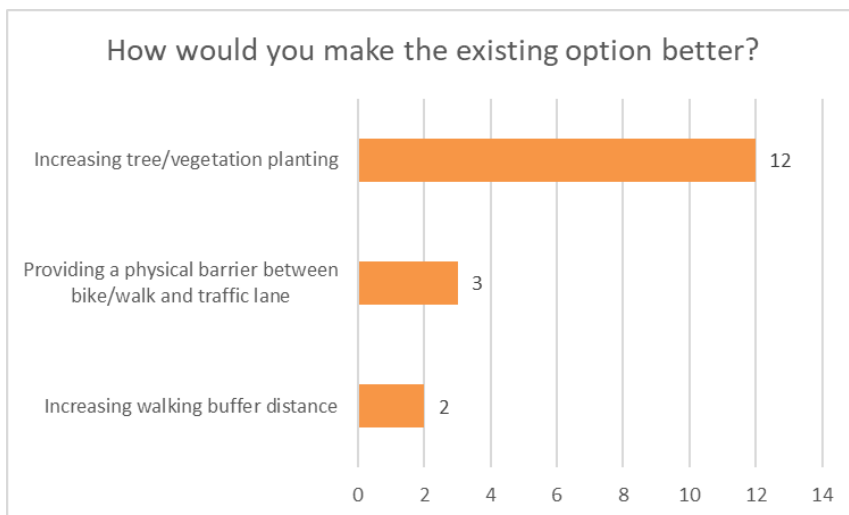
2.F. If you chose the existing conditions, why did you like that option?

	Number of Responses
Preserved Existing Trees	21
Increased Walking Comfort	11
Newly Planted Trees	8
Reduced Speeding	3
Increased Biking Comfort	1



2.G. How would you make the existing option better?

	Number of Responses
Increasing tree/vegetation planting	12
Providing a physical barrier between bike/walk and traffic lane	3
Increasing walking buffer distance	2



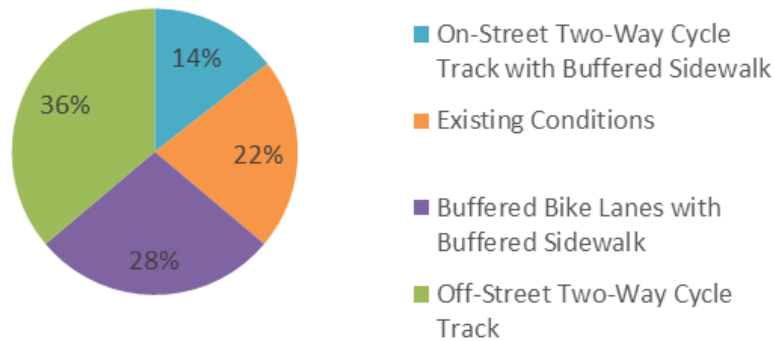
Question 3: Sidewalk and On-street Improvements

Between Le Grande Drive and Midway Road

3.A. Which option do you most prefer for the Sidewalk and On-street Improvements?

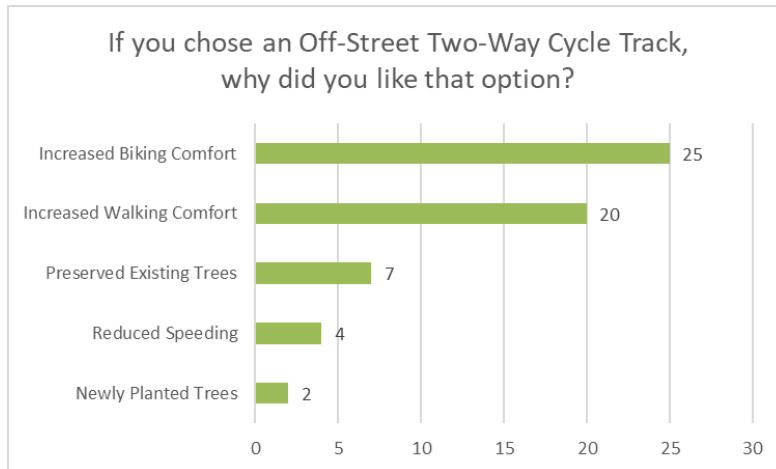
	Number of Responses	Percent of Responses
Off-Street Two-Way Cycle Track	30	36%
Buffered Bike Lanes with Buffered Sidewalk	23	28%
Existing Conditions	18	22%
On-Street Two-Way Cycle Track with Buffered Sidewalk	12	14%

Which option do you most prefer for the Sidewalk and On-street Improvements between Le Grande Drive and Midway Road?



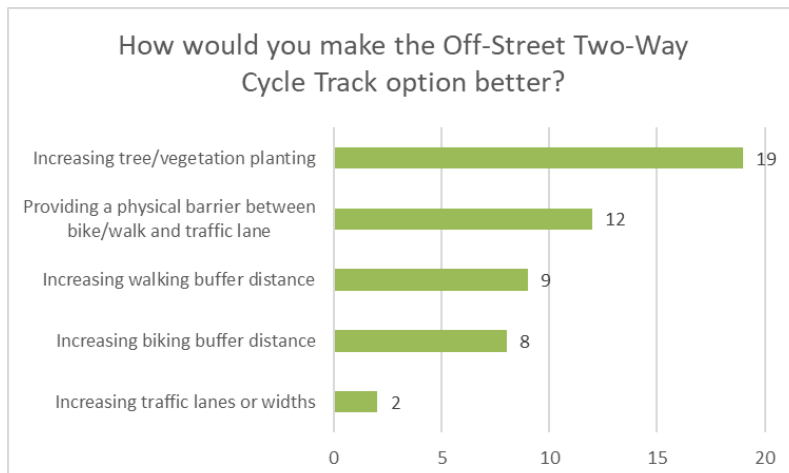
3.B. If you chose an Off-Street Two-Way Cycle Track, why did you like that option?

	Number of Responses
Increased Biking Comfort	25
Increased Walking Comfort	20
Preserved Existing Trees	7
Reduced Speeding	4
Newly Planted Trees	2



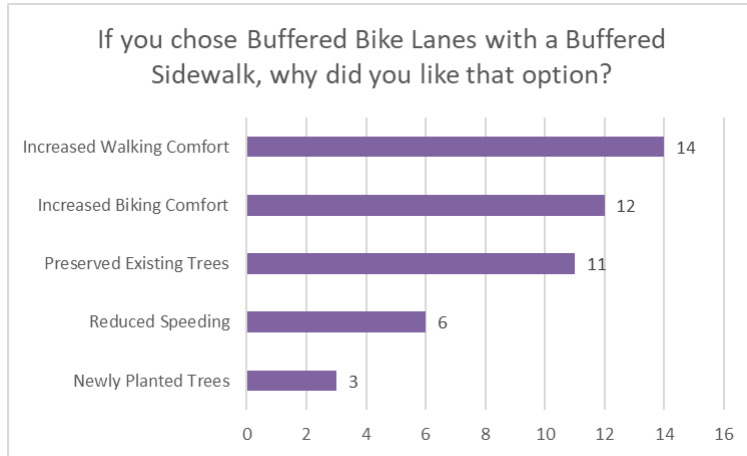
3.C. How would you make the Off-Street Two-Way Cycle Track option better?

	Number of Responses
Increasing tree/vegetation planting	19
Providing a physical barrier between bike/walk and traffic lane	12
Increasing walking buffer distance	9
Increasing biking buffer distance	8
Increasing traffic lanes or widths	2



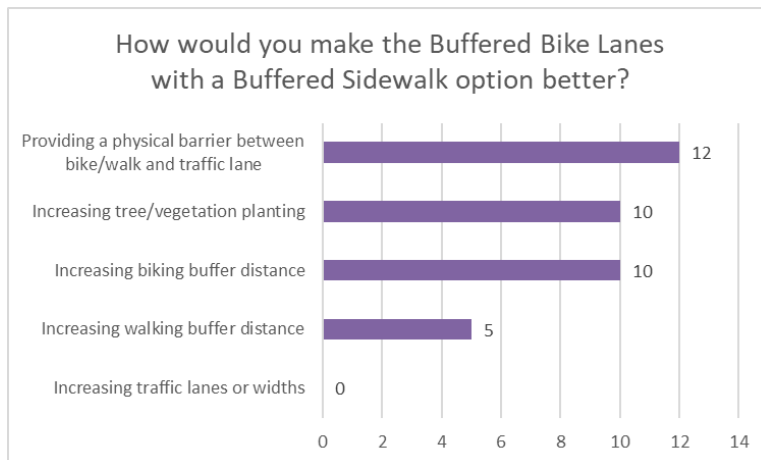
3.D. If you chose Buffered Bike Lanes with a Buffered Sidewalk, why did you like that option?

	Number of Responses
Increased Walking Comfort	14
Increased Biking Comfort	12
Preserved Existing Trees	11
Reduced Speeding	6
Newly Planted Trees	3



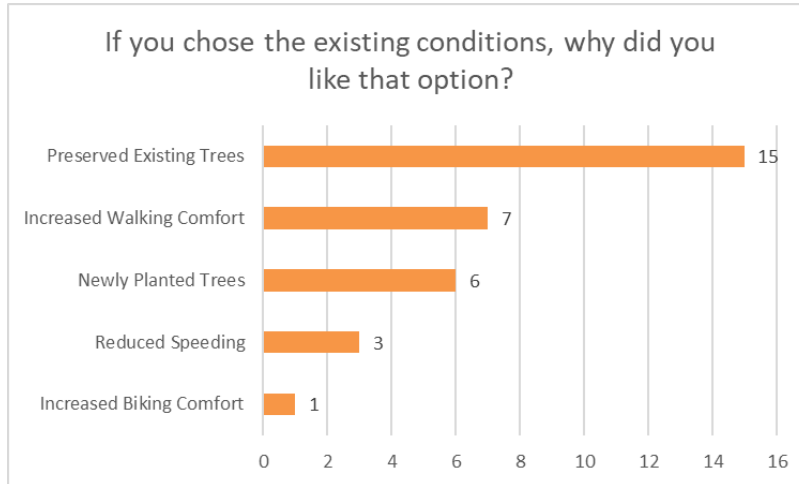
3.E. How would you make the Buffered Bike Lanes with a Buffered Sidewalk option better?

	Number of Responses
Providing a physical barrier between bike/walk and traffic lane	12
Increasing biking buffer distance	10
Increasing tree/vegetation planting	10
Increasing walking buffer distance	5
Increasing traffic lanes or widths	0



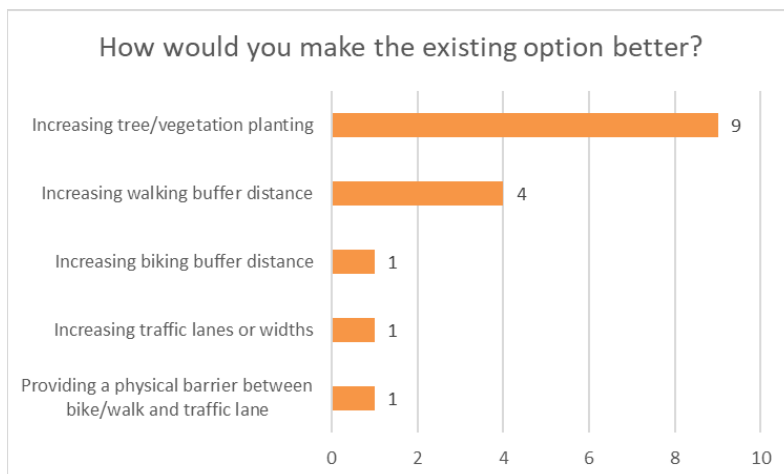
3.F. If you chose the existing conditions, why did you like that option?

	Number of Responses
Preserved Existing Trees	15
Increased Walking Comfort	7
Newly Planted Trees	6
Reduced Speeding	3
Increased Biking Comfort	1



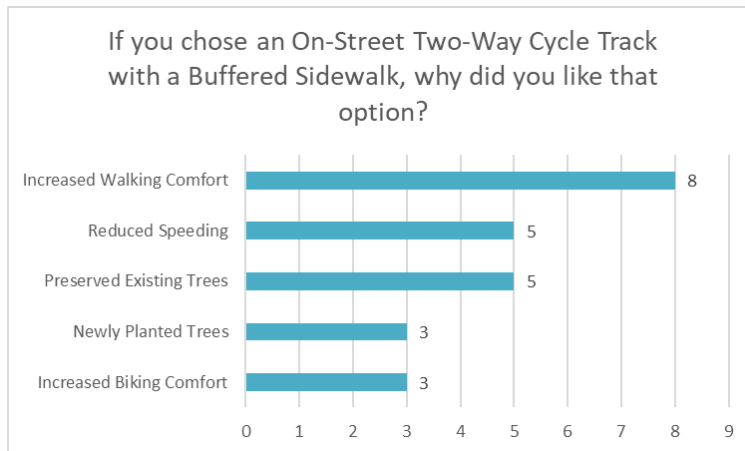
3.G. How would you make the existing option better?

	Number of Responses
Increasing tree/vegetation planting	9
Increasing walking buffer distance	4
Providing a physical barrier between bike/walk and traffic lane	1
Increasing traffic lanes or widths	1
Increasing biking buffer distance	1



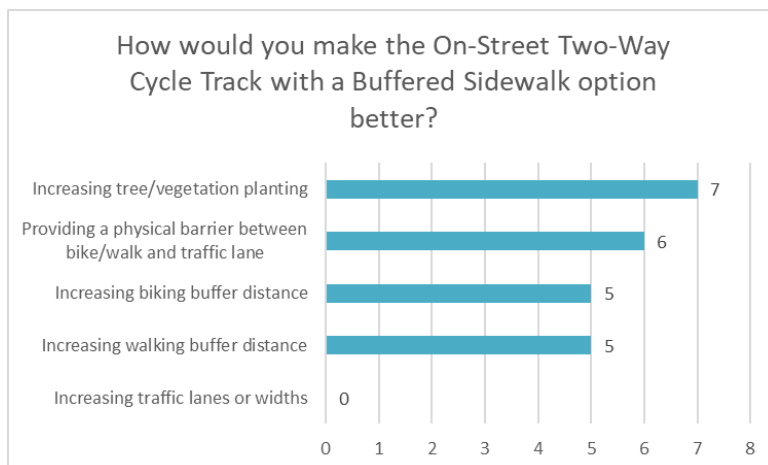
3.H. If you chose an On-Street Two-Way Cycle Track with a Buffered Sidewalk, why did you like that option?

	Number of Responses
Increased Walking Comfort	8
Preserved Existing Trees	5
Reduced Speeding	5
Increased Biking Comfort	3
Newly Planted Trees	3



3.I. How would you make the On-Street Two-Way Cycle Track with a Buffered Sidewalk option better?

	Number of Responses
Increasing tree/vegetation planting	7
Providing a physical barrier between bike/walk and traffic lane	6
Increasing walking buffer distance	5
Increasing biking buffer distance	5
Increasing traffic lanes or widths	0

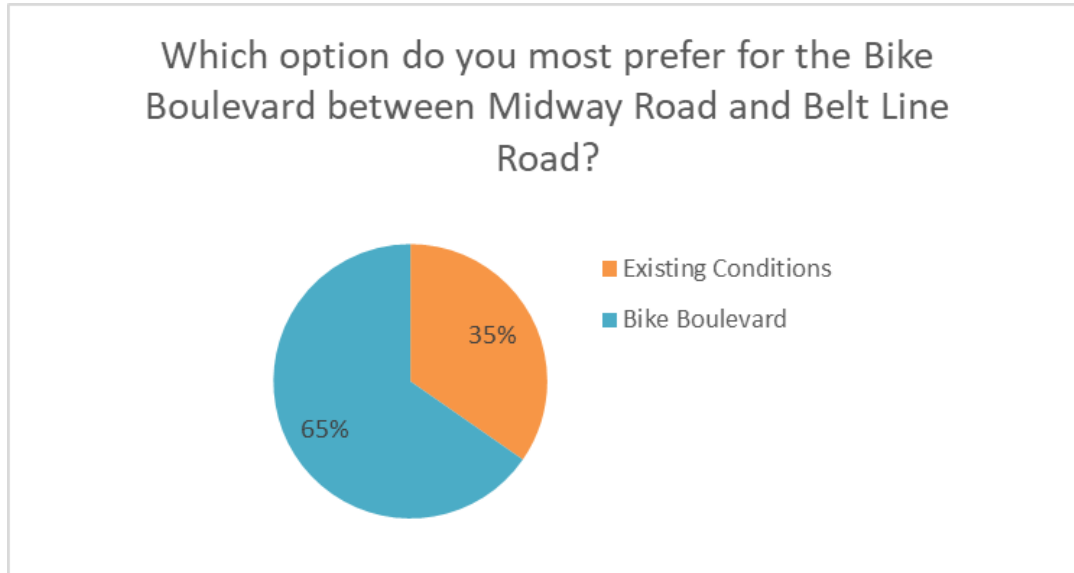


Question 4: Bike Boulevard

Between Midway Road and Belt Line Road

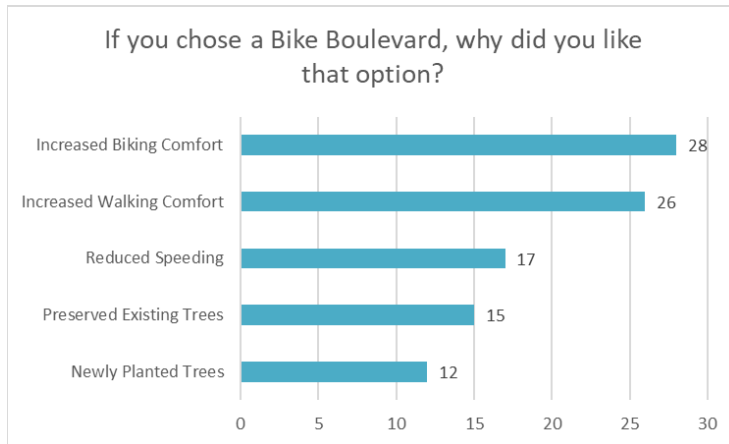
4.A. Which option do you most prefer for the Bike Boulevard?

	Number of Responses	Percent of Responses
Bike Boulevard	49	65%
Existing Conditions	26	35%



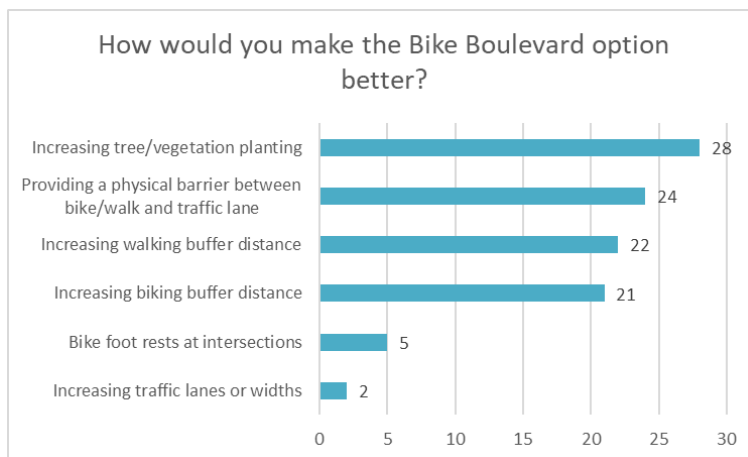
4.B. If you chose a Bike Boulevard, why did you like that option?

	Number of Responses
Increased Biking Comfort	28
Increased Walking Comfort	26
Reduced Speeding	17
Preserved Existing Trees	15
Newly Planted Trees	12



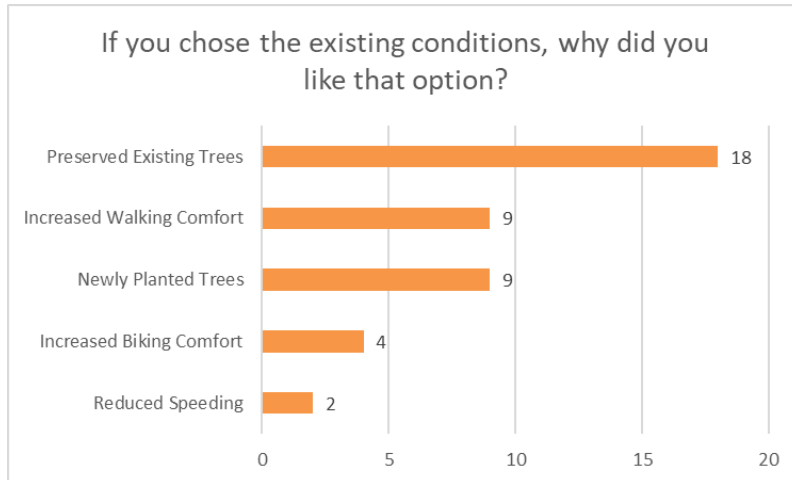
4.C. How would you make the Bike Boulevard option better?

	Number of Responses
Increasing tree/vegetation planting	28
Providing a physical barrier between bike/walk and traffic lane	24
Increasing walking buffer distance	22
Increasing biking buffer distance	21
Bike foot rests at intersections	5
Increasing traffic lanes or widths	2



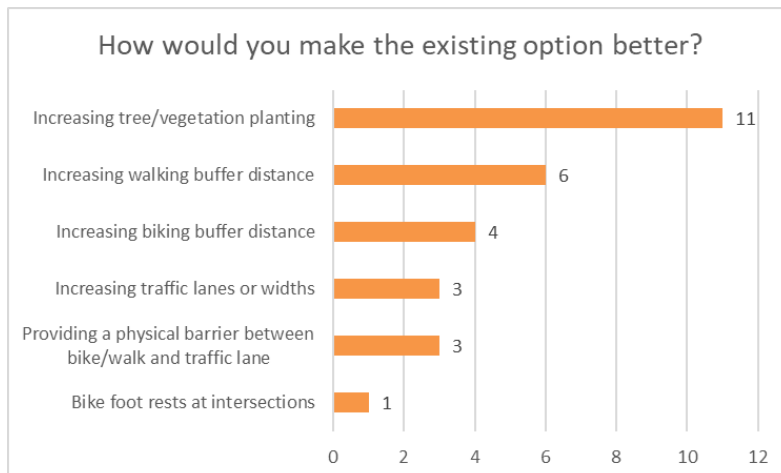
4.D. If you chose the existing conditions, why did you like that option?

	Number of Responses
Preserved Existing Trees	18
Newly Planted Trees	9
Increased Walking Comfort	9
Increased Biking Comfort	4
Reduced Speeding	2



4.E. How would you make the existing option better?

	Number of Responses
Increasing tree/vegetation planting	11
Increasing walking buffer distance	6
Increasing biking buffer distance	4
Providing a physical barrier between bike/walk and traffic lane	3
Increasing traffic lanes or widths	3
Bike foot rests at intersections	1

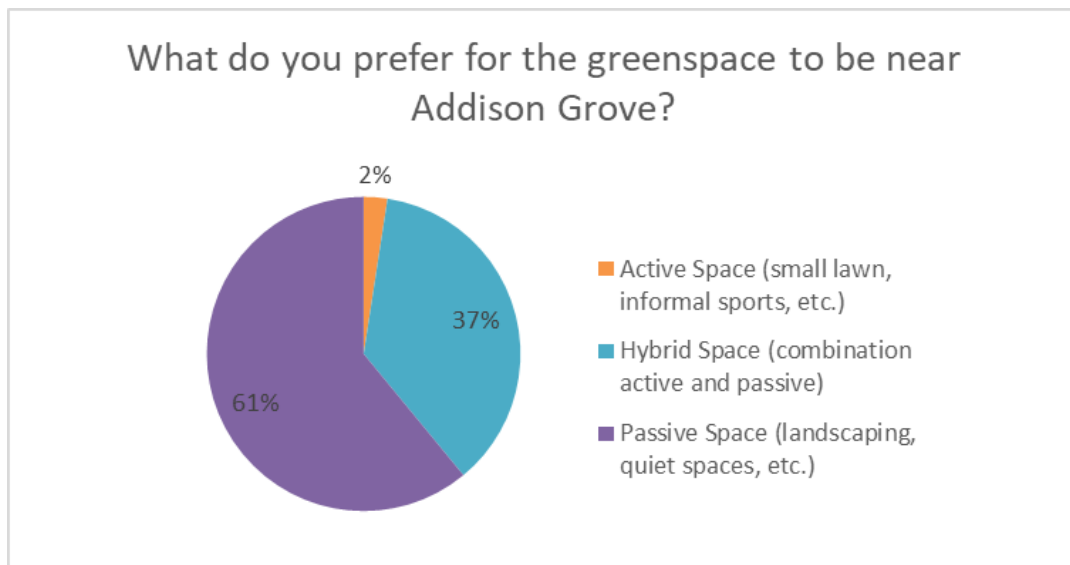


Question 5: Greenspace

On Beltway Drive, near Addison Grove

5.A. What do you prefer for the greenspace to be?

	Number of Responses	Percent of Responses
Passive Space (landscaping, quiet spaces, etc.)	50	61%
Hybrid Space (combination active and passive uses)	30	37%
Active Space (small lawn, informal sports, etc.)	2	2%



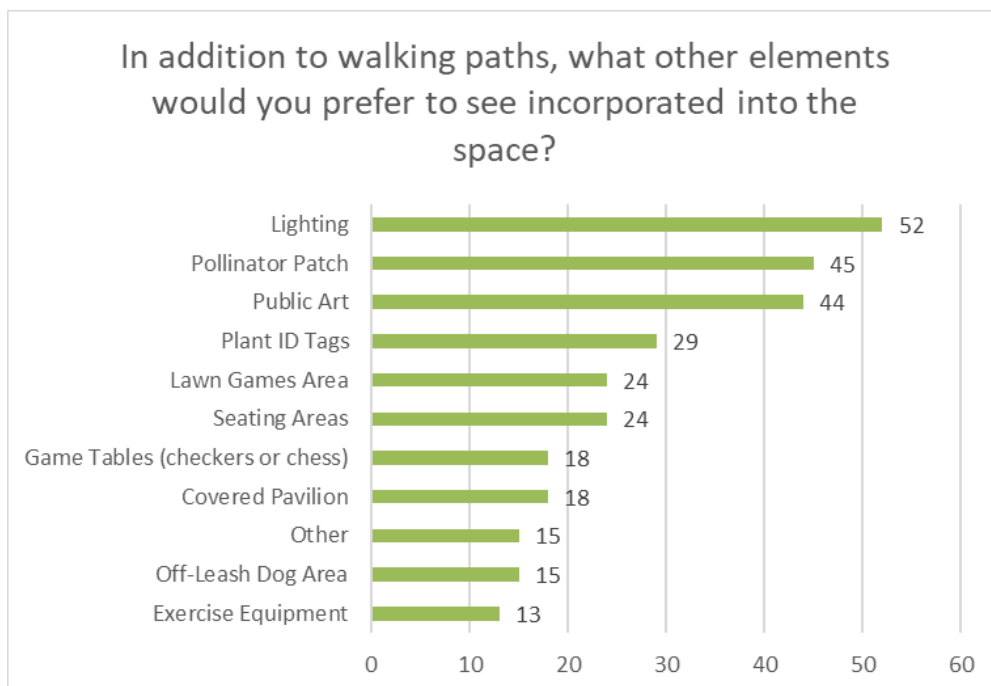
5.B. If you are a current user of the space, please share what activities you do while in the greenspace.

- I sit on the bench and walk through with my dog
- Space is too small for active area and doesn't have easily accessible parking. Usually used for dog bathroom.
- Sit on the bench and enjoy quiet nature
- There is already a bench there if you need to rest. We mostly enjoy walking through and admire the landscaping.
- I walk there with my 2 dogs occasionally.
- Walking
- Lots of people NOT picking up their dog poop- can the city fine?
- Dog walking
- Walk dog/dog park/sit and reflect/walk sidewalk; never see any persons in this area "kicking around a ball".
- Walking with dog and sitting in park to enjoy the trees.
- Talk to neighbors when we run into them

- I usually walk past it and it seems like it's primarily used for pet relief. Would be awesome to have a designated area for pet relief so people could utilize grassy areas without fear of being in pet waste
- Walk my dog. Another dog park would be great!
- Not an active user, only a pedestrian enjoying the green space.
- Take walks, walk the dog, relax.
- play with dogs
- I walk my dog there. Leave it alone. We have other more pressing needs.
- Dog walks, enjoying the trees/shade
- Walking

5.C. In addition to walking paths, what other elements would you prefer to see incorporated into the space?

	Number of Responses
Lighting	52
Pollinator Patch	45
Public Art	44
Plant ID Tags	29
Seating Areas	24
Lawn Games Area	24
Covered Pavilion	18
Game Tables (checkers or chess)	18
Off-Leash Dog Area	15
Other (see list on following page)	15
Exercise Equipment	13



Other (write-in)

- Keep it the way it is. New design means more initial costs and maintenance costs. I travel Beltway Drive almost daily and do not see many bikes. It will be tax dollars poorly spent to do any modifications
- Maintain the (dead) plants there now
- shuffleboard
- Children's Playground similar to directly across from the Fitness Center
- Shorter shrubs to enhance landscape buffer from street similar to Asbury and Everwood.
- Passive Park. Take out the Pear trees and replace them with better trees.
- Educational information
- Benches
- fountain/water feature
- Quiet area, too close to road for kicking soccer ball. Bigger lawn by rec ctr.
- Trash for pet waste and signage designating where pets should relieve themselves
- Hedge or other buffer to block excessive views of Addison Grove which detract from the park atmosphere.
- Quiet garden, water feature, reflective space
- (1) A worldwide "rock garden" like Grapevine, Texas - Parr Park Rock Trail (3000 William D Tate Ave, Grapevine, TX 76051.
- A few benches for reflecting.

5.D. Is there anything you would be extremely opposed to seeing in the space?

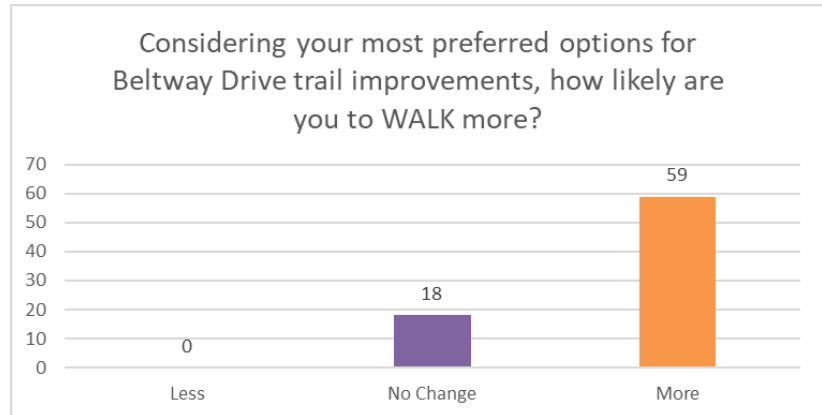
- Anything that would draw people from outside the area such as exercise equipment.
- Off-leash dog area
- Another pavilion - there's already one on beltway by the playground
- Anything that increases maintenance costs
- Removing more trees. I remember the ones that used to be there RIP
- Exercise Equipment
- parking spaces
- A Basketball Court
- overcrowded with amenities or landscaping. Removable/movable objections
- Anything that takes away green space for the enjoyment of all—so no courts, concrete, or permanent structures/installations.
- Roads
- Bathrooms, public space that would invite homeless
- Any structure or element that would invite or encourage people that don't reside in Addison to "camp out" or take over the area for an extended amount of time on weekends and afternoons.
- It was meant to be a passive park for the existing neighborhoods, not The Groves front yard.
- Too many dogs off leash.
- I don't think another pavilion is needed, just leave more open space.
- The back of the housing development. Please require the brick wall to be completely restored. I am extremely tired of looking at the awful green temporary barrier fence that remains in place. It has been there way too long. It is hideous to look at.

- Reducing vegetation with more concrete
- No active space or picnic tables
- I am opposed to creating this a recreational area, i.e. basketball courts. Too many noisy people that disrespect Town property. Also, please don't make this area to attract lots of people, there is no parking in this area except up and down beltway.
- This space has always been a quiet park and permitted those in the nearby neighborhoods to visit. This does not need to be a playground or active space. Even if the roads were expanded, the park is too close to the road and there's no parking.
- Making it an active park inviting its use frequently there would be parking, dog, kid issues - should have left the wall like it was before.
- Dog park or anything else that would encourage dog owners to let their pets run off leash near traffic.
- Dogs off leash
- anything that would welcome or encourage the homeless
- No Addison usually does a good job with their open spaces
- Yes! off-leash dogs and enforcement of existing leash laws, not just there, but everywhere.
- Any vehicle access from Beltline Road.
- concrete, roads leading to apartment development north of park
- Advertisements
- The questions in this survey don't match my views. Forcing choices to fit your vision, not mine. Leave Beltway alone.
- Less trees - very opposed
- Anything permanent other than benches
- No exercise equipment; dog parks; picnic tables.
- It was meant to be a greenbelt with passive actives and should remain so. No games just nice and quiet with trees and flowers.
- Homeless attractions and more car traffic
- need more trees not more cement
- Playground
- This is a quiet residential area. Nice trees and natural area. I prefer for it to stay that way. No additional lights. It is a nice enjoyable and quiet green space. Something we do not have enough of.
- Because of the close proximity to the road, this is not a good area for picnic tables or game activities. Also, because of the close proximity to the houses and townhomes, this is not a good area for outdoor activities due to the conveyance of sound.
- Dog park, always comes with smells and we have others

Question 6: Closing Summary

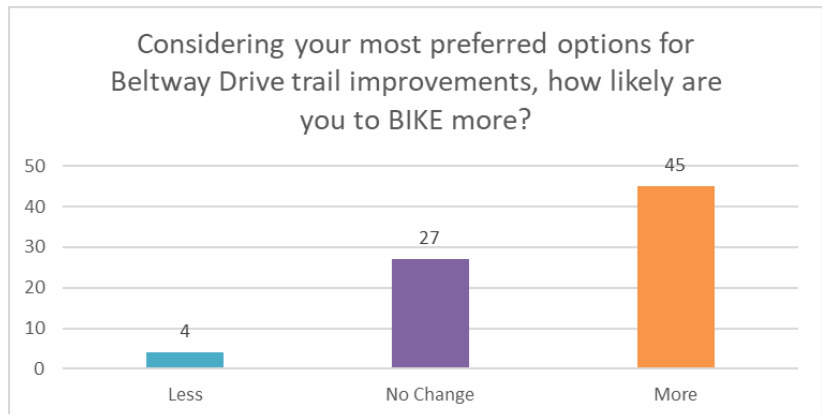
6.A. Considering your most preferred options for Beltway Drive trail improvements, how likely are you to WALK more?

	Number of Responses
Less	0
No Change	18
More	59



6.B. Considering your most preferred options for Beltway Drive trail improvements, how likely are you to BIKE more?

	Number of Responses
Less	4
No Change	27
More	45



6.C. Considering your most preferred options for Beltway Drive trail improvements, how likely are you to DRIVE more?

	Number of Responses
Less	11
No Change	62
More	3

