

Memorandum



CITY OF DALLAS

DATE April 10, 2009

TO Members of the Transportation and Environment Committee:
Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Jerry R. Allen, Carolyn R. Davis, Vonciel Jones Hill, Angela Hunt, Pauline Medrano and Ron Natinsky

SUBJECT Central Expressway Alignment from Commerce Street to Live Oak Street

Attached is the "Central Expressway Alignment from Commerce Street to Live Oak Street" briefing that will be presented to you April 13, 2009.

Please contact me if you need additional information.

A handwritten signature in black ink, appearing to read 'R. Miguez'.

Ramon P. Miguez, P.E.
Assistant City Manager

FP090409 Central Alignment

Attachment

c: The Honorable Mayor and Members of the City Council
Mary K. Suhm, City Manager
Thomas P. Perkins, Jr., City Attorney
Deborah Watkins, City Secretary
Craig Kinton, City Auditor
Judge C. Victor Lander, Administrative Judge
Ryan S. Evans, First Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
A.C. Gonzalez, Assistant City Manager
Forest Turner, Interim Assistant City Manager
David Cook, Chief Financial Officer
Jeanne Chipperfield, Director, Budget and Management Services
Edward Scott, Director, Controller's Office
Helena Stevens-Thompson, Assistant to the City Manager – Council Office
Rick Galceran, P.E., Director, Public Works and Transportation

Central Expressway Alignment

from

Commerce Street to Live Oak Street

Presented to the
Transportation and Environment Committee

By

Public Works and Transportation

April 13, 2009





Purpose of Briefing

- Provide update on the status of the project and the need for improvements
- Seek committee's approval of the recommended alignment prior to City Council consideration on April 22, 2009

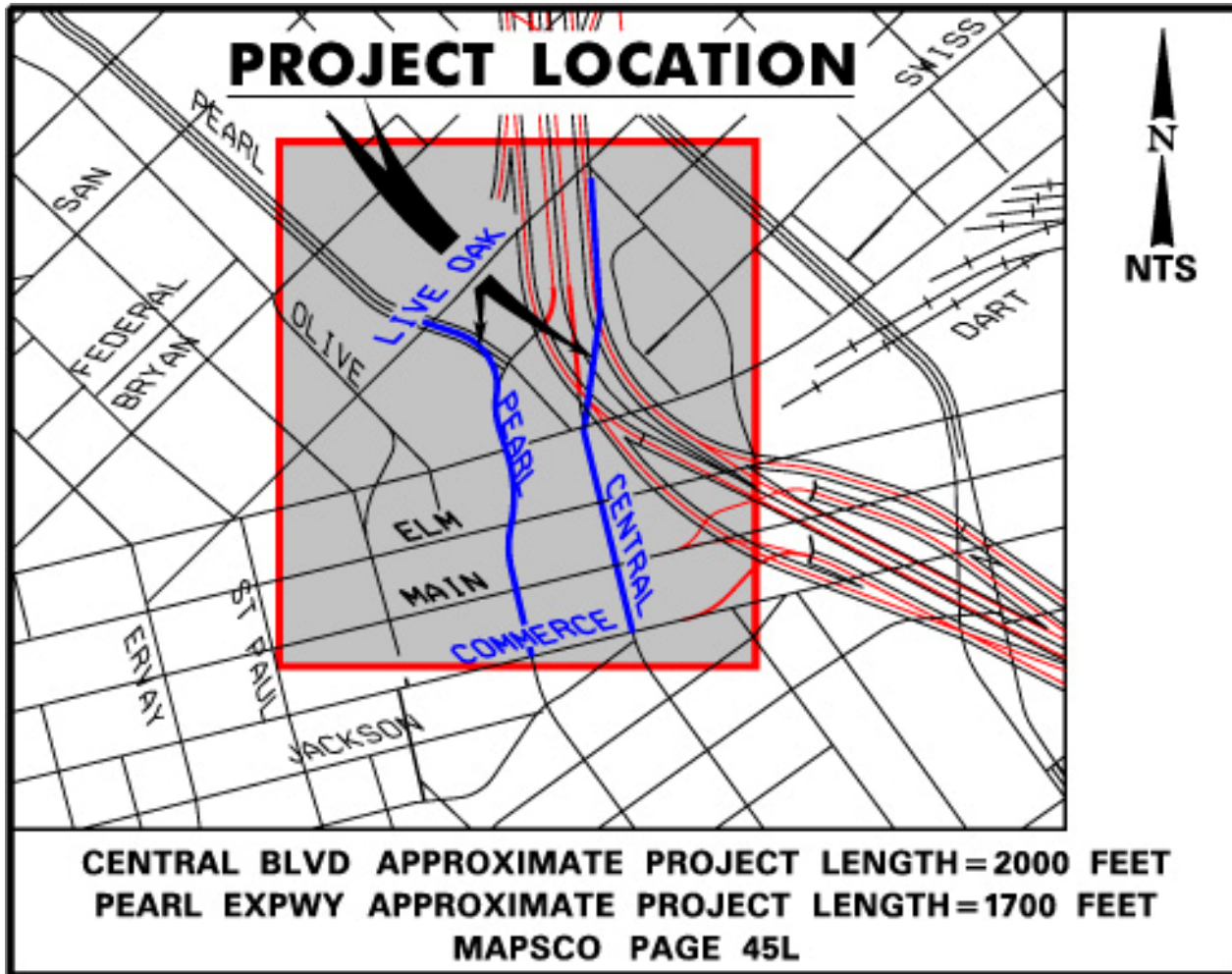


Background

- Realignments of Central Expressway and Pearl Expressway were recommended in the Comprehensive Transportation Plan for the Central Business District in June 2005
- Projects were approved in the 2006 Bond Program
 - Central Expressway \$12.6 M
 - Pearl Expressway \$ 4.3 M
- Includes improvements to John W. Carpenter Plaza - part of the envisioned Emerald Bracelet
- Design was authorized in February 2008 and includes alignment process and right-of-way acquisition

Project Location

Central Expressway and Pearl Expressway





Project Goals

- Enhance connectivity and traffic flow for current and future growth
- Provide enhanced pedestrian amenities
- Improve aesthetics
- Increase the functional area of John W. Carpenter Plaza



Streetscape Improvements

- Enhanced Paving
 - Sidewalks (10 feet wide)
 - Crosswalks at major intersections
- Pedestrian Lights
- Street Trees
- Median Planting
- Benches
- Trash Receptacles



John W. Carpenter Plaza

- Three separate parcels combined into one
- Park enlarged from 3.7 acres to 5 acres
- Future connection to the envisioned Emerald Bracelet
- Enhanced perimeter includes:
 - New paving
 - New pedestrian lights
- Increased use and enhanced safety of park



Current Roadway Operation

Central Expressway from Commerce Street to Live Oak Street

- Commerce Street to Pacific Avenue – four lane, one-way northbound roadway operation
- Southbound Central Expressway turns westward to intersect Pearl Expressway near the DART east bus transfer area and continues one-way operation into Farmers Market area
- Central Expressway functions as the northbound leg of the Pearl Expressway / Central Expressway couplet



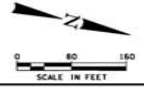
Proposed Roadway Operation

Central Expressway from Commerce Street to Live Oak Street

- Commerce Street to Pacific Avenue – six lane divided, two-way boulevard
- Pacific Avenue to Live Oak Street - realignment of southbound Central Expressway
- Elimination of Pearl Expressway / Central Expressway Connection
- Dual left turn lanes accommodated at Elm Street and Pacific Avenue to compensate for lost Pearl Expressway / Central Expressway Connection
- Central Expressway and Pearl Expressway each converted to two-way operation
- Improvements simplify circulation in the city's center, Main Street, and Farmers Market

Proposed Realignment

**AREA OF INTEREST BETWEEN
COMMERCE ST AND PACIFIC AVE**



**CONTROL POINTS
FROM CITY OF DALLAS**

FOUND ON NORTHWEST CORNER OF BUILDING MAIN ST. AND HARGOOD ST.	ELEV. 463.03'
T-23	
FOUND AT WELL ON CONCRETE CURB CORNER OF SW AND CENTRAL EXPRESSWAY.	ELEV. 459.91'
T-30	
FOUND "4" CUT ON CONCRETE CURB MAIN ST. AND CENTRAL EXPRESSWAY.	ELEV. 461.42'
T-31	
FOUND "4" CUT ON CONCRETE SIDEWALK ELEM ST. AND CENTRAL EXPRESSWAY.	ELEV. 462.42'
T-32	
FOUND "4" CUT ON CONCRETE SIDEWALK PACIFIC AVE. AND CENTRAL EXPRESSWAY.	ELEV. 467.67'
T-33	
FOUND IN WELL ON CONCRETE CURB SW MAIN ST. AND EXISTING SB CENTRAL EXPRESSWAY.	ELEV. 465.26'
T-34	
FOUND MONUMENT ON CORNER SW MAIN ST. AND LIVE OAK ST.	ELEV. 473.25'

NOTICE: THE UTILITY LOCATIONS SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING RECORDS. THE SURVEYOR MAKES NO WARRANTY THAT THE UTILITIES SHOWN ARE CORRECTLY LOCATED. ALL SUCH UTILITIES IN THE AREA OF THE PROPOSED REALIGNMENT, THE SURVEYOR'S FIELD LOCATION INDICATED THROUGH HIS RECORDS THAT THEY ARE LOCATED AT APPROXIMATE POSITIONS FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED UTILITIES.

PRELIMINARY FOR INFORMATION ONLY
These documents are for design review and not intended for construction. No warranty is made by the engineer, architect, or contractor for the accuracy of the information shown. THE SURVEYOR HAS NOT PHYSICALLY LOCATED UTILITIES.



JACOBS
 7950 ELMBROOK DRIVE
 DALLAS, TEXAS 75247
 PH (214) 638-0145
 FAX (214) 638-0447

EXHIBIT SHEET
CENTRAL EXPRESSWAY
 COMMERCE STREET TO LIVE OAK STREET
 Department of Public Works & Transportation
 City of Dallas, Texas

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE NO.
JACOBS	JACOBS	09/17/08	AS SHOWN		3110 4095

Suggested Changes to Proposed Roadway Operation

Input by Downtown Dallas and Other Stakeholders

- Intent is to follow the recommendations included in the Comprehensive Transportation Plan for the Central Business District
- Desire to create pedestrian friendlier intersections, wider medians for planting, and “boulevard” feel
- Requested changes include:
 - Elimination of northbound dual left turn lanes at Pacific Avenue and Elm Street
 - Elimination of 4th northbound lane between Commerce Street and Main Street (becomes a dual left turn lane at Main Street)
 - Elimination of northbound free right turn lane at Pacific Avenue

Impacts to Traffic and Safety

With Implementation of Suggested Changes to Proposed Roadway Operation



- Current traffic counts were collected by Jacobs Engineering (design consultant).
- A growth rate of 3% per year was assumed and used to project the traffic volumes from 2009 to 2030.
- The projected volumes were then compared to 2030 North Central Texas Council of Governments (NCTCOG) traffic volumes.
- The projected volumes are comparable/higher than the NCTCOG volumes.



Impacts to Traffic and Safety

Year 2030 Traffic Analysis

Intersection

* Intersection Delay

LOS

Central and Pacific
Central and Elm
Central and Main

68
45
63

E
D
E

Intersection

* NB Left-turn Delay

LOS

Central and Pacific
Central and Elm
Central and Main

56
34
15

E
C
B

*Delay is in Seconds per vehicle

LOS = Level of Service



Impacts to Traffic and Safety

Year 2030 Traffic Analysis

<u>Intersection</u>	<u>*NB Left-turn Queue Length</u>	<u>*Storage Available</u>
Central and Pacific	70	130
Central and Elm	77	104
Central and Main	14	110

*Queue length and available storage in feet



Conclusion and Recommendation

- Based on the results of the analysis, the intersections will operate at Level of Service E or better.
- This condition, in our opinion, is acceptable now and for the future conditions (projected 2030 traffic volumes).



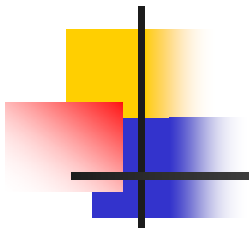
Project Timeline

CBD Comprehensive Transportation Plan	June 2005
Conceptual Design	June 2005
Design Begins	February 2008
City Council Alignment Approval	April 2009
Right-of-Way Acquisition Process Begins	May 2009
Design Complete	July 2009
Right-of-Way Acquisition Complete	December 2010
Construction Begins	Spring 2011
Construction Complete	Fall 2012



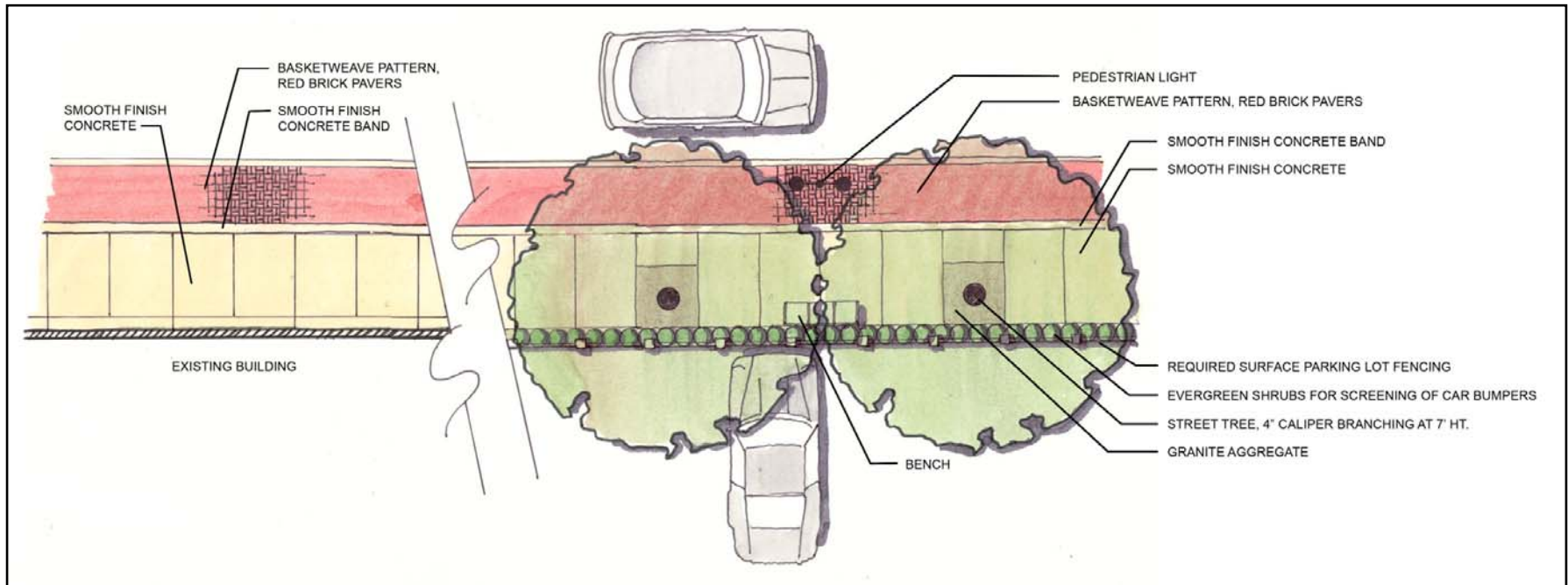
Next Step

- Council to consider the recommended alignment on April 22, 2009

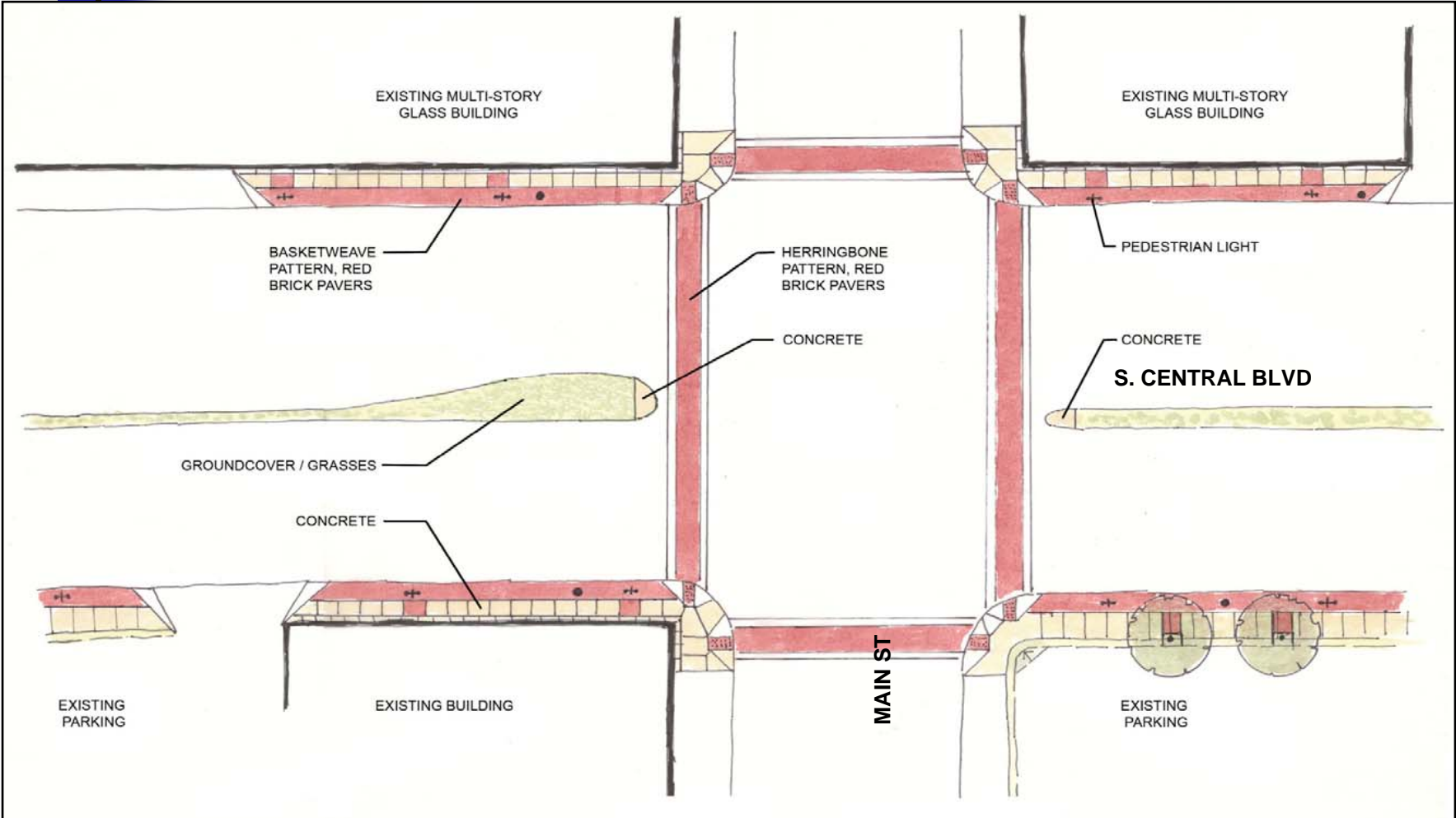


Appendix

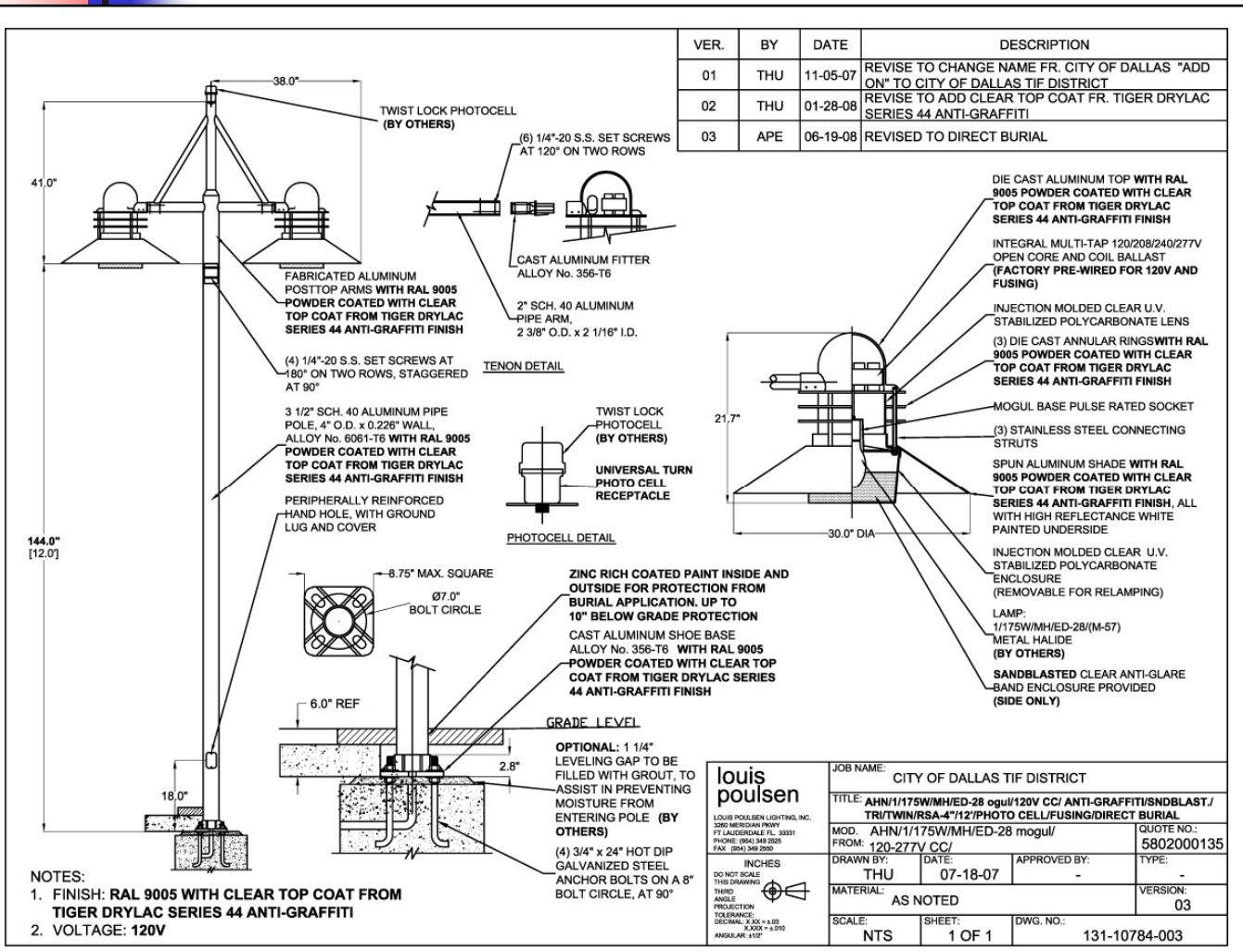
STREETSCAPE IMPROVEMENTS-TYPICAL SIDEWALK



STREETSCAPE IMPROVEMENTS-TYPICAL INTERSECTION



STREETSCAPE IMPROVEMENTS—PEDESTRIAN LIGHT



STREETSCAPE IMPROVEMENTS – TREES



Shumard Red Oak



Chinese Pistache



Allee Elm

STREETSCAPE IMPROVEMENTS – ORNAMENTAL TREES



Natchez Crape Myrtle



Muskogee Crape Myrtle



Redbud 'Forest Pansy'



Desert Willow

STREETSCAPE IMPROVEMENTS – GROUND COVER



Liriope Muscari 'Big Blue'



Variegated

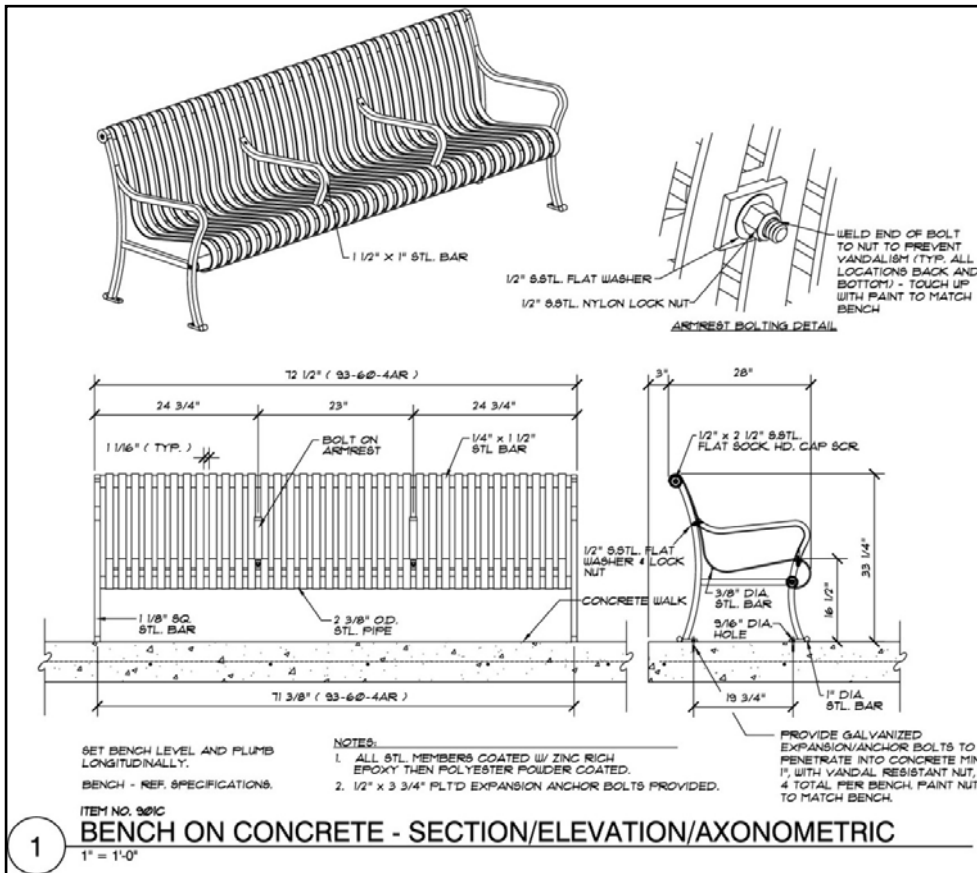
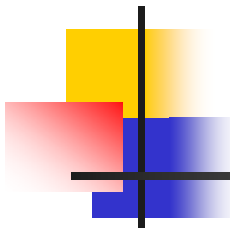


Creeping Liriope



Liriope Spicata 'Silver Dragon'

STREETSCAPE IMPROVEMENTS – BENCH



STREETSCAPE IMPROVEMENTS – TRASH RECEPTACLE

