



October 13, 2016

Paul E. Ridley, Chairman
and Members of the Transportation Committee

Transportation Committee Meeting

The CPC Transportation Committee will meet on Thursday, October 20, 2016 at 9:15 a.m. at Dallas City Hall, City Council Chambers.

CPC Transportation Committee Meeting Agenda

1. Approve Prior July 21, 2016 Meeting Minutes
2. Central Business District Streets and Vehicular Circulation Plan Amendment

Pearl Street

1. Change the operational characteristics of Pearl Expressway from Pacific Avenue to Live Oak Street from five-lanes southbound in 85-146 feet of right-of-way to two-lanes northbound and two-lanes southbound in 85 feet of right-of-way; and
3. Thoroughfare Plan Amendments

McKinney-Cole Amendments

2. Change the dimensional classification of McKinney Avenue from Allen Street to Harvard Avenue from an existing couplet (EXST CPLT) to a special three-lane undivided (SPCL 3U) roadway within 60-80 feet of right-of-way; and
3. Change the dimensional classification of Allen Street from McKinney Avenue to Carlisle Street from an existing couplet (EXST CPLT) to a special three-lane undivided (SPCL 3U) roadway within 60 feet of right-of-way; and
4. Change the dimensional classification of Carlisle Street from Allen Street to Cole Avenues from an existing couplet (EXST CPLT) to a special three-lane undivided (SPCL 3U) roadway within 60 feet of right-of-way; and

5. Change the dimensional classification of Cole Avenue from Carlisle Street to Harvard Avenue from an existing couplet (EXST CPLT) to a special three-lane undivided (SPCL 3U) roadway within 60-80 feet of right-of-way.

4. Other Matters

5. Adjournment

If you have any questions, please contact me at 214-670-4038.

[Tanya Brooks](#)

Tanya Brooks

Assistant Director - Mobility Planning

**SUPPLEMENTAL NOTICE
FOR
AGENDA POSTING**

**Handgun Prohibition Notice for Meetings
of Governmental Entities**

"Pursuant to Section 30.06, Penal Code (trespass by license holder with a concealed handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a concealed handgun."

"De acuerdo con la sección 30.06 del código penal (ingreso sin autorización de un titular de una licencia con una pistola oculta), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola oculta."

"Pursuant to Section 30.07, Penal Code (trespass by license holder with an openly carried handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a handgun that is carried openly."

"De acuerdo con la sección 30.07 del código penal (ingreso sin autorización de un titular de una licencia con una pistola a la vista), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola a la vista."

**CITY PLAN COMMISSION
TRANSPORTATION COMMITTEE**

AGENDA DATE: October 20, 2016

COUNCIL DISTRICT: 14

DEPARTMENT: Mobility and Street Services

CMO: Jill Jordan, 670-5299

MAPSCO: 45L

SUBJECT

An amendment to the City of Dallas Central Business District Streets and Vehicular Circulation Plan to change the operational characteristic on Pearl Expressway from Pacific Avenue to Live Oak Street from five-lanes southbound in 85-146 feet of right-of-way to two-lanes northbound and two-lanes southbound in 85 feet of right-of-way.

BACKGROUND

The City of Dallas' Public Works Department is requesting an amendment to the City of Dallas Central Business District Streets and Vehicular Circulation Plan to change the operational characteristic on Pearl Expressway from Pacific Avenue to Live Oak Street. This project will create a more walkable street between the Dallas Area Rapid Transit (DART) Transfer Center and John W. Carpenter Park. The realignment of Pearl Expressway will provide more space for the City of Dallas' Park Department to redevelop the sculpture park. The four-lane divided configuration of this segment would provide adequate traffic operations for the majority of the day. This project will be funded with 2006 Bond funds.

STAFF RECOMMENDATION

Staff recommends approval of the amendment to change the operational characteristic on Pearl Expressway from Pacific Avenue to Live Oak Street from five-lanes southbound in 85-146 feet of right-of-way to two-lanes northbound and two-lanes southbound in 85 feet of right-of-way.

FISCAL INFORMATION

This item has no cost consideration.

CONTACT PERSONS:

Tanya Brooks, Assistant Director
Kimberly Smith, Senior Planner

214-670-4038
214-671-8172

IMPACT OF DEFERRAL:

Delaying this project impacts final design and construction of the roadway.

MAP

Attached

FACT SHEET

PROPOSED COUNCIL AGENDA: January 17, 2016

PROJECT: An amendment to the City of Dallas Thoroughfare Plan to change the operational characteristic on Pearl Expressway from Pacific Avenue to Live Oak Street from five-lanes southbound in 85-146 feet of right-of-way to two-lanes northbound and two-lanes southbound in 85 feet of right-of-way.

BACKGROUND:

- Pearl Expressway from Pacific Avenue to Live Oak Street has the operation of five lanes southbound, the section to the north Live Oak Street to Bryan has the operation of two-way (three-lanes northbound and three-lanes southbound), and the section to the south from Pacific Avenue to Elm Street has two-way operation (two-lanes northbound and two lanes southbound).
- Existing traffic volumes on Pearl Expressway is 14,690 vehicles per day (vpd) (2015 counts).
- There could be brief periods of congestions during the PM peak hours in the southbound direction with a four-lane divided roadway, but will operate well during the majority of the day.
- 9 property owners within 200 feet of the proposed amendment were notified.
- 2006 Bond Project PB106U798
- Prior action:
 - CPC Transportation Committee May 5, 2016
 - Motion: Mr. Watson made a motion to follow staff's recommendation, seconded by Commissioner Davis.
 - For: 4 – Commissioner Davis, Mr. Lawler, Mr. Stoner, Mr. Watson
 - Against: 2 – Commissioner Jung, Commissioner Ridley
 - CPC May 19, 2016
 - Motion: Commissioner Ridley motioned to refer this case back to CPC TC for further consideration, Commissioner Murphy seconded.
 - For: 13 – Anglin, Rieves, Houston, Davis, Anantasomboon, Abtahi, Jung, Housewright, Schultz, Peadon, Murphy, Ridley, Tarpley
 - Against: 0
- Proposed Engineering/Construction Schedule (pending CBD Plan amendment)
 - Engineering/Design completed late 2017
 - Construction starts mid 2018
 - Construction ends late 2018

Pearl

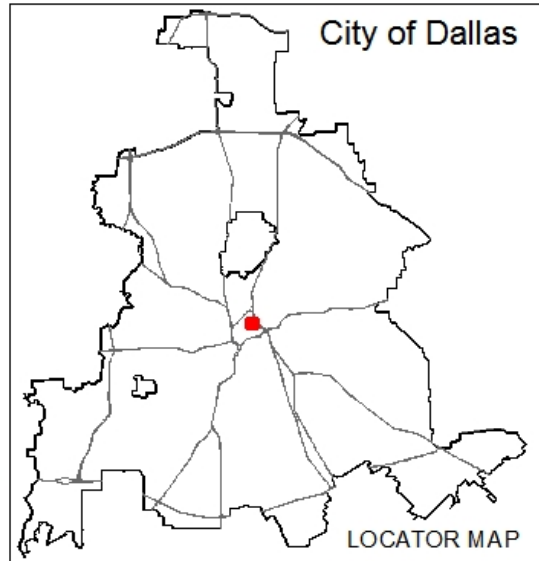
Live Oak Street to Pacific Avenue

Council District: 14

MAPSCO: 45-L

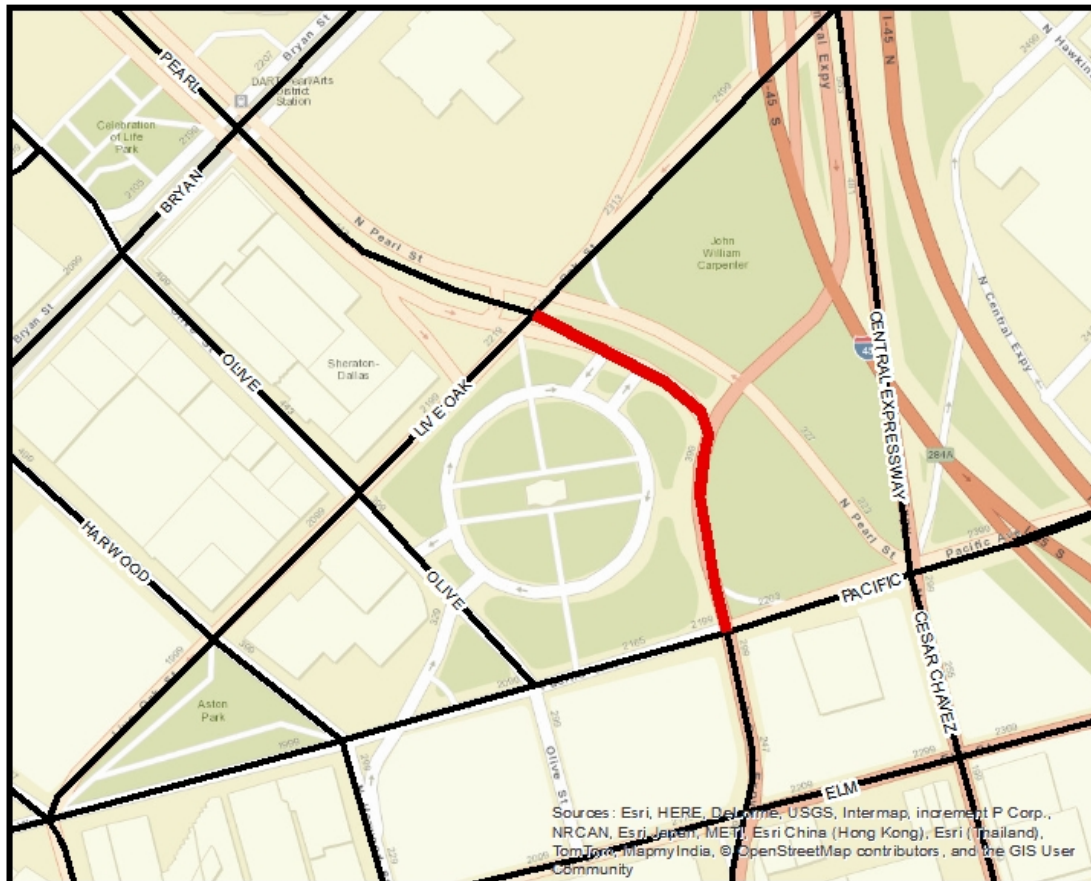


Thoroughfare Plan Amendment Map



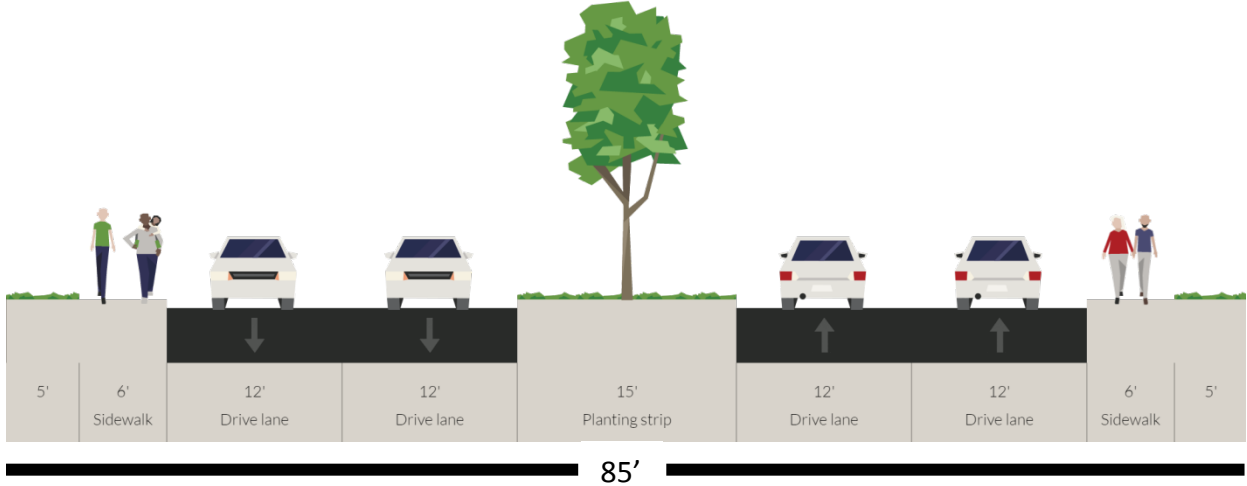
City of Dallas

LOCATOR MAP



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, MEIT, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Pearl Expressway



**CITY PLAN COMMISSION
TRANSPORTATION COMMITTEE**

AGENDA DATE: October 20, 2016

COUNCIL DISTRICT: 14

DEPARTMENT: Mobility and Street Services

CMO: Jill Jordan, 670-5299

MAPSCO: 35R U V X Y; 45B C

SUBJECT

Amendments to the City of Dallas' Thoroughfare Plan to change the dimensional classification of: (1) McKinney Avenue from Allen Street to Harvard Avenue from an existing couplet (EXST CPLT) to a special three-lane undivided (SPCL 3U) roadway within 60-80 feet of right-of-way; (2) Allen Street from McKinney Avenue to Carlisle Street from an existing couplet (EXST CPLT) to a special three-lane undivided (SPCL 3U) roadway within 60 feet of right-of-way; (3) Carlisle Street from Allen Street to Cole Avenues from an existing couplet (EXST CPLT) to a special three-lane undivided (SPCL 3U) roadway within 60 feet of right-of-way; and (4) Cole Avenue from Carlisle Street to Harvard Avenue from an existing couplet (EXST CPLT) to a special three-lane undivided (SPCL 3U) roadway within 60-80 feet of right-of-way.

BACKGROUND

Uptown Dallas, Inc. has requested amendments to the Thoroughfare Plan to change the McKinney Avenue and Cole Avenue from one-way roadways to two-way roadway. Cole Avenue changes to Carlisle Street south of Lemmon Avenue and to Allen Street south of Sneed Street. The roads were designated as one-way couplets in June 1978 to provide a north-south route that could move traffic quickly to and from downtown Dallas. While the one way couplet design is efficient at moving automobiles quickly through the city, it prioritizes through traffic instead of safety and neighborhood livability.

Recent crash data, provided by the Dallas Police Department, confirmed 464 reported crashes on Cole Avenue and McKinney Avenue between January 2013 and May 2016. Of the total crashes, 18% were due to either speeding or wrong way driving and 67% were due to driver inattention. The Federal Highway Administration and various academic studies show substantial traffic and pedestrian safety benefits of one-way to two-way conversions¹, with crash reductions between 36 and 60 percent over a two year period after conversion seen in some cases. Nationally, cities have been converting major urban streets from one way to two-way in order to improve safety and calm traffic.

¹ Two-Way Street Conversion: Evidence of Increased Livability in Louisville
<http://jpe.sagepub.com/content/early/2015/07/13/0739456X15593147> abstract

STAFF RECOMMENDATION

Based on the projected two-way conversion safety benefits, conformity with the Dallas Complete Streets Manual, and community support, staff recommends approval of the amendments to the Thoroughfare Plan to change the dimensional classification of: (1) McKinney Avenue from Allen Street to Harvard Avenue from an existing couplet (EXST CPLT) to a special three-lane undivided (SPCL 3U) roadway within 60-80 feet of right-of-way; (2) Allen Street from McKinney Avenue to Carlisle Street from an existing couplet (EXST CPLT) to a special three-lane undivided (SPCL 3U) roadway within 60 feet of right-of-way; (3) Carlisle Street from Allen Street to Cole Avenues from an existing couplet (EXST CPLT) to a special three-lane undivided (SPCL 3U) roadway within 60 feet of right-of-way; and (4) Cole Avenue from Carlisle Street to Harvard Avenue from an existing couplet (EXST CPLT) to a special three-lane undivided (SPCL 3U) roadway within 60-80 feet of right-of-way.

FISCAL INFORMATION

This amendment has no cost consideration to the City however the applicant may seek Bond funds to match leveraging funds to complete the conversion.

CONTACT PERSONS:

Tanya Brooks, Assistant Director	214-670-4038
Kimberly Smith, Senior Planner	214-671-8172

IMPACT OF DEFERRAL

Delaying this project will not cause any hardship to the applicant regarding financing and contracting.

MAPS

Attached

FACT SHEET

PROPOSED COUNCIL AGENDA: January 17, 2016

PROJECT: Amendments to the City of Dallas' Thoroughfare Plan to change the dimensional classification of: (1) McKinney Avenue from Allen Street to Harvard Avenue from an existing couplet (EXST CPLT) to a special three-lane undivided (SPCL 3U) roadway within 60-80 feet of right-of-way; (2) Allen Street from McKinney Avenue to Carlisle Street from an existing couplet (EXST CPLT) to a special three-lane undivided (SPCL 3U) roadway within 60 feet of right-of-way; (3) Carlisle Street from Allen Street to Cole Avenues from an existing couplet (EXST CPLT) to a special three-lane undivided (SPCL 3U) roadway within 60 feet of right-of-way; and (4) Cole Avenue from Carlisle Street to Harvard Avenue from an existing couplet (EXST CPLT) to a special three-lane undivided (SPCL 3U) roadway within 60-80 feet of right-of-way.

BACKGROUND:

- McKinney Avenue and Cole Avenue are designated as an existing couplet.
- McKinney Avenue currently operates as a one-way northbound three-lane roadway with parking.
- Cole Avenue (Allen Street, Carlisle Street) currently operates as a one-way southbound three-lane roadway with parking.
- The proposed amendment would change the operation on McKinney Avenue to two travel lanes northbound and one travel lane southbound. (See Table 1)
- The proposed amendment would change the operation on Cole Avenue to two travel lanes southbound and one travel lane northbound. (See Table 1)
- The proposed conversion amendment maintains three-lanes northbound and three-lanes southbound.

Table 1. Operation

<u>Option</u>	<u>3 Lane McKinney Segments</u>	<u>3 Lane Cole Segments</u>
Existing	2 NB traffic lanes, 1 off-peak parking lane	2 SB traffic lanes, 1 off-peak parking lane
2 way only	2 bi-directional traffic lanes, 1 parking lane	2 bi-directional traffic lanes, 1 parking lane

- 1471 property owners within 200 feet of the proposed amendment were notified.
 - Additional notices were sent to individuals that attended the community meetings.
- Public Meetings:
 - May 16, 2016 - 193 people signed-in at meeting

- August 8, 2016 – 145 people signed-in at meeting
- The 24-hour vehicles per day on McKinney Avenue are less than 12,700 vehicles per day. (See Table 2)
- The 24-hour vehicles per day on Cole Avenue are less than 10,000 vehicles per day. (See Table 2)
- The traffic peaks at Lemmon and Lemmon East.

Table 2. Traffic Volumes

Limits	McKinney		Cole/Carlisle/Allen		~Total
	Year / Source	Vehicles per Day	Year / Source	Vehicles per Day	
Allen to Bowen	2002 COD	7,062	2009 TxDOT	7,326	14,388
Bowen to Hall	2004 TxDOT	9,435	2001 COD	5,712	15,147
Hall to Lemmon	2005 TAP	12,693	2001 COD	5,712	18,405
Lemmon to Lemmon East	2004 TxDOT	11,523	2004 TxDOT	9,563	21,086
Lemmon to Lemmon East	2015 KH	9,952	2015 KH	9,787	19,739
Lemmon to Blackburn	2004 TxDOT	10,183	2004 TxDOT	9,563	19,746
Blackburn to Fitzhugh	2009 TxDOT	7,336	2009 TxDOT	4,441	11,777
Fitzhugh to Knox	2009 TxDOT	5,554	2004 COD	5,350	10,904
Armstrong to Knox	2015 KH	7,907	2015 KH	5,705	13,612
Knox to Monticello	2002 COD	3,592	2003 COD	3,563	7,155

COD – City of Dallas; TxDOT – Texas Department of Transportation; TAP – Thoroughfare Assessment Program; KH – Kimley Horn

- Comments received as of 9/14/2016: 54 total comments received, 33 in support, 18 in opposed, 3 miscellaneous
 - Nine Stakeholders letters of support (included in the support tally above)
 - McKinney Avenue Trolley
 - Chateau HOA
 - 4325 Cole Avenue Townhouses Owner Associations, Inc.
 - The Uptown Neighborhood Association
 - Brighton Lofts South HOA
 - Upton Dallas Inc.
 - Vine Condominium Owners Association, Inc.
 - La Tour Council of Co-Owners Board of Directors
 - Knox Street Improvement District

- The traffic study determined the two-way conversion is feasible. The study results anticipate that two-thirds of the northbound traffic would still utilize McKinney Avenue with one-third shifting to use the proposed northbound section of Cole Avenue and two-thirds of the southbound traffic would still utilize Cole Avenue with one-third using the proposed southbound lane on McKinney Avenue.

- Reported Accident Data from January 2013 to May 2016

Table 3. Summary of Accident Types

Summary of Accident	Total
Driver Inattention	314
Failed to Yield ROW to Pedestrian	15
Pedestrian Failed to Yield ROS	6
Speeding	74
Under the Influence	43
Wrong Way	12
Grand Total	464

Table 4. Detailed Crash Types

Road	Total Crashes	Crash Types									
		Fixed Object	Head-on	Left Turn	Ped or Cyclist	Right Angle	Rear End	Right Turn	Side Swipe	U-Turn	Trolley
McKinney	246	13	1	9	16	89	51	3	58	1	6
Carlisle & Cole	200	10	4	7	9	54	39	0	73	0	3
Allen	18	3	1	0	1	9	3	0	1	0	2
Study Area Total	464	26	6	16	26	152	93	3	132	1	11

- Level of Service (LOS)

Table 5. AM Peak Traffic Period

<i>Intersection</i>	<i>Existing Traffic Conditions</i>	<i>2 Way conversion Year 2035</i>
	<i>Level of Service</i>	<i>Level of Service</i>
McKinney @ Oak Grove	B	C
McKinney @ Bowen	B	B
McKinney @ Hall	B	B
McKinney @ Lemmon	A	A
McKinney @ Cityplace	D	C
McKinney @ Blackburn	C	C
McKinney @ Fitzhugh	B	B
McKinney @ Knox	B	B
Carlisle @ Hall	A	B
Cole @ Lemmon	C	C
Cole @ Lemmon East	B	C
Cole @ Blackburn	B	C
Cole @ Fitzhugh	B	B
Cole @ Knox	B	A

Table 6. PM Peak Traffic Period

<i>Intersection</i>	<i>Existing Traffic Conditions</i>	<i>2 Way conversion Year 2035</i>
	<i>Level of Service</i>	<i>Level of Service</i>
McKinney @ Oak Grove	B	C
McKinney @ Bowen	C	B
McKinney @ Hall	C	B
McKinney @ Lemmon	D	C
McKinney @ Cityplace	D	B
McKinney @ Blackburn	B	D
McKinney @ Fitzhugh	B	B
McKinney @ Knox	C	C
Carlisle @ Hall	B	B
Cole @ Lemmon	B	D
Cole @ Lemmon East	C	C
Cole @ Blackburn	B	C
Cole @ Fitzhugh	B	C
Cole @ Knox	B	B

- Possible MATA extension
 - Streetcar will use shared travel lane with vehicles
 - Parking will be impacted with extension

- Parking – on McKinney from Hall to Lemmon the proposed two-way conversion would lose eight parking spaces and gain 10 spaces at Harvard north of Monticello. (See Table 7)
- Parking – on Cole/Carlisle from Bowen to Hall the proposed two-way conversion would lose 15 parking spaces. (See Table 8).
- Parking - On-street off-peak parking will be relocated from the inner traffic lane to the outer lane on the 3 lane sections of Cole Avenue and McKinney Avenue with two-way conversion. Full-time parking on the 4 lane sections of Cole will be unaffected by the conversion.

Table 7. McKinney Parking

<u>Block</u>	<u>Existing (Approx.)</u>	<u>Proposed (2 way conversion only)</u>	<u>Net Gain/Loss with only 2 way conversion</u>
McKinney (Hall to Lemmon)	8	0	-8
McKinney (Haskell to Elizabeth)	50	50	0
McKinney (Elizabeth to Fitzhugh)	20	20	0
McKinney (Fitzhugh to Lee)	12	12	0
McKinney (Lee to Oliver)	20	20	0
McKinney (Oliver to Armstrong)	20	20	0
McKinney (Armstrong to Knox)	10	10	0
McKinney (Knox to Hester)	25	25	0
McKinney (Hester to Monticello)	30	30	0
Harvard/Cole loop north of Monticello	15	25	+10

Table 8. Cole Parking

<u>Block</u>	<u>Existing (Approx.)</u>	<u>Proposed (2 way conversion only)</u>	<u>Net Gain/Loss with only 2 way conversion</u>
Cole (Monticello to Hester)	30	30	0
Cole (Hester to Knox)	25	25	0
Cole (Knox to Armstrong)	7	7	0
Cole (Armstrong to Oliver)	20	20	0
Cole (Oliver to Lee)	20	20	0
Cole (Lee to Fitzhugh)	20	20	0
Cole (Fitzhugh to Elizabeth)	30	30	0
Cole (Elizabeth to Haskell)	60	60	0
Carlisle (Bowen to Hall)	15	0	-15
Carlisle (Hall to Lemmon)	20	20	0

McKinney Avenue

Allen Street to Harvard Avenue

Allen Street

McKinney Avenue to Carlisle Street

Carlisle Street

Allen Street to Cole Avenue

Cole Avenue

Carlisle Street to Harvard Avenue

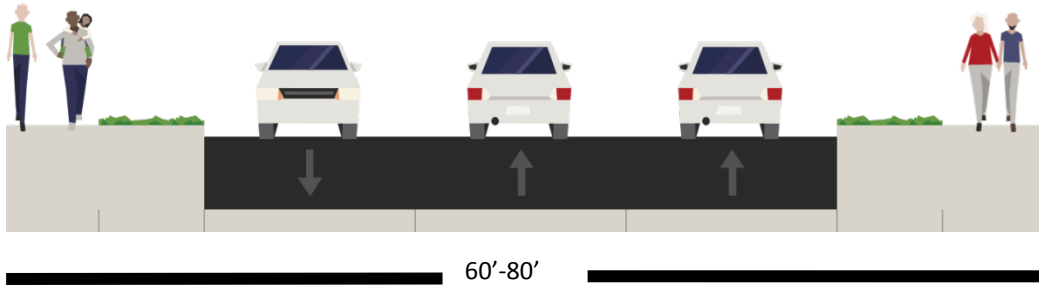
Council District: 14



MAPSCO: 35-R,U,V,X,Y; 45-B,C
Thoroughfare Plan Amendment Map



McKinney Avenue



Cole Avenue

