

Beltway Drive Trail Project

August 23, 2022

The logo for Addison, featuring the word "ADDISON" in a bold, blue, sans-serif font centered within a white circle. This circle is set against a blue background that is part of a larger graphic design on the right side of the slide, which includes diagonal grey and white sections.

- May 25, 2021 Council Adopted the City-Wide Trails Master Plan (CWTMP).
- The Adopted Plan Included Phase I Recommendations to be completed in 0-5 Years.
- From the Phase I Recommendations, Staff Identified the Proposed Trail along Beltway Drive as a Priority Project and Requested Budget Funds for Implementation.
- September 14, 2021 Council Adopted the FY2022 Budget which included \$66,000 for the Beltway Drive Trail Project. The project includes:
 - Conceptual Design of the Trail
 - Development of an Open Space Plan
 - Development of a Trail Signage and Wayfinding Plan.
- December 14, 2021 Council Approved an Agreement with Moore Iacofano Goltsman, Inc. (MIG) for Professional Services for Conceptual Design of the Addison Beltway Trail Project.

Background

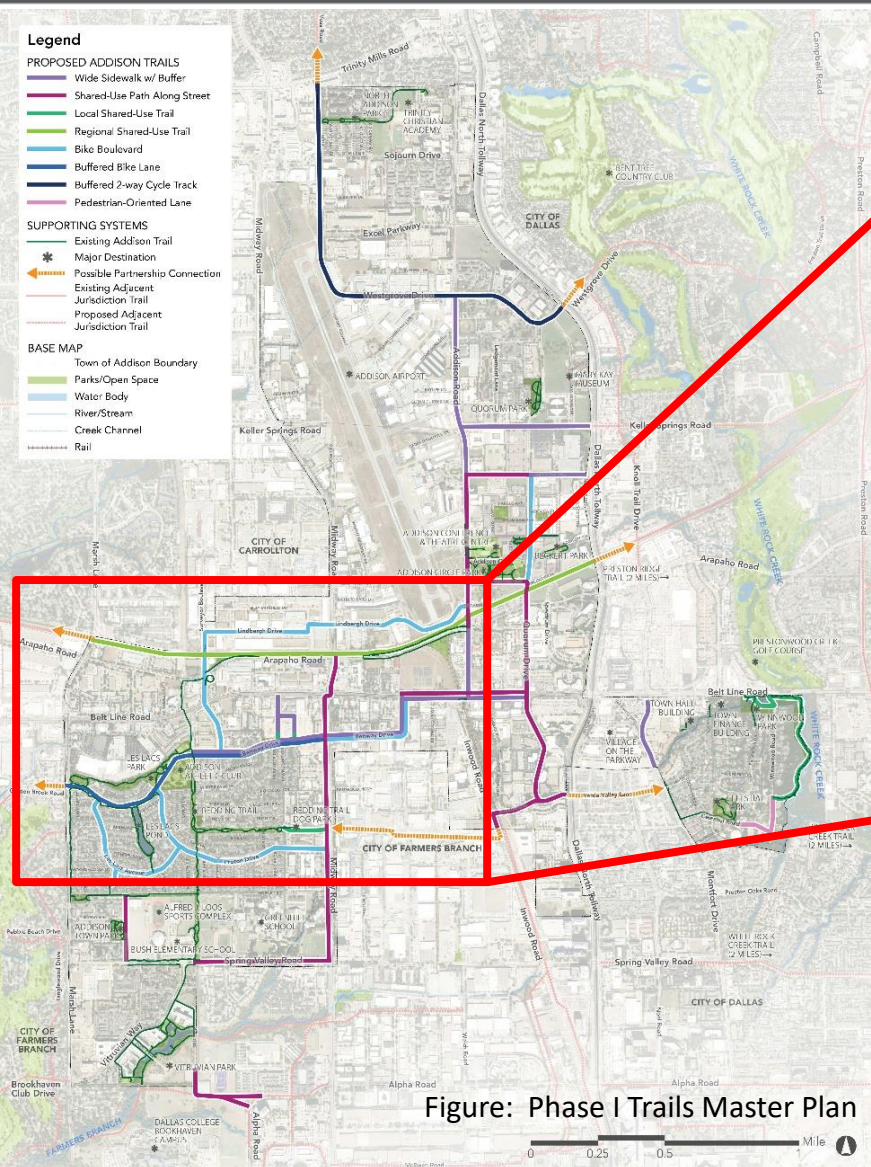
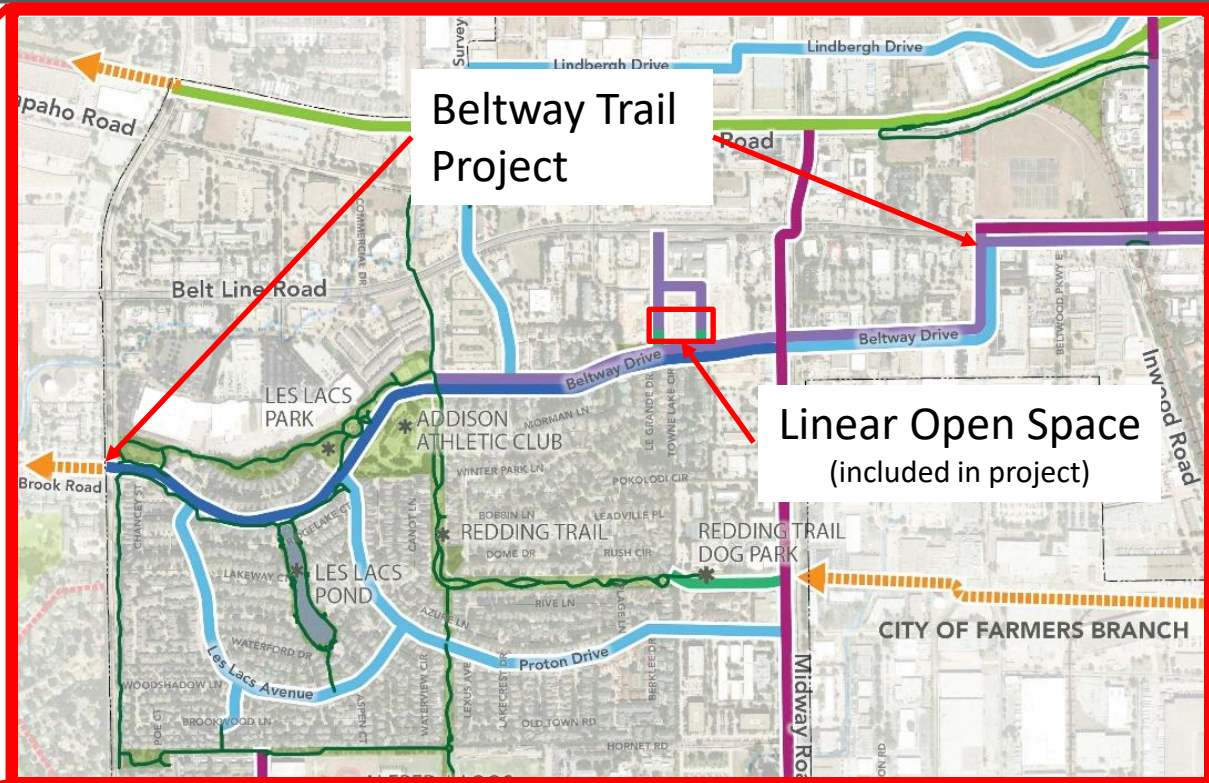


Figure: Phase I Trails Master Plan



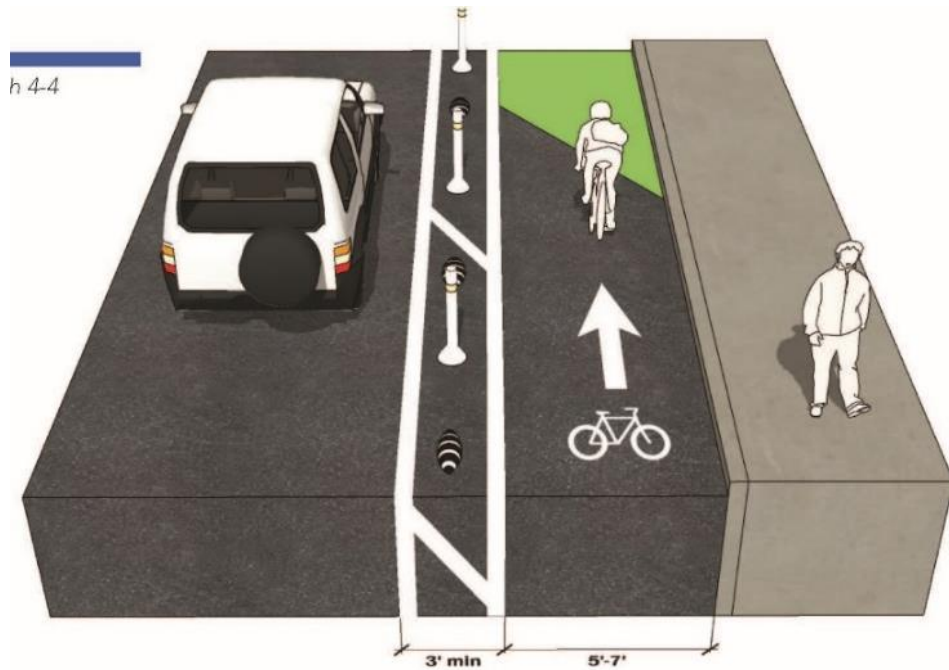
Enlargement: Phase I Trails Master Plan

MIG's Scope Included Conceptual Design of the Following:

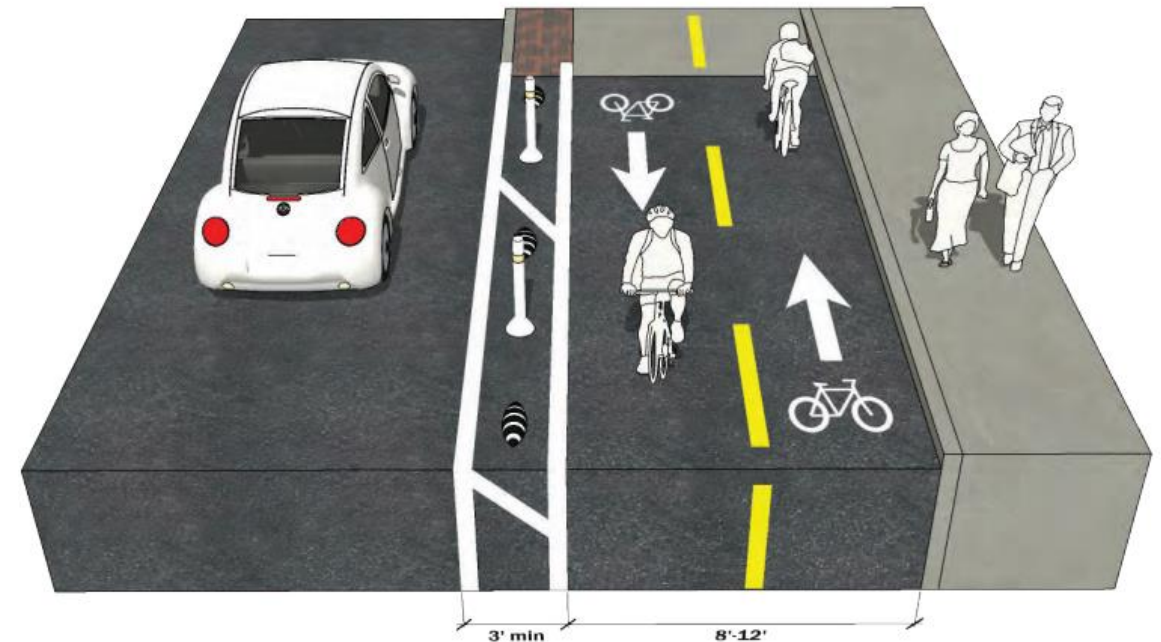
- Buffered Bike Lanes Between Marsh Lane and Midway Road
- Bike Boulevard Between Midway Road and Belt Line Road.
- Identify Locations for a New Widened Sidewalk with Buffer from Redding Trail to Midway Road.
- Identify Locations to Integrate the Existing Sidewalk into the Trail System from Redding Trail to Midway Road.
- Linear Open Space Plan for Green Space South of Addison Grove.
- Develop Trail Signage Wayfinding Standards.

Background

- When approving MIG's Professional Services Agreement Council requested that MIG also analyze if a two-way cycle track on the north side of Beltway would be more functional than buffered bike lanes on the north and south side of the road due to drive approach conflicts at the Addison Athletic Club.



Buffered Bike Lane

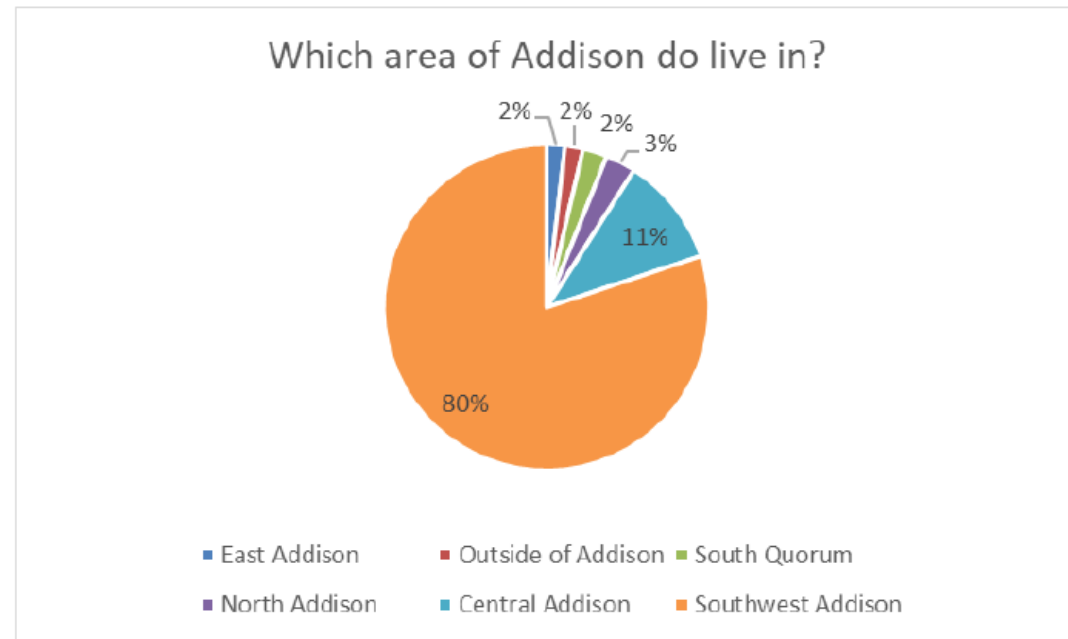


Two-Way Cycle Track

- An important component of the project was to gather feedback from the community.
- An online survey was conducted between April 4th and May 19th.
- The survey was active for 36 days and 168 people participated and answered a combined total of 674 questions.

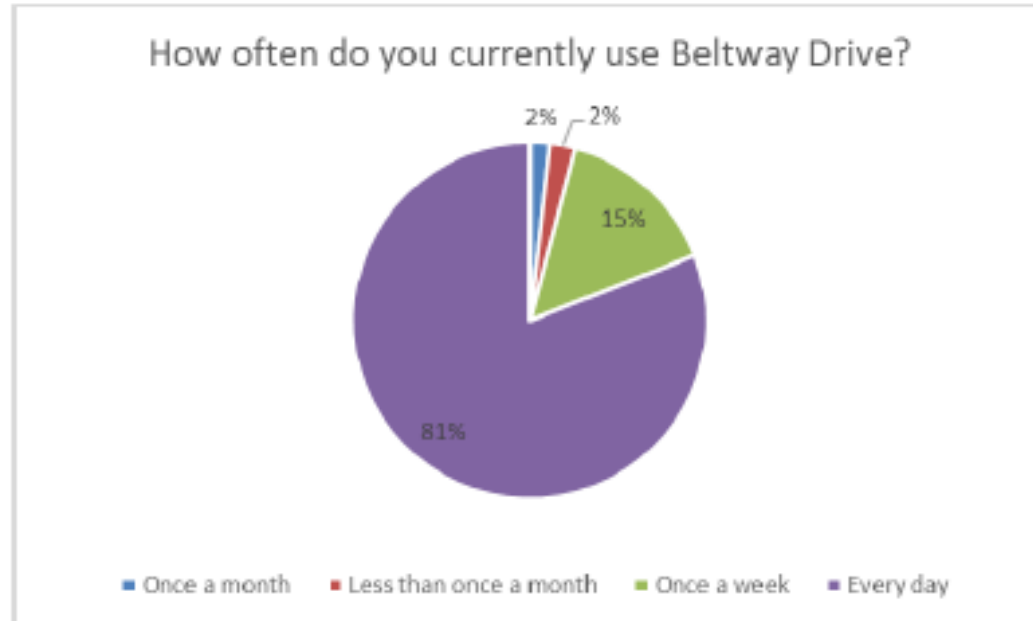
I. Which area of Addison do live in?

	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%



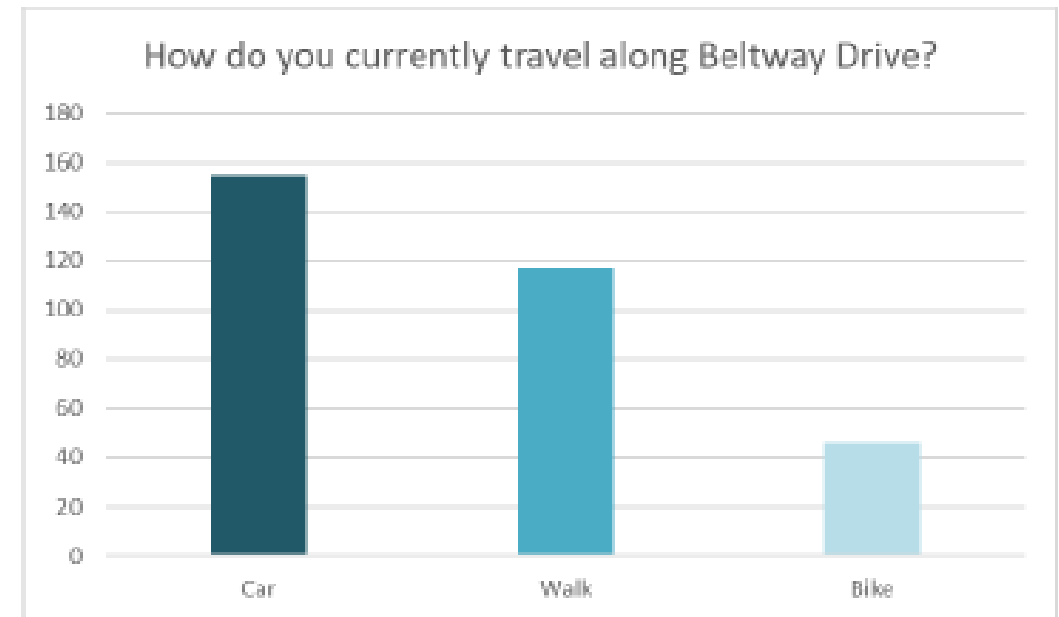
II. How often do you currently use Beltway Drive?

	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



The survey was designed to gather the following information:

- Question 1 - Between Marsh Lane and Le Grande Drive what is the preferred condition regarding on-street bike lanes?
- Question 2 - Between Redding Trail and Le Grande Drive, on the North Side, what is the preferred condition regarding sidewalk improvements?
- Question 3- Between Le Grande Drive and Midway Road what is the preferred condition regarding sidewalk and on-street bike lane improvements?
- Question 4 - Between Midway Road and Beltline Road what is the preferred condition regarding bike boulevard improvements?
- Question 5 - What is the preferred use of the greenspace south of Addison Grove?
- Question 6 – Closing summary information

Public Input - Question 1

Question 1: On-Street Bicycle Improvements Between Marsh Lane and Le Grande Drive

Intro Questions Question 1 Question 2 Question 3 Question 4 Greenspace Closing Questions

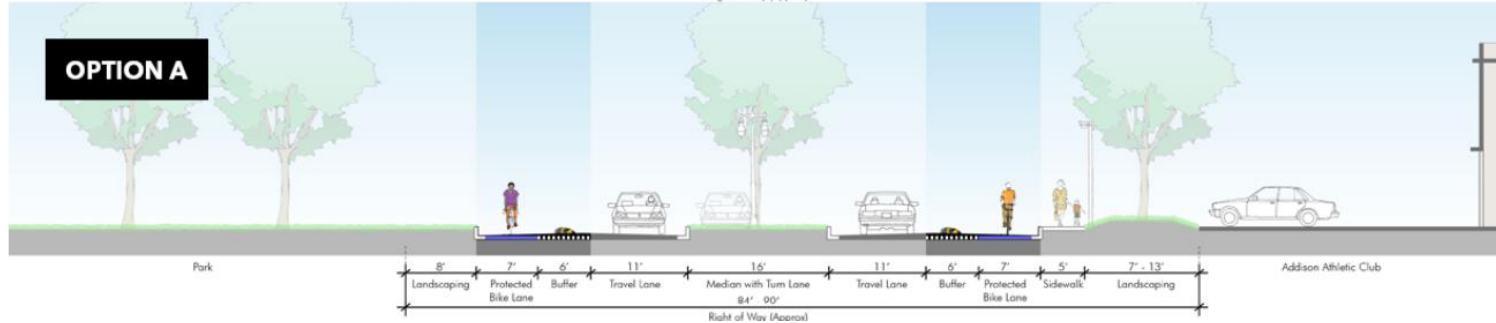
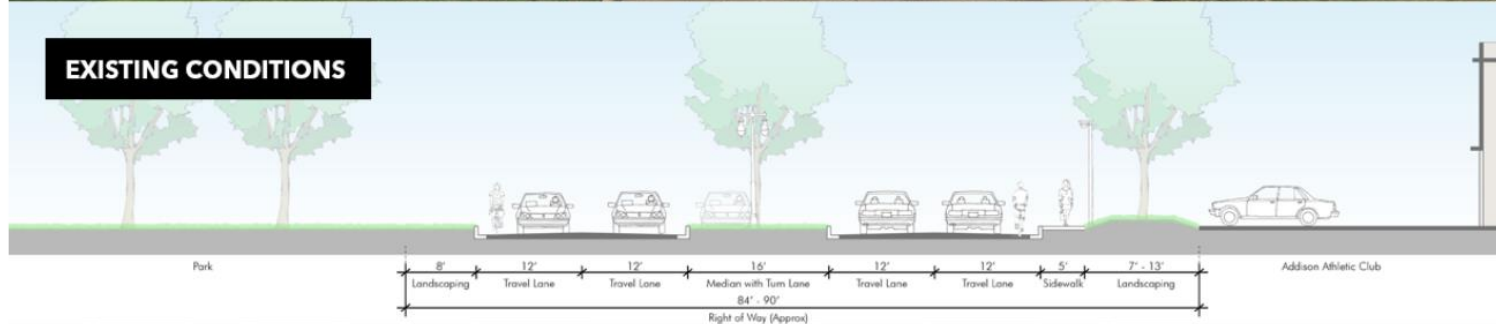
Option A: Single Direction Buffered Bike Lanes

Benefits:

- Provides separation between people biking and cars
- Bike lane provides separation between people walking and cars
- Narrower traffic lanes encourage drivers to comply with the speed limit

Trade-offs:

- Reduce traffic lanes to one lane westbound and eastbound from Marsh Ln to Redding Trail. Traffic studies performed for this option indicate that lane reduction will not impact congestion.
- Does not simplify turning conflicts between people biking and cars at the Athletic Club



Note: This option is the recommended option in the City-Wide Trails Master Plan

Public Input – Question 1

Question 1: On-Street Bicycle Improvements Between Marsh Lane and Le Grande Drive

Intro Questions [Question 1](#) Question 2 Question 3 Question 4 Greenspace Closing Questions

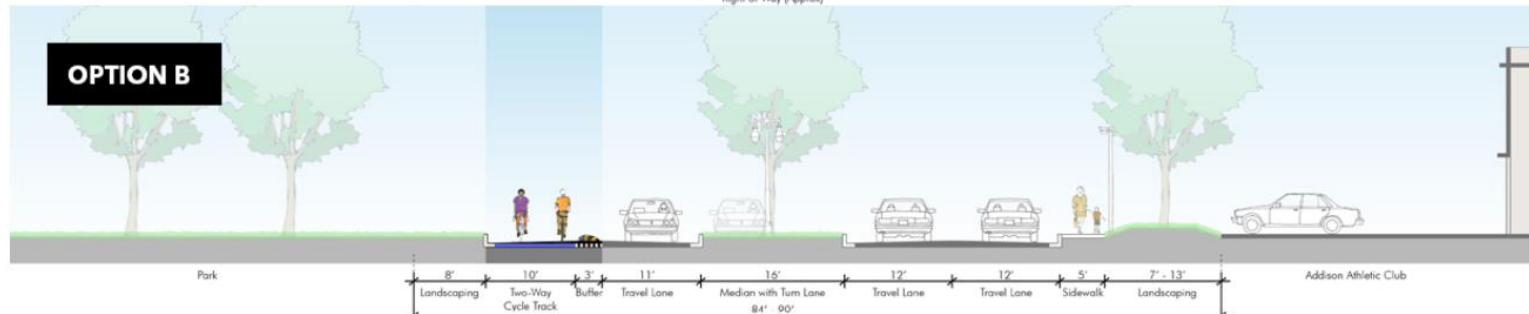
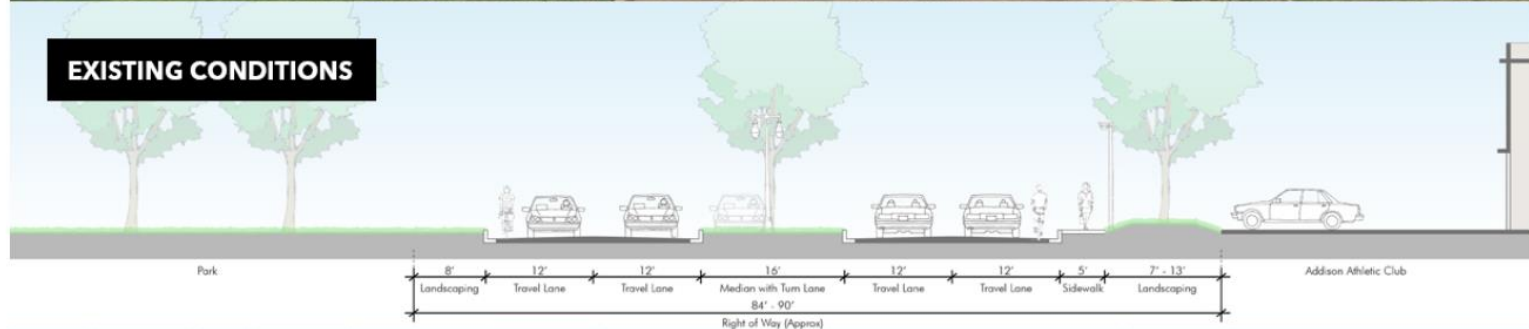
Option B: Two-way Cycle Track Only

Benefits:

- Provides separation between people biking and cars
- Narrower traffic lanes encourage drivers to comply with the speed limit
- Simplifies turning conflicts between people biking and cars at the Athletic Club

Trade-offs:

- Reduce traffic lanes to one lane westbound. Traffic studies performed for this option indicate that lane reduction will not impact congestion.



Note: This option is being considered based on the request of Council.

Public Input – Question 1

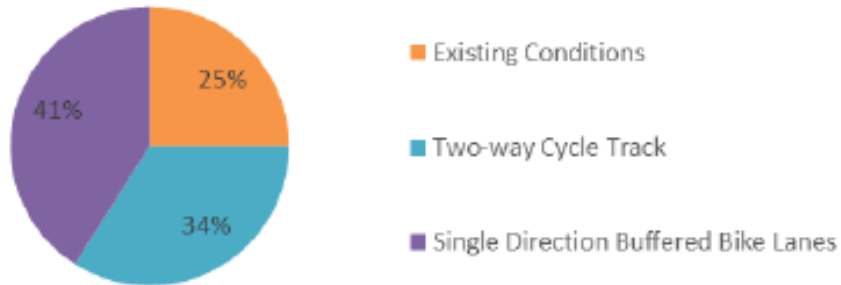
Question 1: On-street Bicycle Improvements

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?



There were 7 more votes for Single Direction Bike Lanes on Beltway Drive between Marsh Lane and Le Grande Drive. Consideration for a Two-Way Cycle Track was also well received by a slightly smaller majority

The benefits of this option are similar to the benefits of a Two-Way Cycle Track.

The significant trade-off of this option is:

- Increased turn Lane conflicts at high traffic intersections on the southside of Beltway, including the Addison Athletic Club.
- There is also some cost savings anticipated on maintenance of a Two-Way cycle Track.



Example of Single Direction Buffered Bike Lanes



Example of Two-way Cycle Track

Public Input – Question 2

Question 2: Sidewalk Improvements Between Redding Trail and Le Grande Drive

Intro Questions Question 1 Question 2 Question 3 Question 4 Greenspace Closing Questions



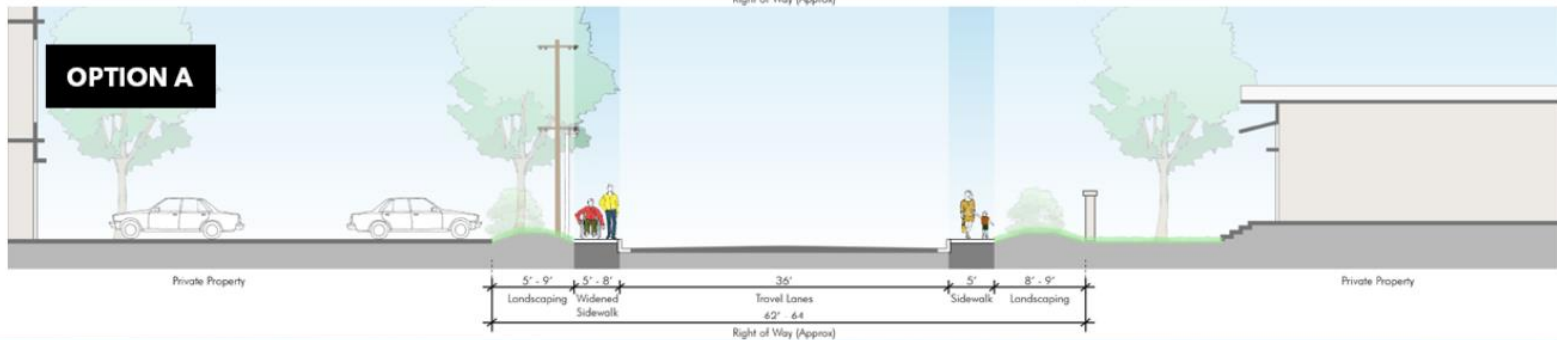
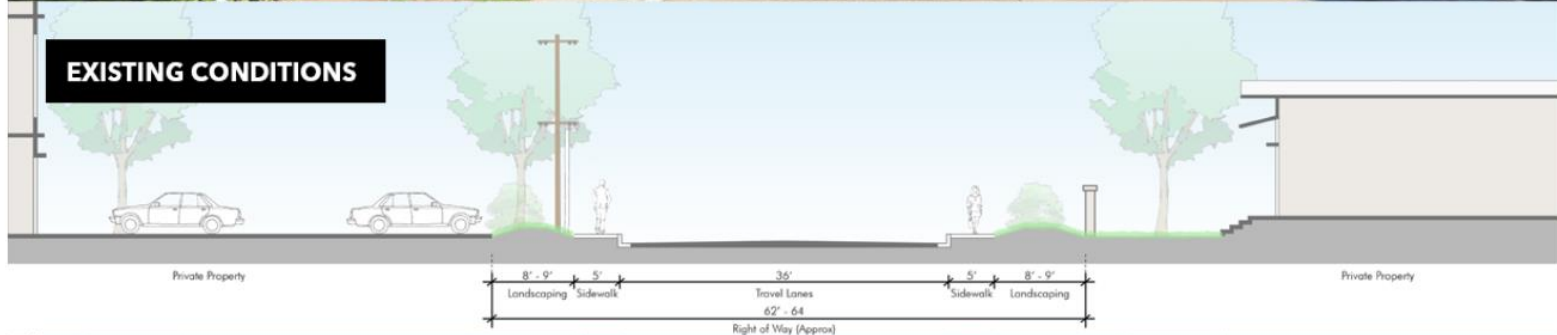
Option A: Widen Existing Sidewalk Only at Locations Without Tree Conflicts

Benefits:

- Bike lane provides separation between people walking and cars
- Protects existing trees

Trade-offs:

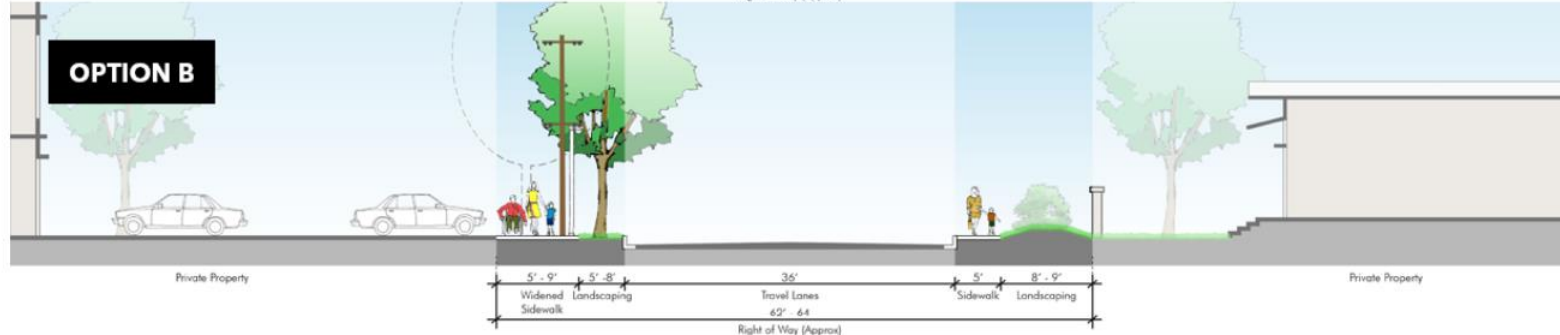
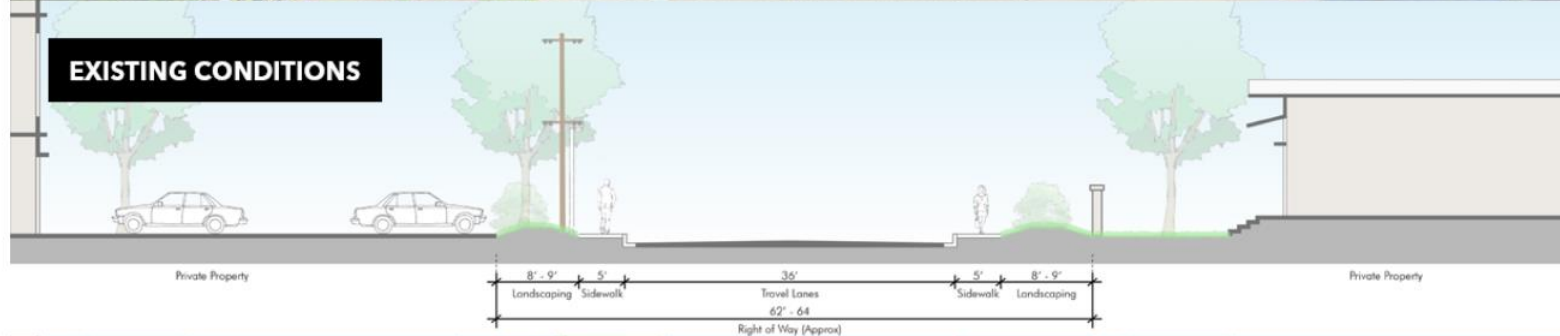
- Sidewalks remain narrow along most of the street and are adjacent to the street



Public Input – Question 2

Question 2: Sidewalk Improvements Between Redding Trail and Le Grande Drive

Intro Questions Question 1 Question 2 Question 3 Question 4 Greenspace Closing Questions



Option B: Widened Sidewalk with Landscape Buffer

Benefits:

- Landscaping provides separation between people walking and people biking
- Allows for wider sidewalks

Trade-offs:

- Requires removal of existing trees and planting new trees
- Eliminates buffer between sidewalk and private property
- May require relocation of utility poles and street lights

Public Input – Question 2

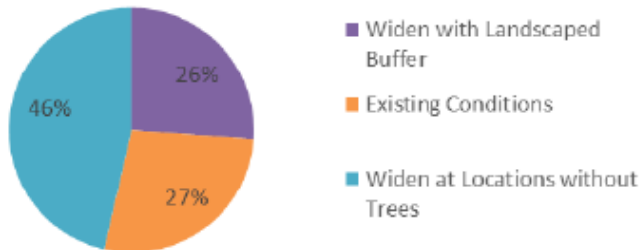
Question 2: Sidewalk Improvements

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?



The preferred option of survey participants was to **Widen the Sidewalk at Locations without Trees.**

This condition exists on the north side of Beltway:

- East of Redding Trail for 80 feet.
- From the intersection east of Surveyor and Beltway Drive for 450 feet.
- At the Greenscape south of the Addison Grove Development.

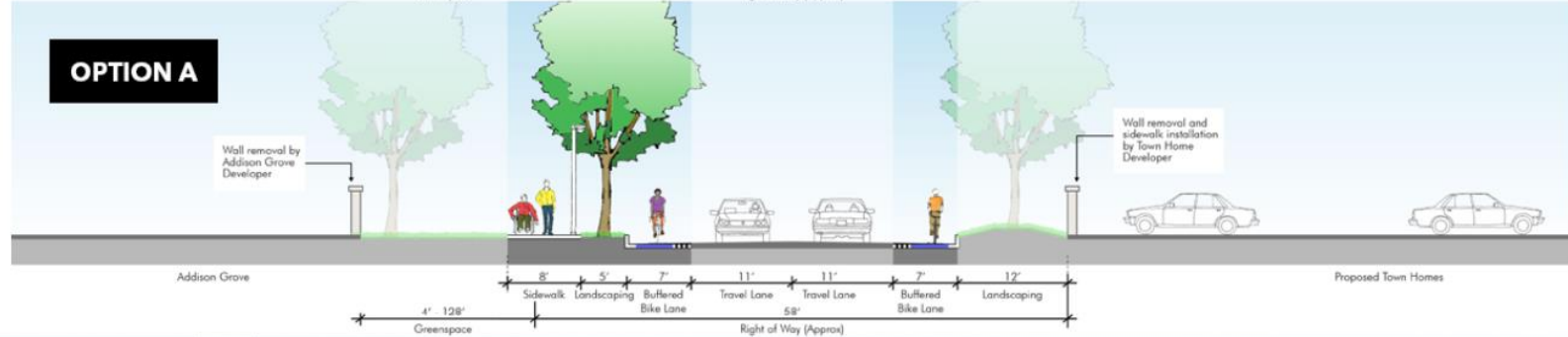
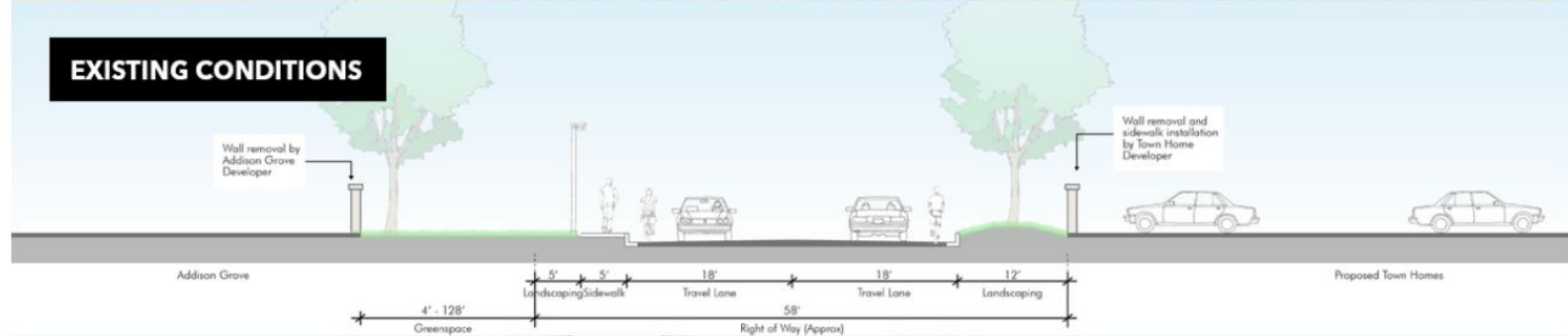
Widening the trail at each of these locations would require relocation of utilities and lighting. Additional right of way would be required at the Redding Trail and Surveyor segments.



Public Input – Question 3

Question 3: Sidewalk and On-Street Improvements Between Le Grande Drive and Midway Road

Intro Questions Question 1 Question 2 Question 3 Question 4 Greenspace Closing Questions



Option A: Single Direction Buffered Bike Lanes with Buffered Sidewalk

Benefits:

- Provides separation between people biking and cars
- Landscaping provides separation between people walking and people biking
- Allows for wider sidewalks
- Narrower traffic lanes encourage drivers to comply with the speed limit

Trade-offs:

- Sidewalk moves into park area

Public Input – Question 3

Question 3: Sidewalk and On-Street Improvements Between Le Grande Drive and Midway Road

Intro Questions Question 1 Question 2 Question 3 Question 4 Greenspace Closing Questions

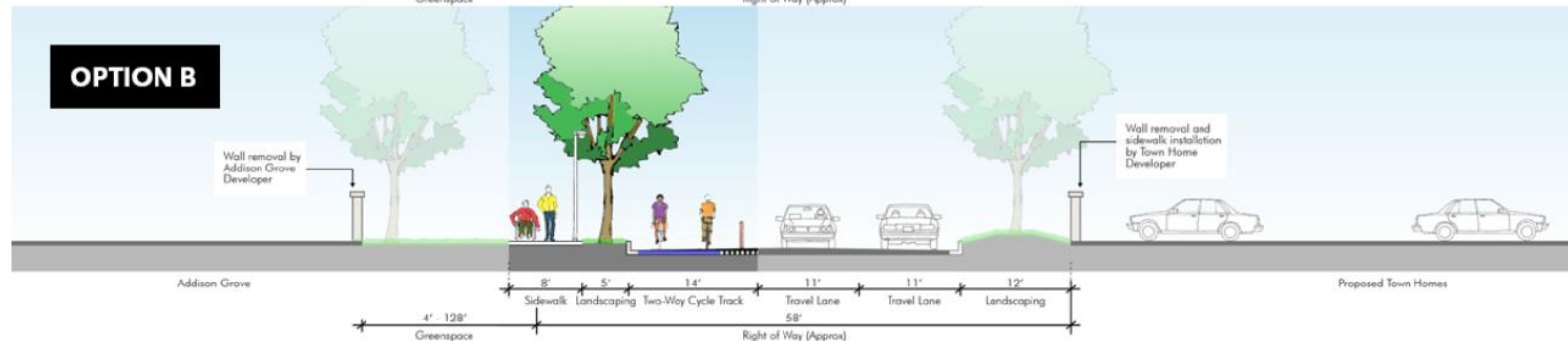
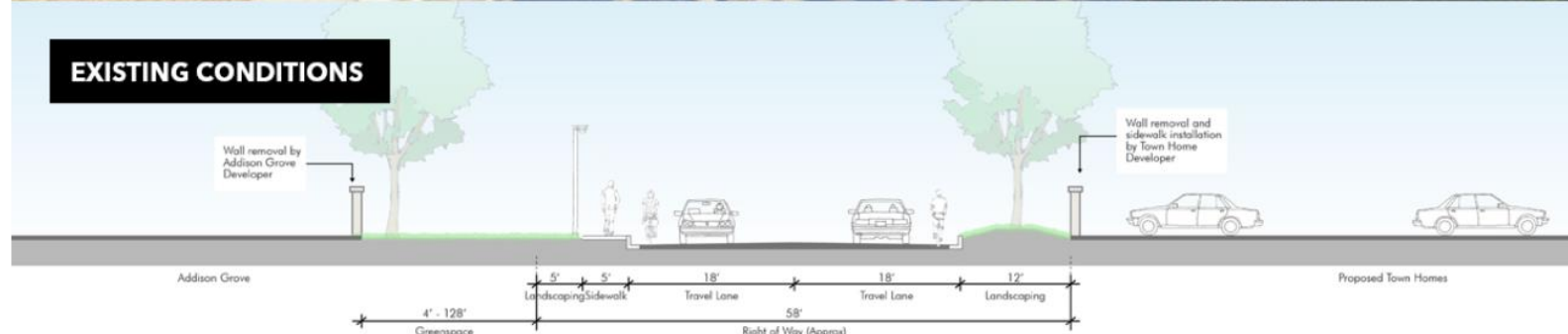
Option B: On-street Two-way Cycle Track with Buffered Sidewalk

Benefits:

- Provides separation between people biking and cars
- Landscaping provides separation between people walking and people biking
- Allows for wider sidewalks
- Narrower traffic lanes encourage drivers to comply with the speed limit

Trade-offs:

- Sidewalk moves into greenspace



Public Input – Question 3

Question 3: Sidewalk and On-Street Improvements Between Le Grande Drive and Midway Road

[Intro Questions](#) [Question 1](#) [Question 2](#) [Question 3](#) [Question 4](#) [Greenspace](#) [Closing Questions](#)

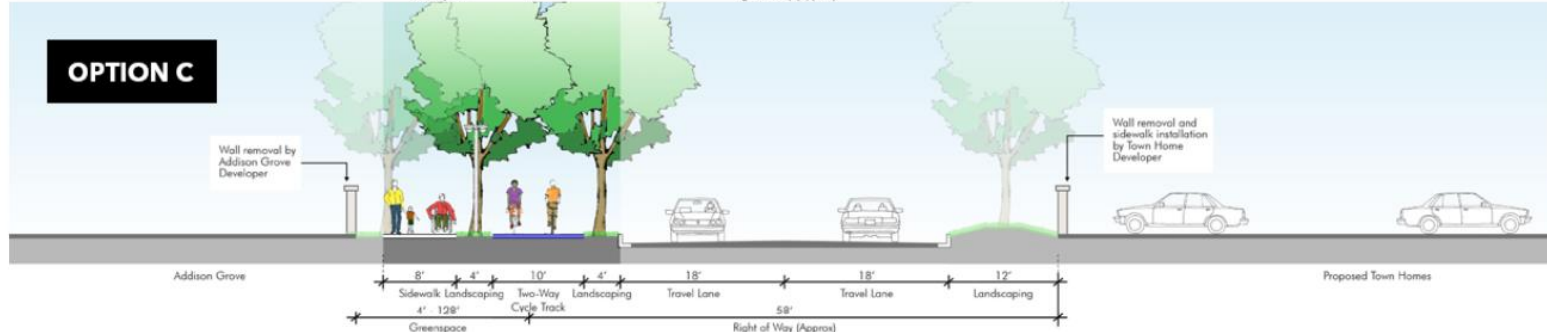
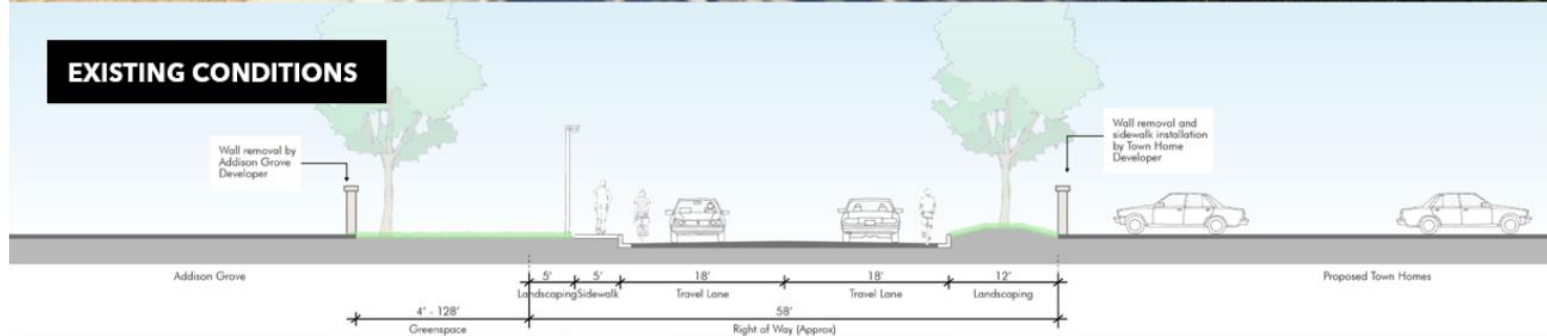
Option C: Off-street Two-way Cycle Track

Benefits:

- People biking are moved out of the street
- Landscaping provides separation between people walking and people biking
- Allows for wider sidewalks

Trade-offs:

- Sidewalk and cycle track move into greenspace



Public Input – Question 3

Question 3: Sidewalk and On-street Improvements

Between Le Grande Drive and Midway Road

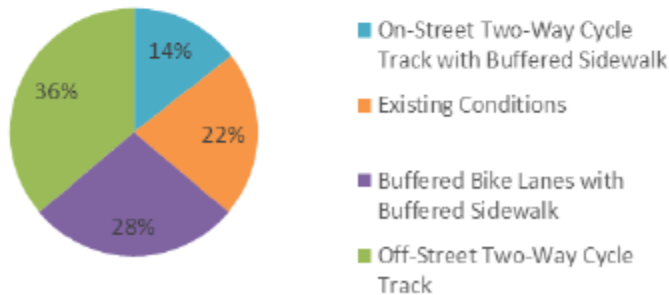
3.A. Which option do you most prefer for the Sidewalk and On-street Improvements?

	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%

Off-Street Two-Way Cycle Track and Separated Walking Path received slightly more preference (7 votes) than Buffered Bike Lanes.

- Creates a safer condition where cyclists are separated from the roadway.
- Limits amount of striping which will require on-going maintenance.
- Combines Pedestrians and Cyclists at the crossing of Midway.

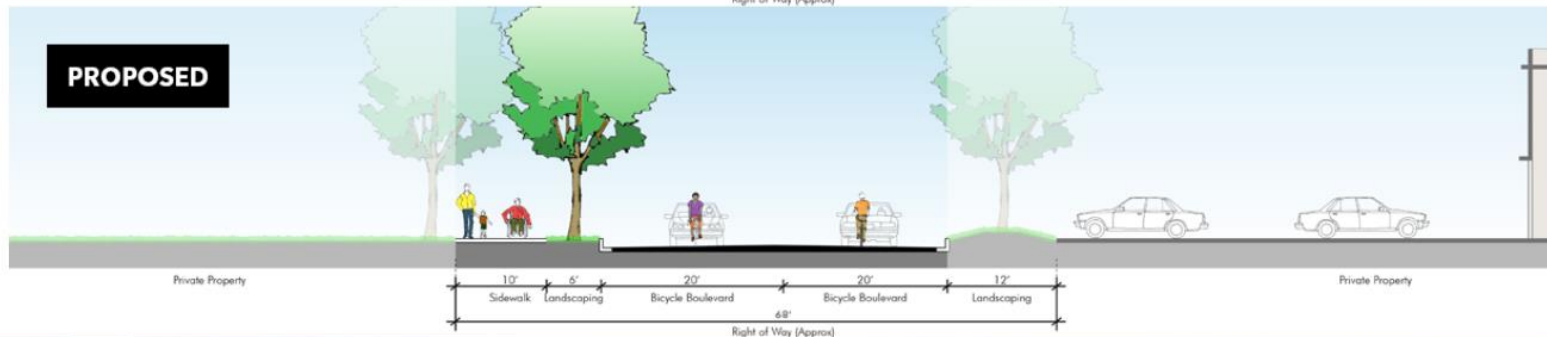
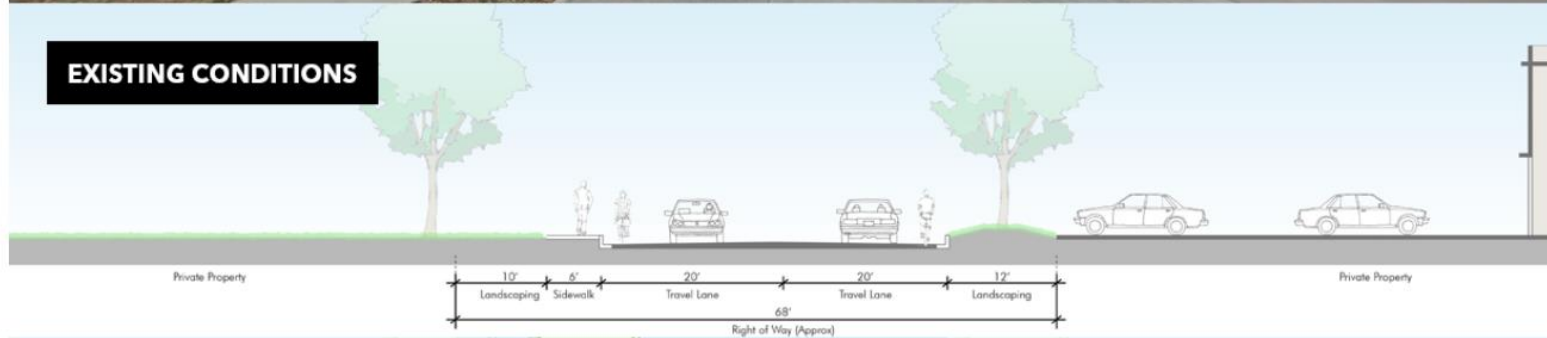
Which option do you most prefer for the Sidewalk and On-street Improvements between Le Grande Drive and Midway Road?



Public Input – Question 4

Question 4: Bike Boulevard Between Midway Road and Belt Line Road

Intro Questions Question 1 Question 2 Question 3 Question 4 Greenspace Closing Questions



Proposed: Bike Boulevard

Benefits:

- Landscaping provides separation between people walking and cars
- Allows for wider sidewalks
- Provides shared lane markings a.k.a. "Sharrows" and additional signage to indicate to people biking and driving in cars to share the road

Trade-offs:

- People biking continue to share lane with cars, existing condition

Public Input – Question 4

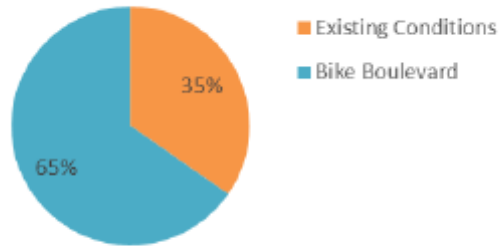
Question 4: Bike Boulevard

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%

Which option do you most prefer for the Bike Boulevard between Midway Road and Belt Line Road?



The preferred option of survey participants was to Install a Bike Boulevard between Midway road and Belt Line Road.

- Continues flow of cycling traffic on Beltway Drive.
- Does not require additional Right-Of-Way



Public Input – Question 5

Question 5: Reimagine the Greenspace South of the Addison Grove Development

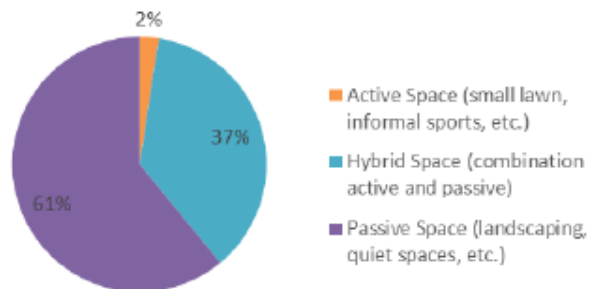
Question 5: Greenspace

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%

What do you prefer for the greenspace to be near Addison Grove?



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

Public Input – Question 5

Question 5: Reimagine the Greenspace South of the Addison Grove Development

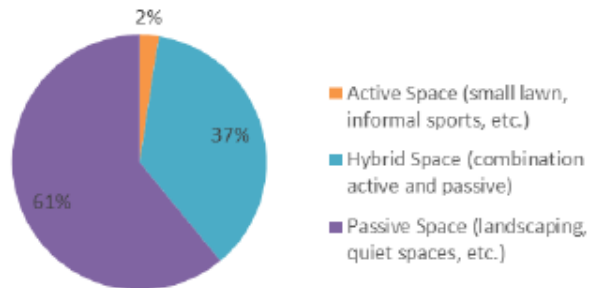
Question 5: Greenspace

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%

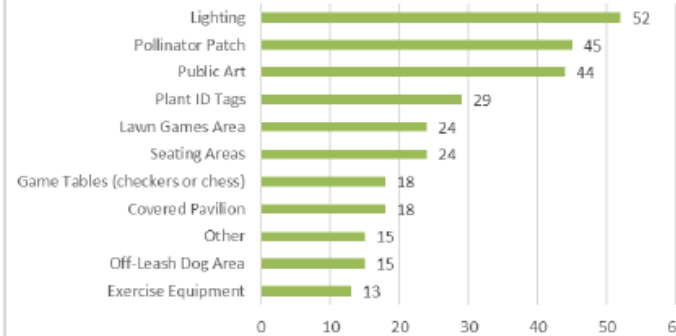
What do you prefer for the greenspace to be near Addison Grove?



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

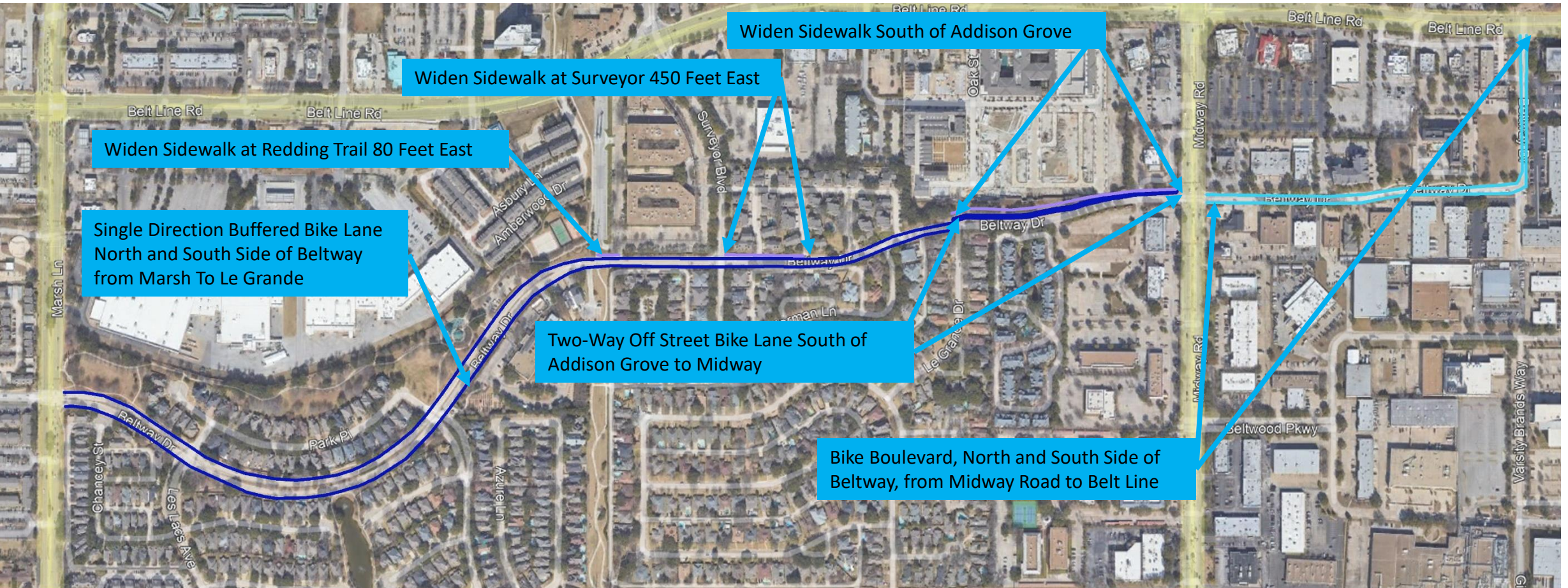
In addition to walking paths, what other elements would you prefer to see incorporated into the space?



The preferred option of survey participants was to keep the park space passive.

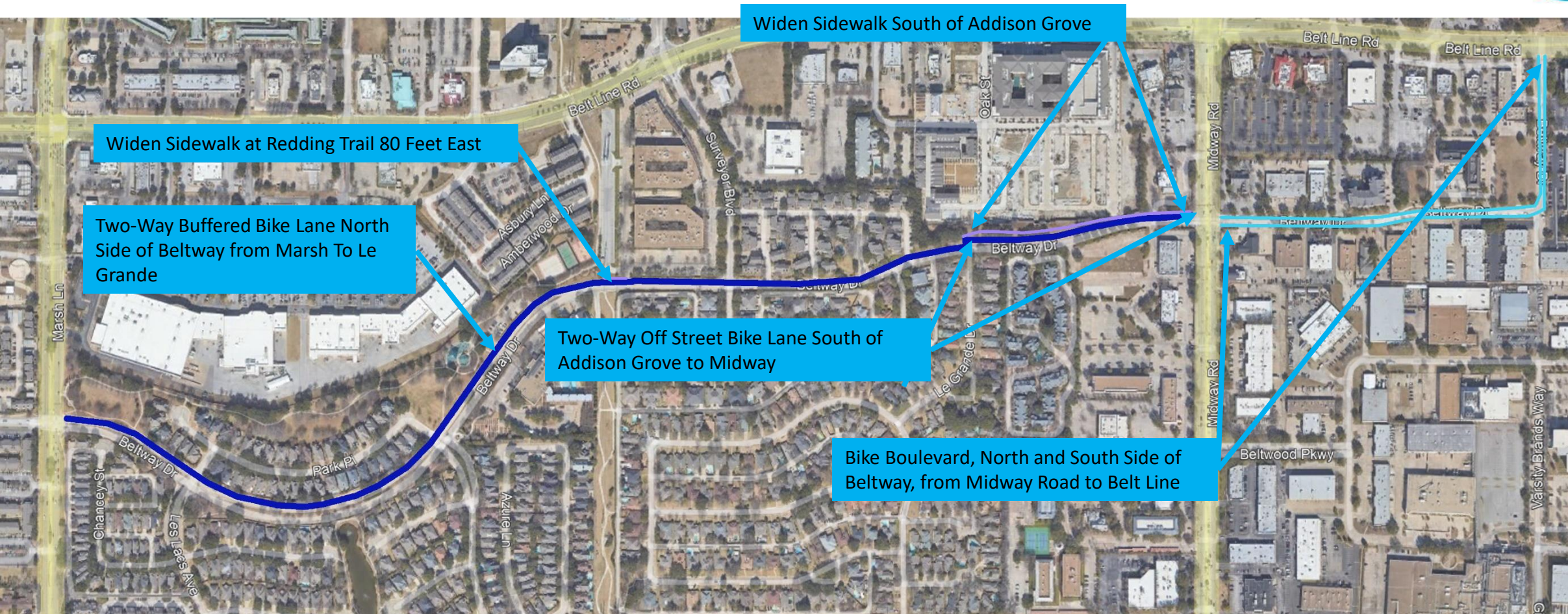
- Include seating and enhanced landscaping.
- Include additional lighting.
- Look into adding the following elements:
 - Pollinator Patch
 - Public Art
 - Plant ID Tags

Map - Community Input



- Single Direction Buffered Bike Lane
- Two-Way Off Street Bike Lane
- Wide Sidewalk
- Bike Boulevard

Map – Staff Recommendation



- Single Direction Buffered Bike Lane
- Two-Way On Street and Off Street Bike Lane
- Wide Sidewalk
- Bike Boulevard

- Due to increased safety staff recommends a two-way Bike Lane on the North Side of Beltway.
- Due to numerous utility conflicts staff recommends eliminating wide sidewalk east of surveyor until a later date.

Summary of Staff Recommendations

Staff Recommendations for the Conceptual Design:

- Include a Two-Way Buffered Bike Lanes between Marsh Lane and Le Grade Drive on the north side of Beltway Drive.
- Keep the existing sidewalk between Surveyor and Le Grande Drive in place but consider widening if future redevelopment occurs.
- Transition Two-Way Buffered Bike Lanes to an Off-Street Bike Lanes between Le Grande Drive and Midway Road. Note that the Bike Lanes and Wide Sidewalk at Addison Grove will need to merge to cross the Midway Road Intersection.
- Transition from a Buffered Bike Lanes to a Bike Boulevard between Midway and Belt Line Road .
- Keep the Green Space south of the Addison Grove Development passive with enhanced landscaping and seating.

Questions?