

TOWN OF ADDISON

2026 MASTER TRANSPORTATION PLAN

ADOPTED: JULY 2026

PREPARED FOR:

ADDISON®

2026 MASTER TRANSPORTATION PLAN

PREPARED BY:

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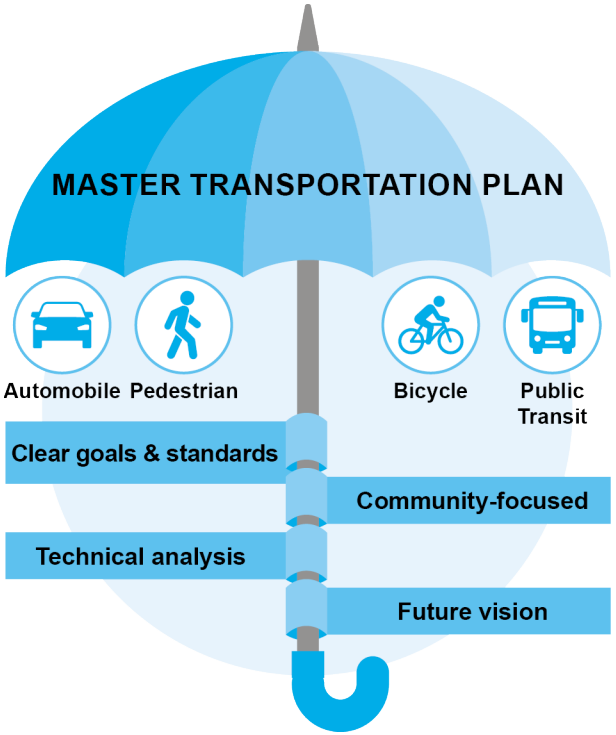
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ADDISON

CHAPTER 1:
INTRODUCTION & PROJECT OVERVIEW

The Town of Addison is undertaking a comprehensive update of its Master Transportation Plan in 2025 as an evolution of the 2016 plan. This updated Master Transportation Plan (MTP) will serve as the guiding document for all major transportation-related improvements within Addison, addressing all travel modes—automobile, pedestrian, bicycle, and public transit—and establishing clear goals and standards for each. The plan is crafted to be accessible and community-focused, meaning it is written in plain language for residents and stakeholders to understand, while still incorporating the necessary technical analysis and standards that engineers and planners require. In essence, the MTP provides a long-range blueprint for mobility in Addison that aligns with the town's broader vision for the future. This chapter outlines the purpose of the plan, the process by which it is being developed, the timeline of related planning efforts, and the guiding principles shaping its recommendations.



MOVING FORWARD WITH ADVANCE ADDISON 2050

Addison's transportation planning does not occur in a vacuum—it is closely tied to the Town's land use planning and community goals. In fact, the MTP update is being coordinated with the Advance Addison 2050 Comprehensive Plan, a visionary policy document guiding land use, transportation, and community facilities through the year 2050.

The comprehensive plan was developed with extensive public input from October 2023 through April 2025, reflecting the community's aspirations for Addison's future. By updating the transportation plan in concert with this new comprehensive plan, Addison ensures that transportation policies and investments support the Town's desired development character, quality of life, and economic vitality. Ultimately, the Master Transportation Plan's project overview can be summarized as follows: it is a strategic yet user-friendly roadmap for improving how people move in and around Addison, tailored to community needs and bolstered by technical best practices.

PURPOSE OF THE PLAN

The primary purpose of the 2026 Master Transportation Plan is to establish a cohesive long-term vision and actionable strategy for Addison's transportation system. The plan updates and replaces the previous 2016 MTP, responding to new developments and opportunities that have emerged in the past decade.

The guiding principles of this Master Transportation Plan reflect the community values and mobility priorities outlined in the Advance Addison 2050 Plan. These principles ensure that transportation policies and projects align with Addison's broader goals of putting people first, enhancing quality of life, and supporting sustainable growth.

The key guiding principles include:

People First: Addison prioritizes its people—residents and visitors—over their automobiles in every decision; accordingly, this plan emphasizes pedestrian-friendly design, safety, and human-centered mobility choices across the network.

Aesthetics Matter: The Town is committed to high-quality design and materials in the built environment. The MTP upholds this by promoting streetscape enhancements and comfortable, attractive infrastructure that make walking, biking, and transit pleasant experiences.

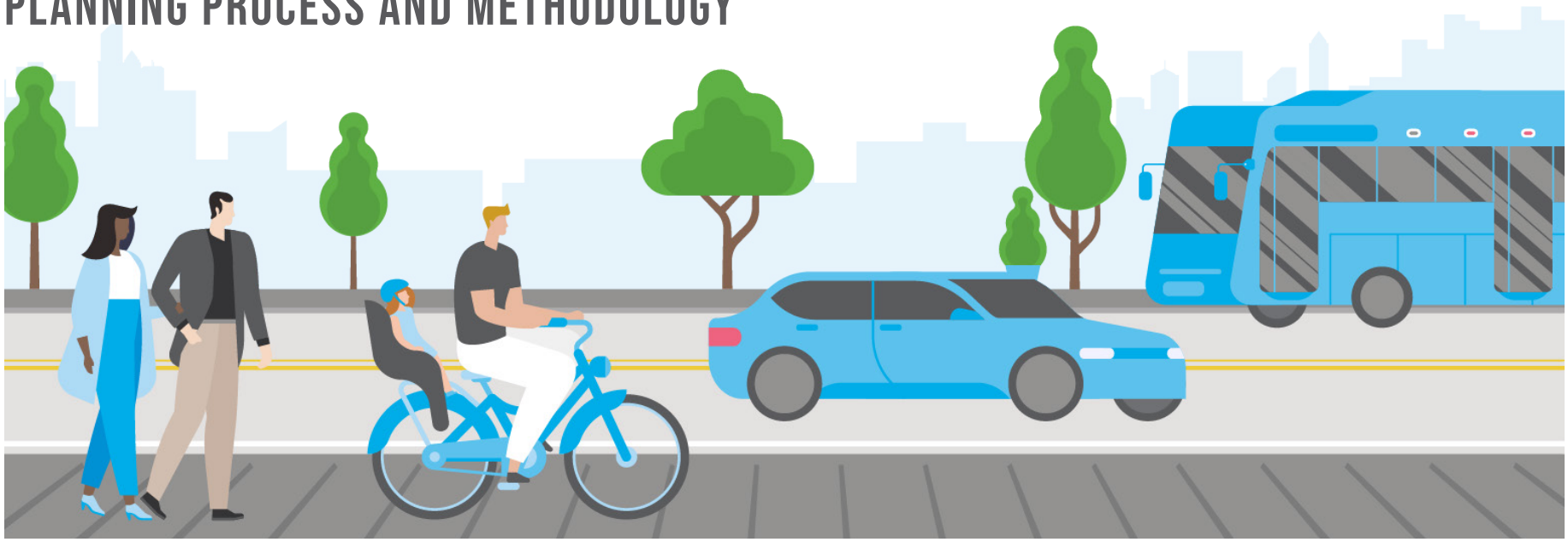
Leadership & Innovation: Addison has a legacy of innovative leadership and intends to lead in the future of mobility. The plan embraces forward-thinking solutions—from adopting new transit technologies to creative street designs—to keep Addison on the cutting edge of transportation planning.

High Quality of Life: Providing the "highest quality of life in North Texas" is a core principle for Addison. Thus, this plan seeks to improve everyday mobility for all ages and abilities, ensuring convenient access to jobs, services, parks, and entertainment through a variety of transportation options.

Economic Prosperity: Easy access to local employers, retail, and entertainment is critical to Addison's fiscal health and vibrancy. Guided by this principle, the MTP prioritizes investments that connect key commercial centers and employment hubs—such as enhancing transit service and filling gaps in the trail and sidewalk network—to support economic growth.

These guiding principles, drawn from the comprehensive plan's vision and decision-making framework, provide a consistent point of reference. They ensure that as we develop transportation projects and policies, we remain focused on people-oriented, well-designed, and future-focused solutions that enhance community well-being and prosperity.

PLANNING PROCESS AND METHODOLOGY



The 2026 Master Transportation Plan (MTP) builds upon the foundation established in Addison's 2016 MTP, carrying forward its commitment to multimodal mobility, safety, and accessibility. While the 2016 plan introduced important strategies for integrating walking, biking, and transit into Addison's transportation network, the 2026 update expands and refines those strategies to reflect current conditions and emerging priorities. This update is also fully aligned with the Advance Addison 2050 Comprehensive Plan, which reinforces the need for more walkable neighborhoods, first- and last-mile transit connections, and a transportation system that serves and accommodates all residents and visitors in Addison.

The MTP guides transportation decisions and investments across all modes—walking, biking, transit, and driving—and ensures those improvements align with Addison's core values: people first, high quality of life, and economic prosperity.

ADDISON'S CORE VALUES



APPROACH

This plan was shaped by a data-driven and community-focused process that builds on existing plans and advances the 2050 vision. The approach included:

PLAN REVIEW AND INTEGRATION

Reviewed and aligned with the 2016 Master Transportation Plan, 2021 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 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.

Together, these steps produced a practical, community-backed plan that will guide how Addison invests in transportation to support mobility, growth, and quality of life through 2050.

CHAPTER 2:
COMMUNITY CONTEXT

TOWN OF ADDISON TODAY

Addison is a compact, thriving community in the heart of the Dallas-Fort Worth region, home to about 17,000 residents in just 4.4 square miles. While small in population, Addison plays a big role in regional mobility. It has a daytime population exceeding 120,000, driven by a dense mix of offices, restaurants, retail, and one of the busiest general aviation airports in the country; Addison Airport, which occupies a large portion of the town's land area.

This unique mix of land uses creates complex transportation needs. On one hand, Addison must manage regional-scale traffic and transit, including major arterials like Belt Line Road and the DART Silver Line station which opened in 2025. On the other, it must support neighborhood-scale mobility—safe crossings, well-connected sidewalks, and access to parks and trails—for its residents. Although Addison's residential neighborhoods occupy a smaller share of the Town's land area, they play a meaningful role in town life and planning and its priorities—such as safety, traffic calming, and neighborhood walkability—are central to this plan.



Addison Circle – Neighborhood in Addison

Addison's identity blends a high-energy urban core with a close-knit residential community. Housing in Addison includes a significant share of multifamily units, particularly in walkable neighborhoods like Addison Circle and Vitruvian Park. At the same time, the Town places strong value on maintaining a balanced and diverse residential mix—supporting both urban living and long-established single-family neighborhoods. With vibrant economic activity, a high concentration of restaurants, and regional attractions like Kaboom Town!, Addison's infrastructure must serve both its residents and the thousands of visitors who come to work, dine, or celebrate here.

ADDISON IS HOME TO

- 17,000 Residents
- Offices
- Retail
- 4.4 Square Miles
- Restaurants
- Addison Airport



Neighborhood in Addison



Offices in Addison



Airport in Addison

WAYFINDING AND MESSAGING MASTER PLAN

The Town of Addison is developing a comprehensive Wayfinding and Gateway Master Plan to create a clear, consistent, and welcoming system of signage that enhances navigation and reinforces Addison's identity. The plan will establish a coordinated family of signs—including vehicular and pedestrian directional signs, gateway monuments, parking identifiers, and trail connections—that guide residents and visitors to key districts, destinations, and community assets. Beyond physical signage, the plan emphasizes themes, design character, and innovative tools to improve the visitor experience and highlight Addison's cultural, recreational, and commercial destinations.

This initiative is occurring in parallel with the Master Transportation Plan (MTP) update, allowing the two efforts to reinforce one another. While the MTP identifies the long-term vision for Addison's streets, active transportation corridors, and multimodal connections, the Wayfinding Plan translates those investments into a user-friendly navigation system that improves access and mobility. Together, the plans ensure that new transportation projects are paired with intuitive wayfinding, making it easier to walk, bike, drive, and explore Addison's network of districts. The result is a coordinated strategy that not only improves mobility but also strengthens Addison's sense of place.



Addison's Wayfinding and Messaging Master Plan Report Cover

FUTURE LAND USE AND GROWTH PATTERNS

With limited undeveloped land remaining, Addison's future growth will come largely from infill and redevelopment. The Advance Addison 2050 Comprehensive Plan establishes a clear strategy to guide this growth through defined Place Types, and the Spectrum of Change Map, which together identify where and how change is expected.

The Town's approach emphasizes preserving stable neighborhoods—particularly the single-family area in Southeast and Southwest Addison—while encouraging redevelopment in aging commercial corridors and underutilized sites.

Commercial sites surrounding major corridors like Inwood Road, the Dallas North Tollway, Belt Line Road, and the Urban Village Place Types are key redevelopment opportunities.

Areas like Addison Circle, Midway South, Inwood Road, and the Vitruvian Park and Addison Grove developments are key opportunity zones. These areas are envisioned to evolve into walkable, mixed-use districts with a blend of housing, retail, office, and public space that supports Addison's goals for connectivity and quality of life.

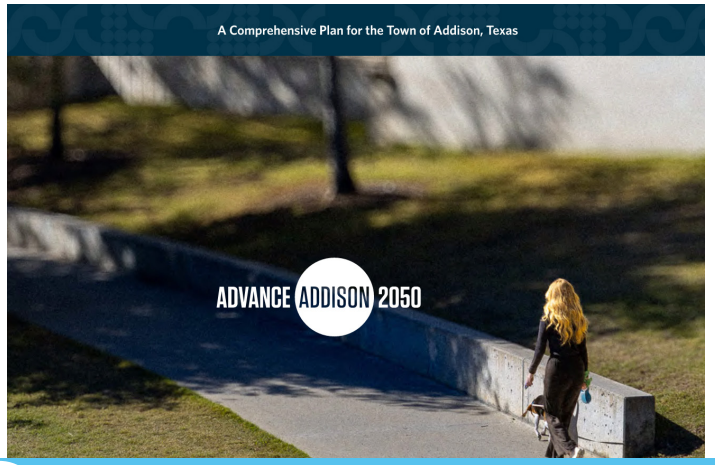
Mixed-use centers—especially near transit—are central to this vision. The area surrounding the DART Silver Line Addison Station is designated as a High-Intensity Urban Center and will be a focus for transit-oriented development. The plan calls for active ground-floor uses, improved pedestrian access, and integration with trails and parks to ensure this node is not just dense, but livable and connected.

Addison also aims to diversify housing options by encouraging fee-simple ownership models such as townhomes and condos, especially in transitional areas. New housing types like Accessory Dwelling Units (ADUs) and triplexes are also supported to expand livability for all ages and income levels. These efforts are intended to complement, not replace, Addison's existing neighborhoods.

Importantly, strategic redevelopment also provides an opportunity to implement the proposed roadway cross sections and segment improvements outlined in this Master Transportation Plan. As properties redevelop, new internal street grids, sidewalk connections, and multimodal infrastructure can be delivered in coordination with private investment—completing critical links in the town's transportation network.

Advance Addison 2050 further supports modernizing older office and industrial areas into mixed-use employment hubs and continuing to preserve and enhance Addison Airport's surrounding district as a major employment and economic driver.

Across all redevelopment, Addison prioritizes walkability, street design, and public space. Projects are expected to tie into the town-wide trail network, incorporate complete streets, and contribute to a strong public realm. This ensures that new development reinforces Addison's identity while supporting broader mobility and sustainability goals.



View the webpage for Advance Addison 2050

REGIONAL PLANNING CONTEXT

Addison may be small in size, but it is an integral part of the greater North Texas region. Regional planning efforts by agencies like the North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), and Dallas County influence Addison's planning decisions. Likewise, Addison's developments and infrastructure contribute to regional objectives such as reducing sprawl, improving transportation networks, and enhancing air quality. This section discusses how Addison fits into and coordinates with the broader regional context, especially in transportation and growth management.

LOCATION AND CONNECTIVITY

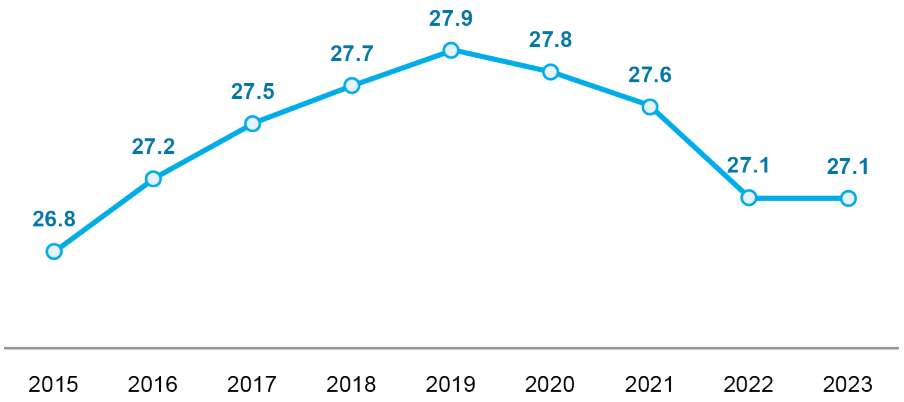
Addison is located in Dallas County, surrounded by the cities of Dallas, Carrollton and Farmers Branch. It sits at the convergence of major transportation corridors—notably the Dallas North Tollway running north-south through town, and Interstate 635 (Lyndon B. Johnson Freeway) just to the south. Being in the heart of the Dallas-Fort Worth urbanized area, Addison benefits from and contributes to regional mobility systems. For example, Belt Line Road in Addison is a principal east-west arterial that continues through multiple neighboring cities, carrying regional traffic across the northern suburbs. Addison continuously works on improvements to such arterial roads to ensure capacity and safety. A notable project was the Addison Airport Toll Tunnel completed in 1999, which reconnected Keller Springs Road under the airport runway to relieve traffic on Belt Line—a project with regional impact funded through multi-jurisdictional cooperation. Today, Addison's Master Transportation Plan aligns with NCTCOG's Metropolitan Transportation Plan, recognizing that efficient local traffic flow on roads like Belt Line, Midway, Arapaho, and Marsh affects the broader network and vice versa. Regional traffic models used by NCTCOG include Addison's growth assumptions to forecast congestion and target improvements.

NCTCOG MOBILITY 2050

More time in traffic: the average North Texas commute time is 27.1 minutes in 2023, up from 26.8 minutes in 2015, reflecting growing congestion and longer trips due to outward expansion in the Dallas-Fort Worth region.

Enhancing roadway efficiency and expanding travel options can help manage travel times and improve reliability.

FIGURE 1. MEAN REGIONAL COMMUTE TIME



Source: US Census Bureau, American Community Survey 5-Year Estimation

One regional challenge is the explosive growth occurring on the region's fringes—over 50% of the DFW area's projected population growth by 2045 is expected outside existing city boundaries. Addison's strategy of accommodating redevelopment internally supports the regional goal of curbing sprawl; by planning for higher residential and employment densities in an inner-area like Addison, the region can reduce development pressure on fringe areas and make better use of existing infrastructure. This approach also helps lower average vehicle miles traveled (VMT) by placing more residents within walking or biking distance of retail, restaurants, and employment—reducing the need for long, car-dependent commutes and improving overall regional mobility. National data shows a meaningful share of daily trips are short distance trips, which are often the easiest to shift to walking, biking, or transit when safe connections exist.

BUS NETWORK AND ADDISON TRANSIT CENTER

Addison has been a member of the DART transit authority since its inception in 1983, dedicating a portion of local sales tax to fund regional transit. For decades, transit access in Addison was provided primarily through bus service, and the Town did not have the rail service available in many other DART cities. During this time, the Addison Transit Center developed into one of the busiest bus hubs in the DART system, serving 12 bus routes and supporting substantial daily and quarterly boardings. The bus network has long played a central role in providing mobility for residents, employees, and visitors, particularly for local and regional trips within North Dallas.

The Addison Transit Center continues to function as a critical access point within the regional transit network, supporting transfers between multiple bus routes as well as on demand services. With the DART Silver Line completed in 2025, the Transit Center will also provide a direct connection between bus service and regional rail, strengthening Addison's role as a multimodal hub. This connection will allow bus riders to seamlessly access new rail service while expanding the reach of the Silver Line to destinations beyond walking distance of the station. The Town continues to coordinate with DART to improve stop amenities, strengthen service integration, and enhance first and last mile connections, ensuring that bus and rail services function as a cohesive system.



DART Transit in Addison



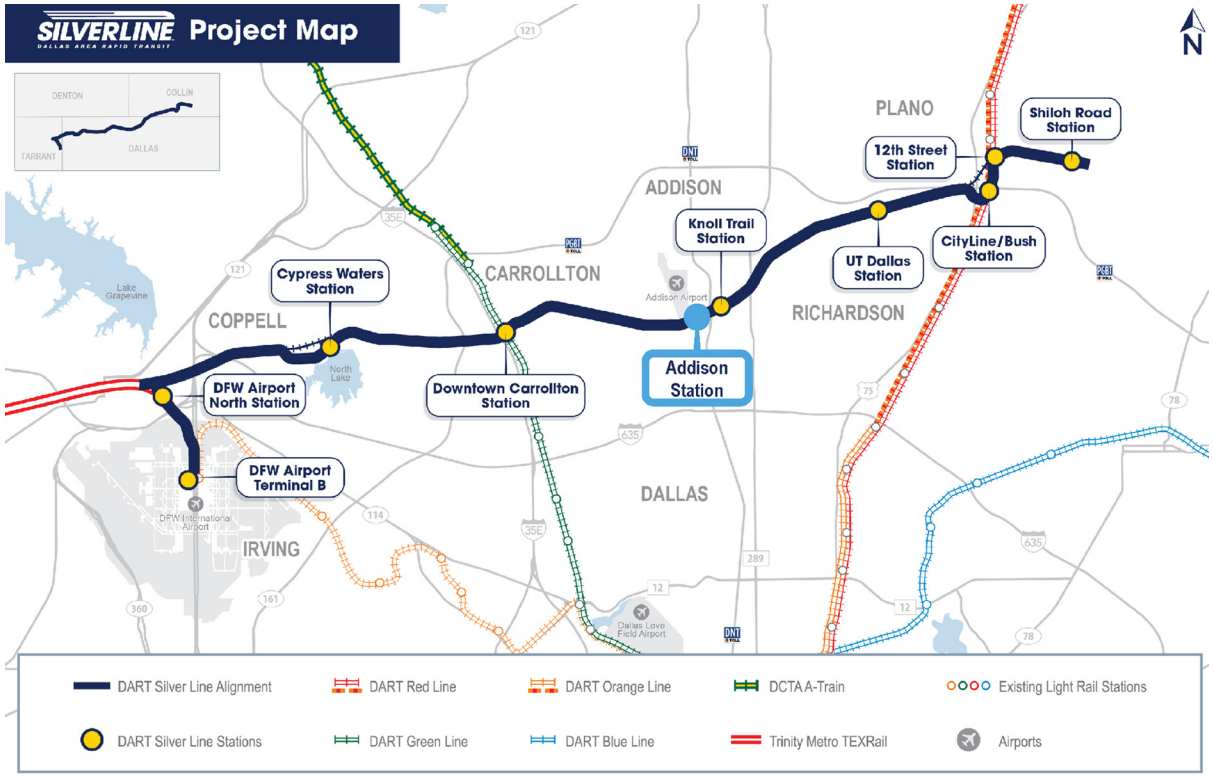
DART Transit in Addison

DART SILVER LINE

The DART Silver Line project, originally known as the Cotton Belt corridor, began passenger rail service to Addison in October 2025. The Silver Line is a 26 mile regional rail line stretching from Plano on the northeast end, through Addison, to Dallas Fort Worth International Airport on the west end. The addition of rail service represents a major expansion of regional connectivity for Addison and builds upon the Town's long standing role in supporting transit investment.

The Town has worked closely with DART and regional partners on station design, first and last mile connections, and transit oriented development planning around the Addison Station. Addison's role in the Silver Line was also a major impetus for broader regional planning efforts. NCTCOG led a Silver Line Corridor TOD Planning initiative, supported by a federal grant, that brought together Addison, Carrollton, Dallas, Plano, Richardson, and other cities to coordinate land use and transportation strategies. This collaborative work has helped ensure that policies, from zoning to pedestrian and bicycle improvements, are consistent across city boundaries and support transit use while reducing reliance on short vehicle trips that contribute to congestion.

FIGURE 2. SILVER LINE PROJECT MAP



From a regional perspective, Addison Station is expected to function as a significant multimodal hub. There are an estimated 210,000 jobs within a half mile of the Silver Line corridor, and the Addison and North Dallas station areas together account for more than half of those jobs. The Silver Line provides an alternative to congested highways for accessing these employment centers, supports regional mobility goals, and improves travel options for both transit riders and drivers. It also connects Addison residents to major destinations, including DFW Airport and transfers to the Red, Orange, and Green lines.

While rail service represents a major new investment, it is intended to complement, not replace, the existing bus network. DART plans to operate Silver Line trains every 30 minutes during peak periods and hourly during off peak periods. Addison is coordinating with DART to align bus service with rail operations and to explore shuttles, circulators, and on demand options that expand access beyond walking distance from the station. As a member city, Addison continues to participate in DART board and committee discussions to advocate for services that reflect local needs and priorities.

REGIONAL TRAIL AND BIKE NETWORKS

North Texas is steadily building out a connected regional trail system—known as the Regional Veloweb—and Addison is an integral part of this network. The Town's City-Wide Trails Master Plan (2021) prioritized extending trail access beyond Addison's borders and tying into key regional routes. A centerpiece of this effort is the Cotton Belt Trail, a planned 26-mile hike-and-bike corridor that runs parallel to DART's new Silver Line. Addison's segment of the Cotton Belt Trail will offer direct connections west into Carrollton and Coppell and northeast into Dallas, Richardson, and Plano, creating a seamless east-west active transportation spine.

A major priority of the Cotton Belt Trail is connecting to the White Rock Creek Trail and the planned Northaven Trail extension, which will form part of the City of Dallas's 50-mile Loop project—an effort to integrate into Dallas' improving trail infrastructure. Together, these links will greatly improve connectivity to Addison utilizing a robust trail system that reaches as far as downtown Dallas and key destinations across the region.

The Farmers Branch-Addison Inwood Trail connection is another key initiative. This coordinated effort between the two cities will create a north-south active mobility corridor along Inwood Road, providing safe access to transit, neighborhoods, and commercial areas, and linking to both the Cotton Belt Trail and Farmers Branch's growing trail network.



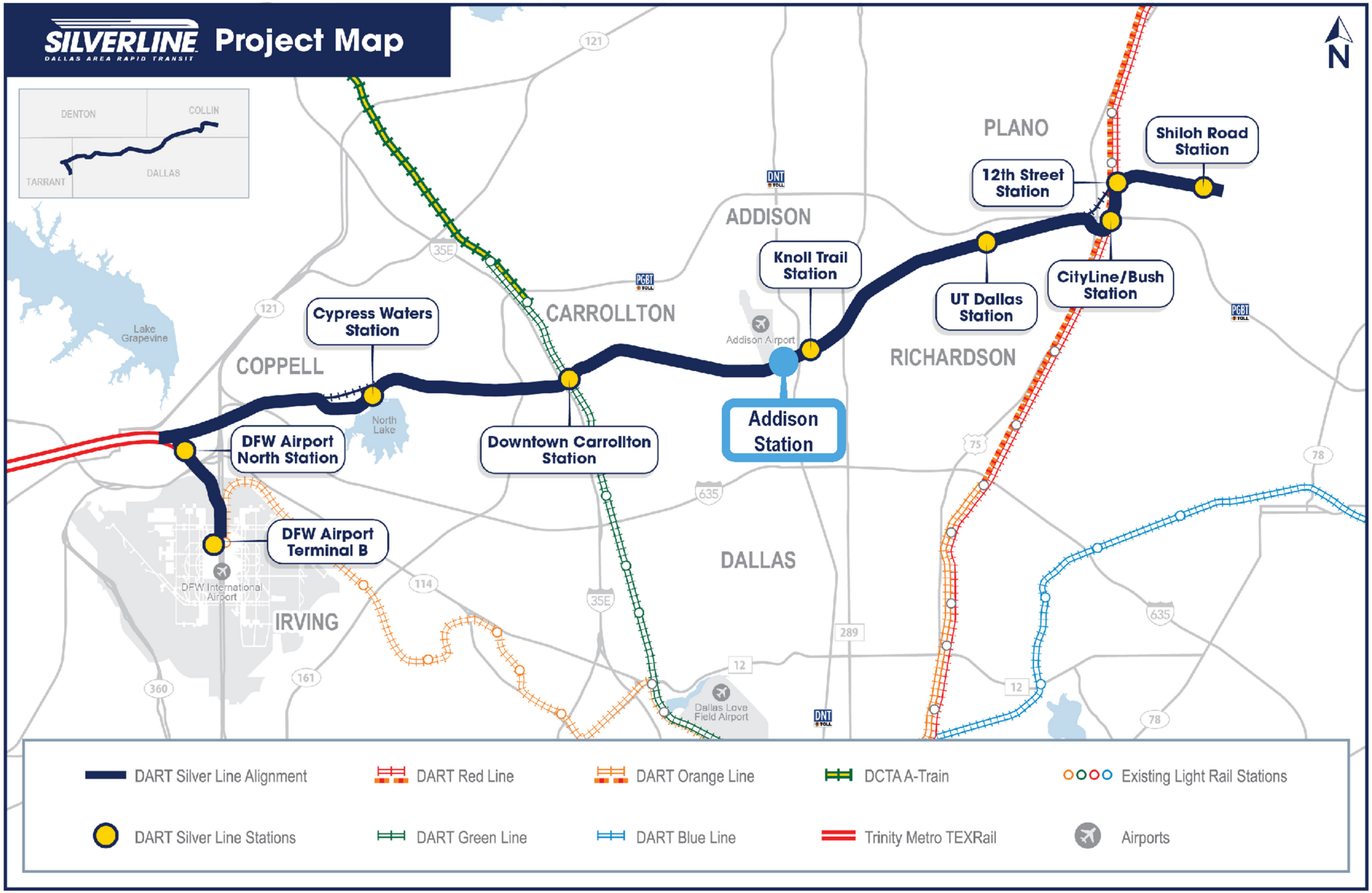
The Trails Master Plan calls for focusing on "first and last mile" connections from the Silver Line station and Cotton Belt Trail—through spurs, signage, and safer crossings—so that nearby neighborhoods and employment centers can easily access the regional network. Addison's existing Redding Trail already ties into the White Rock Creek system, and future projects aim to close remaining gaps and strengthen these regional links.

Regionally, NCTCOG's Active Transportation Plan identifies Addison as a vital connector city within the Veloweb, helping bridge Dallas, Farmers Branch, Carrollton, and beyond. By investing in these trail linkages, Addison not only expands transportation choices for residents and workers but also supports broader goals around air quality, sustainability, and active recreation.

NCTCOG & METROPOLITAN PLANNING

At the broader scale, Addison engages with the NCTCOG's Regional Transportation Council (RTC), the metropolitan planning organization for North Texas. Addison's elected officials and staff provide input on the region's Metropolitan Transportation Plan and Transportation Improvement Program (TIP). Through this involvement, Addison has secured funding for projects like intersection upgrades, thoroughfare enhancements, and trail construction via NCTCOG's allocation of federal and state transportation funds. For example, Addison's ongoing Midway Road Reconstruction received regional funding support due to its importance as a reliever route for traffic around the Dallas North Tollway. The RTC's policies on air quality influence Addison's push for transit, walkability, and mixed-use development to reduce vehicle miles traveled. Moreover, NCTCOG's regional demographic forecasts provide a planning backdrop—for instance, NCTCOG forecasts modest population growth for Addison and significant employment growth on the transit corridor; these projections help Addison align its Thoroughfare Plan with the regional roadway network classifications to ensure continuity of roadways at the city limits.

FIGURE 3. MOBILITY 2045 REGIONAL VELOWEB



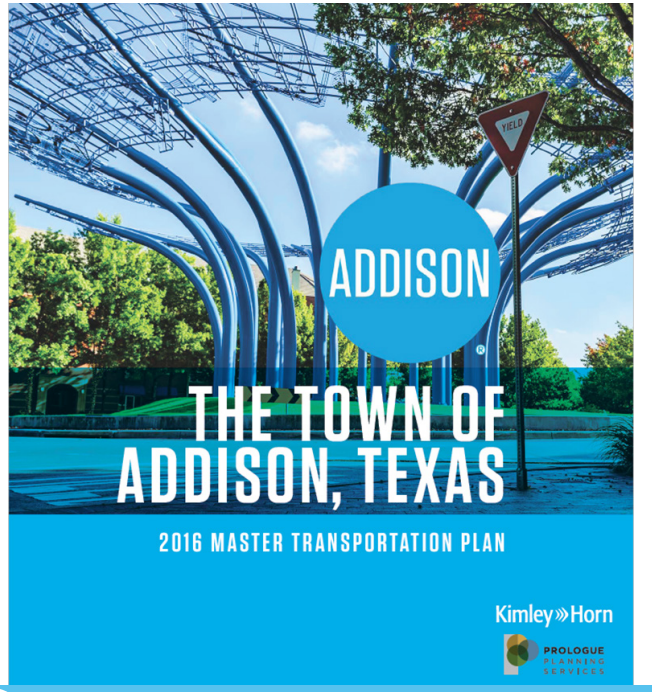
PREVIOUS PLANNING EFFORTS

2016 MASTER TRANSPORTATION PLAN

The 2016 Master Transportation Plan (MTP) marked a significant evolution in Addison's approach to mobility, shifting from a car-centric framework toward a multimodal, people-focused system. The plan introduced comprehensive strategies to address the needs of pedestrians, cyclists, transit riders, and drivers, emphasizing:

- Complete streets principles
- Pedestrian and bicycle infrastructure planning
- Intersection improvements and street redesign concepts
- Preliminary planning for future DART rail service
- Guidance for integrating transportation with land use and redevelopment

The 2016 MTP laid the foundation for many of the Town's recent transportation improvements, including sidewalk gap closure, trail expansion, and the development of cross-section standards that inform today's street design practices.



View Addison's 2016 Master Transportation Plan

1998 MASTER TRANSPORTATION PLAN

The 1998 MTP served as Addison's primary transportation policy document through the early 2000s. This plan focused on accommodating rapid development and rising traffic volumes as the Town grew into a major employment and entertainment hub. Key priorities included:

- Improving roadway capacity and circulation
- Addressing growing congestion on Belt Line Road and other arterials
- Supporting airport access and economic development through infrastructure upgrades
- Establishing a clear thoroughfare network for future buildout

Though rooted in traditional vehicle-oriented planning, the 1998 plan provided the structural foundation for today's network and anticipated the need for future updates to address multimodal needs.


ADDISON

CHAPTER 3:

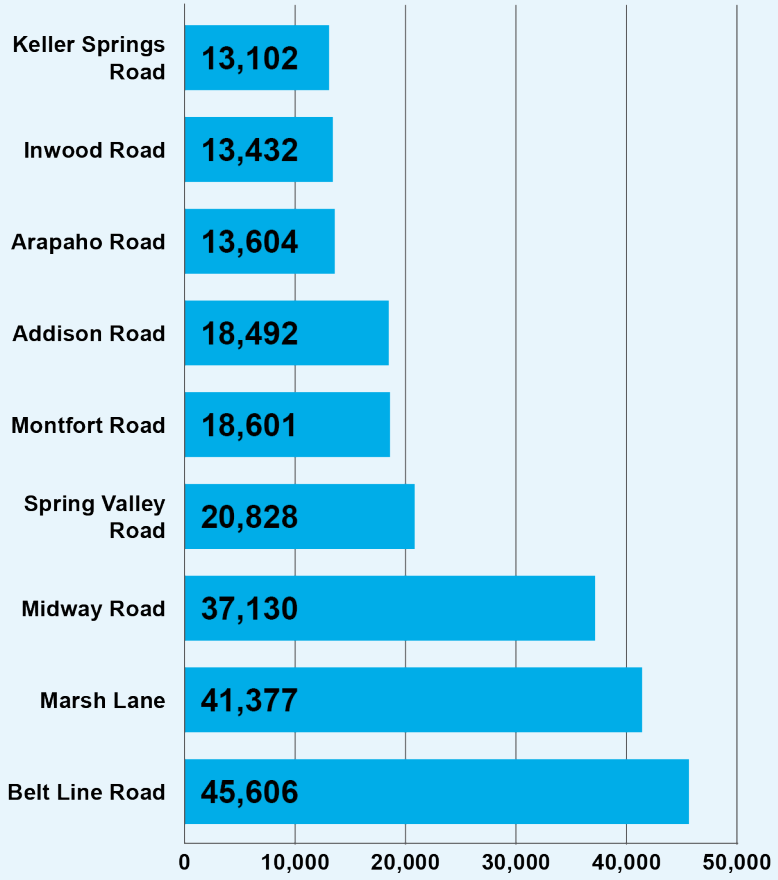
EXISTING CONDITIONS

TRAFFIC DATA

Understanding roadway use and travel patterns is essential to creating a transportation network that meets Addison's needs today and in the future. The Town has maintained a robust traffic monitoring program for more than a decade, relying on machine tube counts and turning movement counts to track trends and identify infrastructure needs. In 2024, Addison expanded this program with a Townwide Traffic Count Program and Dashboard, building a comprehensive data platform that supports smarter decision-making and long-term planning.

Recent data shows that Belt Line Road continues to be Addison's busiest corridor, carrying more than 45,600 vehicles per day. It's followed by Marsh Lane with over 41,000, and Midway Road with over 37,000 vehicles daily. Other key corridors such as Spring Valley Road, Montfort Drive, and Addison Road see volumes between 18,000–21,000 vehicles per day, while streets like Arapaho Road, Inwood Road, and Keller Springs Road carry lighter but still significant traffic in the 13,000–14,000 range. These numbers reflect the varying roles each roadway plays in Addison's overall network—from major regional connectors to neighborhood-serving arterials—and help the Town prioritize maintenance, upgrades, and design improvements based on real usage.

FIGURE 4. VEHICLES TRAVELED PER DAY



2024 Traffic Counts (Midway reconstruction impacted traffic volumes)

WHAT ARE TRAFFIC COUNTS—AND HOW ARE THEY COLLECTED?

To understand how people are using Addison's streets, the Town uses different types of traffic counts to measure how many vehicles are on the road, when they're traveling, and where they're going. Here's how it works:

TUBE COUNTS (STREET SEGMENT COUNTS)

These are the rubber tubes you sometimes see stretched across the road. When a car drives over them, the tubes record:

- How many vehicles pass by
- What time of day they travel
- Whether traffic is heavier on certain days of the week

In Addison, these counts were collected over 24-hour periods, and in some areas, over 3 or 4 days to capture weekend traffic. These counts are helpful for tracking overall traffic volume on each street.

TURNING MOVEMENT COUNTS

At busy intersections, observers or video cameras record exactly how vehicles move through the intersection—including:

- Which direction cars are turning (left, right, or straight)
- How many vehicles move through each part of the intersection
- The busiest hours of the day (like morning rush hour or evening commutes)
- This type of data is especially useful for designing better traffic signals, turn lanes, and crosswalks.

SCHOOL MIDDAY COUNTS

Some intersections near schools were counted during midday pick-up times to measure the unique traffic patterns that occur when students are dropped off or picked up. This helps the Town better plan for school-related congestion and safety improvements.

2024 TOWNWIDE TRAFFIC COUNT DASHBOARD

In 2024, the Town of Addison launched a major update to its traffic data program to better understand how people move through the community. With the help of consultants, the Town collected and analyzed traffic counts at over 90 street segments and 37 signalized intersections, building one of the most complete pictures to date of how traffic patterns have changed over time.

This effort led to the creation of a new public-facing Traffic Dashboard, which allows anyone to explore traffic data by street, year, and location. The dashboard helps answer questions like:

- How many cars travel on Belt Line Road each day?
- Which streets are seeing more (or less) traffic over time?
- Where are the busiest intersections in Addison?

WHY IT MATTERS

This data isn't just numbers—it's a tool that helps the Town:

- Plan efficient and safe intersections and streets
- Target traffic improvements where they're most needed
- Track the impact of new developments
- Coordinate with regional partners like DART and NCTCOG

For residents, the new dashboard offers transparency and insight into how Addison is managing traffic as the community grows. Whether you're a homeowner on a quiet residential street or a commuter driving Belt Line every day, this information helps ensure that decisions are based on real-world data.

EXPLORE THE DASHBOARD

The new Addison Traffic Dashboard is a powerful, public-friendly tool that makes traffic data easy to explore and understand. Whether you're curious about how busy your street is, want to see how traffic has changed over time, or are just interested in how Addison is planning for growth—this dashboard puts the information at your fingertips.

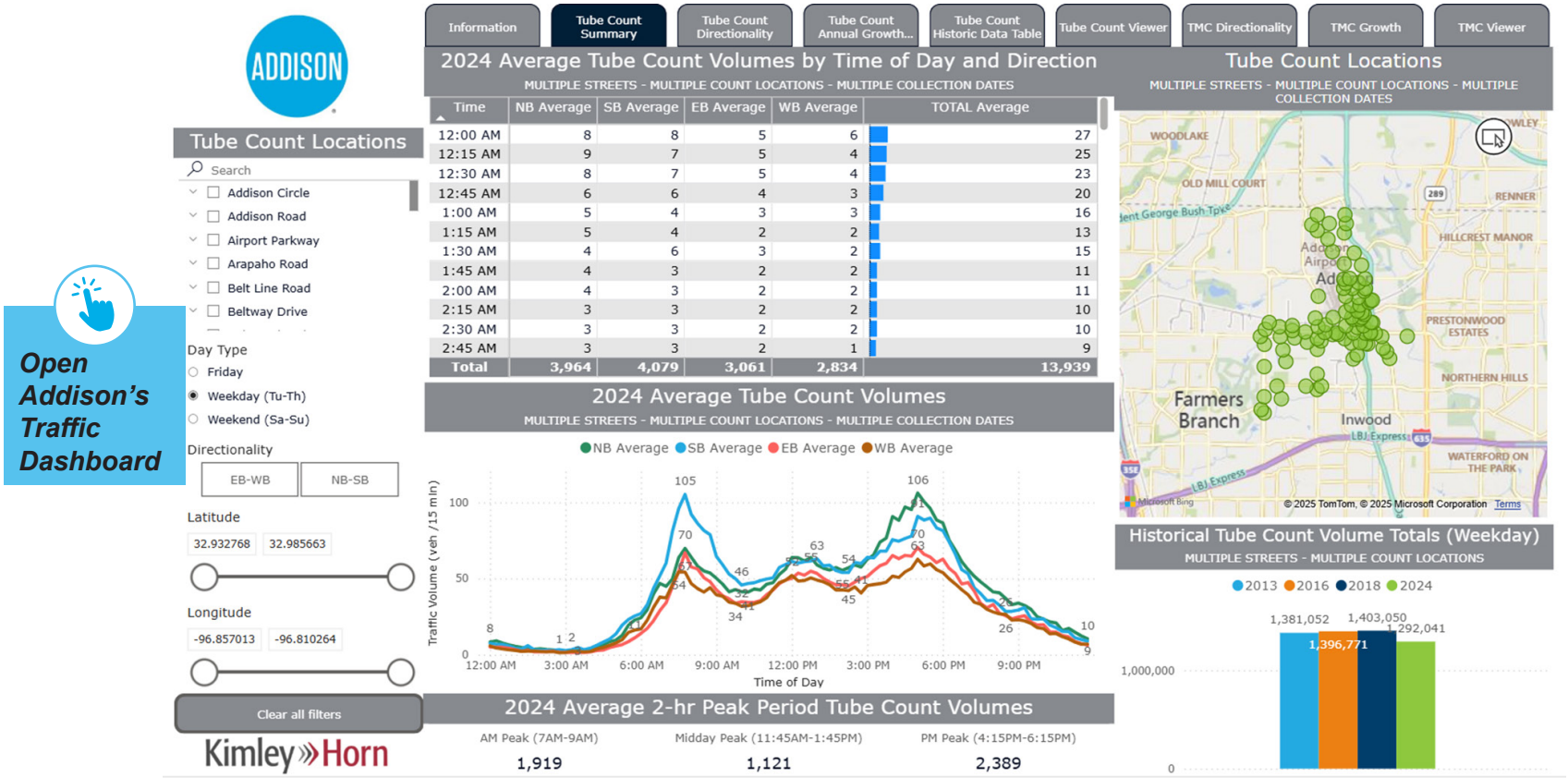
Key features include:

- **Tube Count Summary:** View average daily volumes on each road segment
- **Tube Count Directionality:** See how traffic is split by travel direction
- **Tube Count Annual Growth:** Understand which streets are getting busier over time
- **Historic Data Viewer:** Compare volumes going back to 2013
- **Turning Movement Counts Directionality:** Dive into turning movement data by direction and time of day
- **Turning Movement Counts Growth Tracker:** See how intersection volumes have changed
- **Turning Movement Counts Viewer:** Zoom into specific intersections to explore turning counts

You can explore:

- Street-by-street traffic volumes across the Town
- Trends in growth or decline over the past decade
- Intersection patterns showing where vehicles turn and how intersections function
- Differences in traffic flow by direction (northbound vs. southbound, for example)
- School-related traffic activity and weekday vs. weekend travel habits

The dashboard is interactive, mobile-friendly, and updated with the latest 2024 data. It helps residents, businesses, and Town staff work from a shared understanding of how Addison's streets are used—and where improvements should happen next.



KEY FINDINGS

LOCALIZED GROWTH IN REDEVELOPING AREAS

Several streets—including Landmark Boulevard, Celestial Road, and Addison Circle—have seen notable growth in traffic, with Landmark Boulevard increasing by 7.47% over the past decade. These increases are associated with targeted redevelopment and new mixed-use projects that have introduced more housing, dining, and entertainment destinations.

STABILITY ON MAJOR ARTERIALS

Despite Addison's growing residential and employment density, key arterials such as Belt Line Road, Midway Road, and Marsh Lane have shown relatively stable or even slightly declining traffic volumes. This suggests that redevelopment patterns, alternative modes of travel, and existing roadway capacity have helped absorb growth without significantly increasing congestion systemwide.

DAILY TRAFFIC VOLUME MAP

The daily Traffic Volume Map provides a snapshot of how busy Addison's streets are today by showing average daily traffic volumes across key roads in the Town. The map uses color-coded circles to show how many vehicles use each segment on a typical weekday, based on the most recent 2024 counts.

WHAT THE MAP SHOWS

- Red and orange dots mark high-volume roads like Belt Line Road, Marsh Lane, and Midway Road, where daily traffic exceeds 30,000 vehicles in some segments.
- Yellow and green dots represent medium or lower-volume streets, like Addison Road, Spring Valley Road, and Quorum Drive, which see between 5,000 and 15,000 vehicles per day.
- The map includes over 90 roadway segments across Addison, helping the Town track where the system is under the most pressure—and where it's operating comfortably.

WHY IT MATTERS

This map helps answer questions like:

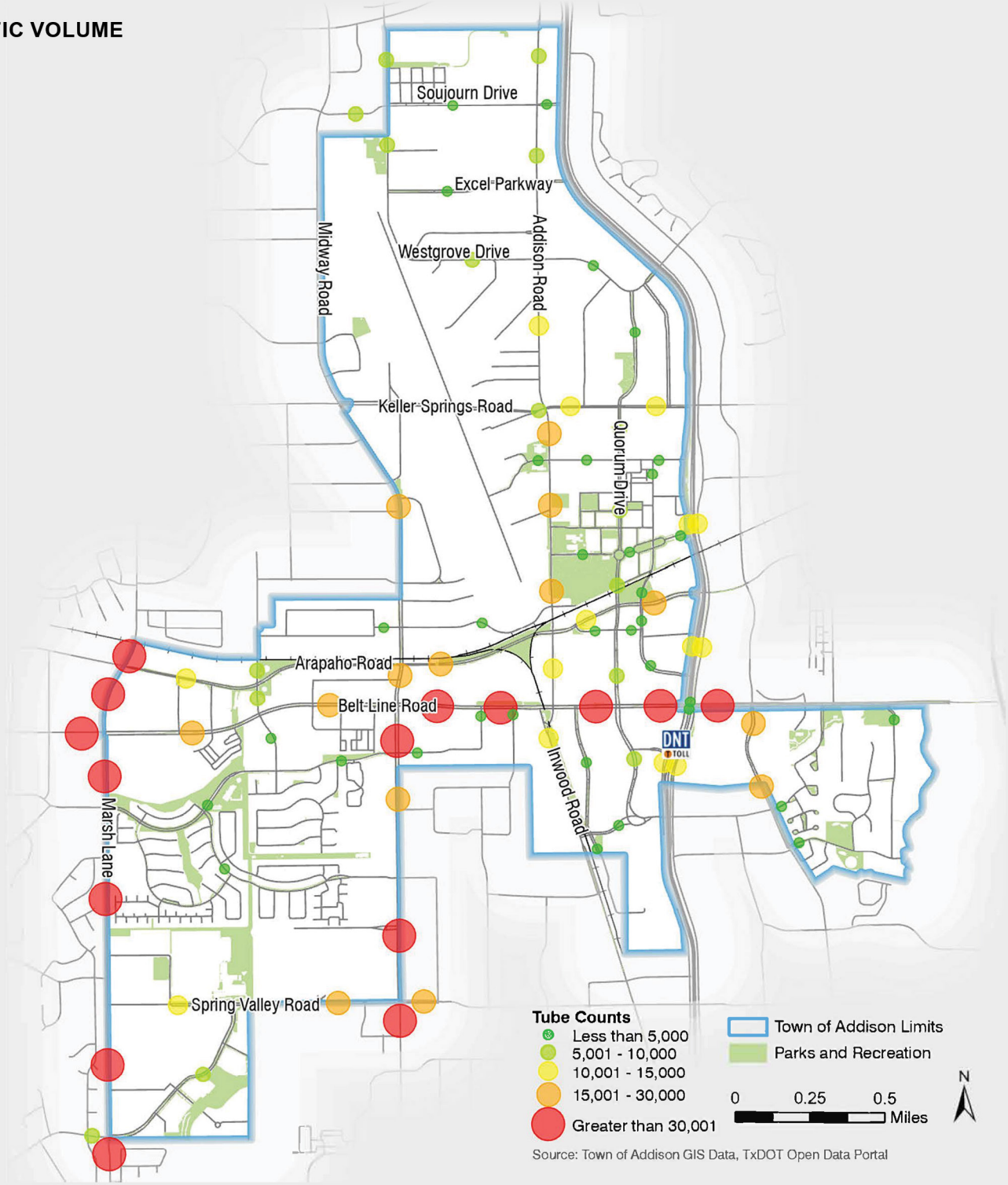
- Which roads carry the most traffic?
- Are there certain segments that may need more lanes, safer crossings, or traffic calming?
- How do residential streets compare to commercial corridors?

WHAT ARE ADDISON'S BUSIEST ROADS?

- Belt Line Road between the Dallas North Tollway and Montfort Drive is the busiest segment in Town, carrying over 45,000 vehicles per day.
- Midway Road, Marsh Lane, and parts of Addison Circle also carry heavy daily volumes, supporting regional traffic as well as local business and residential access.

This data, available to the public through the Town's Traffic Dashboard, gives residents and businesses a better understanding of local mobility patterns—and supports better, data-informed decisions for roadway improvements and planning.

MAP 1. DAILY TRAFFIC VOLUME



TRAFFIC VOLUME GROWTH RATES MAP

Traffic Volume Growth Rate Map shows how traffic volumes have changed across Addison's roadway network over time—specifically from 2018 to 2024. Each roadway segment is color-coded based on its average annual growth rate, helping the Town see where traffic is increasing, staying flat, or declining.

WHERE IS TRAFFIC INCREASING?

Some roadways are seeing steady traffic growth, likely due to nearby development, improved connectivity, or increased activity. Notable growth segments include:

- Landmark Boulevard — up **+7.47%,** likely tied to new activity and development along the corridor.
- Beltwood Parkway — growing by **+2.75%** annually.
- Celestial Road — growing by **3.04%** annually

These increases reflect corridors with more localized traffic, often supporting new housing and retail.

WHERE IS TRAFFIC DECREASING?

Some major roads are seeing small but steady declines in daily traffic, even as the town grows. These trends may reflect a shift toward walkability, shorter trips, and alternative travel options.

Key declines include:

Spectrum Drive **-3.38%**	Dallas Parkway NB **-3.19%**	Quorum Drive **-2.45%**	Montfort Drive **-1.42%**
Keller Springs Road **-3.27%**	Westgrove Drive **-2.73%**	NB Dallas Parkway **-1.55%**	Belt Line Road **-1.04%**

Even Addison Road and Belt Line Road—key auto corridors—show modest decreases, suggesting traffic is spreading across the network or being offset by multimodal travel and proximity to services.

WHY IT MATTERS

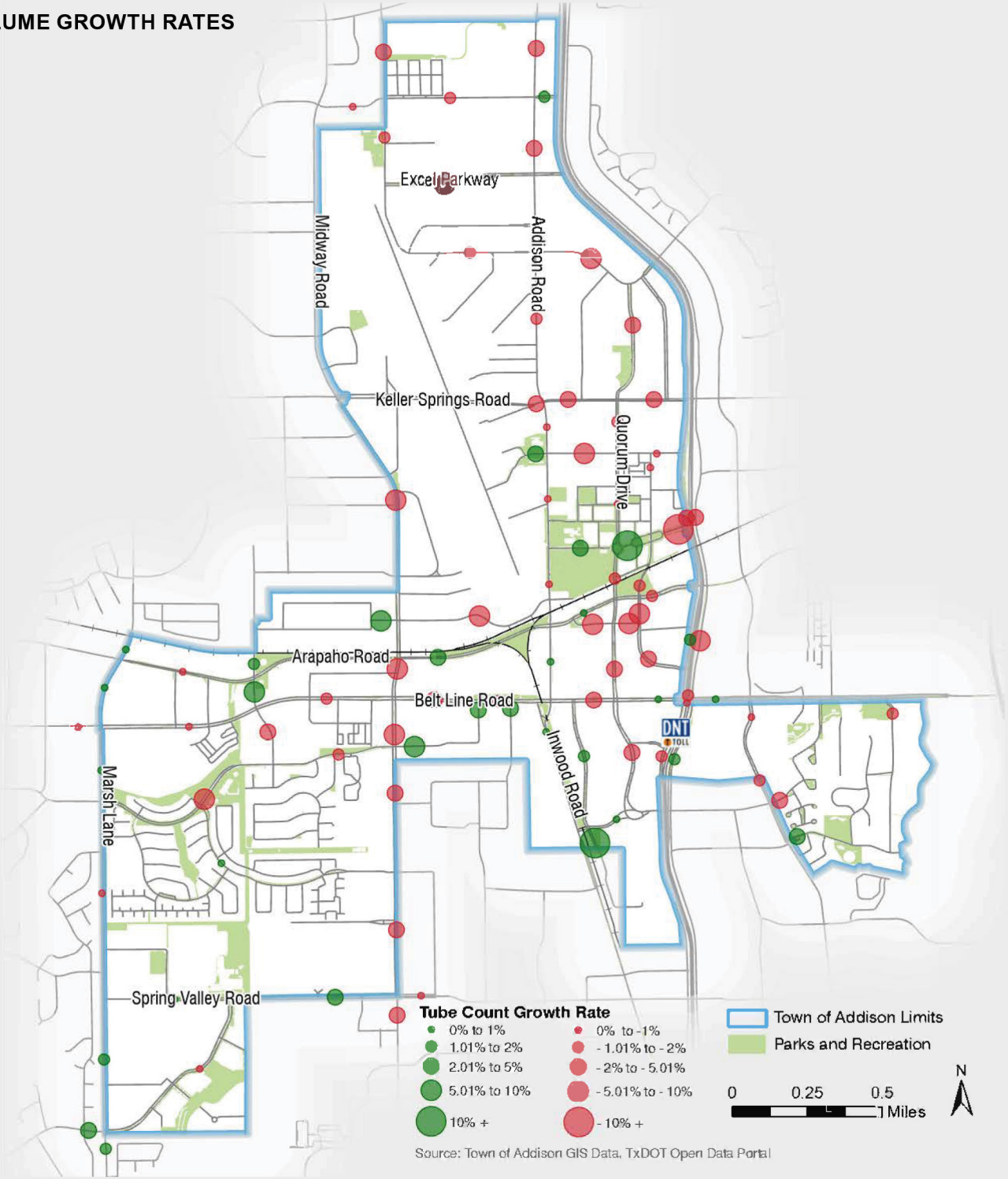
Tracking traffic growth and decline helps Addison:

- Focus safety improvements on growing corridors
- Right-size roadway investments
- Identify areas where travel behavior is changing
- Monitor the effects of redevelopment and land use changes

Combined with volume data, this growth analysis helps the Town support safe, efficient, and adaptable streets that reflect how residents and visitors actually move through Addison today.

- Proactively identify where congestion could emerge
- Prioritize safety upgrades in growing corridors
- Evaluate how redevelopment impacts nearby roadways
- Monitor success in reducing vehicle miles traveled (VMT), a key regional goal

MAP 2. TRAFFIC VOLUME GROWTH RATES



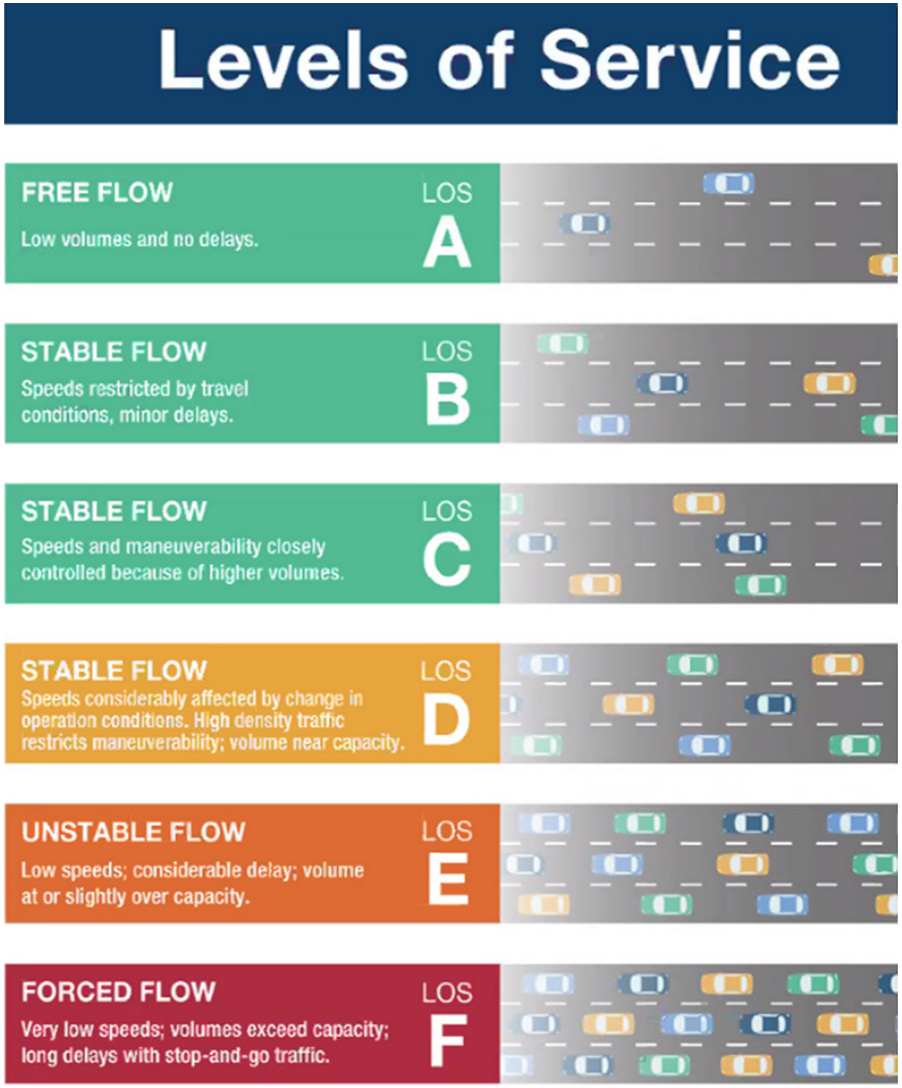
LEVEL-OF-SERVICE

Level-of-service (LOS) is a planning metric used by transportation planners and engineers to evaluate the operational performance of roadways. LOS reflects how well traffic is flowing on a corridor based on the relationship between traffic demand (the number of vehicles using the roadway) and available capacity (how many vehicles the road can handle). This performance is scored on a letter-grade scale from A to F, with LOS A representing free-flowing conditions and LOS F indicating severe congestion or failure.

To calculate LOS, the Town used the most recent 2024 traffic volumes collected through the Town's Traffic Count Program and Dashboard. These volumes were compared against service volume thresholds established by the North Central Texas Council of Governments (NCTCOG), which vary depending on roadway classification (e.g., arterial vs. collector) and number of lanes. This analysis was completed for all public thoroughfares where reliable traffic volume data was available, providing a comprehensive snapshot of systemwide performance.

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.

FIGURE 5. LEVELS OF SERVICE



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

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

From a planning-level perspective, **most of Addison's roadway network is performing well.** Over 90% of evaluated segments operate at LOS D or better, suggesting that the existing roadway system has sufficient capacity to meet current demand in most areas. This reflects effective long-term thoroughfare planning, targeted capital investments, and the success of local redevelopment patterns in limiting regional cut-through traffic.

FOCUS AREAS FOR IMPROVEMENT

A small but important share of roadway segments in Addison are experiencing constrained operations and should be considered for targeted interventions. These include:

- **Marsh Lane** (North Town Limit to Vitruvian Way)
- **Westgrove Drive** (Sojourn Drive to Addison Road)
- **Belt Line Road** (Quorum Drive to Dallas North Tollway SBFR)
- **Surveyor Boulevard** (Arapaho Road to Belt Line Road)

Recommended strategies:


Add or extend dedicated left-turn lanes at signalized intersections


Reevaluate signal timing and coordination


Enhance multimodal facilities to encourage short local trips by foot or bike


Explore access management strategies or shared driveways with adjacent parcels

EXISTING LEVEL OF SERVICE MAP

The Existing Level of Service (LOS) Map presents a systemwide snapshot of how Addison's roadway corridors are currently performing based on roadway capacity and vehicle demand. Each segment is color-coded using the LOS scale from A to F, providing a clear picture of where congestion exists and where roadway capacity is being underutilized.

WHAT THE MAP SHOWS

- Green segments represent LOS A-C, where corridors operate efficiently with minimal delay.
- Yellow segments represent LOS D, where moderate to heavy traffic volumes may cause some delay during peak periods.
- Orange and Red segments highlight LOS E and F conditions, where travel demand exceeds available capacity, resulting in significant congestion and delay.
- The analysis is based on 2024 volumes compared to North Central Texas Council of Governments (NCTCOG) service volume thresholds for each functional classification.

WHERE IS CONGESTION OCCURRING?

Most roadways in Addison are operating at acceptable levels, with over 60% of segments rated LOS A or B and only 6% falling into LOS E or F. However, the Town should closely monitor and address the following corridors, which are currently experiencing constrained conditions:

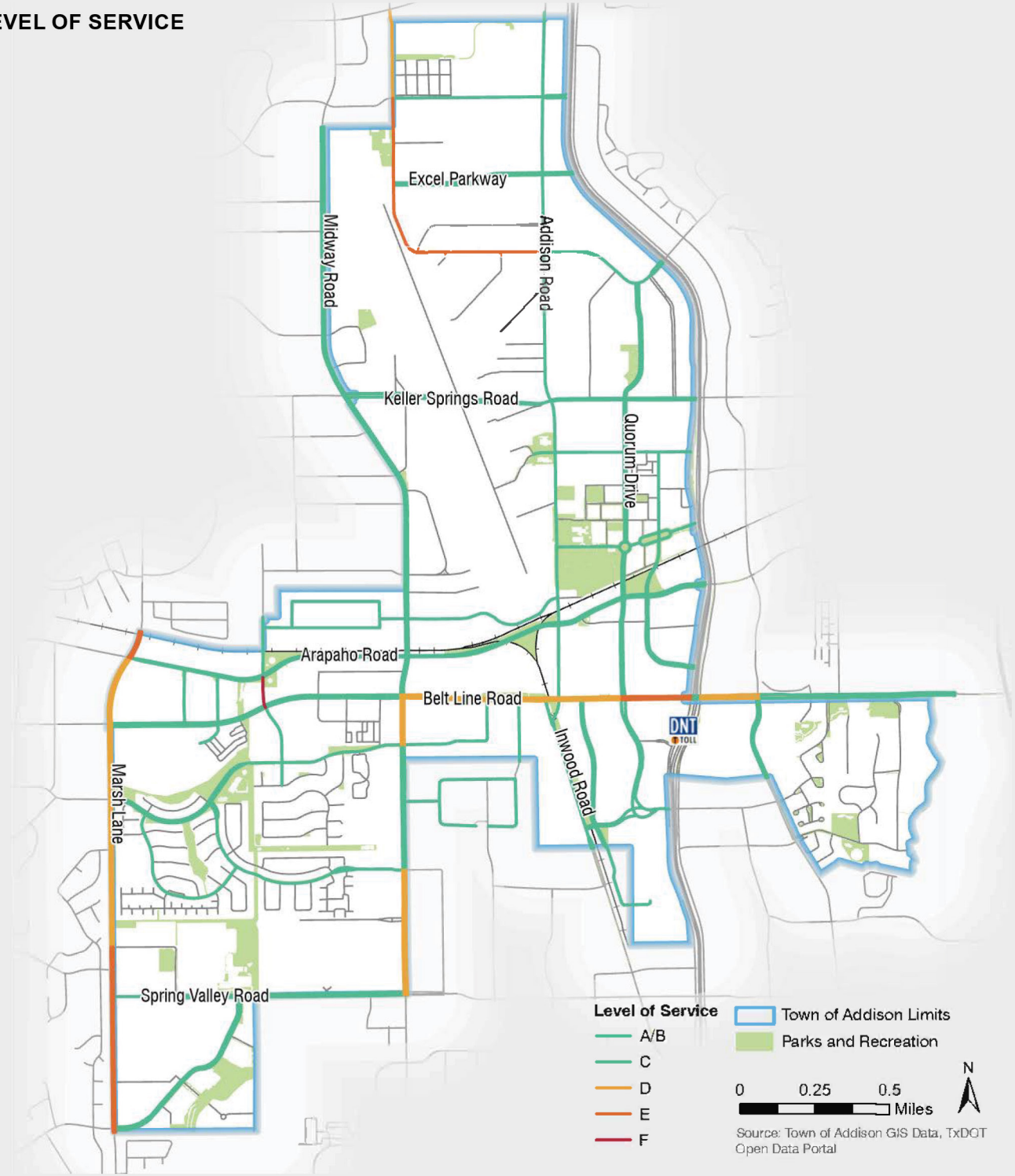
- Marsh Lane
- Belt Line Road
- Westgrove Drive
- Surveyor Boulevard

These locations are identified as candidates for targeted intersection upgrades, added turn lanes, signal timing modifications, or corridor right-sizing evaluations to reduce operational strain.

WHY IT MATTERS

- Understanding LOS conditions helps Addison proactively manage future growth, redevelopment, and infrastructure investment.
- Identification of corridors where roadway operations need immediate attention or long-term capital planning.
- Evaluation of right-sizing opportunities where corridors may be overbuilt relative to current demand.
- Coordination with redevelopment areas, ensuring future growth does not exacerbate existing constraints.
- Prioritization of funding for roadway widening, signal improvements, or multimodal enhancements where appropriate.
- By visualizing system performance in a clear, corridor-by-corridor format, the LOS map supports strategic decision-making and reinforces the Town's commitment to maintaining a high-quality transportation network.

MAP 3. EXISTING LEVEL OF SERVICE



SAFETY DATA

Safety is at the heart of Addison's transportation vision. Over the last five years, the Town has made measurable progress in reducing crashes and protecting all road users. With a data-driven approach and targeted investments, Addison is creating safer streets for everyone who lives, works, and travels here.

A SAFER ADDISON: CRASH TRENDS (2020-2024)

Between 2020 and 2024, Addison experienced a total of 2,585 crashes. While 2021 saw a post-pandemic spike (598 crashes), annual crash totals have declined every year since, reaching just 432 crashes in 2024—a significant improvement.

Even more encouraging:

- 2024 had one fatal crash, the lowest in five years.
- Serious injuries have decreased steadily since 2021.
- Crashes involving pedestrians or cyclists have dropped, with zero fatalities in 2024—a strong sign that investments in trails, crossings, and walkability are working.

WHAT'S CAUSING CRASHES?

Addison tracks the underlying causes of every reported crash. By understanding the "why," the Town can develop more targeted, effective solutions. The most common contributing factors over the past five years were:



Distracted Driving
862



Speed-Related
464



Roadway Departure
409



Impaired Driving
166



Red Light Running
135



At-Risk User (Pedestrian or Cyclist) Involved
43



Serious Injury Crashes
50

As the data shows, driver inattention—often tied to phone use—is the leading factor. That's why the Town is focused on reducing distractions, improving signalized intersections, and lowering speeds where needed to create a safer driving environment.

ENGINEERING & INFRASTRUCTURE

- **Traffic calming** to reduce speeds in neighborhoods and near parks
- **Protected left-turn signals and dedicated turn lanes** at key intersections
- **Divided roadways and medians** to reduce severe crashes
- **Improved lighting, signage, and visibility** for night and low-light conditions

ENFORCEMENT & EDUCATION

- **Increased police presence** along higher-crash corridors (Belt Line, Marsh, and Midway)
- **Public awareness campaigns** around distracted driving and speeding
- **Collaboration with regional partners like NCTCOG** to support regional Vision Zero goals

FOCUS AREAS & SAFETY PRIORITIES

Addison's safety efforts are focused on both prevention and design. The following strategies are being prioritized as part of this plan:

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.

PROTECTING PEOPLE ON FOOT AND BIKE

Addison is proud of its progress in making the Town safer for people walking and biking.

These results reflect years of investment in trails, sidewalks, protected crossings, and street design that prioritizes people over speed. Addison will continue to expand this work—especially around schools, parks, and transit stations.

FIGURE 6. TOTAL CRASHES IN ADDISON

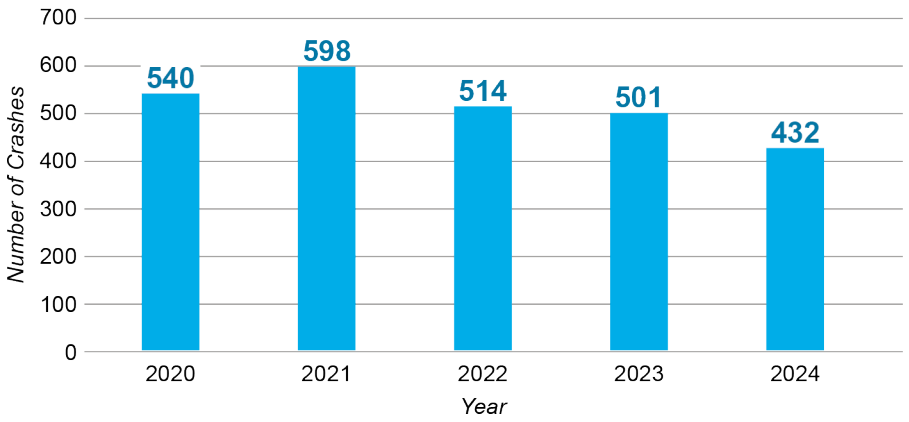
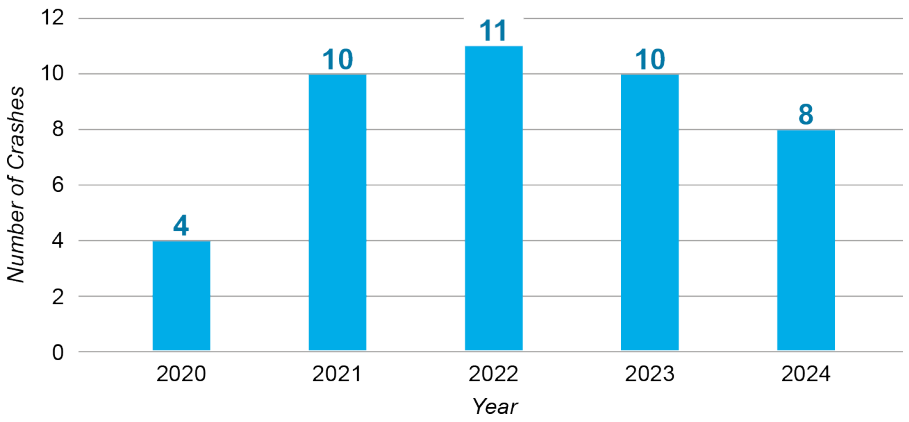


FIGURE 7. TOTAL PEDESTRIAN AND BICYCLE CRASHES IN ADDISON



CRASH HEATMAP

The Crash Heatmap provides a visual overview of where crashes are happening in Addison, using five years of crash data (2020–2024). The map helps the Town identify problem areas—especially at intersections and along busy corridors—and highlights locations where fatal crashes have occurred.

WHAT THE MAP SHOWS

- Red and yellow “heat” areas represent locations with a higher density of crashes.
- Green areas indicate fewer or no crashes.
- Star symbols mark the sites of fatal crashes during the five-year period.

Data covers crashes involving all road users—drivers, passengers, pedestrians, and cyclists.

WHAT WE’VE LEARNED

Crash patterns are not evenly distributed. Instead, they tend to cluster at intersections along:

- Belt Line Road
- Midway Road
- Marsh Lane

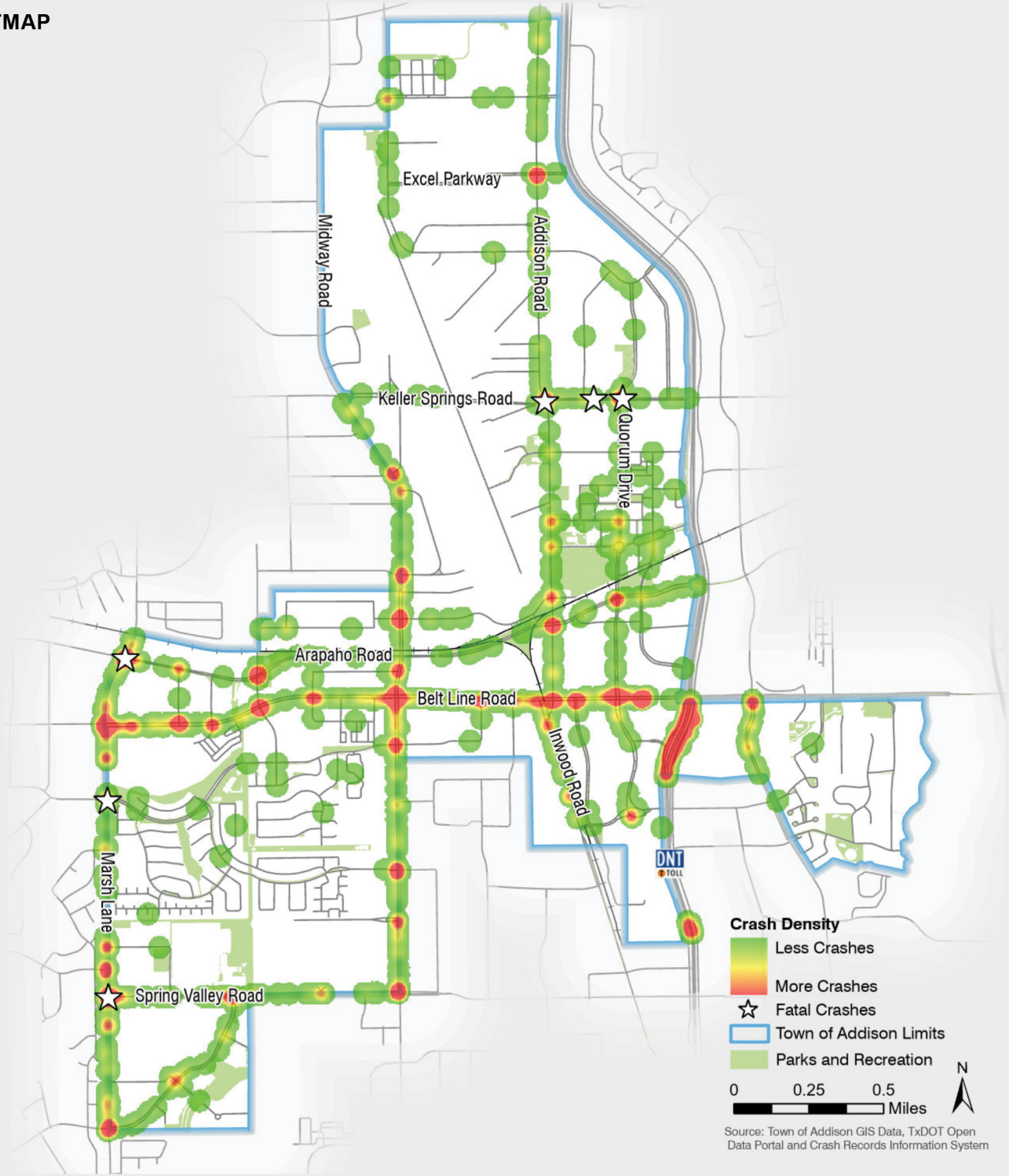
These high-traffic areas are where the Town is focusing efforts to improve signal timing, intersection design, turning movements, and enforcement.

WHY IT MATTERS

This crash heatmap supports the Town’s ongoing goal to:

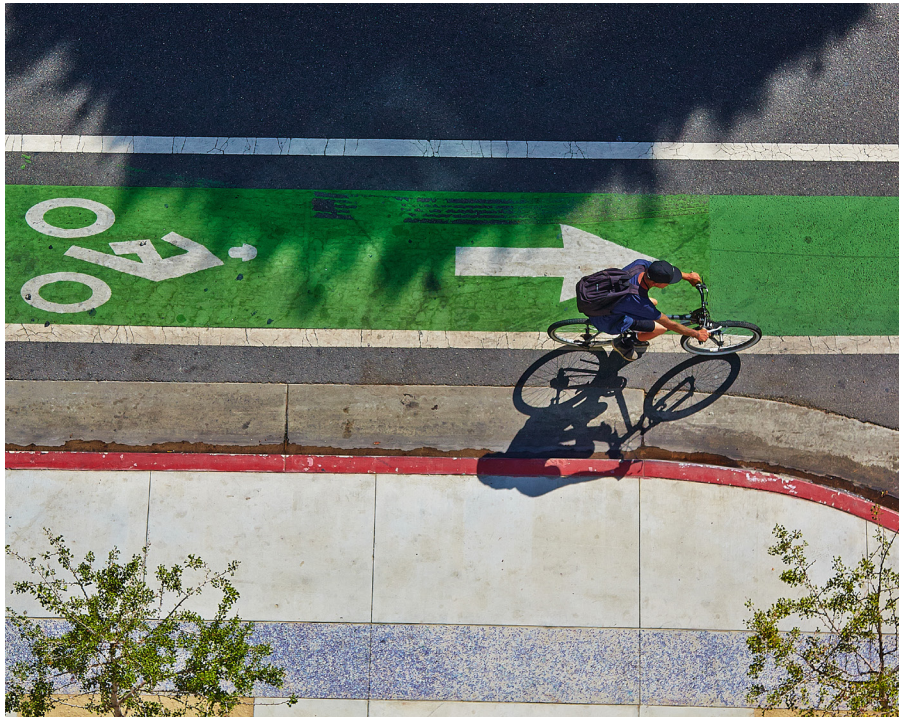
- Target safety improvements where they’re needed most
- Prioritize protected left-turns, traffic calming, and street redesigns
- Coordinate police enforcement and public awareness campaigns
- Prevent future serious crashes—especially in locations with prior fatalities

MAP 4. CRASH HEATMAP



PEDESTRIAN AND BICYCLE ACTIVITY

Addison continues to make meaningful progress toward becoming a walkable, bike-friendly community that supports active lifestyles, short trips, and multimodal transportation. The Town's efforts over the last decade—guided by the 2016 Master Transportation Plan, the City-Wide Trails Master Plan (2021), and most recently Advance Addison 2050—reflect a growing commitment to safe, connected, and accessible infrastructure for people of all ages and abilities. Today, more people are walking and biking in Addison than ever before, and the Town is well positioned to build on that momentum through future investments and policy direction.



Example of a Bike Lane | Source: Adobe Stock

PROGRESS SINCE THE 2016 MTP

The 2016 Master Transportation Plan established an important shift in Addison's approach to mobility. Rather than focusing solely on moving cars, the plan introduced the concept of complete streets and called attention to sidewalk gaps, bicycle infrastructure needs, and the importance of connecting neighborhoods to key destinations without relying on a vehicle. That vision laid the groundwork for the City-Wide Trails Master Plan, which was adopted in 2021 and has since guided a number of strategic trail connections and sidewalk improvements. Addison has prioritized expanding access to parks, transit, and employment centers through a mix of off-street trails and improved on-street facilities. Notably, the Town has worked to link its local trail system with regional corridors such as the Cotton Belt Trail, helping to integrate Addison into the broader North Texas trail network.

The progress made over the last decade reflects not only a response to planning goals, but also to the everyday needs of residents and visitors. More people are choosing to walk or bike in Addison's urban neighborhoods and trail-connected districts, reinforcing the value of these investments. From enhanced crossings to smoother trail surfaces and better signage, infrastructure improvements are steadily making it easier and more enjoyable to move around Addison without a car.

ADVANCE ADDISON 2050: A PEOPLE-FIRST VISION

Building on that foundation, Advance Addison 2050 places walkability, comfort, and connectivity at the center of the Town's transportation future. Community input gathered throughout the planning process made it clear that Addison residents want safe, attractive streets that support active travel. The plan calls for prioritizing sidewalk expansion in key corridors, improving crossing safety near schools and parks, and ensuring that all new development supports comfortable pedestrian and bicycle access. In mixed-use areas like Addison Circle, Vitruvian Park, and future transit-oriented development zones, the plan encourages human-scaled design and amenities that make walking and biking the natural choice for short trips.

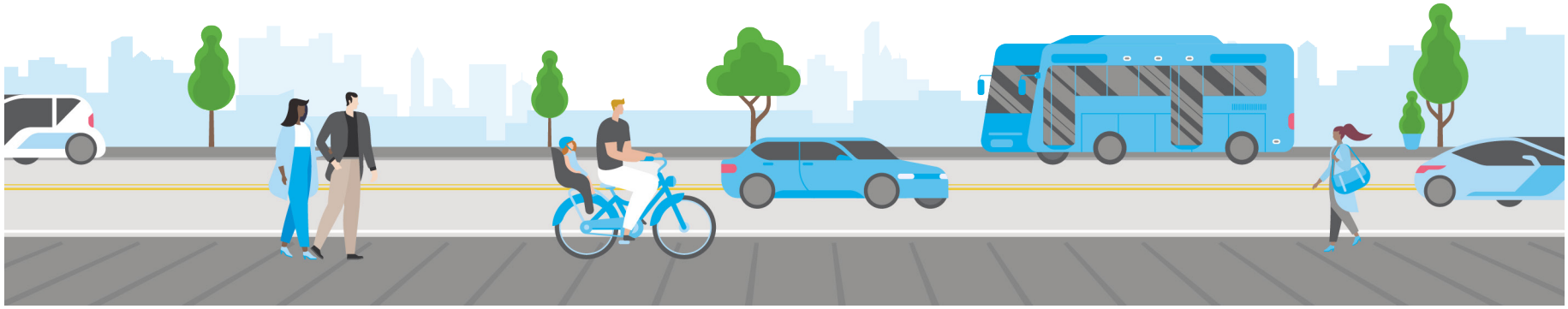
Rather than viewing active transportation as an alternative mode, Advance Addison 2050 treats it as a core component of the Town's mobility network. This approach reflects a national trend among forward-looking communities that recognize the role of walking and biking in supporting sustainability, economic vitality, and health. It also aligns with regional goals set by NCTCOG to reduce vehicle miles traveled, improve air quality, and build complete communities.

ADDISON RESIDENTS WANT

- **Safe streets**
- **Attractive streets**
- **Active travel**

ADVANCE ADDISON 2050 PLANS TO

- **Expand sidewalks in key corridors**
- **Improve crossing safety near schools and parks**
- **Ensure that all new development supports comfortable pedestrian and bicycle access**



PEDESTRIAN TRIP & CRASH LOCATION MAP

Pedestrian Trip & Crash Location Map presents a combined view of pedestrian trip activity and pedestrian crash locations across Addison. This map helps identify where people are walking most often—and where safety interventions may be needed to protect them.

WHAT THE MAP SHOWS

- Heat mapping of pedestrian activity highlights areas with the highest estimated foot traffic based on land use, trail and sidewalk connectivity, and observed travel patterns.
- Star symbols show where pedestrian-involved crashes occurred between 2020 and 2024.
- Together, this map helps the Town target improvements in high-use, high-risk locations.

WHERE ARE PEOPLE WALKING?

The most concentrated pedestrian activity in Addison occurs:

- Along Belt Line Road, particularly near the restaurant district and transit stops
- On Addison Road and Keller Springs Road, especially near the edges of Addison Circle
- Within Addison Circle itself and at Village on the Parkway, where mixed-use development supports walkable destinations

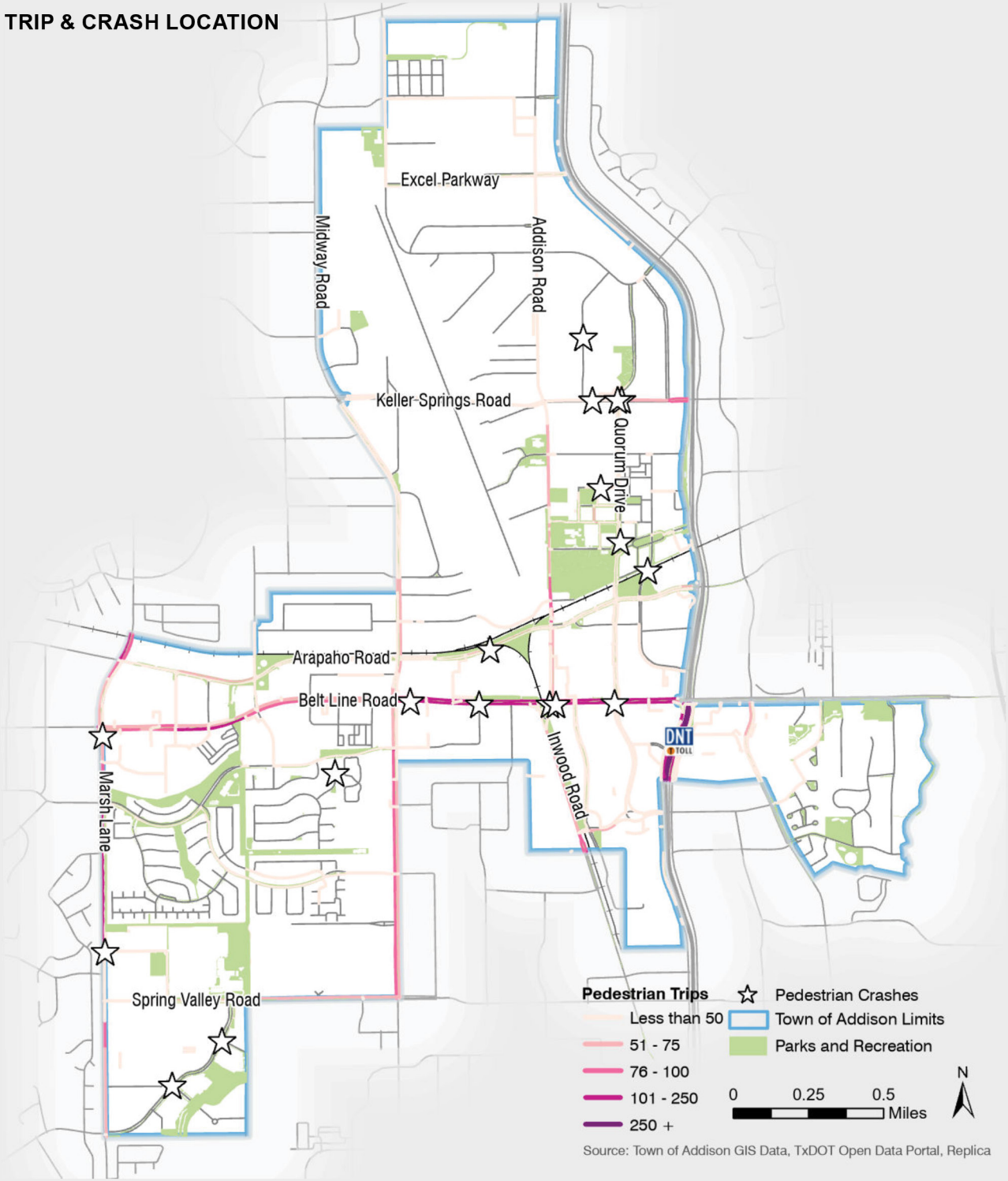
These areas combine residential, commercial, and recreational uses—making walking a convenient and appealing choice for many short trips.

WHY IT MATTERS

Understanding where people walk—and where pedestrian crashes occur—is critical to building a safe, accessible walking network. Map 5 helps Addison:

- Pinpoint locations for new crosswalks, lighting, and signal timing changes
- Prioritize traffic calming and streetscape enhancements in walkable districts
- Ensure that future development supports safe, connected pedestrian access

MAP 5. PEDESTRIAN TRIP & CRASH LOCATION



BICYCLE TRIP & CRASH LOCATION MAP

Bicycle Trip & Crash Location Map illustrates bicycle activity levels throughout Addison alongside locations of reported bicycle-related crashes from 2020 to 2024. This map provides insight into where people are riding bikes—and where safety concerns may not align with current usage patterns.

WHAT THE MAP SHOWS

- Heat zones reflect estimated bicycle trip activity based on trail networks, land use, and observed behavior.
- Crash markers indicate reported collisions involving cyclists over the past five years.
- The map allows Addison to compare bicycle demand with safety outcomes and identify areas for targeted improvements.

WHERE ARE PEOPLE BIKING?

The highest levels of bicycle activity are concentrated in a few key corridors:

- Westgrove Drive, particularly near trail connections and recreational destinations
- Addison Road, a north-south connector with access to trails and employment centers
- Quorum Drive, especially in the Addison Circle area where mixed-use development encourages biking
- Montfort Drive and Arapaho Road, near apartments, shopping, and transit access

These corridors support a mix of commuter and recreational cycling, often linking homes with parks, jobs, and nearby regional trails.

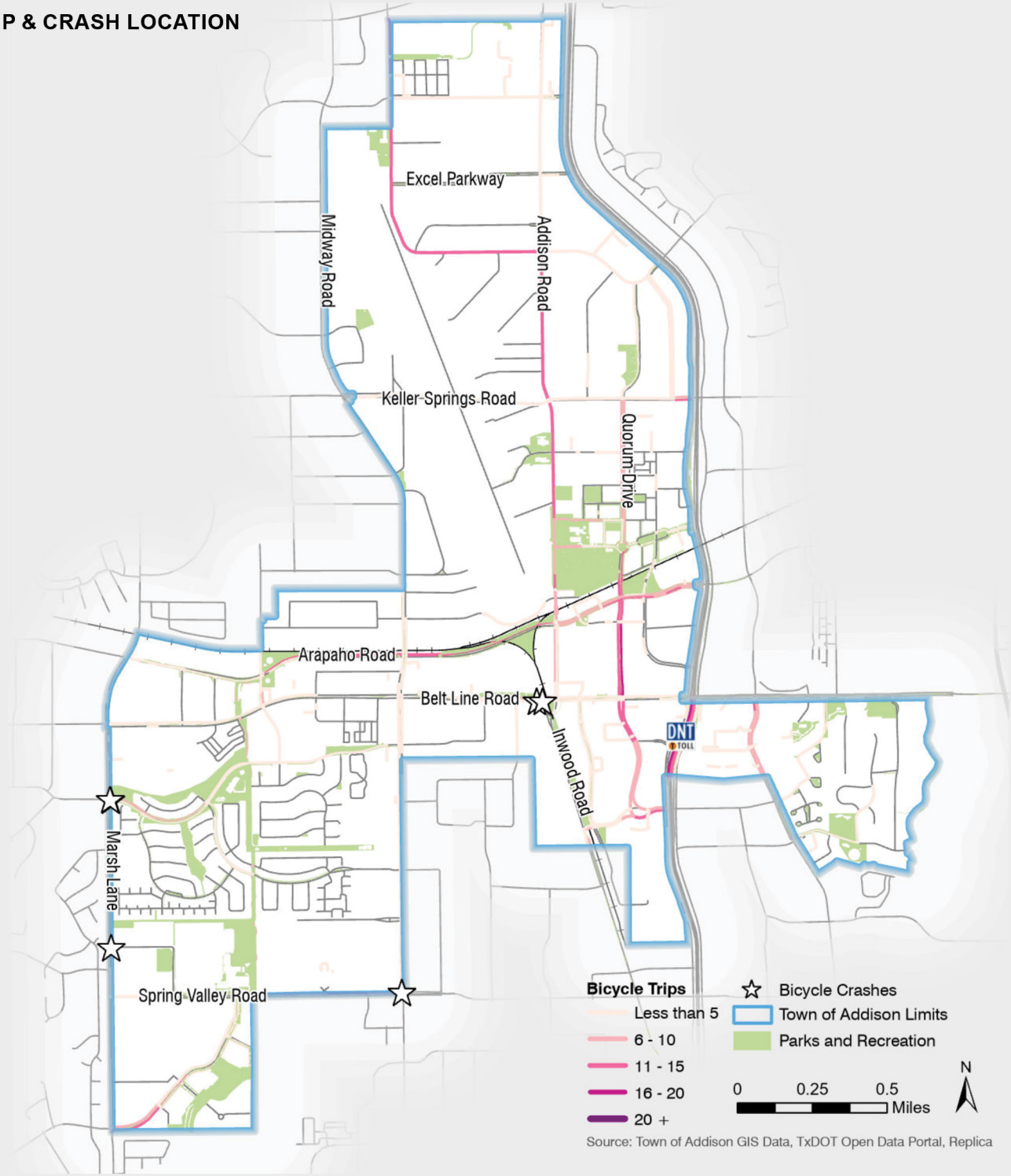
WHY IT MATTERS

Map 6 helps the Town align bike infrastructure investments with safety and demand. It supports Addison's broader goal of encouraging biking as a practical and enjoyable travel option while reducing crash risk through smart design and policy.

Key takeaways from this map will help Addison:

- Improve safety on high-crash corridors like Midway and Marsh, even if current ridership is low
- Prioritize bike facility upgrades and crossings on routes with growing usage, such as Addison Road and Quorum Drive
- Support first- and last-mile connections to regional trails and the DART Silver Line

MAP 6. BICYCLE TRIP & CRASH LOCATION



CONSTRAINTS AND OPPORTUNITIES

As Addison continues to evolve as a compact, mixed-use town with both regional economic significance and a growing residential population, its transportation system must adapt to support increasingly diverse needs. The Master Transportation Plan update builds on the foundation laid in 2016, revisiting prior constraints and identifying new opportunities informed by updated data, community input, and emerging best practices.

EVOLVING CONSTRAINTS

Many of the core transportation challenges identified in the 2016 MTP persist today, but several have intensified or shifted in nature:

LIMITED RIGHT-OF-WAY

With the Town largely built out, most roadway corridors have little room for expansion. This makes it challenging to add turn lanes, new sidewalks, or protected bike facilities without repurposing existing lanes or reconfiguring intersections.

TRAFFIC GROWTH IN KEY CORRIDORS

While total traffic volumes are stable across most of the Town, certain corridors—particularly Belt Line Road, Midway Road, and Marsh Lane—continue to experience high levels of congestion and crashes. These corridors are also where many of Addison's key destinations are located, making them critical for all modes.

COMPLEX INTERSECTIONS AND ACCESS POINTS

Intersections with multiple commercial driveways, skewed alignments, or closely spaced signals (e.g., near Addison Circle or Village on the Parkway) create confusion for both drivers and pedestrians.

GAPS IN PEDESTRIAN AND TRAIL NETWORKS

Many survey respondents pointed to missing or narrow sidewalks, poor lighting, and limited connections across major barriers like the Dallas North Tollway or Belt Line Road. While significant trail progress has been made, several links remain incomplete.

INCONSISTENT OPINIONS ON BIKE INFRASTRUCTURE

Public input was mixed on bike infrastructure—with some residents advocating for protected lanes and others opposing them altogether—but nearly all agreed that today's cycling environment lacks clarity and safety. Sharrows are not seen as sufficient, and Midway/Marsh were identified as unsafe for biking.

EQUITY OF ACCESS TO TRANSIT

With the Silver Line rail station now open, gaps remain in first/last-mile connectivity, especially for residents in multifamily developments and commercial workers who rely on walking or bus access to reach destinations.

COMMUNITY FEEDBACK: CONSTRAINTS

Public engagement has highlighted several cross-cutting concerns and areas for improvement:



1. A desire for faster action on sidewalk gaps and crosswalks
2. Strong support for safer pedestrian environments, especially along Belt Line and around Addison Circle
3. Mixed opinions on bike lanes, with some requesting protected lanes on Quorum and others opposing bike infrastructure altogether
4. Concerns over traffic congestion and speeding, especially in areas near new housing
5. Calls for more shaded, walkable areas and better connectivity between neighborhoods and destinations
6. Interest in local shuttle or trolley service, particularly to connect Addison Circle, Vitruvian Park, and Village on the Parkway
7. Emphasis on maintaining existing roads, resurfacing, and better signal timing

> ***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)

OPPORTUNITIES FOR PROGRESS

Despite physical and political constraints, Addison has many strategic advantages it can leverage to improve transportation access and safety:

REDEVELOPMENT AS A MOBILITY CATALYST

As older sites redevelop, the Town can implement new street grids, enhanced sidewalks, left-turn lanes, and transit-supportive infrastructure that aligns with the proposed cross-sections in this MTP.

INTEGRATION WITH THE SILVER LINE STATION

The DART Silver Line rail station brought regional connectivity to Addison for the first time. This presents an opportunity to reimagine last-mile mobility, parking policy, and land use around the station.

A CULTURE OF ENGAGEMENT

Addison residents are deeply involved in local decision-making and have consistently voiced their priorities through surveys, meetings, and public comments. This engaged public can be a powerful ally in implementing transformative projects.

TRAIL AND TRANSIT INVESTMENTS

Addison has positioned itself as a regional trail connector and is actively coordinating with Dallas, Farmers Branch, and NCTCOG to complete multi-city alignments. These partnerships open up funding opportunities and make active transportation a viable alternative to driving.

COMPACT LAND USE

Addison's density and mix of uses make it uniquely suited for multimodal transportation. Many destinations are within a 10-minute bike ride or 20-minute walk—supporting a shift toward shorter trips and reduced vehicle miles traveled.

COMMUNITY FEEDBACK: OPPORTUNITIES

Public feedback revealed several recurring themes about how Addison can build on its strengths and recent progress to improve transportation access, safety, and choice:



1. Support for integrating walkability and biking into new development and redevelopment projects
2. Excitement around leveraging the Silver Line station to create a more connected town center
3. Desire for better trail connectivity between Addison and neighboring cities like Dallas and Farmers Branch
4. Interest in launching a local circulator or shuttle to connect Addison's key destinations
5. Support for using redevelopment as a way to redesign large blocks for better pedestrian access
6. A call to pair trail investments with safer crossings, slower speeds, and more visible pedestrian infrastructure

> ***Redevelopment is the time to fix the street layout—make it easier to walk or bike through these big blocks.***
>
> – Survey Response #37

> ***If we're building a rail station, we should make it the best-connected place in town for walking and biking.***
>
> – Comment from July 10 Open House

> ***Addison's size makes it perfect for a local shuttle or circulator—connect Vitruvian, Addison Circle, and the restaurant district.***
>
> – Survey Response #50

> ***The new trails are great—I just want to see more of them connect into Dallas and Farmers Branch.***
>
> – Comment from Town Hall Booth

CHAPTER 4:

CROSS-SECTION DESIGN STRATEGY

CONTEXT SENSITIVE APPROACH

Context-sensitive design (CSD) is a planning and engineering approach that responds to the physical, cultural, and functional context of a place. It prioritizes the design of transportation facilities that not only support safe and efficient movement but also reflect and enhance their surroundings. This method brings together multiple disciplines and stakeholders to ensure that transportation projects align with the community's identity, character, and values.

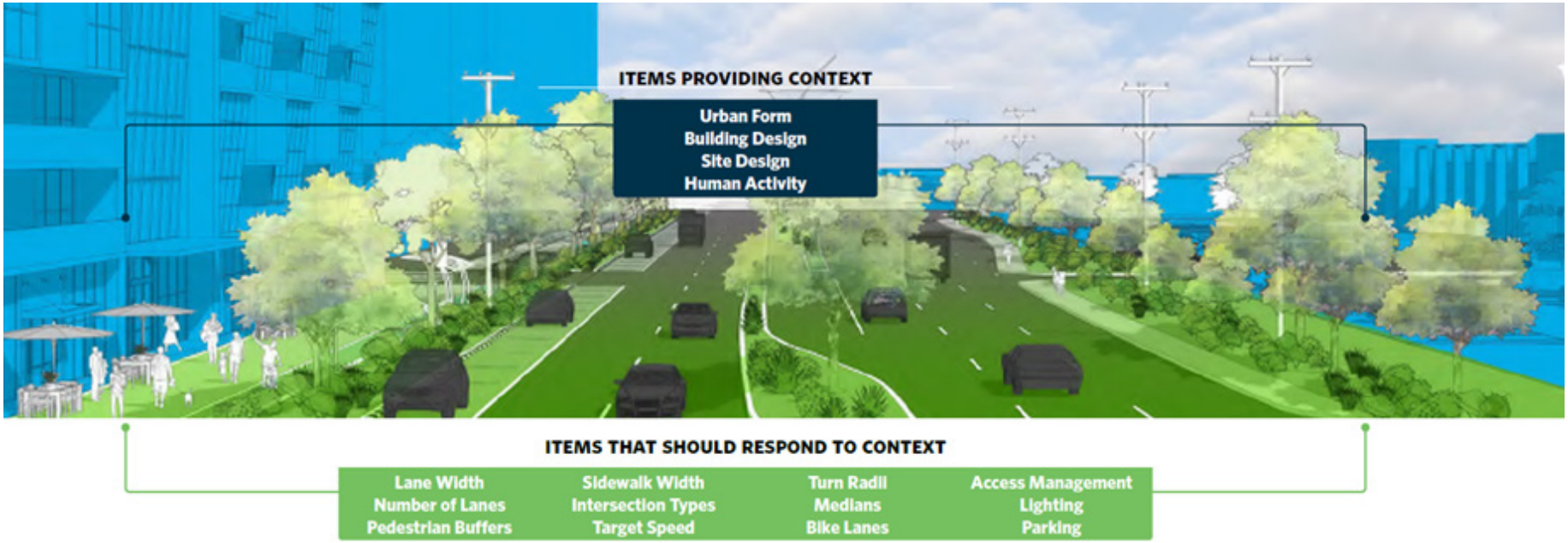
In Addison, context-sensitive design is a central element of both the Comprehensive Plan and this Master Transportation Plan. These documents emphasize the need to tailor street designs to different settings—whether walkable urban districts or quieter residential neighborhoods—based on surrounding land use and desired outcomes.

In areas like Addison Circle, the focus is on supporting vibrant, pedestrian-oriented environments. Streets are designed with wide sidewalks, shade trees, street furnishings, and space for outdoor dining to reflect the mixed-use, high-activity nature of the area. In contrast, residential streets prioritize comfort and safety with narrower travel lanes, landscaped buffers, and targeted pedestrian crossings that maintain the calm character of the neighborhood.

This approach directly supports Addison's Place Types and Spectrum of Change framework identified in Advance Addison 2050 by allowing cross sections to flex depending on context—accommodating high-intensity development in urban areas, preserving neighborhood character in residential zones, and providing space for evolving needs like trails, street furnishings, or transit.

Context-sensitive design is also a key tool in advancing Addison's "People First" principle, improving connectivity and walkability while enhancing fiscal resilience through support for compact, high-value development patterns. As the Town updates the MTP, this approach provides the foundation for a more complete, multimodal network that balances function with quality of place—ensuring that Addison's streets serve not only vehicles, but the full range of users and community priorities.

FIGURE 8. CONTEXT-SENSITIVE DESIGN



FLEXIBLE CROSS-SECTIONS

Recognizing that one size does not fit all, Addison uses flexible cross-section envelopes to guide street design in a way that responds to surrounding land use, transportation function, and community preferences. These envelopes establish a range of dimensions for each street element, allowing the Town to allocate space within the right-of-way based on context—whether it's a quiet residential street, a high-activity urban corridor, or a transitional mixed-use district.

This approach also supports the concept of right-sizing roadways, in which the number or width of travel lanes is evaluated based on actual traffic volumes and desired community outcomes. If a street is found to be overbuilt for its current or projected traffic, it may be appropriate to reduce lane widths or reallocate entire lanes to support other needs such as wider sidewalks, bike facilities, transit stops, on-street parking, or landscaping. This not only improves safety and comfort for non-motorized users but can also enhance the public realm and support local economic activity.

In walkable or mixed-use areas, flexibility allows the Town to enhance public space and prioritize other modes through features such as:

- Wide sidewalks and furnishing zones for street trees, outdoor dining, and pedestrian comfort;
- On-street bike lanes or shared-use paths to support active transportation;
- Transit stops with shelters, seating, and ADA-compliant access;
- Narrower vehicle lanes or reduced lane counts to calm traffic and increase pedestrian safety;
- Public realm improvements like lighting, benches, or parklets that foster social activity and vibrancy.

In contrast, on key arterials or corridors where higher volumes of traffic are expected, the same envelope can be adapted to preserve vehicular function while improving comfort and safety through:

- Dedicated or shared turn lanes to maintain roadway capacity and manage congestion;
- Landscaped medians or channelized intersections for smoother operations and safety;
- Sidewalk buffers or planting strips that physically separate pedestrians from moving traffic;
- Clearly defined access points and driveway consolidation to reduce conflict and improve flow.

FIGURE 9. EXAMPLE OF A CROSS-SECTION



The table below outlines the typical elements that may be included in a street cross-section envelope, along with recommended minimum and maximum widths. This structured flexibility allows Addison to adapt street designs to the needs and character of each corridor

TABLE 1. STREET CROSS-SECTION DESIGN ELEMENTS

COMPONENT	DESCRIPTION	MINIMUM WIDTH	MAXIMUM WIDTH
Travel Lane	General-purpose lane on a roadway for vehicles and bicycles.	10 ft	14 ft
Median	Raised or flush divider between travel lanes. May include landscaping or turn bays.	7 ft (minimum) 4 ft (with Left-Turn)	20 ft (landscaped or turn lane)
Turn Lane	Dedicated center or right turn lane.	10 ft	12 ft
Bike Lane	Designated on-street bicycle facility, striped or buffered.	5 ft	12 ft (buffered)
Sidewalk	Pedestrian zone adjacent to curb or parkway.	5 ft	8 ft
Enhanced Sidewalk	Wider sidewalks for high-pedestrian areas (mixed-use, downtown).	8 ft	15 ft
Parkway/Buffer	Landscaped or hardscape buffer between curb and sidewalk; may include street trees.	3 ft 5 ft (for new development)	10 ft
Parking Lane	On-street parallel parking.	7 ft	13 ft (accessible or buffered)
Curb and Gutter	Concrete edge treatment for drainage and vehicle control.	1.5 ft	2 ft
Shared-Use Path	Multi-use facility for bikes and pedestrians.	10 ft	14 ft
Streetscape Zone	Additional space adjacent to sidewalks for benches, lights, bike racks, trash cans, tree wells, etc.	4 ft	None
Transit Stop	Clear boarding area; may include shelter, seating, and ADA access zone.	6 ft	15 ft
Two-Way Cycle Track	A physically separated, bidirectional bicycle facility, distinct from sidewalks and travel lanes.	10 ft	14 ft

TYPICAL CROSS SECTIONS

The Town of Addison's street network is designed to serve a dual purpose: facilitating regional mobility and providing local access. To achieve this balance, the Town has developed a comprehensive framework of typical street sections that guide right-of-way (ROW) dedication and context-sensitive street design. These typical sections are integral to the Town's long-term planning strategy, ensuring that new developments and capital improvement projects contribute to a cohesive and efficient transportation system.

Each typical section is tailored to accommodate the unique characteristics and demands of its corresponding street classification. The classifications include:

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

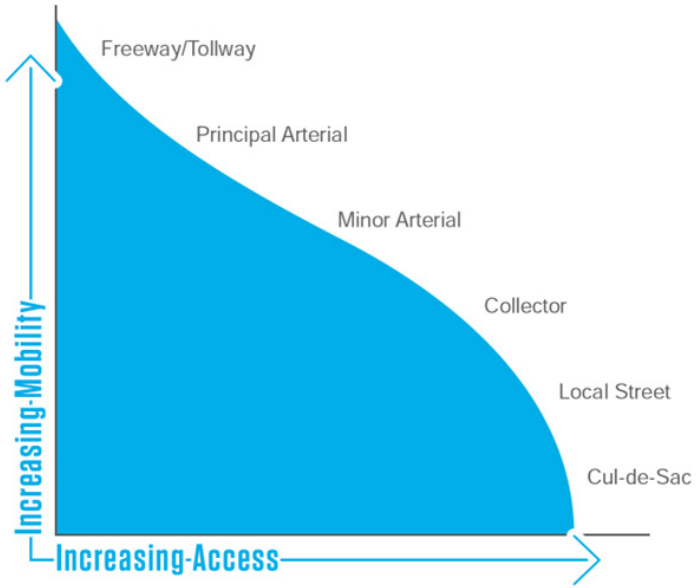
Neighborhood streets prioritizing pedestrian comfort and local access.

These typical sections are not prescriptive but provide a range of acceptable dimensions and optional design features. This flexibility allows for adaptation to local conditions, ensuring that the final street design supports Addison's overarching vision of safe, efficient, and attractive streets for all users.

In areas where existing ROW is insufficient to meet the minimum standards outlined in these typical sections, the Town may utilize easements to achieve the desired street dimensions. This approach ensures that the necessary space is available for future transportation needs without compromising current land use.

By implementing these typical sections, Addison aims to create a transportation network that accommodates all modes of travel, supports economic development, and enhances the quality of life for its residents.

FIGURE 10. MOBILITY-ACCESSRELATIONSHIP



PRINCIPAL ARTERIAL

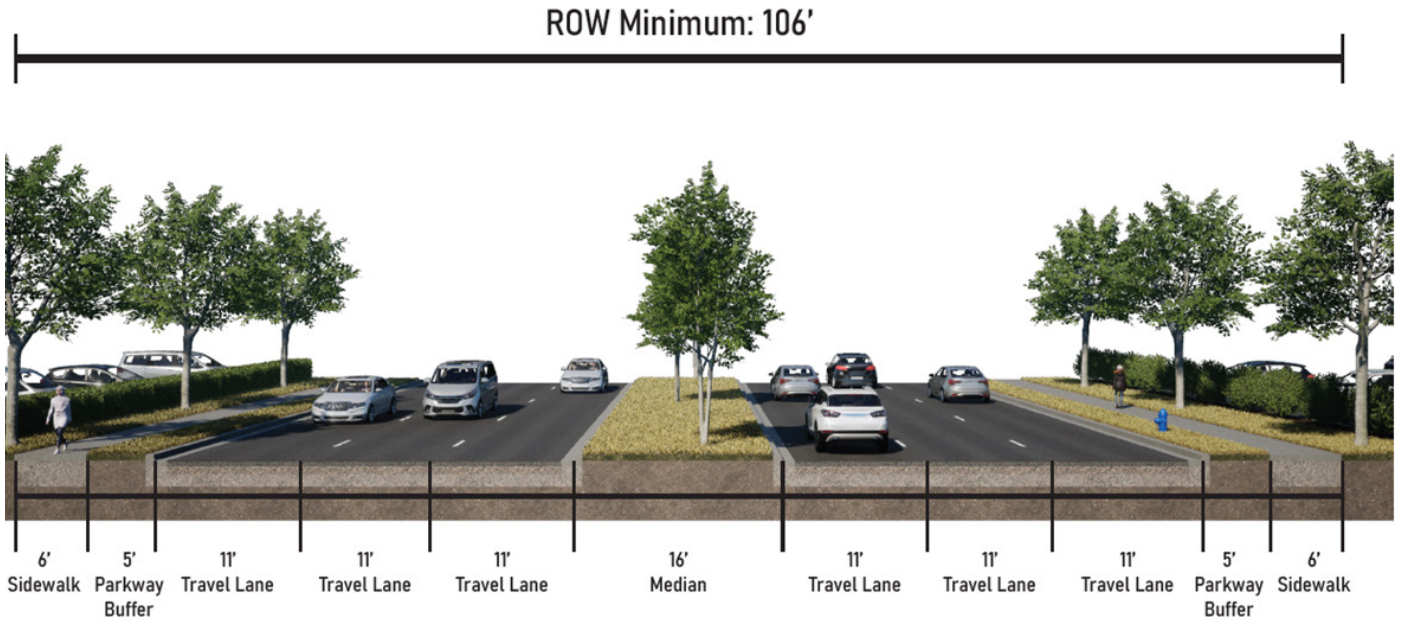
Description: Principal Arterials are the highest-capacity streets in the city network, connecting major destinations and carrying significant volumes of commuter, freight, and transit traffic. These corridors must balance efficient movement with safety and multimodal access, providing a durable, future-ready 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	5–10 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. PRINCIPAL ARTERIAL COMPONENTS



MINOR ARTERIAL

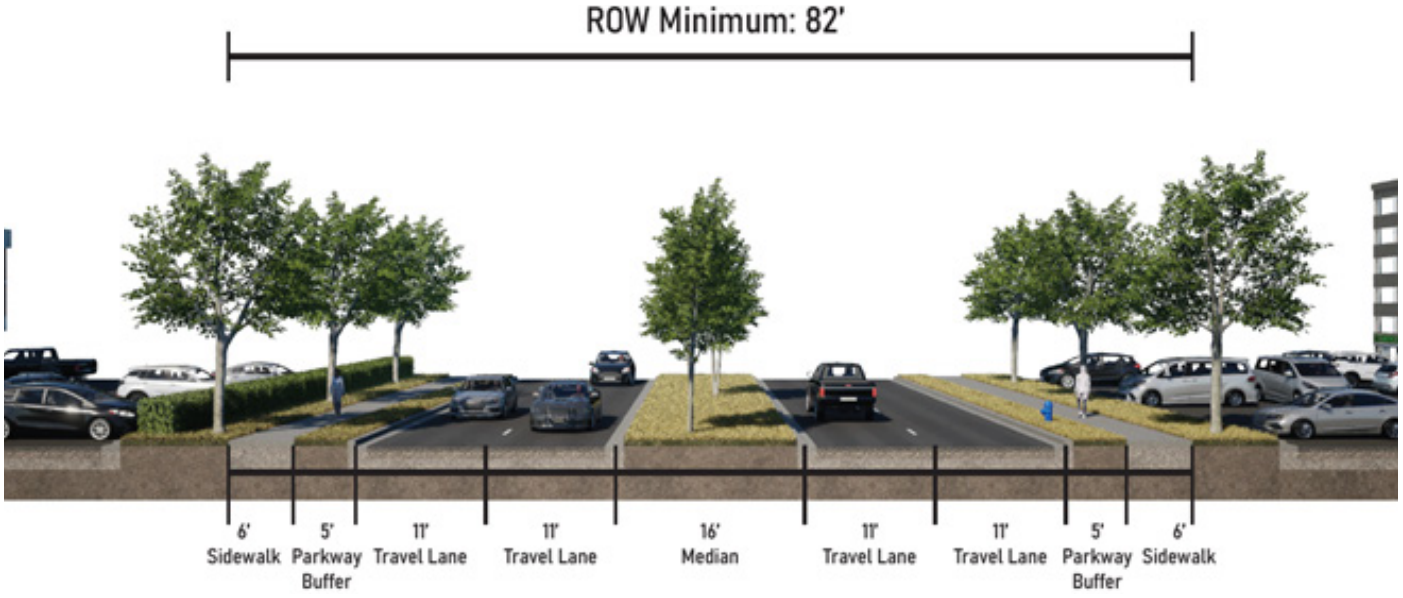
Description: Minor Arterials provide regional connections between neighborhoods and commercial areas. These streets serve higher volumes of traffic and accommodate multiple modes, including transit and protected bike facilities. Medians and turn lanes improve traffic flow, while wide sidewalks and buffers enhance pedestrian comfort.

Implementation Note: Minor Arterials should provide multimodal regional access while accommodating high vehicle volumes. ROW should consider future transit upgrades and dedicated bike facilities. Dedicated left-turn lanes and landscaped medians should be included where space allows to support safe turning movements and reduce conflicts. Separated side paths should be prioritized in constrained environments to maintain safe and comfortable bike travel. Streetscape elements like wide sidewalks and buffers are critical to create a safer and more pleasant pedestrian environment, especially near bus stops and intersections.

TABLE 3. MINOR ARTERIAL COMPONENTS

CATEGORY	COMPONENT	RANGE
Width	Right-of-Way Minimum	82 ft
	Right-of-Way Maximum	110 ft
	Pavement Width	60–72 ft
Streetscape	Sidewalk	6–10 ft
	Parkway Buffer	6–15 ft (Enhanced)
	Curb & Gutter	1.5–2 ft
Travelway	Number of Lanes	4–6
Flex Space	Lane Widths	10–12 ft
	Median Width (If Applicable)	15–20 ft (5ft if adjacent to turn lane)
General	Design Speed	35–40 mph
	Design Service Volumes	15,000-30,000 vpd

FIGURE 12. MINOR ARTERIAL COMPONENTS



URBAN COLLECTOR

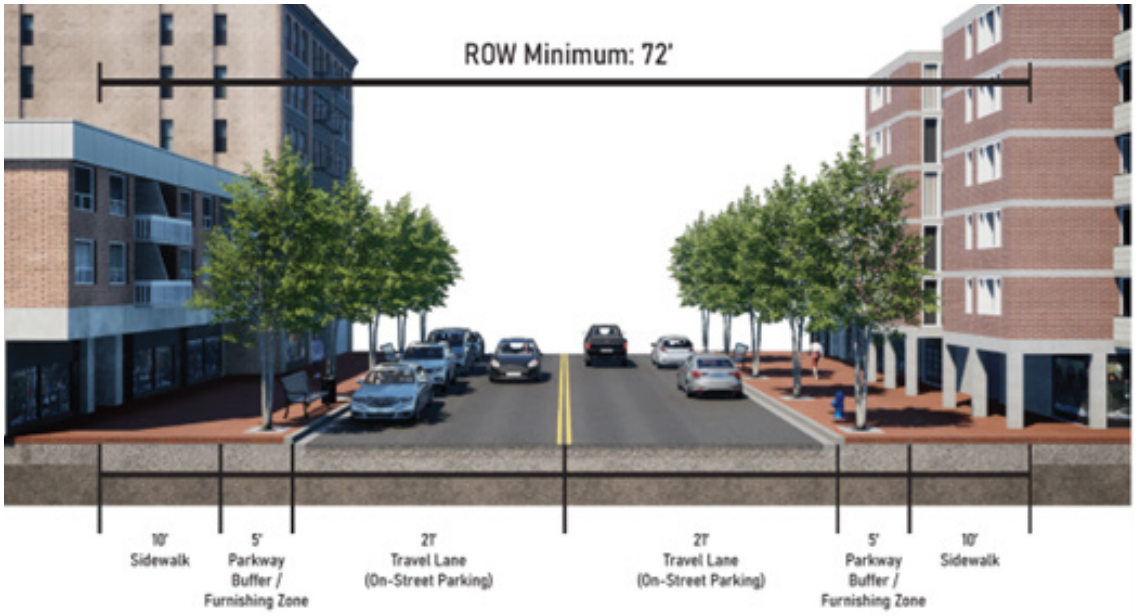
Description: Urban Collectors function as key multimodal corridors within walkable centers or transitioning urban areas. These streets are designed to support high pedestrian activity, accommodate bicycles, and serve emerging transit and curbside needs.

Implementation Note: Urban Collectors should prioritize multimodal travel and balance flexibility with safety. ROW should protect for future transit, bikeways, and pedestrian enhancements. Where high pedestrian activity exists, curbside space should support enhanced crossings, furnishings, or stormwater planters. Bicycle facilities may be raised, buffered, or integrated with shared-use paths depending on the corridor function. Active curbside zones should remain flexible to support deliveries, rideshare, or future transit service.

TABLE 4. URBAN COLLECTOR COMPONENTS

CATEGORY	COMPONENT	RANGE
Width	Right-of-Way Minimum	72 ft
	Right-of-Way Maximum	100 ft
	Pavement Width	44–60 ft
Streetscape	Sidewalk	8–15 ft (Enhanced)
	Parkway Buffer	Minimal or replaced by furnishings
	Streetscape Zone	4–8 ft
	Curb & Gutter	1.5–2 ft
Travelway	Number of Lanes	2–4
	Lane Widths	10–11 ft
General	Design Speed	30–35 mph
	Design Service Volumes	10,000–20,000 vpd

FIGURE 13. URBAN COLLECTOR COMPONENTS



RESIDENTIAL COLLECTOR

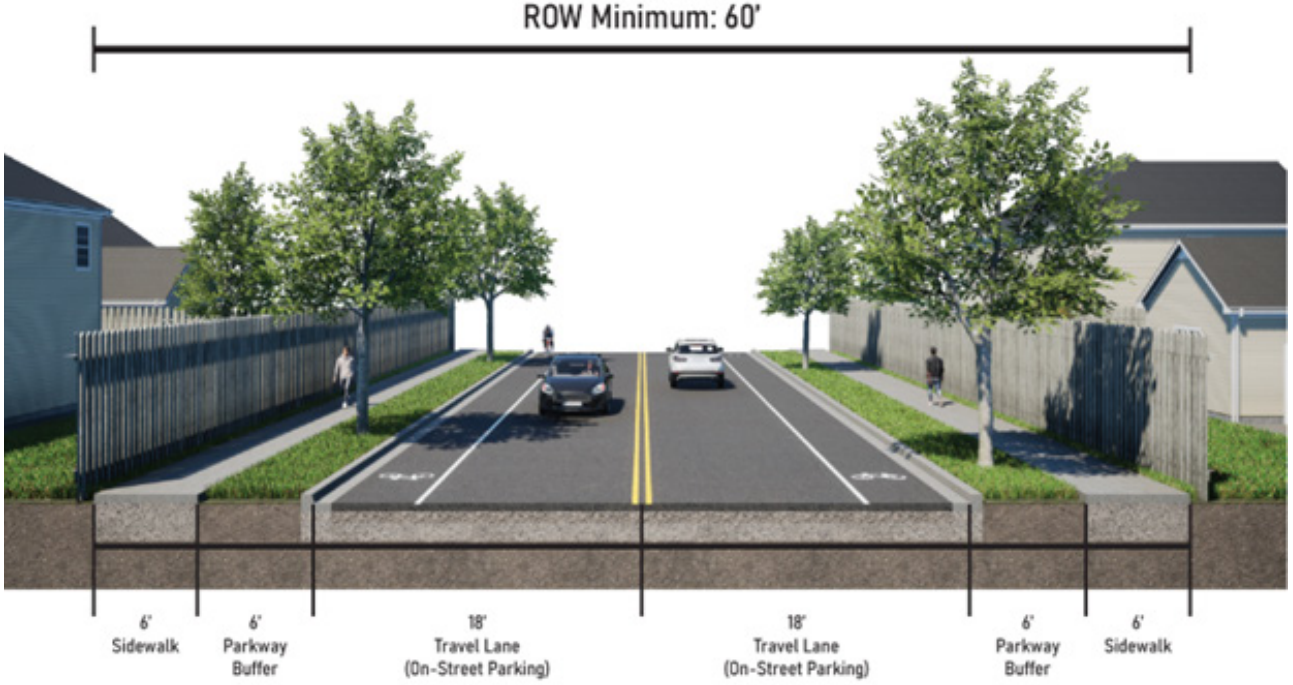
Description: Residential Collectors connect local streets to arterials and are designed to balance low to moderate traffic volumes with multimodal access. They serve key community destinations and can provide space for bicycle facilities and traffic calming elements like medians or crossing islands.

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 Town'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

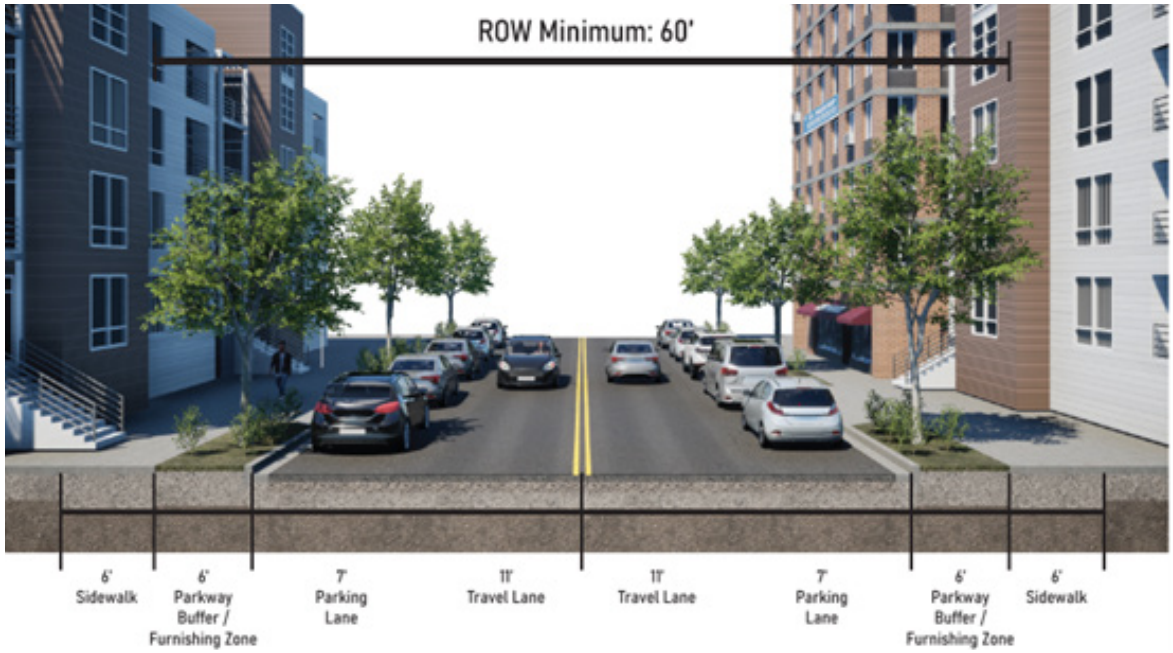
Description: Urban Local streets are intended for mixed-use and walkable areas with higher pedestrian activity than Residential Local streets. These streets prioritize wide sidewalks, parkway space can be replaced with streetscape zones, and the roadway should provide parking on both sides of the street 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
	Streetscape Zones	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



RESIDENTIAL LOCAL

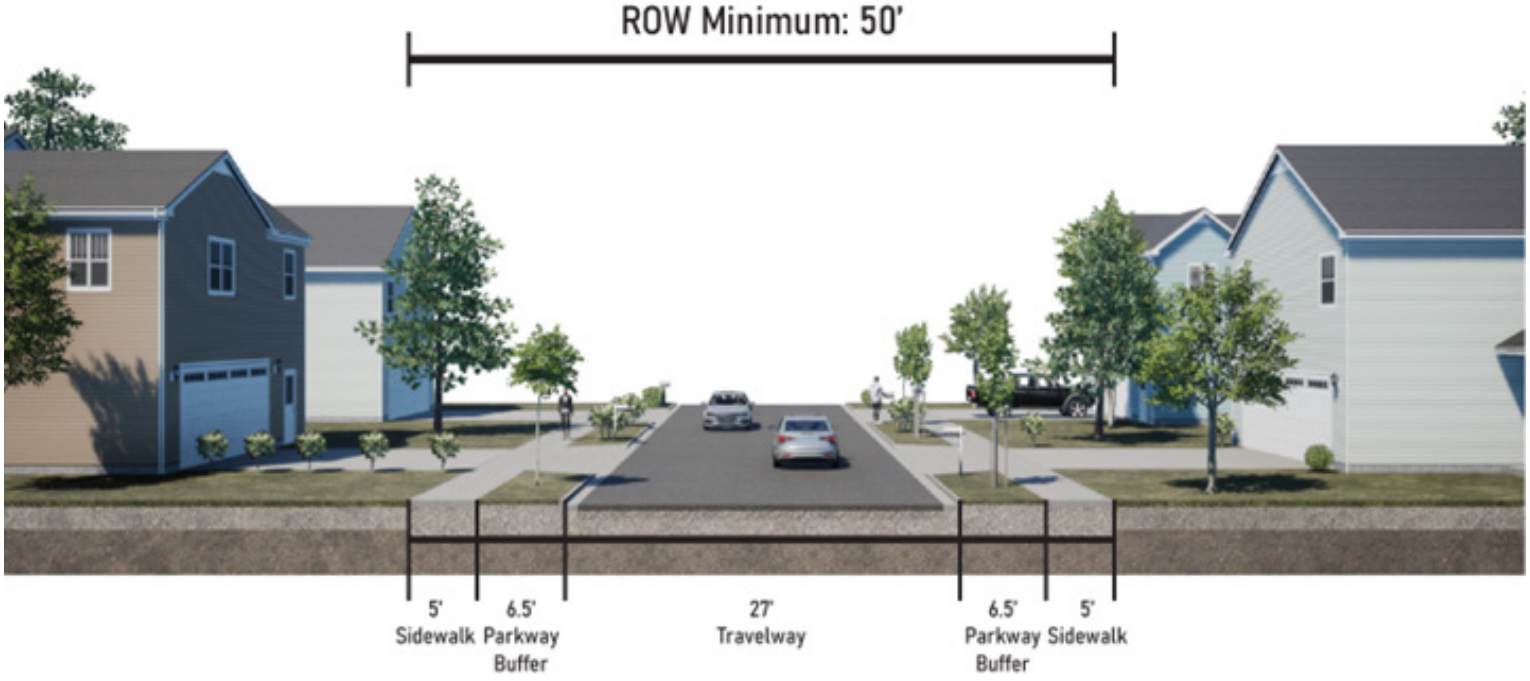
Description: Residential Local streets serve neighborhoods with low vehicle volumes and prioritize pedestrian comfort, tree planting, and local access. Sidewalks and street trees create a welcoming environment, while travel lanes accommodate shared bicycle use.

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 Town's long-term transportation vision can be realized.

TABLE 7. RESIDENTIAL LOCAL COMPONENTS

CATEGORY	COMPONENT	RANGE
Width	Right-of-Way Minimum	50 ft
	Right-of-Way Maximum	60 ft
	Pavement Width	26–30 ft
Streetscape	Sidewalk	5–6 ft
	Parkway Buffer	3–7 ft
	Curb & Gutter	1.5–2 ft
Travelway	Number of Lanes	2
	Lane Widths	10–11 ft
General	Design Speed	25–30 mph
	Design Service Volumes	<2,000 vpd

FIGURE 16. RESIDENTIAL LOCAL COMPONENTS



TRANSPORTATION TECHNICAL STANDARDS



View the Transportation Technical Design Standards Report

The Town of Addison's Transportation Technical Standards serve as the authoritative guide for the design and evaluation of roadways and transportation infrastructure within the town. This document is essential for engineers, planners, and developers engaged in new roadway designs or assessing the transportation impacts of proposed developments.

The Transportation Technical Standards provide comprehensive requirements and guidelines to ensure that transportation infrastructure in Addison is safe, efficient, and consistent with the town's planning objectives. These standards apply to all new roadway designs and to the evaluation of transportation aspects in new developments. They are intended to align with the Town of Addison's Master Transportation Plan and other relevant planning documents.

The standards encompass various aspects of transportation design, including:

- **Roadway Classifications:** Defining different types of streets (e.g., major arterials, minor arterials, collectors, local streets) and their intended functions.
- **Design Criteria:** Specifications for lane widths, shoulder widths, curb and gutter designs, and other geometric features.
- **Access Management:** Guidelines for the spacing and design of driveways, median openings, and intersections to optimize traffic flow and safety.
- **Traffic Control Devices:** Standards for the placement and design of signs, signals, and pavement markings.
- **Pedestrian and Bicycle Facilities:** Requirements for sidewalks, crosswalks, bike lanes, and related infrastructure to support non-motorized transportation.
- **Lighting and Landscaping:** Standards for street lighting placement and landscaping to enhance safety and aesthetics.

The table below summarizes typical spacing guidelines for various street types in Addison, as outlined in the Transportation Technical Standards. These guidelines are subject to the latest edition of the standards and may be adjusted based on specific project requirements.

TABLE 8. SPACING REQUIREMENTS

STREET TYPE	MEDIAN OPENING SPACING	PREFERRED SIGNAL SPACING	DRIVEWAY SPACING	LIGHTING SPACING	LIGHTING SETBACK FROM MEDIAN NOSE
Principal Arterial	400–600 ft	1,320 ft	200 ft	150 ft	30 ft
Minor Arterial	400–600 ft	1,320 ft	200 ft	150 ft	30 ft
Urban Collector	350–600 ft	1000 ft	150 ft	150 ft	30 ft
Residential Collector	350–600 ft	1000 ft	20 ft	150 ft	30 ft
Urban Local	N/A	N/A	20 ft	100 ft	N/A
Residential Local	N/A	N/A	20 ft	100 ft	N/A

Access spacing standards should be considered early in the planning and design phases of a development or roadway project. They are tailored to each roadway classification and should be balanced with site access needs, traffic volumes, and adjacent land uses. While the spacing values provided in the accompanying table reflect preferred minimums, adjustments may be warranted based on operational analyses, topography, or specific development conditions. All deviations must be reviewed and approved by the Town of Addison's Public Works and Engineering Department.

CHAPTER 5:

TRANSPORTATION SYSTEM PLAN

THOROUGHFARE PLAN MAP

The Thoroughfare Plan Map defines the functional classification of Addison's Street network and sets expectations for the scale and connectivity of future transportation infrastructure. While the majority of the roadway classifications established in the 2016 Master Transportation Plan remain consistent, this update incorporates several key changes intended to better align Addison's mobility system with its evolving development patterns, fiscal realities, and community aspirations.

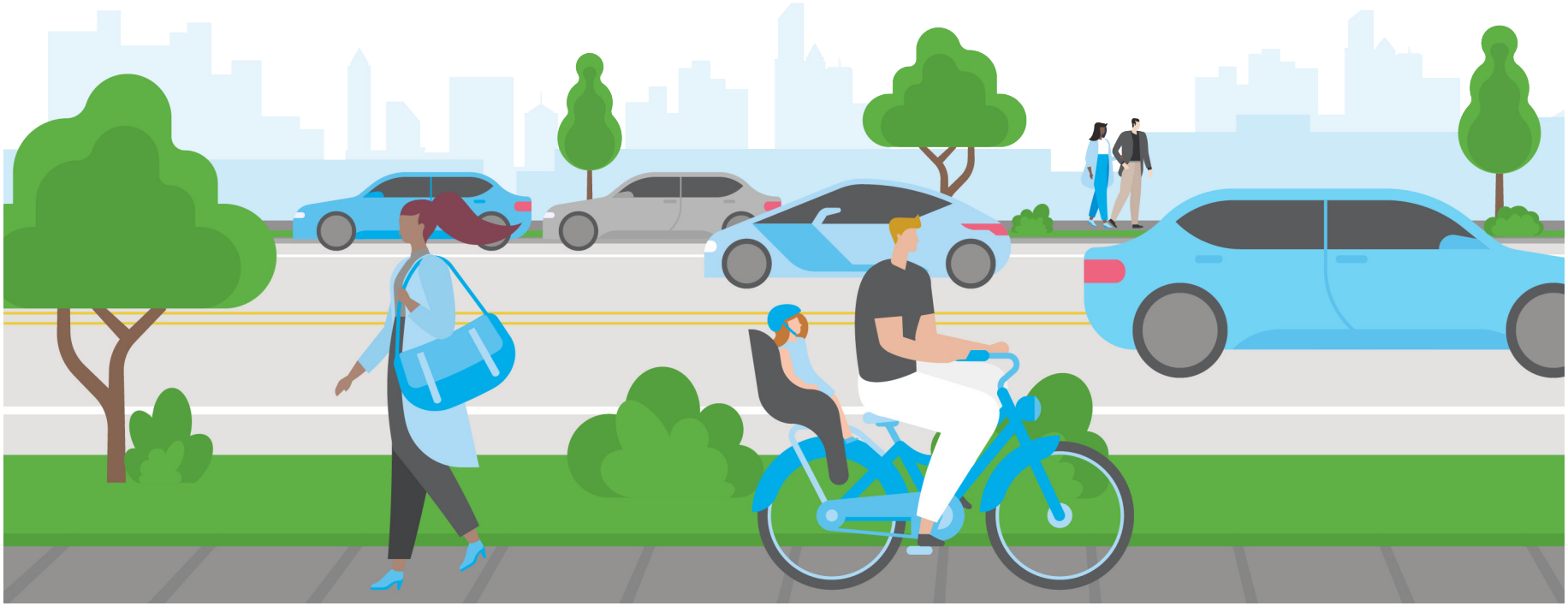
Most notably, Commercial Collector roadways have been reclassified as Urban Collector to reflect a more walkable, mixed-use context, and to clarify the expected design character of these corridors as they evolve. This change also supports Addison's broader goals to reduce vehicle miles traveled, improve multimodal connectivity, and increase the economic productivity of existing corridors.

Street Classifications

- Toll
- Principal Arterial
- Minor Arterial
- Urban Collector
- Residential Collector
- Residential Local
- Urban Local

Additionally, the Urban Local classification has been added. This new typology recognizes the need for lower-speed, pedestrian-oriented streets in dense, mixed-use areas such as Addison Circle and future transit-oriented development zones. Urban Local streets prioritize safety, comfort, and access for people walking and biking, and are a key element in the Town's efforts to develop more complete, compact, and connected neighborhoods.

These classifications are illustrated in the updated Thoroughfare Plan Map (see page 56), which shows both existing and planned alignments. This map should be interpreted in conjunction with the Place Types and Spectrum of Change Maps and cross section guidance found in the Cross-Section Design Strategy section.



PROPOSED THOROUGHFARE PLAN MAP

The Proposed Thoroughfare Plan map defines the functional classification of all public streets in Addison and guides long-term roadway design and infrastructure investment. It reflects both existing conditions and future expectations for development, mobility, and context-sensitive design. The map includes roadway classifications such as Principal Arterial, Minor Arterial, Urban Collector, Residential Collector, Residential Local, and the newly introduced Urban Local category.

WHAT THE MAP SHOWS

- A complete, built-out street network with functional classifications for all public roadways
- Classifications that coordinate with recommended cross sections and help define expected design character and function
- A small number of proposed new segments, with most changes focused on redesign and modernization rather than new connections

WHAT'S NEW

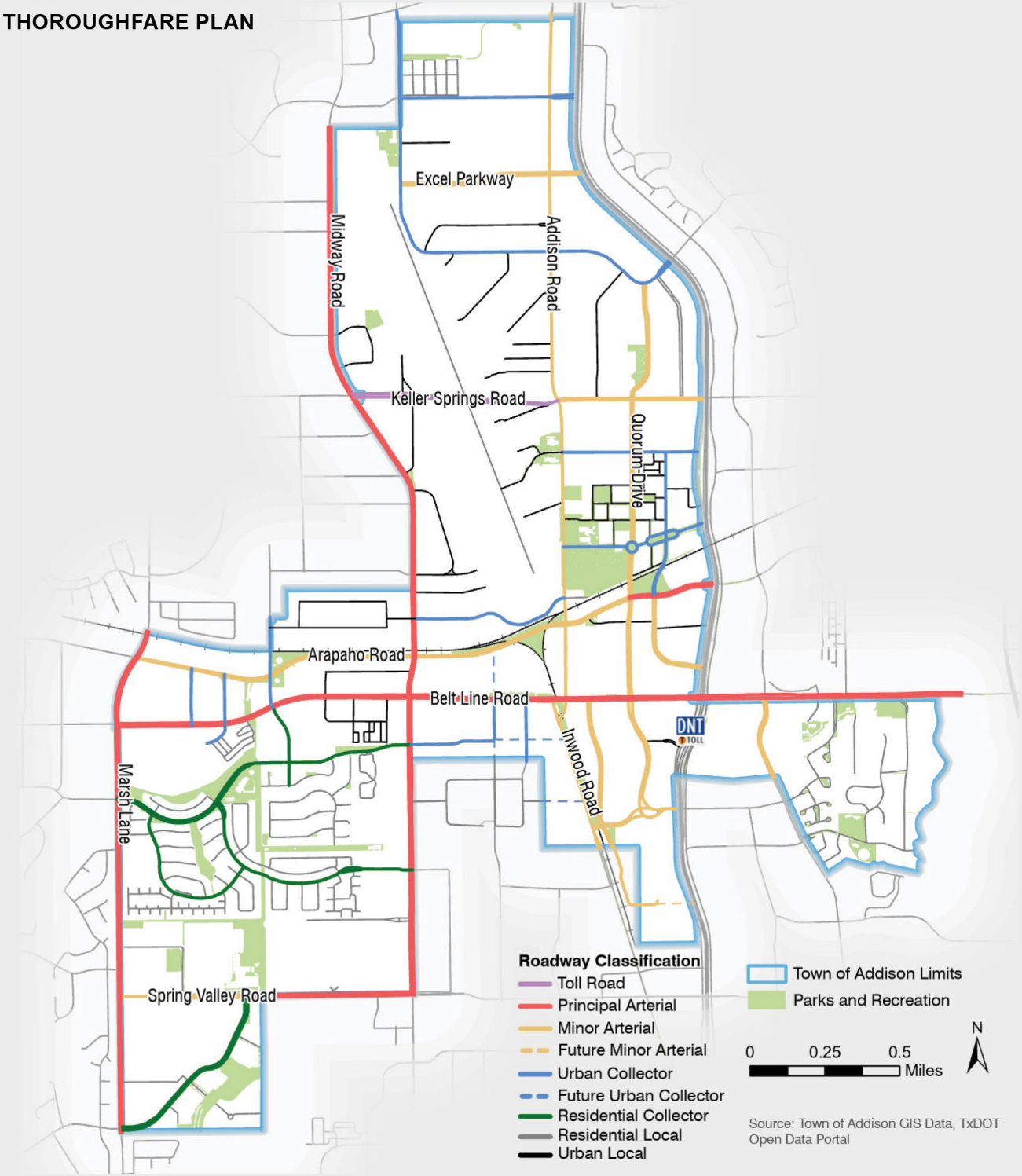
- Updated cross sections that prioritize wider sidewalks, ADA-compliant facilities, and enhanced streetscapes—typically without adding travel lanes
- A new Urban Local classification to distinguish walkable, mixed-use streets (e.g., in Addison Circle) from traditional residential local streets ,in alignment with the concept of redesigning for desired slower comfortable driving speeds
- A flexible cross-section strategy that allows for context-sensitive designs across varying right-of-way widths. If a corridor has a surplus or deficit of right-of-way, the cross section can be adapted while still meeting core design goals. This flexibility makes it easier for staff to work with developers to build complete street sections and allows the Town to implement projects without requiring extensive or costly right-of-way acquisition.
- Continued emphasis on Complete Streets principles—ensuring all users are accommodated, not just vehicles

IMPLEMENTATION GUIDANCE

- Supports development review by identifying expected roadway types and associated design elements
- Guides right-of-way preservation and ensures reconstructed roadways reflect long-term design intent
- Enables more cost-effective capital planning by reducing the need for additional right-of-way purchases
- Coordinates public infrastructure upgrades with private development to ensure streets are delivered consistently and efficiently

This map ensures that future roadway investments align with Addison's goals for safety, connectivity, and walkability while maintaining the efficiency of the street network.

MAP 7. PROPOSED THOROUGHFARE PLAN



FUTURE ROADWAY SEGMENTS

To complete Addison's long-range vision for a more connected and resilient street network, the Transportation Plan includes recommendations for a limited number of future roadway segments. Most of Addison's transportation network is already built out, and the Town's compact footprint means that new corridors are the exception, not the rule. However, select extensions and connections have been identified as important opportunities to support redevelopment, enhance east-west access, and complete internal circulation in key growth areas—particularly within the Inwood Enhancement Zone, where coordinated infrastructure and land use strategies are central to economic revitalization.

These future segments are shown as striped or dashed lines on the Proposed Thoroughfare Plan Map and represent planned connections—not existing roadways. While most of these segments were carried forward from the 2016 Master Transportation Plan, they have been refined to reflect current land use and development feasibility.

TABLE 9. FUTURE ROADWAY SEGMENTS

IMPROVEMENT LOCATION	PROJECT LIMITS	RECOMMENDATION	STATUS
Alpha Rd/Bella Lane*	Near Vitruvian	Connection completed	Complete
Landmark Boulevard*	Extend to Dallas North Tollway	Project infeasible under current conditions	Proposed
Beltway Drive – East-West Segment*	Current terminus to Inwood Road	Consider future extension in coordination with redevelopment opportunities; follow Inwood Enhancement Zone study	Proposed
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	Proposed
Beltwood Parkway*	Extend to Inwood Road	Consider with future redevelopment; align with Inwood Enhancement Zone	Proposed

**Carried forward from 2016 Master Transportation Plan Update*

Implementation Considerations

Linked to Redevelopment: Most of these segments are not standalone public projects—they are expected to be constructed in partnership with or as a condition of redevelopment. Preserving right-of-way and integrating future connections into site plans is essential.

No Immediate Timeline: These segments are long-range recommendations and are not prioritized in the current Capital Improvements Plan. Implementation will be tied to property redevelopment, private investment, or public-private partnerships.

Enhancing the Grid: The intent is not to create high-speed roadways but to enhance local circulation and support more walkable, urban development. Design standards for these connections will reflect their role in neighborhood-scale mobility and redevelopment success.

Landmark Boulevard Extension

While extending Landmark Boulevard to the Dallas North Tollway could provide a new east-west route, the project is currently considered infeasible due to existing development patterns and limited right-of-way availability. The Town continues to monitor conditions for future feasibility.

Beltway Drive (East-West Segments)

A future east-west segment of Beltway Drive connecting to Inwood Road would help relieve pressure on Belt Line Road, improve local access, and strengthen the area's internal grid—especially if paired with the Beltwood Parkway extension. Both are envisioned as urban-scale connectors, supporting walkable mixed-use development as the Inwood area evolves.

Beltway Drive (North-South Segments)

There is strong interest in extending the north-south segment of Beltway Drive southward to connect with Gillis Road and Maxim Drive in Farmers Branch. This would create a new, continuous north-south route between Arapaho Road and Spring Valley Road. While this connection would require demolition of existing buildings and parking, it would significantly improve access and enhance redevelopment opportunities across both cities. Coordinated planning with Farmers Branch will be essential.

Beltwood Parkway Extension

Extending Beltwood Parkway to Inwood Road would help complete the local grid and improve east-west circulation through the Inwood Enhancement Zone. It also supports the area's envisioned transition from light industrial uses to creative office, civic, and flex space. If implemented alongside the Beltway Drive extension, the combined grid would provide flexible routing options and reduce dependence on Inwood and Belt Line for local trips.

FUTURE ROADWAY MODIFICATIONS

While Addison's street network is largely built out, many corridors are in need of modernization to support long-term mobility, accessibility, and redevelopment goals. The Transportation Plan identifies several key modifications to existing streets, focusing on improving multimodal safety, upgrading infrastructure, and aligning roadway design with current land use patterns. These improvements are not intended to expand the Town's network, but rather to enhance these roadways' function and appearance.

Most projects focus on reconfiguring existing streets to better serve pedestrians and cyclists while calming traffic and meeting ADA standards. Several recommendations—carried forward from the 2016 Master Transportation Plan—have been updated to reflect current right-of-way conditions, development status, and implementation feasibility.

TABLE 10. FUTURE ROADWAY MODIFICATIONS

IMPROVEMENT LOCATION	PROJECT LIMITS	RECOMMENDATION	STATUS
Midway Road	Spring Valley Road to Keller Springs Road	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 Road 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 and improve crossing at Celestial Road	Design Phase
Quorum Drive*	Dallas North Tollway 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 Road to South Town Limit	Widen to 4D in the remaining locations as right-of-way becomes available	Proposed
Addison Road	North Town Limit to Keller Springs Road	Roadway modernization including utilities, ADA compliance and modern lighting. Evaluate cross section for multimodal enhancements, including side path to align with Trails Master Plan	Proposed
Marsh Lane	North Town Limit to South Town Limit	Roadway modernization including side path, utilities, ADA-compliance, and modern lighting	Proposed
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	Proposed

**Carried forward from 2016 Master Transportation Plan Update*

Implementation Considerations

Linked to Redevelopment: Some modifications—particularly at the Quorum & Westgrove intersection—are triggered by adjacent redevelopment and will be implemented in coordination with private investment.

ROW-Responsive Cross Sections: The Town's new flexible cross-section strategy allows projects to proceed regardless of minor right-of-way variations, supporting implementation without requiring costly property acquisition.

Multimodal Focus: Improvements emphasize walkability and accessibility, helping to complete Addison's pedestrian network and align with regional trail and transit initiatives.

View Addison's Capital Projects

Midway Road (Spring Valley Road to Keller Springs Road)

The full reconstruction of Midway Road is now ***complete***, delivering upgraded utilities, drainage improvements, new pavement, and a wide shared-use side path for pedestrians and cyclists. Funded by the **2012 and 2019 Bond Programs**, along with certificates of obligation and Dallas County support, the project also includes modern traffic signals, enhanced crosswalks, and ADA-compliant sidewalks. As Addison's largest infrastructure investment to date, the completed corridor improves safety, multimodal access, and regional connectivity—including a key link to the DART Silver Line station.

Keller Springs Road (Dallas North Tollway to Addison Road)

This reconstruction project, included in Proposition A of the 2019 Bond Program, is currently ***under construction***. It involves replacing the original 1970s asphalt with durable concrete pavement, upsizing utility infrastructure to support future growth, and installing Complete Streets elements—sidewalks, medians, landscaping, and upgraded signals at Quorum Drive. Project design and bidding concluded in mid-2023, and construction running from spring 2025 to early 2027. Utility relocations are complete and initial demolition and traffic reconfigurations are already in progress, maintaining one lane in each direction.

Montfort Drive (Belt Line Road to Celestial Road)

Funded by the **2019 Bond Program**, this project will reconstruct Montfort Drive with new pavement, upgraded utilities, enhanced sidewalks, lighting, and streetscape. A pedestrian signal near Village on the Parkway is also under consideration. The project is in ***design phase***, with construction expected to begin in 2027.

Quorum Drive (Dallas North Tollway to DART Right-of-Way)

Quorum Drive will undergo a reconstruction from the Tollway to the DART right-of-way, including upgraded utilities, ADA-compliant sidewalks, enhanced streetscapes, and new bicycle infrastructure. Funded through the 2019 Bond Program (Proposition B), the project also includes placemaking features such as landscaping, public space enhancements, and potential redesign of the Addison Circle intersection. A design contract was approved in 2022, and a Public Advisory Committee has helped shape the final design. The Town, in coordination with NCTCOG, completed a temporary demonstration of the proposed cycle track. The project is in ***design phase***, with construction expected to begin in late summer of 2027.

Airport Parkway (Addison to Dallas North Tollway)

Reconstructed under Proposition A of the 2019 Bond Program, the Airport Parkway project is currently in the Engineering Design Phase and consists of full roadway modernization—including replacing aging 1970s asphalt with durable concrete pavement, upsizing water and sewer infrastructure, and upgrading traffic signals to meet Master Transportation Plan standards. The project also integrates Complete Streets features—ADA-compliant sidewalks, accessible crossings, modern lighting, and landscaping. As of late 2021, the ***design phase*** work was nearly complete (95%), and preliminary right-of-way appraisals were underway; construction procurement is anticipated to follow completion of the Keller Springs project.

Addison/Inwood Road (Keller Springs Road to South Town Limit)

Addison/Inwood Road is planned to transition from a four-lane undivided to a divided roadway, with medians and turn lanes added where missing—especially between Arapaho and Keller Springs. Improvements can be completed as a full bond project or advance incrementally as redevelopment occurs within the Inwood Enhancement Zone and Addison TOD. A regional trail is planned along Inwood Road, supporting broader active transportation goals. The segment from Landmark to Belt Line requires upgraded pavement and sidewalks, while the intersection at Belt Line should be reevaluated for operational efficiency and pedestrian safety. The project is currently ***not started*** and dependent on right-of-way availability and private development coordination.

Addison Road (North Town Limit to Keller Springs Road)

This project will include a comprehensive evaluation of the roadway cross section and a detailed right-of-way (ROW) study. The goal is to explore the introduction of multimodal improvements in alignment with the Town's Trails Master Plan—such as a shared-use path, enhanced pedestrian features, ADA upgrades, and modern lighting—while delivering broader roadway modernization. A full traffic capacity review will ensure that any changes maintain mobility and service levels. The project has ***not started*** and will require future bond funding.

Marsh Lane (North Town Limit to South Town Limit)

Marsh Lane is planned for full modernization, including utility upgrades, ADA-compliant sidewalks, improved lighting, and an enhanced pedestrian sidewalk along the east side to improve access and safety. The project will maintain its current lane configuration while closing key sidewalk gaps near schools and neighborhoods. It is currently ***not started*** and will require future funding through capital improvements or a bond program.

Quorum & Westgrove Intersection

This intersection will be reconfigured when the adjacent site redevelops to create a continuous Quorum Drive through-movement—either as a T-intersection or potential roundabout. The project is ***not started*** and tied to redevelopment of adjacent undeveloped parcels.

CHAPTER 6:

ACTIVE TRANSPORTATION PLAN

ACTIVE TRANSPORTATION PLAN

Addison's Active Transportation Plan builds directly on the foundation laid by the 2024 City-Wwide Trails Masterplan, continuing the Town's commitment to developing a safe, connected, and practical network for walking and biking. While the Trails Masterplan outlined a long-term vision for trail connectivity across the community, this plan focuses on implementation—identifying which roadway corridors should be prioritized for near-term projects and integrating active transportation infrastructure directly into Addison's street network.

The Town of Addison is uniquely positioned to support active transportation. Its compact size, dense commercial corridors, access to bus or rail transit, and proximity to regional trails—including the future Cotton Belt Trail and White Rock Creek connections—make it well-suited for trips by foot, bike, and other micro-mobility modes. However, several barriers remain, including gaps in the sidewalk network, limited north-south crossings over the DART Silver Line corridor, and inconsistent bicycle accommodations on arterial streets. This plan helps address those challenges by applying flexible roadway cross sections and a Complete Streets framework to support walking and biking as part of everyday mobility.

Where the City-Wide Trails Master Plan identified dozens of improvements—including Tier 1 and Tier 2 corridors, preferred trail typologies, and long-range priorities—this Active Transportation Plan provides a more tactical lens. It identifies which roadways should be targeted for investment based on multiple factors:

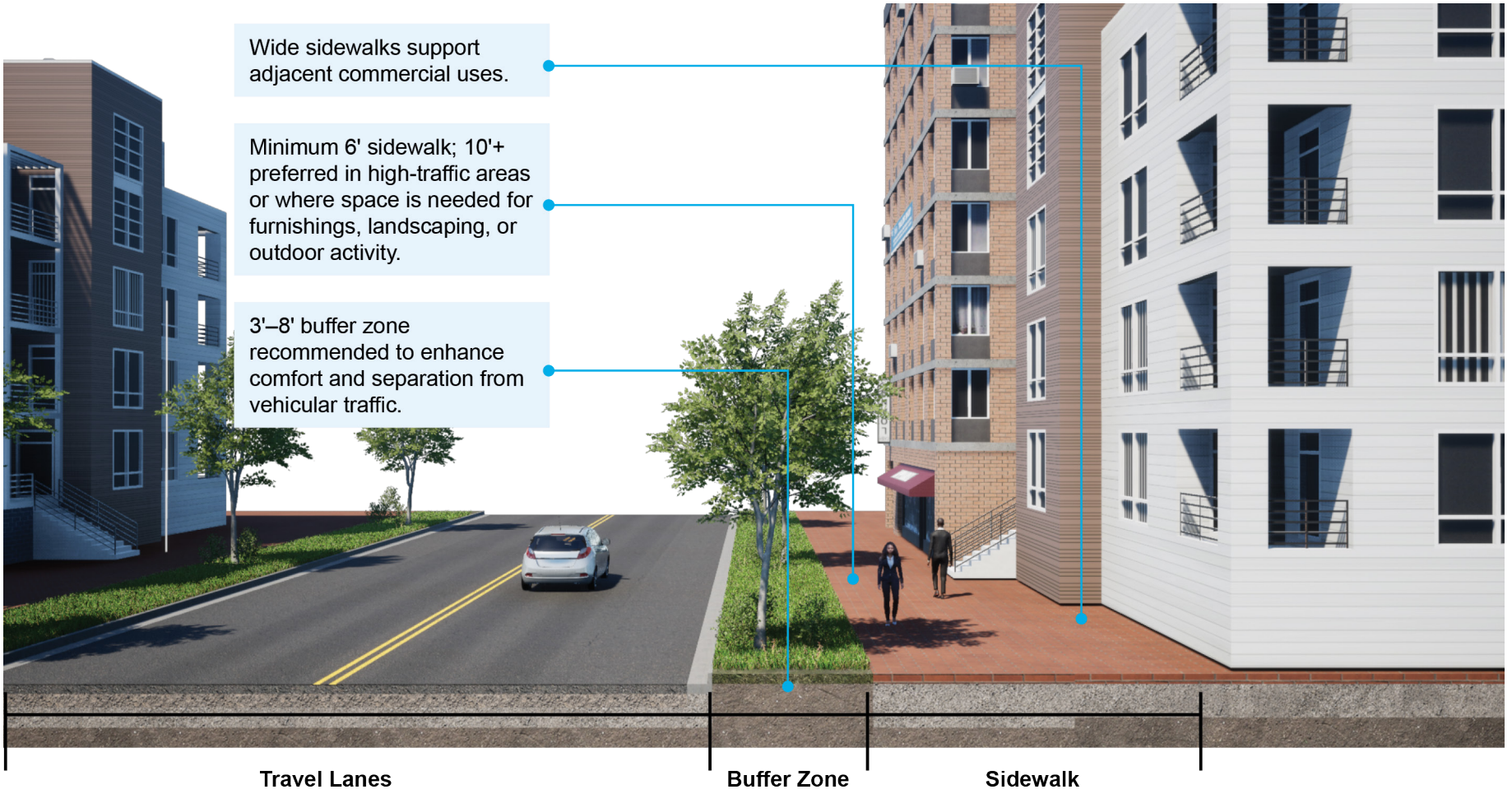
- ✔ **Proximity to existing and planned trails**
- ✔ **Existing pedestrian and bicycle travel patterns**
- ✔ **Crash data involving vulnerable road users**
- ✔ **Gaps in sidewalk or bicycle infrastructure**
- ✔ **Locations with high demand for safe crossings**

This information directly informs the prioritization of major roadway projects as well as development-related infrastructure requirements, ensuring that private and public investments contribute to a consistent and connected network.

The Active Transportation Plan Map, provided on page 70, illustrates where various types of walking and biking infrastructure are recommended throughout the community. These facility types reflect both the guidance of the Trails Masterplan and the context-specific design strategies of this MTP. Facilities shown on the map are described on the following pages.

WIDE SIDEWALK WITH BUFFER

Minimum 6-foot sidewalks with landscaped or hardscape buffers from vehicular travel lanes

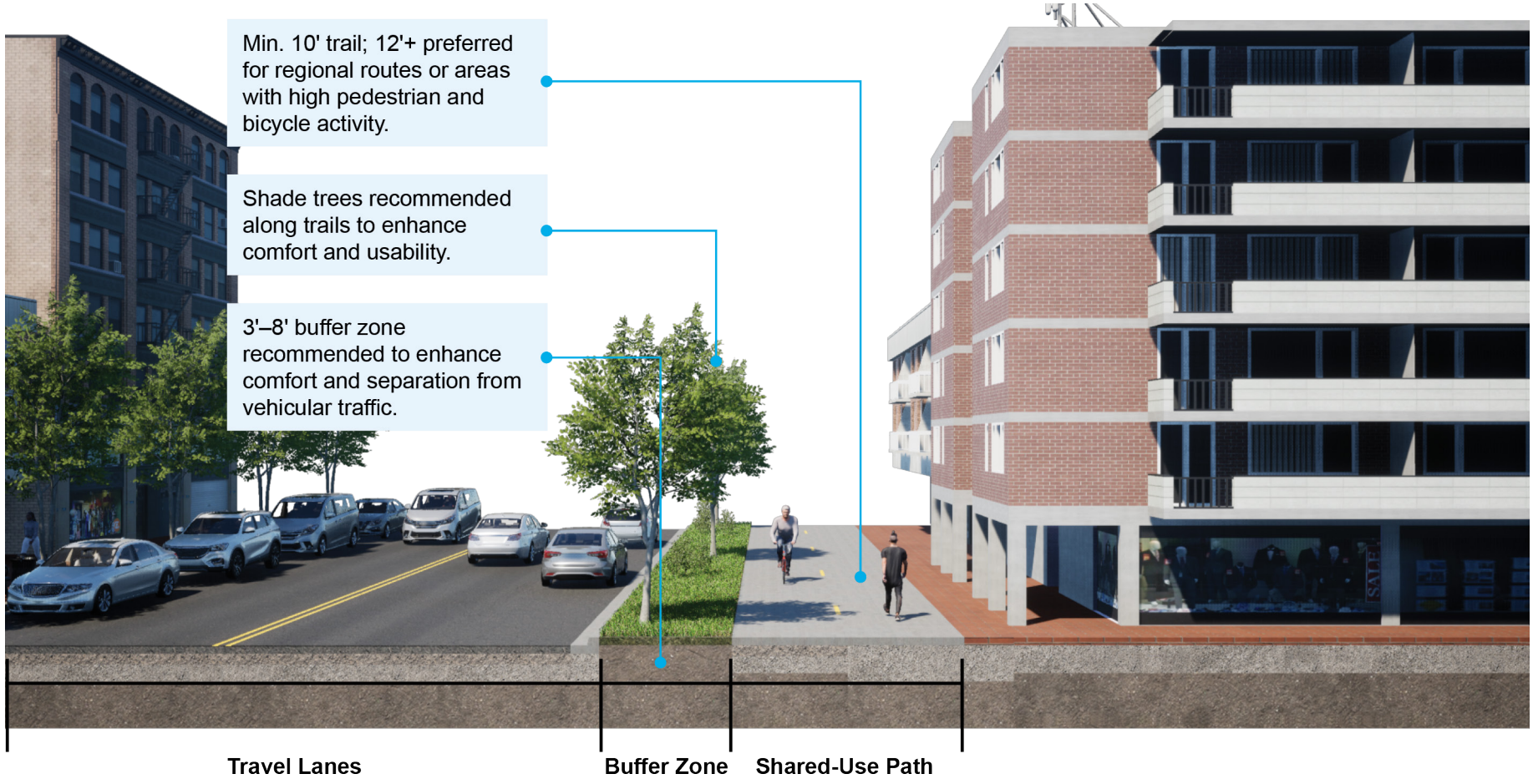


Where do wide sidewalks belong?

- Major arterials and commercial corridors like Belt Line, Midway, and Marsh
- Transit-oriented areas, including the DART Silver Line Station and Addison Circle
- Mixed-use and high-activity districts such as Vitruvian Park and Village on the Parkway
- Corridors with high pedestrian demand, including near restaurants, retail, and event venues
- Near schools, parks, and public facilities, where safety and comfort are essential
- Redevelopment and trail connection areas, where streetscapes are being improved or realigned

SHARED-USE PATH ALONG STREET

A sidepath accommodating both pedestrians and bicyclists, typically 10–12 feet wide, adjacent to the roadway

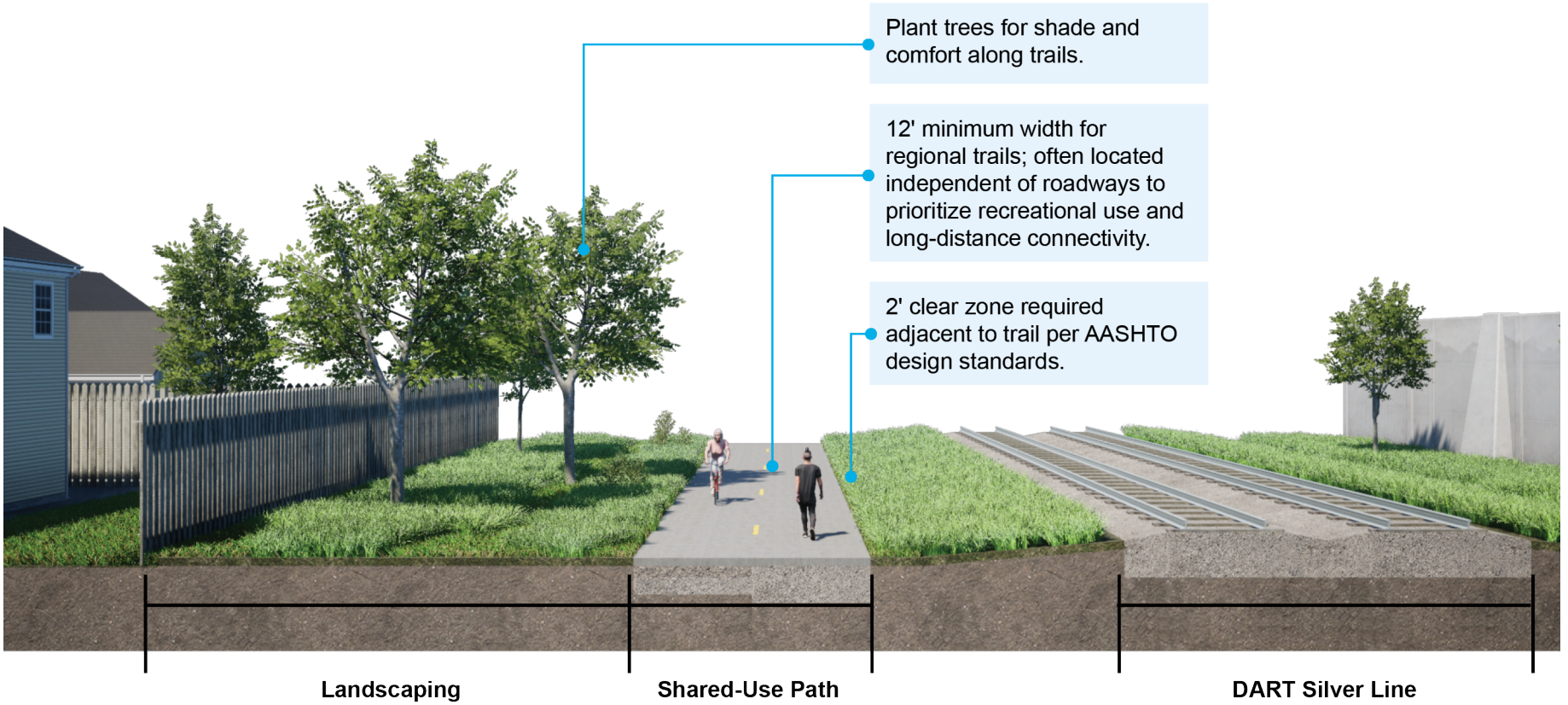


Where do shared-use paths belong?

- Along major arterials like Midway Road and Inwood Road, as identified in the City-Wide Trails Master Plan
- Corridors with limited pavement width for separate bike lanes, providing safe space for both pedestrians and cyclists
- Connections to regional trails, such as the planned Cotton Belt Trail and White Rock Creek Trail
- First/Last mile connections to the DART Silver Line Station and key bus stops

REGIONAL SHARED-USE TRAIL

Off-street facilities that serve regional connectivity goals (e.g., Cotton Belt Trail), typically separated from roadways

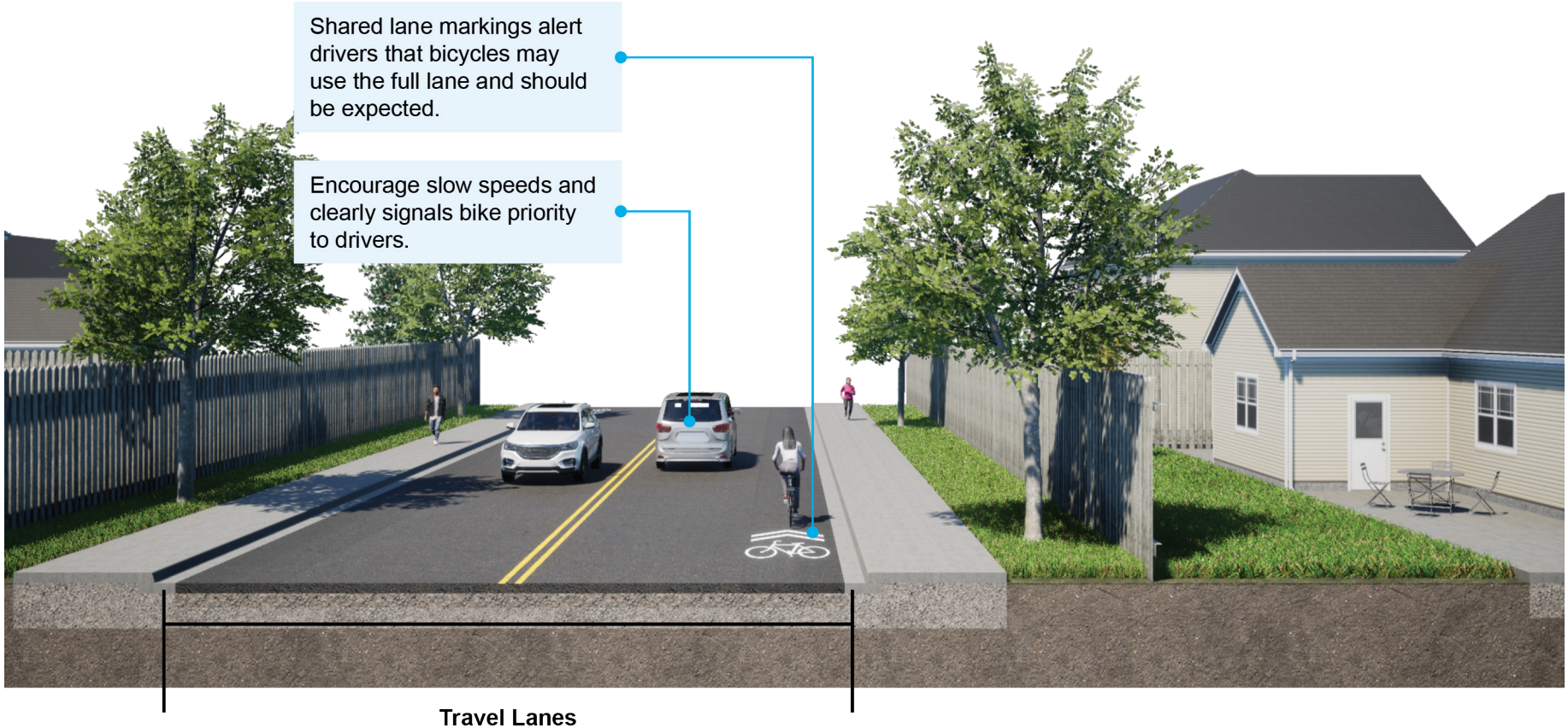


Where do regional shared-use paths belong?

- Follow alignments in the NCTCOG Veloweb to ensure regional connectivity
- Connect to neighboring cities like Dallas, Farmers Branch, and Carrollton
- Prioritize long, continuous corridors that support both recreation and transportation
- Use off-street alignments where possible, such as greenbelts or utility corridors
- Incorporate on-street segments along major roadways when off-street paths aren't feasible

BIKE BOULEVARD

Low-speed, low-traffic neighborhood streets with signage, markings, and traffic calming to prioritize bicycle use

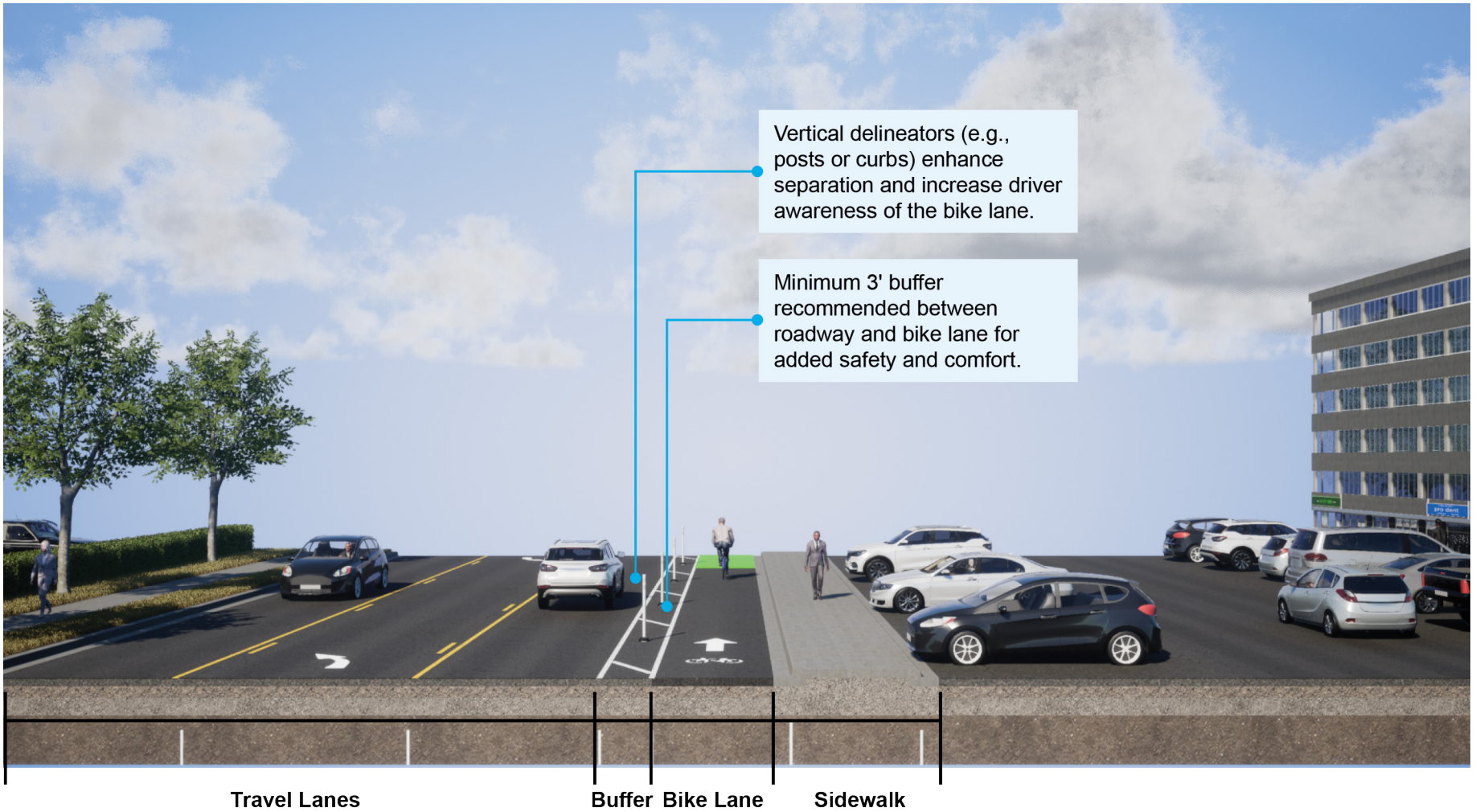


Where do bike boulevards belong?

- Use low-speed, low-volume local streets to create safe routes for bicyclists
- Prioritize connections between neighborhoods, parks, schools, and trails
- Avoid major intersections and high-traffic corridors where possible
- Enhance with signage, pavement markings, and traffic calming to signal bike priority
- Fill gaps in the trail network or provide alternatives where shared-use paths aren't feasible

BUFFERED BIKE LANE

A standard bike lane separated from vehicular travel by a striped buffer zone

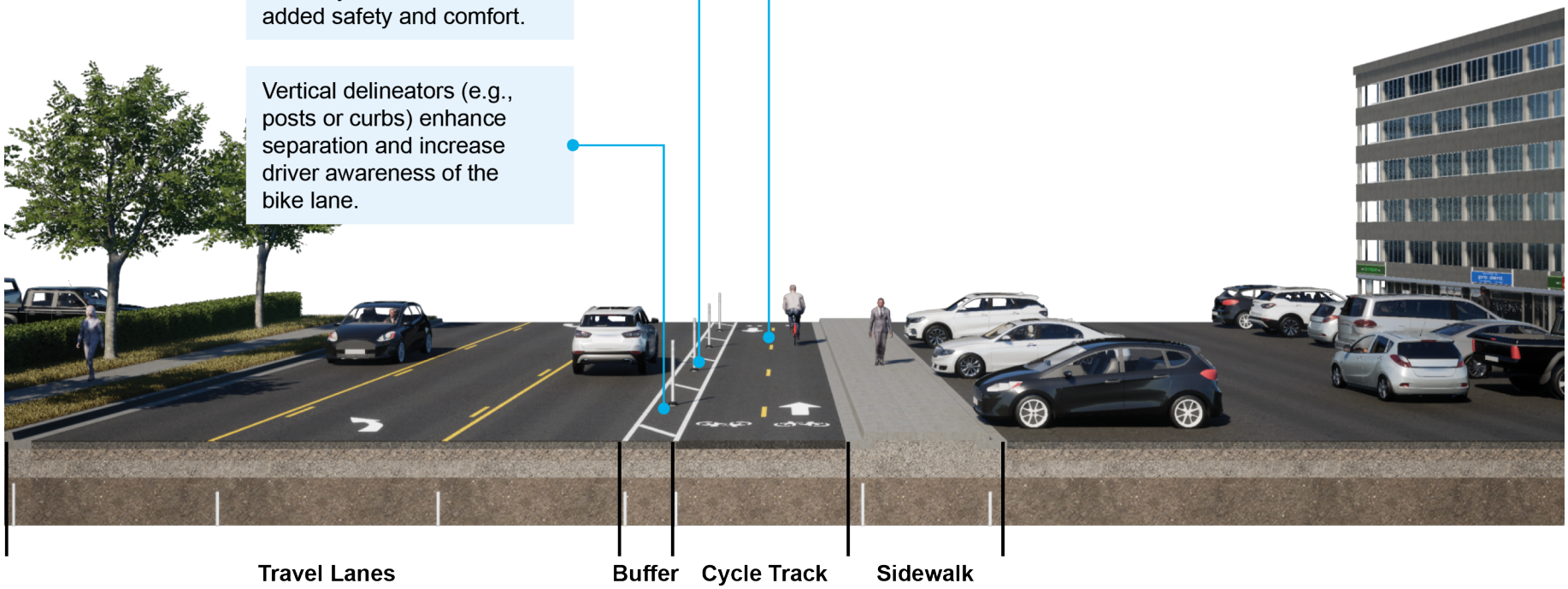


Where do buffered bike lanes belong?

- Along arterials and collectors where traffic speeds are higher
- Corridors without space for sidepaths, but where bicycle demand exists
- Along roadways where number of lanes is being reevaluated
- Routes identified in the City-Wide Trails Master Plan as priority bikeways

BUFFERED TWO-WAY CYCLE TRACK

A protected, directional facility that allows bicyclists to travel in both directions on one side of the street, separated from traffic by a buffer or vertical element



Where do buffered two-way cycle-tracks belong?

- Along corridors with excess roadway width, such as Westgrove Drive
- On roadways with higher traffic speeds, where greater separation is needed for safety
- Near schools, parks, and civic facilities, where all-ages bicycle access is a priority
- Along roadways where streets are being reconfigured for multimodal use

It is important to note that this plan does not include the full extent of off-street trails and park pathways captured in the City-Wide Trails Master Plan. Instead, it focuses on the transportation function of active modes, particularly those corridors where walking and biking infrastructure will be integrated into roadway projects or development requirements.

Together, the Active Transportation Plan and Trails Masterplan support a phased, achievable vision for a connected, comfortable, and safe network for all active travelers in Addison.

ADDISON®

ACTIVE TRANSPORTATION PLAN MAP

The Active Transportation Plan Map identifies a network of walking and biking facilities that support Addison's vision for safe, connected, and practical active mobility. Building on the 2024 City-Wide Trails Master Plan, this map focuses on where sidewalks, sidepaths, and bikeways should be integrated into the street network through future roadway projects or development. Unlike the Trails Masterplan, which includes off-street park and recreational trails, this map concentrates on **street-adjacent improvements** that close gaps, enhance safety, and connect key destinations.

WHAT THE MAP SHOWS

- Recommended facility types (sidewalks, sidepaths, bikeways) linked to specific corridors
- On-street integration of trails and bikeways through flexible cross sections

FACILITY TYPES

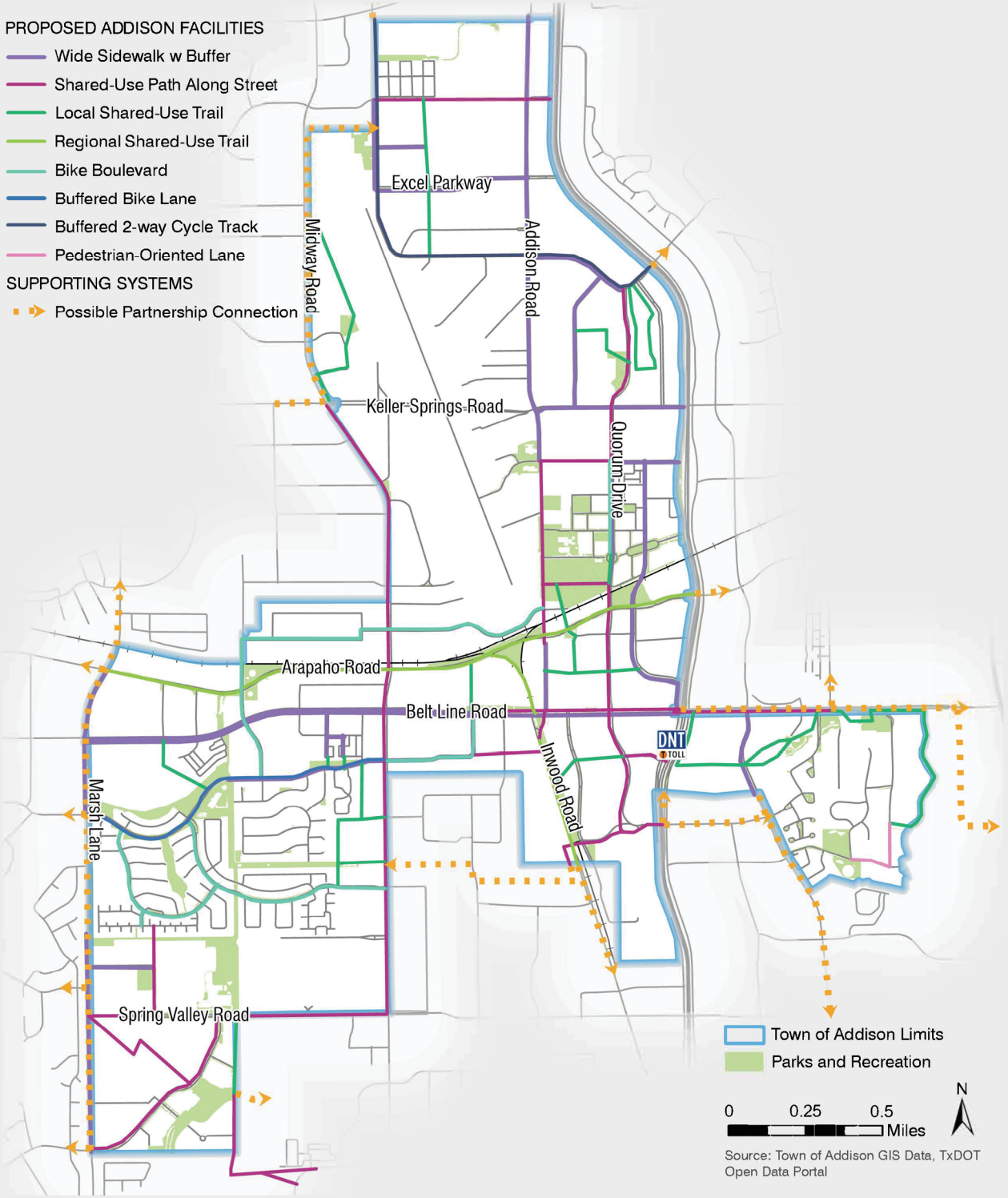
- **Wide Sidewalk with Buffer:** Minimum 6–8 feet with landscaped separation from traffic
- **Shared-Use Path Along Street:** 10–12 feet wide multi-use path adjacent to the roadway
- **Regional Shared-Use Trail:** Off-street trails like the planned Cotton Belt Trail
- **Bike Boulevard:** Low-volume streets with bike-friendly treatments
- **Buffered Bike Lane:** Bike lanes separated from traffic by striped buffers
- **Buffered Two-Way Cycle Track:** Protected, bidirectional bikeway on one side of the street

IMPLEMENTATION GUIDANCE

- Helps prioritize roadway improvements and development-driven infrastructure
- Guides integration of walking and biking facilities into capital projects
- Reinforces Complete Streets principles by embedding active modes into the everyday street system

This map ensures future investments support a walkable, bikeable Addison—making active transportation a viable and visible part of the Town's mobility future.

MAP 8. ACTIVE TRANSPORTATION PLAN



COMPLETE STREETS PRINCIPLES

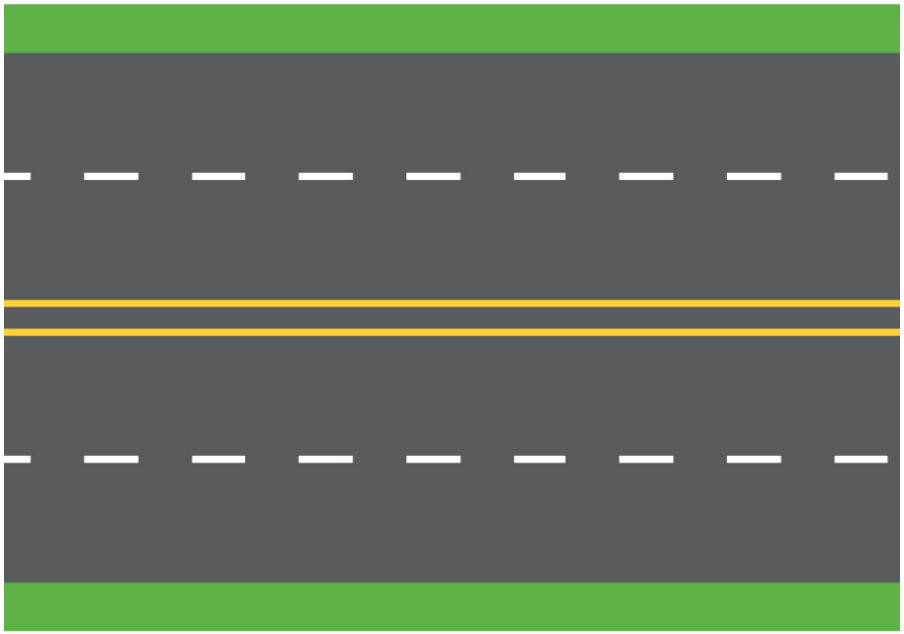
A foundational goal of the Master Transportation Plan is to ensure Addison's streets are designed and operated to serve users of all ages and abilities—whether they are walking, biking, riding transit, or driving. This Complete Streets approach prioritizes safety, access, and comfort for everyone and recognizes the important relationship between transportation and quality of life.

The Town of Addison has long supported Complete Streets principles through policy and planning efforts, including the recently adopted City-Wide Trails Master Plan. The MTP builds on that foundation by embedding Complete Streets thinking into every aspect of its design guidance—particularly in the development of flexible roadway cross sections that can accommodate multiple modes within a constrained right-of-way.

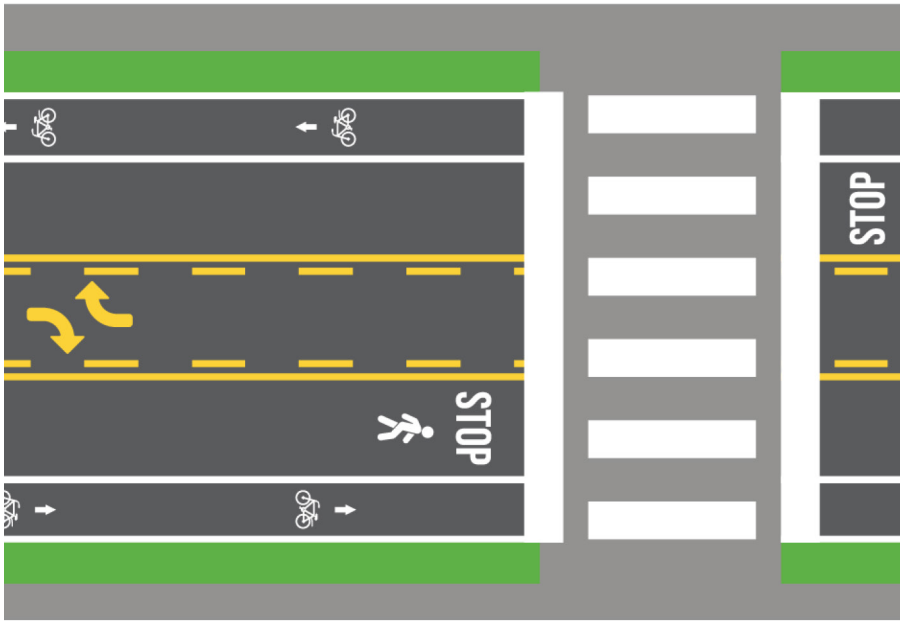
The cross-section designs recommended in this plan reflect Complete Streets values by incorporating:

- Continuous sidewalks and streetscape buffers to enhance walkability and comfort
- Protected or off-street bicycle facilities, integrated with trail connections wherever possible
- Street flex zones that allow for a range of multimodal or placemaking functions depending on corridor needs
- Improved crossing treatments and access to transit stops, especially near priority trail and transit corridors

BEFORE COMPLETE STREETS



AFTER COMPLETE STREETS



At its core, Addison's Complete Streets strategy is guided by the following principles:



Safety and Accessibility for All Users

Prioritize street designs that reduce crashes and protect the most vulnerable users (pedestrians, cyclists, children, seniors, and those with disabilities) through features like safe crossings, ADA-compliant sidewalks, and traffic-calming measures.



Multimodal Mobility Options

Ensure streets serve all modes of travel by incorporating sidewalks, bike lanes or trails, transit amenities, and car lanes—giving people real choices beyond driving alone.



Connected and Continuous Networks

Develop an integrated network of sidewalks, trails, and bike routes that link key destinations and transit, so that active transportation is convenient and seamless across the entire town and region.



Context-Sensitive Design & Placemaking

Design streets to fit the surrounding context and land use, supporting Addison's high-quality, mixed-use development pattern. Streets should not only move traffic but also act as attractive public spaces that enhance community character.



Healthy, Sustainable & Equitable Communities

Leverage complete streets to improve public health (by encouraging active lifestyles), reduce pollution, and provide equitable access to mobility for all ages, abilities, and socioeconomic groups—ultimately boosting quality of life in Addison.

TABLE 11. COMPLETE STREETS PRINCIPLES

PRINCIPLE	TECHNICAL APPLICATION
Safety and Comfort for All Users	▸ Incorporate traffic calming measures ▸ Minimize conflict points at intersections ▸ Use lighting, signage, and visibility standards to enhance user confidence
Mode Shift and Reduced Vehicle Dependency	▸ Include dedicated and protected bike infrastructure ▸ Design high-quality pedestrian zones ▸ Provide safe access to transit through sidewalks and crossings
Equity in Mobility Access	▸ Prioritize improvements in underserved areas ▸ Ensure ADA compliance in all facilities ▸ Include multilingual wayfinding and outreach where relevant
Integration with Land Use Context	▸ Match street typology to adjacent land uses (residential, commercial, mixed-use) ▸ Use context-sensitive design speeds and access controls ▸ Allow flex space for loading, outdoor seating, or mobility hubs
Environmental Resilience	▸ Incorporate green infrastructure in medians, buffers, and curb extensions ▸ Use street trees and shade structures to reduce heat exposure ▸ Design drainage systems that support low-impact development (LID) practices

PRIORITY ACTIVE TRANSPORTATION PROJECTS

TABLE 12. ACTIVE TRANSPORTATION PROJECTS

IMPROVEMENT LOCATION	PROJECT LIMITS	RECOMMENDATION	STATUS
Tollway Crossing	Belt Line	Continue coordination with NTTA and City of Dallas for a potential pedestrian/bike sidepath	Design Phase
Quorum Drive	Dallas North Tollway to DART ROW	Shared use path adjacent to street and pedestrian improvements	Design Phase
Quorum Drive	DART Station to Westgrove	Proposed bicycle facility; could include bike lanes, shared-use lanes, or other options	Proposed
Westgrove Drive	Quorum to North Town Limits	Buffered cycle track; connect to Quorum facilities	Design Phase
Belt Line Road	Beltway to Winnwood Park	Buffered shared-use path and crossing improvements	Proposed
Inwood "Rail Trail"	South Town Limit to Belt Line	Shared-use path coordinated with Farmers Branch	Proposed
Spring Valley Road	Bush Elementary to Midway	Shared-use path coordinated with Silver Line Trail	Proposed
Addison Road	Belt Line to Addison Park Trail	Shared-Use Path	Proposed
Crossing Improvements	Citywide	Provide safe crossings at frequent intervals on all thoroughfares	Ongoing
Bicycle Parking	Citywide	Install bicycle parking in high-traffic areas	Ongoing
Micro-Mobility Options	Citywide	Evaluate bike-share and scooter-share options only with Council direction; develop operating and safety regulations before any pilot	Under Consideration

**Carried forward from 2016 Master Transportation Plan Update*

Tollway Crossing (at Belt Line)

The Town is actively pursuing improvements with NTTA and the City of Dallas to upgrade the Belt Line overpass. Proposed enhancements include a shared use sidepath, improved lighting, removal of an existing U turn ramp, and targeted slip lane modifications to enhance pedestrian safety and comfort. Potential slip lane improvements may include refined geometry, improved crosswalk placement, and enhanced signage and striping to support safer pedestrian crossings and clearer driver yielding.

Quorum Drive (Dallas North Tollway to DART ROW)

This segment is currently in the design phase, focusing on implementing a two-way cycle track combined with pedestrian enhancements to improve safety and connectivity to the DART Silver Line station. These improvements align with the Town's aspirations for enhanced multimodal access and placemaking within the context of Quorum Drive's revitalization.

Quorum Drive (DART Station to Westgrove)

This portion is proposed as part of the Active Transportation Plan and may include a mix of bike lanes, shared-use lanes, or other bicycle facility types, tailored to the adjacent context and community needs. Design options will reflect feedback from recent analyses and align with the Town's evolving multimodal strategy.

Westgrove Drive (Quorum to North Town Limit)

Design phase planning is underway for a **buffered two-way cycle track** to connect North Addison and support access to employment, retail, and transit areas. This project is identified as a Phase 1 corridor in the Trails Masterplan.

Belt Line Road (Beltway to Winnwood Park)

A planned buffered shared-use path and upgraded crossings along Addison's major east-west corridor. This project is informed by the 2021 Beltway Drive Trail planning effort and the Belt Line Enhancements Master Plan, closing sidewalk gaps and serving commercial and entertainment districts including Addison Circle and Vitruvian Park.

Inwood "Rail Trail" (South Town Limit to Belt Line)

A planned sidepath extending from Surveyor in Farmers Branch north to Belt Line Road. This trail conversion repurposes the former rail corridor to reinforce regional connections and matches the typologies outlined in the Trails Masterplan.

Spring Valley Road (Bush Elementary to Midway)

A coordinated shared-use path project aligned with the City-wide Trails Master Plan. This corridor enhances east west connectivity to schools, neighborhoods, and transit infrastructure identified in MTP and Trails Masterplan priorities.

Addison Road (Belt Line to Addison Park Trail)

A buffered shared-use path is planned along the corridor, improving pedestrian and bicycle connectivity through Addison's dense commercial corridor toward the Silver Line station. However, further study is needed to determine the most cost-effective approach—whether reducing vehicle lanes (road diet) or preserving the current configuration—based on right-of-way constraints and development potential. The project remains Planned, with alignment and design decisions contingent on future analysis.

Crossing Improvements (Citywide)

An ongoing safety initiative focused on installing high visibility pedestrian crossings at frequent intervals along arterial streets—especially near transit stops, schools, and activity centers. Projects follow the crossing guidelines and Pedestrian Toolbox included in this report, applying treatments such as marked crosswalks, Rectangular Rapid Flashing Beacons (RRFBs), median refuge islands, curb extensions, and enhanced lighting to reduce vehicle speeds and improve driver yielding rates.

Bicycle Parking (Citywide)

Bicycle parking should be expanded citywide with secure, visible racks at parks, trailheads, transit stops, Addison Station, Addison Circle, Village on the Parkway, Belt Line Road, and other high-activity destinations. Racks should be added through roadway, streetscape, trail, transit, and redevelopment projects while maintaining clear pedestrian paths and ADA accessibility.

Micro-Mobility Options (Citywide)

Bike-share, scooter-share, or other micro-mobility options should only be evaluated with Town Council direction, and any pilot should be preceded by regulations for operations, parking, safety, accessibility, vendor management, and enforcement.

CROSSING TREATMENT GUIDELINES

As Addison evolves its transportation network through context-sensitive cross-sections and flexible design strategies, safe and intuitive pedestrian crossings are essential for supporting walkability, comfort, and access. These guidelines provide a structured, adaptable framework for determining where crossings are needed and how they should be designed, ensuring consistency across the Town's evolving street network.

Pedestrian crossings serve as the connective tissue between destinations, supporting local mobility, encouraging active transportation, and enhancing overall safety. The Town of Addison's public input emphasized the priority of pedestrian comfort and safety. These guidelines are designed to:

Support Addison's vision for walkable, mixed-use corridors and neighborhoods

Promote flexible, right-sized crossing treatments tailored to context

Encourage proactive, data-informed planning and coordination with redevelopment and capital projects

WHEN TO PROVIDE A MARKED CROSSING

Marked crossings should be included or evaluated at the following locations:

- All signalized intersections
- All stop-controlled approaches with current or anticipated pedestrian activity
- Mid-block locations near key pedestrian generators *(e.g., transit stops, schools, parks, or shopping areas)*

Addison's diverse roadway typologies—ranging from Residential Local streets to Principal Arterials—require a flexible toolkit of crossing treatments that match the surrounding context. Treatments outlined in the pedestrian toolbox may be layered or combined to enhance visibility, reduce crossing distances, and improve user safety.

ENHANCED VISIBILITY

These treatments increase the visibility of pedestrians and help drivers anticipate crossings.

- **High-Visibility Crosswalk Markings:** Use continental or ladder-style striping for better daytime and nighttime visibility
- **Parking Restrictions on Crosswalk Approach:** Improve sightlines by removing parking at least 20–30 feet in advance of crosswalks
- **Adequate Nighttime Lighting:** Lighting placed 10–15 feet in advance of the crosswalk (on both sides) reduces silhouettes and improves safety.
- **Pedestrian Warning Signs (W11-2):** Installed on approaches to alert drivers of crossing activity.
- **Advance Yield/Stop Markings and Signs:** Stop lines and signage 30–50 feet in advance of the crossing encourage earlier yielding and reduce encroachment.
- **In-Street Pedestrian Crossing Signs:** Flexible, TMUTCD-approved signs in the roadway median or centerline; ideal for 2–3 lane roads with ≤30 mph speed limits.
- **Curb Extensions ("Bulb-Outs"):** Shorten crossing distance and improve visibility; ideal in mixed-use areas or where parking lanes are present.

RAISED AND REFUGE FEATURES

These treatments physically alter the roadway to slow vehicles or provide safe waiting areas.

- **Raised Crosswalks:** Elevated crosswalks serve as both traffic calming and a crossing enhancement; suitable on low-speed, low-volume streets.
- **Pedestrian Refuge Islands:** Allow two-stage crossings on wide roadways; recommended on 4+ lane roads or where crossing exceeds ~40 feet.

TRAFFIC CONTROL AND DRIVER COMPLIANCE

For higher-speed or higher-volume streets, these tools increase driver yielding and pedestrian control.

- **Rectangular Rapid Flashing Beacons (RRFBs):** Pedestrian-activated flashing beacons for mid-block or uncontrolled locations. Most effective where speed <40 mph and on multilane approaches.
- **Pedestrian Hybrid Beacons (PHBs):** Signalized control for higher-volume mid-block crossings; effective on roads ≥3 lanes and AADT >9,000. Not to be used in conjunction with RRFBs.
- **Full Signalization:** Installed when conditions meet TMUTCD pedestrian warrants. Appropriate at high-volume arterials or major development entrances.
- **Leading Pedestrian Intervals (LPI):** Signal timing strategy that gives pedestrians a head start at signalized intersections, reducing conflicts with turning vehicles.

CORRIDOR-WIDE ENHANCEMENTS

These treatments address broader roadway design and can create opportunities for new or safer crossings.

- **Road Diets:** Reconfigure 4-lane undivided roads into 3 lanes with a center turn lane. Reduces crossing width, speeds, and crash potential; often paired with new crosswalks, islands, or bike lanes.

APPLICATION WITHIN THE MASTER TRANSPORTATION PLAN

Each crossing treatment should be scaled and adapted to the surrounding environment, street classification, and travel behavior. For example:

- In Residential and Urban Local areas, marked crossings, curb extensions, and in-street signs are often sufficient.
- Along Urban or Commercial Collectors, combine high-visibility markings with RRFBs, islands, and daylighting.
- On Minor and Principal Arterials, PHBs, signalization, or refuge islands should be considered where pedestrian demand is present or anticipated.

INTEGRATING WITH ADDISON'S PLANNING PROCESS

Crossing enhancements should not be treated as isolated projects—they should be woven into Addison's broader planning, redevelopment, and capital improvement projects. This approach ensures that treatments are timely and cost-effective.

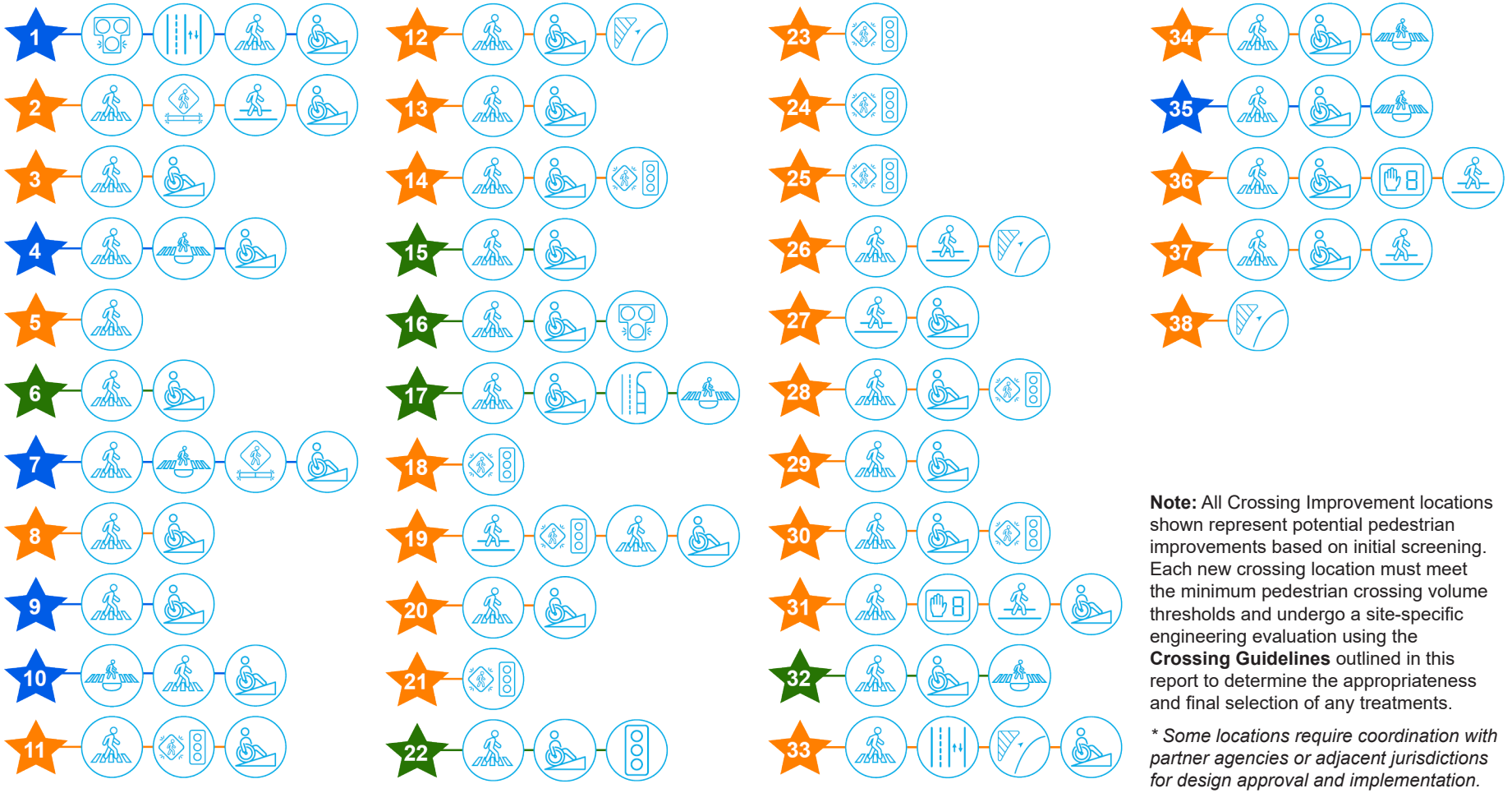
THE TOWN'S PROCESS FOR SELECTING CROSSING LOCATIONS IS:

Data-Informed	Context-Aware	Proactive	Implementation-Focused
Uses traffic, speed, and pedestrian data to identify needs	Reflective of adjacent land uses, pedestrian generators, and Master Transportation Plan classification	Anticipates future demand, especially in growth areas	Leverages existing projects, development, or quick-build strategies

CROSSING IMPROVEMENTS MAP

The Crossing Improvements Map identifies locations where pedestrian toolbox applications are recommended based on pedestrian trip data, safety data, the Active Transportation Plan, and other data sources. Each icon corresponds to a potential improvement—such as marked crosswalks, curb ramps, refuge islands, or pedestrian hybrid beacons—at the listed locations. While these recommendations represent priority projects, a full case-by-case evaluation should be conducted using the process outlined in this chapter, which can also be applied to any future Town- or community-identified crossing improvement or pedestrian project.

PHB | Shared-Use Path | Marked Crosswalk | Curb Ramps | RRFB | Sidewalk | Crossing Islands | LPI | Improved Slip Lanes | Pedestrian Countdown | Curb Extensions | Traffic Signal Warrant Analysis



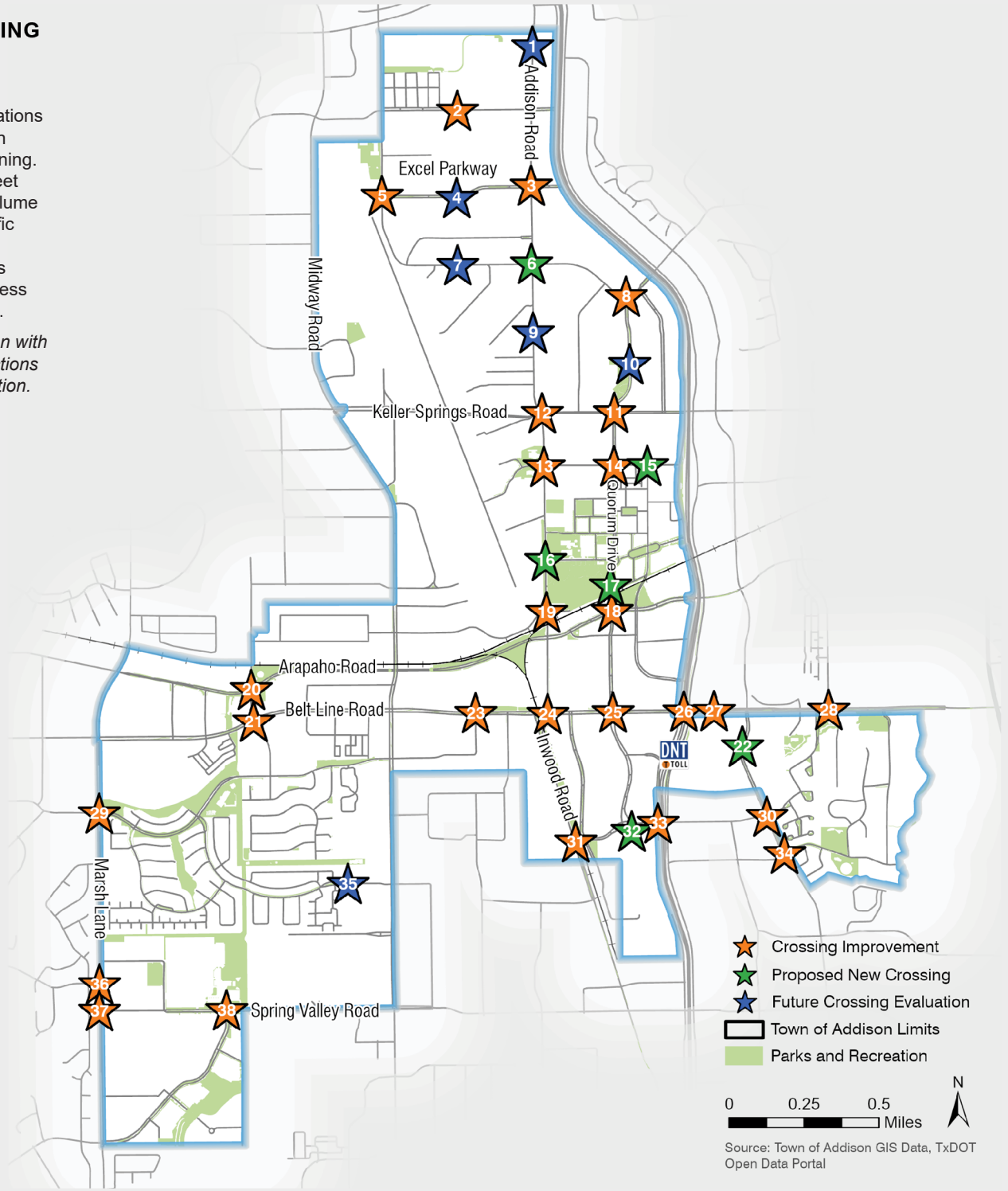
Note: All Crossing Improvement locations shown represent potential pedestrian improvements based on initial screening. Each new crossing location must meet the minimum pedestrian crossing volume thresholds and undergo a site-specific engineering evaluation using the **Crossing Guidelines** outlined in this report to determine the appropriateness and final selection of any treatments.

** Some locations require coordination with partner agencies or adjacent jurisdictions for design approval and implementation.*

MAP 9. PROPOSED CROSSING IMPROVEMENTS

Note: All Crossing Improvement locations shown represent potential pedestrian improvements based on initial screening. Each new crossing location must meet the minimum pedestrian crossing volume thresholds and undergo a site-specific engineering evaluation using the **Crossing Guidelines** outlined in this report to determine the appropriateness and final selection of any treatments.

** Some locations require coordination with partner agencies or adjacent jurisdictions for design approval and implementation.*



STEP 1: SCREEN FOR POTENTIAL NEED

Identify areas where crossings are likely to improve safety and access:

- Near schools, parks, transit stops, retail areas, or civic destinations
- Within walkable districts or redevelopment corridors
- Along wide or high-speed streets with long block lengths
- Where informal or desire-line crossings are observed

Tip: *Coordinate with upcoming cross section redesigns or developer improvements to maximize efficiency.*

Map 9 highlights priority crossing locations currently identified for evaluation based on context and need. This is not an exhaustive list—additional locations may be added over time through ongoing analysis, community input, and development coordination.

STEP 2: EVALUATE EXISTING CONDITIONS

Collect key data points:

- Street classification
- Traffic volumes
- Number of lanes and lane widths
- Posted or design speed
- Median presence
- Pedestrian activity (observed or modeled)
- ADA conditions (ramps, sidewalk continuity)
- Traffic Control
- Lighting
- Crash History



Existing Conditions in Addison

STEP 3: PRIORITIZE BASED ON CONTEXT AND DEMAND

Rank potential locations using:

- Proximity to destinations
- Accessibility factors
- Opportunity to coordinate with capital improvements
- Fit with future land use or modal priorities

Tip: *Use a scoring matrix to support consistent prioritization of locations, an example of such a matrix is presented in Table 13.*

TABLE 13. EXAMPLE SCORING MATRIX

CRITERIA	CRITERIA POINT VALUES	POINTS
1. Collisions involving pedestrians & bicycles at the crossing within a 36 Month Period.	Period (0 to 24)	10 points per incident
	Period (25 to 36)	5 points per incident
2. Current and expected pedestrian crossing activity	0 to 10 Pedestrians	-20 points
	11 to 20 Pedestrians	-10 points
	21 to 25 Pedestrians	5 points
	26 to 40 Pedestrians	10 points
	41 to 60 Pedestrians	20 points
	61 or more Pedestrians	30 points
3. Proximity of nearest signalize or STOP controlled intersection or grade separated crossing:	0 to 500 Feet	-10 points
	501 to 750 Feet	-5 points
	751 to 1000 Feet	0 points
	1001 to 1250 Feet	5 points
	1251 or more Feet	10 points
4. Posted speed limit:	0 to 29 MPH	0 points
	30 to 35 MPH	3 points
	40 or more MPH	6 points
5. Roadway traffic Volume ADT:	0 to 5000 Vehicles	0 points
	5001 to 10000 Vehicles	4 points
	10001 or more Vehicles	8 points

EXAMPLE

TABLE 13. EXAMPLE SCORING MATRIX (CONTINUED)

CRITERIA	CRITERIA POINT VALUES	POINTS
6. Roadway number of through lanes:	2 Lanes	0 points
	3 Lanes	2 points
	4 Lanes	4 points
	5 lanes	6 points
	6 lanes	-5 points
	7 lanes	-10 points
7. Pedestrian Refuge	Yes (Raised)	10 points
	None	0 points
8. Designated Trail (Reference City-Wide Trails Master Plan)	No	0 points
	Yes	10 points
9. Special Needs Route (School, Senior Citizens, medical facility, etc.)	No	0 points
	Yes	10 points
10. Meets Vol. Warrant (25 pedestrians during peak hour/15 elderly or children)	No	-10 points
	Yes	10 points
11. Is Illuminated	Yes	0 points
	No	5 points
12. Oneway Street	No	0 points
	Yes	-2 points
13. Sharp Curve	No	0 points
	Yes	3 points
14. Reverse Lanes	No	0 points
	Yes	5 points
15. Supervised Crossing	Yes	-10 points
	No	0 points

EXAMPLE

STEP 4: DETERMINE APPROPRIATE TREATMENT

Use the Crossing Treatment Matrix (Figure 17) and toolkit to match the treatment to the context:

- Roadway Configuration (Number of lanes and median presence)
- Visibility or control needs
- Vehicle speed and AADT

FIGURE 17. CROSSING TREATMENT MATRIX

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	❶ 2 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6 7 9	① 5 6 7 9	① 5 6 ❾
3 lanes with raised median (1 lane in each direction)	❶ 2 3 4 5	❶ ❸ 5 7 9	① ❸ 5 ❼ ❾	① 3 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❼ ❾	① ❸ 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❾
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	❶ 2 3 4 5 6 7 9	❶ ❸ 5 6 7 9	① ❸ 5 6 ❾	① 3 4 5 6 7 9	① ❸ 5 6 ❼ ❾	① ❸ 5 6 ❾	① ❸ 4 5 6 7 9	① ❸ 5 6 ❾	① ❸ 5 6
4+ lanes with raised median (2 or more lanes in each direction)	❶ ❸ 5 7 8 9	❶ ❸ 5 7 8 9	① ❸ 5 8 ❾	① ❸ 5 7 8 9	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 8 ❾
4+ lanes w/o raised median (2 or more lanes in each direction)	❶ ❸ 5 6 7 8 9	① ❸ 5 ❻ 7 8 9	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ 7 8 9	① ❸ 5 ❻ ❼ 8 ❾	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ ❼ 8 ❾	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ 8 ❾

Given the set of conditions in a cell,

- \# Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2 Raised crosswalk
3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4 In-Street Pedestrian Crossing sign
5 Curb extension
6 Pedestrian refuge island
7 Rectangular Rapid-Flashing Beacon (RRFB)**
8 Road Diet
9 Pedestrian Hybrid Beacon (PHB)**

STEP 5: IMPLEMENT AND MONITOR

Implement through:

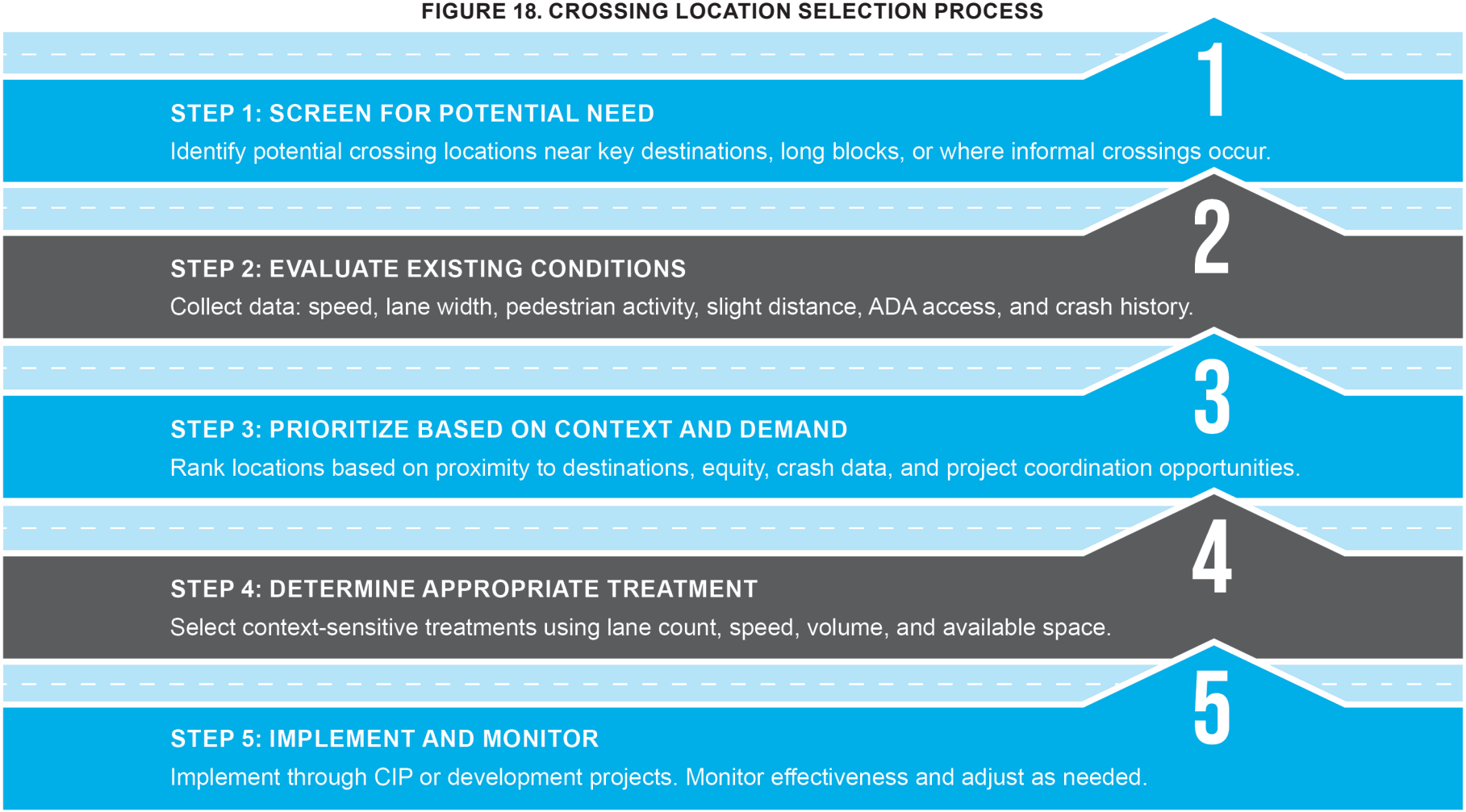
- Capital Improvement Plan (CIP)
- Developer coordination
- Signal timing or operational upgrades
- Resurfacing or repaving projects
- Highway Safety Improvement Program (HSIP)

Monitor results using:

- Pedestrian counts and driver compliance
- Community feedback and observed behavior
- Crash and speed data

***Tip:** Adjust treatment approaches based on outcomes and make refinements as needed.*

FIGURE 18. CROSSING LOCATION SELECTION PROCESS



TRANSIT INTEGRATION

The 2025 opening of the DART Silver Line marked a major milestone in Addison's transportation network, introducing regional rail service and anchoring a broader strategy for enhancing transit access, mobility options, and first and last mile connectivity. As the Town transitions from a primarily bus-oriented system to a more fully multimodal transit hub, this plan outlines key initiatives to ensure local circulation and infrastructure investments are integrated with regional transit improvements in ways that support both transit users and drivers by reducing parking demand and short internal vehicle trips.

The newly redesigned Addison Station near Quorum Drive and Addison Circle will serve as the Town's primary connection to DART's regional commuter rail network. This shift, from the former Addison Transit Center on Addison Road to a centrally located TOD site, will require targeted investment in new mobility infrastructure. In response, the Town will continue working closely with DART to improve bus frequency, strengthen the local bus network that feeds the station, expand on-demand options, upgrade stops, and pursue a local shuttle for daily trips. Coordination will also include tracking ridership, stop activity, and access conditions to ensure first and last mile improvements are aligned with how the system is actually used.

TABLE 14. TRANSIT INTEGRATION

IMPROVEMENT LOCATION	PROJECT LIMITS	RECOMMENDATION	STATUS
DART Silver Line Rail*	Addison Transit Center to DFW Airport and Plano via Silver Line	Support integration of pedestrian, bike, and shuttle access to the new Addison Station	Ongoing
DART Bus Service Enhancements*	Route 229 (Belt Line), 239 (Quorum), GoLink expansion Route 250 (E Belt Line)	Coordinate with DART to increase frequency and align with TOD service; pursue GoLink expansion to improve first/last mile service	Ongoing
Bus Stop Improvements*	Various townwide locations	Prioritize upgrades using accessibility and ridership data; consider branding improvements at key bus stops and DART station area	Ongoing
Addison Station TOD	Area surrounding new DART station	Reinvest in Addison Circle; promote high-intensity TOD including housing, offices, park expansion, and new trails; integrate future shuttle and active transportation	Design Phase
On-Demand Microtransit and Shuttle System	Town-wide with priority on Belt Line Rd, Tollway, TOD, Village	Evaluate on-demand microtransit and shuttle alternatives; partner with DART where appropriate	Planned
DART Service to Vitruvian Park*	Bella Lane/Alpha Road connection	Maintain service planning efforts with DART for fixed-route extension via new Bella–Alpha connection completed in 2023	Planned
First/Last Mile Transit Support	Around Addison Station and major stops	Enhance sidewalks, bike parking, and shared mobility access near transit centers and stops	Planned

**Carried forward from 2016 Master Transportation Plan Update*

DART Service to Vitruvian Park

Addison will continue collaborating with DART to evaluate fixed-route transit extensions into the Vitruvian Park area. The recent completion of the **Bella Lane-Alpha Road connector** improves direct access from the TOD area to Vitruvian, supporting a future bus route extension. Service planning is ongoing; implementation will be driven by ridership demand and land use activity. The project is currently ***Not Started***.

DART Bus Service Enhancements

Addison is coordinating with DART to improve local bus service along Route 229 (Belt Line Road) and Route 239 (Quorum Drive). These routes are being evaluated for increased frequency, TOD alignment, and eventual integration into the Addison Circulator. The Town is also pursuing GoLink microtransit expansion to improve coverage in areas with low fixed-route viability. This effort is under ***Ongoing Coordination***.

Bus Stop Improvements

This initiative prioritizes townwide upgrades to DART bus stops and future circulator stops. Improvements will be based on ridership levels, accessibility audits, and equity considerations. Standard elements include ADA-compliant boarding pads, shelters, benches, real-time signage, and lighting. Key locations include Belt Line Road, Quorum Drive, Addison Circle, and the Addison Station area. This project is ***Planned*** and supports improved rider experience and visibility.

Addison Station TOD

The area surrounding the new Addison Station is planned for high-intensity Transit-Oriented Development (TOD). The Town will support mixed-use redevelopment, trail and sidewalk expansion, park space, and flexible zoning to encourage housing, offices, and retail. Integration of a circulator stop and direct connections to trails and bike lanes are critical elements. The project is ***In Design*** and will shape future land use and mobility patterns for the surrounding district.

DART Silver Line Rail

Addison continues to coordinate with DART and support integration of pedestrian, bicycle, and shuttle access into the Addison Station and has already initiated roadway improvements and wayfinding planning. The project is ***Ongoing***.

First/Last Mile Transit Support

To support transit ridership and reduce dependence on personal vehicles, the Town will enhance sidewalk, bicycle, and shared mobility access to all major stops—particularly around the Addison Silver Line Station. Improvements include wider sidewalks, secure bike parking, micro-mobility parking zones, and designated rideshare pickup/drop-off areas. These enhancements are ***Planned*** and should be implemented as ridership grows and station access needs are monitored.

On-Demand Microtransit and Shuttle System

The Town should continue to evaluate future mobility options that improve first-mile and last-mile connections between employment, retail, residential, civic, and transit destinations. These options could include microtransit, shuttle service, partnerships with DART, private-sector mobility services, or other emerging transportation solutions. Any future service would require additional evaluation, community input, funding coordination, and Council direction prior to implementation.

ADDISON®

CHAPTER 7:
PEDESTRIAN TOOLBOX

Pedestrian infrastructure serves as the backbone of walkable, vibrant communities. For Addison, prioritizing pedestrian safety, comfort, connectivity, and placemaking is essential. This Pedestrian Toolbox provides guidance and practical recommendations tailored to the unique context of Addison, complementing previous planning efforts and emphasizing strategic integration with the Addison City-Wide Trails Master Plan and existing MTP initiatives.

WHY PLAN FOR PEDESTRIANS?

Addison has earned a reputation as one of the most walkable and livable communities in North Texas. Many residents move to Addison specifically to take advantage of its shaded, tree-lined streets and wide sidewalks. The Town has proactively designed and reconstructed its roadways with the goal of supporting a high-quality pedestrian experience. These design choices—such as adding buffers between sidewalks and traffic, implementing landscaping standards, and integrating trails into redevelopment areas—demonstrate a long-standing commitment to walkability.

The Pedestrian Toolbox builds upon this, offering a strategic framework to evaluate, prioritize, and implement future pedestrian improvements that align with Addison's goals for sustainability, mobility, and community character.



Pedestrians on Sidewalk

ECONOMY

A connected pedestrian network promotes economic vitality and supports local businesses. Walkable communities attract residents, businesses, and visitors, often contributing to higher property values and retail sales. According to research from the National Association of Realtors, walkable neighborhoods experience up to 15–20% higher property values. In Addison, pedestrian access to employment hubs and commercial corridors like Quorum Drive and Belt Line Road helps foster a thriving local economy.

HEALTH

Walkable environments support public health by encouraging daily physical activity. With inviting sidewalks, safe crossings, and trail connections, Addison enables residents of all ages and abilities to walk for recreation, fitness, or daily errands. This contributes to lower rates of chronic illness, improved mental health, and higher overall quality of life.

MOBILITY

Sidewalks, trails, and crossings form a critical layer of the transportation system. They increase mobility options and connect residents to transit, employment, and local destinations. In Addison, pedestrian routes are often shorter and more direct than vehicular ones, allowing for efficient travel between neighborhoods and amenities. With a growing number of planned trails and transit connections, this mobility layer is more important than ever.

ENVIRONMENT

By replacing short vehicle trips with walking trips, a complete pedestrian network helps reduce vehicle miles traveled and associated emissions. Addison's pedestrian network—enhanced with shade trees and native landscaping—contributes to better air quality and regional climate resilience while also supporting stormwater management.

LIVABILITY

A walkable community is a livable community. Addison's neighborhoods, parks, and mixed-use centers are linked by high-quality pedestrian routes that foster a strong sense of place. Safe and accessible sidewalks support residents who may not drive—children, seniors, and those with disabilities—ensuring that all can access key destinations independently and comfortably.

SAFETY

Pedestrian safety is a core priority in Addison's street design. As the Town upgrades corridors like Midway Road and Keller Springs Road, it incorporates wider sidewalks, buffer areas, and improved crossing locations to reduce crash risk and create safer and more comfortable conditions for people walking. Continued investment in these features supports a more walkable and safe community for all.

HOW DOES ADDISON PLAN TO RESPOND TO PEDESTRIAN NEEDS?

Across the country, communities are grappling with a similar set of challenges when it comes to pedestrian safety, comfort, and access. National guidance from organizations such as the Federal Highway Administration (FHWA), the National Association of City Transportation Officials (NACTO), and the American Planning Association (APA) identifies several key barriers to walkability that are commonly experienced in communities of all sizes:

- Gaps in the pedestrian network, including missing sidewalks or discontinuous trails
- Unsafe or incomplete crossings, especially on wide or high-speed streets
- Poor accessibility for people with disabilities, due to outdated curb ramps or sidewalk obstructions
- Limited connectivity between neighborhoods, parks, schools, transit, and retail
- Lack of shade, lighting, or pedestrian-scale amenities, which can deter walking in all seasons
- Insufficient data or tools for prioritizing improvements based on context and need

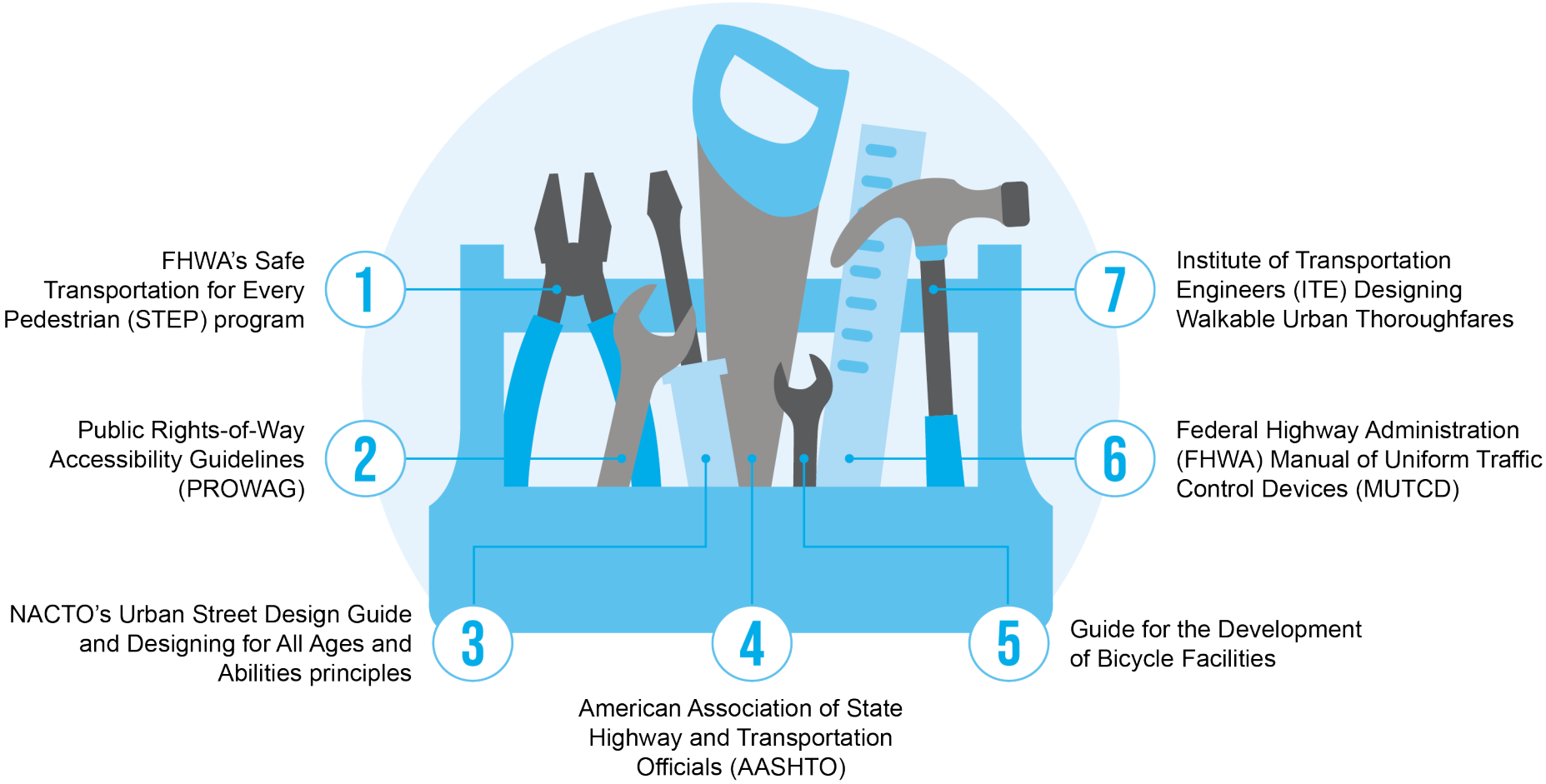
Addison is not immune to these issues. While many parts of the community are known for their comfortable, shaded sidewalks and high-quality pedestrian infrastructure, others are still catching up—particularly where older development patterns, wide arterials, or disconnected neighborhoods exist.

To meet these goals, Addison will rely on a flexible but structured approach—one that is aligned with national best practices and tailored to local conditions. This includes:

> **Using data-driven tools** to evaluate where pedestrian improvements are most needed, based on safety, demand, and land use context
>
> **Implementing the City-Wide Trails Master Plan**, which provides a long-term vision for a connected and comfortable trail network that complements on-street improvements
>
> **Designing for context**, ensuring that cross sections, sidewalks, crossings, and amenities reflect the surrounding land use and expected pedestrian activity
>
> **Coordinating with redevelopment**, **bond-funded initiatives, and capital projects**, to implement pedestrian improvements efficiently and cost-effectively
>
> **Ensuring ADA compliance**, so that new and reconstructed infrastructure is inclusive, accessible, and supports public health and mobility for all ages and abilities

Recognizing that walking is a fundamental part of daily life, Addison is committed to a comprehensive and context-sensitive approach to improving pedestrian infrastructure. This means moving beyond basic compliance and toward a pedestrian environment that is safe, convenient, and comfortable for people of all ages and abilities.

The following Pedestrian Toolbox is Addison's coordinated response to these needs. It includes a flexible suite of tools—ranging from core sidewalk and trail facilities to safety enhancements, placemaking features, and strategic crossing treatments. Each tool is grounded in national guidance, including:



Together, these tools will help Addison strengthen what's working, address what's missing, and shape a safe, inclusive, and walkable public realm for generations to come.

CORE PEDESTRIAN TOOLS

A high-quality pedestrian network is built on more than just sidewalks—it includes a range of interconnected elements that create a safe, comfortable, and accessible environment for walking. This section outlines the core infrastructure tools that support pedestrian mobility in Addison, consistent with design guidance. These tools are foundational to creating a walkable, livable community that works for people of all ages and abilities.

SIDEWALKS



Source: Kimley-Horn

DESCRIPTION

Sidewalks are the foundation of any pedestrian-friendly network. They provide a safe, dedicated space for people walking and enable everyday access to homes, workplaces, retail centers, schools, parks, and transit. Sidewalks are often the most frequently used piece of public infrastructure, and their quality directly impacts a community's walkability and livability.

In Addison, the City-Wide Trails Master Plan calls for both the addition of new sidewalks and the consistent implementation of wide sidewalks—defined as at least 8 feet in width—in many locations across the community. This standard exceeds national minimum guidelines and reflects Addison's commitment to comfort and accessibility.



TYPICAL USE

Sidewalks should be implemented on both sides of all public streets and are particularly important in the following contexts:

- Mixed-use districts, such as Addison Circle and areas along Belt Line Road, where walking is part of daily life
- Transit corridors, including Addison Road, Midway Road, and Keller Springs, where pedestrian activity and bus stop access overlap
- Commercial and civic destinations that attract higher foot traffic or host events
- Trail and park connectors, where pedestrian activity blends with recreational and fitness uses

DESIGN GUIDANCE

National best practices from FHWA, NACTO, and PROWAG recommend the following:

- Sidewalks should be located on both sides of the street, regardless of street classification
- Minimum clear width should be 5 feet, with wider sidewalks (8 feet or more) provided in high-demand areas
- Sidewalks should be continuous and connected, with minimal gaps or obstructions
- ADA-compliant curb ramps, cross slopes, and landings are required at all crossings and intersections
- Landscaped buffers (typically 3 to 8 feet wide) between the sidewalk and the curb enhance comfort, improve safety, and allow for shade trees and stormwater management features

SHARED-USE SIDE PATH



Source: Adobe Stock

DESCRIPTION

Shared-use sidepaths are paved, two-way trails that run parallel to roadways but are physically separated from vehicular traffic by a landscaped buffer or barrier. Unlike standalone trails, sidepaths are integrated into roadway corridors and are designed to accommodate a mix of users. They provide a safe and comfortable alternative to on-street facilities, particularly in areas where vehicle speeds are high.

Sidepaths are a key element of Addison's City-Wide Trails Master Plan and have been integrated into roadway reconstruction projects, such as along Midway Road.



TYPICAL USE

Shared-use sidepaths are most effective in the following contexts:

- Along arterial roads with high vehicle volumes and speeds
- In areas with limited pavement width, where separate on-street bike lanes are infeasible
- As connectors between on-street bikeways and off-street trails
- Near schools, parks, and transit hubs where there is a need for two-way bicycle and pedestrian travel

DESIGN GUIDANCE

National design guidelines recommend the following standards for shared-use sidepaths:

- Minimum paved width of 10 feet; reduced to 8 feet only in constrained conditions with low expected volumes
- Two-foot shoulders or clear zones on either side of the path, where space permits
- A minimum 5-foot landscaped buffer between the path and roadway; if less than 5 feet, a physical barrier (e.g., guardrail or curb) should be provided
- Sight lines must be maintained at all crossings and driveways; signage and markings should clearly alert drivers to the presence of path users
- Each end of the sidepath should connect directly to another bicycle-compatible facility—such as an on-street bike lane, another trail, or a neighborhood street
- At signalized intersections, consider prohibiting right turns on red and implementing Leading Pedestrian Intervals (LPIs) to minimize conflicts between turning vehicles and path users
- Lighting, striping, and wayfinding elements should be provided to enhance safety, visibility, and comfort

MARKED CROSSWALKS



Source: Adobe Stock

DESCRIPTION

Marked crosswalks play a key role in guiding pedestrians and alerting drivers to pedestrian activity. While crosswalks legally exist at all intersections where sidewalks meet the street—even without striping—markings significantly improve visibility, reinforce pedestrian priority, and clarify expectations for all users.

Ladder and continental styles, featuring wide bars perpendicular to the walking direction, are the most visible and effective. These should be paired with stop bars, signage, and, where appropriate, pedestrian signals or beacons. Decorative treatments may be used to enhance placemaking but must not compromise safety or visibility. In Addison, marked crosswalks are essential to a safe and comfortable pedestrian network, especially along arterials like Belt Line Road, Midway Road, and Addison Road, near schools and in high pedestrian areas such as Addison Circle and Vitruvian Park.



TYPICAL USE

Marked crosswalks are especially appropriate in the following locations:

- Along any roadway with moderate to high traffic volumes (typically >3,000 ADT) or posted speeds above 20 mph
- At all legs of signalized and stop-controlled intersections in high pedestrian activity areas
- At mid-block crossings near schools, parks, trails, transit stops, senior centers, civic buildings, or commercial areas
- Within mixed-use areas where informal crossing behavior is common or where pedestrian desire lines are clearly visible

DESIGN GUIDANCE

Design and placement of crosswalks should follow TMUTCD, PROWAG, and FHWA guidance, with the following standards recommended for Addison:

- Use high-visibility continental, ladder, or longitudinal bar markings at uncontrolled crossings, school crossings, trail crossings, transit stops, mixed-use areas, and multilane or higher-speed roadways.
- Provide a minimum crosswalk width of 6 feet, with wider crosswalks used in high-pedestrian areas or where crossing activity warrants additional space. At non-intersection crossings on roadways posted 40 mph or greater, provide a minimum width of 8 feet.
- Align crosswalks with pedestrian desire lines, sidewalks, curb ramps, and accessible routes; curb ramps should fall within the extension of the crosswalk markings.
- Provide ADA-compliant curb ramps, detectable warning surfaces, landings, and clear pedestrian access routes at all marked crossings.
- Place stop or yield lines outside of the crosswalk and in advance of the crossing as appropriate. At uncontrolled multilane crossings, advance yield/stop lines should generally be placed 20–50 feet in advance of the crosswalk and paired with the appropriate “Yield Here to Pedestrians” or “Stop Here for Pedestrians” signage.
- Maintain clear sight distance on all approaches by limiting parking, landscaping, street furniture, or other obstructions near the crossing. Provide pedestrian-scale lighting at marked crossings, especially at mid-block crossings, trail crossings, transit stops, and locations with nighttime activity.
- Decorative or textured pavement may be used for placemaking, but it should not replace required white crosswalk markings or reduce visibility, retroreflectivity, skid resistance, or accessibility.

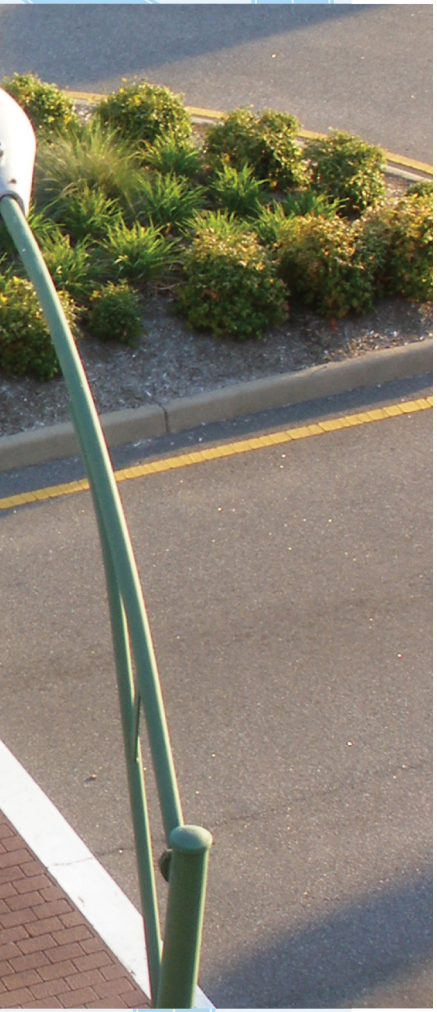
CROSSING ISLANDS (PEDESTRIAN REFUGE)



Source: Adobe Stock

DESCRIPTION

Crossing islands, or pedestrian refuge islands, are raised areas in the center of the roadway that allow pedestrians to pause safely while crossing multiple lanes of traffic. By letting pedestrians cross one direction at a time, they reduce exposure and improve safety on wide or high-speed streets. In addition to supporting pedestrian safety, crossing islands can also help calm traffic by visually narrowing the roadway and encouraging slower vehicle speeds. Recognized by the FHWA as a proven safety countermeasure, they are particularly effective in locations with high pedestrian activity. In Addison, crossing islands are well-suited for major arterials like Belt Line Road, Midway Road, and Arapaho Road.



TYPICAL USE

Crossing islands are particularly effective in the following conditions:

- On roads with four or more travel lanes (including turn lanes)
- At mid-block crossings where pedestrians are crossing significant distances
- Near transit stops, schools, or civic destinations
- In areas with older adults, children, or users with mobility limitations
- Where pedestrian volumes are moderate to high and crossing gaps are limited

DESIGN GUIDANCE

Best practices for crossing island design include:

- Islands should be a minimum of 6 feet wide to accommodate pedestrians with mobility devices and groups of users
- Length should extend the full width of the crosswalk, with an additional buffer where feasible
- Islands should include curb ramps or cut-throughs aligned with the crosswalk; surfaces should be level, ADA-compliant, and include detectable warning strips at entry points
- Raised islands should be landscaped or designed with vertical elements (e.g., bollards or signs) to improve visibility without obstructing sight lines
- In unsignalized locations, islands may be paired with high-visibility crosswalk markings and Rectangular Rapid Flashing Beacons (RRFBs)
- Lighting should be provided where nighttime use is expected

CURB RAMPS



Source: pedbikeimages.org | Dan Burden

DESCRIPTION

Curb ramps provide the critical transition between sidewalks and streets at intersections and crossings. They are essential for accessibility and are required by the Americans with Disabilities Act (ADA) at all locations where pedestrians are expected to cross the street. Properly designed curb ramps allow people using wheelchairs, strollers, walkers, or bicycles to move smoothly and safely between the sidewalk and roadway. In addition to ensuring compliance, well-placed curb ramps improve overall pedestrian comfort and help guide visually impaired users into the correct crossing path. In Addison, curb ramp upgrades should be incorporated into all intersection improvements, resurfacing projects, and sidewalk repairs.

As Addison upgrades sidewalks, intersections, and crossings through capital improvement projects, curb ramp retrofits should be systematically prioritized to eliminate accessibility barriers and provide safe access for all pedestrians.



TYPICAL USE

Curb ramps should be provided wherever a curb exists and pedestrians are expected to cross, including:

- All intersections (signalized, stop-controlled, and uncontrolled)
- Mid-block crosswalks
- Trail or sidepath crossings
- Transit stop access points
- Driveway crossings with continuous pedestrian access

DESIGN GUIDANCE

Curb ramps should meet ADA, PROWAG, and TxDOT standards. Key design elements include:

- Each pedestrian path of travel should have its own curb ramp (Type II/directional ramps), not a single diagonal ramp
- Ramps should be aligned with the crosswalk to ensure proper orientation and minimize travel distance
- Detectable warning surfaces (truncated domes) are required at the base of all ramps to alert visually impaired pedestrians to the street edge
- Ramp slope must not exceed 1:12 (8.33%)
- Side flare slopes must not exceed 1:10 (10%)
- Cross-slope should be no more than 2% for comfort and accessibility
- Ramps must connect to a level landing area of at least 4 feet by 4 feet (5 feet by 5 feet preferred), with a maximum cross-slope of 2%

PEDESTRIAN SIGNAL TIMING & COUNTDOWN INDICATOR



Source: Adobe Stock

DESCRIPTION

Pedestrian signals help manage crossings at signalized intersections and mid-block locations, providing clear guidance for when it is safe to cross. Standard pedestrian signal heads display three phases:

1. **Walk Interval:** Indicates that pedestrians may begin crossing (WALK symbol or walking person)
2. **Flashing Don't Walk Interval:** Warns that crossing should not be initiated; often paired with a countdown timer
3. **Steady Don't Walk Interval:** Indicates that pedestrians should not enter the crosswalk

Countdown indicators show the number of seconds remaining in the crossing phase, helping both pedestrians and drivers make informed decisions. Accessible Pedestrian Signals (APS) may supplement these indications with audible tones, speech messages, and tactile features to assist pedestrians with visual or hearing impairments. In Addison, pedestrian signals with countdown indicators should be standard at all new or upgraded signalized intersections. When coordinated with traffic operations and accessibility goals, they significantly improve safety, compliance, and comfort for people walking.



TYPICAL USE

Pedestrian signal timing and countdown indicators are appropriate for:

- All signalized intersections with regular pedestrian activity
- Mid-block crossings controlled by traffic signals
- Areas with high pedestrian volumes such as school zones, transit stations, and mixed-use districts

DESIGN GUIDANCE

Design and timing of pedestrian signals should follow standards established by the Texas Manual on Uniform Traffic Control Devices (TMUTCD):

- **Walking Speed Assumptions:** Use a pedestrian walking speed of 3.5 feet per second to determine crossing time, per TMUTCD guidance
- **Minimize Wait Time:** Excessive delays can lead to noncompliance; signal timing should minimize pedestrian wait times where feasible
- **Automatic Pedestrian Phases:** In high-activity areas (e.g., Addison Circle, near DART stops), program a pedestrian phase into every signal cycle, rather than requiring pushbutton activation
- **Accessibility:** Consider APS at key locations to support all users; ensure clear visibility of signal heads for children, older adults, and people using mobility devices
- **Countdown Placement:** Install countdown indicators during the flashing Don't Walk interval to inform pedestrians how much crossing time remains

SAFETY TOOLS

Creating a walkable community sometimes requires more than sidewalks and core pedestrian tools; it requires infrastructure that makes walking feel safe, visible, and predictable. Safety tools help reduce conflicts between pedestrians and vehicles by addressing crossing distance, speed, and driver awareness.

This section outlines proven design strategies such as high-visibility crosswalks, refuge islands, and signal enhancements. These tools are based on national best practices and support Addison's goals to improve pedestrian safety, especially along busy corridors and at key crossing locations.

RECTANGULAR RAPID FLASHING BEACON



Source: Kimley-Horn

DESCRIPTION

RRFBs are user-activated flashing beacons installed at uncontrolled pedestrian crossings to alert drivers to crossing activity. When activated by a pedestrian, the device emits a bright, alternating (wig-wag) rectangular flash pattern mounted with standard pedestrian crossing signs.

Recognized by FHWA as a proven safety countermeasure, RRFBs are effective at increasing driver yielding behavior, particularly on multilane or high-speed roads where visibility is a concern. In Addison, RRFBs should be prioritized at high-activity mid-block locations; such as along principal and minor arterials or at trail crossings identified in the City-Wide Trails Master Plan. They offer a cost-effective way to enhance pedestrian safety without requiring full traffic signal installation.



TYPICAL USE

RRFBs are best suited for:

- Unsignalized or mid-block crosswalks with moderate to high pedestrian activity
- Trail and shared-use path crossings at roadways
- School routes, near multifamily housing, retail, or employment centers
- Locations where full signal warrants are not met but enhanced visibility is needed

DESIGN GUIDANCE

Design and placement of the RRFB should follow standards established by the TMUTCD:

- Install per FHWA Interim Approval IA-21 and TMUTCD Section 2B.12
- Locate beacons on both sides of the crossing; add a third unit in a median, if present
- Pair with pedestrian crossing (W11-2) signs and downward arrow plaques (W16-7P)
- Use pushbutton or passive activation; flash duration should match crossing time
- Provide advance yield or stop bars 20–50 feet in advance of the crosswalk
- Use only at marked crosswalks on uncontrolled approaches
- Ensure automatic shutoff after pedestrian clearance phase

PEDESTRIAN HYBRID BEACON



Source: Kimley-Horn – Intersection of Belt Line Road and Asbury Road in Addison

DESCRIPTION

Pedestrian Hybrid Beacons (PHBs), sometimes referred to as HAWK signals, are a type of traffic control device used at mid-block or unsignalized crossings to stop vehicle traffic and provide pedestrians or bicyclists a protected opportunity to cross. Unlike full traffic signals, PHBs remain dark until activated by a user and are often used at high-speed, high-volume locations that do not meet traditional signal warrants. When activated, the beacon flashes yellow, then changes to a solid red, requiring motorists to stop.

PHBs are a proven safety countermeasure and are especially effective on wide arterials or multilane roads where traditional signs and markings alone do not yield high driver compliance.



TYPICAL USE

PHBs are recommended for:

- Crossings of high-speed, multi-lane arterial roadways
- Locations with ≥20 pedestrians or bicyclists per hour and ≥2,000 vehicles per hour
- Unsignalized crossings with 6 or more travel lanes
- Trail or shared-use path crossings where other treatments are insufficient
- Areas with crash history or observed non-compliance at crossings

DESIGN GUIDANCE

Design and placement of the PHB should follow standards established by the TMUTCD. Key considerations include:

- Install at logical crossing points on pedestrian and bicycle networks where traffic volumes or speeds present barriers
- Use “hot” pushbuttons for immediate response, or passive detection (e.g., infrared or video) to activate the beacon
- Provide clear crosswalk markings and ADA-compliant curb ramps
- Ensure signal timing provides adequate clearance for pedestrians of all abilities
- Include appropriate signage (W11-2 with W16-7P) and advance warning devices as needed

LEADING PEDESTRIAN INTERVALS



Source:Kimley-Horn

DESCRIPTION

Leading Pedestrian Intervals (LPIs) give pedestrians a 3 to 7-second head start at signalized intersections before parallel vehicular traffic is released. This early walk phase allows pedestrians to enter the crosswalk and become more visible, reducing conflicts with turning vehicles. LPIs are especially effective at increasing driver yielding and improving crossing safety in high-volume or complex intersection environments. They are implemented through signal timing adjustments and typically do not require any additional physical infrastructure.

In Addison, LPIs should be prioritized at busy intersections with high pedestrian volumes, and near mixed-use or transit-oriented areas. They offer a low-cost, high-impact improvement to reduce crashes and improve pedestrian visibility at intersections.



TYPICAL USE

LPIs are most effective at:

- Signalized intersections with high pedestrian volumes and frequent turning conflicts
- Locations where pedestrian visibility is limited or turning speeds are high
- Intersections near schools, commercial centers, or transit stops
- Areas with a high proportion of slower-moving pedestrians, including seniors or people with disabilities

DESIGN GUIDANCE

Design should follow FHWA and TMUTCD guidance, including:

- Provide a pedestrian head start of 3–7 seconds, depending on crossing width and signal phasing
- Ensure pedestrians can enter and be fully visible in the intersection before vehicles receive a green indication
- LPIs should not be used where protected (exclusive) left or right turns already eliminate conflicts
- Pair LPIs with complementary treatments such as curb extensions, high-visibility crosswalks, or No Turn on Red restrictions to improve effectiveness
- Clearly communicate pedestrian priority through signage and public education

CURB EXTENSIONS (BULB-OUTS)

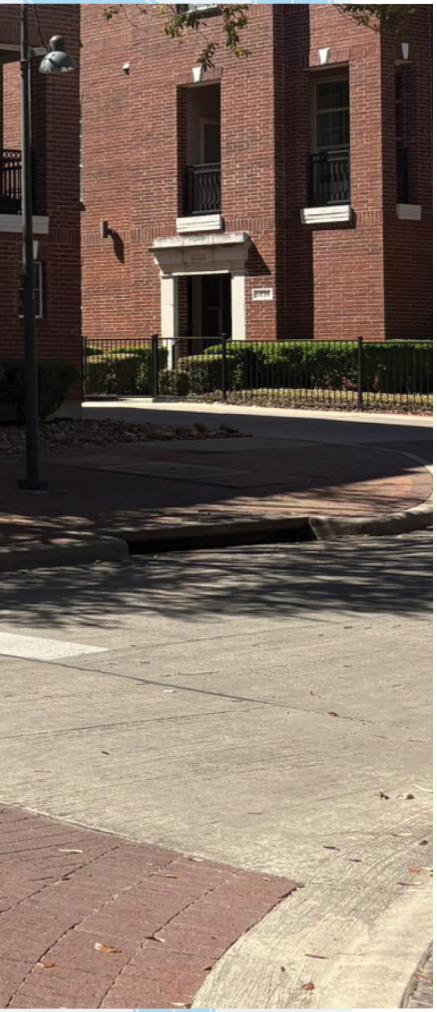


Source: Kimley-Horn – Intersection of Calloway Drive and Quorum Road in Addison Circle Neighborhood

DESCRIPTION

Curb extensions (also known as bulb-outs or neckdowns) extend the sidewalk or curb line into the parking lane at intersections or mid-block crossings. This reduces the width of the roadway that pedestrians must cross, improves visibility between pedestrians and drivers, and slows turning vehicles by tightening corner radii. Curb extensions are a proven traffic calming tool and can also create space for street trees, lighting, benches, or stormwater infrastructure.

In Addison, curb extensions are especially well-suited for mixed-use areas, commercial districts, and urban roadways where pedestrian activity is high and slower vehicle speeds are desirable. They can be implemented as permanent infrastructure or as temporary installations using materials like flexible curbs, striping, or planters (also known as quick-build or tactical applications).



TYPICAL USE

Curb extensions are most effective in the following contexts:

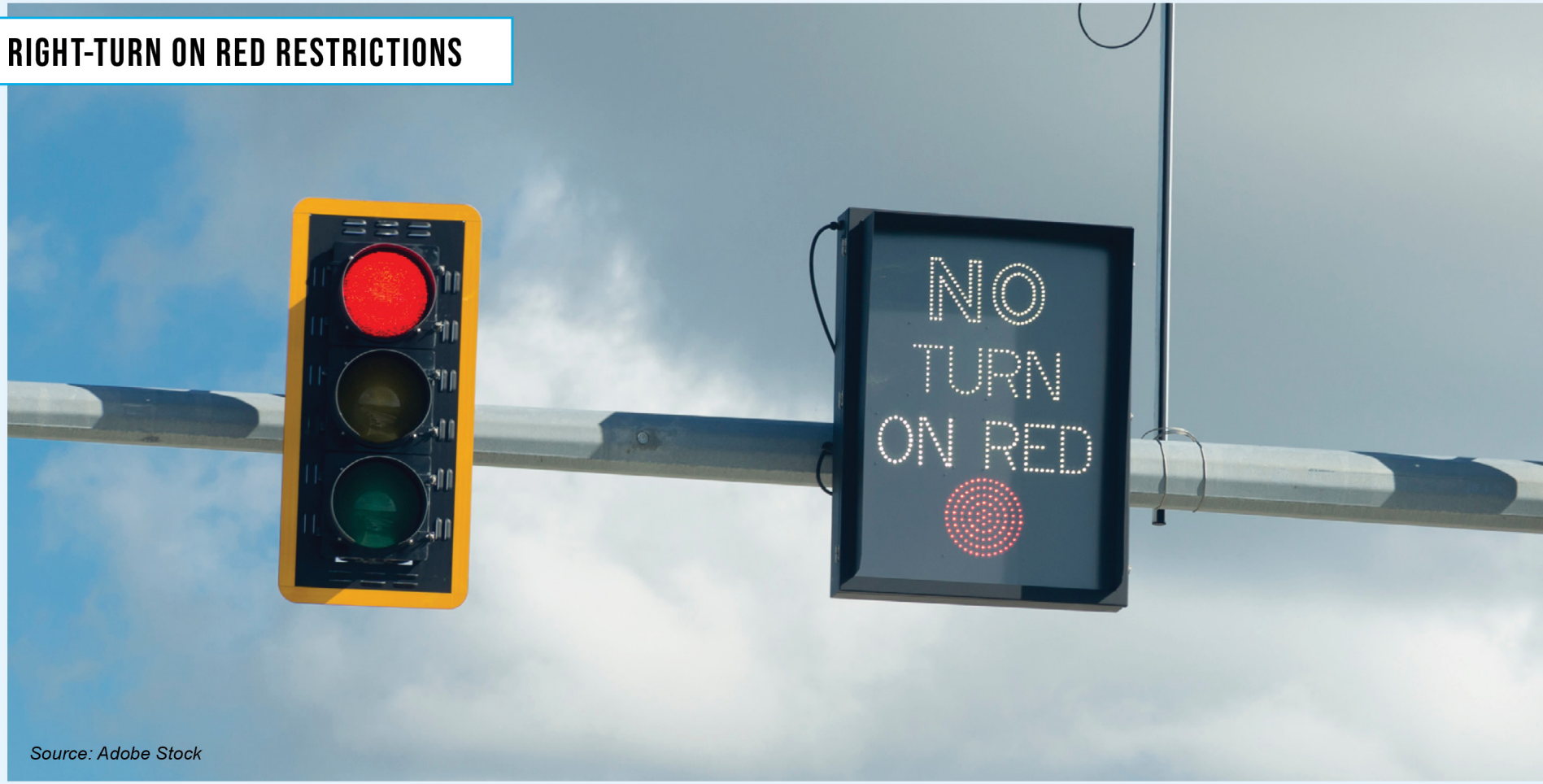
- At intersections with high pedestrian activity or long crossing distances
- In downtown or walkable districts such as Addison Circle
- Near schools, parks, senior housing, or transit stops where pedestrian visibility is critical
- Along corridors with on-street parking, where curb extensions can be added without affecting travel lanes
- As part of traffic calming or placemaking projects

DESIGN GUIDANCE

Curb extensions should be designed in accordance with NACTO, FHWA, and ADA standards. Key considerations include:

- Reduce pedestrian crossing distance by 6–8 feet (the width of a typical parking lane)
- Maintain a minimum clear pedestrian path of 5 feet through the extension
- Curb radii should be tightened to slow turning speeds, but must still accommodate emergency and turning vehicles (use mountable aprons if needed)
- Ensure extensions do not block bike lanes unless a dedicated bypass is provided
- Include ADA-compliant curb ramps and landings where extensions incorporate crossings
- In mid-block locations, curb extensions should include high-visibility crosswalks and, where appropriate, signage or RRFBs

RIGHT-TURN ON RED RESTRICTIONS



Source: Adobe Stock

DESCRIPTION

Right Turn on Red (RTOR) restrictions prohibit vehicles from turning right during the red signal phase, reducing conflicts with pedestrians crossing in the same direction. While RTOR is generally permitted under state and federal traffic laws, local agencies may restrict it at intersections where turning vehicles frequently conflict with pedestrians or where safety concerns warrant greater control.

RTOR restrictions are an effective, low-cost measure to improve pedestrian safety, particularly when paired with other signal timing tools like Leading Pedestrian Intervals (LPIs). Prohibiting RTOR increases driver attentiveness and reduces the likelihood of right-hook crashes, especially where visibility is limited or pedestrian volumes are high.

In Addison, RTOR restrictions should be considered at key intersections along corridors with shared-use side paths, and within high-pedestrian activity areas like Addison Circle and near future transit-oriented development. They are a simple but effective measure to enhance pedestrian safety without major infrastructure changes.



TYPICAL USE

RTOR restrictions are appropriate at:

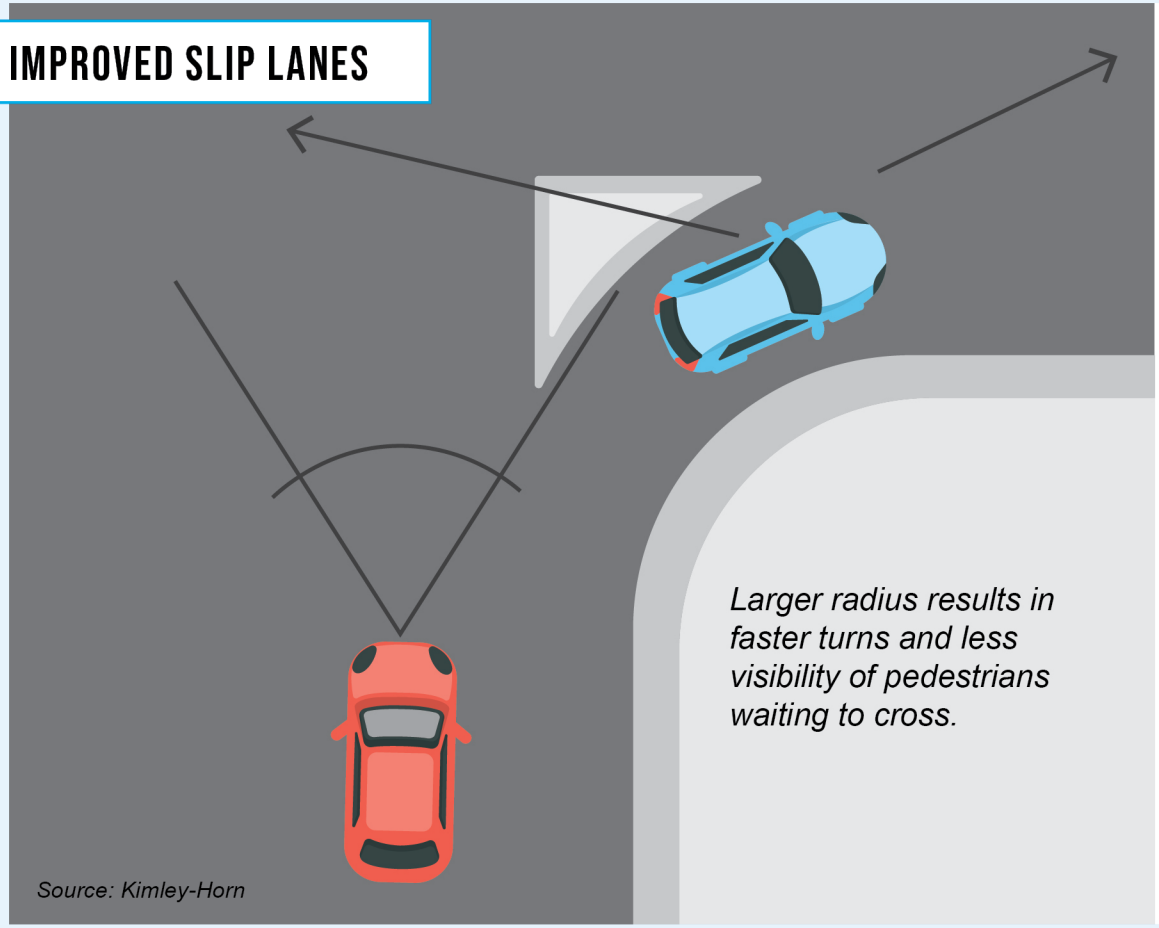
- Intersections adjacent to shared-use paths with high pedestrian and bicycle volumes and frequent turning conflict
- Locations with LPIs, where early pedestrian movement may conflict with turning drivers
- Intersections with a history of pedestrian-related crashes or near-misses
- Places where sight distance is limited due to geometry, landscaping, or parked vehicles

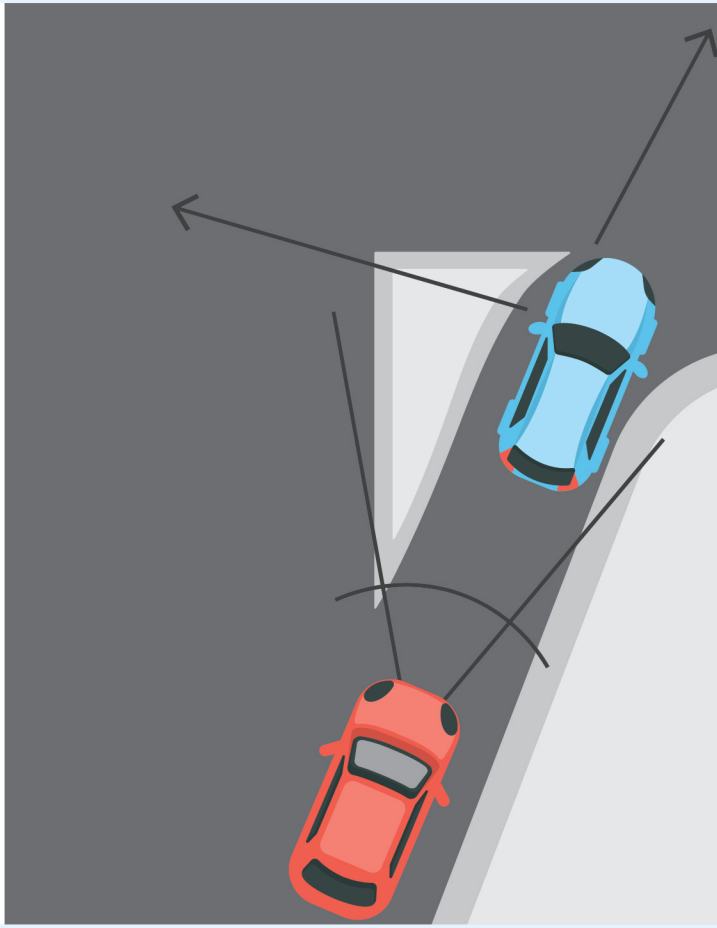
DESIGN GUIDANCE

Design and implementation should follow guidance from the TMUTCD (Section 2B.54) and FHWA:

- Install **"No Turn on Red" (R10-11)** or time-based restriction signs at signalized intersections as warranted
- Consider **variable restrictions** that apply during peak pedestrian hours (e.g., school start/end times or special events)
- Pair RTOR restrictions with **LPIs, high-visibility crosswalks, and curb extensions** to maximize pedestrian visibility
- Evaluate turning movement volumes, pedestrian crash history, and observed conflicts before applying full-time restrictions
- Clearly place signage where drivers are likely to see it—typically near the signal head or curbside post

IMPROVED SLIP LANES





DESCRIPTION

Slip lanes, or free-flowing right-turn lanes, are designed to allow vehicles to turn without stopping at intersections—often bypassing traffic signals. However, when poorly designed, they create conflict points for pedestrians by encouraging high-speed turns and limiting visibility. Improved slip lane designs prioritize pedestrian safety by reducing vehicle speeds, improving sight lines, and increasing driver awareness at crossings.

Common design enhancements include sharper entry angles, enlarged islands (“pork chop” islands) with curb ramps and waiting space, raised crosswalks, and high-visibility markings. These features ensure that turning motorists can clearly see and yield to pedestrians, especially at large or complex intersections.

In Addison, improved slip lanes should be considered at arterial intersections such as along Belt Line Road, where right-turn traffic volumes are high and pedestrian activity is expected to increase. These design upgrades offer a targeted, cost-effective solution to enhance safety and comfort at complex intersections.

Smaller radius results in need for vehicles to slow to enter traffic as well as improved visibility of pedestrians and on-coming traffic.

TYPICAL USE

Improved slip lanes are best applied at:

- Arterial-arterial intersections with high right-turn volumes
- Existing intersections where right-turn slip lanes cross marked pedestrian paths
- Intersections with a history of pedestrian conflicts or visibility concerns
- Locations near schools, parks, or commercial areas with frequent pedestrian activity

DESIGN GUIDANCE

Design should follow guidance from NACTO and FHWA, and be context-sensitive. Key best practices include:

- Align crosswalks perpendicular (90 degrees) to the slip lane to improve visibility between drivers and pedestrians
- Set crosswalks at least one car length back from the intersecting roadway to give turning vehicles space to yield
- Reduce the turning radius with a sharper slip lane entry angle (ideally 45–60 degrees) to lower vehicle speeds
- Provide large, accessible pedestrian refuge islands with ADA-compliant curb ramps and detectable warnings
- Consider installing a raised crosswalk within the slip lane to further reduce vehicle speed and highlight pedestrian priority
- Use high-visibility crosswalk striping and appropriate signage (W11-2 with W16-7P) to alert drivers to pedestrian crossings

PEDESTRIAN LIGHTING


Source: Adobe Stock

DESCRIPTION

Pedestrian-scale lighting improves visibility, safety, and comfort along sidewalks, trails, and crossings—especially during early morning, evening, and nighttime hours. Unlike overhead roadway lighting, pedestrian lighting is mounted lower and designed to illuminate the walking zone, faces, and potential obstacles without creating glare. In addition to its safety function, well-designed pedestrian lighting enhances the character of streets and public spaces, supporting placemaking and encouraging greater use of walkable areas after dark.

In Addison, lighting is a key component of walkable design, particularly in mixed-use areas like Addison Circle, along major corridors, and within the City-Wide Trails Master Plan network.



TYPICAL USE

Pedestrian lighting should be prioritized in:

- Areas with high nighttime foot traffic, including transit stops, parks, and entertainment districts
- Along trails and shared-use paths, especially where natural surveillance is limited
- At pedestrian crossings, curb ramps, and intersections to improve visibility and reduce crash risk
- Mixed-use corridors or town centers where ambiance and aesthetics are part of the pedestrian experience

DESIGN GUIDANCE

Design should follow IESNA (Illuminating Engineering Society of North America), TxDOT and FHWA recommendations:

- Mount fixtures between 10–15 feet in height to light the sidewalk and adjacent pedestrian zone
- Avoid high-intensity glare or over-lighting; use warm, uniform lighting to improve comfort and visibility
- Prioritize lighting at decision points, including crosswalks, bus stops, trailheads, and curb ramps
- Space fixtures to eliminate dark spots and ensure even illumination along continuous pedestrian paths
- Incorporate full cutoff luminaires to reduce light pollution and preserve dark skies where appropriate
- Coordinate lighting design with streetscape elements, using fixtures that align with the area's character and contribute to placemaking

COMFORT AND PLACEMAKING TOOLS

A walkable environment is not just about getting from point A to B; it's about making that experience comfortable, welcoming, and memorable. For Addison, this is especially important. Public feedback gathered through the City-Wide Trails Master Plan, Advance Addison 2050, and MTP outreach consistently emphasized the importance of high-quality pedestrian infrastructure that goes beyond basic function. Residents expressed a strong desire for shaded walkways, attractive streetscapes, opportunities to sit and rest, and a more vibrant, human-scaled public realm.

These elements, shade, seating, public art, and well-designed transit amenities are not just aesthetic upgrades; they directly influence whether people choose to walk and how they feel while doing so. They also support Addison's identity as a community known for thoughtful design, active public spaces, and attention to detail.

This section outlines key comfort and placemaking tools that help transform sidewalks, trails, and waiting areas into inviting destinations, enhancing both usability and the sense of place across Addison's pedestrian network.

SHADE



Source: Kimley-Horn – Intersection of Arapaho Road and Edwin Lewis Drive in Addison

DESCRIPTION

Shade is a critical component of a comfortable pedestrian environment, particularly in warmer climates like Texas summers. Whether provided by street trees, architectural elements, or built structures, shade significantly improves thermal comfort, making walking more viable year-round. In addition to comfort, shaded walkways can extend the amount of time people are willing to spend outside, increase foot traffic to local businesses, and support broader goals related to health, equity, and livability.

Public feedback in Addison has consistently emphasized the value of shaded sidewalks and trails, and the Town has already incorporated this principle into several key corridors. Expanding shade throughout the pedestrian network will support both walkability and community character.



TYPICAL USE

Shade should be prioritized in the following locations:

- Along high-use pedestrian corridors
- On sidewalks near retail, dining, and civic destinations, where pedestrians may dwell or gather
- Along trails and shared-use paths in open or exposed areas
- At transit stops, public plazas, and trailheads where people may spend time waiting
- In school zones, near senior housing, or in areas with vulnerable populations

DESIGN GUIDANCE

Effective shade strategies should combine natural and built elements and follow best practices in urban design and streetscape planning:

- Use street trees with wide canopies spaced regularly (typically 20–30 feet apart) in landscaped buffers between sidewalks and roadways
- Choose drought-tolerant, regionally appropriate tree species that provide dense canopy and require minimal maintenance
- In areas where trees are not feasible, incorporate structural shade elements such as awnings, arcades, pergolas, or freestanding shade canopies
- Prioritize placement on west- and south-facing sidewalks to block afternoon sun
- Maintain clear pedestrian paths and ADA access; ensure tree grates, planters, or supports do not obstruct movement
- Combine shade with other comfort amenities such as benches, lighting, or water fountains where appropriate

STREET FURNITURE



Source: Kimley-Horn – Addison Road across from Addison Circle Park

DESCRIPTION

Street furniture includes the small-scale elements—such as benches, trash receptacles, bike racks, and planters—that support pedestrian comfort and contribute to the overall functionality and identity of public spaces. These features offer places to rest, socialize, or secure a bicycle, while also helping organize the pedestrian zone and enhance the visual quality of sidewalks and trails.

In Addison, public feedback has consistently pointed to the importance of high-quality pedestrian environments that feel complete, comfortable, and thoughtfully designed. Well-placed street furniture supports longer and more enjoyable walking experiences and reinforces the character of Addison's commercial areas, parks, and civic corridors.



TYPICAL USE

Street furniture should be provided in:

- Mixed-use districts such as Addison Circle and along Belt Line Road
- Parks, plazas, trailheads, and open spaces where people may gather or rest
- Transit stops, near public buildings, and within shopping or dining areas
- Along long stretches of trail or sidewalk where seating is desired for comfort, accessibility, or social use
- Public gathering areas, event zones, or locations with high pedestrian activity

DESIGN GUIDANCE

Street furniture should be thoughtfully selected and placed to support pedestrian needs and complement the surrounding context. Key considerations include:

- Place benches at regular intervals (e.g., every 300–500 feet) along high-use corridors, and near destinations such as transit stops, parks, and shops
- Select durable, low-maintenance materials appropriate for outdoor use and local climate conditions
- Ensure furniture placement maintains a clear pedestrian path (minimum 5 feet clearance) and complies with ADA requirements
- Coordinate furniture styles and finishes within each district to create a cohesive streetscape identity
- Place trash and recycling receptacles so that they are accessible to seating areas, bus stops, and commercial zones
- Include bike racks near destinations and trailheads; ensure racks allow for locking the bicycle frame and wheel
- Where appropriate, integrate planters, lighting, or public art into street furniture installations for added placemaking value

BUS STOP SHELTERS



Source: Town of Addison

DESCRIPTION

Bus stop shelters provide a protected, comfortable space for transit users waiting to board. By offering shade, seating, and weather protection, shelters enhance the rider experience and make transit a more attractive and equitable transportation option. These amenities are especially important for seniors, individuals with disabilities, and transit-dependent riders who may wait longer for service or use transit frequently.

In Addison, public feedback consistently emphasized the need for better bus stop comfort and visibility. Enhancing shelters along key DART routes—specifically Route 229 along Belt Line Road and Route 239 serving Quorum Drive and Addison Road—will play a central role in improving pedestrian and transit infrastructure across the Town.



TYPICAL USE

Bus stop shelters should be prioritized at:

- Stops with moderate to high boardings, particularly along Routes 229 and 239
- Destinations with consistent foot traffic such as commercial corridors, employment centers, senior housing, and civic facilities
- Areas with limited shade or high sun exposure
- Locations where wait times are longer or transfers are common
- Corridors identified for multimodal investment or streetscape upgrades

DESIGN GUIDANCE

Shelters should comply with ADA standards, DART design guidelines, and context-sensitive streetscape design. Key recommendations include:

- Provide a covered structure that offers protection from sun, wind, and rain
- Include a level landing pad at least 5 feet wide by 8 feet deep, connected to the sidewalk or trail
- Integrate seating (preferably with back support), lighting, and trash receptacles
- Maintain a 5-foot minimum pedestrian clear zone on adjacent walkways
- Locate shelters to ensure visibility, comfort, and convenience, avoiding driveways or obstructions
- Include transit information such as route maps, schedules, and real-time arrival displays where feasible
- Consider shelter enhancements—such as landscaping, public art, or branded design elements—in high-visibility areas like Addison Circle and along Belt Line Road

PUBLIC ART



Source: Kimley-Horn – the AMLI Addison on Edwin Lewis Drive in Addison

DESCRIPTION

Public art enhances the visual and cultural experience of public spaces by creating distinct, memorable environments that reflect a community's identity. In the pedestrian realm, public art can serve multiple functions, including wayfinding, placemaking, engagement, and beautification, while enriching the walking experience. Art can be integrated into sidewalks, trails, walls, utility boxes, transit shelters, or open space features, offering both visual interest and a sense of civic pride.

Addison is already known for its creative public spaces and commitment to design excellence. The Quorum Art Walk project, currently under development, incorporates lighting, seating, and space for future art installations along a key pedestrian corridor from the DART line to Dallas Parkway—highlighting Addison's active investment in placemaking and pedestrian experience. Expanding public art throughout the pedestrian network aligns with this vision and supports Addison's identity as a vibrant, people-focused community.



TYPICAL USE

Public art is well-suited for:

- Trailheads, plazas, and park entrances where it can serve as a visual anchor
- Transit stops or streetscape zones along corridors like Belt Line Road and Quorum Drive
- Nodes along trails or sidewalks to highlight rest areas, gathering spots, or intersections
- Walls, fences, or underpasses where mural treatments can enhance the walking environment
- Wayfinding or interpretive elements that combine function with artistic expression

DESIGN GUIDANCE

Public art installations should align with Addison's design standards, reflect community character, and enhance pedestrian-scale experiences:

- Prioritize art that is site-specific and context-sensitive, responding to the location's history, culture, or purpose
- Use durable, low-maintenance materials suitable for outdoor exposure and public interaction
- Coordinate with local artists or arts organizations to ensure community relevance and engagement
- Where possible, integrate art into existing infrastructure—such as pavement, light poles, benches, or retaining walls
- Ensure installations do not obstruct clear pedestrian paths or compromise accessibility
- Lighting and signage can be used to enhance visibility and encourage evening use

CHAPTER 8:

TRAFFIC CALMING TOOLBOX

Traffic calming is a critical element of a complete street network. By reducing vehicle speeds, improving driver awareness, and enhancing safety for all users, traffic calming strategies help transform roadways into shared public spaces that support community livability, health, and mobility.

In Addison, many streets already incorporate high-quality urban design elements, including landscaping, wide sidewalks, and thoughtful lighting. However, as the Town continues to evolve—with denser infill, mixed-use developments, and increasing multimodal demand—it must also expand its toolbox of traffic calming tools to ensure that neighborhood streets, collectors, and arterials function safely and comfortably for all.

This Traffic Calming Toolbox provides a flexible but actionable set of tools that can be applied across different street types, aligned with the Town's goals for safety, context-sensitive design, and long-term sustainability.



Streetscape in Addison along Arapaho Road

WHY PLAN FOR TRAFFIC CALMING?

Across North Texas and the nation, communities are increasingly turning to traffic calming to address a common set of challenges: excessive vehicle speeds, unsafe crossings, cut-through traffic, and the need to better balance the movement of cars with the safety of people walking, biking, or accessing transit.

For Addison, these challenges are particularly important in residential neighborhoods, near parks and schools, and on corridors transitioning into more walkable urban contexts. Residents have expressed consistent support for measures that slow traffic, reduce crash risk, and enhance neighborhood quality of life.

TRAFFIC CALMING ALSO SUPPORTS A BROADER RANGE OF COMMUNITY PRIORITIES:

Safety

Reducing speeds directly lowers the risk and severity of crashes—for all modes.

Livability

Calmer streets support outdoor activity, social interaction, and walkability.

Mobility

Slower, safer streets make it easier to cross, bike, or use transit comfortably.

Health & Environment

Reduced speeds support emissions reductions and encourage active travel.

The following toolbox categorizes key traffic calming strategies into three categories: speed management tools, pavement and parking applications, and intersection tools. Each tool is supported by national guidance from FHWA, NACTO, and ITE and tailored to Addison's specific context and goals.

SPEED MANAGEMENT TOOLS

Managing vehicle speed is one of the most effective ways to improve safety and livability on public streets. Lower speeds reduce crash risk and severity, increase reaction time for drivers, and create more comfortable conditions for people walking, biking, or crossing the street. In Addison, speed management is especially important in residential neighborhoods, near schools and parks, and in areas transitioning to more walkable development patterns. The tools in this section are designed to calm traffic in strategic locations and reinforce safe, context-sensitive driving behavior across the network.

RAISED INTERSECTIONS



Source: pedbikeimages.org | Kristen Langford

DESCRIPTION

Raised intersections elevate the entire intersection to sidewalk level, creating a flat, continuous crossing for pedestrians. By forcing drivers to reduce speed while turning or proceeding through, raised intersections improve safety for all users and reinforce pedestrian priority in walkable areas.

TYPICAL USE

- Mixed-use areas like Addison Circle and Urban Village Place Types
- School zones and senior living areas
- Intersections along streets with high pedestrian activity

DESIGN GUIDANCE

- Use detectable warning surfaces and gentle ramps on all approaches
- Combine with high-visibility crosswalks and curb extensions where feasible
- Ensure ADA compliance and drainage considerations are addressed
- May be constructed with decorative paving or contrasting materials for visibility and placemaking

RADAR SPEED SIGNS



Source: Kimley-Horn

DESCRIPTION

Radar speed signs display approaching driver speeds in real-time, encouraging voluntary speed reduction by increasing awareness. These signs are often portable or solar-powered and can be deployed flexibly in response to complaints or data-identified speed issues. In Addison, radar speed signs were recently installed along Quorum Drive and have proven effective in reducing vehicle speeds, particularly in areas with high pedestrian activity. The Town has collected before-and-after speed data demonstrating measurable improvements, reinforcing the value of these signs as a cost-effective speed management tool.

TYPICAL USE

- Residential streets with recurring speeding issues
- Near parks, schools, or community centers
- Collector roads where full physical traffic calming is not appropriate
- Commercial corridors with mixed-use activity, such as Quorum Drive

DESIGN GUIDANCE

- Use on streets with posted speeds of 25–35 mph
- Position signs for maximum driver visibility and at strategic entry points
- Evaluate speed reduction effectiveness using before/after data collection
- Pair with educational campaigns or enforcement efforts as needed
- Consider periodic relocation or rotation of signs to maintain driver attentiveness and broaden coverage across the network

ROADWAY DELINEATION TOOLS

Visual cues and roadway markings play an essential role in shaping driver behavior and reinforcing intended travel paths. Roadway delineation tools—such as narrowed lane striping, medians, and edge treatments—can help slow traffic, reduce confusion, and clarify expectations without the need for full physical reconstruction. In Addison, these tools offer a cost-effective and adaptable strategy for calming traffic on a wide range of streets, from quiet neighborhood roads to busy collectors. When combined with broader corridor improvements, delineation treatments contribute to a safer, more legible, and more visually appealing public realm.

PAVEMENT MARKINGS



Source: FHWA

DESCRIPTION

Reducing lane widths through pavement markings—such as edge lines, advisory bike lanes, or shoulder stripes—helps visually narrow the street, encouraging drivers to slow down. These applications can be used flexibly without reconstruction and are ideal for quick-build traffic calming.

TYPICAL USE

- Residential collector streets and neighborhood entries
- Wide local streets with low on-street parking demand
- Areas near parks or schools where additional buffer space is desirable

DESIGN GUIDANCE

- Reduce travel lanes to 10–11 feet in most urban and residential contexts
- Use edge striping or colored treatments to create visual narrowing
- Consider pairing with sharrows, advisory bike lanes, or pedestrian buffers
- Monitor for driver compliance and effectiveness through speed studies
- May be constructed with decorative paving or contrasting materials for visibility and placemaking

DIVIDERS & MEDIANS



Source: Kimley-Horn

DESCRIPTION

Medians and centerline dividers create a physical and visual break in the roadway that slows traffic, reduces passing, and improves pedestrian safety by providing a refuge. They may be landscaped, raised, or flush depending on context. In Addison, medians have also been strategically installed just in advance of intersections—such as on Proton Drive—to calm traffic, improve driver focus, and reinforce intersection visibility and control. This application helps reduce approach speeds and creates a more orderly transition into cross traffic or turning environments.

TYPICAL USE

- Entry treatments to residential neighborhoods
- Transition zones on collector or arterial streets
- Mid-block crossings or trail intersections
- Intersection approaches where speed control or visibility is a concern, such as Proton Drive

DESIGN GUIDANCE

- Minimum width of 6 feet for pedestrian refuge
- Use landscaping or vertical elements to enhance visibility and aesthetics
- Ensure emergency vehicle access and drainage needs are accommodated
- Coordinate with lighting, signage, and access management strategies
- Consider use at intersection approaches to reinforce speed transition and turning behavior

INTERSECTION TOOLS

Intersections are some of the most critical points in the street network—where travel paths converge, speeds shift, and users interact across multiple modes. Well-designed intersections can significantly improve safety, comfort, and predictability for everyone, especially pedestrians and cyclists. In Addison, intersection treatments are key to achieving slower turning speeds, shorter crossing distances, and clearer visual cues for drivers. Whether through geometric changes, signage, or enhanced crossings, these tools help reinforce the Town's broader goals for multimodal access, safe neighborhood streets, and high-quality urban design.

ROUNDABOUTS



Source: Adobe Stock

DESCRIPTION

Roundabouts are circular intersections that reduce conflict points, improve safety, and calm traffic by requiring drivers to slow down and yield. Modern roundabouts are more compact than older traffic circles, requiring less right-of-way and offering better lane guidance upon entry. They are specifically engineered to operate at low speeds and accommodate all users—including pedestrians, cyclists, and large vehicles—through clear deflection and consistent design.

In Addison, the Addison Circle roundabout serves as a prominent roadway and placemaking feature. While larger in scale and less compact than modern designs, it is still effective at reducing vehicle speeds and visually signaling a change in context, especially in a high-activity mixed-use area.

TYPICAL USE

- Collector-to-collector intersections or minor arterials
- Neighborhood gateways and intersections with crash history
- Intersections where traditional signalization is ineffective
- Urban centers or mixed-use zones, such as Addison Circle

DESIGN GUIDANCE

- Design for entry and circulating speeds under 20 mph
- Use clear horizontal deflection and splitter islands to guide entering vehicles
- Include pedestrian crossings set back from circulating lanes to improve visibility and safety
- Accommodate large vehicles with mountable aprons where needed
- Incorporate landscaping, public art, or gateway signage in central islands to reinforce placemaking and visibility

CURB EXTENSIONS



Source: Kimley-Horn

DESCRIPTION

Curb extensions (also known as bulb-outs) reduce crossing distances, improve pedestrian visibility, and tighten vehicle turning radii, thereby reducing speeds and enhancing safety at intersections. They are especially common in urban areas, where they not only improve safety but also contribute to the walkability and character of streetscapes. In Addison, curb extensions are prominently featured throughout Addison Circle, where they enhance the pedestrian experience and support the Town's goals for a vibrant, walkable mixed-use environment.

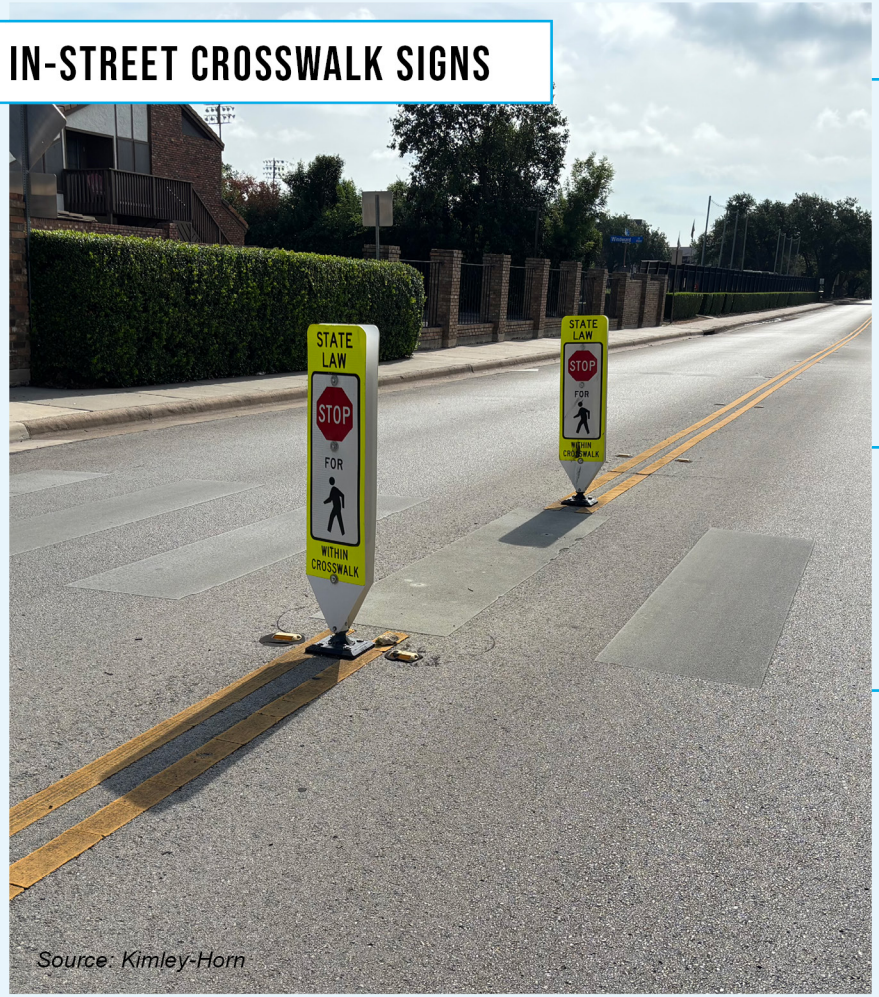
TYPICAL USE

- Mixed-use districts and school zones
- Transit stop locations and neighborhood centers
- Any intersection where long crossing distances are a concern
- Urban districts like Addison Circle, where pedestrian activity is high

DESIGN GUIDANCE

- Extend sidewalk into the parking lane by 6–8 feet
- Maintain drainage flow and ensure ADA-compliant curb ramps
- Use modular or quick-build materials for temporary installations
- Coordinate with crosswalk placement and pedestrian signal timing
- Consider integrating landscaping, lighting, or street furniture to enhance placemaking and visibility

IN-STREET CROSSWALK SIGNS



Source: Kimley-Horn

DESCRIPTION

In-street pedestrian signs are flexible signs placed on the centerline or median at marked crosswalks to alert drivers to pedestrian activity. These signs reinforce pedestrian priority and help calm traffic by visually narrowing the roadway. They are especially effective in school zones and should be prioritized around schools, where frequent crossings and the presence of children require heightened driver awareness and reduced speeds.

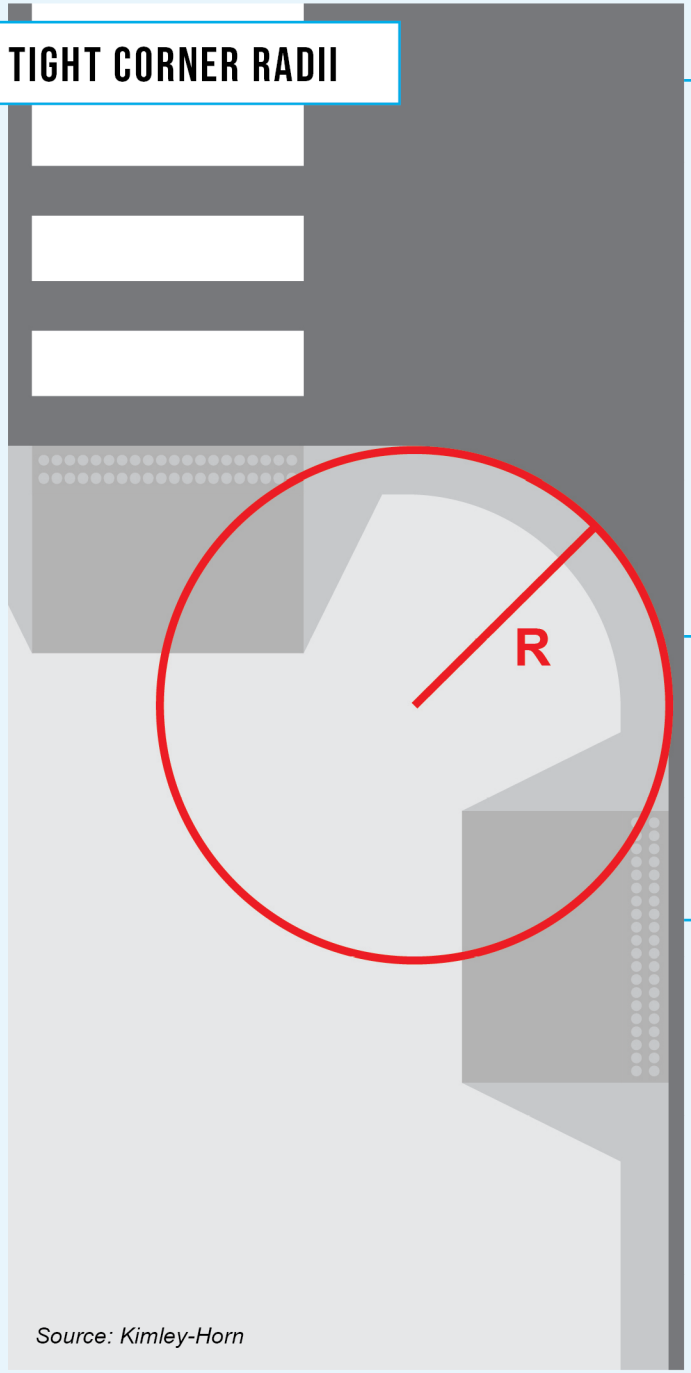
TYPICAL USE

- Mid-block crossings and trail crossings
- Intersections without signals or stop control
- School routes and high pedestrian activity corridors
- Crosswalks near elementary and middle schools

DESIGN GUIDANCE

- Use at crossings with high visibility needs but lower vehicle volumes
- Ensure signs are TMUTCD-compliant and placed within breakaway bases
- Replace or reset signs regularly if damaged by traffic
- Pair with high-visibility markings and advance yield lines
- Consider seasonal deployment (e.g., during the school year) to align with pedestrian activity patterns

TIGHT CORNER RADII



Source: Kimley-Horn

DESCRIPTION

Reducing the turning radius at intersections forces drivers—especially those making right turns—to slow down and navigate more carefully. This design strategy enhances safety by decreasing the likelihood of high-speed turning conflicts with pedestrians and cyclists, while also improving driver visibility at corners. Tighter radii encourage more deliberate maneuvering, shorten crossing distances, and promote a more compact, walkable street geometry that aligns with the goals of urban and mixed-use districts.

In contrast to suburban-style intersections with wide curb returns (often designed for speed and large-vehicle accommodation), tight corner radii reflect a people-first approach—slowing vehicles to more appropriate urban speeds and better defining space for all users. These treatments are especially well-suited for future Transit-Oriented Development (TOD) areas, where safe, multimodal street design will play a key role in shaping walkable, high-activity environments.

TYPICAL USE

- Walkable districts and downtown intersections
- Intersections near schools, parks, or civic spaces
- Future Transit-Oriented Development (TOD) zones
- Locations with documented right-turn speeding issues
- Streets transitioning into mixed-use or pedestrian-priority area

DESIGN GUIDANCE

- Target effective curb return radii of 10–15 feet in low-speed, pedestrian-oriented areas
- Use mountable aprons or truck aprons to accommodate infrequent large vehicle turns without sacrificing pedestrian safety
- Incorporate curb extensions, planters, bollards, or flexible delineators to reinforce turning geometry and protect corners
- Evaluate turning paths using AutoTURN or truck turning templates to balance safety and operational needs
- Combine with high-visibility crosswalks, signage, and signal timing to further reduce conflicts at busy intersections
- Where appropriate, apply context-sensitive radii—smaller at residential corners, larger at freight-heavy or emergency access routes

COMMUNITY ENHANCEMENT TOOLS

Traffic calming is not just about slowing vehicles—it's also about enhancing the experience of the street. Community enhancement tools help reinforce a sense of place, promote neighborhood identity, and create more attractive and welcoming environments for people walking, biking, or driving. In Addison, these tools play a dual role: they support functional goals like speed reduction and safety while also elevating the aesthetics and comfort of the public realm.

These treatments are especially important in areas where design quality, character, and placemaking matter—such as neighborhood gateways, park frontage roads, or commercial corridors. When thoughtfully designed, community enhancement tools help foster pride, increase property values, and strengthen the Town's identity as a vibrant, people-first community.

TEXTURED PAVEMENT



Source: Kimley-Horn

DESCRIPTION

Textured or decorative pavement treatments—such as stamped asphalt or colored concrete—create visual and tactile contrast that encourages drivers to slow down. These treatments enhance the visibility of crossings, intersections, and key nodes while reinforcing pedestrian priority and supporting a sense of place.

Addison has used textured pavement for years, integrating it into streetscapes, plazas, and intersections throughout the community. From Addison Circle to Belt Line Road, these treatments are not only functional but also help define the Town's distinct aesthetic—contributing to the high-quality urban character that residents and visitors associate with Addison. When thoughtfully designed, textured pavement supports both traffic calming and placemaking goals, helping streets function as both travelways and public spaces.

TYPICAL USE

- Mid-block or uncontrolled pedestrian crossings
- Intersection approaches in walkable districts
- Entryways into neighborhoods, parks, or mixed-use zones

DESIGN GUIDANCE

- Use patterns and colors that contrast with standard pavement but maintain good visibility
- Ensure surfaces meet ADA slip resistance and accessibility standards
- Select durable materials appropriate for traffic loads and climate
- Consider use in conjunction with raised intersections or crosswalks for added impact

STREET TREES & LANDSCAPING



Source: Adobe Stock

DESCRIPTION

Street trees and landscaping serve both functional and aesthetic roles in traffic calming. Strategically placed plantings help frame the roadway, visually narrow the travelway, and signal to drivers that they are entering a lower-speed, pedestrian-friendly environment. They also enhance comfort, support shade, and contribute to environmental goals.

TYPICAL USE

- Along neighborhood streets and park frontages
- Within medians, curb extensions, or pedestrian refuge islands
- Along commercial corridors or trail-adjacent roadways

DESIGN GUIDANCE

- Use native, drought-tolerant species that require minimal maintenance
- Maintain clear sight lines near intersections and driveways
- Include landscaped buffers between sidewalks and travel lanes where possible
- Incorporate trees into curb extensions or chicanes to enhance traffic calming benefits
- Ensure root systems are protected with structural soil or root barriers in urban conditions

GATEWAY TREATMENTS



Source: Kimley-Horn

DESCRIPTION

Gateway treatments are visual cues that alert drivers they are entering a distinct area—such as a residential neighborhood, school zone, or commercial district—and should adjust their speed accordingly. Treatments may include signage, pavement changes, medians, vertical features, or art elements that signal a transition in context and reinforce a sense of arrival.

In Addison, gateway treatments are closely tied to the Town's ongoing Gateway and Wayfinding Project, which is focused on transforming streets into memorable places and destinations. These enhancements go beyond function—they establish identity, support traffic calming, and reflect the community's commitment to high-quality urban design. Whether marking the entrance to Addison Circle, a park, or a neighborhood, gateways help define space, communicate character, and create a stronger connection between people and place.

TYPICAL USE

- Transitions between higher- and lower-speed road types
- Entrances to residential neighborhoods or town centers
- School zones, parks, or civic campuses

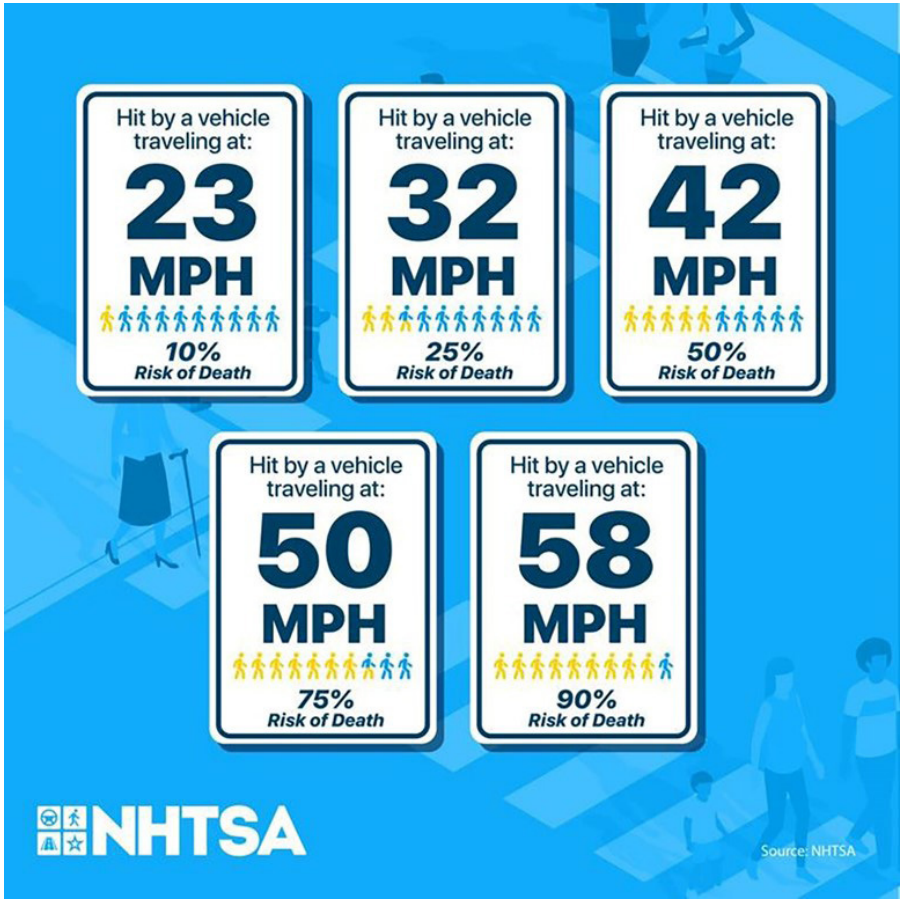
DESIGN GUIDANCE

- Combine multiple elements—e.g., signage, landscaping, medians, or pavement markings—for maximum effect
- Incorporate branding elements or materials that reflect Addison's identity and design standards
- Design features to be low-maintenance and consistent with adjacent land use
- Consider use of textured pavement, lighting, or vertical elements (e.g., columns or monuments) to reinforce gateway visibility
- Coordinate with speed limit transitions or school zone signage where applicable

SPEED MANAGEMENT STRATEGY & CORRIDOR EVALUATION

Establishing appropriate speed limits is a foundational element of street design, safety, and livability. While traffic calming tools physically shape driver behavior, posted speed limits set expectations and serve as a key regulatory measure. In Addison, where the vision prioritizes walkability, multimodal access, and community character, speed limits must reflect the context of the street—not just traffic flow. A central motivation for evaluating and adjusting speed limits is to reduce the risk of serious injuries and fatalities, particularly among vulnerable road users such as pedestrians, cyclists, and children. Slower speeds improve reaction times, reduce stopping distances, and significantly increase survival rates in the event of a crash.

This section outlines the Town's evolving approach to speed limit evaluation, including the use of data-driven tools, crash data analysis, and corridor context assessments. As part of the Master Transportation Plan (MTP) process, speed limits will be reviewed and updated where appropriate to better match land use patterns, roadway design, and the Town's broader safety and livability goals.



Source: NHTSA

LEGAL AND ENGINEERING FRAMEWORK

Across Texas and nationally, the methodology for setting speed limits is changing. Traditionally, speed limits were based heavily on the 85th percentile speed—the speed at or below which 85% of vehicles are observed traveling. While this method remains commonly used, it is increasingly criticized for reinforcing existing unsafe behaviors, especially in urban and mixed-use contexts.

New guidance from the Texas Manual on Uniform Traffic Control Devices (TMUTCD)—which became effective January 18, 2026—expanded the role of engineering judgment, land use context, and multimodal safety considerations when setting speed limits. This shift empowers communities like Addison to balance technical standards with public safety and quality-of-life goals.

Importantly, Texas state law allows cities to lower speed limits on certain local and collector streets through ordinance, as long as they conduct supporting studies and follow procedural requirements. Speed limits should always be reinforced by complementary tools, such as the Traffic Calming Toolbox (see previous section), design-based interventions, or enforcement strategies.

CORRIDOR EVALUATION & INRIX ANALYSIS

As part of the MTP, Kimley-Horn evaluated speed patterns on several key corridors across Addison using INRIX, a nationally recognized platform that provides anonymized vehicle speed data collected from GPS and mobile device signals. INRIX allows for cost-effective, real-world analysis of travel speeds over time and across specific segments—useful for screening corridors for potential speed limit changes.

An estimated 85th percentile speed was derived for each corridor using time-based INRIX data. While this does not replace on-the-ground speed studies, it serves as a reliable planning-level tool to identify areas where posted speed limits may be too high—or out of sync with actual driver behavior. Results of the analysis are summarized in the table to the right.

TABLE 15. INRIX SPEED ANALYSIS 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

Looking Ahead

Addison has an opportunity to lead with a safer, more context-sensitive approach to setting speed limits. By using data, applying local authority, and aligning with the Town's mobility and livability goals, speed limits can move beyond just numbers—they can reflect Addison's commitment to protecting people and creating a safer, more walkable community.

ADDISON®

PROPOSED SPEED LIMIT MAP

The Proposed Speed Limit Map identifies corridors where posted speed limits could be reduced to better align with Addison's community character, land use context, and safety goals. As part of the Master Transportation Plan (MTP), this map serves as a planning tool to evaluate speed limit reductions based on preliminary speed data, public input, and evolving national guidance. It complements the Traffic Calming Toolbox by identifying locations where changes in posted speed should be paired with design interventions or enforcement strategies.

Addison has long prioritized walkability, safety, and high-quality urban design—values that are increasingly reflected in national and state-level changes to speed limit policy. Under Texas law, cities have the authority to reduce speed limits through engineering studies and council action.

WHAT THE MAP SHOWS

- Corridors identified for proposed speed limit reductions from 40 to 35 mph, 35 to 30 mph, and 30 to 25 mph
- Locations where INRIX data, land use context, and public feedback suggest current speed limits may be too high
- Focus areas where speed reductions support pedestrian safety, redevelopment, or multimodal access

IMPLEMENTATION GUIDANCE

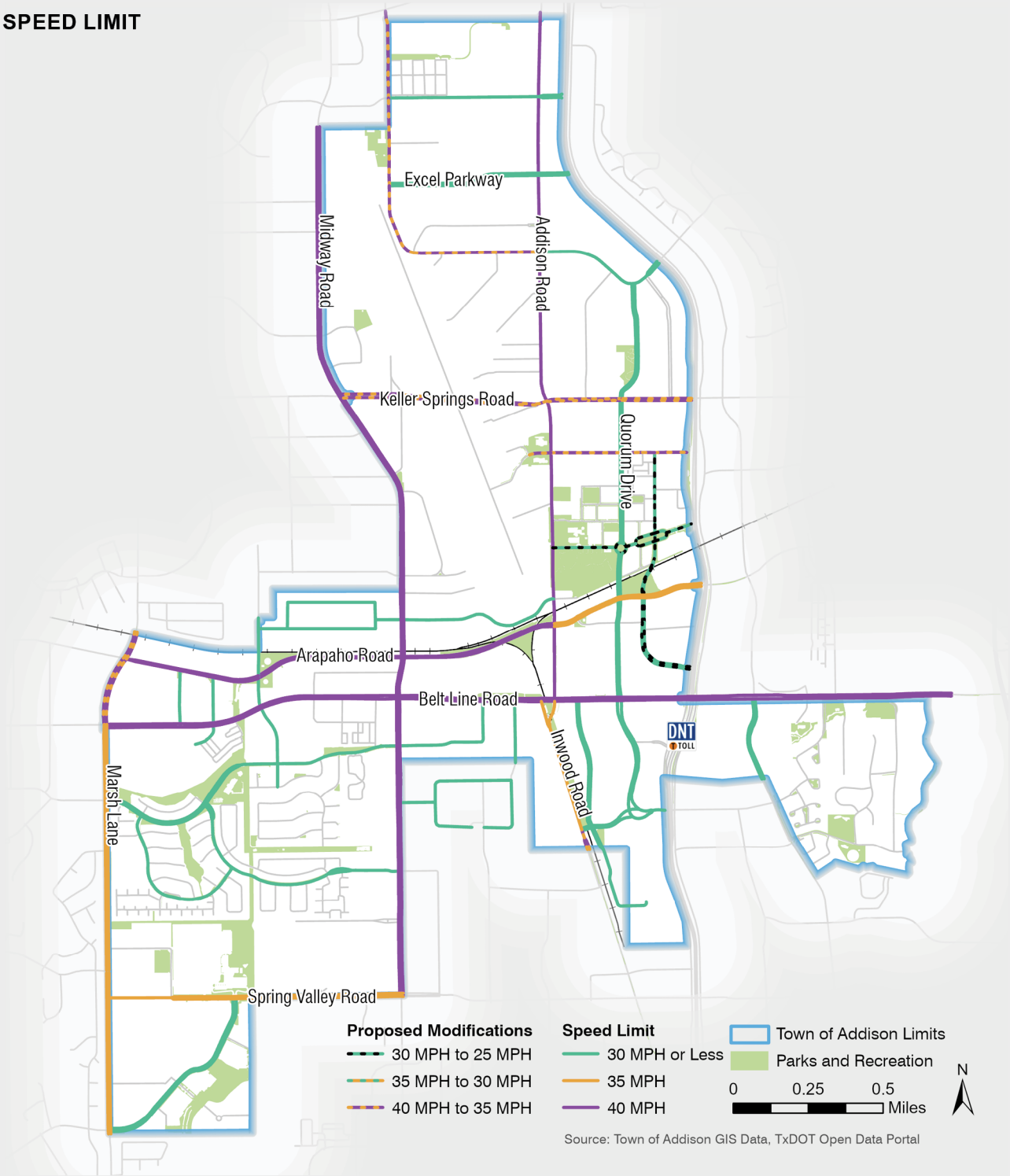
- Speed limit changes should be supported by engineering analysis and reflected in an updated Speed Limit Map
- Proposed corridors should be evaluated in tandem with traffic calming tools or design strategies to ensure compliance and safety
- Recommended speed limits will be finalized through coordination with the Town, public engagement, and legal review under state law and the new TMUTCD
- Changes support the Town's position that 40 mph is no longer appropriate for many corridors within Addison

TABLE 16. SPEED LIMIT RESTRICTIONS

ROADWAY	PROJECT LIMITS	EXISTING SPEED LIMIT	PROPOSED SPEED LIMIT
Westgrove Drive	Northern Limits to Addison Road	40 MPH	35 MPH
Keller Springs Road	Midway Road to Dallas North Tollway	40 MPH	35 MPH
Airport Parkway	Addison Road to Dallas North Tollway	40 MPH	35 MPH
Marsh Lane	Northern Limits to Belt Line Road	40 MPH	35 MPH
Spectrum Drive	Airport Parkway to Dallas North Tollway	30 MPH	25 MPH
Addison Circle	Addison Road to Dallas North Tollway	30 MPH	25 MPH

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

MAP 10. PROPOSED SPEED LIMIT



CHAPTER 9:

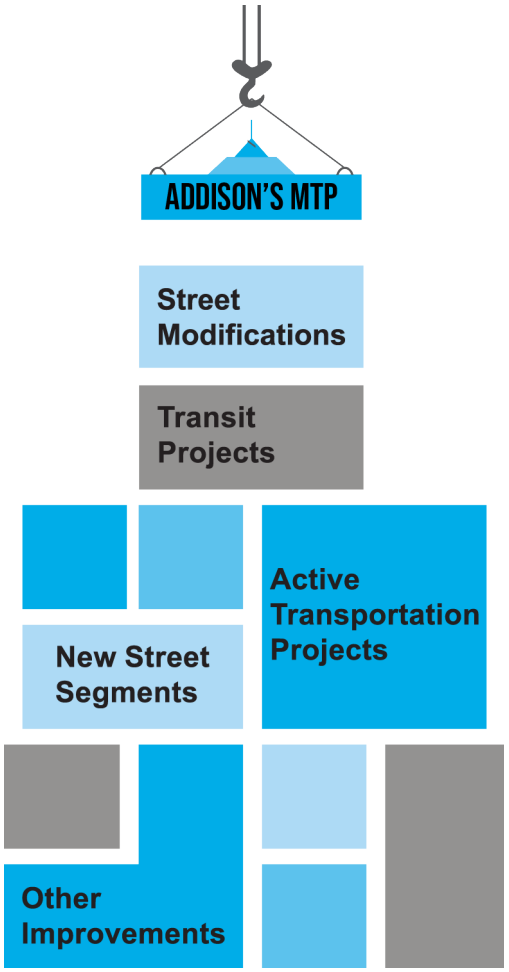
IMPLEMENTATION PLAN

REVIEW OF THE 1998 AND 2016 MTP RECOMMENDATIONS

As part of the 2026 update to the Town of Addison's Master Transportation Plan, the Town reviewed progress since the 1998 and 2016 plans. While many recommended improvements from those plans have been completed—such as the extension of Arapaho Road, the Keller Springs Toll Tunnel, Landmark Place, and improvements along Spectrum Drive—other projects have evolved in response to shifting land use, development potential, and emerging priorities like walkability and active transportation.

Some recommendations from earlier plans remain relevant and are carried forward, while others have been revised or removed. Changes in regional infrastructure (e.g., George Bush Turnpike, LBJ Freeway) have reduced pressure on local arterials, allowing the Town to shift its focus toward placemaking, multimodal connectivity, and equitable infrastructure upgrades.

In this latest Implementation section, we review the status of projects across five major categories: Street Modifications, New Street Segments, Transit Projects, Active Transportation Projects, and Other Improvements. Many of these projects build upon recommendations from the 1998 and 2016 MTPs (projects carried over from the 2016 plan are marked with an asterisk * in the detailed tables), reflecting a continued commitment to Addison's long-term transportation vision.



PRIORITIZATION

A core objective of the Master Transportation Plan is to ensure that improvements are implemented in a way that is responsive, coordinated, and fiscally responsible. To that end, the Town of Addison has assigned general priority levels—**High**, **Medium**, or **Low**—to each project based on its expected community benefit, alignment with Town policies, potential for improving safety or mobility, and readiness for implementation.

- **High-priority projects** typically address critical safety needs, provide immediate multimodal benefits, support ongoing development or infrastructure efforts, or are essential to the success of regionally significant investments (such as the DART Silver Line rail).
- **Medium-priority projects** often provide meaningful enhancements but may depend on redevelopment, further design, or funding availability.
- **Low-priority projects** tend to be long-term or visionary in nature and may require further coordination or feasibility study before proceeding.

In many cases, priority is also linked to timing—projects that are shovel-ready or already in the design pipeline receive higher priority for implementation, while others remain on hold until development activity or right-of-way becomes available. In this way, Addison can stay responsive to evolving conditions and strategic opportunities, while still advancing toward its long-term vision.

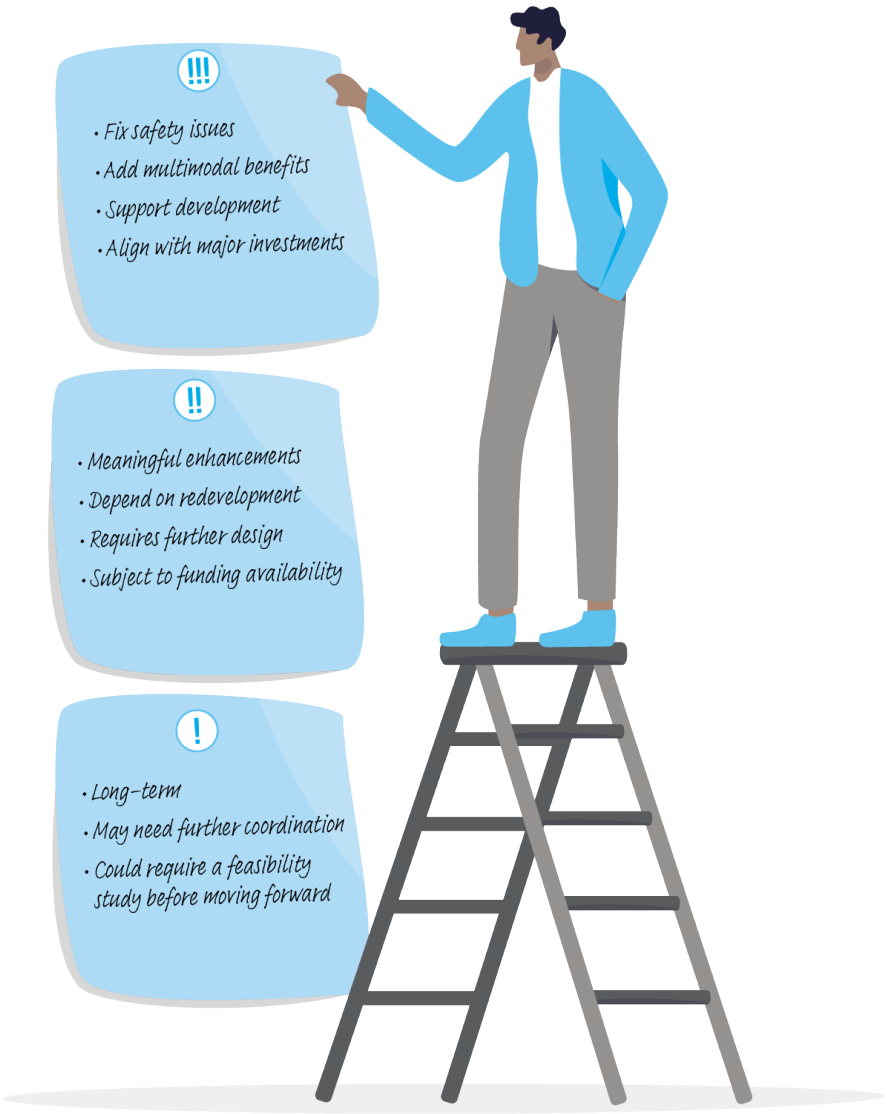


TABLE 17. PRIORITY PROJECTS

PROJECT ID	PROJECT NAME	CATEGORY	STATUS	PRIORITY
RM1	**Midway Road**	Roadway Modification	Complete	High
RM2	**Keller Springs Road**	Roadway Modification	Under Construction	High
RM3	**Montfort Drive**	Roadway Modification	Design Phase	High
RM4	**Quorum Drive**	Roadway Modification	Design Phase	High
RM5	**Airport Parkway**	Roadway Modification	Design Phase	High
RM6	**Addison/Inwood Road**	Roadway Modification	Planned	High
RM7	**Addison Road**	Roadway Modification	Planned	Medium
RM8	**Marsh Lane**	Roadway Modification	Planned	Low
RM9	**Quorum & Westgrove Intersection**	Roadway Modification	Planned	Low
NR1	**Alpha Road/Bella Lane**	New Roadway	Completed	Not Applicable
NR2	**Beltway Drive East-West Segment**	New Roadway	Planned	Medium
NR3	**Landmark Boulevard**	New Roadway	Planned	Medium
NR4	**Beltway Drive - North-South Segment**	New Roadway	Planned	Low
NR5	**Beltwood Parkway**	New Roadway	Planned	Low
AT1	**Crossing Improvements**	Active Transportation	Ongoing	High
AT2	**Bicycle Parking**	Active Transportation	Ongoing	Medium
AT3	**Quorum Drive**	Active Transportation	Design Phase	High
AT4	**Westgrove Drive**	Active Transportation	Design Phase	High
AT5	**Tollway Crossing**	Active Transportation	Planned	High
AT6	**Belt Line Road**	Active Transportation	Planned	Medium
AT7	**Inwood 'Rail Trail'**	Active Transportation	Planned	Medium
AT8	**Spring Valley Road**	Active Transportation	Planned	Medium
AT9	**Addison Road**	Active Transportation	Planned	Medium
AT10	**Micro-Mobility Options**	Active Transportation	Under Consideration	Low
AT11	**Trail Location/Emergency Markers**	Active Transportation	Planned	Medium

TABLE 17. PRIORITY PROJECTS (CONTINUED)

PROJECT ID	PROJECT NAME	CATEGORY	STATUS	PRIORITY
TP1	**DART Silver Line Rail Integration**	Transit Project	Ongoing	High
TP2	**DART Bus Service Enhancements**	Transit Project	Ongoing	Medium
TP3	**Bus Stop Improvements**	Transit Project	Ongoing	Medium
TP4	**Addison Station TOD**	Transit Project	Planned	High
TP5	**Shuttle System**	Transit Project	Planned	Medium
TP6	**DART Service to Vitruvian Park**	Transit Project	Planned	Medium
TP7	**First/Last Mile Transit Support**	Transit Project	Planned	Low
O1	**Wayfinding Plan**	Other	Ongoing	High
O2	**Roadway Speed Limit Evaluation**	Other	Ongoing	High
O3	**Intersection Improvements**	Other	Ongoing	High
O4	**Sidewalk Gap/Repair Program**	Other	Ongoing	High
O5	**Safety Action Plan**	Other	Planned	Medium
O6	**Safe Routes to School Program**	Other	Planned	Medium
O7	**Implementation Dashboard**	Other	Ongoing	High

PRIORITY PROJECTS MAP

As part of the Master Transportation Plan (MTP) update, Addison's strategy includes three separate Priority Projects Maps, each aligned with a different timeframe and county-level planning tool. These maps are vital to the Town's Capital Improvement Program (CIP) and bond planning, illustrating how targeted transportation investments enhance safety, mobility, and connectivity for all users.

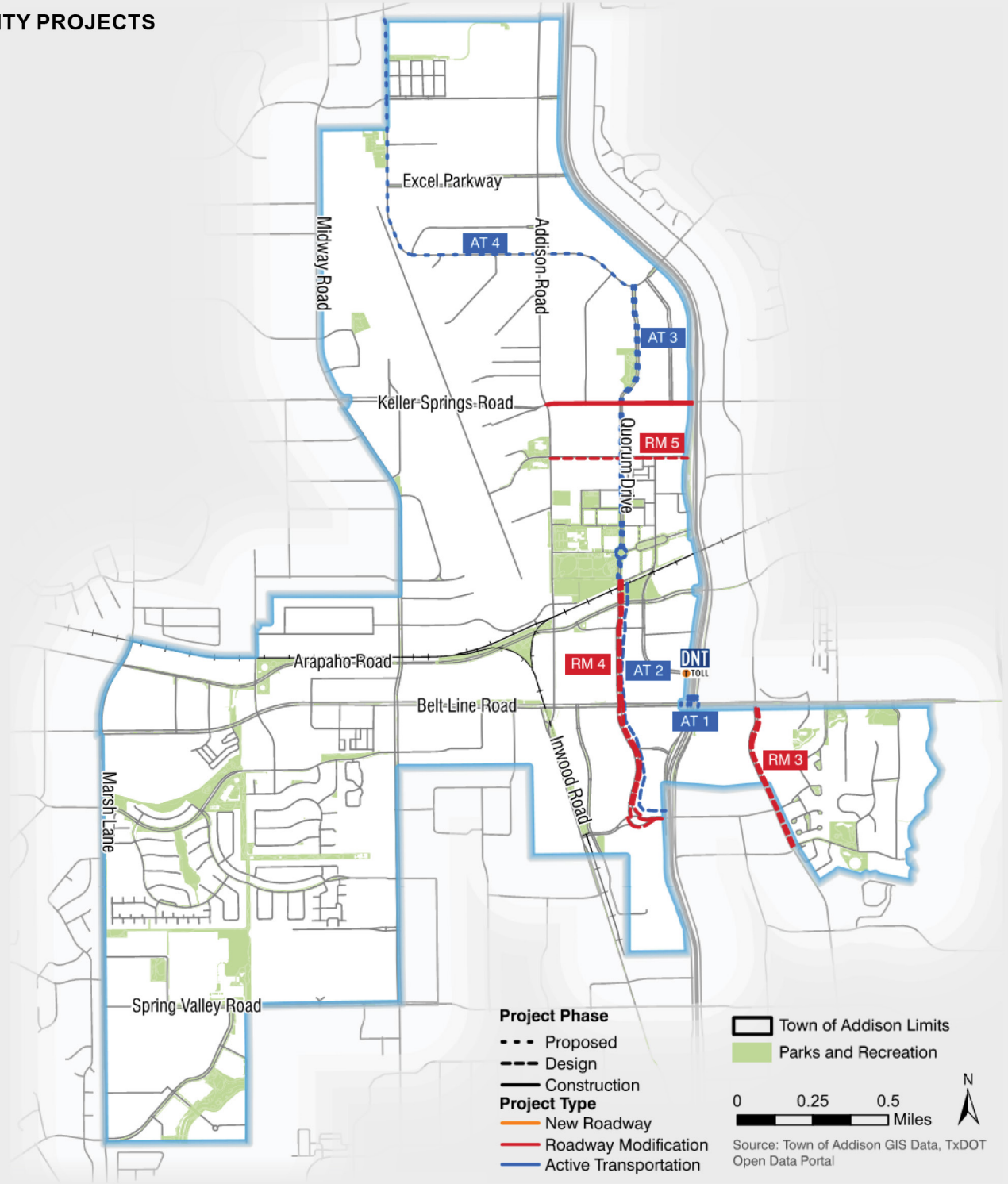
WHAT THE MAPS SHOW

- **High Priority Map (0–7 years):** Projects that are Under Construction, in Design Phase, or imminently Planned—targeted for immediate execution.
- **Medium Priority Map (7–12 years):** Projects in Design Phase or Planned that align with mid-term planning horizons and capital programming.
- **Low Priority Map (12+ years):** Long-range Planned projects envisioned for future bond cycles or major development coordination.
- Each map visually depicts where roadway improvements, new connections, and active transportation facilities sit within the Town's network, helping stakeholders and staff quickly assess project phase and prioritization.

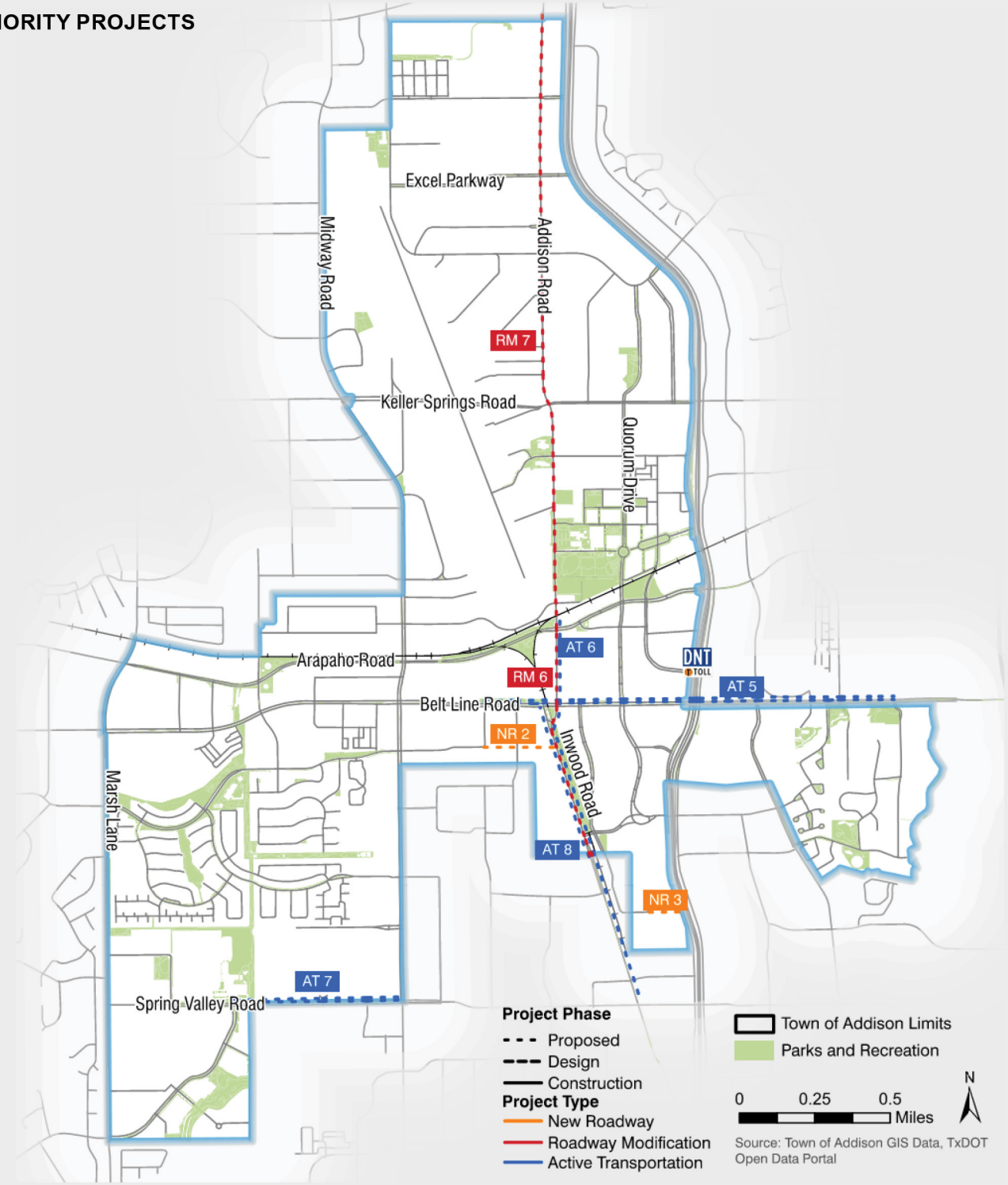
IMPLEMENTATION GUIDANCE

- Start with High Priority initiatives that address urgent safety or connectivity needs.
- Sync Medium and Low Priority projects with upcoming infrastructure or development opportunities to achieve cost-effectiveness and synergy.
- Ensure that every project, regardless of priority, adheres to multimodal and Complete Streets principles—integrating pedestrian, bicycle, and transit needs seamlessly.
- Update the maps regularly to reflect changes in project status or timeline. These dynamic maps should guide CIP and bond decision-making, ensuring investments remain responsive and coordinated across Town departments.
- These three phased maps will serve as Addison's navigational tools for strategic, timely, and equitable transportation investments—ensuring that improvements are effectively prioritized, communicated, and implemented in line with MTP goals.

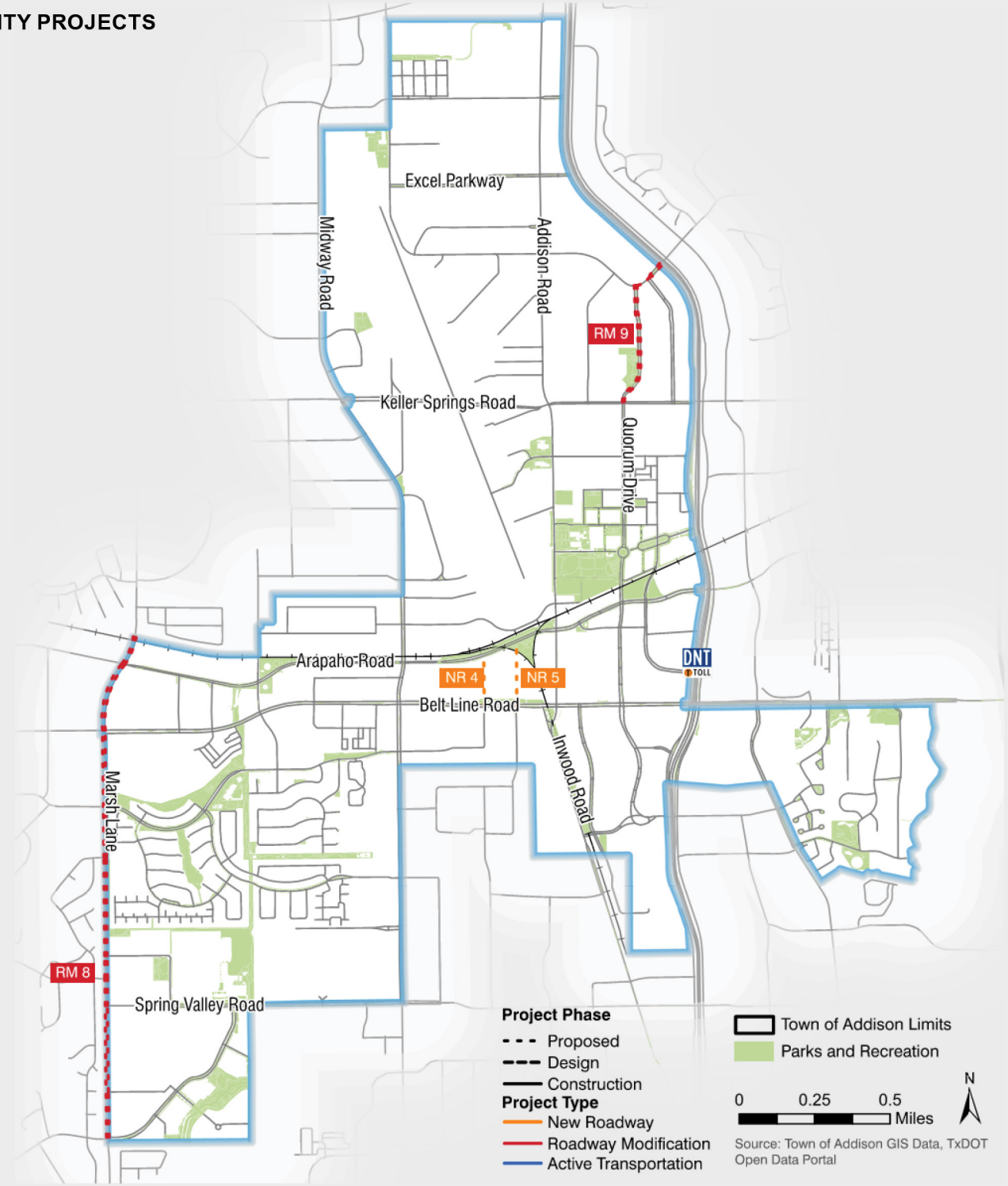
MAP 11. HIGH PRIORITY PROJECTS



MAP 12. MEDIUM PRIORITY PROJECTS



MAP 13. LOW PRIORITY PROJECTS



FUNDING STRATEGIES AND OPPORTUNITIES

Delivering the full vision of Addison's Master Transportation Plan will require a strategic and diversified funding approach. While the Town has made substantial investments in capital infrastructure—such as the full reconstruction of Midway Road and ongoing trail and sidewalk projects—it is not feasible to fund all improvements through local sources alone. Therefore, the Town will continue to pursue a mix of local, regional, state, and federal funding mechanisms to support project delivery.

Key funding strategies include:

Capital Improvement Program (CIP): Addison's CIP remains the primary tool for programming local funds for transportation projects. Continued coordination between the MTP and annual CIP updates will ensure that priority projects receive timely support.

Bond Funding: The Town may consider future bond programs for large-scale or transformative projects, similar to how Midway Road reconstruction was supported.

Regional Partnerships: Addison will continue collaborating with the North Central Texas Council of Governments (NCTCOG) to pursue Regional Transportation Council (RTC) funding programs such as the Transportation Alternatives Set-Aside (TASA) for trails and bike/ped projects, and the Surface Transportation Block Grant Program (STBG) for road and transit investments.

State and Federal Grants: Strategic use of TxDOT programs, FTA/FHWA competitive grants, and new federal infrastructure packages offers opportunities for high-impact projects such as first/last mile improvements, safety programs, and transit-supportive infrastructure.

Private Sector Contributions: Many projects—particularly new street segments and active transportation infrastructure—can be coordinated with redevelopment. In these cases, Addison may require developer participation or cost-sharing through tools like developer agreements, in-kind infrastructure contributions, or public improvement districts (PIDs).

Innovative and Emerging Tools: The Town remains open to public-private partnerships (P3s), value capture financing, and grants tied to housing, sustainability, or economic development, especially for transit-oriented development around Addison Station.

By aligning its funding efforts with regional priorities and remaining proactive in grant-seeking and private-sector coordination, the Town can continue delivering transportation projects that reflect community values while maximizing available resources.

Addison's largest-ever infrastructure project—the full reconstruction of Midway Road—was made possible through a combination of local bond funding, Certificates of Obligation, and regional grants. Voters approved $16 million in bonds to launch the project, with additional funds provided through Addison's CIP and debt financing. In 2019, the Town secured a $2.7 million grant from Dallas County to add a 10-foot sidepath trail along Midway, enhancing multimodal access and connecting to the DART Silver Line station. This funding strategy allowed Addison to transform Midway into a modern, multimodal corridor without relying solely on local tax dollars.



PARTNERSHIP AND COORDINATION STRATEGIES

Implementing the Master Transportation Plan will require sustained coordination with regional agencies, neighboring cities, private developers, and the Addison community. The Town has a proven history of working across jurisdictions to deliver transportation projects efficiently and strategically. To support successful implementation, Addison will continue to advance the following partnership strategies:

COORDINATE WITH REGIONAL TRANSIT AND TRANSPORTATION AGENCIES

Addison will continue to build on its strong relationships with DART, NCTCOG, TxDOT, NTTA, and Dallas County to support regional mobility goals. Specific coordination strategies include:

DART

- Collaborate on the operations and promotion of the Silver Line commuter rail and Addison Station.
- Coordinate first/last-mile connections, including trails, sidewalks, and shuttles.
- Integrate station planning with the Cotton Belt Trail and transit-oriented development (TOD) at Addison Circle.

NCTCOG

- Pursue funding through TASA, STBG, and other regional calls for projects.
- Align Addison projects with Mobility 2050 and regional transportation priorities.
- Partner on regional trail planning and multimodal infrastructure studies.

TxDOT and Dallas County

- Coordinate on projects impacting major arterials, traffic signal timing, and safety initiatives.
- Leverage Dallas County Major Capital Improvement Program (MCIP) funding for trail and roadway improvements.
- Participate in TxDOT-administered grant programs such as Transportation Alternatives.

PARTNER WITH NEIGHBORING CITIES

Many transportation projects in Addison benefit from interjurisdictional collaboration, and the Town will continue to work closely with adjacent cities such as Farmers Branch, Carrollton, and Dallas to enhance regional connectivity. This includes joint street improvement projects, coordinated trail segments and wayfinding near shared boundaries, and efforts to maintain traffic management consistency and corridor design across city limits. These partnerships help ensure a seamless travel experience for residents and support the broader regional transportation network.

REFERENCE LIST

Select the icons below to view the corresponding reference sources.

Advance Addison 2050 Comprehensive Plan

Town of Addison 2016 Master Transportation Plan

Town of Addison City-Wide Trails Master Plan

Town of Addison Transportation Technical Design Standards

NCTCOG Mobility 2050

NCTCOG 2050 Regional Veloweb

DART Silver Line/ Addison Station

NCTCOG Silver Line Corridor TOD Planning Study

Dallas Area Rapid Transit Silver Line Corridor TOD Plan

ALIGN REDEVELOPMENT WITH INFRASTRUCTURE INVESTMENTS

Addison integrates transportation planning with land use and redevelopment to ensure projects are built at the right time and place. Key strategies include:

Coordinate infrastructure delivery with private development in key areas such as:

- **Inwood Road Enhancement Zone:** where the Town is pursuing street extensions and public realm upgrades as redevelopment occurs.
- **Addison Circle TOD area:** where transit station access, sidewalks, and local street connections are tied to new housing and offices.

ENGAGE THE COMMUNITY THROUGHOUT IMPLEMENTATION

Public and stakeholder input will remain a cornerstone of transportation planning and implementation in Addison. The Town is committed to ensuring that residents, businesses, and community organizations are actively involved at every stage of the process. Key engagement strategies include:



PUBLIC WORKSHOPS AND OPEN HOUSES

Conduct interactive events during design and implementation phases to gather feedback and share project updates.



STAKEHOLDER COORDINATION

Maintain regular communication with local groups such as:

- Addison Business Association
- Homeowner associations
- Civic, school, and neighborhood organizations



SMALL AREA STUDIES AND PILOT PROJECTS

Invite public input on targeted initiatives like the Safe Routes to School program, neighborhood mobility enhancements, and trail connections.

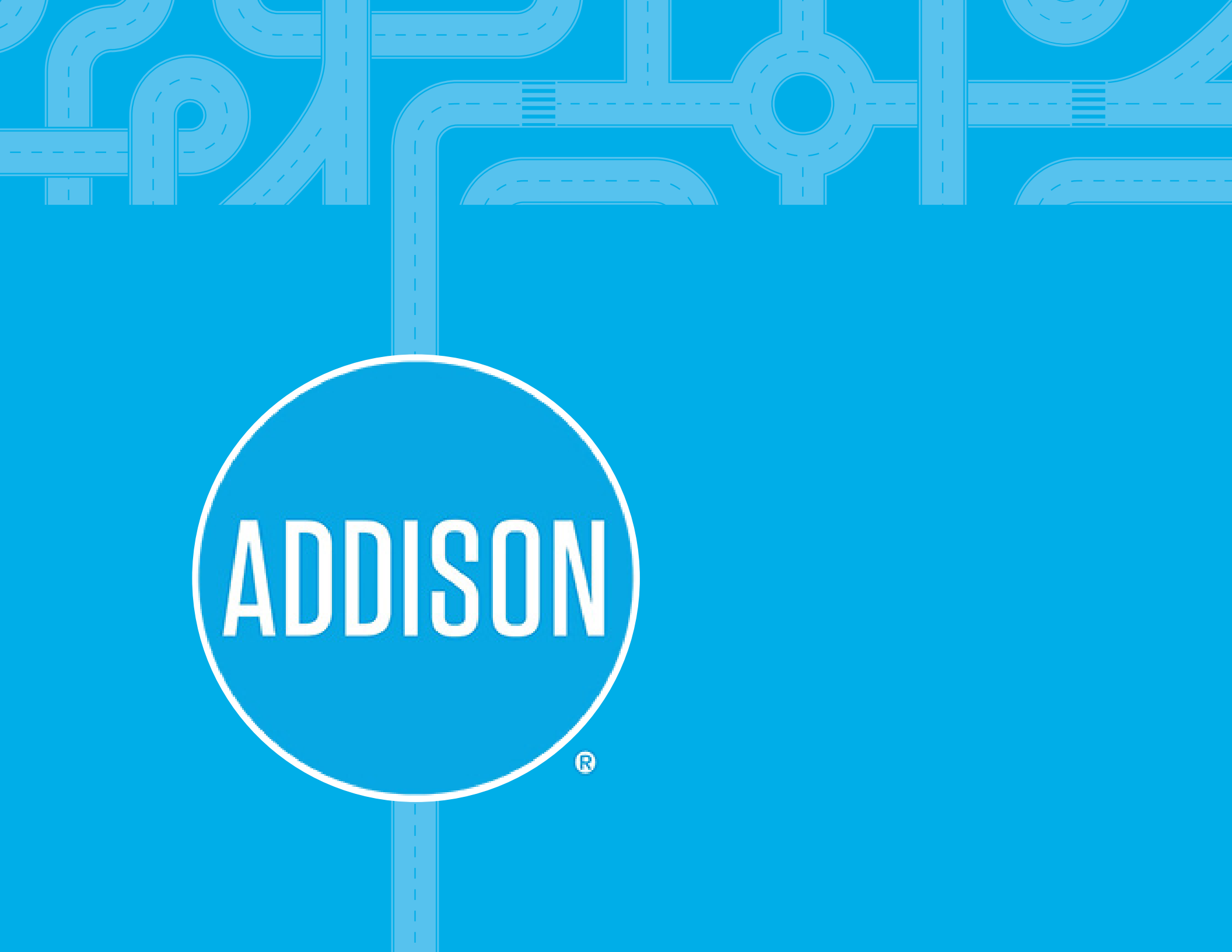


PUBLIC-PRIVATE PARTNERSHIPS

Encourage collaboration with residents, businesses, and developers to support infrastructure delivery, streetscape improvements, and beautification efforts.

These ongoing efforts help ensure that transportation improvements reflect community needs and values, while fostering shared ownership and long-term support.


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