

Executive Summary - Fair Park Parking Traffic Study



PROJECT OVERVIEW

- Fair Park First / Spectra hired Kimley-Horn to perform a Parking and Traffic Study for Fair Park
- Objectives of the Parking and Traffic Study:
 - Review existing conditions and observe Labor Day events over Labor Day Weekend and State Fair of Texas
 - Develop a strategy to assist with the sizing of the proposed parking garage adjacent to the proposed Community Park
 - Develop a strategy of transportation recommendations based on existing conditions and event observations.
- The following presentation highlights the recommended high priority improvements identified in the Parking and Traffic Study

LOCATION MAP OF HIGH PRIORITY TRANSPORTATION IMPROVEMENTS



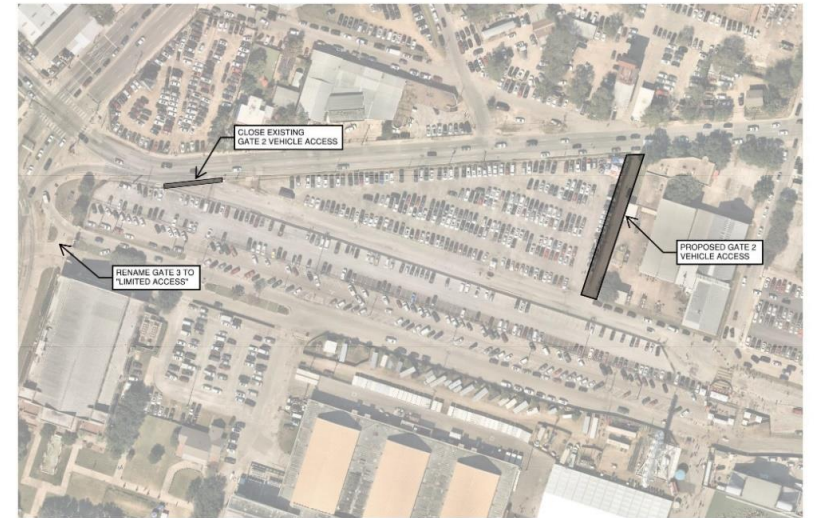
LOCATION 1: Gate 2/Gate 3 Vehicle Access/Circulation/Parking PARRY AVENUE / HASKELL AVENUE

Identified Issue(s)

- Gate 2 and Gate 3 are located near each other causes confusion to visitors as to which gate is public.
- Gate 3 is primarily used for VIP and back of house parking, so when visitors enter Gate 3, they are turned away and can cause backups at Gate 3.
- Traffic currently enters Gate 2 to access the RR parking area as well as Lots 13 and 15. This results in a large number of vehicles crossing the pedestrian gate near Gurley Avenue during major events.
- Queueing at Gate 2 spills back into the Parry Avenue & Haskell Avenue intersection during major events.

Proposed Recommendation(s)

- Remove existing Gate 3 from gate numbering and rename to “Limited Access.”
- Close existing Gate 2 access at Parry Avenue / Haskell Avenue. Provide new Gate 2 vehicle access +/- 1,000 feet east of Parry Avenue near Fletcher Street.
- Provide a new gate for vehicle access to the RR lot and Lot 13/15/16 parking areas, preliminarily via Bank Street from Haskell Avenue. Bank Street would need to be improved including lighting and streetscaping.



LOCATION 2: Pedestrian Access and Safety PARRY AVENUE / HASKELL AVENUE

Identified Issue(s)

- There are no marked crosswalks along Haskell Avenue between Parry Avenue and Grand Avenue.
- The City recently constructed sidewalk and curb ramps along the east side of Gurley Avenue at Haskell Avenue, but there are no pedestrian crosswalk markings or signage installed.
- Many pedestrians cross Haskell Avenue at this intersection to get to the pedestrian gate during major events.

Proposed Recommendation(s)

- Provide a striped 10-foot pedestrian crosswalk along the east side of the intersection and include appropriate signage. Until there is a permanent crosswalk installed, install temporary crosswalks during major events that are controlled by City of Dallas Police.

LOCATION 3: Pedestrian Access and Safety HASKELL AVENUE, BETWEEN PARRY AVENUE AND GRAND AVENUE

Identified Issue(s)

- The existing sidewalk network along Haskell Avenue between Parry Avenue and Grand Avenue is in disrepair and include missing pieces to the network.

Proposed Recommendation(s)

- Provide a six-foot sidewalk on the back of curb along both sides of Haskell Avenue between Parry Avenue and Grand Avenue.

LOCATION 4: Pedestrian Access and Safety HASKELL AVENUE & GRAND AVENUE

Identified Issue(s)

- At the signalized intersection, pedestrian crosswalks and signal infrastructure is either missing or in disrepair.
- During major events, there was observed to be confusion on how to navigate through the intersection.

Proposed Recommendation(s)

- Perform a operational and geometric review of the intersection to develop a concept that will improve both vehicle and pedestrian operations.

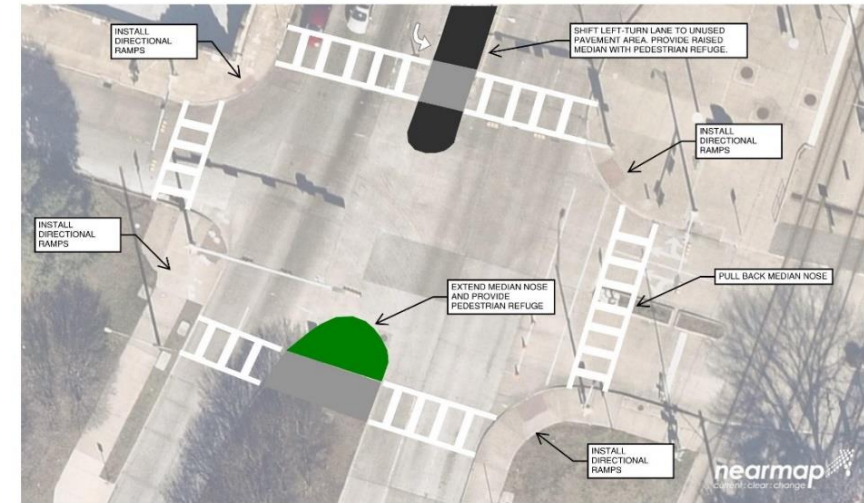
LOCATION 5: Vehicle Access/Circulation, Pedestrian Safety/Access PARRY AVENUE & 1ST AVENUE (GATE 4)

Identified Issue(s)

- This intersection serves the existing Gate 4 of Fair Park and is generally used as a pedestrian gate during the State Fair of Texas, and as a loading/unloading gate for events at Music Hall.
- The existing ramps of diagonal ramps, and the existing striping is very worn.
- The existing crossing across Parry Avenue is very long currently, and there is no pedestrian refuge area provided in the center median along Parry Avenue.
- Pedestrian ramps do not conform to current ADA standards.

Proposed Recommendation(s)

- Rename Gate 4 to a pedestrian gate, while providing vehicle access for events at Music Hall and for emergency vehicles.
- Reconstruct corners to directional ramps.
- Provide high-visibility pavement markings for the pedestrian crosswalk with a 10-foot width.
- Extend the median nose on the northbound approach to provide a median refuge area for pedestrians crossing Parry Avenue.
- Shift the current southbound left-turn lane to the unused space and providing a wider median for a refuge area for pedestrians crossing Parry Avenue.
- Pull back the existing median on the east leg of the intersection to provide a pedestrian crossing further off the Parry Avenue travel lanes.
- This area may be a crossing of the Santa Fe trail, so additional accommodations should be considered once the final alignment has been determined.



LOCATION 6: Pedestrian Access and Safety

2ND AVENUE BETWEEN MUSIC HALL AND GATE 5

Identified Issue(s)

- There is currently no pedestrian connection between Music Hall and Lot 5A, 5B, 6A, and 6B along 2nd Avenue.
- During major events at Music Hall, there were large vehicles parking along the north side of 2nd Avenue, which caused pedestrians to have to walk in the travel lanes to get to Lot 5A, 5B, 6A, and 6B.

Proposed Recommendation(s)

- Near term - provide a marked 10-foot pedestrian path between Music Hall and Gate 5 along the north side of 2nd Avenue.
- Long term – complete street as outlined in the Fair Park Master Plan.

LOCATION 7: Pedestrian Access and Safety

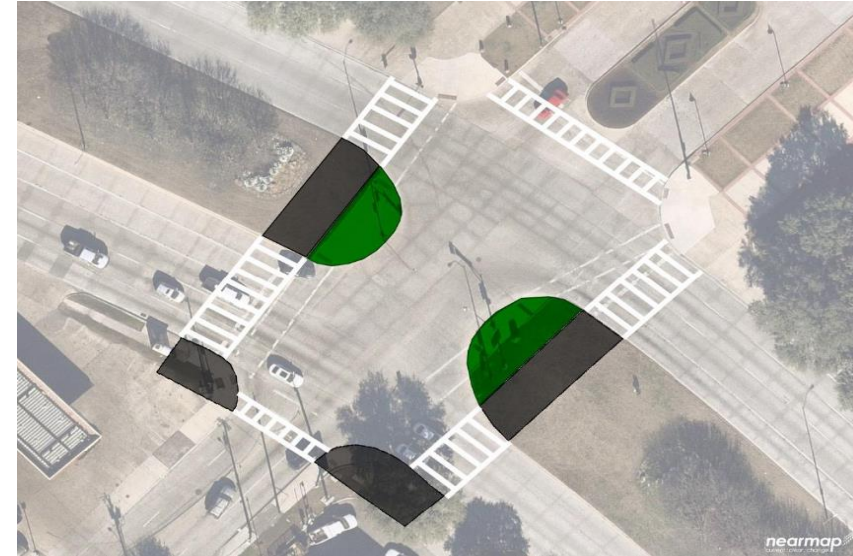
Robert B Cullum Boulevard & Al Lipscomb Way (Gate 5)

Identified Issue(s)

- During major events, there is a significant number of pedestrians crossing Robert B Cullum around Gate 5; the majority are crossing at the traffic signal, but some pedestrians cross mid-block at uncontrolled locations.
- The pedestrian refuge areas on the SW and SE corners of the intersections are small and are not able to accommodate all pedestrians waiting to cross Robert B Cullum Boulevard during major events. Some pedestrians end up having to/choose to stand in the street.
- Pedestrian refuge areas in the median along Robert B Cullum Boulevard are adjacent to the road, and not large enough to accommodate all pedestrians crossing resulting in pedestrians crossing outside of the marked crosswalks.
- Not all pedestrian ramps conform to current ADA standards.

Proposed Recommendation(s)

- Construct directional ramps on all four corners of the intersection.
- Construct a large pedestrian refuge area on the SW and SE corners of the intersection, like what is provided on the NW and NE corners of the intersection.
- Shift the pedestrian refuge area in the median behind the signal equipment and make it 10-12 feet wide.
- Restripe the pedestrian crossings to 10-foot wide and match up with new curb ramp locations.



LOCATION 8: Pedestrian Access and Safety

ROBERT B CULLUM BOULEVARD & MLK JR. BOULEVARD

Identified Issue(s)

- During major events, there is a significant number of pedestrians crossing Robert B Cullum around Gate 6; the majority are crossing at the traffic signal, but some pedestrians cross mid-block at uncontrolled locations.
- The pedestrian refuge areas on the corners of the intersections are well suited to accommodate the pedestrians; however, the median refuge areas are small.
- The stamped concrete crossings direct some pedestrians into the roadway in the middle of the intersection since the crosswalk extends beyond the existing medians.
- Not all pedestrian ramps conform to current ADA standards.

Proposed Recommendation(s)

- Construct directional ramps on all four corners of the intersection.
- Shift the pedestrian refuge area in the median behind the signal equipment and make it 10-12 feet wide.
- Restripe the pedestrian crossings to 10-feet wide and match up with new curb ramp locations.
- See example layout for Robert B Cullum Boulevard at Al Lipscomb Way / Grand Avenue.

LOCATION 9: Pedestrian Access and Safety

ROBERT B CULLUM BOULEVARD & PENNSYLVANIA AVENUE

Identified Issue(s)

- During major events, there is a significant number of pedestrians crossing Robert B Cullum at Pennsylvania Avenue; the majority are crossing at the traffic signal, but some pedestrians cross mid-block at uncontrolled locations.
- The pedestrian refuge areas on the corners of the intersections are well suited to accommodate the pedestrians; however, the median refuge areas are small.
- Not all pedestrian ramps conform to current ADA standards.

Proposed Recommendation(s)

- Construct directional ramps on all four corners of the intersection.
- Shift the pedestrian refuge area in the median behind the signal equipment and make it 10-12 feet wide.
- Restripe the pedestrian crossings to 10-feet wide and match up with new curb ramp locations.
- See example layout for Robert B Cullum Boulevard at Al Lipscomb Way / Grand Avenue.

LOCATION 10: Pedestrian Access and Safety AL LIPSCOMB WAY BETWEEN RR TRACKS AND ROBERT B CULLUM

Identified Issue(s)

- There are several utility poles that are in the middle of the sidewalks leading up to Robert B Cullum Boulevard along Al Lipscomb Way. This results in an obstructed path for pedestrians accessing Fair Park from the private parking areas south of Robert B Cullum Boulevard.
- The sidewalk on the west side of the street is too narrow to accommodate pedestrians during major events.

Proposed Recommendation(s)

- Provide unobstructed 8-foot sidewalks on both sides of Al Lipscomb Way between the RR tracks and Robert B Cullum Boulevard. This would require significant costs in relocating the existing utilities.

LOCATION 11: Pedestrian Access and Safety MLK JR. BLVD BETWEEN RR TRACKS AND ROBERT B CULLUM

Identified Issue(s)

- There are several utility poles that are in the middle of the sidewalks leading up to Robert B Cullum Boulevard along MLK Jr. Boulevard. This results in an obstructed path for pedestrians accessing Fair Park from the private parking areas south of Robert B Cullum Boulevard.

Proposed Recommendation(s)

- Provide unobstructed 8-foot sidewalks on both sides of MLK Jr. Boulevard between the RR tracks and Robert B Cullum Boulevard. This would require significant costs in relocating the existing utilities.

LOCATION 12: Pedestrian Access and Safety

PENNSYLVANIA AVENUE BETWEEN DOS EQUIS AND GAISFORD ST

Identified Issue(s)

- There is currently no pedestrian connection between Dos Equis Pavilion and Gaisford Street along Pennsylvania Avenue.
- There is a section along the west side of Pennsylvania Avenue that is striped out for vehicle parking, which is for police vehicles during the State Fair of Texas.

Proposed Recommendation(s)

- Near-Term – provide a marked 8-foot pedestrian path between Dos Equis Pavilion and Gaisford Street.
- Near Term – provide wide marked crosswalks along Pennsylvania Avenue at the Community Park and Parking Garage.

LOCATION 13: Pedestrian Access and Safety FITZHUGH AVENUE & LAGOW STREET

Identified Issue(s)

- During the State Fair of Texas, there was observed to be +/- 5,000 pedestrian crossings during a single day. This intersection was set-up with a temporary pedestrian crossing managed by City of Dallas police.
- With the proposed Santa Fe Trail, this will be a major crossing connecting the trail to the existing on-street bike lane network along Lagow Street, east of Fitzhugh Avenue.

Proposed Recommendation(s)

- Install a traffic signal to provide a controlled crossing for pedestrians. Until there is a traffic signal installed, install temporary crosswalks during major events that are controlled by City of Dallas Police.
- Remove the inside northbound left-turn lane and convert to landscaped median since this will no longer be a primary access to parking on the west side of Fitzhugh Avenue.
- Further refinement to the intersection should be considered as the Santa Fe Trail alignment is finalized.

LOCATION 14: Vehicle and Pedestrian Access/Safety, Parking GAISFORD ST BETWEEN PENNSYLVANIA AVE AND FITZHUGH AVE

Identified Issue(s)

- The current section of Gaisford Street is sub-standard and does not meet current City design standards.
- This section of roadway will serve as the primary access to the proposed Parking Garage.

Proposed Recommendation(s)

- In conjunction with the Parking Garage project, expand Gaisford Street to a four-lane undivided cross-section between Pennsylvania Avenue and Fitzhugh Avenue.
- Install a sidewalk along one side of Gaisford Street.

LOCATION 15: Vehicle Access and Pedestrian Access/Safety FITZHUGH AVENUE & GAISFORD STREET

Identified Issue(s)

- During the State Fair of Texas, there was many pedestrians that crossed Fitzhugh Avenue at Gaisford Street from Lot 13. The crossing was uncontrolled with no police presence.
- The site distance is limited from vehicles travelling south along Fitzhugh Avenue due to the bridge.
- There is a lack of a complete pedestrian sidewalk network along the east side of Fitzhugh Avenue between Gaisford Street.

Proposed Recommendation(s)

- Stripe the inside northbound through lane to a left-turn lane so that two lanes are provided for vehicles making the northbound left-turn movement onto Gaisford Street (like entry at Gate 9 and Gate 10).
- Until there are permanent improvements in place, install temporary crosswalks during major events that are controlled by City of Dallas Police.
- Construct sidewalk on the east side of Fitzhugh Avenue between Gaisford Street and Lagow Street to get pedestrians from Lot 13 to Lagow Street.
- Consider the installation of a pedestrian bridge on the north side of the intersection to provide a grade-separated crossing of Fitzhugh Avenue.

LOCATION 16: Pedestrian Access/Safety PARRY AVENUE AND ROBERT B CULLUM BOULEVARD

Identified Issue(s)

- An extensive review of the existing traffic signal and pedestrian signal infrastructure was reviewed at the following intersections:
 - Parry Avenue & Haskell Avenue
 - Parry Avenue & Exposition Avenue
 - Parry Avenue & 1st Avenue
 - Robert B Cullum Boulevard & Al Lipscomb Way / Grand Avenue
 - Robert B Cullum Boulevard & MLK Jr. Boulevard
 - Robert B Cullum Boulevard & Pennsylvania Avenue
- Following provides a general list of what was observed.
 - Most pedestrian push buttons and are outdated and placed too close to each other.
 - Most pedestrian heads are outdated.
 - Some signal and pedestal poles are in the pedestrian walking path.

Proposed Improvement(s)

- Install Accessible Pedestrian Signal (APS) push buttons and pedestrian countdown heads at all signalized intersections listed above.
- Relocated existing signal and pedestal poles outside of the pedestrian clear path.

LOCATION 17: Pedestrian Access/Safety SURROUNDING NEIGHBORHOODS

Identified Issue(s)

- Based on feedback from the community engagement, there was concerns raised from individuals that usually park in the private lots outside of Fair Park regarding lighting and pedestrian facilities leading to Fair Park.

Proposed Improvement(s)

- Perform a review of the lighting and pedestrian connectivity of the adjacent neighborhoods to identify where the is a gap.

LOCATION 18: Pedestrian Access/Safety PARKWIDE (ACCESSIBILITY)

Identified Issue(s)

- Based on multiple field visits, there were areas identified that do not meet current standards for ADA accessibility that is identified in the Public Right-of-Way Accessibility Guidelines (PROWAG). Some examples include the following:
 - Pedestrian sidewalks leading to a pedestrian crossing with either substandard curb ramps or no curb ramps at all;
 - Lack of barrier free access to certain buildings;
- Based on feedback from the community engagement and neighborhood canvassing, the neighborhood associates are left out of the loop on upcoming events.

Proposed Improvement(s)

- Perform an assessment of all pedestrian facilities (sidewalks, ramps, etc.) within Fair Park.
- Perform an assessment of building access within Fair Park.
- Develop an ADA transition plan that helps prioritize accessibility improvements throughout Fair Park.