

City Plan Commission – Thoroughfare Committee

September 20, 2018

Minutes

Attendees: Paul E. Ridley – Chair, Michael Jung, Korey Mack, Gary Lawler

Absent: Jeremy McGahan

Vice Chair – Vacant

Commissioner Ridley called the meeting to order at 9:51 a.m.

Agenda Items:

1. First, order of business was to approve the July 19, 2018 meeting minutes.

Mr. Lawler motioned to approve the July 19, 2018 meeting minutes and Commissioner Mack seconded the motion.

Vote on motion:

For: 4 – Ridley, Jung, Mack, Lawler

Opposed: 0

Motion passed unanimously.

2. Staff presented the overview of the proposed Wood Street amendment, explaining how the roadway currently operates and the proposed removal. The proposed amendment is to:

An amendment to the City of Dallas Central Business District Streets and Vehicular Circulation Plan to delete Wood Street from Harwood Street to Pearl Expressway.

Staff recommends approval.

Commissioner Mack moved to follow staff's recommendation of approval. Commissioner Jung seconded the motion.

Commissioner Ridley asked for discussion of the motion.

Commissioner Jung stated this is an excellent example of what the Complete Street Program was designed for, there is a street carrying approximately 7,000 vehicles and built to 10,000; it is on the Thoroughfare Plan for 42,000 vehicles; and we are going to reduce it to 28,000 vehicles and provide for bike lanes. This proposed amendment, leaves excess vehicular capacity while accommodating for pedestrians and bicycles.

Commissioner Mack stated that he appreciates the rationale for the ability of the surrounding streets to take the brunt of deleting Wood Street. Convinced that if the streets surrounding are solely overloaded during the peak hours, then that is a problem that this amendment should not have to bear the entire price for. During non-peak hours that deleting the street will add no adverse effects to mobility in this area.

Vote on motion:

For: 4 – Ridley, Jung, Mack, Lawler

Opposed: 0

Motion passed unanimously.

3. Staff presented the overview of the proposed Jackson Street amendment, explaining how the roadway currently operates and the proposed improvements. The proposed amendment is to:

An amendment to the City of Dallas Central Business District Streets and Vehicular Circulation Plan to change the operational characteristics of Jackson Street between Pearl Expressway and Cesar Chavez Boulevard from a three-lane eastbound roadway in 36 feet of pavement and 70 feet of right-of-way to a one-lane westbound roadway with on-street parking and bicycle facilities in 46 feet of pavement and 70 feet of right-of-way.

Staff recommends approval.

Mr. Lawler moved to follow staff's recommendation of approval. Commissioner Mack seconded the motion.

Commissioner Ridley asked for discussion of the motion.

Commissioner Mack stated that to ensure safety for pedestrians, the border of landscaping on Jackson Street should face vehicular traffic. If the landscaping buffer is put there, then the walkway width will be preserved. Pedestrians will be much safer facing oncoming bike traffic versus oncoming vehicular traffic. Staff explained that design elements will be worked out at a later time, however the developer heard the concern.

Commissioner Jung stated that the traffic volume is minimal, and the improvements are well worth the minimal diversion of traffic on to other streets. However, deeply concerned about traffic circulation at this end of Downtown. The avenues of access from west to east of downtown are severely limited. This area experiences gridlock almost every day. Cars going in one direction block intersection for perpendicular traffic direction. This traffic is caused by many factors. One of the factors is ongoing construction on Elm Street and starting with the new construction in Deep Ellum. When you constrict artificially a thoroughfare you create a worse condition than you

would have if those constricted lanes were continuously inoperable. A lane on Commerce street has been blocked off for at least five-years. The reconstruction of Cesar Chavez has been in construction for many years. When we look for circulation plan in Downtown we need to plan for construction. There is an issue with signal timing on Young Street during rush hour. What we are doing by constricting traffic Downtown is making locations both within and without the City of Dallas more attractive for office development and occupancy; and making the inner parts of the City that can access the CBD less attractive because of increased commute times.

Commissioner Ridley expressed concern with the four-foot path that is adjacent to the parking lane.

Commissioner Mack & Jung both expressed concern with curbless design between vehicular roadway and pedestrian right-of-way. The notion that the only thing between the pedestrian and the cars is wheel stop is a concern.

Commissioner Ridley concurred that there needs to be a curb to stop vehicles from advancing into pedestrians.

Vote on motion:

For: 4 – Ridley, Jung, Mack, Lawler, McGahan

Opposed: 0

Motion passed unanimously.

4. Other Items

Staff informed the Committee that there will be some upcoming Public Meetings for the 2017 Bond Projects that would require Thoroughfare Plan Amendments: Main-Columbia-Abrams Bond Project, Union Trail, and Jefferson-12th Street Connector.

Commissioner Ridley asked for an update for the Elm-Commerce Street two-way conversion. Staff explained that design in underway on Commerce the two roads in Deep Ellum should be completed in the next two-years. There is not an amendment required for these, since the amendments have already been completed.

5. Adjournment

Commissioner Ridley adjourned at 10:25 a.m.