Master Transportation Plan Update

Work Session #2
October 28th, 2025

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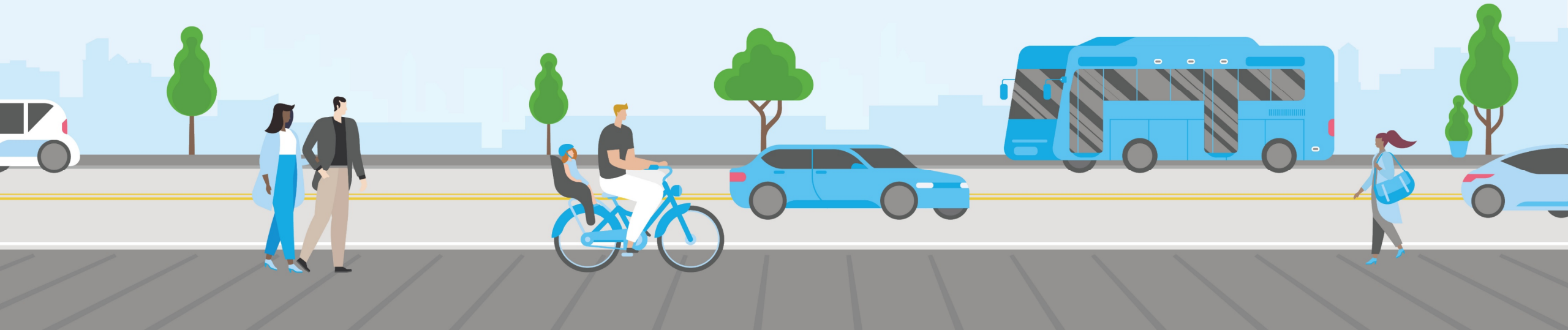
Work Session #1 - Summary

- Purpose & Vision
- Plan Foundation
- Community Engagement
- Data-Driven Insights
- Flexible Cross Sections
- Thoroughfare Plan
- Active Transportation Plan
- Pedestrian Crossing & Traffic Calming Toolbox
- Speed Limit Evaluation
- Priority Projects

What is the details of pedestrian and cyclist crashes in Addison?

Are we recommending Micro-mobility programs or policy?

The 2025 Master Transportation Plan is Addison's roadmap for making it safer, easier and more enjoyable to get around. It guides future projects to support our community's growth, connect people to jobs and destinations, and keep Addison a vibrant, welcoming place to live, work, and visit.



History

1998

Capacity of Roadways

Connectivity of Roadways

2016

1998 Goals +

Complete Streets

Pedestrian Facilities

Sidewalk Gaps

2025

2016 Goals +

Context-Sensitive Cross-Sections

Crossing Improvements

Safety Considerations

Coordination Across Plans & Partners

PLAN REVIEW AND INTEGRATION

Reviewed and aligned with the 2016 Master Transportation Plan, UDC, 2021 Citywide Trails Master Plan, and other local and regional plans to ensure continuity and build on previous investments.

COMMUNITY ENGAGEMENT

Used surveys, open houses, focus groups, and pop-up events to gather input from residents, employers, and community groups. Public feedback helped define priorities and shape plan recommendations.

GUIDANCE FROM ADVANCE ADDISON 2050

Grounded the plan in the town's vision, values, and decision-making principles —especially the goals of walkability, transit accessibility, and fiscal sustainability.

MULTIMODAL NETWORK PLANNING

Evaluated all travel modes and identified opportunities to improve connectivity, safety, and comfort for users of all ages and abilities.

TRANSIT COORDINATION

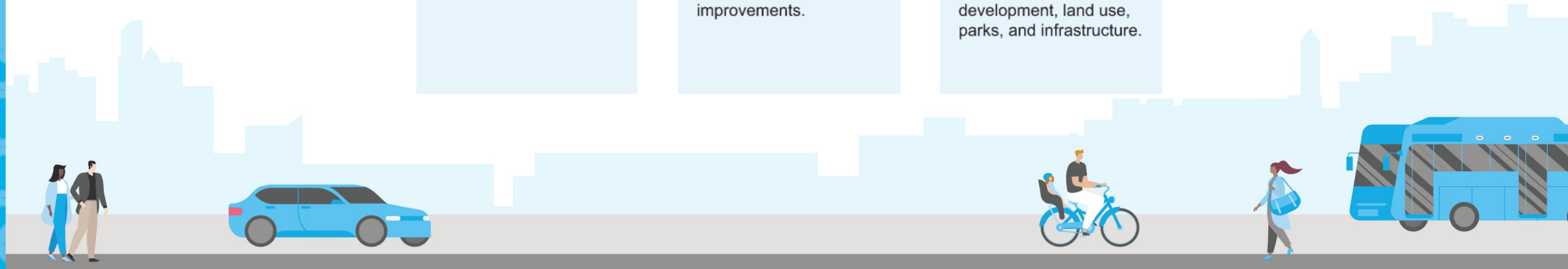
Focused on first/last mile connections and development strategies surrounding the upcoming DART Silver Line Addison Station.

DATA ANALYSIS

Assessed transportation system performance, crash data, traffic patterns, and land use context to identify needs and test future improvements.

CROSS-DEPARTMENTAL COLLABORATION

Worked with multiple Town departments to ensure the MTP supports broader goals related to economic development, land use, parks, and infrastructure.



Plan Review & Integration

- **2016 Master Transportation Plan**
  - Continued focus on multimodal travel through Complete Streets principles.
  - Established cross-section framework that shaped today's flexible, context-sensitive cross sections.

- **Citywide Trails Master Plan (2021)**
  - Provided the backbone for the Active Transportation Plan.
  - Identified priority trail corridors and connections to regional networks.
  - Informed MTP's integration of crossing improvements.

- **Inwood Road Enhancement Zone**
  - Envisions redevelopment into a connected, mixed-use district.
  - Guides new roadway segments and grid improvements to enhance mobility.

Community Engagement

- Surveys
- Open House – July 2025
- Spring Town Hall
- Advance Addison 2050 Community Feedback

> ***Sidewalks are missing in too many places. Please prioritize making it safer to walk to work and school.***
>
> – Survey Response #24

> ***It's hard to get across Belt Line without a car—crossings are far apart or don't feel safe.***
>
> – Open House Comment

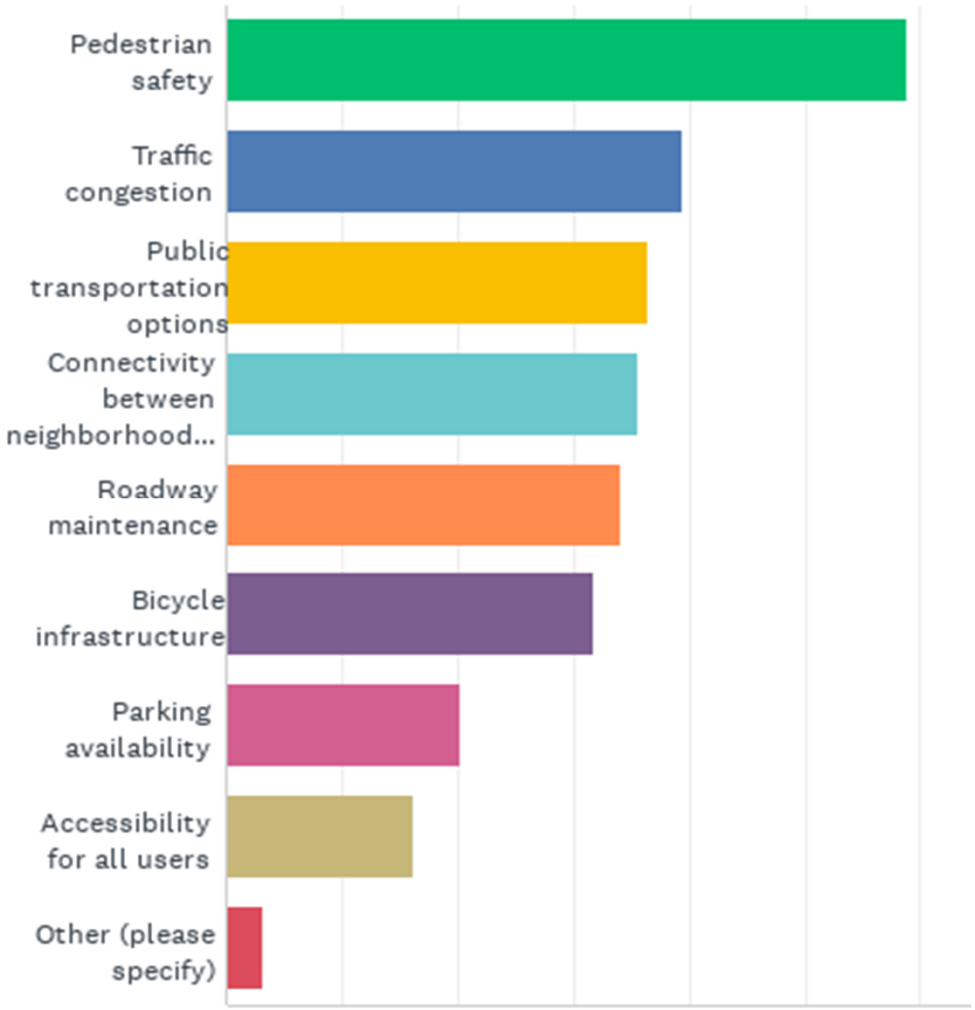
> ***There's no safe way to bike through Addison if you're not already on a trail.***
>
> – Survey Response #15

> ***The intersections around Addison Circle are too complex—drivers don't always yield.***
>
> – Open House Dot Board (Intersection Priorities)

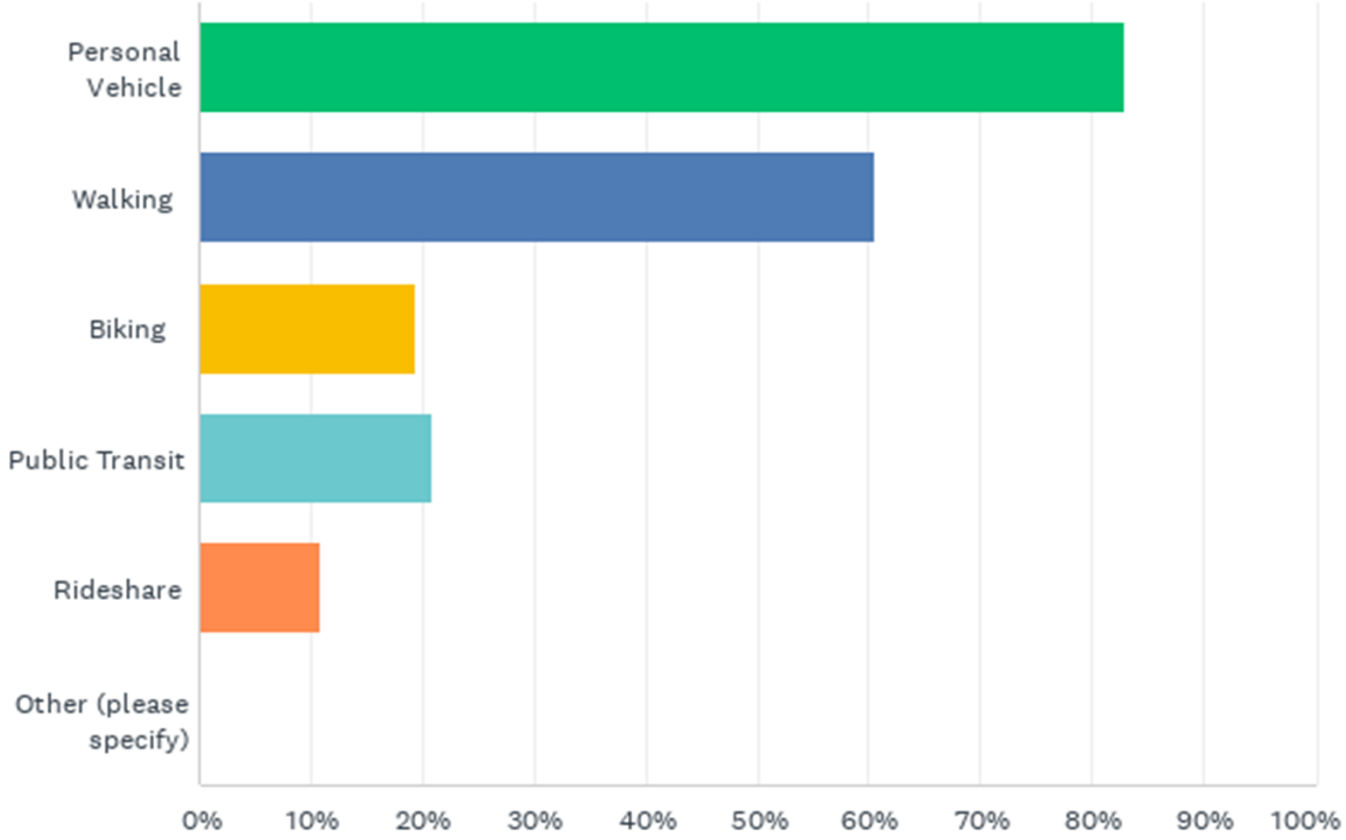
COMMUNITY ENGAGEMENT

Community Engagement - Surveys

Most Important Transportation Issues



Most Used Mode of Travel



COMMUNITY ENGAGEMENT

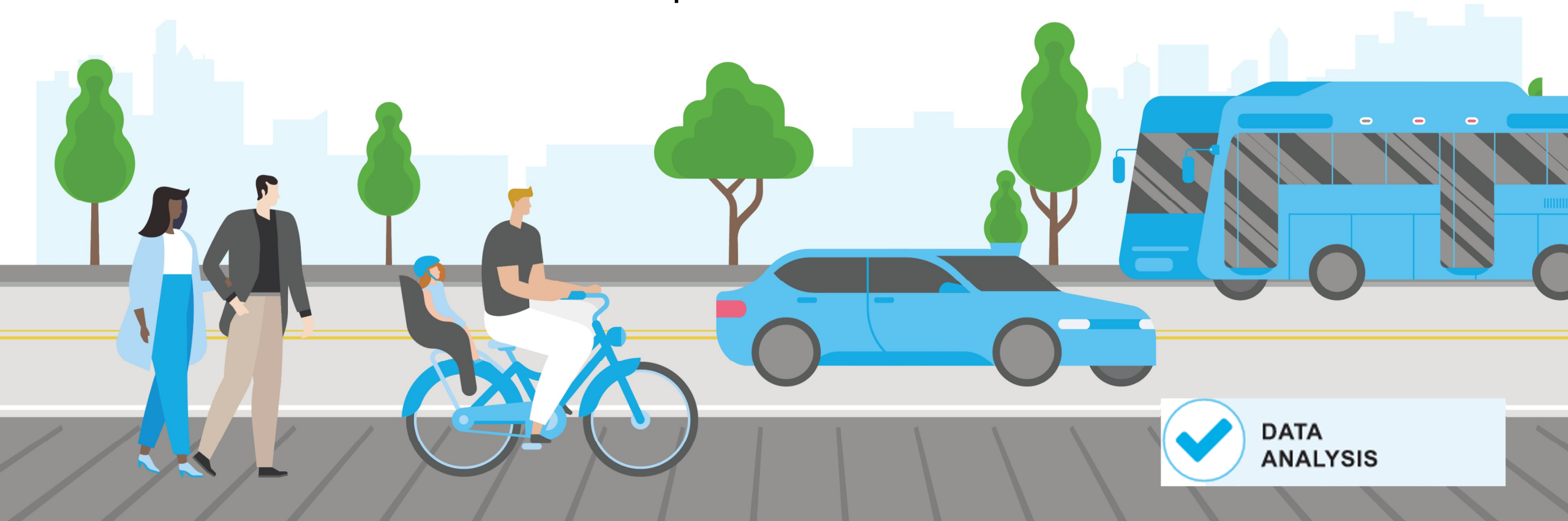
Guidance from Advance Addison 2050

- **Mobility Goals –** Advance Addison vision for walkable, connected streets using Complete Streets and context-sensitive design.
- **TOD Recommendations –** Implementation of urban local cross-section and safer crossings to support Addison Circle area and Urban Center designation.
- **Future Land Use –** Cross-section standards tailored to redevelopment, requiring sidewalks and right-sized streets with new projects.
- **Community Outreach –** Strong public support for slower speeds and safer crossings translated into specific MTP projects.

GUIDANCE FROM ADVANCE ADDISON 2050

Data Analysis

- Daily Traffic Volume
- Traffic Volume Growth Rates
- Existing Level of Service
- Crash Heatmap
- Pedestrian Trips
- Bicycle Trips
- Roadway Characteristics
  - Number of Lanes
  - Speed Limits
- Transit Connectivity



DATA ANALYSIS

Traffic Volumes

- **Traffic Count Dashboard Resource –** Public-facing tool tracks volumes, turning movements, and trends at 90+ street segments and 37 intersections, supporting data-driven decisions.
- **Analyzed Traffic Volume Trends –** Major arterials like Belt Line, Marsh, and Midway remain stable despite Town growth; localized increases in redevelopment zones
- **Forecast Future Trends –** Redevelopment-focused traffic growth is expected. Goal is to shift short local trips from driving to walking, easing congestion without costly roadway expansions.

[Addison's Traffic Dashboard]

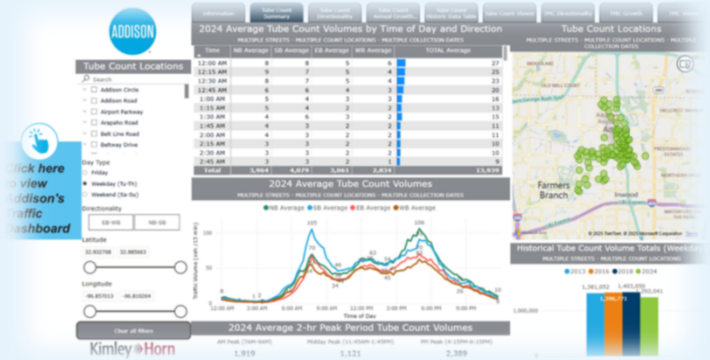
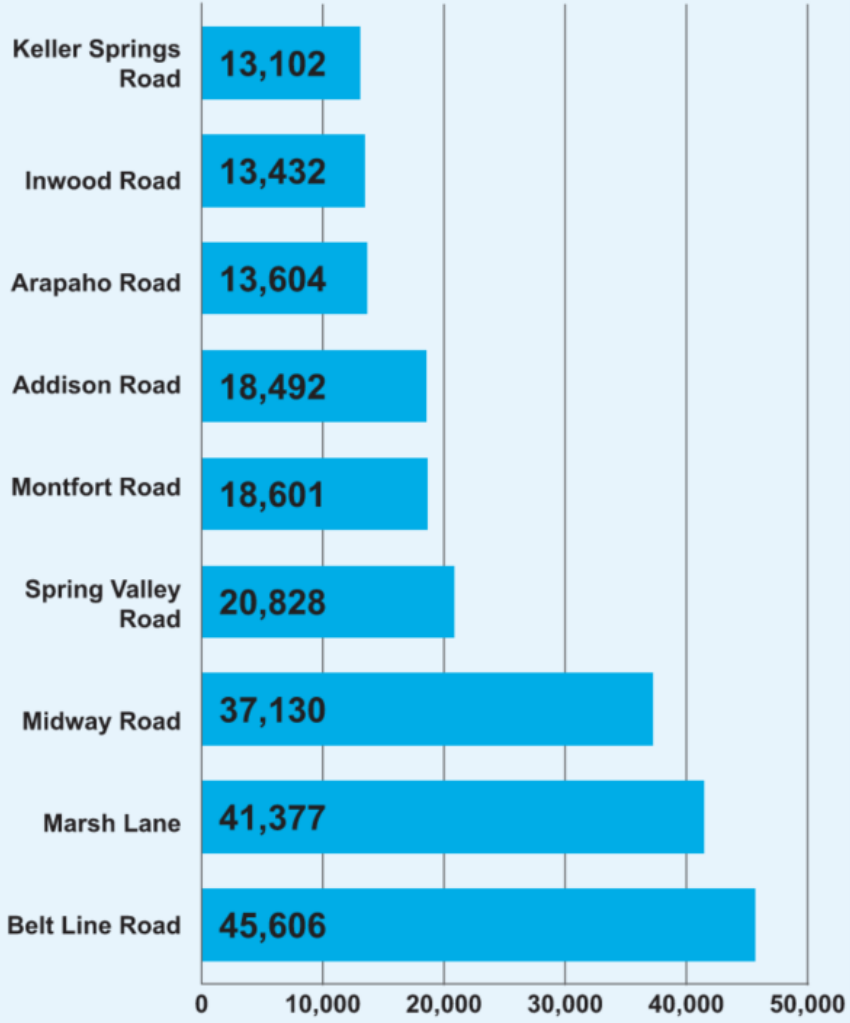
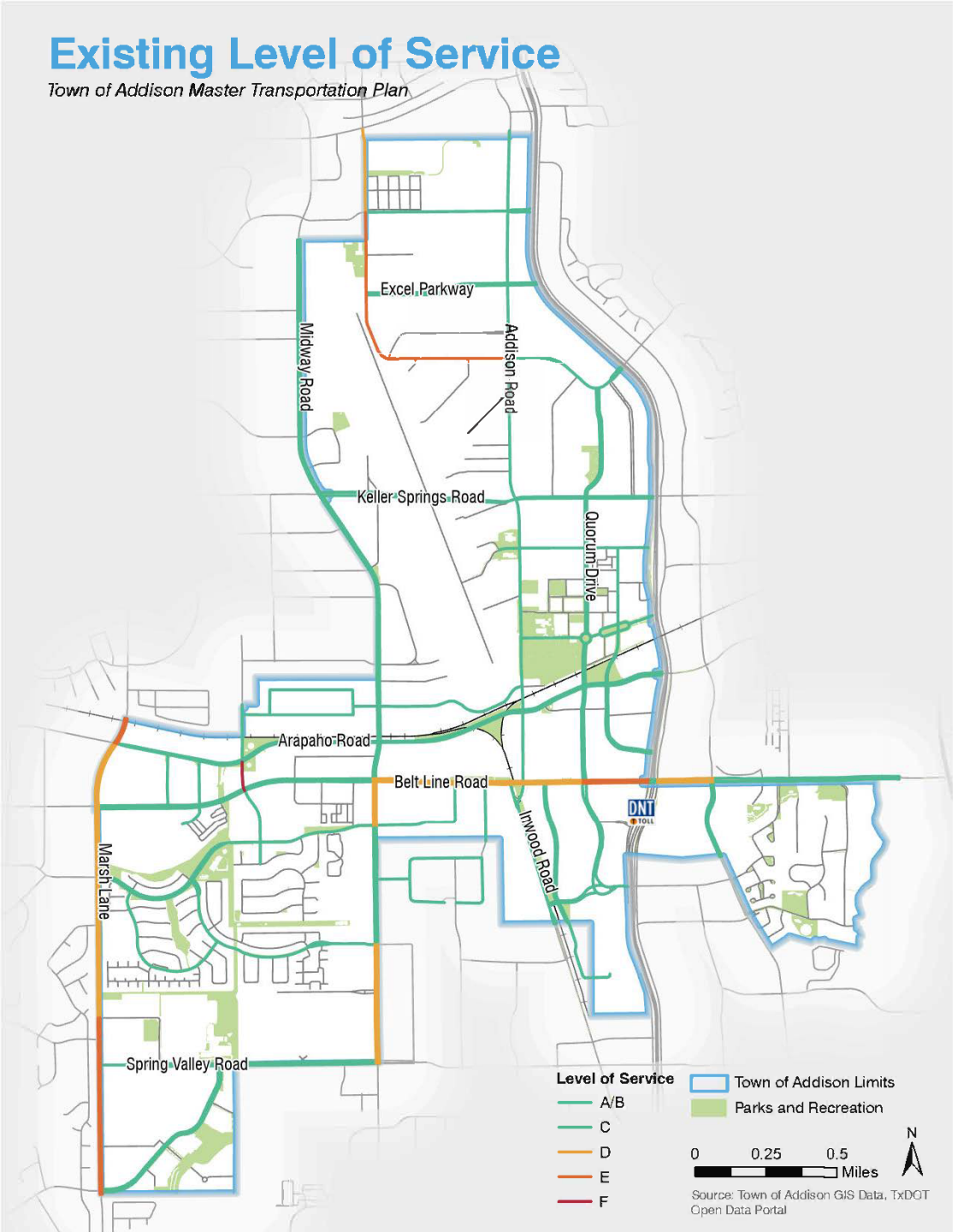


FIGURE 4. VEHICLES TRAVELED PER DAY



Existing Level of Service

Town of Addison Master Transportation Plan



Per the Town of Addison's policies, **LOS D or better** is considered acceptable. Corridors operating at **LOS E or F** should be evaluated for improvement strategies that may include signal timing adjustments, intersection turn lane modifications, or potential roadway reconfiguration.

FREE FLOW Low volumes and no delays.	LOS **A**	
STABLE FLOW Speeds restricted by travel conditions, minor delays.	LOS **B**	
STABLE FLOW Speeds and maneuverability closely controlled because of higher volumes.	LOS **C**	
STABLE FLOW Speeds considerably affected by change in operation conditions. High density traffic restricts maneuverability; volume near capacity.	LOS **D**	
UNSTABLE FLOW Low speeds; considerable delay; volume at or slightly over capacity.	LOS **E**	
FORCED FLOW Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic.	LOS **F**	

Based on this reports operational analysis of all Addison roadway segments:

60% *of segments* **operate at LOS A/B**	**25%** *of segments* **operate at LOS C**	**8.7%** *of segments* **operate at LOS D**	**5.8%** *of segments* **operate at LOS E**	**0.6%** *of segments* **operate at LOS F**

Safety Analysis

Distracted Driving
862

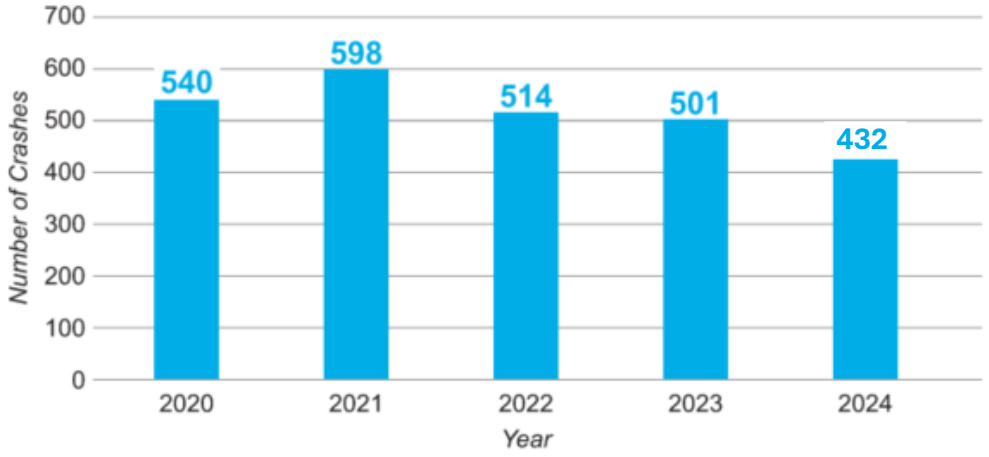
Speed-Related
464

Roadway Departure
409

Impaired Driving
166

Red Light Running
135

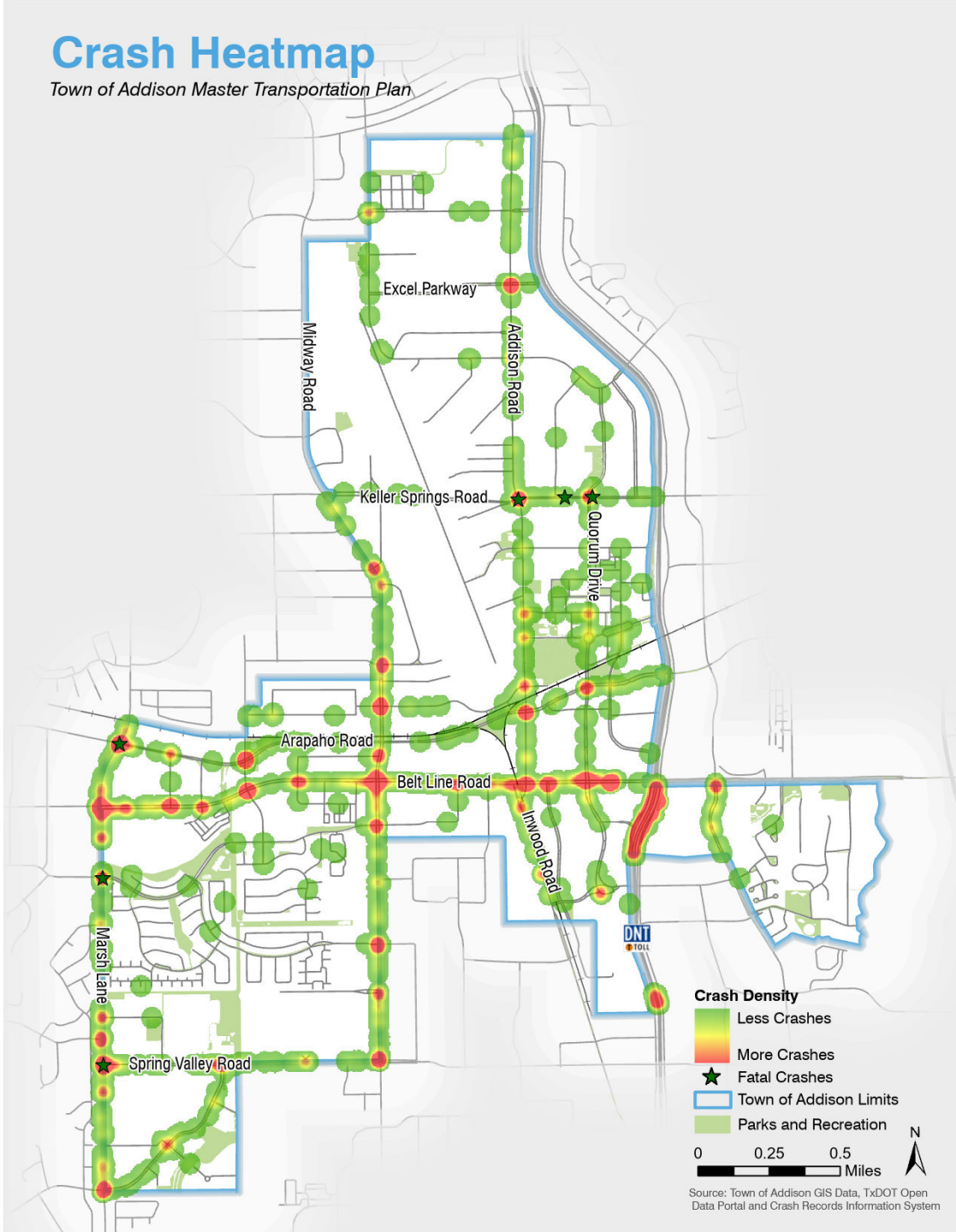
Pedestrian or Cyclist Involved
43



Data reported from the Texas Department of Transportation's Crash Records Information System (CRIS), by calendar year.

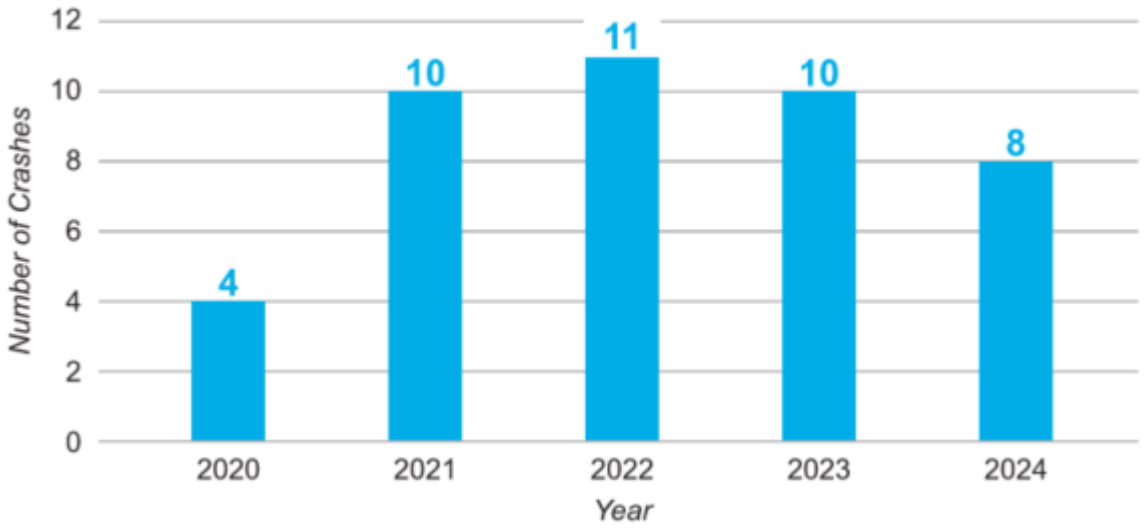
Crash Heatmap

Town of Addison Master Transportation Plan



Protecting People on Foot

43 **43 crashes** involving pedestrians or cyclists were reported from 2020–2024.

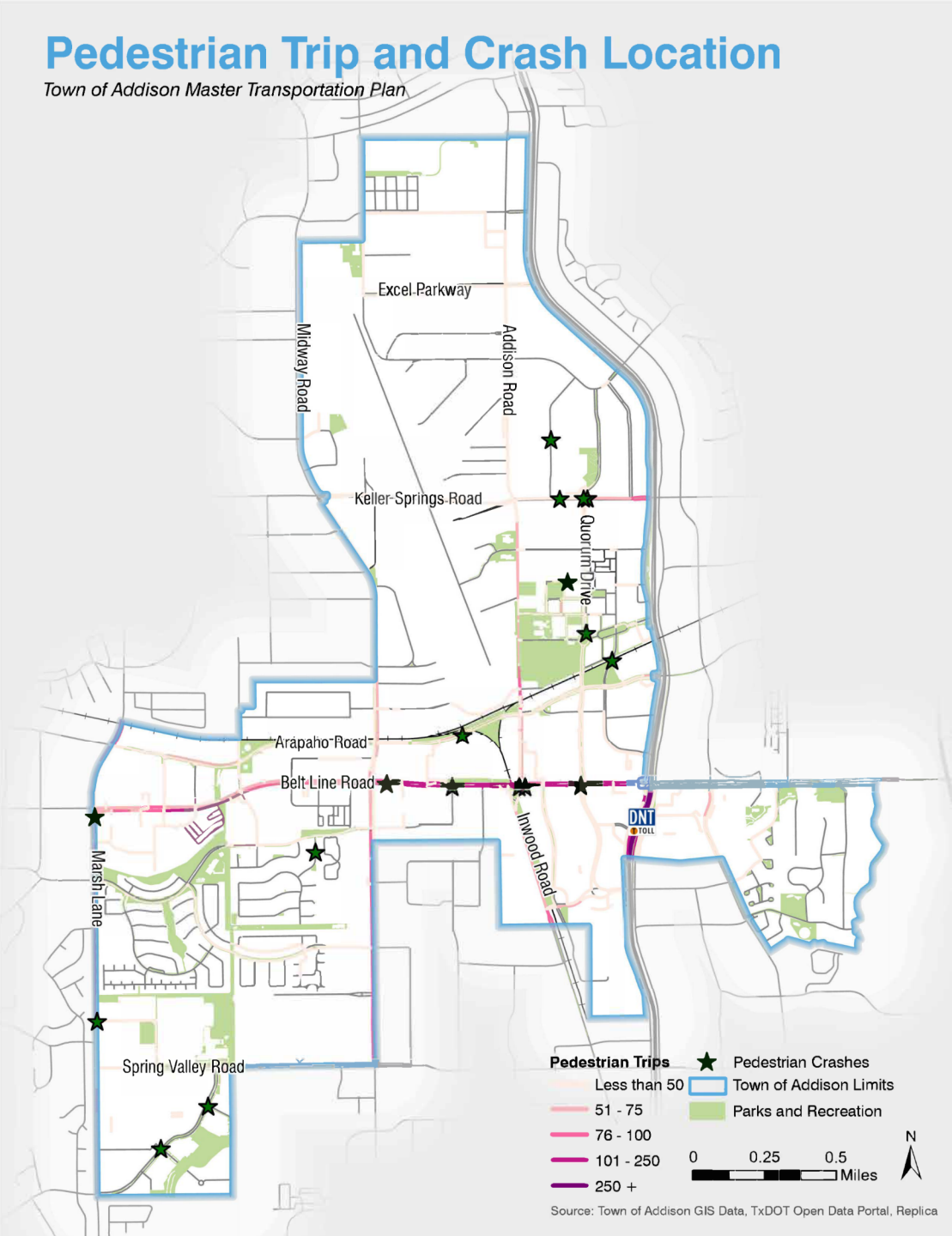


0 **No pedestrian or bicycle fatalities** occurred in 2024, and total pedestrian/bike crashes are trending down.

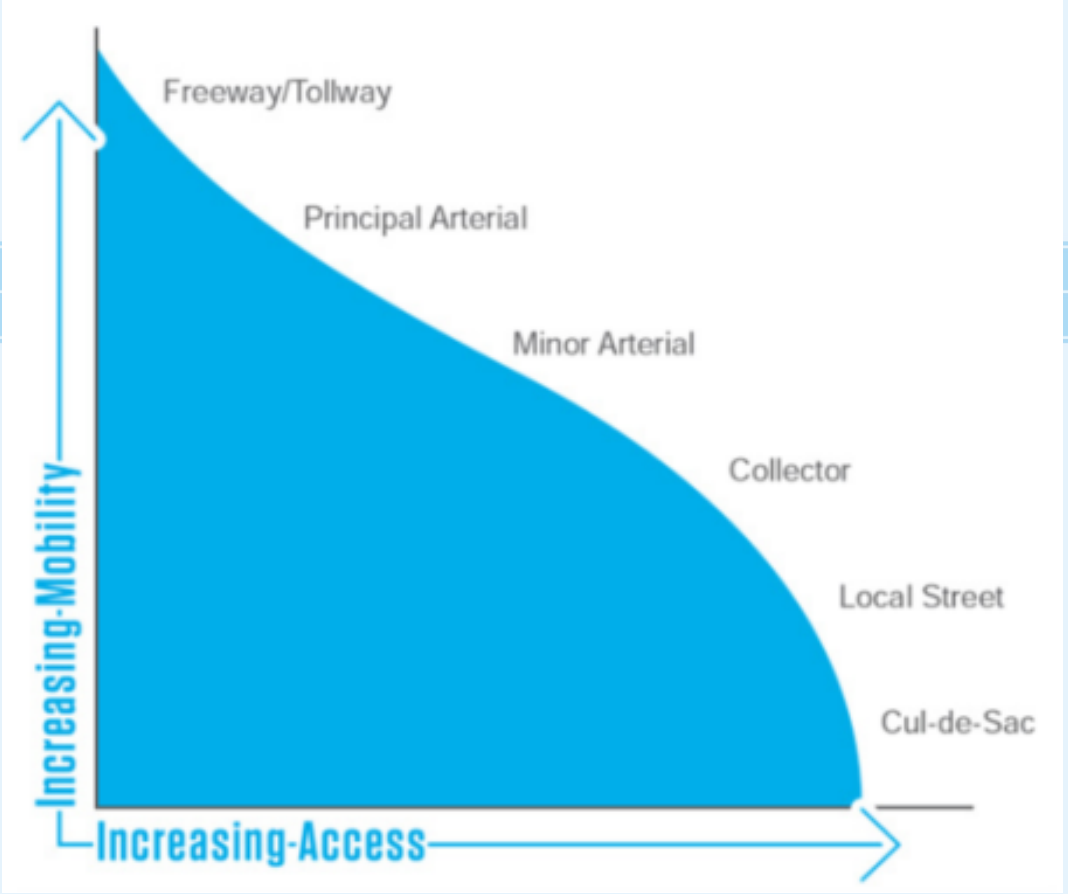
Data reported from the Texas Department of Transportation's Crash Records Information System (CRIS), by calendar year.

Pedestrian Trip and Crash Location

Town of Addison Master Transportation Plan



Typical Cross Sections



1

Principal Arterial

High-capacity corridors facilitating regional traffic flow.

2

Minor Arterial

Roadways connecting neighborhoods and commercial areas.

3

Urban Collector

Streets supporting multimodal travel within walkable centers.

4

Residential Collector

Roads linking local streets to arterials, balancing traffic volumes with multimodal access.

5

Urban Local

Streets in mixed-use, walkable areas with high pedestrian activity.

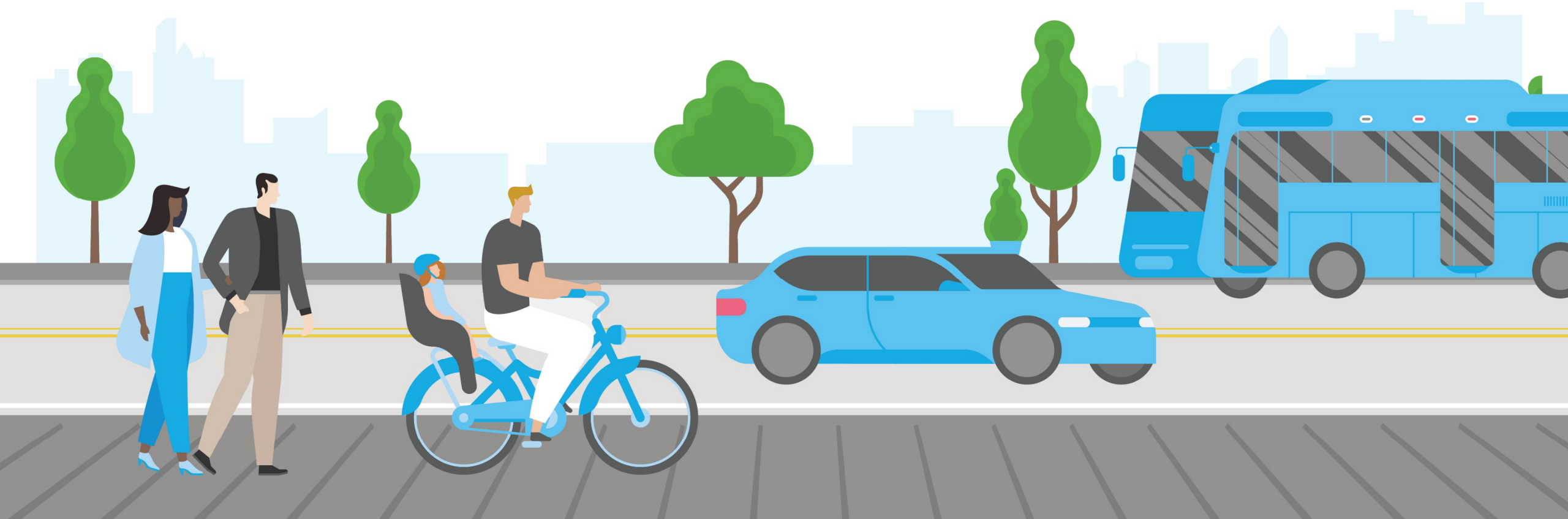
6

Residential Local

Neighborhood streets prioritizing pedestrian comfort and local access.

Goals

- **Increased Flexibility**– Provide adaptable cross-section “envelopes” so staff can deliver cost-effective roadway modernizations tailored to context and available right-of-way.
- **Hold Developers Accountable –** Establish clear, enforceable standards that ensure private projects build their portion of streets to Town specifications.
- **Deliver Addison’s Vision –** Guarantee that all new or reconstructed streets meet the Town’s expectations for walkability, safety, and quality design.



Context Sensitive Approach

- **Key Principles:**
  - **Fit the Place –** Match street design to surrounding land use and context.
  - **Serve All Users –** Provide safe, comfortable options for walking, biking, driving, and transit.
  - **Enhance Character –** Use streetscape, shade, and public space to strengthen Addison's identity.

- **In Practice for Addison:**
  - Wide sidewalks and shade trees in mixed-use areas like Addison Circle.
  - Narrower lanes and traffic calming in residential neighborhoods.
  - Streetscape upgrades in Urban Village redevelopment zones.

What are Flexible Cross Sections?

- **Key Principles:**
  - **Adapt to Context** – Allocate space differently in urban centers and residential streets.
  - **Right-Size Roadways** – Align lane widths and counts with actual traffic demand, allowing room for sidewalks, bike facilities, or landscaping.
  - **Streamline Delivery** – Simplify coordination with developers and reduce redesign costs for Town projects.

- **Benefits for Addison:**
  - **Cost-Effective Modernizations** – Staff can implement large-scale roadway updates without excessive right-of-way acquisition.
  - **Consistent Quality** – Ensure all roadway segments are designed to Addison's standards, by evaluating each project individually to meet both community priorities and regional mobility needs.

PRINCIPAL ARTERIAL

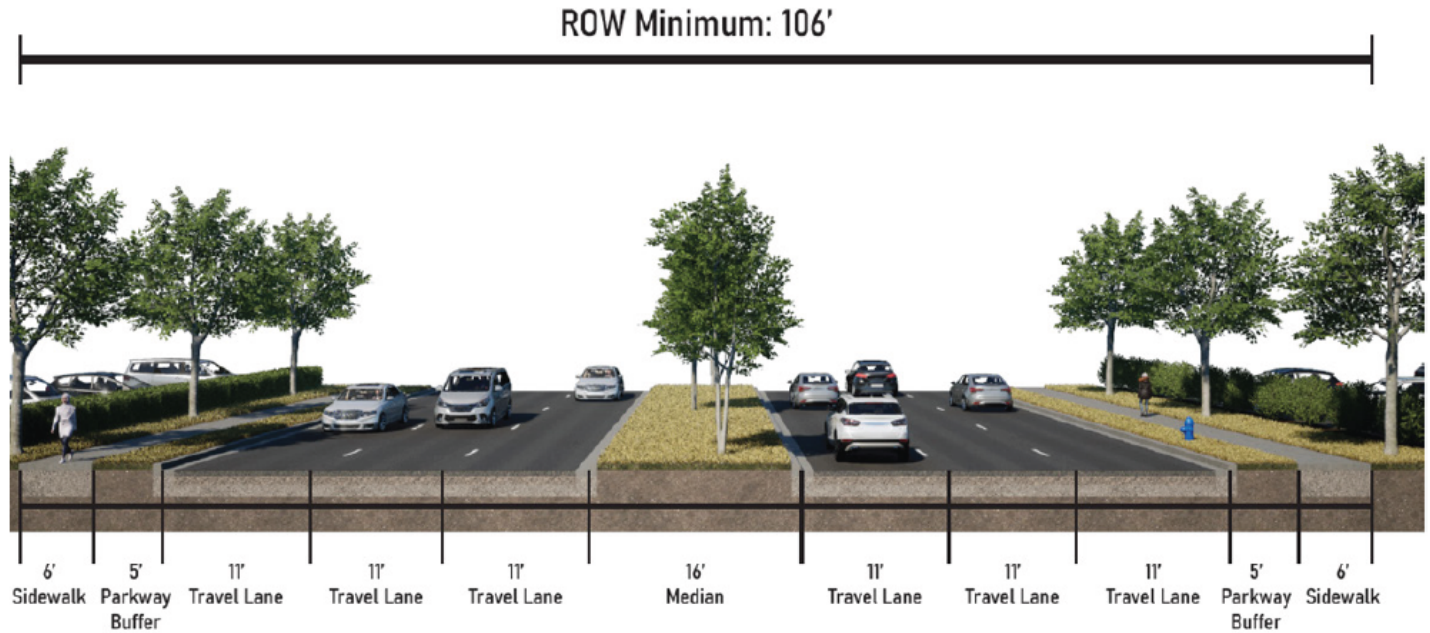
Description: Principal Arterials are the highest-capacity streets in the city network, connecting major destinations and carrying significant volumes of commuter, freight, and transit traffic. These corridors must balance efficient movement with safety and multimodal access, providing a durable, future-ready streetscape framework.

Implementation Note: Principal Arterials should support regional mobility and be designed to safely accommodate the highest volumes of all travel modes. Transit lanes and enhanced bus stop zones can be considered on high-frequency corridors. Bicycle facilities, if present, should be separated and physically protected where feasible, with wide shared-use paths as a preferred alternative in constrained corridors. Median treatments should balance turning movements with safety and may be landscaped to improve corridor identity. Access management and signal coordination should be used to ensure smooth and safe traffic flow.

TABLE 2. PRINCIPAL ARTERIAL COMPONENTS

CATEGORY	COMPONENT	RANGE
Width	Right-of-Way Minimum	106 ft
	Right-of-Way Maximum	130 ft
	Pavement Width	72–90 ft
Streetscape	Sidewalk	6–10 ft
	Parkway Buffer	3–10 ft
	Curb & Gutter	1.5–2 ft
Travelway	Number of Lanes	4–6
	Lane Widths	10–12 ft
	Median Width	15 –20 ft (5ft if adjacent to turn lane)
General	Design Speed	40–45 mph
	Design Service Volumes	30,000–45,000+ vpd

FIGURE 11. PRINCIPALARTERIALCOMPONENTS



RESIDENTIAL COLLECTOR

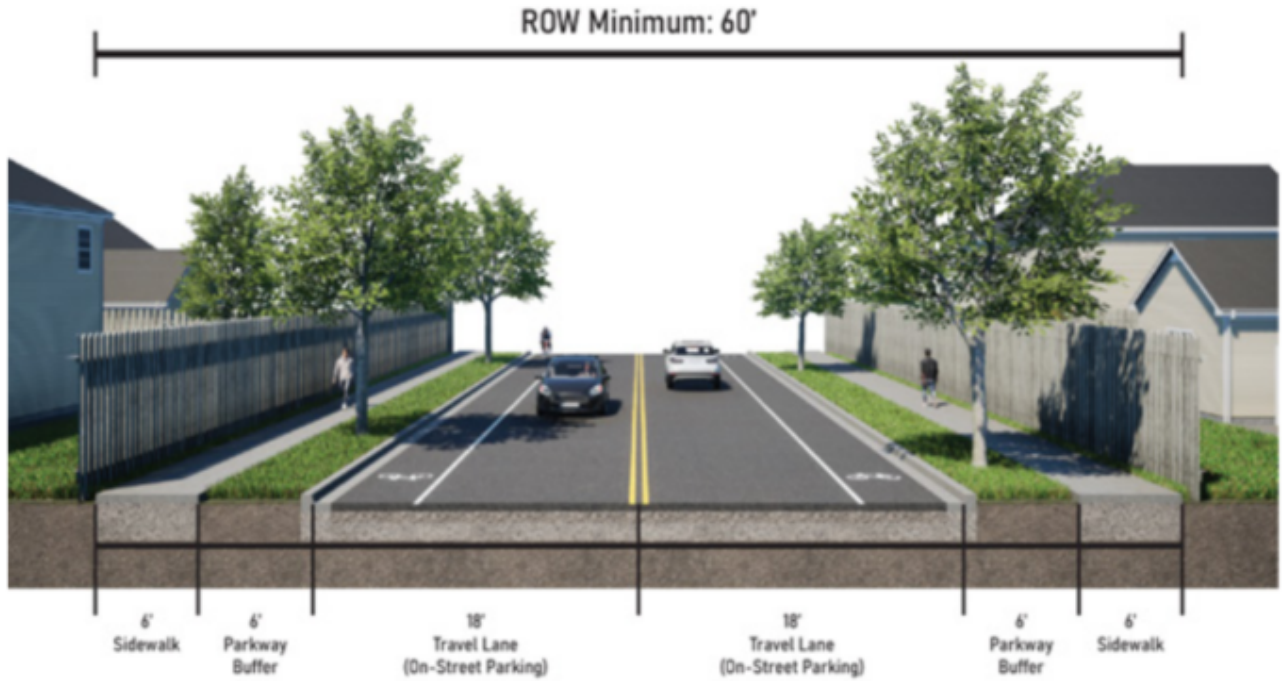
Description: Residential Collectors connect local streets to arterials and are designed to balance low to moderate traffic volumes with multimodal access. They serve key community destinations and can provide space for bicycle facilities and traffic calming elements like medians or crossing islands.

Implementation Note: Final cross-section design will be determined during project development through a context-sensitive approach. However, ROW dedication should follow the maximum width to ensure the City's long-term transportation vision can be realized. For Residential Collector streets: Bike lanes may be used instead of parking lanes where appropriate. These trade-offs should be determined through a public engagement process. Parking lanes may be removed at key intersections to accommodate a dedicated turn lane for improved access to major roadways.

TABLE 5. RESIDENTIAL COLLECTOR COMPONENTS

CATEGORY	COMPONENT	RANGE
Width	Right-of-Way Minimum	60 ft
	Right-of-Way Maximum	80 ft
	Pavement Width	36–44 ft
Streetscape	Sidewalk	5–6 ft
	Parkway Buffer	3–6 ft
	Curb & Gutter	1.5–2 ft
Travelway	Number of Lanes	2–3
	Lane Widths	10–11 ft
General	Design Speed	25–30 mph
	Design Service Volumes	5,000–10,000 vpd

FIGURE 14. RESIDENTIAL COLLECTOR COMPONENTS



URBAN LOCAL

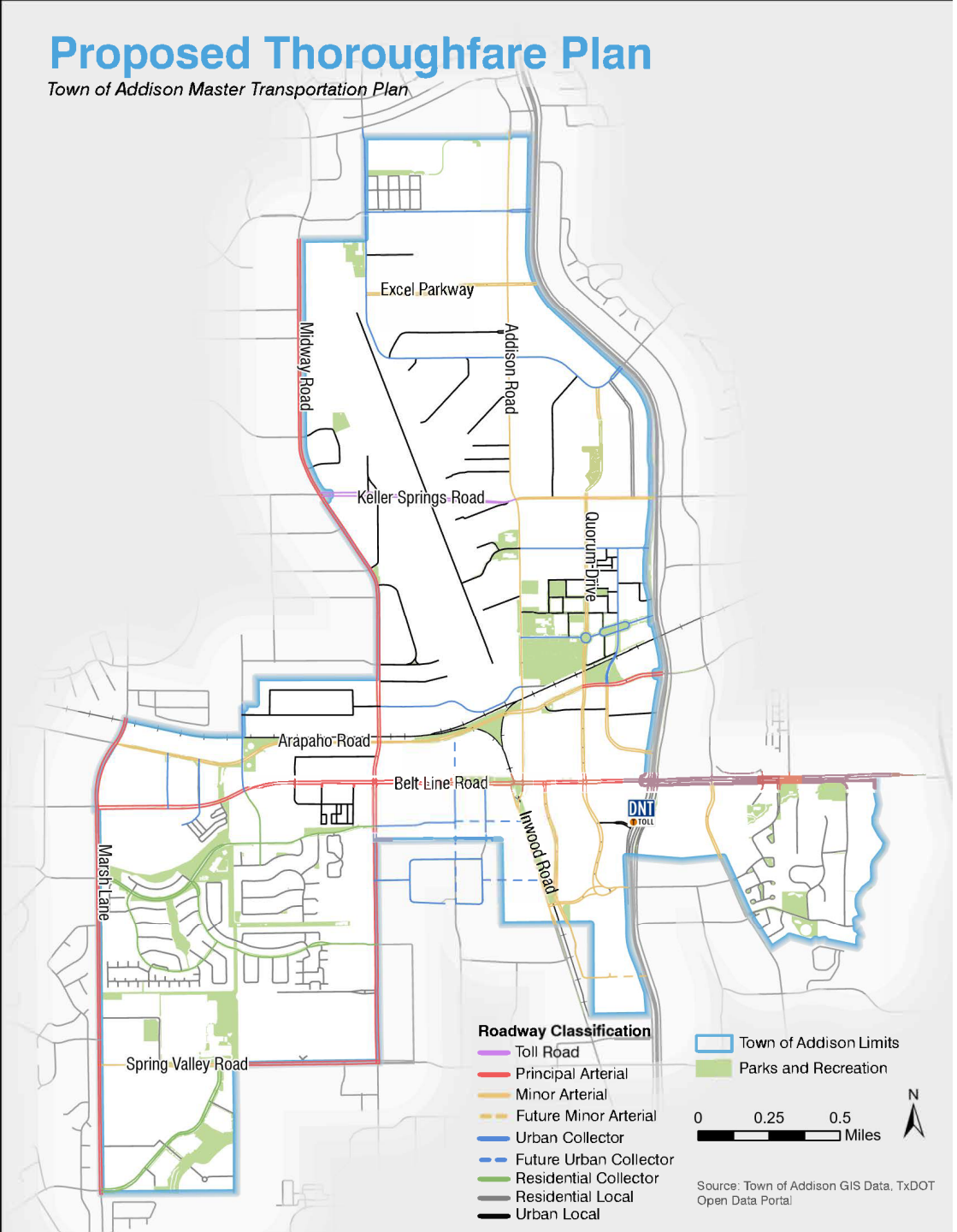
Description: Urban Local streets are intended for mixed-use and walkable areas with higher pedestrian activity than Residential Local streets. These streets prioritize wide sidewalks, parkway space can be replaced with furnishing zones, and the roadway should provide parking on both sides of the street to support adjacent land uses and ground-floor activity.

Implementation Note: Urban Local streets should integrate active design elements that reflect high levels of pedestrian activity and mixed-use development. Parking on both sides should be maintained where feasible but may transition to bike lanes, loading zones, or expanded pedestrian areas. Pedestrian-friendly tools such as bulb-outs, midblock crossings, and raised intersections should be heavily considered to enhance safety and access near ground-floor activity.

TABLE 6. URBAN LOCAL COMPONENTS

CATEGORY	COMPONENT	RANGE
Width	Right-of-Way Minimum	60 ft
	Right-of-Way Maximum	70 ft
	Pavement Width	36–40 ft
Streetscape	Sidewalk	6–12 ft (enhanced)
	Parkway Buffer	Minimal or replaced by furnishings
	Furnishing Zone	4–8 ft
	Curb & Gutter	1.5–2 ft
Travelway	Number of Lanes	2
	Lane Widths	10–11 ft
General	Design Speed	25 mph
	Design Service Volumes	<5,000 vpd

FIGURE 15. URBAN LOCAL COMPONENTS



Thoroughfare Plan:

What is it? A plan for Addison's major streets. It designates classifications and cross-sections..

- **New Classifications –** Introduces Urban Local and Urban Collector to better match walkable, mixed-use areas.
- **Development Standards –** Ensures developers construct their share to Town specifications, including right-of-way dedications.
- **Future Segments –** Identifies key new connections to improve circulation and support redevelopment.

Future Roadway Segments

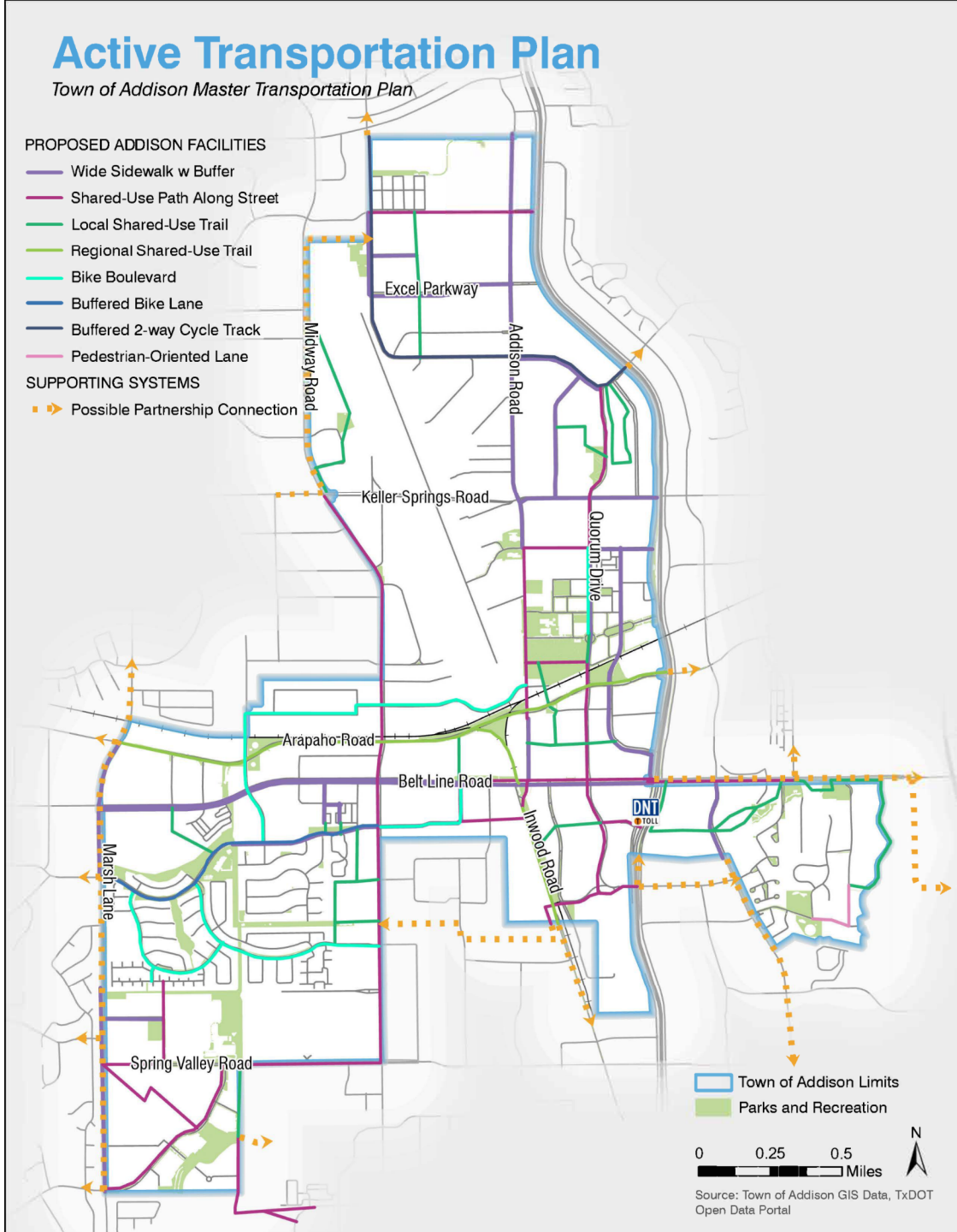
Improvement Location	Project Limits	Recommendation	Status
Alpha Rd/Bella Ln*	Near Vitruvian	Connection completed	Complete
Beltway Drive – East–West Segment*	Current terminus to Inwood Road	Consider future extension in coordination with redevelopment opportunities; follow Inwood Enhancement Zone study	Planned
Landmark Boulevard*	Extend to DNT	Project infeasible under current conditions	Planned
Beltway Drive – North–South Segment*	Arapaho Road to Belt Line Road and current north–south terminus to South Town Limit	Consider future extension in coordination with redevelopment opportunities; follow Inwood Enhancement Zone study	Planned
Beltwood Parkway*	Extend to Inwood Rd	Consider with future redevelopment; align with Inwood Enhancement Zone	Planned

Future Roadway Modifications

Improvement Location	Project Limits	Recommendation	Status
Midway Road	Spring Valley Rd to Keller Springs Rd	Roadway modernization including side path, utilities, ADA-compliance, and modern lighting	Complete
Keller Springs Road	Addison to Dallas North Tollway	Enhanced sidewalks and pedestrian improvements along the corridor	Under Construction
Montfort Drive*	Belt Line Rd to Celestial Road	Add pedestrian enhancements along the street; potential installation of a new traffic signal with pedestrian crossing at one of the drives at Village on the Parkway	Design Phase
Quorum Drive*	DNT to DART ROW	Maintain planned upgrades for drainage, bicycle, and pedestrian enhancements	Design Phase
Airport Parkway	Addison to Dallas North Tollway	Roadway modernization including enhanced sidewalk, utilities, traffic signals ADA-compliance, and modern lighting	Design Phase
Addison/Inwood Road*	Keller Springs Rd to South Town Limit	Widen to 4D in the remaining locations as right-of-way becomes available	Planned
Addison Road	North Town Limit to Keller Springs Rd	Reduce from 4-lane undivided to 3-lane to accommodate side path; aligns with Trails Master Plan	Planned
Marsh Lane	North Town Limit to South Town Limit	Roadway modernization including side path, utilities, ADA-compliance, and modern lighting	Planned
Arapaho Road*	Quorum to Dallas North Tollway	Widen to 6D in the remaining locations as right-of-way becomes available	Planned
Quorum & Westgrove Intersection*	Westgrove to Dallas North Tollway	Reconfigure the intersection when the adjacent property develops so that Quorum is the through movement at Westgrove	Planned

Active Transportation Plan

- Incorporates the adopted 2021 Citywide Trails Master Plan.
- Updates with recent bicycle and trail projects such as Midway Shared-Use Path and Vitruvian connections.
- Provides a long-range vision for a connected walking and biking network along Addison roadways.
- Not all projects are immediate priorities—priority projects are outlined in the report.



Active Transportation Priority Projects

Improvement Location	Project Limits	Recommendation	Status
Crossing Improvements	Citywide	Provide safe crossings in frequent intervals on all thoroughfares.	Ongoing
Bicycle Parking	Citywide	Install bicycle parking in high-traffic areas	Ongoing
Quorum Drive	DART to Westgrove	Two-way cycle track from DART Station to Belt Line, a bike boulevard from Airport Parkway to DART Station, and a shared-use path from Airport Parkway to Westgrove.	Under Consideration
Westgrove Drive	Quorum to Trinity Mills	Buffered cycle track; connect to Quorum facilities	Under Consideration
Tollway Crossing	Belt Line	Continue coordination with NTTA & City of Dallas for potential pedestrian/bike sidepath.	Planned
Belt Line Road	Beltway to Winnwood Park	Buffered shared-use path & crossings	Planned
Inwood "Rail Trail"	South Town Limit to Belt Line	Add sidepath; extend to Surveyor	Planned
Spring Valley Road	Bush Elementary to Midway	Shared-use path via Silver Line Trail coordination	Planned
Micro-Mobility Options	Citywide	Implement and regulate micro-mobility options, such as bike-share and scooter-share programs	Planned
Addison Road	Belt Line to North Town Limit	Buffered path + 3-lane cross-section	Further Study Needed

Pedestrian Toolbox

PHB

Shared-Use Path

Marked Crosswalk

Curb Ramps

RRFB

Sidewalk

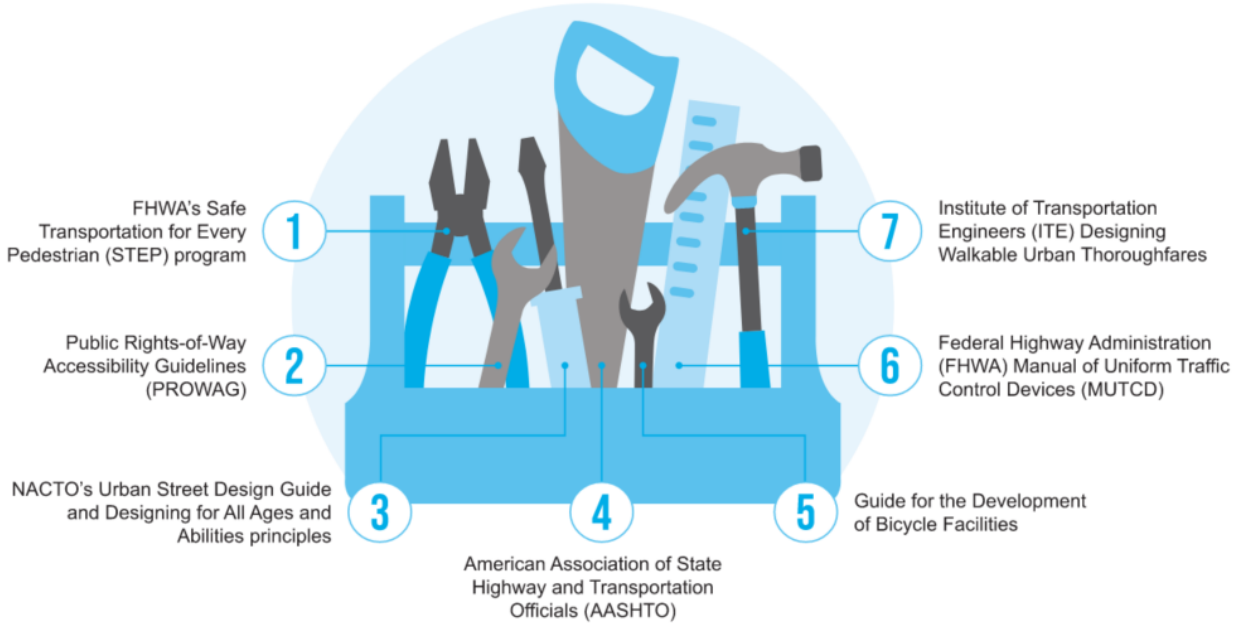
Crossing Islands

LPI

Improved Slip Lanes

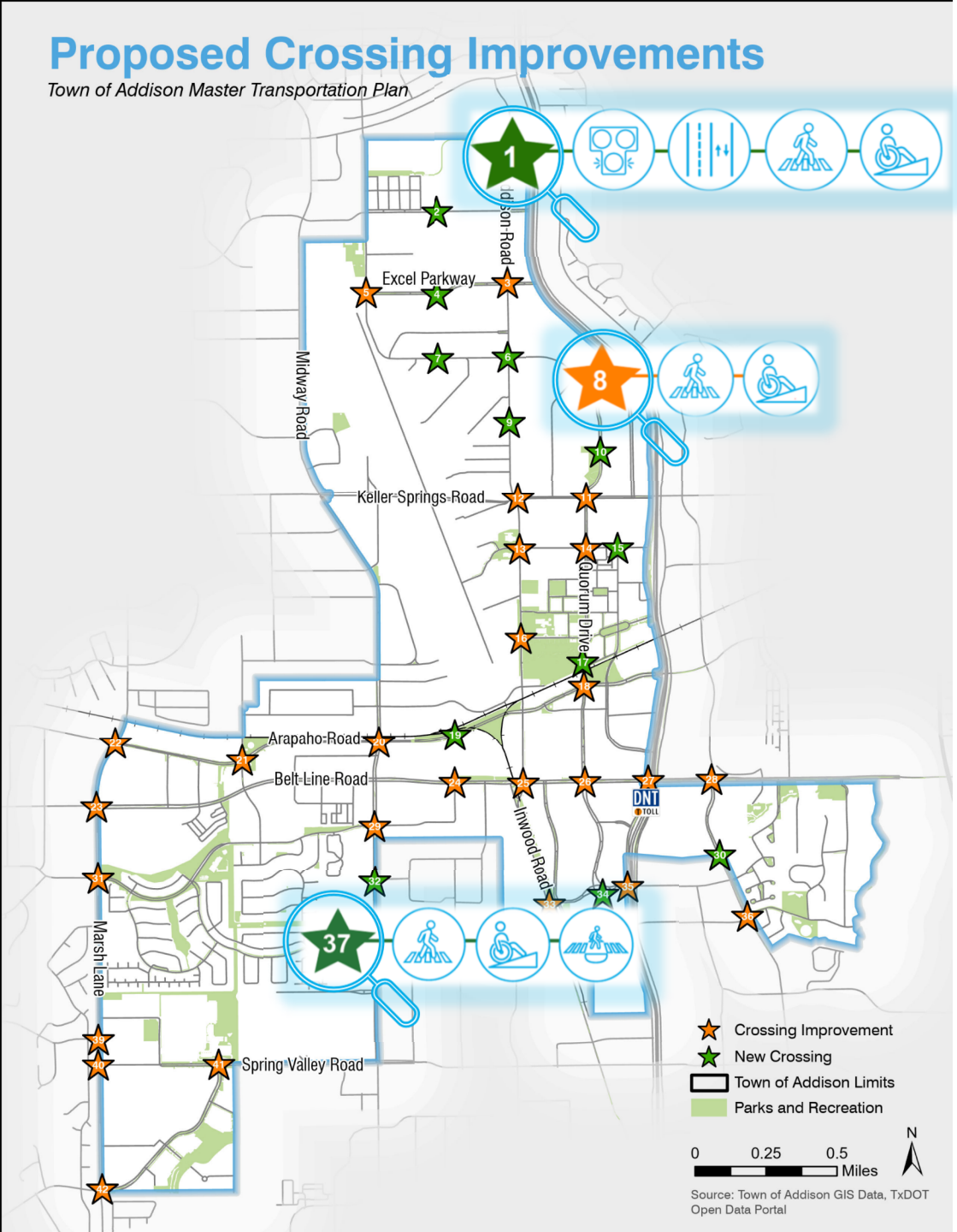
Pedestrian Countdown

Curb Extensions

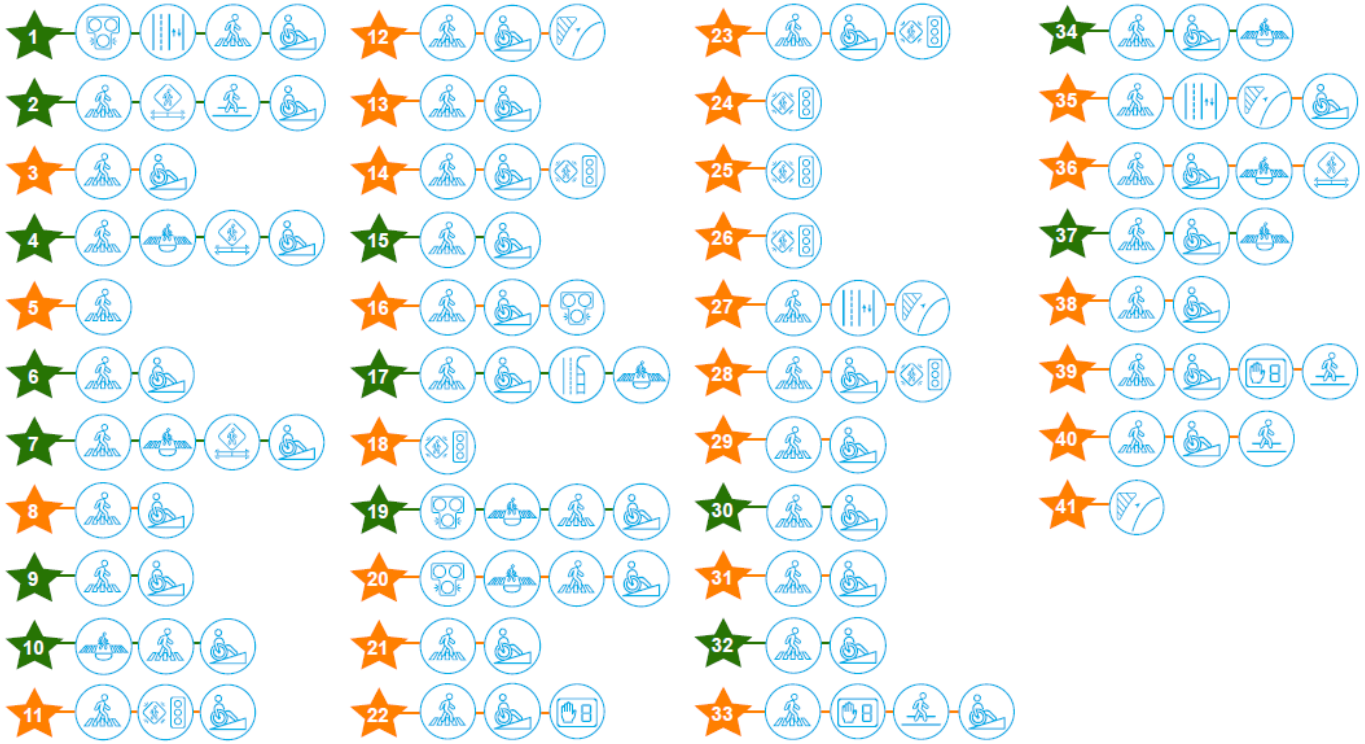


Proposed Crossing Improvements

Town of Addison Master Transportation Plan



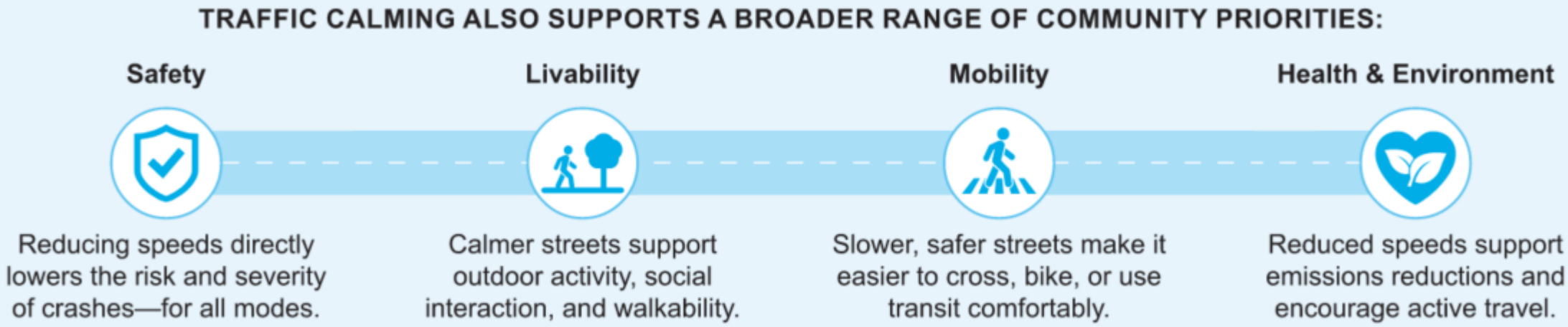
Crossing Improvements



Note: For all Crossing Improvement locations, the listed pedestrian toolbox applications are based on initial analysis and should be evaluated further. Each location should undergo site-specific study using the **Crossing Guidelines** outlined in this report to confirm or refine the proposed treatments.

Traffic Calming Toolbox

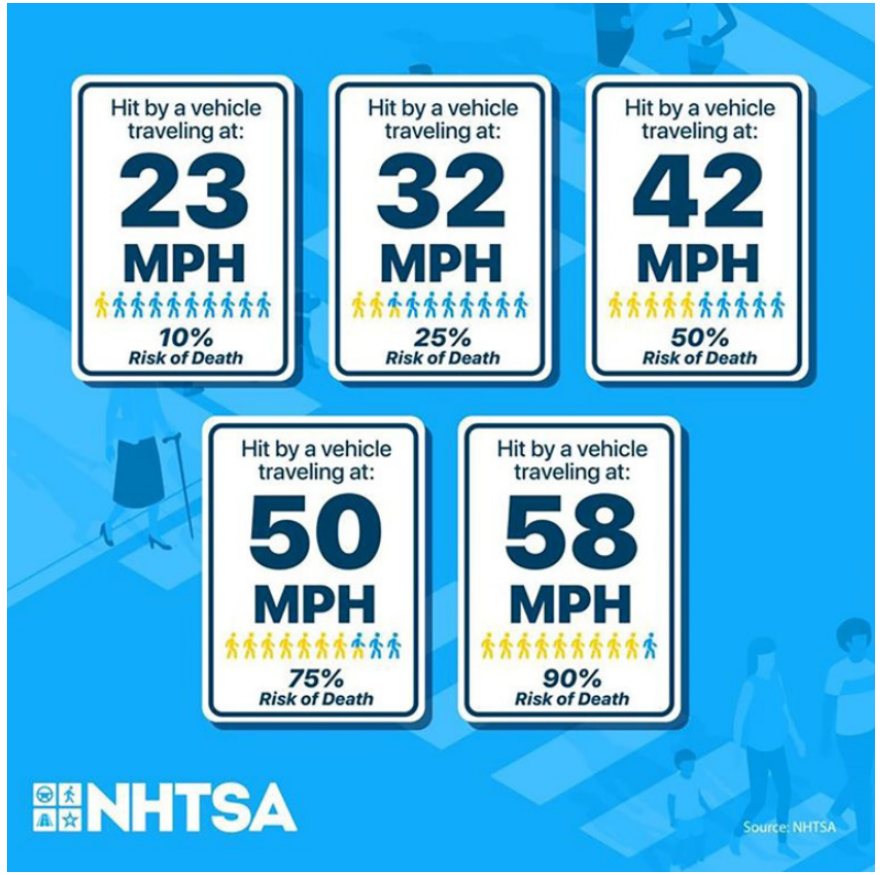
- **Purpose:** Reduce vehicle speeds, improve safety, and enhance comfort for people walking, biking, and driving.
- **Four Categories of Tools:**
  - Speed Management – Raised intersections and radar speed signs.
  - Roadway Delineation Tools – Pavement markings and dividers & medians.
  - Intersection Tools – Roundabouts, curb extensions, in-street crosswalk signs, pedestrian refuge islands, and corner radii's.
  - Community Enhancement Tools – Textured pavement, Street trees & landscaping, and gateway treatments.



Speed Limit Evaluations

- **Legal Framework** – New TMUTCD guidance allows speed limits to consider land use, safety, and engineering judgment—not just the 85th percentile; cities have authority to adjust local/collector speeds.
- **Data-Driven Evaluation** – INRIX speed data used to identify corridors where posted limits don't align with actual driver behavior.
- **Key Findings** – Recommended speed limit reductions on multiple roadways in Addison.

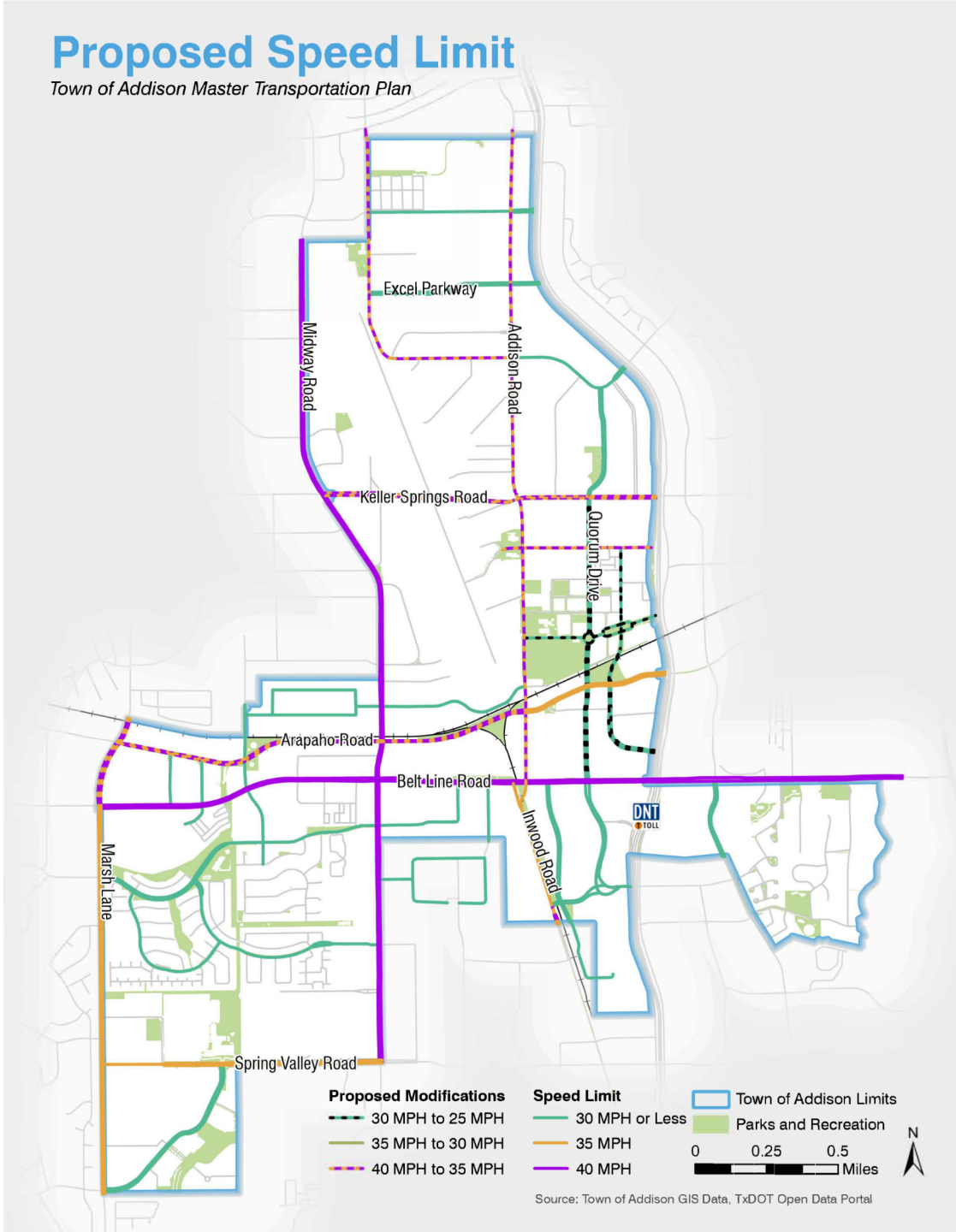
ROADWAY NAME	85TH PERCENTILE SPEED (TIME-BASED)	POSTED SPEED LIMIT
EB Westgrove Drive	37 mph	40 mph
WB Westgrove Drive	37 mph	40 mph
NB Quorum Drive	29 mph	30 mph
SB Quorum Drive	28 mph	30 mph
EB Arapaho Road	41 mph	40 mph
WB Arapaho Road	39 mph	40 mph
SB Addison Road	36 mph	40 mph
NB Addison Road	36 mph	40 mph



Speed Limit Recommendations

Roadway	Project Limits	Existing Speed Limit	Proposed Speed Limit
Westgrove Drive	Northern Limits to Addison Road	40 MPH	35 MPH
Addison Road	Northern Limits to Belt Line Road	40 MPH	35 MPH
Keller Springs Road	Midway Road to DNT	40 MPH	35 MPH
Airport Parkway	Addison Road to DNT	40 MPH	35 MPH
Arapaho Road	Marsh lane to Addison Road	40 MPH	35 MPH
Quorum Drive	Keller Springs Road to Belt Line Road	30 MPH	25 MPH
Spectrum Drive	Airport Parkway to DNT	30 MPH	25 MPH
Addison Circle	Addison Road to DNT	30 MPH	25 MPH

Note: Proposed speed limit reductions reflect safety data, roadway configurations, land use context, and TxMUTCD guidance, with changes reinforced by traffic calming design tools or enforcement.



Questions?