

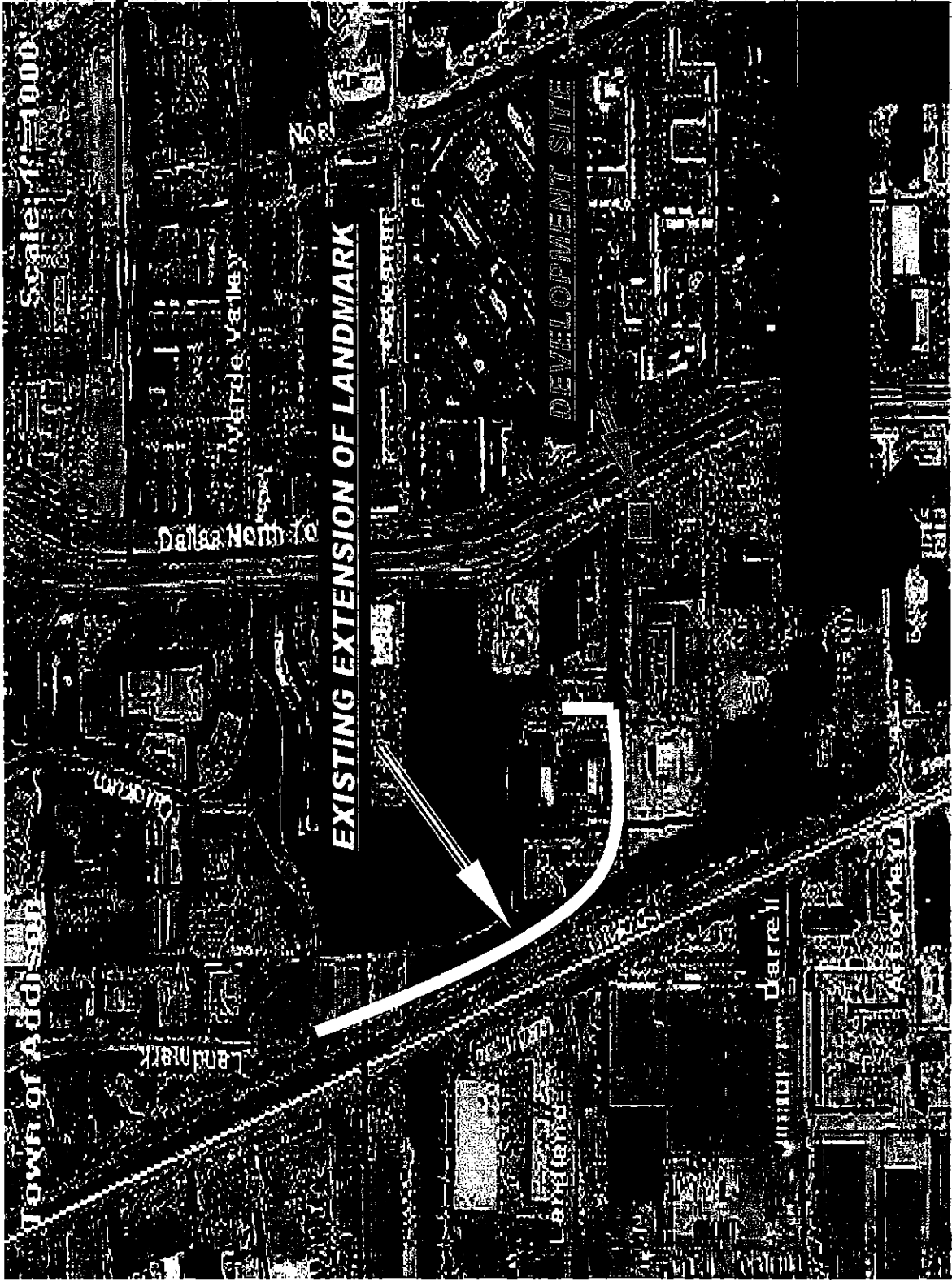
Addison Thoroughfare Plan

1998

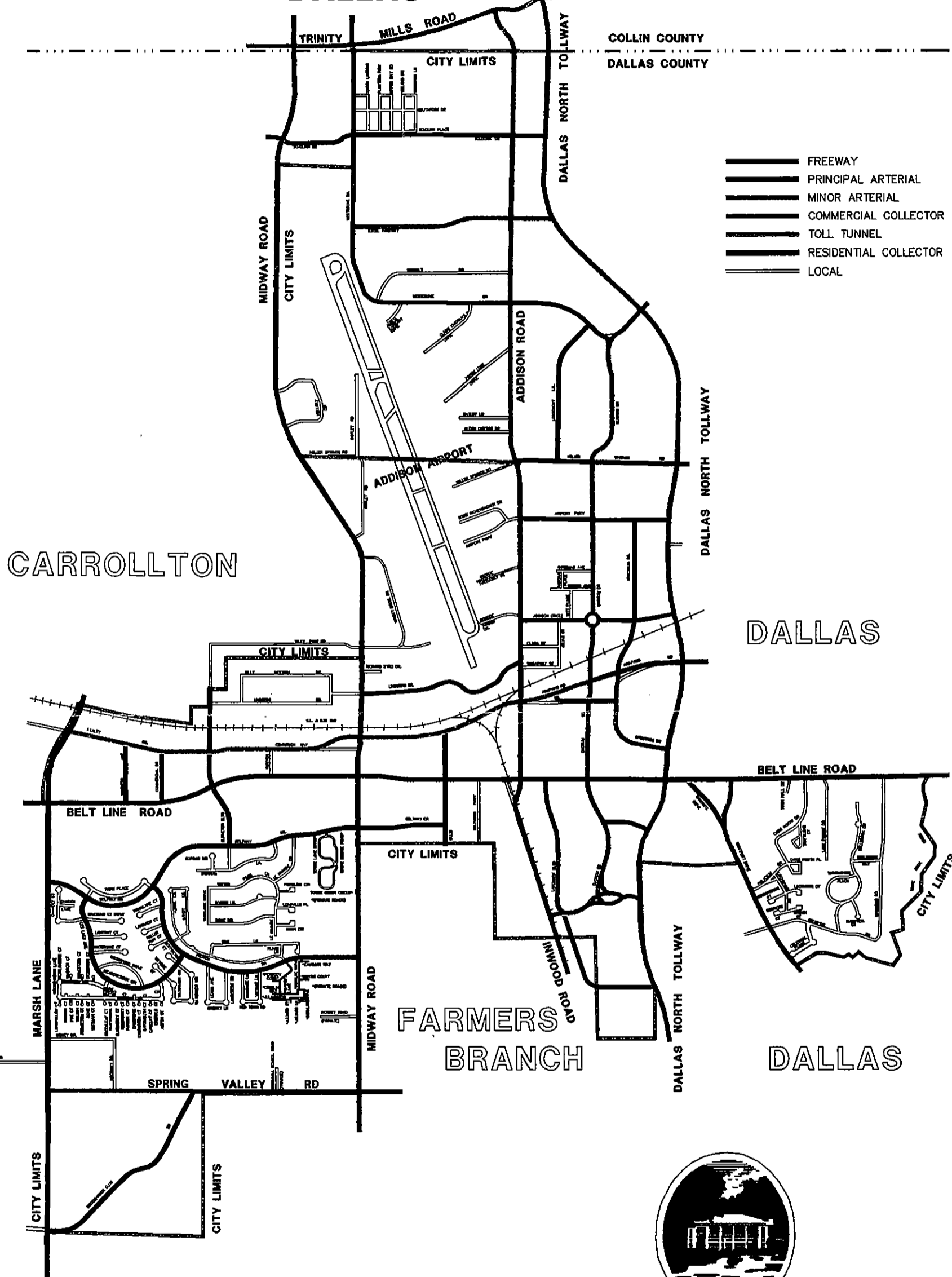
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Oxford[®]

NO. R753 1/3



DALLAS



- FREQUENCY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COMMERCIAL COLLECTOR
- - - TOLL TUNNEL
- · · RESIDENTIAL COLLECTOR
- LOCAL

CARROLLTON

DALLAS

FARMERS
BRANCH

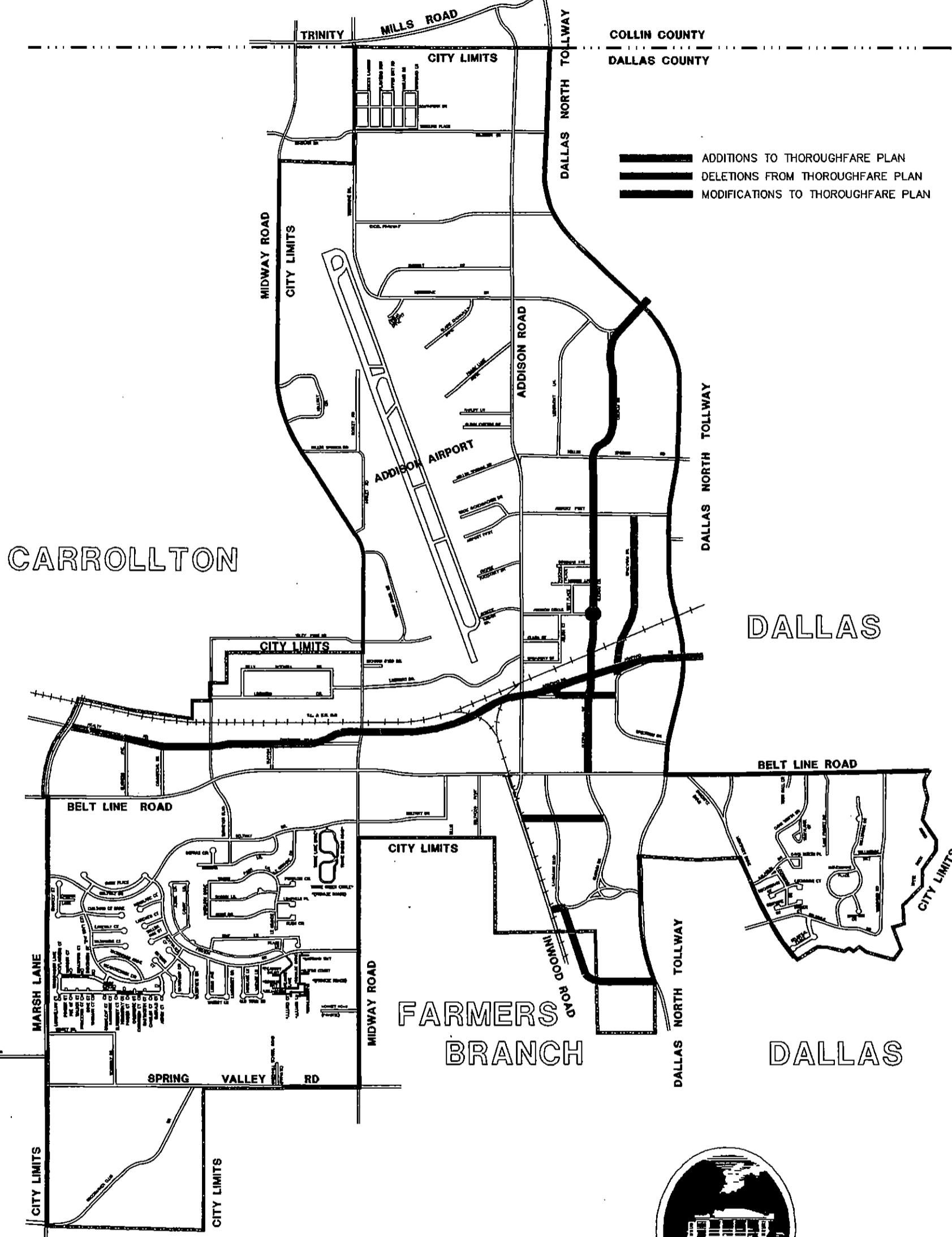
DALLAS



TOWN OF ADDISON

THOROUGHFARE PLAN
UPDATE
AUGUST 1997

DALLAS



- THICK SOLID LINE: ADDITIONS TO THOROUGHFARE PLAN
- THIN SOLID LINE: DELETIONS FROM THOROUGHFARE PLAN
- DASHED LINE: MODIFICATIONS TO THOROUGHFARE PLAN

CARROLLTON

DALLAS

FARMERS
BRANCH

DALLAS



TOWN OF ADDISON

THOROUGHFARE PLAN
CHANGES
AUGUST 1997

Addison!

TOWN OF ADDISON
PO BOX 9010
ADDISON TX 75001-9010

FACSIMILE TRANSMITTAL SHEET

TO: ALYSSA	FROM: BILL S.
COMPANY:	DATE: 12-3-98
FAX NUMBER: x2837	TOTAL NO. OF PAGES INCLUDING COVER: 4
PHONE NUMBER:	SENDER'S PHONE NUMBER: 972-450-7017
	SENDER'S FAX NUMBER: 972-450-7043

URGENT FYL PLEASE COMMENT/REPLY

SUBJECT: THROUGHFARE PLAN

COMMENTS:
FOUND IT !!

December 2, 1998

City Secretary's Office
City of Irving
P.O. Box 152288
Irving, Texas, 75015

Re: Town of Addison Thoroughfare Plan

Dear Carla:

Please find enclosed the requested copy of our thoroughfare plan and resolution. If you have any questions, or need additional information, please call me at 972/450-2871.

Sincerely,

John R. Baumgartner, P.E.
Director of Public Works

RESOLUTION NO. R97-092

A RESOLUTION BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, APPROVING AMENDMENTS TO ADDISON'S MASTER THOROUGHFARE PLAN.

WHEREAS, the Addison Master Thoroughfare Plan Committee was appointed by the Addison City Council and charged with the duty of reviewing proposed amendments to the city's Thoroughfare Plan, which was adopted by the Council in December of 1992, and; and

WHEREAS, the Master Plan Committee held two public hearings, for which public notice was provided through a letter that was sent to each commercial property owner in the city, and

WHEREAS, the Master Plan Committee has evaluated the recommendations of the staff, the Town's traffic consultant, and the input from the public, and has considered the impact of the proposed amendments to the Plan to the community and to individual property owners, and

WHEREAS, the Committee has taken an individual vote on each item, and the vote on all items was unanimous for approval; now, therefore,

THE MASTER THOROUGHFARE PLAN COMMITTEE hereby makes the following recommendations for changes to the Addison Master Thoroughfare Plan:

Extension of Spectrum Drive from Arapaho Road to Airport Parkway

The Committee recommends the plan be amended to add the extension of Spectrum Drive from its current location north to Airport Parkway. The Committee recognizes that the extension adversely affects one property owner, and would like to see a reasonable accommodation made for this owner.

Modifications to Quorum Drive between Dallas North Tollway and Belt Line

The Committee recommends two modifications: the addition of the "round-about" circle at Addison Circle and Quorum Drive, and a reduction in functional classification of Quorum Drive from a Principal Arterial to a Minor Arterial. This reduction means that Quorum Drive would go from a proposed six-lane, divided street to a four lane, divided street.

Upgrade Arapaho Road to a six-lane divided thoroughfare between Quorum Drive and Dallas North Tollway

The Committee recommends that the proposed Arapaho realignment incorporate a widening from four lanes to six lanes between Quorum Drive and the Tollway. This widening is needed because of the growth of Addison Circle and the office building and raw land on the north and south sides of the roadway.

Upgrade Arapaho Road to a six-lane divided thoroughfare between Dallas North Tollway and Marsh Lane

The Committee also recommended that the Council consider amending the plan to up-grade Arapaho to a six-lane divided thoroughfare all the way from the Tollway to Marsh Lane.

Re-alignment of Arapaho Road along Realty/Centurion Way

The Committee recommends that the plan be amended to provide for a re-alignment of Arapaho Road at Realty/Centurion Way. Since the implementation of the original Plan, a final alignment has been approved and engineered. The plan should be adjusted to reflect the final alignment.

Removal of Beltway Drive between Quorum Drive and Inwood/Addition of East/West Connection

The Committee recommends that the original link between Inwood Road and Landmark Boulevard be deleted. New development over the proposed location has prevented this roadway from being constructed. The optimal location for the Quorum Inwood connection now appears to be near the motorbank facility on Landmark Boulevard. The Town has purchased the motorbank with the intent of taking the road through to connect the south Quorum area to the Tollway. At this point, the exact location has not been determined, but a connection at the approximate location should be shown on the plan.

BE IT RESOLVED BY THE CITY COUNCIL OF THE TOWN OF ADDISON,
TEXAS:

THAT, the City Council does hereby approve amendments to Addison's Master Thoroughfare Plan.

DULY PASSED BY THE CITY COUNCIL OF THE TOWN OF ADDISON,
TEXAS, this the 28th day of October, 1997.

ATTEST:

C. MORAN
City Secretary


Mayor

HWK, Inc.
a Texas corporation
Post Office Box 427
Addison, Texas 75001
972/239-1324
972/239-0026 fax
E-mail: box427@aol.com

September 10, 1997

Ms. Carmen Moran
Town of Addison
P. O. Box 144
Addison, TX 75001

972/450-7018
972/960-7684

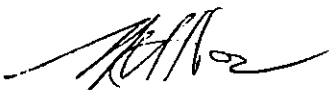
Re: Notice of Intent to Amend Addison's Master Thoroughfare Plan

Dear Carmen:

Reference your notice which I received on September 8, 1997. I called your office the same day. John Baumgardner returned my call on September 9, 1997. He informed me of the proposed addition of Spectrum Drive to Airport Parkway to the Master Thoroughfare Plan. I told him of our previous correspondence and phone conversations regarding this subject. He said he would visit with you and I could expect a return call in the near future.

It is hoped the enclosed letters and memo will help in your review of this situation. Please furnish copies of them to the Citizen's Review Committee and City Council.

Sincerely,



S. Kent Hope
Secretary/Treasurer

cc John Baumgardner via fax to 972/391-6643

H. W. K., Inc.

Asset Management Services

Post Office Box 427

Addison, Texas 75001

(214) 239-1324

June 20, 1995

Ms. Carmen Moran
Town of Addison
Post Office Box 144
Addison, TX 75001-0144

450-7018 dd
960-7684 fx

RE: Impact of Zoning Case No: 1213-Z/Columbus Realty Trust on land on the south side of Airport Parkway from Addison Road to the Madison parking garage.

Dear Carmen:

Please give a copy of this letter to the members of the Planning Commission and Town Council. The owners of the reference property oppose the zoning change and concept plan unless the following statements will be true and correct about their property after the proposed zoning change:

1. The currently permitted commercial uses and development rights on the land on the south side of Airport Parkway would not be affected by the adjoining residential uses or Urban Center district including height, setbacks, etc.
2. The subject property will not be required to contribute land or money for roads to service the Urban Center district. The subject property has already contributed land and money for Airport Parkway, Addison Road and Quorum Drive. The subject property does not need and would not benefit from additional road frontages. Therefore, we request a specific note in the zoning ordinance and on the concept drawing that streets shown outside the district will not be an obligation on the City or the private property owner, i.e., proposed streets outside the district may never get built and the plan should accommodate this contingency.
3. The north boundary of the district and the proposed east-west oriented road will not encroach on the south boundary of the subject property.
4. The owners plan to orient buildings on the subject property to Quorum Drive, Airport Parkway or Addison Road. The subject property does not need or want access to the proposed east-west oriented road adjacent to its south boundary. Therefore, the subject property will not be burdened with a front yard or side yard buildings setback and/or landscape zones from the proposed east-west oriented road adjacent to its south boundary.

Sincerely,



S. Kent Hope

CC: John Baumgardner
Town of Addison

450-2886 dd
931-6643 fx

H. W. K., Inc.

Post Office Box 427
Addison, Texas 75001
(214) 239-1324

MEMORANDUM

To: Dad > Whit > Kent
From: Kent
Date: 3-27-95
Subject: Addison's new Urban Center zoning district & Columbus Realty's proposal.

Phone conversation with Carmen, 450-7018.

Planning and Zoning approved the zoning change with a provision that the unnamed east-west street on the south side of our properties (Hall/Shook and Quorum East Joint Venture) be but entirely on OPUBCO land. The rear yard setbacks and landscaping requirements that we have now would not change with the approval of the Urban Center zoning or the proposed east west streets.

Additionally, the plan document will have a note that the proposed north-south streets are not a part of the Urban Center and will have no effect on property outside the district. If needed, the north-south street ROW will have to be acquired. Carmen said the Town is not planing to put them on the thoroughfare plan which would require ROW dedication and paving assessments from adjacent property owners. The Town is including in its budget for their commitment to the Urban Center district project the cost to acquire off site ROW for the north-south streets and Addison Road and construct the same (approximately \$18 million).

She seems to understand that these roads did not help us but in fact were a detriment to us and that we would not oppose the Urban Center Zoning and street plan as long as our property was not burdened by them.

H. W. K., Inc.

Asset Management Services
Post Office Box 427
Addison, Texas 75001
(214) 239-1324

March 14, 1995

Ms. Carmen Moran
Town of Addison
Post Office Box 144
Addison, TX 75001-0144

450-7018 dd
960-7684 fx

RE: Case No: 1213-Z/Columbus Realty Trust impact on land on the south side of Airport Parkway

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For the record, as the district road system is currently proposed, we are not in favor of the proposed zoning change. Furthermore, we strongly object that the applicant has proposed roads on our land without discussion with us, without benefit to us and without compensation to us. Please do not approve the request with roads on our land and do not place said roads on the city thoroughfare plan.

Sincerely,



S. Kent Hope

CC: John Baumgardner
Town of Addison

450-2886 dd
931-6643 fx

HWK, Inc.

a Texas corporation
 Post Office Box 427
 Addison, Texas 75001
 972/239-1324
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 E-mail: box427@aol.com

September 10, 1997

~~Ms. Carmen Moran
 Town of Addison
 P. O. Box 144
 Addison, TX 75001~~

972/450-7018
 972/450-7043

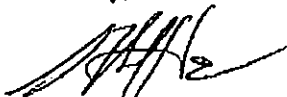
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Sincerely,



S. Kent Hope
 Secretary/Treasurer

cc John Baumgartner via fax to 972/450-2837

Post-It™ Fax Note	7671	Date	9-10	# of pages	4
To	From				
Co./Dept.	Co.				
Phone #	Phone #				
Fax #	Fax #				

H. W. K., Inc.

Asset Management Services
Post Office Box 427
Addison, Texas 75001
(214) 239-1324

June 20, 1995

Ms. Carmen Moran
Town of Addison
Post Office Box 144
Addison, TX 75001-0144

450-7018 dd
960-7684 fx

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Sincerely,



S. Kent Hope

CC: John Baumgardner
Town of Addison

450-2886 dd
931-6643 fx

H. W. K., Inc.

Post Office Box 427
Addison, Texas 75001
(214) 239-1324

MEMORANDUM

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From: Kent
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H. W. K., Inc.

Asset Management Services
Post Office Box 427
Addison, Texas 75001
(214) 239-1324

March 14, 1995

Ms. Carmen Moran
Town of Addison
Post Office Box 144
Addison, TX 75001-0144

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960-7684 fx

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Sincerely,



S. Kent Hope

CC: John Baumgardner
Town of Addison

450-2886 dd
931-6643 fx

H. W. K., Inc.

Asset Management Services

Post Office Box 427

Addison, Texas 75001

(214) 239-1324

June 20, 1995

Ms. Carmen Moran
Town of Addison
Post Office Box 144
Addison, TX 75001-0144

450-7018 dd
960-7684 fx

RE: Impact of Zoning Case No: 1213-Z/Columbus Realty Trust on land on the south side of Airport Parkway from Addison Road to the N

Dear Carmen:

Please give a copy of this letter to the men
owners of the reference property oppose
statements will be true and correct about their

*For
Kent Hope*

on Council. The
is the following
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Sincerely,

S. Kent Hope

S. Kent Hope

CC: John Baumgardner
Town of Addison

450-2886 dd
931-6643 fx

I N T E R

O F F I C E

MEMO

To: All Members of the Master Thoroughfare Plan Committee
From: Carmen Moran
Subject: Meeting on September 17th
Date: September 9, 1997

We will hold the first of two public hearings on the thoroughfare plan amendments on Wednesday, September 17th at 6:30 p.m. We are not planning to have sandwiches at this meeting. I have enclosed the following items:

1. Minutes of the first meeting on August 28th.
2. An agenda for the meeting on September 17th.
3. A copy of the letter that was sent to all commercial property owners in the city.
We have had several calls from property owners, and we are mailing copies of the plan and the proposed changes to anyone who wants the information.
4. Memorandum from Parsons Transportation.
This explains the staff's justification for the changes that are being proposed for the plan.

I will be out of Town until Monday. If you have questions about any of the information, please call Andy Eads at 450-7017.

*John
for you*

1

OFFICIAL ACTIONS OF THE ADDISON
MASTER THOROUGHFARE PLAN COMMITTEE

August 28, 1997
6:00 p.m. - Conference Room
Addison Town Hall
5300 Belt Line Road

Present: Bob Barrett, Mary Dolan, Karen O'Neill, Derek Ryan, Glen Taylor, Gil Turchin.
Absent: Scott Wheeler, Mick Britton.

1. Background and Purpose of the Thoroughfare Plan.

Carmen Moran and John Baumgartner provided Committee members with the background and purpose of Thoroughfare Plan Committee.

2. Status of current Plan and Proposed Amendments.

Jeffrey Scherbarth, Parsons Transportation Group, Inc. provided Committee members with the status of current plan and proposed amendments.

3. Schedule of Future Meetings and Public Hearings.

The committee selected September 17, 1997, at 6:30 at the Addison Town Hall for the next committee meeting. Carmen Moran will be sending property owners notices that the Thoroughfare Plan is being updated.

There being no further business before the Committee, the meeting was adjourned.

#2



Post Office Box 144 Addison, Texas 75001-0144

5300 Belt Line Road

(972) 450-7000
FAX (972) 450-7043

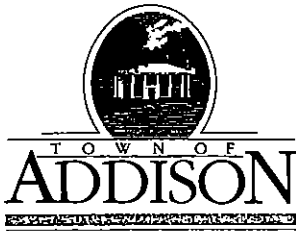
**AGENDA
TRANSPORTATION AND THOROUGHFARE COMMITTEE
September 17, 1997
6:30 P.M.**

**COUNCIL CHAMBERS
ADDISON TOWN HALL
5300 BELT LINE ROAD**

-
- 1. Public Hearing on Proposed Amendments to the Master Thoroughfare Plan.**

**THE TOWN OF ADDISON IS ACCESSIBLE TO PERSONS
WITH DISABILITIES. PLEASE CALL 450-2819 AT LEAST
48 HOURS IN ADVANCE IF YOU NEED ASSISTANCE.**

#13



Post Office Box 144 Addison, Texas 75001-0144 5300 Belt Line Road

(972) 450-7000
FAX (972) 450-7043

Dear Addison Property Owner:

The Town of Addison is in the process of amending its Master Thoroughfare Plan. The original Thoroughfare Plan was approved in 1992, and it is one of the planning documents the City Council uses when making funding decisions for the construction of new streets and improvements to existing streets. The Thoroughfare Plan is typically reviewed and updated every three to five years.

The Council has appointed a citizens' committee to review the plan and make recommendations to the Council on possible amendments. The Thoroughfare Plan Committee will hold two public hearings on the Plan on:

**WEDNESDAY, SEPTEMBER 17, 1997
6:30 P.M.
And
THURSDAY, OCTOBER 9, 1997
6:30 P.M.**

Both hearings will be held at the:

**ADDISON TOWN HALL
COUNCIL CHAMBER
5300 BELT LINE ROAD**

The amendments proposed for the plan are minor, and most property owners in Addison will not be affected. However, the Committee realizes that traffic and transportation have an impact on all of us who own property, work, or live in Addison. The Committee welcomes your questions, and ideas.

If you have questions about the Thoroughfare Plan process or need more information, please call the Development Services Office at 450-7017.

Sincerely

Carmen Moran
Director of Development Services

#4

PARSONS TRANSPORTATION GROUP

Barton-Aschman Associates, Inc.

5485 Belt Line Road, Suite 199 Dallas, Texas 75240-7655 (972) 991-1900 Fax (972) 490-9261

MEMORANDUM

To: Carmen Moran, Director of Development Services
John Baumgartner, Director of Public Works
Town of Addison

From: Parsons Transportation Group, Inc.

Date: September 4, 1997

RE: Addison Thoroughfare Plan Update

Purpose

The purpose of this memorandum is to provide technical justification for amendments to the Addison Thoroughfare Plan. Recognizing the need to update the existing Thoroughfare plan due to the changing needs of the community, the Town retained Parsons Transportation Group, Inc. to analyze proposed modifications.

Specifically, proposed changes to the Thoroughfare Plan include:

- Extension of Spectrum Dr. from Arapaho Road to Airport Parkway
- Modifications to Quorum Dr. between Dallas N. Tollway and Belt Line Road
- Upgrade Arapaho Road to 6-lanes from Quorum Dr. to Dallas North Tollway
- Re-alignment of Arapaho along Realty/Centurion Way
- Removal of Beltway Dr. between Quorum Road and Inwood Road
- Addition of east/west connection in the Quorum area

Background

In December 1992, the Addison Transportation Plan Committee was formed to develop a transportation system Plan that would accommodate future travel demands through the year 2010 while at the same time achieving the ultimate goal of "providing for the safe, efficient, and orderly movement of people and goods in, out, and through Addison while preserving the quality of life and environment for its citizens and business." The Plan devised a system of functionally classified roadways, established standard cross-sections, design standards for movement and access, and an amendment process to ensure its ability to efficiently meet the needs of the Town.

Over the past five years, growth in Addison - from both a demographic and vehicular standpoint - has warranted that need to update the Thoroughfare Plan. Specific factors influencing the update are:

- the increase in traffic volumes on major facilities throughout Addison,
- revised demographic projections (2010 and 2020) for the community,
- the need for additional north/south and east/west capacity due to existing growth, and
- limited right-of-way for roadway enhancements other than at intersections.

Traffic volumes within Addison have approached or exceeded acceptable levels-of-service on several roadways, most notably Belt Line Road (capacity 40-45,000) and Addison Road (capacity 20-24,000). Both Belt Line and Addison are currently experiencing volumes in excess of 50,000 and 23,000, respectively, throughout the Town. Revised demographics from the North Central Texas Council of Governments (NCTCOG) reveal significant growth in both population and employment in traffic survey zones (TSZ) covering the Addison Circle development area from year 2010 (+755 and +1,400 persons, respectively) over those developed as part of the original thoroughfare plan process. Through the year 2020, population and employment for the same TSZ area will increase another 150 and 1,550 persons, respectively. Based on the demographic assessment, the need for additional north/south and east/west capacity is essential. Limited available right-of-way along both Belt Line Road and Addison Road limit the opportunity for capacity enhancements other than intersection improvements.

Addison Thoroughfare Plan Update

The Thoroughfare Plan Update recommends improvements to the roadway system that will enhance traffic circulation in north and south Addison, provide a framework for future development and increase operating efficiency by optimizing existing routes. The enclosed Update illustrates proposed changes to the Thoroughfare Plan. The following addresses each change to the Plan and provides supporting justification.

Extension of Spectrum Dr. from Arapaho Road to Airport Parkway

Revised demographics from NCTCOG for population and employment for the Addison Circle area reveal significant growth in traffic survey zones (TSZ) over those developed as part of the original thoroughfare plan process. For the period 1990-2010, population and employment are projected to be 755 and 1,400 persons higher to those figures projected for the same period in the early 1990's. Additionally, population and employment growth for the period 2010-2020 are projected to increase an additional 150 persons and 1550 persons, respectively. Based on demographic analysis, there will be a need for additional roadway capacity to accommodate projected demand.

The extension of Spectrum would provide additional north/south circulation to the Dallas North Tollway frontage road and Quorum Drive for development within the immediate corridor and provide backside access to future developments along the Dallas North Tollway. Without such a facility, access would be restricted to right-in/right-out movements along the frontage roads.

In terms of functional classification, this roadway is recommended as a 4-lane Commercial Collector because of spacing relative to the Dallas North Tollway/Quorum and access that will be provided to future development within the future Addison Circle development.

Modifications to Quorum Dr. between Dallas North Tollway and Belt Line

Two modifications are involved with Quorum Road. The first is the addition of the "round-about" circle at Addison Circle Road and reduction in functional classification from Principle Arterial to Minor Arterial status. Several reasons result in the need to downgrade this facility and include:

- standard spacing for principle arterials is on one-mile intervals. Quorum is 1/4 mile from the Dallas North Tollway and 3/4 mile from Midway Road,
- the Quorum cross-section is proposed as a 4-lane facility (down from 6-lanes) within this segment,
- the addition of the "round-about" and on-street parking lowers the carrying capacity of the facility,
- Quorum does not provide the continuity that principle arterial facilities should provide in terms of cross-town movement, and
- the addition of Spectrum Dr. would provide additional north/south capacity and hence potentially reduce the role that Quorum would functionally provide.

While this facility is being downgraded in functional status, flared right-of-way should be maintained at the intersection with other major facilities in order to provide for additional turning movements as necessary/warranted.

Upgrade Arapaho Road to 6-lane between Quorum Drive to Dallas North Tollway

Upgrade of Arapaho Road would maximize the efficiency of the Tollway intersection. Additionally, the projected growth of Addison Circle coupled with the availability of undeveloped land around the Quorum/Spectrum area warrants the need for providing as much east/west roadway capacity as possible. With Belt Line Road, Arapaho Road, Keller Springs Road and to a limited extent Westgrove Drive providing direct access from the east, the upgrade of Arapaho between Quorum Drive and the Tollway is recommended.

Re-alignment of Arapaho Road along Realty/Centurion Way

Since the implementation of the original Thoroughfare Plan, a final alignment has been approved and engineered. This Update reflects the final location of Arapaho Road from the Dallas North Tollway to Marsh Road in Carrollton. Such a facility will provide relief to the over saturated Belt Line Road while providing back side access to commercial and industrial development in the area.

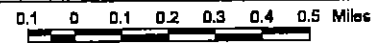
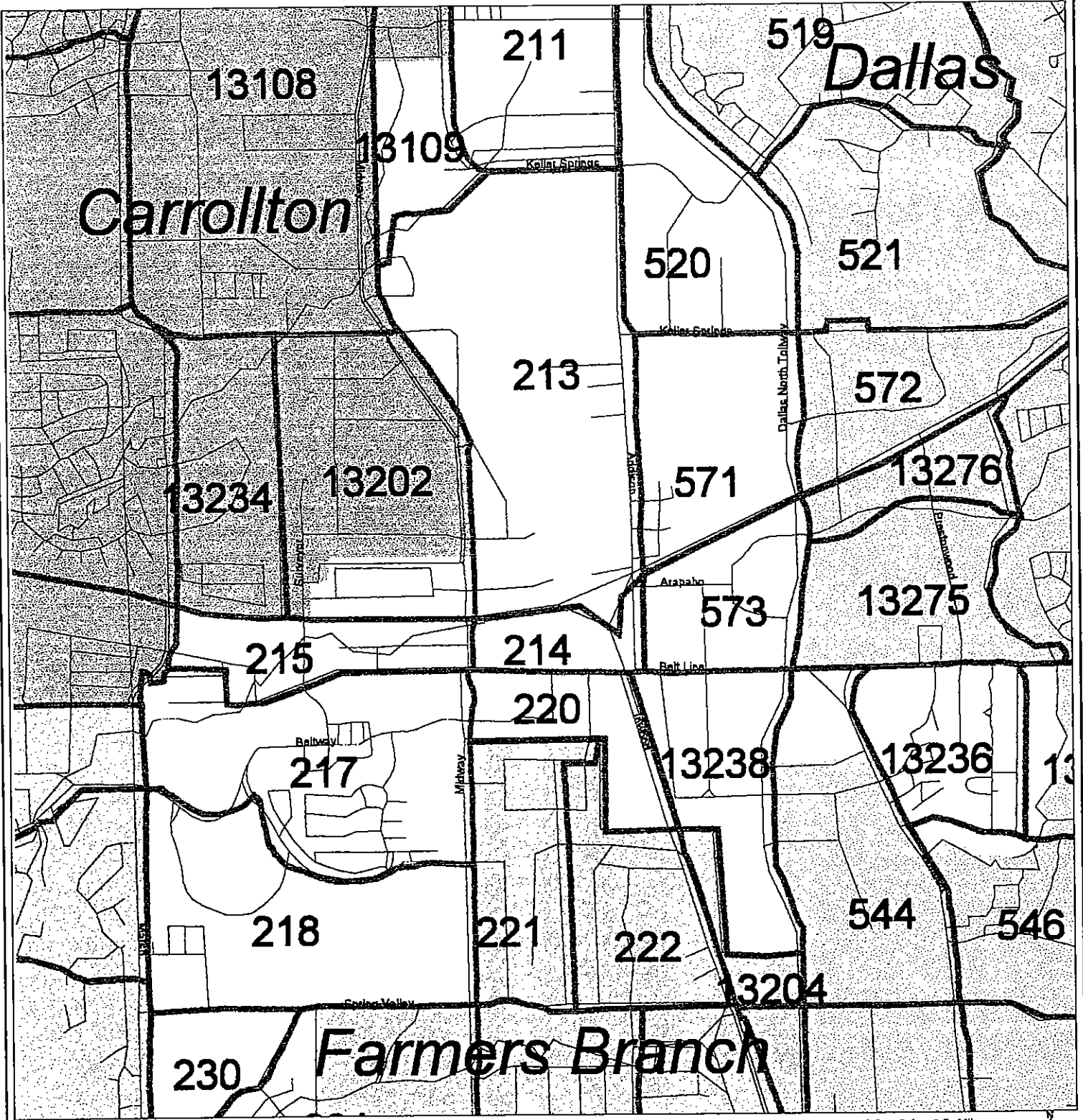
The new alignment of Arapaho Road does not require use of existing Arapaho Road between Addison Road and Spectrum Drive. However, this roadway should be maintained to provide access and circulation to adjacent undeveloped tracts of land. In order to maintain appropriate intersection design standards, "old" Arapaho should be shortened to "T" into "new" Arapaho Road midway between Addison Road and Quorum Drive.

Removal of Beltway Dr. between Quorum and Inwood / Addition of East/West Connection

The original intent of Beltway was to provide development in the south Quorum Drive / Landmark Boulevard area additional access to north/south facilities rather than accessing them solely via Belt Line Road. Over time, new development over the proposed location has prevented this roadway from occurring and hence closed opportunity for access to Inwood Road at this location. However, such a link should be implemented between Belt Line Road and Spring Valley Road.

The optimal location appears to be near the motorbank facility located on Landmark Boulevard. This location is centrally located between Belt Line Road and the south city limit and would minimize the impact to the railroad yard, sidings and switches located further to the south. Additionally, this location would provide back-side access to existing development in south Addison as well as provide east/west capacity to potentially relieve traffic congestion on Belt Line Road. Without such a facility, access would be restricted to right-in/right-out movements along the Tollway frontage roads. This facility should be classified and built as a Commercial Collector status roadway.

APPENDIX



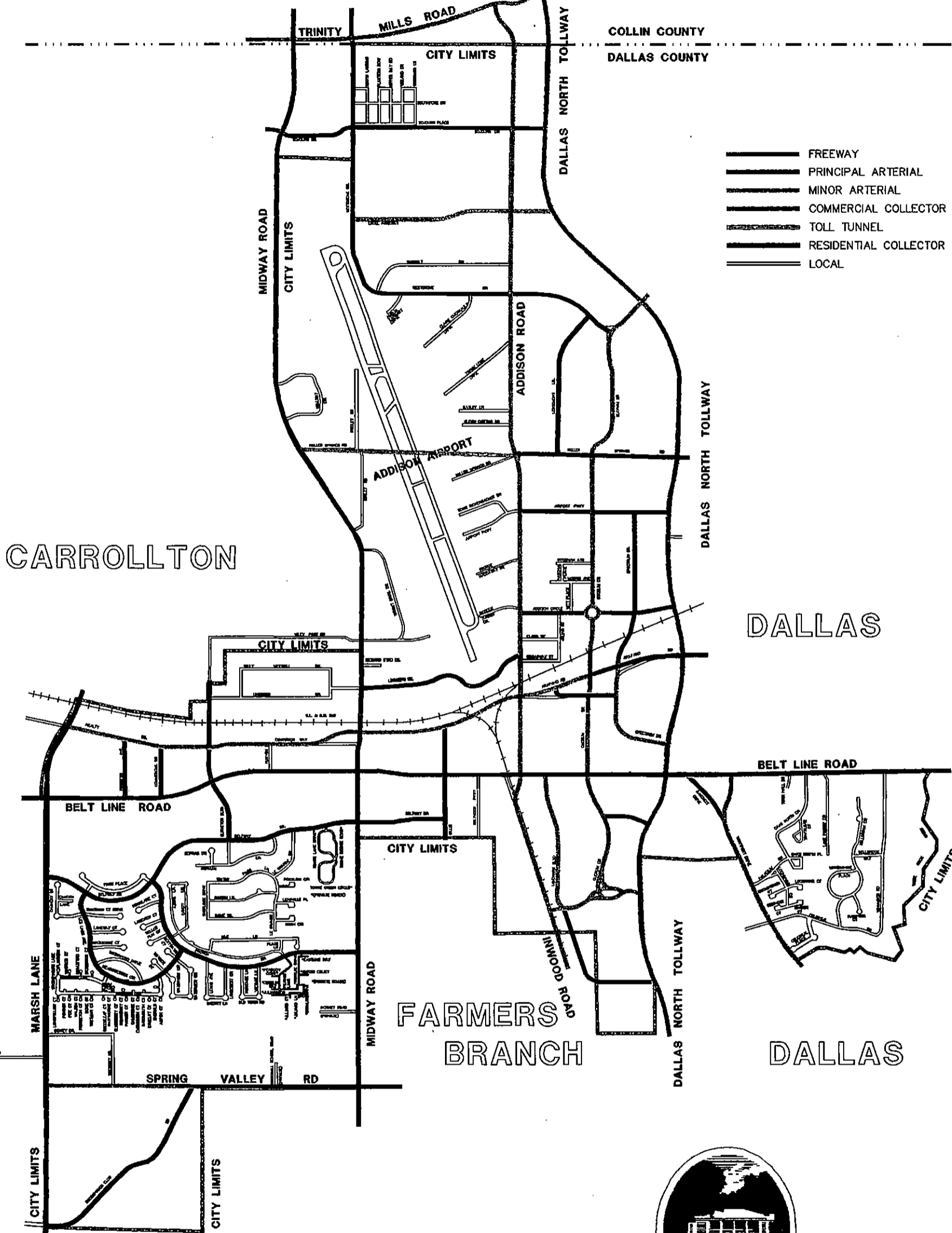
□ 1990 Traffic Survey Zone

Traffic Survey Zone Structure
Addison Thoroughfare Plan Update

Addison Demographic Projections
Addison Thoroughfare Plan Update

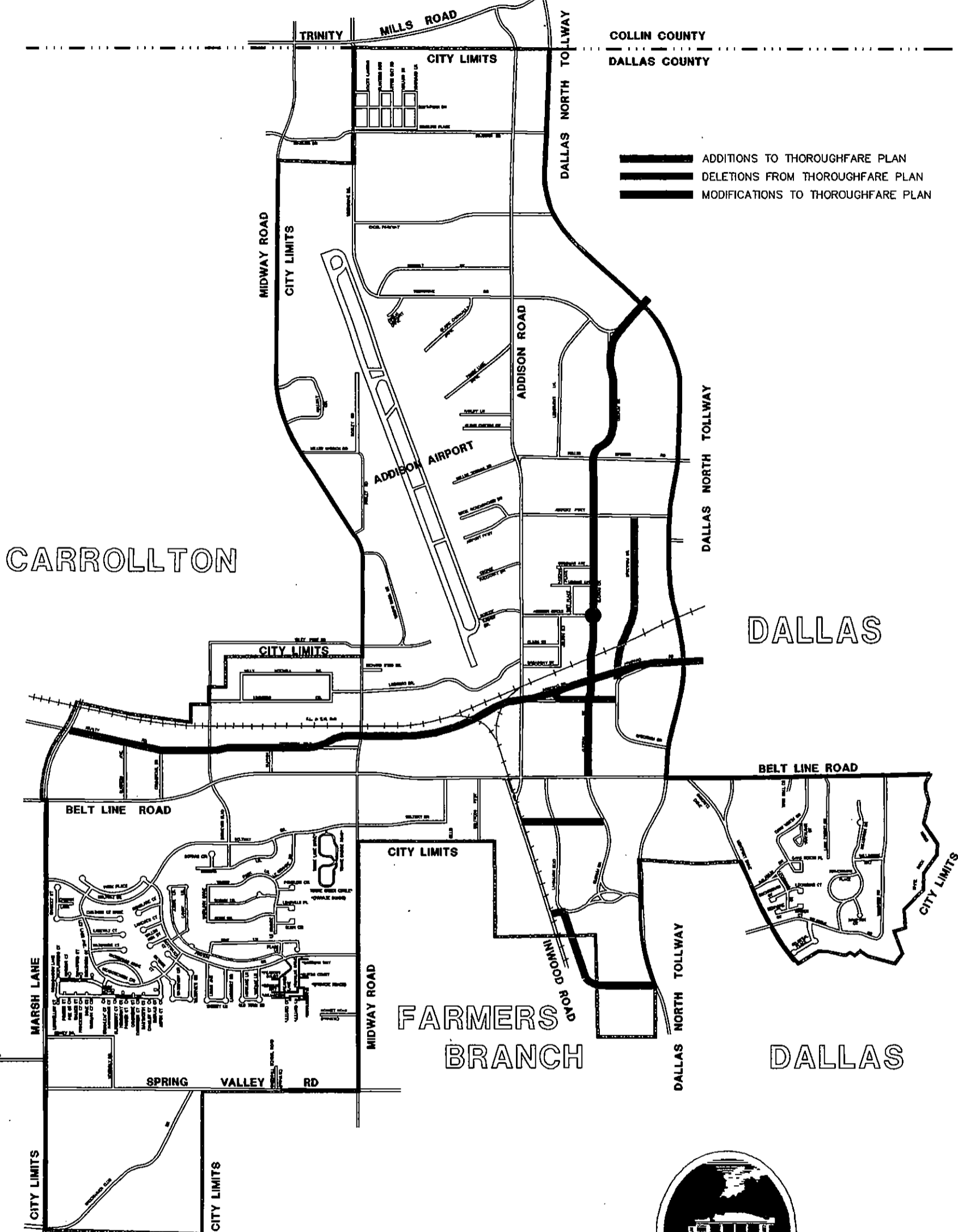
TSZ	DATA FROM 1986 FORECAST						1994 FORECAST - NCTCOG						TOTAL GROWTH								
	1990			2010			1990			2010			1990-2010 Difference			2010-2020 Difference			1990-2020		
	Pop	Emp		Pop	Emp		Pop	Emp		Pop	Emp		Pop	Emp		Pop	Emp		Pop	Emp	
213	0	1,792	0	1,790	0	1,722	0	1,751	0	1,751	0	96	0	29	0	0	125	0	0	0	125
214	6	633	111	763	105	509	2	512	2	512	2	0	0	3	0	0	3	0	0	0	3
571	35	1,490	196	2,536	161	2,754	854	4,110	1,012	4,110	1,012	1,433	854	1,356	158	1,012	2,789	1,012	1,356	1,012	2,789
573	0	2,257	0	2,192	0	3,656	64	3,849	59	3,849	59	928	64	193	(5)	59	1,121	59	193	59	1,121
13238	na	na	na	na	na	10,831	45	10,900	42	10,900	42	795	39	69	(3)	36	864	36	69	36	864
TOTAL	41	6,172	307	7,261	266	19,472	965	21,122	1,115	21,122	1,115	3,252	967	1,650	150	1,107	4,902	1,107	1,650	1,107	4,902

DALLAS



TOWN OF
ADDISON
THOROUGHFARE PLAN
UPDATE
AUGUST 1997

DALLAS



- THICK SOLID LINE: ADDITIONS TO THOROUGHFARE PLAN
- THIN SOLID LINE: DELETIONS FROM THOROUGHFARE PLAN
- DASHED LINE: MODIFICATIONS TO THOROUGHFARE PLAN



TOWN OF **ADDISON**

THOROUGHFARE PLAN
CHANGES
AUGUST 1997

F. J. T.

I N T E R

O F F I C E

MEMO

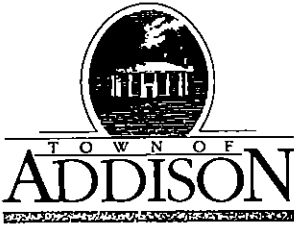
To: All Members of the Transportation and Thoroughfare Committee
From: Carmen Moran, Director of Development Services
Subject: First committee meeting
Date: August 18, 1997

By now I hope you have received your letter confirming the first meeting date. The meeting will be held on:

THURSDAY, AUGUST 28, 1997
6:00 p.m.
ADDISON TOWN HALL
5300 BELT LINE ROAD

At that time, we will provide you with an over-view of our current thoroughfare plan and discuss possible amendments. John Baumgartner, Director of Public Works, a representative from our traffic consulting firm, and I will be at the meeting. I have enclosed a copy of our current thoroughfare plan and a list of the committee members.

Thank you for volunteering your time and effort to this process. I look forward to seeing you on the 28th. Please call me at 972-450-7018 if you need additional information.



Post Office Box 144 Addison, Texas 75001-0144

5300 Belt Line Road

(972) 450-7000

FAX (972) 450-7043

MASTER THOROUGHFARE PLAN COMMITTEE

MARY DOLAN
16651 Addison Road, #2003
Addison, TX 75248

(H) (972) 931-5611

SCOTT WHEELER
3801 Meadowcreek Circle
Addison, TX 75244

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7-7-97

Barton-Aschman Associates, Inc.

5485 Belt Line Road, Suite 199
Dallas, Texas 75240
USA

Phone: (214) 991-1900
Fax: (214) 490-9261
Metro: 263-9138

MEMORANDUM

To: Ron Whitehead
Town Manager

From: Robert Wunderlich
Gary Jost

Date: December 18, 1992

Subject: Analysis of East/West Roadway Capacity in Addison

Belt Line Road serves as the primary conduit of east/west traffic flow north of the LBJ freeway (Figure 1). The combination of continuity from I-35E on the west to US 75 on the east and the concentration of employment and residential centers along its route and an interchange with the Dallas North Tollway (DNT), have resulted in a heavily travelled corridor with significant congestion during the peak hour. Currently, Belt Line Road carries approximately 37,783 vehicles per day just west of the DNT.

Travel demand estimates project that congestion is to continue and worsen. Very little opportunity exists to expand Belt Line Road due to adjacent property impacts and aesthetic considerations. Therefore, it is essential that alternate routes be developed to relieve Belt Line Road.

POSSIBLE RELIEVER ROUTES

Between Belt Line and Spring Valley, opportunities to provide relief are limited due to the presence of residential neighborhoods. Therefore, attention has focused on the corridor north of Belt Line Road where a connection of Keller Springs and an extension of Arapaho Road are the most likely candidates for relieving Belt Line Road (see figure 2).

KELLER SPRINGS

Keller Springs Road currently extends to the east and west from Addison Airport. Keller Springs extends from the Airport past Preston Road to Campbell Road on the east side of the Airport. On the west, the road continues through Carrollton to I-35E. Tunnelling under the Airport has been identified as the only feasible way to connect the eastern and western sections of Keller Springs while maintaining Airport operations. Because of the substantial cost of such a project, funding is proposed through tolls. A two-lane (one lane in each direction) tunnel with a \$.75 toll is under consideration at this time.



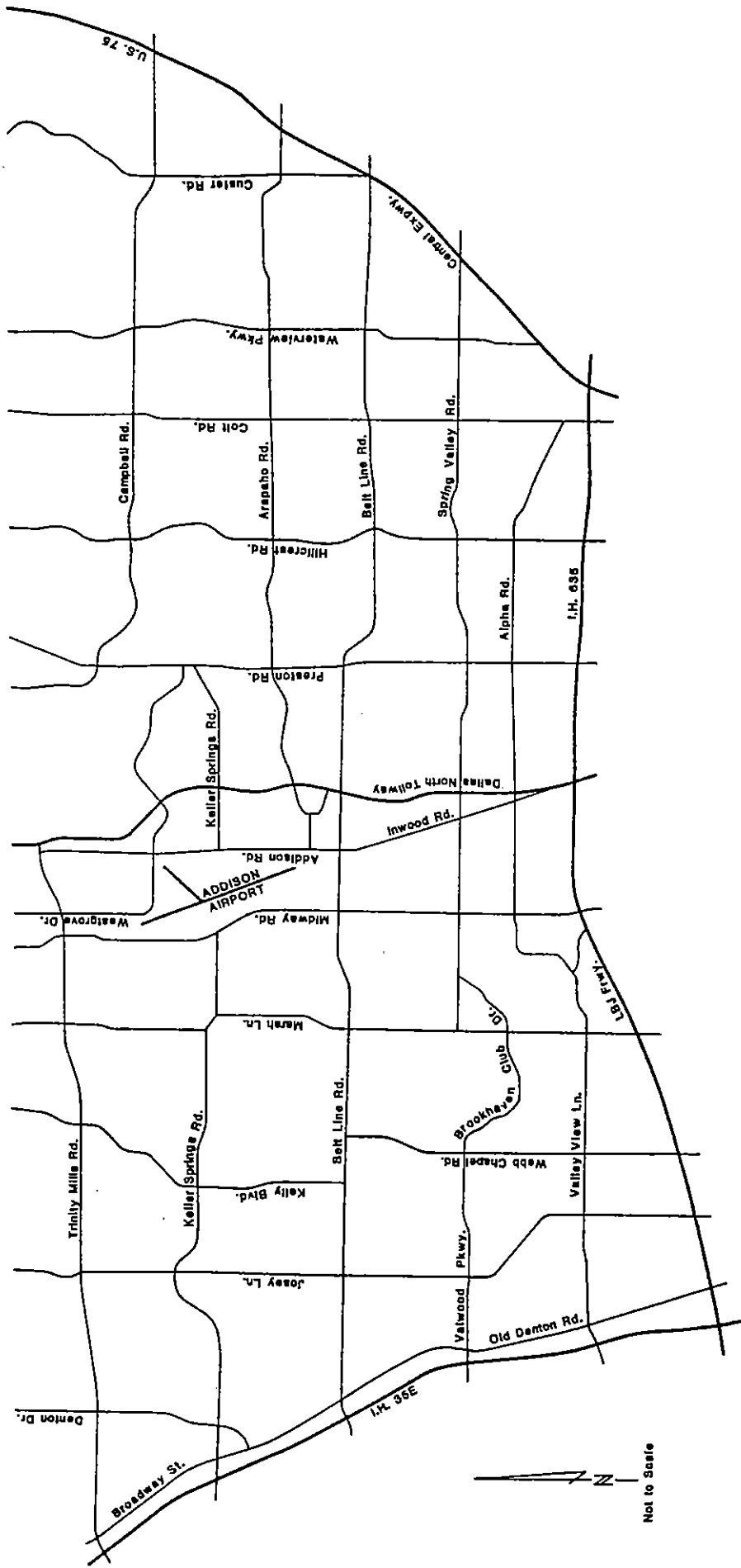


FIGURE 1
EXISTING ROADWAY CONFIGURATION

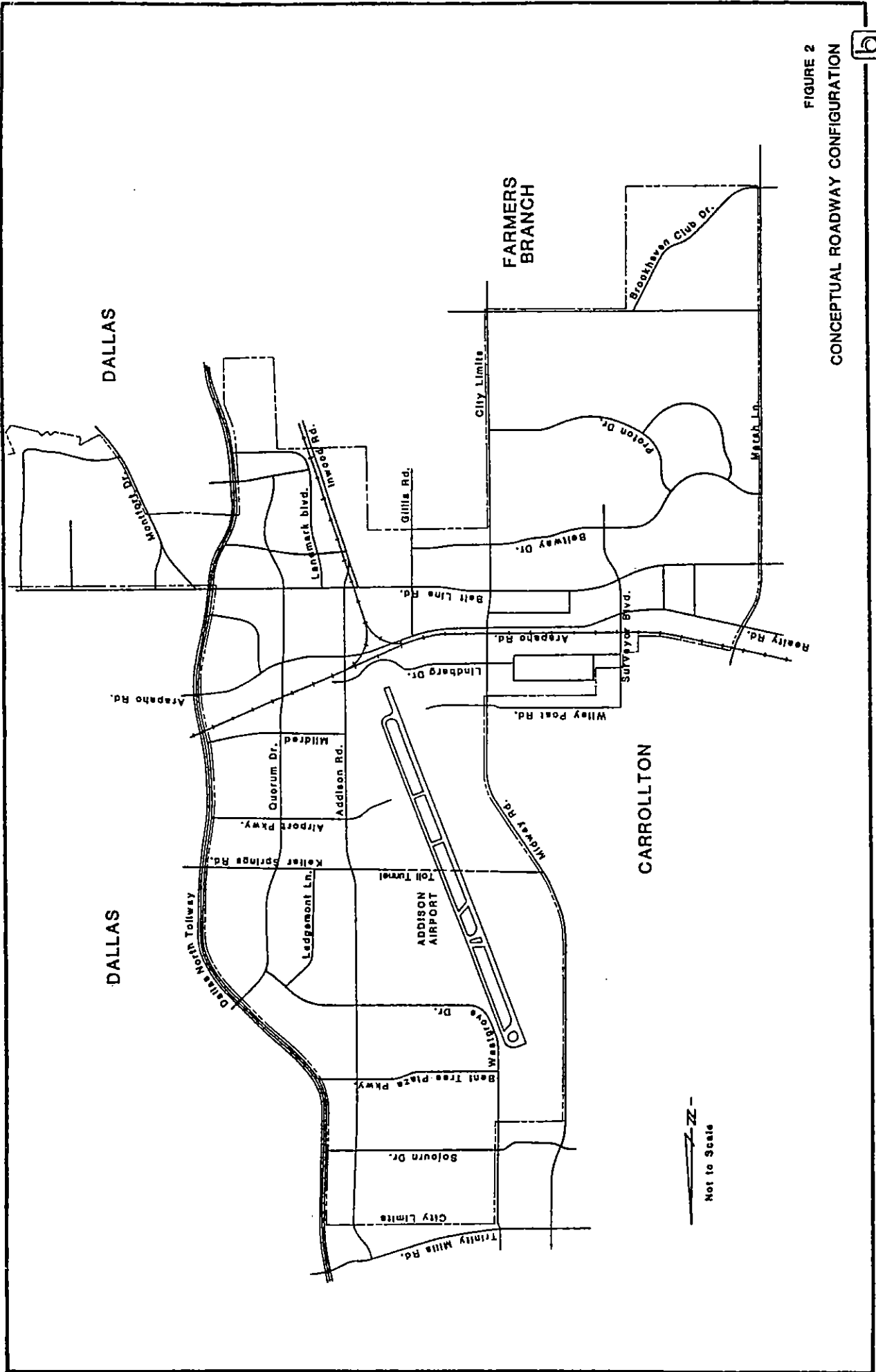


FIGURE 2
CONCEPTUAL ROADWAY CONFIGURATION



ARAPAHO ROAD

Arapaho Road is continuous from the Dallas North Tollway to US 75 west of the tollway, Arapaho intersects with Spectrum, at an all-way stop right angle intersection. Arapaho then continues west to Addison Road. An alignment has been proposed which would extend Arapaho west from the DNT to Marsh Lane.

PROJECT TRAFFIC ANALYSIS

As part of the Addison Transportation Plan project, the NCTCOG modeled several alternative roadway networks. One of the purposes of this effort was to explore the interaction between the two alternative roadways and their ability to relieve Belt Line Road. Representative volumes are shown for this alternative model in Table 1.

Table 1 COMPARISON OF VOLUMES JUST WEST OF ADDISON ROAD YEAR 2010				
	No Keller Springs or Arapaho	Keller Springs Free 4-Lane Facility; No Arapaho	2 -Lane Keller Springs Tollroad; No Arapaho	2 Lane Keller Springs Tollroad; Arapaho Extended to Marsh
SH 190	113,000	113,000	114,000	112,000
Trinity Mills	17,000	19,000	20,000	18,000
Keller Springs	--	30,000	16,000	16,000
Lindburg	15,000	10,000	13,000	1,000
Arapaho	--	--	--	40,000
Belt Line	61,000	56,000	58,000	49,000
TOTAL	254,000	273,000	267,000	267,000

Without either of the alternative routes, Belt Line Road is projected to have a demand of 61,000 vehicles per day. When the Keller Springs tunnel connection is modeled as a four-lane, free-access roadway, the volume of Belt Line Road is reduced by about 5,000 vehicles, and the resulting volume on Keller Springs is 30,000 vehicles per day.

When access to Keller Springs is restricted by charging a toll and reducing the width to two lanes, the volumes on Keller Springs drops to 16,000 and the volume on Belt Line Road is reduced by only 3,000 vehicles.

When Arapaho is added between the North Tollway and Marsh, the volumes on Keller Springs toll tunnel are not affected, but volumes on Belt Line Road are reduced by 12,000 vehicles per day to 49,000 vehicles per day. The daily traffic volume on Arapaho is projected to be 40,000 under these conditions.

SUMMARY

It is apparent from the projected volumes that the Keller Springs toll tunnel and the Arapaho Road extension generally serve different travel needs and projected volumes on Keller Springs are not diminished when Arapaho is extended. The projected traffic volumes also support the need for all three facilities (Arapaho Road, Keller Springs Toll Tunnel, and SH 190) to meet future east-west travel demand. Each facility meets a specific need for travel in the area.

Arapaho serves as a relief facility for Belt Line Road and provides a continuous circulation route for adjacent land uses. The proposed Keller Springs Toll Tunnel chiefly links areas west of the Airport to the Dallas North Tollway. Land uses within Addison are generally not served directly although the toll tunnel could be used to access areas within Addison.

It does not appear that even a four-lane, free Keller Springs connection would relieve Belt Line Road. On the other hand, the Arapaho extension does carry traffic that could otherwise travel on Belt Line, but does not attract trips that would use Keller Springs.

An analysis of the intersections of Midway Road at Keller Springs and Addison Road at Keller Springs will be sent under separate cover. These intersections support the toll tunnel and will be important to the success of the toll tunnel.



Post Office Box 144 Addison, Texas 75001

5300 Belt Line Road

(214) 450-7017

A G E N D A

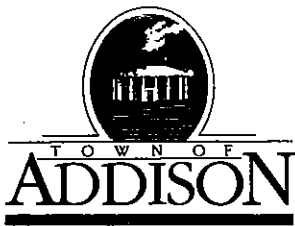
MEETING OF THE TRANSPORTATION AND THOROUGHFARE PLAN COMMITTEE

MONDAY, JULY 13, 1992

4:00 P.M.

TOWN HALL CONFERENCE ROOM
ADDISON TOWN HALL
5300 BELT LINE ROAD

Item #1 - Presentation by Barton-Aschman on Planning
alternatives for 2010.



Post Office Box 144 Addison, Texas 75001

5300 Belt Line Road

(214) 450-7017

TRANSPORTATION AND THOROUGHFARE PLAN COMMITTEE

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(H) 960-2021



Post Office Box 144 Addison, Texas 75001

5300 Belt Line Road

(214) 450-7017

SUMMARY OF THE MAY 28, 1992

ADDISON TRANSPORTATION PLAN COMMITTEE MEETING

The Committee met at 4:00 p.m. on May 28, 1992 in the conference room at Town Hall. The following items of business were discussed:

Robert Wunderlich, Gary Jost, and Karen George of Barton-Aschman Associates, Inc. presented a final draft of the Goals and Objectives for the Transportation Plan.

Barton-Aschman then explained the model that the North Central Texas Council of Governments uses to formulate traffic zone projections, and presented the zone projections for traffic, population, and employment for Addison.

The Committee asked Barton-Aschman to present some alternatives for traffic planning at the next meeting. The committee specifically wanted to explore two alternatives for traffic planning: the "do nothing" alternative and the "do the minimum" alternative.

The Committee scheduled its next meeting for June 22, 1992.



Post Office Box 144 Addison, Texas 75001

5300 Belt Line Road

(214) 450-7017

*Rex -
Please file in
existing
the Addison Thoroughfare
(Transportation) Plan
File Thanks
JB*

AGENDA

MEETING OF THE TRANSPORTATION AND THOROUGHFARE PLAN COMMITTEE

MONDAY, NOVEMBER 25, 1991

4:00 P.M.

TOWN HALL CONFERENCE ROOM
ADDISON TOWN HALL
5300 BELT LINE ROAD

-
- Item #1 - Presentation by the City of Carrollton on the Carrollton thoroughfare plan.
-
- Item #2 - Presentation by the City of Dallas on the Dallas thoroughfare plan.
-
- Item #3 - Presentation by the City of Farmers Branch on the Farmers Branch thoroughfare plan.
-

SUMMARY OF THE NOVEMBER 11, 1991

ADDISON TRANSPORTATION PLAN COMMITTEE
MEETING

The Committee held its second meeting at 4:00 p.m. on November 11, 1991 in the conference room at Town Hall. The following items of business were discussed:

1. The group briefly discussed DART and its relationship with the city. Chairman Branch asked the staff to:

- determine the current status of the Cotton Belt Line which runs through Addison and find out what plans DART has to utilize the line,

- find out how Addison could give its input in the DART process to help select where DART stations would be located, and

- arrange to schedule Kathy Ingel, Addison's DART representative as a speaker at a future committee meeting.

2. Robin Jones then presented a copy of the 2010 regional traffic plan from the North Central Texas Council of Governments. He briefly discussed the plan, and agreed to get a copy of the plan for each committee member. Robin then briefed the group on the transportation plans from Dallas, Carrollton, and Farmers Branch which he had provided. He told the group that representatives from each of these cities would be at the Committee's November 25, 1991 meeting to make presentations on their plans.

3. The group briefly discussed whether or not it would use a traffic consultant in this process. It agreed that Robin Jones would invite Gray Jost of Barton-Aschman and Associates to the next meeting as an observer. The group would determine at a later date to what extent it wanted to use the services of Barton-Aschman. Mayor Spruill asked Robin Jones to see if the city could use DART L.A.P. funds to pay for a traffic consultant's services on a Master Thoroughfare Plan.

4. The committee then began to work through the "DRAFT" transportation plan which had been drawn up by John Baumgartner after the October 29, 1991 meeting. The group began with Section II, Transportation Elements.

SECTION II - TRANSPORTATION ELEMENTS

A. PEDESTRIAN TRAFFIC

The group agreed that it should encourage pedestrian sidewalks by building sidewalks in as many locations as possible.

1. Sidewalks

The group agreed that it would encourage sidewalks in as many spots as they could be built. Robin Jones outlined a way by which the city was getting DART money to build sidewalks associated with DART bus stops, and stated that money had been put in the budget to build sidewalks, and that each new development in the city was required to build sidewalks.

2. Dallas Parkway Overpass

Chairman Branch asked the staff to look at the feasibility of adding an extension to the bridge at the Tollway and Belt Line that would accommodate pedestrian traffic. Staff stated that they had discussed that with the Tollway authority, and it was not particularly feasible to add onto the bridge, and that adding to the bridge would not improve safety for pedestrians crossing the Tollway because they would still need to cross three lanes of service roads on each side. The group discussed the ability to build a skywalk from the Marriott to the Village on the Parkway, and agreed that a project of that sort would have to wait on another development in that center.

B. PUBLIC TRANSPORTATION

The group agreed that it wanted to express a commitment to public transit.

1. DART

- a. Light Rail - 2 stations
- b. Pulse Points
- c. Bus stops

No discussion

2. Taxis

No discussion

C. STREETS AND THOROUGHFARES

1. Existing Streets

a. Cut-through traffic

- 1) Proton - No discussion.
- 2) Oaks North/Palladium - the committee agreed that it would look at ways to stop cut-through traffic. Jim Alexander stated that the Oaks North Homeowners' Association was looking at the possibility of putting gates with a card access at one entrance. It was also mentioned that Councilmember Akin had asked the City Attorney to look at the ability to restrict public use of a public street to residents only. The group discussed the problems that might cause in that it was a public street. The group discussed the possibility of closing one end of the subdivision, possibly the Oaks North Drive end on Belt Line to stop cut-through traffic. No decision was reached.
- 3) Winnwood/Celestial - the committee discussed closing one end of this area as well, either Belt Line or Celestial, to stop cut-through traffic. No decision was reached.
- 4) Westgrove - the committee decided that since this was a business street, it would be left alone for the present.

b. Westgrove Improvements

Robin Jones told the group that the city was planning to widen Westgrove at Addison Road both eastbound and westbound, which will allow a left turn/thru lane and a right only lane.

c. Old Addison Improvements

- 1) Julian
- 2) Broadway
- 3) Clara

The group discussed what role the city would play in any street improvements in the Old Addison area. The group agreed that this might be an area in which the city would put in streets, street lights, and sidewalks in an effort to get the area to continue to develop in the Old Addison style, and would then be reimbursed by developers in the area. The city/committee would also

look at other ways to participate in improvements to help the area develop that would not necessarily involve the city's building improvements and billing developers.

d. Airport Street Improvements

The group agreed that all streets on the airport should come up to some standard. They discussed whether or not that standard had been set in the airport Master Plan. They instructed the staff to find out whether or not a standard had been set. They discussed who would pay to bring the streets up to standard, and discussed whether or not it might be paid through the Town's use of the fuel flowage fee.

e. Others

1) Quorum "S" Curves

Wayne Ginn explained the reasons behind the curve in Quorum Drive, north of Keller Springs. Robin Jones stated that there had been several accidents at the location. No decision was reached.

2) Lindberg "S" Curves

Robin Jones stated that this problem needed to be addressed and would probably be corrected with pavement markers until the section between airport and Midway Road is widened. No plan for widening at this time due to mature trees lining this road. it might be able to control the traffic on Lindberg with street buttons.

3) Clara

No discussion

2. East/West Traffic Movement

a. Belt Line Road Bottleneck

Robin Jones explained the Bottleneck Study, which had been done by the Town, to the group.

b. Keller Springs Underpass

The Turnpike Authority feasibility study is still in progress.

c. Arapaho Extension-Dallas Tollway to Marsh Lane

Robin Jones suggested that a cost/benefit analysis on this roadway might be done by a professional traffic engineering firm before further right-of-way dedications are sought. He also recommended having the section between Dallas Parkway and Addison Road restudied to minimize the negative impact to property owners, referencing suggestions by J.B. Cline which were submitted to the group on October 21, 1991.

d. North Dallas Tollway Interchanges

The group briefly discussed the extension of the Tollway to 121.

3. North/South Traffic Movement

a. Montfort/Knoll Trail Connection

b. Beltway/Gillis Connection

c. North Dallas Tollway frontage road

The group would get more information on these items from the traffic representatives from the other cities at the November 25, 1991 meeting.

4. South Quorum Bottleneck

a. Landmark/Inwood Connection

b. Landmark/Spring Valley Connection

c. Landmark/Dallas Parkway Connection

Robin Jones suggested that this might be another area which should be looked at in a cost/benefit analysis by a professional.

5. State Highway 190 - Impact to Addison

The group looked at the road on the Carrollton thoroughfare plan.

6. North Dallas Tollway Extension - Impact to Addison

The group again discussed the extension of the Tollway and its possible effect on Midway Road. The group also discussed how the extension of the Tollway would create a new business center at the intersection of the Tollway and

121, and briefly talked about how to keep Addison from developing in a pattern similar to Northwest Highway and Greenville Avenue.

D. Truck Traffic

Chairman Branch asked the staff to present a map to the group which would show the truck routes in Addison. The group agreed that it would define all truck routes, and continue to give the Director of Streets the authority to post streets for "no trucks" at his discretion.

E. Traffic Management

1. Design Criteria

- a. Typical Sections
- b. Horizontal alignment
- c. Vertical alignment

No discussion

2. Site Access Management

The group would look over the standards which had been proposed by Barton-Aschman in the Bottleneck study.

3. Vehicle Loading/Unloading

No discussion

4. Signage

- a. Speed limits

No discussion

5. Signals

No discussion

F. Parking

1. Public

The group agreed that it would formulate development standards for parking lots on private property. It discussed the current problems with Sfuzzi and Broadway Grill and Million Air. The group agreed that there

should be some standards for location of off-site lots,
some standards for paving, and some requirements for
landscaping.

2. Private

No discussion

SUMMARY OF THE NOVEMBER 11, 1991

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MEETING

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- c. Bus stops

No discussion

2. Taxis

No discussion

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1. Existing Streets

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of Proton and Canot.

- 2) Oaks North/Palladium - the committee agreed that it would look at ways to stop cut-through traffic. Jim Alexander stated that the Oaks North Homeowners' Association was looking at the possibility of putting gates with a card access at one entrance. The group discussed the problems that might cause in that it was a public street. The group discussed the possibility of closing one end of the subdivision, possibly the Oaks North Drive end on Belt Line to stop cut-through traffic. No decision was reached.
- 3) Winnwood/Celestial - the committee discussed closing one end of this area as well, either Belt Line or Celestial, to stop cut-through traffic. No decision was reached.
- 4) Westgrove - the committee decided that since this was a business street, it would be left alone for the present.

b. Westgrove Improvements

Robin Jones told the group that the city was planning to widen the intersection of Westgrove and Addison Road to allow for free right turn lanes at all corners.

c. Old Addison Improvements

- 1) Julian
- 2) Broadway
- 3) Clara

The group discussed what role the city would play in any street improvements in the Old Addison area. The group agreed that this might be an area in which the city would put in streets, street lights, and sidewalks in an effort to get the area to continue to develop in the Old Addison style, and would then be reimbursed by developers in the area.

d. Airport Street Improvements

The group agreed that all streets on the airport should come up to some standard. They discussed whether or not that standard had been set in the airport Master Plan. They instructed the staff to find out whether or not a standard had been set. They discussed who would pay to bring the streets up to standard, and discussed whether or not it might be paid through the Town's use of the fuel flowage fee.

e. Others

1) Quorum "S" Curves

Wayne Ginn explained the reasons behind the curve in Quorum Drive, north of Keller Springs. Robin Jones stated that there had been several accidents at the location. No decision was reached.

2) Lindberg "S" Curves

Robin Jones stated that it might be able to control the traffic on Lindberg with street buttons.

3) Clara

No discussion

2. East/West Traffic Movement

a. Belt Line Road Bottleneck

Robin Jones explained the Bottleneck Study, which had been done by the Town, to the group.

b. Keller Springs Underpass

c. Arapaho Extension-Dallas Tollway to Marsh Lane

Robin Jones suggested that a cost/benefit analysis on these two roadway improvements might be done by a professional traffic engineering firm.

d. North Dallas Tollway Interchanges

The group briefly discussed the extension of the Tollway to 121.

3. North/South Traffic Movement

a. Montfort/Knoll Trail Connection

b. Beltway/Gillis Connection

c. North Dallas Tollway frontage road

The group would get more information on these items from the traffic representatives from the other cities at the November 25, 1991 meeting.

4. South Quorum Bottleneck

a. Landmark/Inwood Connection

b. Landmark/Spring Valley Connection

c. Landmark/Dallas Parkway Connection

Robin Jones suggested that this might be another area which should be looked at in a cost/benefit analysis by a professional.

5. State Highway 190 - Impact to Addison

The group looked at the road on the Carrollton thoroughfare plan.

6. North Dallas Tollway Extension - Impact to Addison

The group again discussed the extension of the Tollway and its possible effect on Midway Road. The group also discussed how the extension of the Tollway would create a new business center at the intersection of the Tollway and 121, and briefly talked about how to keep Addison from developing in a pattern similar to Northwest Highway and Greenville Avenue.

D. Truck Traffic

Chairman Branch asked the staff to present a map to the group which would show the truck routes in Addison. The group agreed that it would define all truck routes, and continue to give the Director of Streets the authority to post streets for "no trucks" at his discretion.

E. Traffic Management

1. Design Criteria

- a. Typical Sections**
- b. Horizontal alignment**
- c. Vertical alignment**

No discussion

2. Site Access Management

The group would look over the standards which had been proposed by Barton-Aschman in the Bottleneck study.

3. Vehicle Loading/Unloading

No discussion

4. Signage

- a. Speed limits**

No discussion

5. Signals

No discussion

F. Parking

1. Public

The group agreed that it would formulate development standards for parking lots on private property. It discussed the current problems with Sfuzzi and Broadway Grill and Million Air. The group agreed that there should be some standards for location of off-site lots, some standards for paving, and some requirements for landscaping.

2. Private

No discussion



STREET DEPARTMENT

(214) 450-2841 FAX (214) 931-6643

Post Office Box 144, Addison, Texas 75001

16801 Westgrove

JOHN

TO: Addison Transportation Committee
FROM: Robin Jones, Director of Streets *RJ*
SUBJECT: November 11, 1991 meeting handouts
DATE: November 7, 1991

I have attached for each committee member portions of Thoroughfare plans from the cities of Dallas, Carrollton, and Farmers Branch. Each plan contains a city thoroughfare map either attached to the back or included in the material.

Both the City of Dallas plan update and the Carrollton Thoroughfare plan include sections on goals, objectives and policies which may be helpful to us as we attempt to formulate our own.

I have spoken to the Transportation Directors from each of the three cities and they have agreed to attend our November 25, 1991 planning meeting and give an informal presentation on each cities plans as they relate to our common borders.

A copy of Mobililty 2010 from COG is available for the committee's review. This is the regional transportation plan for north central Texas and is naturally very broad in scope. I have requested of COG, traffic volume projections and related transportation information for the area north of LBJ between Preston Road and Marsh Lane. I was told this information would be available to us by Friday, November 15th. I will bring it to the committee at the November 25th meeting.



CARROLLTON

TRANSPORTATION DEPARTMENT

INTRODUCTION

Purpose

The Transportation Plan is designed to provide a sound transportation framework to accommodate development. It is a guide to coordinate individual projects into an overall community arrangement.

The Plan encourages minimizing traffic movement through neighborhoods, and providing high capacity routes for moving regional traffic to and from the city. It creates a comprehensive concept so that all agencies responsible for thoroughfare development can coordinate their efforts. The plan addresses the need for streets to provide more convenient access to all parts of the city, as well as adjacent cities.

Process Overview

The prior Thoroughfare Plan was developed in 1982. It was the result of staff analysis of existing conditions. Traffic volumes were then projected from those existing estimates. Using these projected volumes, the "ultimate" thoroughfare network for the city was developed.

While the development boom of the mid-1980's was taking place, the city realized that projected growth in the northern part of the city was underestimated. The proposed thoroughfare system for that portion of the city would not be able to serve the citizens as property developed. In 1986 an addendum to the 1982 Plan was developed. This addendum addressed Denton County. In cooperation with property owners, the city worked to create a thoroughfare plan for the Denton County portion of the city to adequately meet anticipated development. The 1982 Plan, with its 1986 addendum is illustrated on Map 12.

The TRANPLAN computer model was used in developing the current Plan. A thoroughfare network was developed to accommodate the projected traffic demand generated by the future land use pattern. This traffic forecasting program incorporates population and employment information to project the distribution and volume of traffic on the city's streets. These projections were then used to develop a transportation network--including thoroughfare location and number of lanes--necessary to accommodate the projected traffic volumes. This model will assist in implementing the Future Land Use and Transportation Plans by assessing the potential traffic impacts of projects before they occur.

The Transportation Plan has two components; the Thoroughfare Plan and the Transit Plan. The Thoroughfare Plan addresses the street network. It analyzes existing conditions and established design criteria. It recommends goals, objectives, and policies to achieve a desired thoroughfare network. The Transit Plan concerns itself with modes of mass transit. The two plans need to be coordinated. The thoroughfare network should support mass transit services. This may be anything from reconstructing intersections for easier bus movements to increasing street capacities at an end-of-the-line rail station.

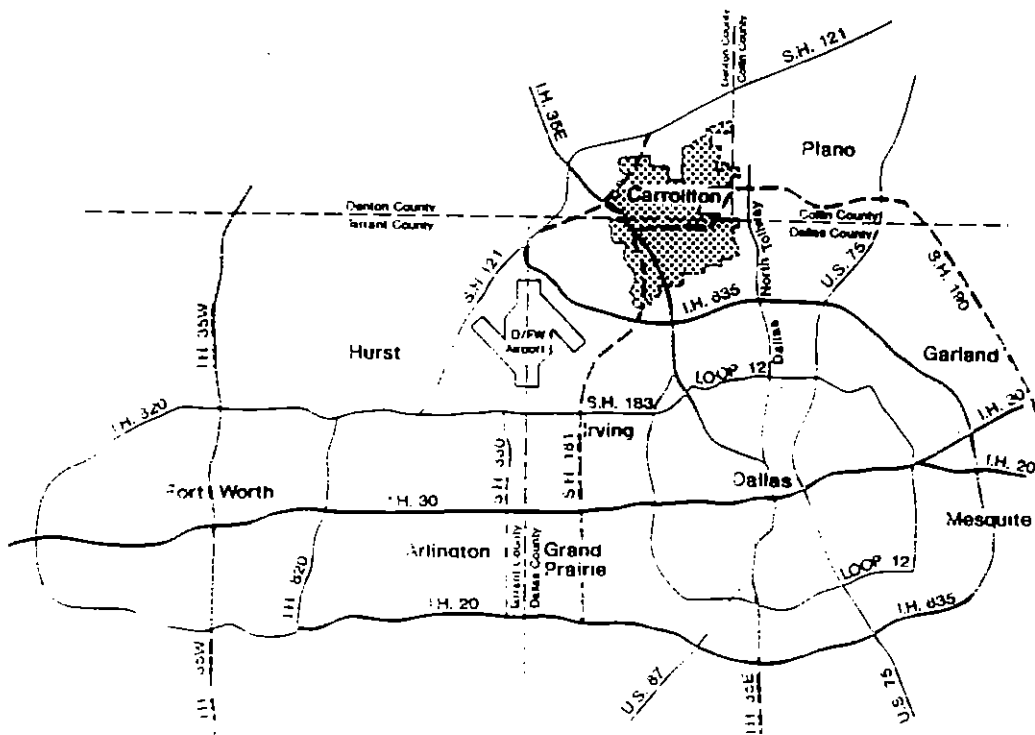
THOROUGHFARE PLAN

AREA CHARACTERISTICS

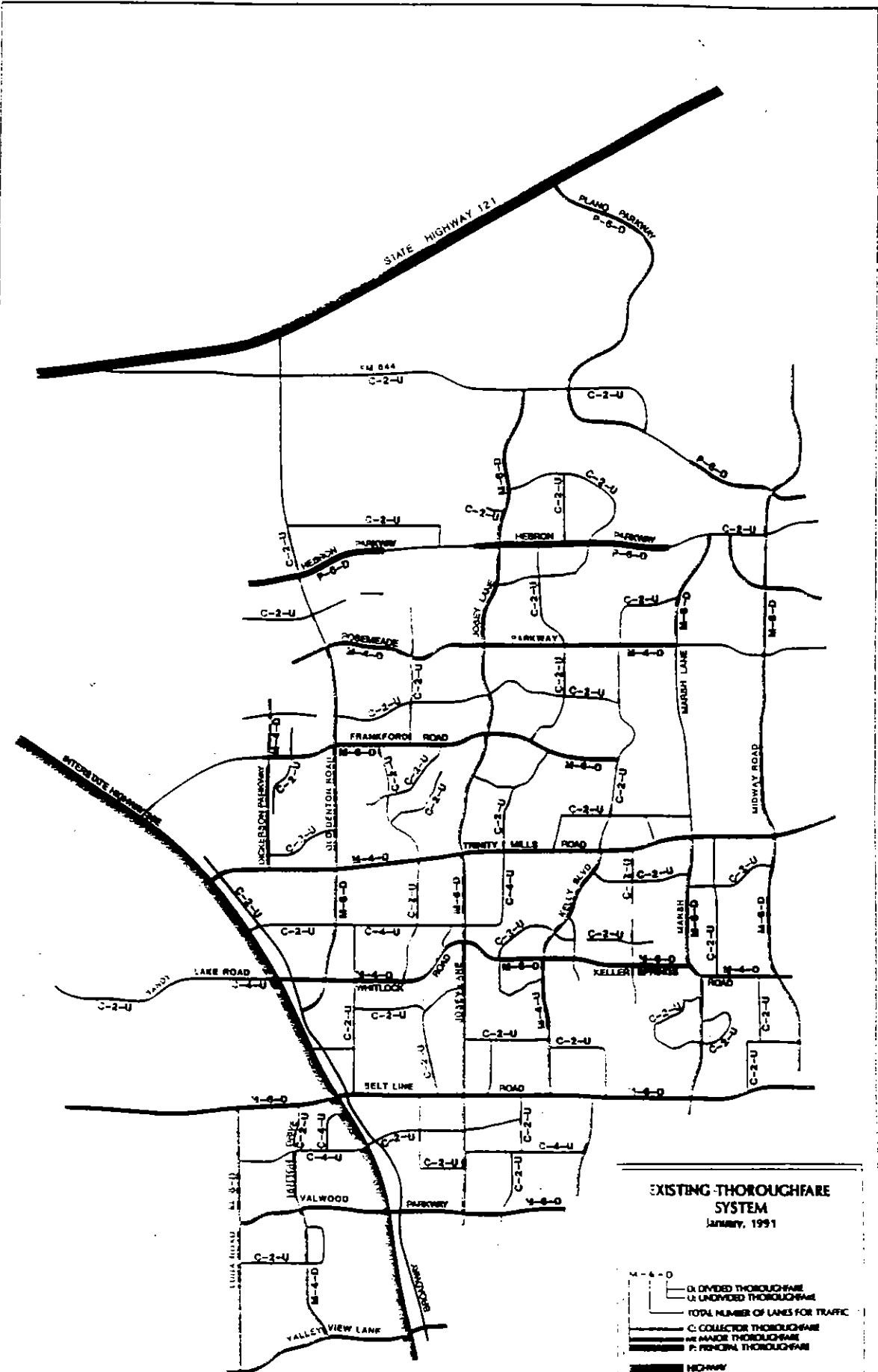
The operating conditions of a thoroughfare system are dependant on the amount of traffic present at any given moment (**volume**), and the characteristics of that traffic. These characteristics are dependent upon many factors. They include the types of land uses served by the roadway system, and the adequacy of the system to meet the drivers' needs. These factors can cause characteristics to vary from system to system, and/or roadway to roadway. They can also cause simiilar roadways (i.e. number of lanes, capacity, etc.) to operate differently.

Relationship to Regional Network

The Transportation Plan consists of a network of existing and planned arterials and collectors designed to accommodate the traffic demand within the city. The major thoroughfares are basically oriented either east-west or north-south. Carrollton is currently served by two (2) major freeways. Interstate Highway 35E is located along the western edge of the city. South of the city, Interstate Highway 635 also provides an important link to metroplex employment centers.



The two (2) freeways serving the city attract many of the rush hour travelers journeying to



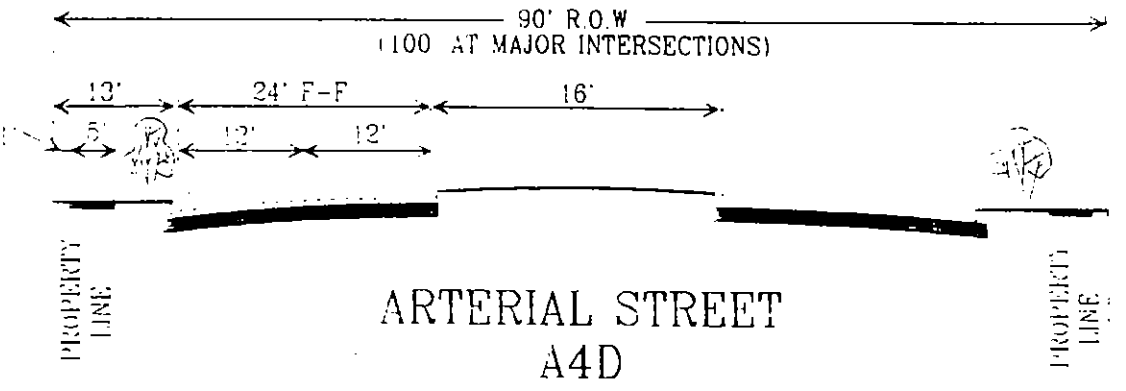
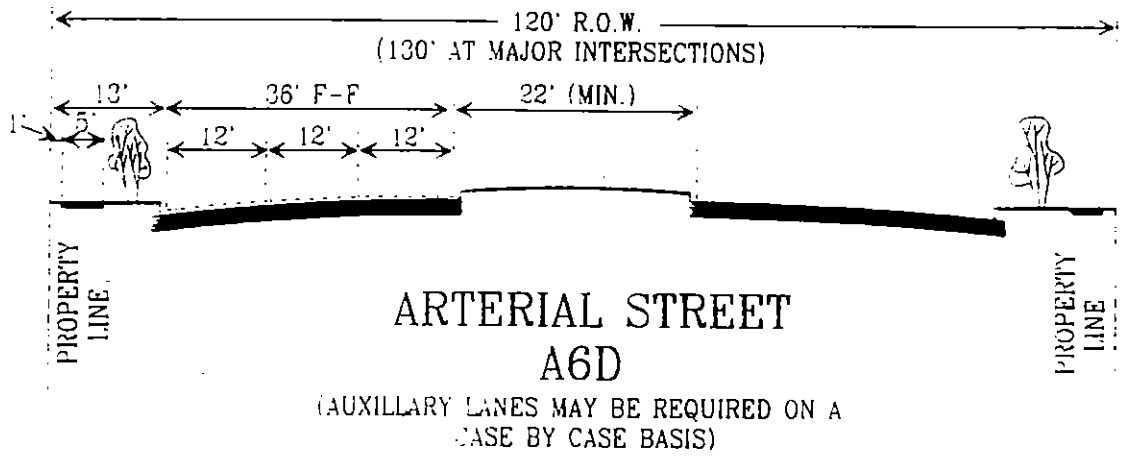
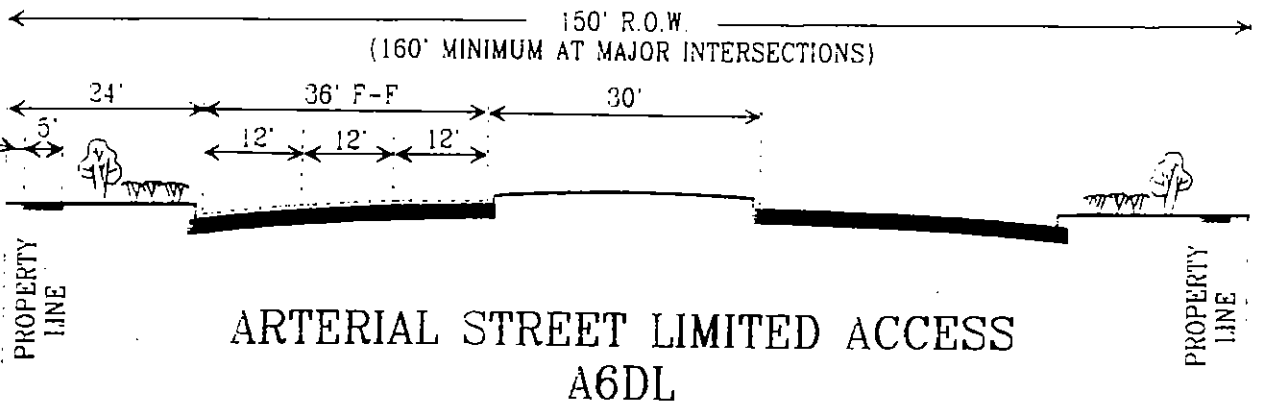
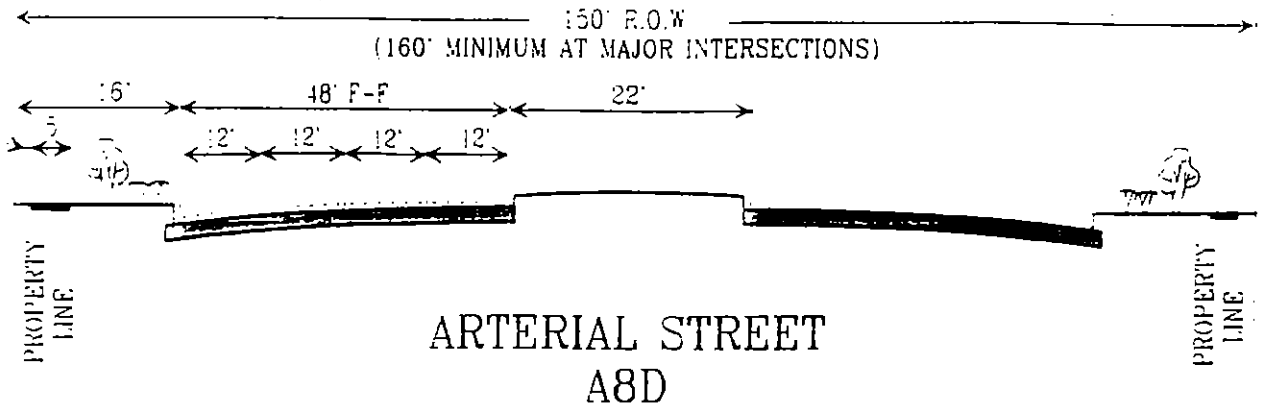
EXISTING THOROUGHFARE SYSTEM
January, 1991

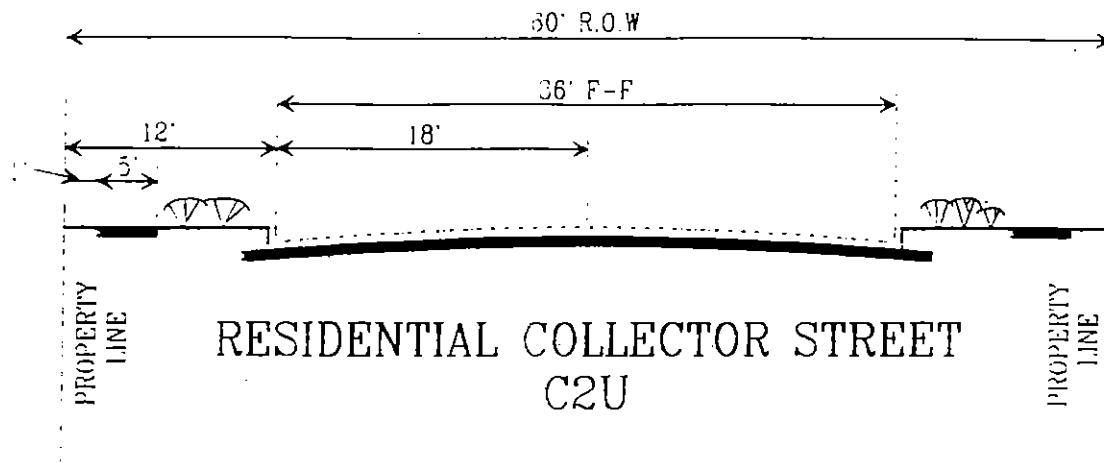
- M-4-D
 - U
 - C-2-U
 - M-4-D
 - P-6-D
 - Midway
- D: DIVIDED THOROUGHFARE
 U: UNDIVIDED THOROUGHFARE
 TOTAL NUMBER OF LANES FOR TRAFFIC
 C: COLLECTOR THOROUGHFARE
 M: MAJOR THOROUGHFARE
 P: PRINCIPAL THOROUGHFARE
 Midway

an employment population of approximately 52,000 people puts a constant strain on the city's street network.

As a population center, Carrollton experiences sharp increases in traffic volumes during the morning and afternoon peak hours as residents travel to and from work. Since the majority of Carrollton residents work outside the city, the thoroughfare system is impacted by a large difference in the direction of travel on a particular roadway. For example, in 1988, 83 percent of the total traffic on Josey Lane during the morning peak hours traveled south. This traffic during the peak hours, and the large directional split, place a heavy burden on the Carrollton thoroughfare system during the morning and afternoon rush hours.

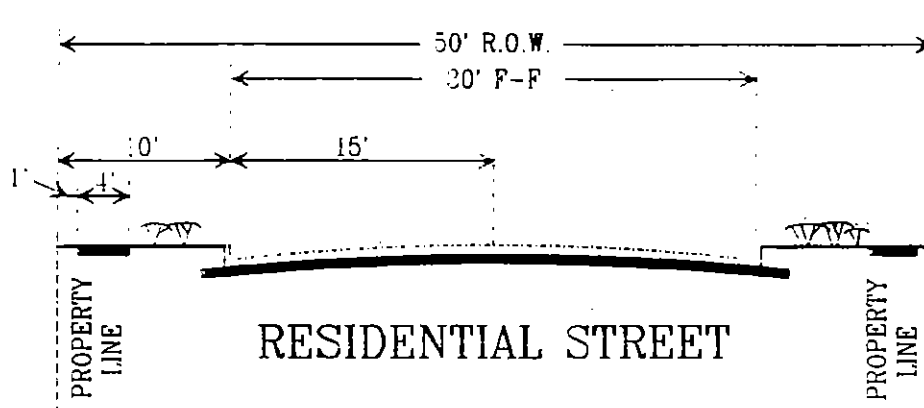
Employment centers continue to put a strain on the city's street network in non-peak hours. The light industrial and warehousing/distribution facilities have the biggest impact on the efficiency of the system. Located predominately along the Belt Line Road corridor, these facilities generate a large amount of truck traffic. Operating mainly on Belt Line Road because of its quick access to Interstate Highway 35E, these large trucks exhibit completely different operating characteristics than that of the normal passenger car. Much slower to accelerate and decelerate, a large truck can be considered the equivalent of up to six (6) passenger cars when calculating the operating conditions of a thoroughfare. The large percentage of truck traffic on Belt Line Road (25% compared to a normal 5%) substantially reduces the operating capacity of this important east-west thoroughfare.





RESIDENTIAL COLLECTOR: A residential collector street's primary function is to collect and distribute traffic from local access streets and convey it to the arterial system. This thoroughfare is usually located so as not to attract through traffic movements. To discourage such movements, these streets are typically disrupted near the center of the neighborhood which they serve by offsetting intersections or through curvilinear design. The residential collector may also be used as a local street internal to multi-family residential areas, as well as access routes to elementary schools and neighborhood parks. The residential collector cross-section is also used as the internal street system of commercial and/or industrial developments.

The minimum right-of-way requirement for residential collectors is 60 feet. Two (2) moving lanes of traffic, plus any on-street parking represent the minimum pavement requirements for a residential collector.



LOCAL RESIDENTIAL STREET: The function of the local street is to provide access from groups of housing units within a neighborhood to collector streets. Only vehicles having an origin or destination on the local street are usually attracted to it. Except for delivery trucks, trucks are normally prohibited from using local streets as routes to their final destination. Minimum right-of-way is 50 feet, and a paving requirement of 30 feet allows for two (2) moving lanes of traffic, as well as any on-street parking.

Another location where grade separations should exist is where an arterial street intersects a railroad. Additional factors beside traffic volumes have an affect on these grade separations. They include accident statistics, speed of the vehicles and trains, frequency of trains, and hazardous materials routing. All should be taken into account when deciding whether a separation is warranted at a railroad crossing. It is recommended that where appropriate, grade separations at railroad crossings be constructed.

While the construction of grade separations is expensive, the benefits on the arterial roadway normally justify the costs. The construction of grade separations decreases delays to motorists and emergency vehicles. Pollution is decreased and vehicles use less fuel when grade separations exist.

LEVEL OF SERVICE

The purpose of a thoroughfare system is to accommodate a maximum amount of traffic, while still providing an acceptable quality of service. The maximum amount of traffic is generally considered the **CAPACITY** of a street. The capacity of a street is a measure of its ability to accommodate a stream of moving vehicles. It is expressed as a flow rate rather than a quantity, and is not directly comparable to the capacity of a container of enclosed space.

The service quality of a thoroughfare is normally the function of the ratio of the rate of traffic flow to the capacity of the street. This rate is traditionally described as the **LEVEL OF SERVICE**. The Level of Service (**LOS**) is a qualitative measure of traffic congestion. It represents the collective factors of speed, travel time, traffic interruptions, freedom to maneuver, safety, driver comfort and convenience, and operating costs provided by a thoroughfare under a specific traffic volume condition.

The capacity of a street, and in turn its level of service, can be affected by a number of factors. These include the roadway, vehicle performance characteristics, operational controls, and the environmental elements. A variety of specific factors affect the capacity of arterial roadways. The primary ones are listed and discussed below.

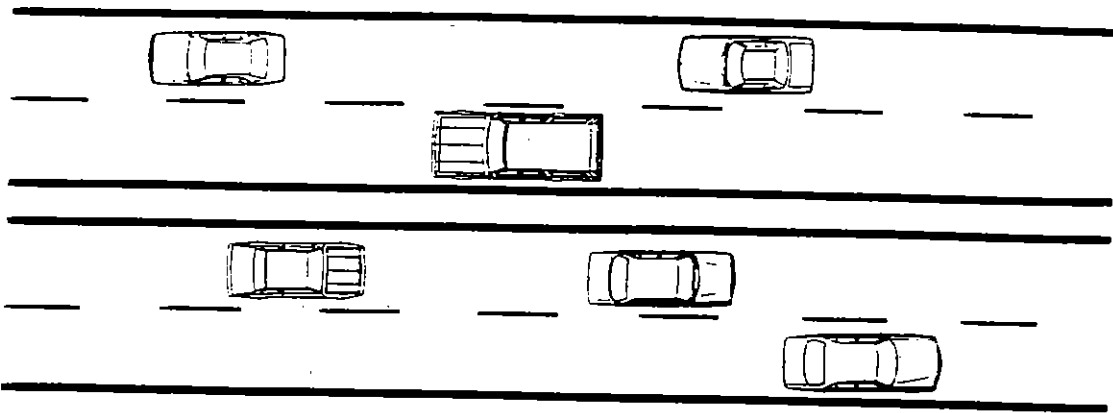
Signalized Intersections. The operation of frequent signalized intersections and the extent of progressive signal timing will usually be the principal determinant of arterial capacities.

Unsignalized Intersection. Turning movements and crossing volumes can reduce arterial capacity.

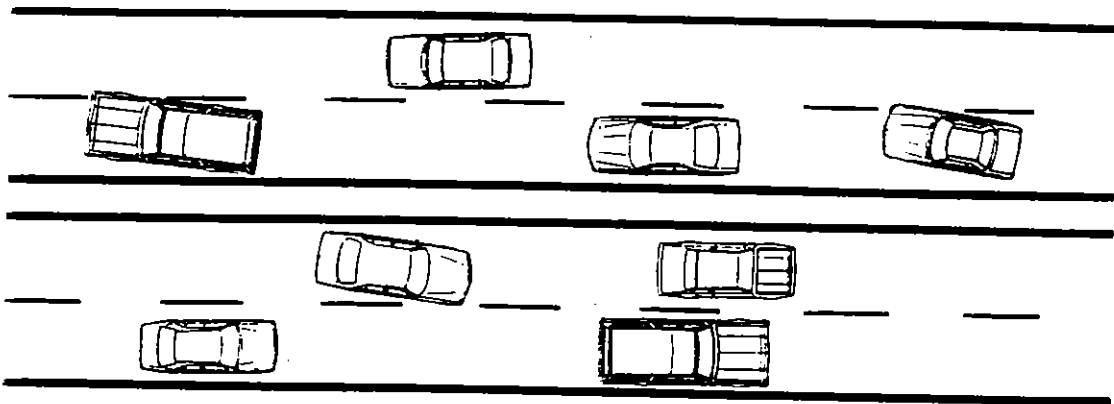
Mid-Block Driveways. Vehicles entering or leaving the traffic stream from adjacent driveways reduce arterial capacity.

Curb Parking or Loading. The area occupied by parked vehicles prohibits traffic movement and reduces arterial capacity.

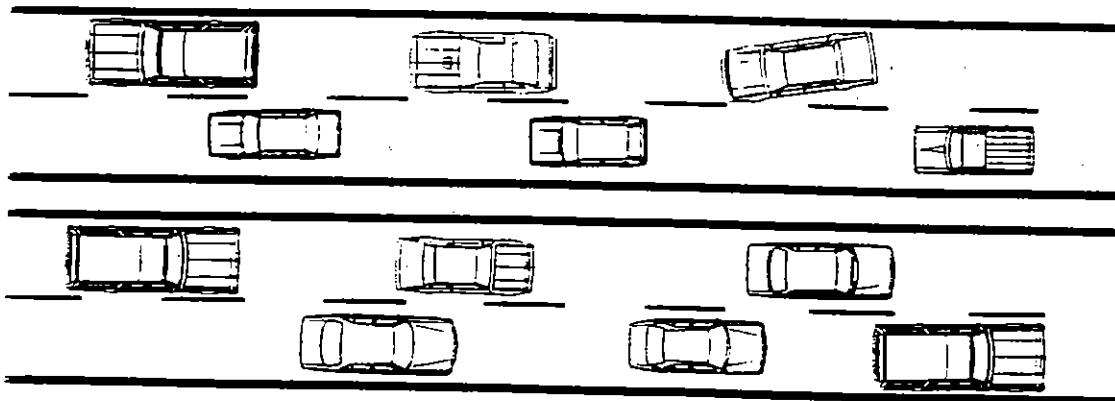
Lane Configuration and Width. Left-turn, and to a lesser extent, right-turn movements impede traffic and thus reduce arterial capacity. Capacity is improved if these movements



Level of Service "A": The highest quality of service a particular thoroughfare can provide. It is a condition of free flow in which there are few or no restrictions on speed or maneuverability caused by the presence of other vehicles.



Level of Service "B": Even though this level is a zone of stable flow, operating speeds begin to be restricted by other traffic. Restriction of maneuvering is still negligible, though.



Level of Service "C": This level of service still provides stable traffic flows, but at this volume and density level, most drivers are becoming restricted in their freedom to select speed, change lanes, or perform passing maneuvers.

BOTTLENECK STUDY

A Bottleneck Study was undertaken to identify and correct the most congested roadway intersections in Carrollton. Initially, a list of approximately 100 locations was developed for consideration of a detailed analysis. This list was reviewed by city staff and pared down to approximately 50 locations. The detailed study locations were then selected from this candidate list based on criteria and ranking procedures.

The criteria for the study consisted of volume to capacity ratios, accident rates, observed peak hour conditions, staff and citizen input, and observations of physical conditions at each candidate location. The criteria were then ranked. The ranking system was based upon point values assigned and weighted by the relative importance and accuracy of each criterion. Of the approximately 50 locations, the highest-scoring 60 percent of the intersections were deemed appropriate for further analysis.

Once the selection of the detailed study locations was made, additional data was collected for each of these intersections. This information was used to evaluate the current traffic conditions. It was also used in developing recommendations for improvements to correct any identified problems.

The results of these analyses were then reviewed to identify possible improvements that would relieve congestion, reduce delay, and improve the operation and safety of the intersections. Such improvements include:

- increased curb return radii;
- increased exclusive-use lane storage;
- additional right and left-turn lanes;
- signal timing improvements;
- intersection signalization;
- improved pavement surface, and restriping.

Using various combinations of these improvement types, a set of recommended improvements was developed for each study location. They were then reevaluated to determine how traffic conditions might be expected to improve.

In order to prioritize the recommended improvements, a criteria and ranking system similar to the one used in selecting the study locations was developed. This system relates the level of improvements at each location to their respective implementation costs.

To maintain a level of consistency in comparing "before" and "after" conditions at each location, the criteria were selected based upon measures of effectiveness common to all of the study locations. The criteria consisted of peak hour levels of service, accident rates, and determination of each location's relation to a particular corridor system. Each location was evaluated based upon these criteria for both existing and improved conditions.

The recommendations in the report were presented to the Traffic Advisory Committee. The Committee then prioritized the improvements. These priorities are shown on Map 14.

FUNDING THOROUGHFARE IMPROVEMENTS

There are many sources of funding for thoroughfare improvements. The burden of funding new street construction should not fall entirely on the city. Possible sources of funding are listed below.

City Bond Programs: Approximately every five (5) years, Carrollton develops a new bond program. A major part of this program is street improvement. After approval of the program by the citizens, the City Council determines when bond sales are made. This in turn increases taxes accordingly to pay for the bond indebtedness. Thoroughfare projects incorporated into the program usually include new streets, replacement and repair of inadequate streets, and bottleneck improvements at major intersections. Also included in the bond program are traffic signals and coordinated signal systems, street lights, and other similar projects.

County Bonds: Dallas County has developed a network of major streets which are considered to be important to the county as a whole. The county also develops a bond program every five (5) years to address these streets. During this process the city provides input and makes recommendations for projects they wish to be considered. Examples of county bond projects include Belt Line Road, west of Interstate Highway 35E; and Keller Springs Road, between Kelly Boulevard and Marsh Lane.

Federal and State Aid:

1. On a bi-annual basis, federal monies are passed through the State Department of Highways and Public Transportation for the Federal Aid Urban Systems program (FAUS). Cities work with the county and the state's district office to recommend projects for this program. This program may grow as a result of the completion of the Federal Interstate Program.
2. The Federal Aid Primary program (FAP) is funded by the Federal Department of Transportation. This funding is passed to the state for use on state highways that are not interstate highways. FM 2281 (Old Denton Road) and FM 544 are candidates for this type of funding. Projects are submitted by the city to the state for their consideration for funding. FM 2281, north of Rosemeade Parkway is funded through this program.
3. The Principal Arterial Street System (PASS) is a program which has just begun. This program is funded through the State Department of Highways and Public Transportation. The state offers to fund construction of city roadways that will supplement the Federal Interstate System as a reliever roadway network. The city submits projects that will meet the adopted criteria. The approved projects are selected directly by the state. An example of this program is the extension of Old Denton Road across Interstate Highway 35E, connecting with Luna Road at Belt Line Road.

Combination of State Department of Highway and Public Transportation/Dallas Area Rapid Transit Funding: In addition to the PASS program, the State Highway Commission

GOALS, OBJECTIVES, AND POLICIES

GOAL 1: A Transportation System Which Will Effectively, Efficiently, And Economically Meet The Existing And Anticipated Land Use Needs Of The Community, While Protecting And Enhancing The Quality Of Life.

Objective TP1.1: To develop a transportation planning process which addresses long-range needs, but emphasizes short-and mid-range problem solving.

Policy TP1.11: The city should maintain a long-range Thoroughfare Plan Map for the purpose of facility planning and right-of-way reservation and dedication.

Policy TP1.12: The city should require right-of-way dedication in accordance with the Thoroughfare Plan Map at the time of platting or replatting property within the city limits or the city's extraterritorial jurisdiction.

Policy TP1.13: The city should evaluate the Transportation Plan on a citywide basis every two years, and update the Plan when necessary.

Policy TP1.14: Amendments to the Thoroughfare Plan Map should be allowed between citywide updates only when essential to the future development of land, and when supported by a study of the system and fiscal impacts of the proposed change.

Policy TP1.15: Amendments to the Thoroughfare Plan Map should not be accepted solely as a means of mitigating negative traffic impacts of a proposed zoning change.

Policy TP1.16: The capacity of future thoroughfares should be based on anticipated needs as analyzed by accepted travel modeling and forecasting techniques.

Policy TP1.17: Orderly extensions of all arterial and collector streets, as shown on the Thoroughfare Plan Map, should be required. All other streets should be extended in a logical continuation, using standard engineering principals.

Policy TP1.18: The city should require right-of-way dedication for collector streets that are not shown on the Thoroughfare Plan Map in the undeveloped portions of the city, but are necessary for proper traffic distribution when the property develops.

3. Providing buffer zones where appropriate between transportation ways and adjacent areas.

Objective TP1.3: To create "protected" corridors for those arterial thoroughfares that are over-burdened with high daily traffic volumes.

Policy TP1.31: Where feasible, the city should develop grade separated intersections at those intersections where projected traffic volumes are greater than 90,000 trips per day.

Policy TP1.32: Grade separated intersections should be located primarily on arterial thoroughfares at the periphery of the city. This will allow for through-traffic to be channelled away from internal activity nodes.

Policy TP1.33: To minimize additional right-of-way acquisition, the city should depress the through-traffic lanes at grade separated intersections, where feasible.

Policy TP1.34: Where practicable, grade separations at the intersection of railroads and arterial thoroughfares should be constructed. This will aid in the unobstructed flow of traffic throughout the city.



ORDINANCE NO. 1779

AN ORDINANCE OF THE CITY OF FARMERS BRANCH, TEXAS, ADOPTING A CITY WIDE MASTER THOROUGHFARE PLAN FOR FARMERS BRANCH, TEXAS, PROVIDING GENERAL GUIDELINES, CONDITIONS AND POLICIES REGARDING THE ALIGNMENT OF STREETS; PROVIDING FOR A PENALTY NOT TO EXCEED TWO HUNDRED DOLLARS (\$200.00) FOR EACH OFFENSE AND DECLARING AN EMERGENCY.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FARMERS BRANCH, TEXAS:

SECTION 1. That the City of Farmers Branch, Texas hereby adopts a City Wide Master Thoroughfare Plan as provided herein and as set forth on Exhibit A attached hereto and made a part hereof for all purposes.

Said plan being labeled EXHIBIT "A" - City Wide Master Thoroughfare Plan, which is expressly incorporated into this ordinance.

SECTION 2. That the minimum street rights-of-way are established as follows:

- a. Four (4) lane undivided to be a sixty (60) foot minimum right-of-way.
- b. Four (4) lane divided to be an eighty (80) foot minimum right-of-way.
- c. Six (6) lane divided to be a hundred (100) foot minimum right-of-way except for portions of Welch Road between Langland Road and LBJ with a minimum ROW of 95 feet.
- d. Eight (8) lane divided to be one hundred and thirty (130) foot minimum right of way.

SECTION 3. That in regard to the adoption of a city wide thoroughfare plan by the Farmers Branch City Council that the City of Farmers Branch also adopt general guidelines concerning the implementation of the thoroughfare plan including.

a. ROW Acquisition

It shall be the general policy of the City of Farmers Branch to obtain ROW based on redevelopment through plating, site plan review, or re-zoning where possible.

Street ROW's where possible shall be obtained by acquiring equal portions of ROW along property lines located along a proposed street thoroughfare alignment. In the event the property is currently development, it would be considered desirable to obtain all or a greater amount of the needed ROW from properties currently undeveloped or that will be redeveloped.

The City will make every effort to minimize the negative impact of the construction of a city wide thoroughfare plan.

b. Prioritized Construction

The first stage for the various street improvements would always be the intersections improvements, i.e. better signalization, construction of right turn lanes, etc.

Develop more stringent guidelines for median openings and curb cuts on Midway, Inwood and Spring Valley. Restrict future construction of such openings in the future.

Restrict or prohibit parking on-street. Consider parking restrictions during peak traffic periods. Specific recommendations should be made by the Traffic Engineering Department.

As development warrants, consider making Simonton one-way westbound and portions of McEwen one-way eastbound, the two streets acting as a couplet. The easterly portion of McEwen would be two-way. Consider other one way street patterns before any additional capacity increases.

Any recommendations by the State Department of Highways and Public Transportation in regards to improvements to LBJ that are not compatible to the approved thoroughfare plan will require reconsideration of the existing thoroughfare plan.

Transportation Management Techniques such as ridesharing, carpools, vanpools, 4 day work week, staggered work hours and other demand management techniques will be encouraged and emphasized prior to construction of additional roadways.

In most cases, ROW's and street widths on undivided roadways are to remain as is. The City shall consider the need for expanded ROW's and street widths for Alpha, Welch, and McEwen east of Welch.

Alignments indicated on the city wide master thoroughfare plan are diagramatic only and may be shifted as redevelopment occurs.

Possible off site parking arrangements will be investigated by the city to compensate for elimination of parking and loading areas caused by the widening of Welch.

SECTION 4. The City Wide Master Thoroughfare Plan herein adopted shall be considered a guide for future development throughout the City.

SECTION 5. That any person, firm or corporation violating any of the provisions of this ordinance shall be deemed guilty of a misdemeanor and upon conviction in the Corporation Court shall be subject to a fine not to exceed Two Hundred Dollars (\$200.00) for each offense and each and every day such violation shall continue shall be deemed to constitute a separate offense.

SECTION 6. The fact that the City of Farmers Branch does not have an adequate city wide master thoroughfare plan for the City of Farmers Branch creates an urgency and an emergency in the preservation of the public health, safety and welfare, requires that this ordinance shall take effect immediately from and after its passage and the publication of the caption, as the law and charter in such cases provides.

DULY PASSED BY THE CITY COUNCIL of the City of Farmers Branch, Texas, on the _____ day of _____, 1988.

APPROVED:

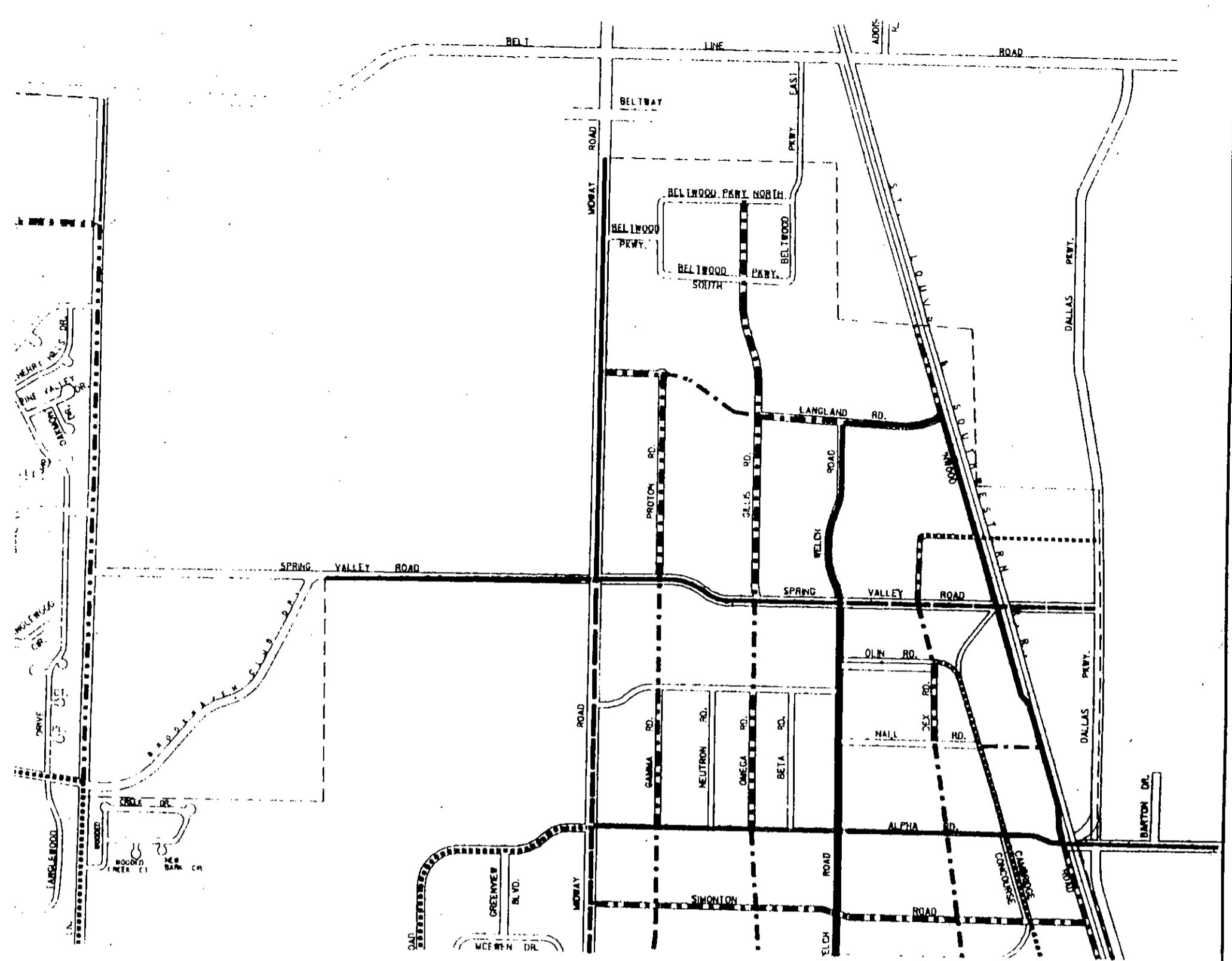
Mayor

APPROVED AS TO FORM:

ATTEST:

City Attorney

City Manager



THOROUGHFARE PLAN
CITY OF FARMERS BRANCH
ADOPTED BY CITY COUNCIL : JULY 12 ,1988
BY ORDINANCE 1779

CITY OF DALLAS

THOROUGHFARE PLAN UPDATE

**DEPARTMENT OF TRANSPORTATION
CITY HALL (ROOM 5CS)
DALLAS, TEXAS 75201
PHONE: (214) 670-4020**

CITY OF DALLAS
THOROUGHFARE PLAN UPDATE

Revision: October 22, 1990

DEPARTMENT OF TRANSPORTATION
CITY HALL (ROOM 5CS)
DALLAS, TEXAS 75201
PHONE: (214) 670-4020

ACKNOWLEDGEMENTS

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Harriet Miers (At-Large)
Diane Ragsdale, Deputy Mayor Pro Tem
Charles Tandy
Dean Vanderbilt

Glenn Box
Craig Holcomb
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Al Lipscomb
Lori Palmer
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EXECUTIVE SUMMARY

INTRODUCTION

The City of Dallas Thoroughfare Plan has not been comprehensively reviewed and updated on a city wide basis since it was adopted by the City Council in 1965. This 25-year period has been one of dramatic growth, development, and change in the economic, physical, and political fabric of the City.

Need for Re-evaluation of the Plan

Not only has the City of Dallas changed dramatically in the 25 years since the last comprehensive evaluation of the Thoroughfare Plan, but there have, also, been a number of trends that were not anticipated at that time. The 1965 Plan did not fully anticipate certain land use patterns, including the development of urban and suburban activity centers, rapid growth in the suburbs, development of the exurbs, and the stabilization of inner city neighborhoods. As a result of the Planning Policies in 1984, it became clear that maintaining mobility through an adequate system of thoroughfares was essential to insure the future development and vitality of the City, its economic base, and the quality of life of its citizens. In July 1986, Council Resolution #862332 authorized the City Manager to develop and prepare a new Thoroughfare Plan.

Purpose of the Plan

The legal requirements for the Thoroughfare Plan are governed by the City Charter and the Development Code. Administratively, the Thoroughfare Plan serves a number of functions. It is the blueprint that establishes terminology, standards, and general principles and guides decision-making for all aspects of roadway planning, funding, construction, reconstruction, operation, and maintenance. It, also, serves as a long-range tool to identify 20 year needs in urbanized areas and establishes an appropriate roadway pattern for undeveloped areas.

Historical Perspective

The history of thoroughfare planning at the City of Dallas probably began with the Kessler Plan in 1911, and continued with the Ulrickson Plan in 1927, the Harland Bartholomew Plan in 1943, the Master Plan Committee report in 1957, and the first Thoroughfare Plan adopted by ordinance in 1965.

Geographic Area Concerns

Like other major cities, Dallas has experienced several different phases of development since its beginnings in the mid-1800's. The character of development may be significantly different from one part of the City to another depending on when the area developed and the popular land development trends of that era. It is to be expected that in a city of almost 400 square miles that different communities in Dallas would have different views of transportation planning and priorities for improving mobility.

The inner-city neighborhoods, developed in the early part of the 20th century were designed on a dense grid system. However during the last 30-40 years, new neighborhoods developed around a one-mile grid of arterial streets. The problems described at community meetings have been as diverse as the neighborhoods themselves. However, one cohesive principle has been that neighborhoods should not be sacrificed by widening roads for the sake of mobility. Improvements should be focused on the arterial street system with emphasis on traffic management techniques for moving traffic around neighborhoods and managing traffic within them.

Construction versus Management

In its simplest terms, the traditional approach taken by transportation planners to solve existing and forecast transportation deficiencies has been to recommend the expansion of the system to accommodate the growing automobile demand.

In recent years, however, several factors have brought about a nationwide shift from the traditional approach to capacity problems. This shift toward conservation of financial, energy, and environmental resources has resulted in a new management and efficiency ethic which emphasizes cost-effective, short-range, service-oriented, solutions to transportation problems and recognizes the validity of mass transit, bicycling, and walking as alternatives to the automobile.

The transportation planning process in Dallas, as in many other urban areas, reflects a persistent tension between the traditional long-range, facility-oriented approach to solving transportation problems and the recent shorter-range, service-oriented approach. It is within this context of competing transportation planning philosophies that the new Thoroughfare Plan for Dallas has been formulated. The development of this plan recognizes the validity of each transportation planning viewpoint in terms of practical application to solving Dallas' problems. The new plan recognizes that some capacity deficiency problems can only be solved with new construction, while others must be solved with TSM-type improvements.

Focus of Transportation Planning for the 1990's:

- **Freeways** -- the highway department plans to widen or rebuild seven critical freeway corridors in Dallas in the next 10-15 years. The next five years will be critical to the development of a community consensus on the design of these freeways.
- **Regional Arterials** -- fourteen arterial corridors have been identified for coordinated application of traffic management measures. These thoroughfares carry high traffic volumes, serve major traffic generators, and have the potential to provide relief for the freeway.
- **Critical Intersections** -- intersections have been identified that have capacity deficiencies and/or safety related problems. These intersections require detailed evaluation to determine appropriate mitigation measures.
- **Flood Plains** -- several proposed roadways that cross various flood plains have significant cost and environmental implications. Further examination of the need for these roadways is appropriate.

FRAMEWORK

The four elements that form the framework for the Thoroughfare Plan are as follows:

- (1) Goals and Policies
- (2) Functional Classifications
- (3) Dimensional Classifications
- (4) Maps and Listings

GOALS AND POLICIES

The ultimate goal of the Thoroughfare Plan is to improve the quality of life in the City by assuring safe, efficient, and convenient access to community resources. This is accomplished through the provision of

a street system at the lowest possible cost consistent with the protection of the health, safety, and general welfare of the community.

The goals, objectives, and policies for the Thoroughfare Plan were drawn from the 1983 Planning Policies, as well as concerns expressed by the Citizens' Advisory Committee, and comments from town hall and neighborhood meetings held at the beginning of the process.

Three basic goals form the foundation for the objectives and policies that will guide the development and implementation of the Thoroughfare Plan:

Mobility/Safety - The opportunity for all citizens to travel safely, conveniently, and quickly to any part of the City.

Quality - The protection and enhancement of the urban environment.

Efficiency - The ability to use transportation resources effectively and efficiently.

It is inherent in the application of these to a specific street that all of the goals cannot be equally achieved. When determining the proper plan designations, and subsequently making decisions regarding design/construction, operation, and maintenance of the street, factors such as historical context and community values must be carefully examined to establish the proper weight for each goal when they are in conflict.

FUNCTIONAL CLASSIFICATION

Functional classification is the process by which streets are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently. Since most travel involves movement through a network of roads, it is necessary to determine how travel can be channeled within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by identifying the part that any particular road will play in serving the flow of trips through a street network. The basic functional classes are as follows:

- Arterial Streets--Arterial streets provide the links between areas of the cities. They typically define neighborhoods and serve the main function or movement from one part of the city to another.
- Collector Streets--Collector streets provide the links between the local streets and arterials. They penetrate neighborhoods and serve the function of collecting or distributing traffic between the arterial and local streets.
- Local Streets--Local streets are usually contained within a neighborhood and provide access to adjacent property which is the origin or destination of every trip. The local streets serve the function of internal circulation for all types of development.

DIMENSIONAL CLASSIFICATION

Dimensional classification establishes the basic physical dimensions of a thoroughfare, including the number of lanes, right-of-way width, and pavement width. The dimensional classification that is applied to a road in the plan determines the design configuration for the road when it is funded for construction or

reconstruction. The plan contains four dimensional classification categories: (1) standard, (2) minimum, (3) existing, and (4) special roadway sections:

- **Standard Roadway Sections**--Standard roadway sections are based on desirable criteria as defined by current state-of-the-art in transportation engineering. The standard sections should be used in all newly developed areas, and wherever possible, in existing areas.
- **Minimum Roadway Sections**--Minimum roadway sections are based on desirable criteria as defined by current state-of-the-art in transportation engineering. The standard sections should be used in all newly developed areas, and wherever possible, in existing areas.
- **Existing Roadway Sections**--Thoroughfares that do not meet the dimensional requirements of the standard or minimum roadway sections may be retained with their existing pavement and right-of-way width if no change is desirable due to community concerns or physical constraints.
- **Special Roadway Sections**--Special roadway sections are defined on a case-by-case basis when a unique design is needed that does not fit within either the standard or minimum categories. Circumstances warranting a special roadway section might include a five-lane roadway, one-way streets, or other types of alternatives.

MAPS AND LISTINGS

A map of the new Thoroughfare Plan and the specific street segment listings for the Thoroughfare Plan are found in the final section of this report. Streets are listed alphabetically with the limits of the street segment, the proposed functional and dimensional classifications, the existing cross sections, and the old plan designation.

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1 BACKGROUND

1.1 INTRODUCTION

1.1.1 Need for Reevaluation of the Plan

The City of Dallas Thoroughfare Plan has not been comprehensively reviewed and updated on a city wide basis since it was adopted by the City Council in 1965. This 25-year period has been one of dramatic growth, development, and change in the economic, physical, and political fabric of the City.

The 1965 Plan did not fully anticipate several important trends that have played a critical role in shaping land use and traffic patterns over the past two decades:

Urban and Suburban Activity Centers

Although the Central Business District has remained a strong employment center, there has been a trend toward decentralization of employment to urban and suburban activity centers such as the Parkway Center, Park Central, Preston Center, and Market Center areas. Commercial activity centers put a tremendous strain on the thoroughfare system if the street plan and road improvement schedule are not adjusted to respond to the concentration of development.

Suburban Growth

Residential and commercial development has occurred more rapidly than expected in the northern half of the City and in the surrounding suburbs. The City had lagged behind land development in the construction of thoroughfares to serve this area, but in recent years has caught up. However, since Dallas is a strong employment center, the magnitude of suburban development contributes to congestion on City streets and, especially, on the freeway system.

Stabilization of Inner City Neighborhoods

Dallas has seen a renaissance in many of its inner city communities. Instead of wholesale redevelopment of these areas to higher densities, there has been a strong movement toward the stabilization and renovation of inner city neighborhoods in East Dallas, Oak Lawn, Oak Cliff, and others. The renewed interest in inner city neighborhoods and lifestyles reflects changing community values that are essential to include in the thoroughfare planning process.

In response to the pressures of growth in the early 1980's and a desire to protect and enhance the best features of Dallas, the City Council adopted a set of comprehensive Planning Policies in July 1984. This document contains over 140 policies which are intended to guide the development of the City in the areas of transportation, housing and neighborhoods, development standards, and public infrastructure. One of these policies specifically calls for the preparation of "a citywide growth policy plan, which generally defines growth centers, stable areas and redevelopment areas, as well as the major transportation infrastructure improvements needed to support the plan," see Appendix A.

In July 1986, the City Council acknowledged that maintaining mobility through an adequate system of thoroughfares is essential to insure the future development and vitality of the City, its economic base, and the quality of life of its citizens. Council Resolution #862332 authorized the City Manager to develop and prepare a new Thoroughfare Plan.

Administratively, the Thoroughfare Plan serves a number of functions and purposes.

Functions:

- Identifies general alignment of thoroughfares.
- Specifies right-of-way requirements and protects it through the platting and building permit processes.
- Specifies basic design elements such as pavement width, parkway width, and median width.
- Identifies the relative importance of thoroughfares and their role in providing mobility.
- Establishes a philosophy for the development of the thoroughfare system on a citywide basis and for particular areas with special concerns.

Purposes:

- To facilitate communication between city staff, elected and appointed officials, and the community.
- To facilitate effective design, operation, and maintenance of the primary road system.
- To assist citizens in making decisions about the location of their home or business, and the disposition of property.

the business section to the various residential sections." The first project recommended by the plan was Central Boulevard, later upgraded to Central Expressway.

In 1943, the firm of Harland Bartholomew & Associates was hired to prepare a master plan for the City of Dallas. The Bartholomew Plan was the first application of modern transportation planning techniques to Dallas' problems. Existing traffic volumes were depicted on a traffic flow map, and future automobile registration was estimated from past trends. Two of the major aspects of the Bartholomew Plan were the recommendation of a street system having a one-mile grid of major thoroughfares and the emphasis on basic principles of street planning. Among these basic principles was the idea of functional classification of roadways.

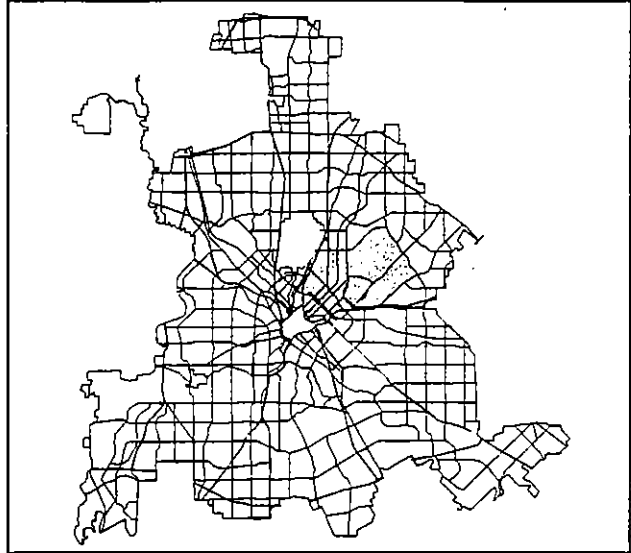
Interestingly, the Bartholomew Plan shows the "possible limits of future urbanization" along a line about a mile outside of the current location of Loop 12. The plan estimated that there might be as many as 220,000 passenger cars in the Dallas area by 1970; in fact, there were almost 918,000 vehicles registered in Dallas County in 1970.

The next major plan for thoroughfares was in 1957, when the Master Plan Committee issued its report, "Thoroughfares - A Master Plan Report." This report followed the development of traffic planning techniques by considering population, employment, land use, traffic volumes (existing and future), travel times, and trip origins/destinations in a quantitative manner. The 1957 Plan came closer to predicting the growth in the

East Dallas

East Dallas is generally bounded by North Central Expressway, Mockingbird Lane, Buckner Boulevard and East R.L. Thornton Freeway. It is composed primarily of residential land uses with higher density commercial developments along the North Central Expressway corridor.

The East Dallas community has been particularly concerned about thoroughfare planning for their area; during the last decade, residents have strongly opposed any street widenings. A report issued by the East Dallas Thoroughfare Task Force (1980), a group of business and resident representatives, is a good source of the community's feelings toward thoroughfare planning. Their position is that the existing pavement widths are adequate to serve peak traffic demands generated by residential and commercial development in the community. Major street widenings would only increase the amount of through traffic, disrupt existing business and residential uses, and increase pressures for higher density redevelopment. One of their strongest points of contention is that "focusing" traffic on a few streets, as is done in suburban areas, is inappropriate in older East Dallas. Many feel that spreading traffic out over more streets is more appropriate for handling traffic in East Dallas where a denser grid pattern of roads exist. The Task Force recommended that traffic flow be improved within existing pavement widths by utilizing reversible lanes, better signalization, intersection improvements, better maintenance, management of on-street parking, removal of sight restrictions, and improved public transit. One-way couplet systems were specifically identified as an inappropriate tool for addressing traffic problems.



East Dallas

The Deep Ellum area on the southern edge of East Dallas has been the focus of recent attention because of its potential for redevelopment. While most of the land use has been warehousing and light industrial, the area is attracting a large variety of uses including retail, restaurants, and housing. To encourage the creation of this urban neighborhood, transportation planning has sought to balance roadway capacity needs against the desire to preserve existing buildings. The proposed CBD/Fair Park Link and Canton Street have been identified as the roadways intended to carry through traffic; other streets should primarily provide circulation and access to adjacent properties.

The 1965 Thoroughfare Plan was amended significantly in the 1980's to protect East Dallas from road widenings. A commitment was made early in the development of this plan that no road projects would be proposed that contradict the Council's decisions in recent years. Based on input from community meetings, staff has attempted to translate as directly as possible the current Thoroughfare Plan classifications into the new terminology defined for the Update.

Oak Lawn

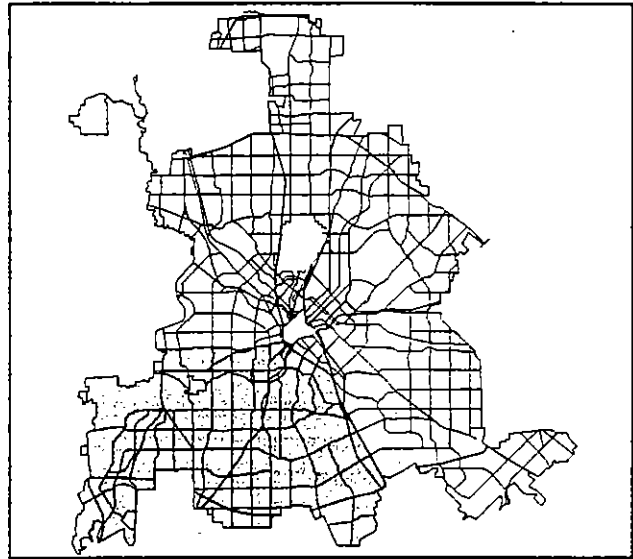
Oak Lawn is generally bounded by North Central Expressway, Woodall Rodgers Freeway, Harry Hines, Inwood Road, and the town of Highland Park. Adjacent to Oak Lawn on the west is Love Field Airport. This area probably contains the most varied mix of land uses in the City, containing large industrial and warehousing area, high rise office towers, a municipal airport, and a full range of housing types. Due to the

Oak Cliff

This expansive region includes all of Dallas south of the Trinity River and west of Interstate 45 South. Inside Loop 12, the arterial street system is fairly well developed and has substantial excess capacity. The most prominent missing thoroughfare link is the Cockrell Hill/Chalk Hill connection.

The Southwest Dallas Land Use Study (1988) recommended that the Thoroughfare Plan minimize impacts on residential neighborhoods and promote economic development through access improvements. In addition, the study emphasizes that land use development should be coordinated with thoroughfare and transit improvements.

The North Oak Cliff residential areas have stabilized in recent years and many homes are being successfully renovated. Because of its proximity to the downtown area, there is a desire to capitalize on linkages to the CBD and encourage multi-use developments along the Trinity River near the Houston and Jefferson viaducts. Land use densities for such developments should be matched with the available capacity in the thoroughfare system.



Oak Cliff

Retail development has done well in the Redbird area along I-20 Freeway and US Highway 67. In addition, a substantial amount of other commercial development is being actively planned by property owners all along I-20. The Thoroughfare Plan has been amended several times in this area during the 1980's to address the potential for new commercial and residential development (e.g., the Mountain Creek Villages).

South Dallas/Fair Park

The South Dallas/Fair Park Study identified primarily economic development goals for this area. Most of the thoroughfares are in place and do not require major new construction. Some roads are in need of rehabilitation and may require traffic management strategies once this area redevelops. There is currently a Fair Park Traffic Management Study that is being reviewed by City staff. This plan recommends some significant changes in the major roadway network in and around Fair Park, many of which have been incorporated into the new Plan.

Pleasant Grove

The Pleasant Grove area is for the most part a well developed residential community. The arterial street system needs to be aggressively maintained and improvements made to substandard roadways (e.g., Military Parkway). The Trinity River crossings that were included in the 1965 plan, but have not been built (Linfield/Elam and Simpson Stuart/Rylie), need further study to determine their relative cost effectiveness and to minimize impacts on the flood plain.

1.2 PLANNING APPROACH

1.2.1 Traffic Trends

Many of the land use and travel trends that have characterized the last three decades will continue to influence traffic patterns and levels of service in the years to come. The emergence of urban and suburban activity centers, rapid suburban growth, and revitalization of inner city communities all encourage a complex pattern of trip-making that is best supported by the private automobile.

Land Use Patterns/Auto Dependence

Over the last thirty years, the City of Dallas has experienced several periods of tremendous development activity. The City has grown from a 1960 development pattern with commercial development concentrated in Dallas' CBD to a metropolitan area with multiple concentrations of moderate density commercial and industrial development. During this time, suburban communities have also experienced significant growth.

Some communities, like Mesquite, Lancaster, Duncanville, and Desoto do not have significant employment bases and, therefore, generate substantial work trips into Dallas. Other suburban areas, such as Irving, Plano, and Richardson are quickly developing their own employment bases, and are beginning to attract work trips from Dallas. Multi-nodal development creates complex travel patterns which emphasize the private automobile and are more difficult to predict.

One of the most critical of the factors contributing to the traffic problems that plague many of the major arterial streets in Dallas is the continuing rate of increase in automobile ownership per household and per capita in the urban area. The flexibility, convenience, and relatively low cost of operating an automobile has contributed significantly to its attractiveness. The availability of the automobile to the majority of the population permits a wider choice of residential location with respect to employment location. This contributes to low-density suburban type development, out-migration, and hence, to greater travel distances between home and work.

According to the Texas Transportation Institute (TTI), Dallas' residents have the third highest rate of vehicle miles traveled per day in the United States. The choice of the automobile as the preferred mode of travel, accompanied by increased transit fares and reduced service, led to a decline in mass transit ridership in the 1960's and 1970's. Even with a modest reversal of the trends in the last five years, transit riders today comprise less than five percent of all person trips made in Dallas daily.

The characteristics of routine daily travel within Dallas have further contributed to the current capacity shortage on the major street system. As automobile ownership increased and as home origins and work destinations spread in distance and direction, average automobile occupancy for the routine home-to-work trip dropped.

The current vehicle occupancy rate during peak commuter hours is 1.13 persons per automobile, a twelve percent drop from 1974. Inexpensive or even free long-term parking at employment destinations, including the CBD, has encouraged the use of the private automobile for commuting. Traditional and often inflexible hours of business for employees have also contributed to capacity deficiencies on the major street system by producing pronounced peak periods of congestion.

public health effects of air pollution from transportation sources were also expressed. Most significantly, however, the energy crisis which began with the oil embargo of 1973-74 precipitated a general public rethinking of the previously unquestioned commitment to the automobile and pointed out the imbalance in the transportation systems in most urban areas.

The shift in both public policy and individual behavior toward conservation of financial resources, energy, and the environment has resulted in a new management and efficiency ethic, one which emphasizes cost-effective, short-range, service-oriented, solutions to transportation problems and recognizes the validity of mass transit, bicycling, and walking as alternatives to the automobile. This shift in public policy became institutionalized as the transportation system management (TSM) concept, first delineated in federal regulations in 1975.

The transportation planning process in Dallas, as in many other urban areas, reflects a persistent tension between the traditional long-range, road building approach to solving transportation problems and the recent shorter-range, roadway management approach. It is within this context of competing transportation planning philosophies that the new Thoroughfare Plan for Dallas has been formulated.

The development of this plan recognizes the importance of each transportation planning viewpoint in terms of solving Dallas' problems. The new plan recognizes that some problems can only be solved with new construction, while others must be solved with TSM-type improvements. The plan also recognizes that some problems can be solved by a creative combination of the two approaches.

1.2.3 Future Directions

The primary objective of the Thoroughfare Plan is to enable the urban street system to be progressively developed in a manner which will adequately serve anticipated future travel demands while creating a pleasing and efficient urban community. For this reason, road planning is an ongoing activity; all elements of the transportation system should be regularly monitored to identify deficiencies and opportunities to improve our mobility.

The following categories represent the two primary emphases for future development of the transportation system in Dallas:

- Facility Construction
 - » Freeway/Tollway Project Coordination;
 - » Dallas Area Rapid Transit (DART); and,
 - » Capital Improvement Planning--Bond Project Priorities.
- Facility Management
 - » Special Studies/Bottleneck Removal; and,
 - » Development of Regional Arterials.

FACILITY CONSTRUCTION

A comprehensive transportation system consists of many elements which serve a variety of transportation needs. New construction and reconstruction of transportation facilities will play an important role in meeting Dallas' mobility needs. In addition to completing the thoroughfare system, we need to work diligently in the following areas: (1) extensive reconstruction and expansion of the freeway system, and (2) implementation of a regional transit system (DART).

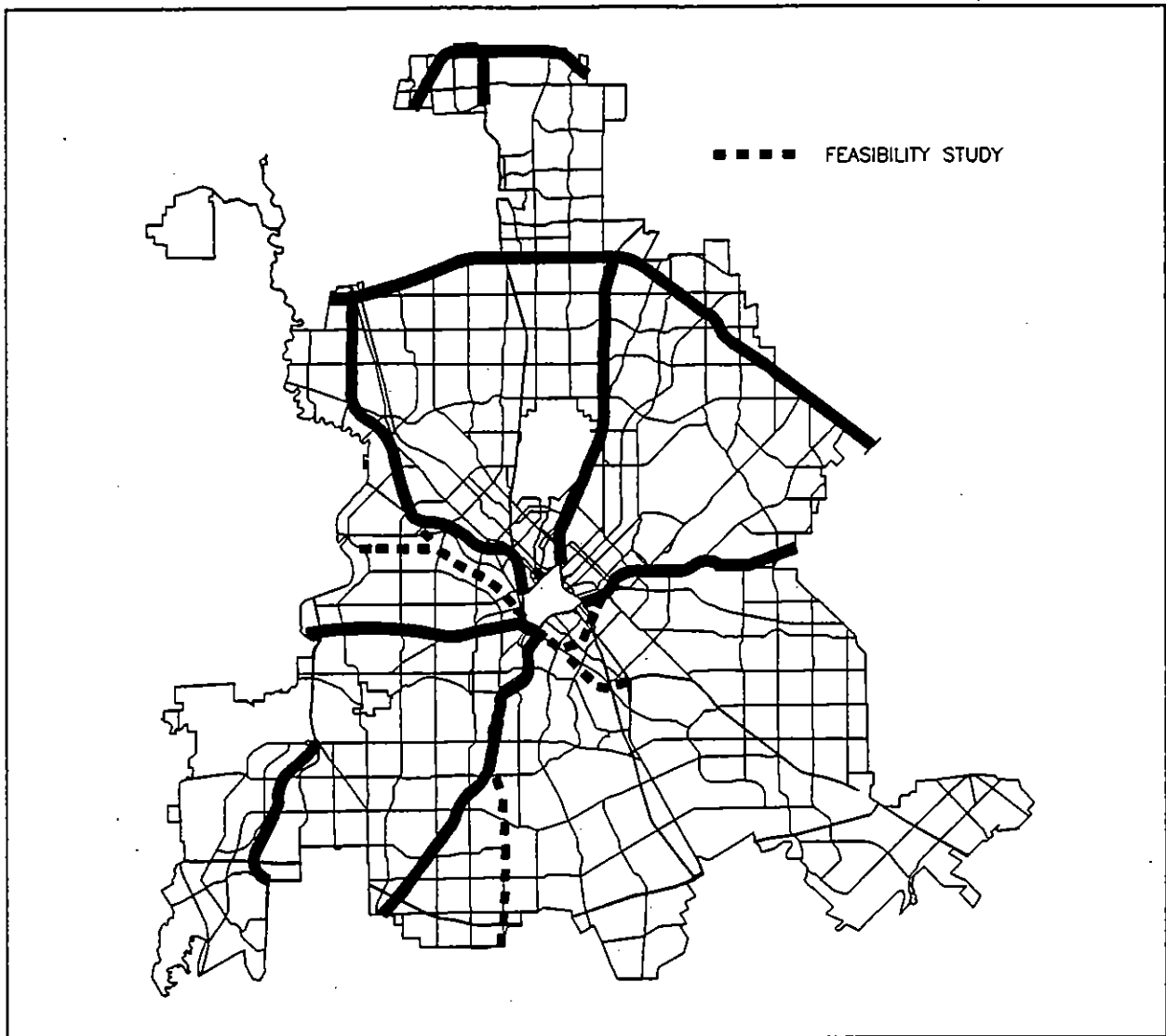


Figure 1. Planned Freeway/Tollway Projects

Dallas Area Rapid Transit (DART)

Adding to the future attractiveness of transit usage is the scheduled implementation of the DART system plan which includes 66 miles of light rail transit, 37 miles of high occupancy vehicle (HOV) lanes, 18 miles of commuter rail, commuter bus service to complement and support the fixed guideway system, demand responsive service using vans for senior citizens and the physically handicapped, and circulation systems, possibly consisting of small buses, trolleys, vans or mono-rail in major activity centers such as the Dallas Central Business district, Las Colinas, and the Parkway Center area. The starter system for this plan, 20 miles of rail transit, is expected to be completed by 1996.

Capital Improvement Planning--Bond Project Priorities

Past bond programs have traditionally focused on new road construction. In future programs, there will be additional pressures to fund reconstruction/rehabilitation of roads and coordinated traffic management

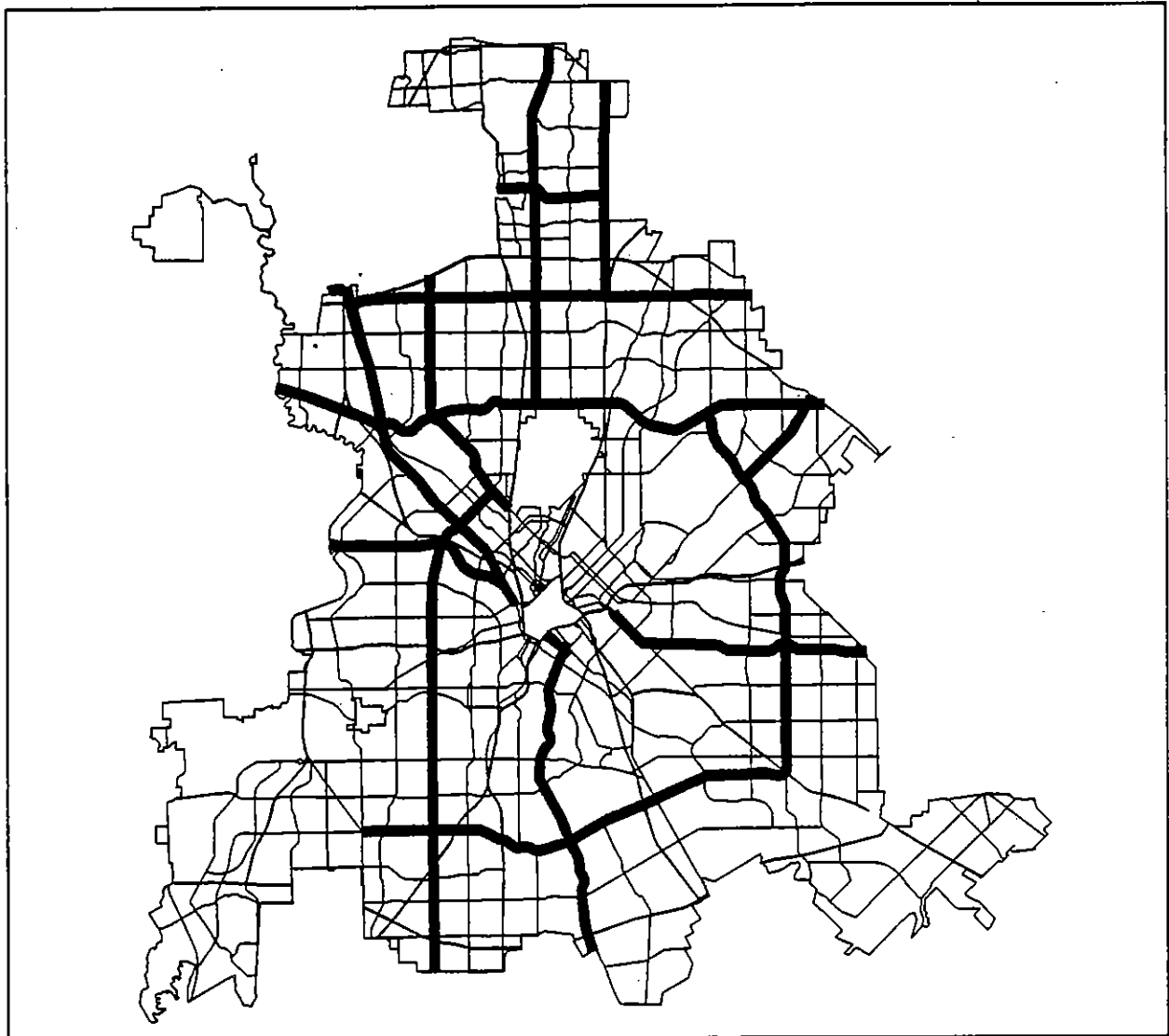


Figure 2. Suggested Principal Arterials for Detailed Corridor Analyses

In order to maximize the capacity of the thoroughfare network, the City should focus on the development of a regional arterial system, in a coordinated plan with other jurisdictions. Each regional arterial corridor has unique opportunities and constraints; a separate study would be required to determine an optimum improvement strategy for each corridor. Figure 2 depicts principal arterials and Appendix D lists intersections suggested for detailed corridor analyses:

Additional studies that have been identified as part of this plan update include studies of unbuilt roadways in the Trinity River Flood Plain, and other environmentally sensitive areas. These roadways are part of the 1965 Thoroughfare Plan, but would be very expensive and may not be warranted based on current travel forecasts. Staff will evaluate these lines in the North Central Texas Council of Government's (NCTCOG'S) Regional Arterial Needs Assessment Study to determine their cost effectiveness. These roadways are identified on the Plan maps with open circles.

- Policy M1.1: Provide a hierarchy of street types based on the function(s) the street must perform. (P-4.34)
- Policy M1.2: Base capacity of future thoroughfares on anticipated need as analyzed by accepted travel modelling and forecasting techniques. (P-4.33)
- Policy M1.3: Protect needed right-of-way through the Thoroughfare Plan by establishment of right-of-way standards, building setback lines and dedication of public right-of-way during the development review process. (P-4.31)
- Policy M1.4: Encourage maximum use of existing transportation facilities. (P-3.13)
- Policy M1.5: Balance citywide access and mobility objectives with neighborhood business and residential land use objectives. (P-3.13)
- Policy M1.6: Consider all standard TSM techniques (minor widenings, signal improvements, channelization, parking restrictions, contraflow/reversible lanes, high occupancy vehicle lanes, etc.) when examining alternatives for additional capacity. (P-4.37)
- Policy M1.7: Provide for goods movement through the identification of truck routes that minimize impacts on residential communities.
- Policy M1.8: Update the plan periodically in order to be responsive to changes in land use, travel demand, and community priorities.
- Objective M2.0: Provide access and mobility through a balanced transportation system. (O-4.3)
- Policy M2.1: Reduce reliance on the private automobile by encouraging development at designated growth centers which have a full range of existing or funded transportation services. (P-3.11/P-3.12)
- Policy M2.2: Work with DART to actively pursue the implementation of a high quality transit system as quickly as possible. (O-4.1/P-4.11)
- Policy M2.3: Manage traffic demand by encouraging carpooling, vanpooling, remote parking, transit usage, alternative work hours, mixed use development, and other system management measures. (P-3.23)
- Policy M2.4: Use parking as a tool to promote transit and ridesharing through pricing strategies and management of the parking supply. (G-5/O-5.1/P-5.24)
- Policy M2.5: Coordinate with the bicycle plan to minimize conflicts between bicycles and other vehicles and to promote bicycles as an alternative travel mode.
- Policy M2.6: Encourage Council-approved highway improvements to assure regional mobility and access to intrastate and interstate services. (P-1.13)

2.1.3 Goal 3: Efficiency

**The ability to use transportation resources
effectively and efficiently.**

- Objective E1.0: Utilize existing thoroughfare resources effectively and provide new thoroughfare capacity at the least possible social, economic, and environmental cost.
- Policy E1.1: Follow established engineering criteria to assure safety, efficiency, sound environmental practice, and cost effectiveness in thoroughfare design. (P-4.32)
 - Policy E1.2: Develop programs to monitor pavement condition and the operation of the transportation system.
 - Policy E1.3: Develop technical evaluation methodologies for prioritizing new construction and maintenance of existing transportation improvements.
 - Policy E1.4: Coordinate transportation improvements with development schedules. (O-3.2)
 - Policy E1.5: Coordinate private sector participation in development-related transportation improvements commensurate with the impact of private development on the transportation system. (P-3.22/P3.32)
 - Policy E1.6: Require City Council review of transportation improvement projects to establish priorities prior to inclusion in any funding program. (P-4.38)
 - Policy E1.7: Establish a funding mechanism to provide continued improvements to and maintenance of completed thoroughfares, elimination of critical bottlenecks, and traffic signal timing synchronization. (P-4.39)
- Objective E2.0: Improve coordination of road planning, capital expenditures, and operations with state and local jurisdictions to ensure adequate capacity and compatible design. (O-1.1/O-1.2/O-1.3)
- Policy E2.1: Provide strong City participation in the Regional Transportation Council of the North Central Texas Council of Governments. (P-1.11)
 - Policy E2.2: Establish mechanisms for coordination of transportation activities between the City of Dallas and other agencies/jurisdictions. (P-1.12/P-1.15)
 - Policy E2.3: Coordinate City funding schedules for transportation improvements with other agencies/jurisdictions. (P-1.21)
 - Policy E2.4: Encourage Dallas, Collin and Denton Counties to establish a priority system for transportation improvements consistent with City priorities. (P-1.22)
 - Policy E2.5: Encourage traffic signal coordination with adjacent local jurisdictions. (P-1.33)
 - Policy E2.6: Ensure that road planning meets bus movement needs through cooperation with the Dallas Area Rapid Transit Authority. (P-1.14/P-1.23)

Related to the idea of functional classification is the dual role that the roadway network plays in providing access to property and travel mobility. The primary function of local streets is to provide access to adjacent property, while arterial streets emphasize a high level of mobility for through traffic movement. Regulation of access is necessary on arterials to enhance their primary function of mobility. Collector streets provide a balance between access to adjacent properties and traffic mobility. This scheme is illustrated conceptually in Figure 3.

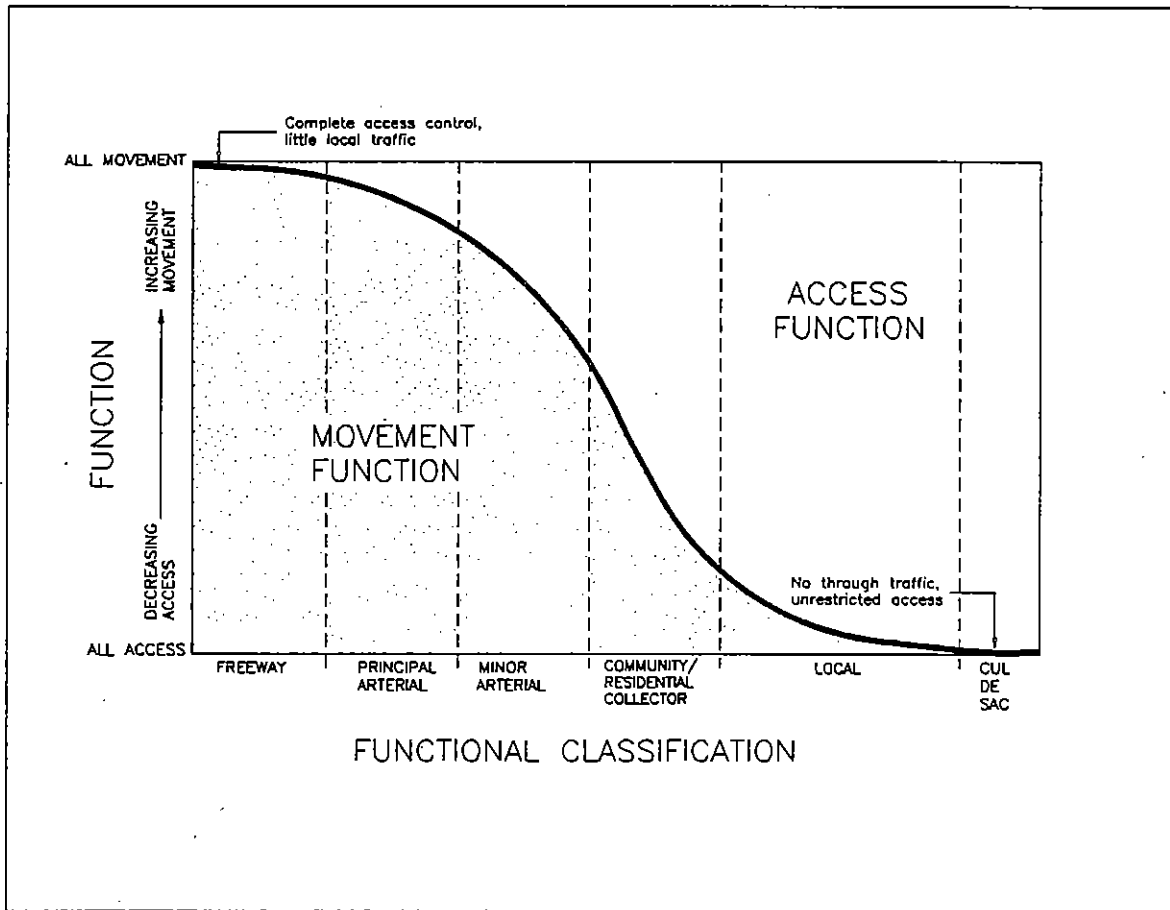


Figure 3. Functional Classification: Relationship of Access to Mobility

	Designated Thoroughfares				Undesignated Roadways ²			
	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COMMUNITY COLLECTOR	RESIDENTIAL COLLECTOR	LOCAL			
FUNCTION	Backbone of the street system; Mobility function is primary; Access function is minor; Serves long trip lengths	Provides route and spacing continuity with principal arterials; Mobility function is still primary; Access function is secondary; Serves moderate trip lengths	Collects/distributes traffic between local streets and arterial systems; Mobility and access functions are balanced; Serves short trip lengths	Collects/distributes traffic between local streets and arterial system; Mobility and access functions are balanced; through traffic is undesirable; Serves short trip lengths	Remainder of surface streets; Access is primary; Through traffic is undesirable; Serves short trip lengths			
SYSTEM CONTINUITY	Regional Continuity; Connects with freeway system; Crosses several community boundaries	Community continuity; Connects with freeway and arterial systems; Usually does not cross community boundaries	Neighborhood continuity; Connects to arterial system; May extend across arterials	Neighborhood continuity; Connects to arterial system; Usually does not extend across arterials	Discontinuous			
ROADWAY LENGTH	Greater than 5 miles	2 to 5 miles	1/2 to 2 miles	1/2 to 2 miles	Less than 1 mile			
TRAFFIC VOLUME ¹	>3500 vehicles/lane/day 8 lanes: >26,000 vpd 6 lanes: >21,000 vpd 4 lanes: >14,000 vpd	2500 to 5000 veh/lane/day 6 lanes: 15,000-30,000 vpd 4 lanes: 10,000-20,000 vpd 2 lanes: 5,000-10,000 vpd	1250 to 3500 veh/lane/day 4 lanes: 5,000-14,000 vpd 2 lanes: 2,500-7,000 vpd	1250 to 2500 veh/lane/day 4 lanes: 5,000-10,000 vpd 2 lanes: 2,500-5,000 vpd	<1250 veh/lane/day 2 lanes: <2,500 vpd			
SPACING	1 to 2 miles	1/2 to 2 miles	1/2 mile from other thoroughfare	1/2 mile from other thoroughfare	300 to 500 feet from other streets			
NEIGHBORHOOD RELATIONSHIP	Usually defines boundaries	Usually defines boundaries	Traverses boundaries	Usually internal to one neighborhood	Internal to one neighborhood			
DIRECT LAND ACCESS	Restricted; Some movements may be prohibited; Driveway spacing and number strictly controlled	Restricted; Some movements may be prohibited; Design controls are used to ensure safety	Design controls are used to ensure safety; limited regulation	Design controls are used to ensure safety	Design controls are used to ensure safety			
POSTED SPEED	30-45 mph	30-40 mph	30-35 mph	30 mph	30 mph			
PARKING	Restricted	Restricted	Permitted	Permitted	Permitted			
THROUGH TRUCK ROUTES	Permitted	Permitted in commercial area	No	No	No			
BUS ROUTES	Yes	Yes	Yes	Yes	Not Encouraged			
BICYCLE ROUTES	Not recommended	Not recommended	Limited	Encouraged	Encouraged			
SIDEWALKS	Yes	Yes	Yes	Yes	Yes			

¹The symbol "s" means "greater than" and the symbol "v" means "less than"; "vpd" means "vehicles per day"
²Residential Collectors are only designated on the Thoroughfare Plan if they do not yet exist or have a substandard pavement width.

Table 3. Typical Characteristics of Functional Classifications

The network formed by principal arterials is fully interconnected, and provides links to the freeway system and to areas outside the City.

Geometric design and traffic control measures are used to enhance the movement of through traffic on principal arterials, while access to abutting property may be restricted, or managed, to protect the traffic carrying capacity of the roadway. Access to abutting land is subordinate to the provision of travel service for major traffic movements.

Minor Arterial Thoroughfares

Minor arterial streets interconnect with and augment the principal arterial network. They serve traffic with a smaller geographic area of influence, accommodate trip lengths of moderate length, and offer greater opportunities for emphasis on land access than the principal system. The minor arterials carry significant through traffic volumes and are needed to provide route and spacing continuity for the arterial system.

2.2.2 Collector Thoroughfares

The collector street system is divided into two sub-classifications, "community" collector and "residential" collector. They provide both land access service and traffic circulation within residential neighborhoods and commercial/industrial areas. They differ from the arterial system in that collectors penetrate neighborhoods, distributing trips from the arterials through the area to their ultimate destinations. Conversely, the collector street also collects traffic from local streets in neighborhoods and channels it into the arterial system. Collectors should accommodate short trip lengths, and do not typically extend across arterial thoroughfares or carry a high percentage of through trips. Although, in some circumstances collectors serve as a relief valve when the arterial system is congested. This can be minimized by providing an adequate arterial street system.

Traffic control devices may be installed to protect or facilitate traffic on a collector street. However, these controls normally would not be as elaborate as those on an arterial street, and may be absent entirely.

Community Collectors

Community Collectors serve both residential and commercial neighborhoods. The mobility and access functions of this type of collector are generally balanced. The effective operation of community collectors is critical to the access and circulation needs of the area they serve.

Residential Collectors

Residential collectors serve predominantly single family and multi-family neighborhoods. In some cases, a neighborhood served by a residential collector may also include a small amount of local serving retail. A roadway is only identified as a residential collector on the Thoroughfare Plan if it has a substandard pavement width and some improvement is desired by the community, or it is in an undeveloped/underdeveloped area and does not yet exist. Once a residential collector has been built to its planned width, its official thoroughfare designation will be removed and it will automatically be dropped from the Thoroughfare Plan maps.

Through traffic is generally undesirable on a residential collector and may be minimized through effective street design and appropriate traffic control measures. In newly developing areas, it is desirable to locate homes so that they "side" to a residential collector. However, in established residential neighborhoods

2.3.1 **Standard Roadway Sections**

Standard roadway sections are based on desirable criteria as defined by current state-of-the-art in transportation engineering. The standard sections should be used in all newly developed areas, and wherever possible, in existing areas. Elements incorporated into the standard cross sections are:

- lane width -- 12 feet
- median width -- 15 feet (where applicable)
- parkway width -- 10 feet desirable/8 feet minimum

2.3.2 **Minimum Roadway Sections**

Minimum roadway sections are based on the roadway sections that have been used to design and construct streets in the City over the past thirty years. These cross sections represent minimum dimensions and would be applied where the application of a standard roadway section is undesirable because of economic, environmental, community, or other constraints. Elements incorporated into the minimum cross sections are:

- lane width -- 10-11 feet
- median width -- 14-15 feet (where applicable)
- parkway width -- 7-10 feet

2.3.3 **Existing Roadway Sections**

Thoroughfares that do not meet the dimensional requirements of the standard or minimum roadway sections may be retained with their existing pavement and right-of-way width if no change is desirable due to community concerns or physical constraints. When a roadway is dimensionally classified as "existing", then its pavement will not be widened.

2.3.4 **Special Roadway Sections**

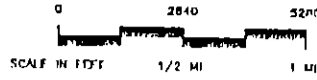
Special roadway sections are defined on a case-by-case basis when a unique design is needed that does not fit within either the standard or minimum categories. Circumstances warranting a special roadway section might include a five-lane roadway, one-way streets, or other types of alternatives. Special roadway segments can be found at the back of the Map and Listings Section.

CITY OF DALLAS THOROUGHFARE PLAN UPDATE



REVISED: JANUARY 23, 1991

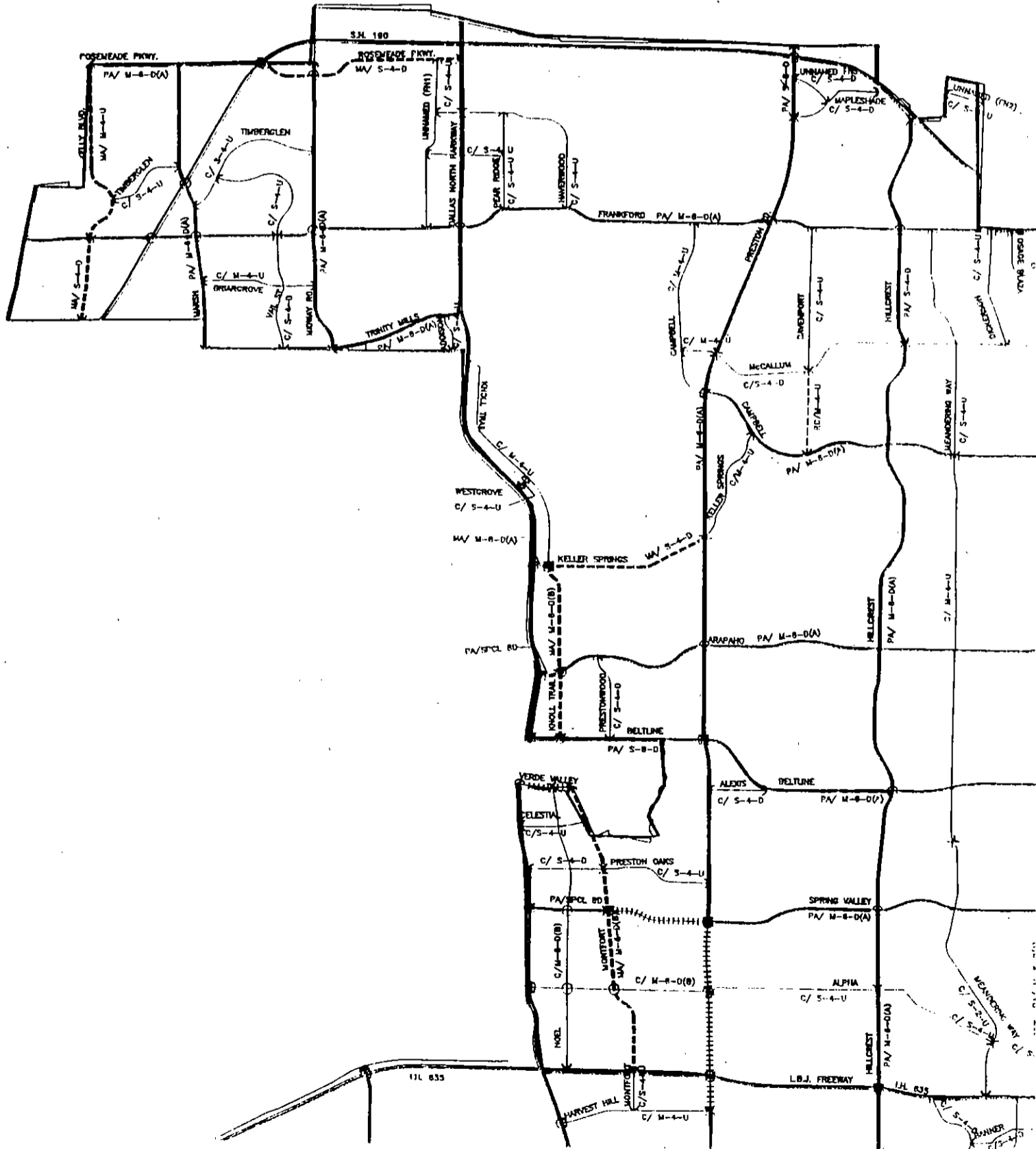
CITY OF DALLAS
DEPARTMENT OF TRANSPORTATION



LEGEND	
ABBR.	PROPOSED FUNCTION
PA	PRINCIPAL ARTERIAL
MA	MINOR ARTERIAL
C	COMMUNITY COLLECTOR
RC	RESIDENTIAL COLLECTOR
=====	FREEWAYS
- - - - -	CITY LIMITS
+++++	FURTHER STUDY
()	LINK LIMITS
⊕	INTERSECTIONS FOR IMPROVEMENT
○ ○ ○ ○ ○	FUTURE OPTIONS

FUNCTION	WIDTH	NUMBER OF LANES
PA	S	4
S	S	4
M	M	4
U	U	4
D	D	4

- * EXISTING = NO CHANGE IN PAVEMENT WIDTH
- * SPECIAL = SPECIAL PAVEMENT WIDTH OR LANE OPERATION



Thoroughfare Committee

October 28, 1991

6:30 P.M. Town Hall

Lynn Spuill

Kent Hope

Robin Jones

John Baumgartner

J.B. Kline

Wayne Ginn

Andy Anderson

Jim Alexander

John Branch - Chairman

"Issues"

1. maintenance plan

2. Dart -

2 light rail ~~stops~~ stations
Pulse Point

3. pedestrian traffic
sidewalks (sidewalks)

4. Kellersprings underpass

5. New streets

A. Kellersprings underpass

B. SH 190

6. ^{Improving} Existing Streets

7. Site Traffic Management - Ingress/Egress

8. Truck Routes

9. Public Parking

A. mission statement

B. what happens if you do nothing

C. Carrollton

W. Dallas

Farmers Branch

} Thoroughfare Plans

Traffic Engineer presentation

1. Public Transportation

A. Dart

- 1) Light Rail - 2 stations
- 2) Pulse Points

B. Taxi

2. Pedestrian Traffic

A. sidewalks

3. New streets

- A. Keller Springs underpass
- B. SH 190 Impact to Addison
- C. Landmark/Inwood Connection
- D. Landmark Spring Valley Connection
- E. Montfort/Kinell Trail Connection
- F. Beltway/Gillis Connection
- G. Apache Extension - To Marsh

4. Improving Existing Streets

A. Cut through traffic

1) Close Protan

2) Close oaks North on Palladium

3) ^{close} Winnwood/Celestial

B. Westgrove Improvements

C. Old Addison - Upgrade

D. Airport - upgrade

5. Truck Traffic

6. ~~Site~~ Traffic Management

1. Site Ingress/Egress

2. Median Openings

3. speed Limits

4. Loading/unloading

5. signals

6. Signage

7. Parking Policy

A. Public

B. Private

SUMMARY OF THE OCTOBER 28, 1991

ADDISON TRANSPORTATION PLAN COMMITTEE
MEETING

At 6:30 p.m. on October 28, 1991, the Addison Transportation Committee met in an organizational meeting to discuss creating an Addison Transportation Plan. The Transportation Plan Committee consists of the following people:

Jim Alexander, Planning and Zoning
Andy Anderson, Planning and Zoning
John Baumgartner, City Engineer
John Branch, City Council
Wayne Ginn, Addison Business Association
Kent Hope, Addison Business Association
Robin Jones, Director of Streets
Lynn Spruill, Mayor

The following items of business were discussed:

1. Mr. Branch was appointed chairman.
2. Mr. J. B. Kline, an Addison Businessman/Land Owner, presented the committee with copies of three letters regarding the much discussed Keller Springs Underpass and Arapaho Road Extension projects.
3. The committee went on to discuss the various "Transportation Elements" (see attached outline) that should be included in an "Addison Transportation Plan".
4. A schedule for subsequent meetings was established. The committee intends to meet at 4:00 p.m. on alternate Mondays. The following schedule was established for the next 2 months:
 - A. November 11
 - B. November 25
 - C. December 9
 - D. January 6
 - E. January 20

In addition, the committee established a goal of 4 months to complete a draft document.

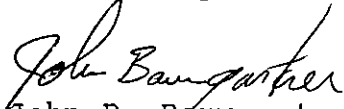
5. Mr. Jones was charged with the responsibility of obtaining the thoroughfare plans from Dallas, Carrollton and Farmers Branch along with the NCTCOG Mobility Plan. Mr. Baumgartner is going to secure a place at Town Hall for information/library storage.

6. The Committee asked for maps identifying the roads in the surrounding communities for the next meeting. These maps will be provided by staff.
7. The agenda for the November 6 meeting is scheduled to include discussion regarding overall community policies/goals/objectives and some of the individual "Transportation Elements".
8. Mr. Jones is attempting to have the cities of Farmers Branch, Carrollton and Dallas present at the November 25 meeting, to discuss their plans and how they relate to Addison.

The meeting adjourned at 8:09 p.m.

Please call me at 450-2886 if you have any questions, clarifications, or corrections.

Prepared By:



John R. Baumgartner, P.E.
City Engineer

Distribution: 1. Committee members
2. Carmen Moran
3. Ron Whitehead

"DRAFT"

ADDISON
TRANSPORTATION PLAN

OCTOBER 29, 1991

SECTION I - General Information

- A. Mission Statement
- B. Major Objectives
- C. Overview

SECTION II - Transportation Elements

- A. Pedestrian Traffic
- B. Public Transportation
- C. Streets and Thoroughfares
- D. Truck Traffic
- E. Traffic Management
- F. Parking

EXHIBITS

- A. Thoroughfare Plan

SECTION II - TRANSPORTATION ELEMENTS

A. Pedestrian Traffic

Discussion:

Goals:

Solutions:

1. Sidewalks

2. Dallas Parkway Overpass

B. Public Transportation

Discussion:

Goals:

Solutions:

- 1. Dart
 - a. Light Rail - 2 Stations
 - b. Pulse Points
 - c. Bus Stops

2. Taxi's

C. Streets and Thoroughfares

Discussion:

Goals:

Solutions:

1. Existing Streets

a. Cut-through traffic

- 1) Proton
- 2) Oaks North/Palladium
- 3) Winnwood/Celestial
- 4) Westgrove

b. Westgrove Improvements

c. Old Addison Improvements

- 1) Julian
- 2) Broadway
- 3) Clara

d. Airport Street Improvements

e. Others

- 1) Quorum "S" Curves
- 2) Lindberg "S" Curves
- 3) Drainage

2. East/West Traffic Movement

Discussion:

Goals:

Solutions:

- 5
- a. Belt Line Road Bottleneck
 - b. Keller Springs Underpass
 - c. Arapaho Extension - Dallas Tollway to Marsh Lane
 - d. North Dallas Tollway Interchanges

3. North/South Traffic Movement

Discussion:

Goals:

Solutions:

- a. Montfort/Knoll Trail Connection
- b. Beltway/Gillis Connection
- c. North Dallas Tollway frontage road

4. South Quorum Bottleneck

Discussion:

Goals:

Solutions:

- 6
- a. Landmark/Inwood Connection
 - b. Landmark/Spring Valley Connection
 - c. Landmark/Dallas Parkway Connection

5. State Highway 190 - Impact to Addison

Discussion:

Goals:

Solutions:

6. North Dallas Tollway Extension - Impact to Addison

Discussion:

Goals:

Solutions:

D. Truck Traffic

Problems:

Goals:

Solutions:

E. Traffic Management

Discussion:

Goals:

Solutions:

1. Design Criteria
 - a. Typical Sections
 - b. Horizontal alignment
 - c. Vertical alignment
2. Site Access Management
3. Vehicle Loading/Unloading
4. Signage
 - a. Speed limits

5. Signals

F. Parking

Discussion:

Goals:

Objectives:

1. Public

2. Private

Moses and Cline
P. O. Box 8
Addison TX 75001
239-3771

To: Thoroughfare Committee

October 28, 1991

Subject: Proposed Thoroughfare Plan

Attached please find two letters addressed to the City Manager, one dated November 12, 1990, and the other April 18, 1991. These letters explain our objections to extending Arapaho through our property at the NW corner of Arapaho and Quorum Drive.

We feel the staff will present the case for extending Arapaho through to Marsh. This letter merely asks you to consider the following arguments in opposition to such a plan.

Tunnel Under Airport Proper Solution

This proposal would materially reduce traffic on Beltline by enabling the driver to have an alternate route on Keller Springs. This would be at no expense to the taxpayers.... users would pay the cost.

Experts in land planning and traffic, that we have talked to, feel that it is doubtful if the Arapaho extension would relieve Beltline any significant amount. They argue that its close proximity to Beltline precludes usage as a major artery.

Cost Prohibitive

The City Manager has mentioned a cost of \$ 10,000,000.00 for the project. It may run higher. We all know that Addison cannot afford any more bonded indebtedness. Some will say it does not matter what it costs as the County and Dart will pay for it. In our opinion this is tantamount to saying: " Don't worry...the taxpayers are going to pay for it."

Feeder Streets Are Important
To Traffic Flow

Possible Solutions to Arapaho Increased Flow:

Widen intersection where Arapaho makes right turn by the McClain Building. A right turn lane would keep traffic flowing with no stops. (See Aerial Attached)

Build a new one way right turn lane directly north of the McClain Building allowing traffic to flow north on Quorum without coming to a stop. This road would only be about 300 feet long. (See Aerial Attached)

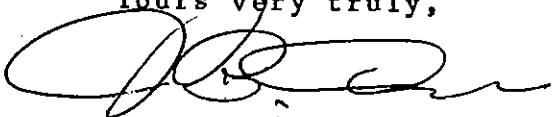
Possible Solution - Extend Broadway to Quorum

Advantage would be that both north and south traffic on Quorum could move westward via Broadway to Lindberg to Surveyor. Traffic on Lindberg from Midway to Surveyor is light. The cost of this would be negligible compared to the extension project.

We are very concerned about this problem, and will be more than happy to work with the Committee to find a solution that prove to mutually satisfactory.

Thank you very much for your consideration.

Yours very truly,



J. B. Cline
Moses and Cline

encl: Nov. 12, 1990 letter.
April 18, 1991 letter.
Aerial Map Copy.

Moses and Cline
MCM Company
P. O. Box 8
Addison, Texas 75001
Phone 239-3771

Town of Addison
Addison, Texas

November 12, 1990

Attn: Ron Whitehead and Carmen Moran

Dear Ron and Carmen: Re: Proposed Masterplan and
Our 6.82 Acres at NW Corner
of Arapaho and Quorum Dr.

In regard to Addison's proposed Masterplan we have presented it to several people who have expertise in land planning, and also people who have are active in marketing land in Addison and the consensus was that the proposed Thoroughfare Plan, combined with the inclusion in the Addison Old Town zoning, would have a substantial adverse impact on our land values.

Listed below are their reasons for such a conclusion.

Master Thoroughfare Plan

The extension of Arapaho through our property would decrease our land acreage by approximately 18%. We have presented our property within the last sixty days to two users who have shown an interest. Both users were interested in the whole 6.82 acres. If our land is included on the Master Thoroughfare Plan it would preclude and kill the sale to these potential buyers.

Our legal and real estate advisors have concluded that the inclusion of it on the Master Thoroughfare Plan would put a cloud on the marketability of the property. The mere fact that the line is drawn on the Master Thoroughfare Plan puts a cloud on the property. The only way to remedy this cloud is to erase the line on the map which accompanies the plan. If this is not done it would effect the marketability of the property and as a result its value.

Old Addison

The inclusion of our land in the Old Addison district does not appear to make any sense in view of the natural dividing line of the railroad cutting through the property. The South line should be drawn at the railroad and not Arapaho. Our advisors have informed us that this too would have substantial impact on the value and marketability of the land.

Conclusion

We learned that our land was included in the Old Addison district the night of the Town Hall Meeting. We had inquired by phone the week before and were assured that the line stopped at the railroad tracks as per the map published in "Addison Today".

Mr. Moses and I also attempted to find a detailed drawing showing the extension of Arapaho Road to no avail. It appears that no drawings were available, and even the staff was under a misconception of where the lines were drawn or where the proposed roads were going.

In view of these facts and the short time frame we have had to consider the impact on our property, we strongly urge the following:

1. Please do not include the extension of Arapaho Road in the Masterplan through our property. Please erase the line on the map which accompanies and is part of the Masterplan. It is very important that the line be erased. The mere fact it is shown on the map puts a cloud on our property.

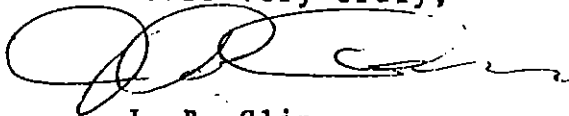
2. Please do not include our land in the Old Addison District. This in effect back-zones our land.

As you probably know we have owned land in Addison for twenty six years and have always been a good business citizen. We want what is good of Addison, however the proposals as presented by the land planner would severely impact our financial holdings in Addison.

We hope you will consider these facts and will favorably act on our requests.

Thank you very much,

Yours very truly,



J. B. Cline
Moses and Cline
MCM Company

cc: Mayor Spruill
cc: Councilman Duffy

Moses and Cline
P. O. Box 8
Addison, Texas 75001
239-3771

To: Town of Addison

April 18, 1991

From: Moses and Cline

Attn: Ron Whitehead

Subject: Master Thoroughfare Plan
&
Moses and Cline Land

Moses and Cline has operated a business in Addison for 27 years and has owned land in Addison for the same period of time.

During that time period we have either given easements or deeded land to the Town of Addison at the following locations.

1. Entire east side of Addison Road from former site of Addison Automotive north to Arapaho Road.
2. Thirty feet of right a way extending from Addison Road east approximately 500 feet. on south side of Arapaho.
3. Thirty feet of right a way extending from Quorum west 650 ft on the north side of Arapaho.
4. Forty feet of right a way extend north along Quorum 612 ft from Arapaho on the west side of the road.
5. This totals approximately 79,000 sq ft or 1.81 acres.

During that time period we have paid for road assessments totaling \$ 178,898.00.

We have been attempting to sell our property for the last nine years and only been successful in selling 6000 sq ft of land to Southwest Bell.

The subject in question is that the proposed Thoroughfare Plan now shows Arapaho Road extended through the center of our land. This road would divide our property into three odd shaped undesirable plats. The marketability of the property and thus the value of the property would be decreased because of our inability to sell it for a Dart Station or a hotel site, just to name two scenarios. It also eliminates our flexibility to offer the exact acreage and size a potential buyer might want to buy.

Because of the above reasons we are submitting an alternate plan which we believe will solve the problem of future possible congestion at the various points on Arapaho Road.

Proposed Changes on Arapaho Road

1. Extend a new road at the north east corner of the McClain building westward and stub it out on Quorum Drive. This would enable cars traveling west on Arapaho to turn north on Quorum without traveling through the Quorum Drive and Arapaho intersection.
2. Build a new road a shade south of it's present location so that it lines up with the parkway that runs along the north side of the Grand Kempinski. This would enable cars that want to go south on the toll road to go straight to the access road.

(See aerial attached)

The experts I have talked to all agree that Arapaho will not be a major East - West thoroughfare because it is located in the immediate proximity of Beltline. Our goal should be to make sure that sufficient "feeder" streets are available for local traffic to move smoothly. People who use these streets daily will use the "feeders" rather than go to Beltline.

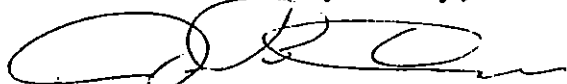
All of the people to whom we have talked feel that an East-West thoroughfare is needed north of the railroad tracks and not south of the tracks.

The plan we have outlined would not solve this problem, however the Keller Springs tunnel would. Another possibility is extending Lindberg direct through to either the Toll Road access road or to tie in with the Arapaho toll road intersection.

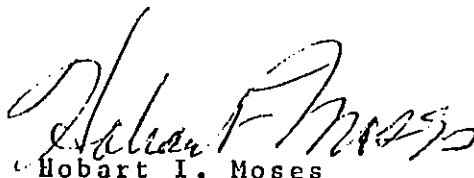
The people we have consulted feel that the extension of Arapaho from Addison Road to Marsh would be extremely costly and would not justify the expense. These dollars, they feel, would be better spent on the Keller Springs tunnel.

We certainly hope you will favorably consider our position and eliminate the extension of Arapaho Road from the Thoroughfare Plan.

Yours very truly,



J. B. Cline



Hobart I. Moses



Post Office Box 144 Addison, Texas 75001

5300 Belt Line Road

(214) 450-7017

TRANSPORTATION AND THOROUGHFARE PLAN COMMITTEE

ROBIN JONES
Town of Addison
P.O. Box 144
Addison, TX 75001

(W) 450-2849

JOHN BAUMGARTNER
Town of Addison
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Barton Aschman
5485 Belt Line Road
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P.O. Box 427
Addison, TX 75001

(W) 239-1326

WAYNE GINN
Ginn & Case, Inc.
P.O. Box 786577
Dallas, TX 75379-6577

(W) 248-4900

LYNN SPRUILL, MAYOR
Town of Addison
P.O. Box 144
Addison, TX 75001

(W) 450-7017

JIM ALEXANDER
14801 Buckingham Court
Addison, TX 75240

(W) 991-1057

(H) 341-2498

ANDY ANDERSON
17119 Upper Bay Road
Addison, TX 75248

(W) 385-2400

(H) 380-0991

JOHN BRANCH, COUNCILMAN
14711 Sherlock Drive
Addison, TX 75244

(W) 266-3912

(H) 960-2021



Post Office Box 144 Addison, Texas 75001

5300 Belt Line Road

(214) 450-7017

AGENDA

**MEETING OF THE TRANSPORTATION AND
THOROUGHFARE PLAN COMMITTEE**

MONDAY, OCTOBER 21, 1991

7:30 P.M.

COUNCIL CHAMBERS

**ADDISON TOWN HALL
5300 BELT LINE ROAD**

Item #1 - Election of a Chairman.

Item #2 - Determination of a Scope of Study.

Item #3 - Establishment of a time frame for completion of the
Committee's work.

Transportation and Thoroughfare Plan Committee 10-21-91

Barton-Aschman Associates, Inc.

5485 Belt Line Road, Suite 199
Dallas, Texas 75240
USA

Phone: (214) 991-1900
Fax: (214) 490-9261
Metro: 263-9138

July 1, 1991

Mr. Ron Whitehead
City Manager
Town of Addison
16801 Westgrove Drive
Addison, Texas 75001

RE: Proposal to Prepare Town of Addison Thoroughfare Plan

Dear Mr. Whitehead:

Barton-Aschman Associates, Inc. is pleased to submit this proposal to provide professional engineering services in connection with the preparation for a Thoroughfare Development Plan for the Town of Addison, Texas. Such a plan will provide Town staff with the information required to develop the transportation system necessary to accommodate future travel demands within the Town.

During its forty year history, Barton-Aschman has conducted hundreds of thoroughfare plan studies similar to the proposed Town of Addison Study. Our experience ranges from large cities such as Dallas to small, suburban cities such as Coppell. The project staff proposed for this project has worked with all of the cities which surround Addison and are very familiar with their thoroughfare systems. Barton-Aschman will be assisted on this project by the North Central Texas Council of Governments (NCTCOG). The NCTCOG brings to this study the Dallas-Fort Worth Regional, and specific North Dallas area travel demand forecasting capabilities and expertise which will be necessary to accurately forecast future travel demand within the Town.

This letter presents our approach, proposed work program, and fee estimate for the development of a thoroughfare plan for the Town of Addison. If accepted, this letter will become an agreement between the Town of Addison and Barton-Aschman Associates, Inc. to provide the services outlined in the work program.

APPROACH

The approach we propose for preparation of the Town of Addison's Thoroughfare Plan has worked successfully for our clients elsewhere. Our approach uses a base of relevant issues to be addressed, and sound, technical analysis to develop a plan that will provide the transportation system to meet the Town's goals.

B

Barton-Aschman Associates, Inc.

Mr. Ron Whitehead
July 1, 1991
Page 2

Our approach is straightforward, and involves the following steps:

1. Search out all real and perceived issues related to the thoroughfare plan, the planning process, and its implementation.
2. Utilize an objective, understandable, logical, and responsive planning process and highly qualified, credible staff with prior success to prepare the plan and interface with Town staff and decision makers.
3. Involve the Town staff, Council and P&Z members, local business representatives to help maximize knowledge of the process and credibility with the public. This group could serve as the steering committee throughout the study. Periodic presentations to and feedback from this group could greatly enhance the success of the final plan.
4. Prepare a set of policies and plans which clearly meet local objectives, respond to specific concerns, and can be justified technically.

We have found that this type of process is effective.

Technically, our approach is based on the following process:

1. Maximize the use of information assembled as part of the Addison Bottleneck study.
2. Prepare a set of (draft, and later, final) policies which will guide the development of the thoroughfare plan. For example, a policy might be able to "maximize use of TSM measures in any area or corridor before considering major capital improvements".
3. Build from both processes and the extensive data base that the NCTCOG has developed over the years to provide relevant analysis tools.
4. Conduct the detailed technical analyses which will support the development of the actual plan (map, standards, and implementation policies and guidelines) and review it at strategic points with the Town staff and public decision makers.

Barton-Aschman Associates, Inc.

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July 1, 1991
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5. Develop mechanisms of maintaining flexibility, assessing impacts of development and thoroughfare plan changes, and maintaining or increasing plan and system effectiveness.

WORK PROGRAM

Based upon our understanding of the needs of this project, and our extensive experience as conducting similar studies, we have prepared a work program which comprehensively evaluates the future roadway needs of the Town. Our proposed work program is contained in the following six distinct tasks:

- Task 1: Confirm Issues and Objectives
- Task 2: Develop Policies
- Task 3: Evaluate Future Roadway Needs
- Task 4: Develop Thoroughfare Amendment and Review Process
- Task 5: Prepare Thoroughfare Development Plan
- Task 6: Assist in Approval Process

Each of these tasks is discussed in the following paragraphs:

TASK 1: CONFIRM ISSUES AND OBJECTIVES

Purpose: To identify specific issues to be addressed in the study and develop goals and objectives for the thoroughfare development plan.

Activities:

- 1.1 Meet with steering committee to discuss specific issues (i.e. areas of concern) to be addressed during the study. During this meeting the goals or objectives of the thoroughfare plan will be discussed.
- 1.2 Review results of the Addison Bottleneck study with the steering committee. Specific study results to be discussed are assessment of existing thoroughfare system, recommended improvements, and roadway design and access control standards.
- 1.3 Prepare and submit memorandum outlining goals and objectives to address issues.

Barton-Aschman Associates, Inc.

Mr. Ron Whitehead
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TASK 2: POLICY DEVELOPMENT

Purpose: To assess the effectiveness of current written or unwritten roadway planning policies, develop new policies if necessary, and prepare planning policies issue paper.

Activities:

- 2.1 Develop, in conjunction with Town staff, a tabulation of policies and procedures which are currently being applied in the thoroughfare planning decision making process.
- 2.2 Determine the basis or reason of application of these policies, as well as any problems or opportunities associated with them. Identify additional policies and modifications to existing policies necessary to address goals and objectives identified in Task 1.
- 2.3 Prepare and submit issues paper documenting results of investigations of present policies with recommendations for new or revised policies.
- 2.4 Following review by steering committee, incorporate new and revised policies into appropriate formats and submit to Town Council for approval.

NOTE: Legal review of proposed policies will be necessary prior to approval by the Town Council.

TASK 3: EVALUATE FUTURE ROADWAY NEEDS

Purpose: To identify future thoroughfare needs and evaluate alternative roadway systems to satisfy these needs.

Activities:

- 3.1 Assemble existing and projected input data to NCTCOG travel forecasting models.

Barton-Aschman Associates, Inc.

Mr. Ron Whitehead

July 1, 1991

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- 3.2 Review existing and projected population and employment data, model zone structure, and roadways networks. Identify planning horizon year.
- 3.3 Revise model input data where appropriate to meet specific Town needs.
- 3.4 Calibrate 1990 base model for use in evaluating future thoroughfare alternatives.
- 3.5 Develop thoroughfare alternatives to meet specific issues and/or subarea needs (i.e. Quorum area). Three alternative networks will be modeled. Two additional model runs are proposed to evaluate specific refinements after each model run, results will be discussed with staff for selected horizon year.
- 3.6 Test and evaluate results of each thoroughfare alternative.
- 3.7 Prepare and present to steering committee results of evaluation and recommended plan.
- 3.8 Revise recommended plan, as appropriate, based on steering committee comments.

TASK 4: THOROUGHFARE AMENDMENT AND REVIEW PROCESS

Purpose: To provide necessary procedures and analytical tools to assist staff in the continuing process of plan review and amendment.

Activities:

- 4.1 Meet with Town staff to discuss amendment process and present typical procedures and analytical tools for evaluating requested changes.
- 4.2 Based on discussions in Task 4.1, prepare and submit draft thoroughfare amendment process and technical analysis procedures.
- 4.3 Meet with staff to discuss comments and revise procedures.

Barton-Aschman Associates, Inc.

Mr. Ron Whitehead

July 1, 1991

Page 6

TASK 5: THOROUGHFARE DEVELOPMENT PLAN

Purpose: To prepare thoroughfare development plan document for approved.

Activities:

- 5.1 Assemble results of study into final transportation development plan document. Information will include:
- thoroughfare planning policies
 - roadway classification system
 - roadway design standards
 - access control guidelines
 - recommended thoroughfare plan
 - thoroughfare amendment procedures
- 5.2 Submit to Town staff for review (NOTE: it is anticipated that this review will be for format only. All elements in the thoroughfare plan will have been previously reviewed by steering committee.
- 5.3 In addition to plan document, prepare and submit large scale thoroughfare plan map, in reproducible form, to staff.

TASK 6: ASSIST IN APPROVAL PROCESS

Purpose: To present study procedures, findings, recommendations and conclusions to aid in approval of the plan.

Activities:

- 6.1 Prepare presentation of study procedures, findings, and recommendation.
- 6.2 Make presentations, as directed by Town staff, to interested groups.

Barton-Aschman Associates, Inc.

Mr. Ron Whitehead

July 1, 1991

Page 7

FEE ESTIMATE

Our fee for completing the Scope of Services outlined above will be based on our hourly rates current at the time of performance, for staff services rendered. Based on our experience in studies of this type, we estimate that the fee for completion of tasks 1 through 6 will be \$37,500. We will not exceed this fee without receiving your prior authorization. If the need for extra services should arise, we will seek your authorization and, before proceeding and if requested, we will supply you with our estimate of the fee to be incurred.

Direct reimbursement for out-of-pocket expenses such as travel, reproduction, etc., will be billed at cost and will be added to staff time costs incurred on the project.

Billing for services will be submitted monthly and will be due and payable upon receipt. Billings which are not paid within 30 days will bear interest at the rate of 1.5 percent per month.

AUTHORIZATION AND SCHEDULE

We will initiate work on this project immediately upon receipt of a signed copy of this letter of agreement. We estimate that the Thoroughfare Development Plan can be completed within eighteen (18) weeks of the notice to proceed. The proposed project schedule is attached.

Barton-Aschman Associates, Inc.

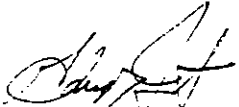
Mr. Ron Whitehead
July 1, 1991
Page 8

We sincerely appreciate the opportunity to provide this proposal and look forward to working with the Town of Addison staff on this project. If you have any questions regarding this proposal, please do not hesitate to call.

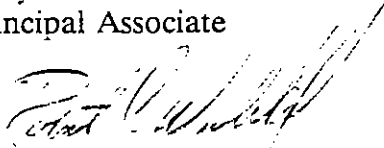
Sincerely,

BARTON-ASCHMAN ASSOCIATES, INC.

ACCEPTED AND APPROVED BY:


Gary D. Jobst, P.E.
Principal Associate

(Signature)


Robert C. Wunderlich, P.E.
Senior Associate

(Printed or Typed Name)

GDJ/RCW:tdb

(Title)

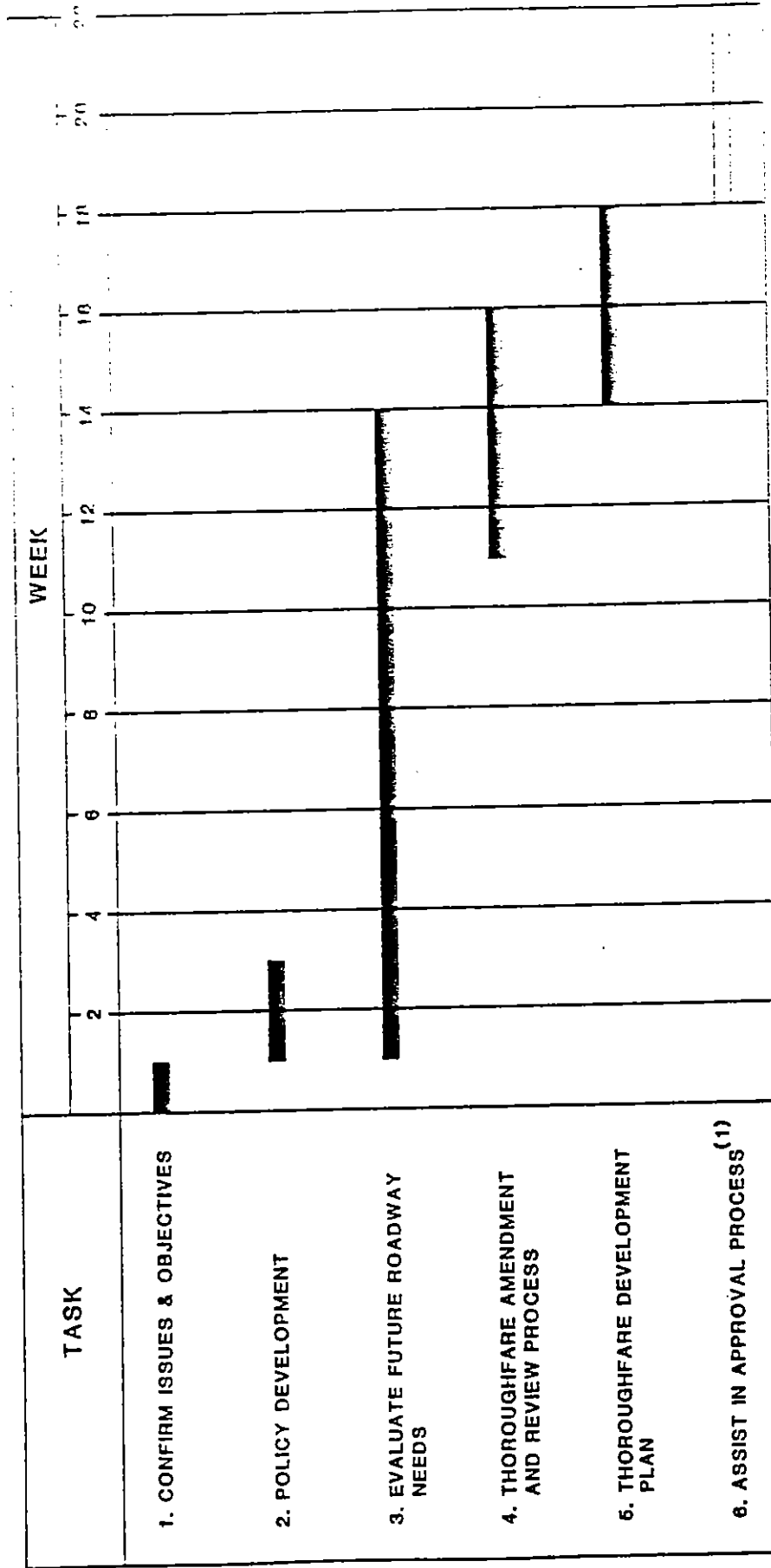
**AUTHORIZED TO EXECUTE
AGREEMENTS FOR:**

(Organization)

Date: _____

(Title)

**TOWN OF ADDISON
THOROUGHFARE PLAN STUDY
PROPOSED PROJECT SCHEDULE**



(1) AS REQUESTED BY TOWN STAFF



Post Office Box 144 Addison, Texas 75001

5300 Belt Line Road

(214) 450-7017

TRANSPORTATION AND THOROUGHFARE PLAN COMMITTEE

ROBIN JONES
Town of Addison
P.O. Box 144
Addison, TX 75001

(W) 450-2849

JOHN BAUMGARTNER
Town of Addison
P.O. Box 144
Addison, TX 75001

(W) 450-2886

~~GARY JOST
Barton Aschman
5485 Belt Line Road
Addison, TX 75240~~

~~(W) 991-1900~~

KENT HOPE
HWK, Inc.
P.O. Box 427
Addison, TX 75001

(W) 239-1326

WAYNE GINN
Ginn & Case, Inc.
P.O. Box 786577
Dallas, TX 75379-6577

(W) 248-4900

LYNN SPRUILL, MAYOR
Town of Addison
P.O. Box 144
Addison, TX 75001

(W) 450-7017

JIM ALEXANDER
14801 Buckingham Court
Addison, TX 75240

(W) 991-1057

(H) 341-2498

ANDY ANDERSON
17119 Upper Bay Road
Addison, TX 75248

(W) 385-2400

(H) 380-0991

JOHN BRANCH, COUNCILMAN
14711 Sherlock Drive
Addison, TX 75244

(W) 266-3912

(H) 960-2021

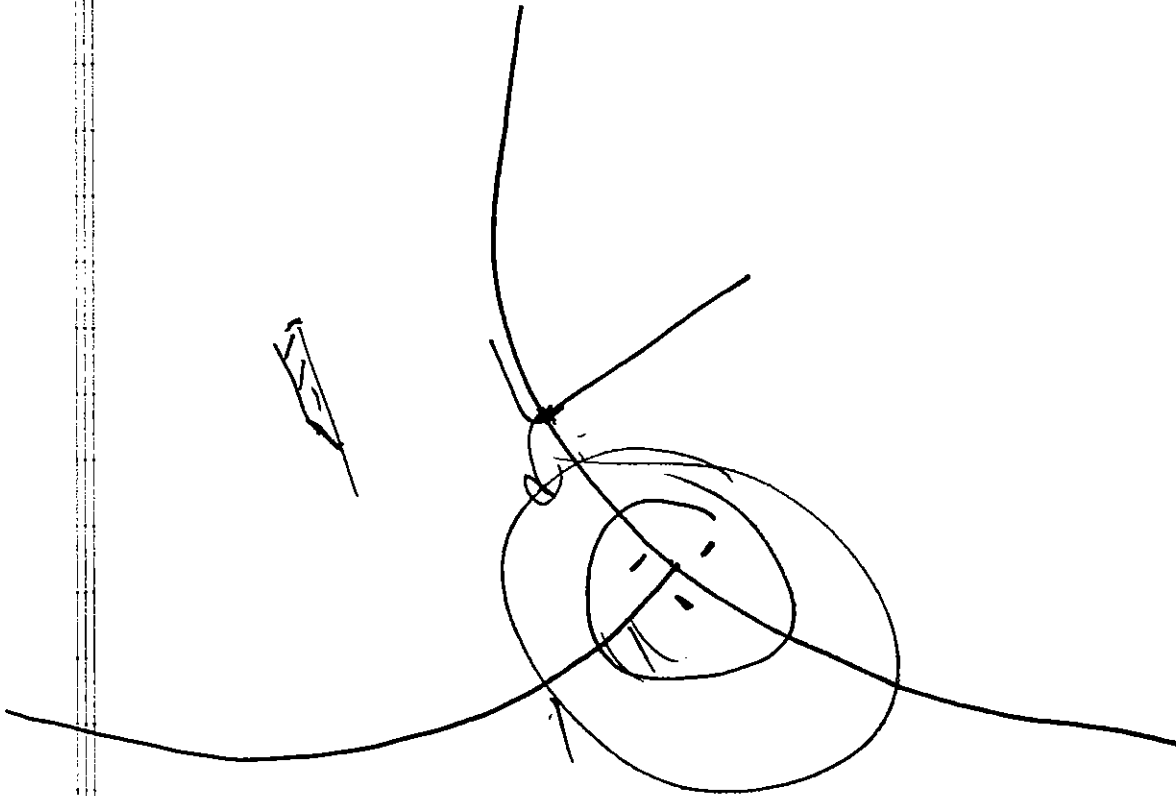
Carmen M

Ron W

convenient

1. level of service

~~215~~
locate bus stops convenient to
major pedestrian generators and con



Barton-Aschman Associates, Inc.

5485 Belt Line Road, Suite 199
Dallas, Texas 75240
USA

Phone: (214) 991-1900
Fax: (214) 490-9261
Metro: 263-9138

July 1, 1991

Mr. Ron Whitehead
City Manager
Town of Addison
16801 Westgrove Drive
Addison, Texas 75001

FILE

RE: Proposal to Prepare Town of Addison Thoroughfare Plan

Dear Mr. Whitehead:

Barton-Aschman Associates, Inc. is pleased to submit this proposal to provide professional engineering services in connection with the preparation for a Thoroughfare Development Plan for the Town of Addison, Texas. Such a plan will provide Town staff with the information required to develop the transportation system necessary to accommodate future travel demands within the Town.

During its forty year history, Barton-Aschman has conducted hundreds of thoroughfare plan studies similar to the proposed Town of Addison Study. Our experience ranges from large cities such as Dallas to small, suburban cities such as Coppell. The project staff proposed for this project has worked with all of the cities which surround Addison and are very familiar with their thoroughfare systems. Barton-Aschman will be assisted on this project by the North Central Texas Council of Governments (NCTCOG). The NCTCOG brings to this study the Dallas-Fort Worth Regional, and specific North Dallas area travel demand forecasting capabilities and expertise which will be necessary to accurately forecast future travel demand within the Town.

This letter presents our approach, proposed work program, and fee estimate for the development of a thoroughfare plan for the Town of Addison. If accepted, this letter will become an agreement between the Town of Addison and Barton-Aschman Associates, Inc. to provide the services outlined in the work program.

APPROACH

The approach we propose for preparation of the Town of Addison's Thoroughfare Plan has worked successfully for our clients elsewhere. Our approach uses a base of relevant issues to be addressed, and sound, technical analysis to develop a plan that will provide the transportation system to meet the Town's goals.



Barton-Aschman Associates, Inc.

Mr. Ron Whitehead

July 1, 1991

Page 2

Our approach is straightforward, and involves the following steps:

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Barton-Aschman Associates, Inc.

Mr. Ron Whitehead

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5. Develop mechanisms of maintaining flexibility, assessing impacts of development and thoroughfare plan changes, and maintaining or increasing plan and system effectiveness.

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Barton-Aschman Associates, Inc.

Mr. Ron Whitehead
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TASK 2: POLICY DEVELOPMENT

Purpose: To assess the effectiveness of current written or unwritten roadway planning polices, develop new policies if necessary, and prepare planning policies issue paper.

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Barton-Aschman Associates, Inc.

Mr. Ron Whitehead
July 1, 1991
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Barton-Aschman Associates, Inc.

Mr. Ron Whitehead
July 1, 1991
Page 6

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Barton-Aschman Associates, Inc.

Mr. Ron Whitehead
July 1, 1991
Page 7

FEE ESTIMATE

Our fee for completing the Scope of Services outlined above will be based on our hourly rates current at the time of performance, for staff services rendered. Based on our experience in studies of this type, we estimate that the fee for completion of tasks 1 through 6 will be \$37,500. We will not exceed this fee without receiving your prior authorization. If the need for extra services should arise, we will seek your authorization and, before proceeding and if requested, we will supply you with our estimate of the fee to be incurred.

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Billing for services will be submitted monthly and will be due and payable upon receipt. Billings which are not paid within 30 days will bear interest at the rate of 1.5 percent per month.

AUTHORIZATION AND SCHEDULE

We will initiate work on this project immediately upon receipt of a signed copy of this letter of agreement. We estimate that the Thoroughfare Development Plan can be completed within eighteen (18) weeks of the notice to proceed. The proposed project schedule is attached.


Barton-Aschman Associates, Inc.

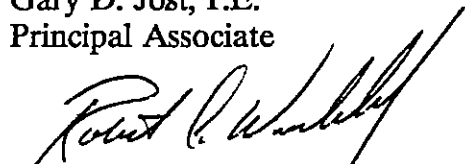
Mr. Ron Whitehead
July 1, 1991
Page 8

We sincerely appreciate the opportunity to provide this proposal and look forward to working with the Town of Addison staff on this project. If you have any questions regarding this proposal, please do not hesitate to call.

Sincerely,

BARTON-ASCHMAN ASSOCIATES, INC.


Gary D. Jost, P.E.
Principal Associate


Robert C. Wunderlich, P.E.
Senior Associate

GDJ/RCW:tdb

ACCEPTED AND APPROVED BY:

(Signature)

(Printed or Typed Name)

(Title)

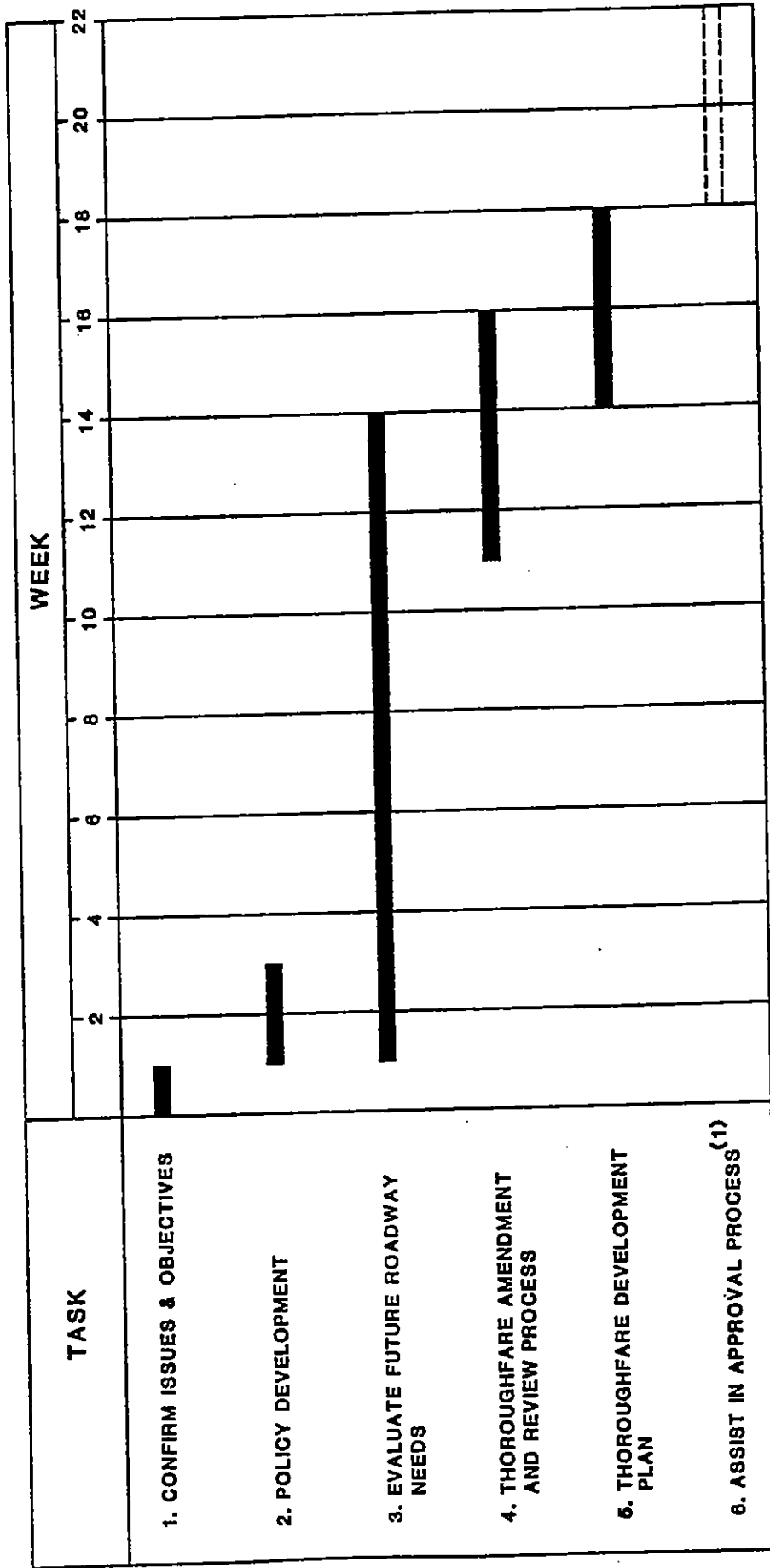
**AUTHORIZED TO EXECUTE
AGREEMENTS FOR:**

(Organization)

Date: _____

(Title)

**TOWN OF ADDISON
THOROUGHFARE PLAN STUDY
PROPOSED PROJECT SCHEDULE**



(1) AS REQUESTED BY TOWN STAFF

Rec'd
12-9-92

Pledge File w/Transportation
Plan

Moses and Cline
MCM Company
P. O. Box 8
Addison, Texas 75001
Phone 239-3771

Town of Addison
Addison, Texas

November 12, 1990

Attn: Ron Whitehead and Carmen Moran

Dear Ron and Carmen:

Re: Proposed Masterplan and
Our 6.82 Acres at NW Corner
of Arapaho and Quorum Dr.

In regard to Addison's proposed Masterplan we have presented it to several people who have expertise in land planning, and also people who have are active in marketing land in Addison and the consensus was that the proposed Thoroughfare Plan, combined with the inclusion in the Addison Old Town zoning, would have a substantial adverse impact on our land values.

Listed below are their reasons for such a conclusion.

Master Thoroughfare Plan

The extension of Arapaho through our property would decrease our land acreage by approximately 18%. We have presented our property within the last sixty days to two users who have shown an interest. Both users were interested in the whole 6.82 acres. If our land is included on the Master Thoroughfare Plan it would preclude and kill the sale to these potential buyers.

Our legal and real estate advisors have concluded that the inclusion of it on the Master Thoroughfare Plan would put a cloud on the marketability of the property. The mere fact that the line is drawn on the Master Thoroughfare Plan puts a cloud on the property. The only way to remedy this cloud is to erase the line on the map which accompanies the plan. If this is not done it would effect the marketability of the property and as a result its value.

Old Addison

The inclusion of our land in the Old Addison district does not appear to make any sense in view of the natural dividing line of the railroad cutting through the property. The South line should be drawn at the railroad and not Arapaho. Our advisors have informed us that this too would have substantial impact on the value and marketability of the land.

Conclusion

We learned that our land was included in the Old Addison district the night of the Town Hall Meeting. We had inquired by phone the week before and were assured that the line stopped at the railroad tracks as per the map published in "Addison Today".

Mr. Moses and I also attempted to find a detailed drawing showing the extension of Arapaho Road to no avail. It appears that no drawings were available, and even the staff was under a misconception of where the lines were drawn or where the proposed roads were going.

In view of these facts and the short time frame we have had to consider the impact on our property, we strongly urge the following:

1. Please do not include the extension of Arapaho Road in the Masterplan through our property. Please erase the line on the map which accompanies and is part of the Masterplan. It is very important that the line be erased. The mere fact it is shown on the map puts a cloud on our property.

2. Please do not include our land in the Old Addison District. This in effect back-zones our land.

As you probably know we have owned land in Addison for twenty six years and have always been a good business citizen. We want what is good of Addison, however the proposals as presented by the land planner would severely impact our financial holdings in Addison.

We hope you will consider these facts and will favorably act on our requests.

Thank you very much,

Yours very truly,



J. B. Cline
Moses and Cline
MCM Company

cc: Mayor Spruill
cc: Councilman Duffy

Moses and Cline
P. O. Box 8
Addison, Texas 75001
239-3771

To: Town of Addison

April 18, 1991

From: Moses and Cline

Attn: Ron Whitehead

Subject: Master Thoroughfare Plan
&
Moses and Cline Land

Moses and Cline has operated a business in Addison for 27 years and has owned land in Addison for the same period of time.

During that time period we have either given easements or deeded land to the Town of Addison at the following locations.

1. Entire east side of Addison Road from former site of Addison Automotive north to Arapaho Road.
2. Thirty feet of right a way extending from Addison Road east approximately 500 feet. on south side of Arapaho.
3. Thirty feet of right a way extending from Quorum west 650 ft on the north side of Arapaho.
4. Forty feet of right a way extend north along Quorum 612 ft from Arapaho on the west side of the road.
5. This totals approximately 79,000 sq ft or 1.81 acres.

During that time period we have paid for road assessments totaling \$ 178,898.00.

We have been attempting to sell our property for the last nine years and only been successful in selling 6000 sq ft of land to Southwest Bell.

The subject in question is that the proposed Thoroughfare Plan now shows Arapaho Road extended through the center of our land. This road would divide our property into three odd shaped undesirable plats. The marketability of the property and thus the value of the property would be decreased because of our inability to sell it for a Dart Station or a hotel site, just to name two scenarios. It also eliminates our flexibility to offer the exact acreage and size a potential buyer might want to buy.

Because of the above reasons we are submitting an alternate plan which we believe will solve the problem of future possible congestion at the various points on Arapaho Road.

Proposed Changes on Arapaho Road

1. Extend a new road at the north east corner of the McClain building westward and stub it out on Quorum Drive. This would enable cars traveling west on Arapaho to turn north on Quorum without traveling through the Quorum Drive and Arapaho intersection.
2. Build a new road a shade south of its present location so that it lines up with the parkway that runs along the north side of the Grand Kempinski. This would enable cars that want to go south on the toll road to go straight to the access road.

(See aerial attached)

The experts I have talked to all agree that Arapaho will not be a major East - West thoroughfare because it is located in the immediate proximity of Beltline. Our goal should be to make sure that sufficient "feeder" streets are available for local traffic to move smoothly. People who use these streets daily will use the "feeders" rather than go to Beltline.

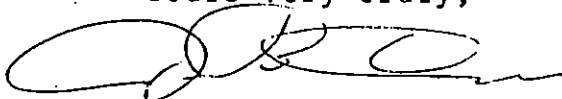
All of the people to whom we have talked feel that an East-West thoroughfare is needed north of the railroad tracks and not south of the tracks.

The plan we have outlined would not solve this problem, however the Keller Springs tunnel would. Another possibility is extending Lindberg direct through to either the Toll Road access road or to tie in with the Arapaho toll road intersection.

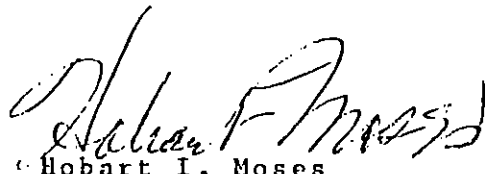
The people we have consulted feel that the extension of Arapaho from Addison Road to Marsh would be extremely costly and would not justify the expense. These dollars, they feel, would be better spent on the Keller Springs tunnel.

We certainly hope you will favorably consider our position and eliminate the extension of Arapaho Road from the Thoroughfare Plan.

Yours very truly,



J. B. Cline



Hobart I. Moses

Moses and Cline

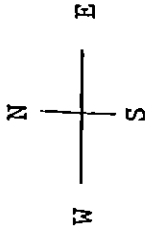
Existing Streets

New Streets

Rt. Turn Lanes

Addison Road

Quorum Dr



Arapaho

Arapaho Road

Moses & Cline

Prestanwood Town Cen

Belt Line Rd

Inwood Rd

Village On The Parkway

