



City of Dallas

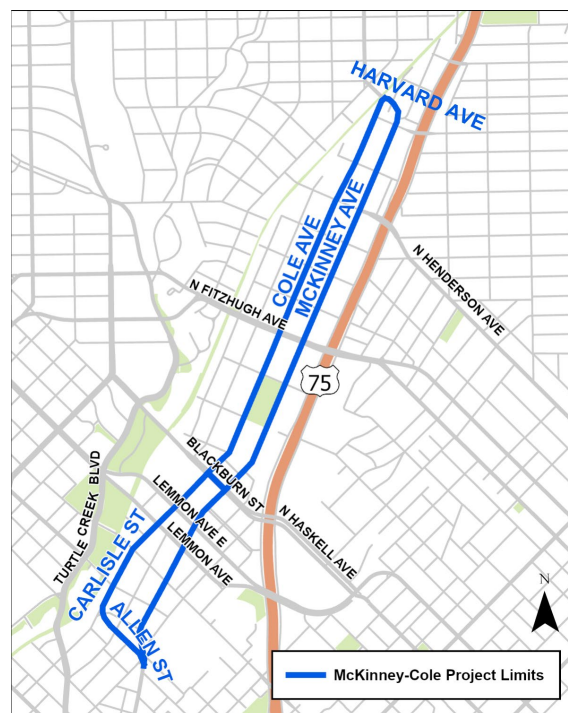
McKinney/Cole Two-Way Conversion Project

Public Engagement Summary (October 2024)

Public Meeting Overview

There was a public meeting held at William B. Travis Academy on October 2, 2024, for an introduction and discussion on the upcoming McKinney/Cole Avenue Two-Way Conversion project between Allen Street and Harvard Avenue. A presentation was made that provided the project overview as well as design options for Allen & Oak Grove intersection and Blackburn intersections. Additionally, a presentation for bike network considerations was made to offer alternative bike route options and their impact to the McKinney/Cole project. **Figure 1** below shows the map of project limits.

Figure 1 – Map of Project Limits for McKinney/Cole Two-Way Conversion Project



Public Survey Overview

Following the public meeting, an online survey was open to the public from October 2 to October 16, 2024. The objective of this public engagement was to solicit public's input on the presented design options and bike route options, as well as any other feedback on the McKinney/Cole project. This survey was listed on the City of Dallas Calendar website. There was a total of 127 survey respondents.

Based on the results of this survey, most of the respondents expressed pedestrian safety as the top priority among the design considerations. For the intersection options, respondents chose Blackburn intersection option which includes minimal impact to the existing trees and Allen/Oak Grove intersection option that allows most movements through the intersection but causes the largest delay. For the general feedback, 51 of the 108 respondents for this question expressed opposition to the two-way conversion.

McKinney/Cole Survey Questions

Question 7: Which key design considerations are priority? Please rank the following:

- Pedestrian safety
- Vehicular traffic operation (minimize delay, maximize turning options)
- Trolley operation (minimize delay, maximize safety)
- Pocket park space

Key Design Consideration	Average Ranking
Pedestrian safety	1.5
Vehicular traffic operation (minimize delay, maximize turning options)	2.2
Trolley operation (minimize delay, maximize safety)	3.1
Pocket park space	3.3

There were 107 responses. Respondents were given the option to rank listed key design considerations key in order of highest to lowest priority. The results are summarized in **Table 1**.

Question 8: Please provide your feedback on the Blackburn intersection options. (Map overlays can be viewed at this link:

<https://bit.ly/McKinneyColeIntersections1002>.

There were 89 responses. The results are summarized in **Table 2**. This was an open-ended question, so the responses were coded into themes. Some responses contained more than one theme. Intersection option 2 was mentioned most frequently by the respondents, followed by opposition to the two-way conversion.

Response Theme	Number
Prefer Option 2 (No tree impacts)	41
Oppose two-way conversion / project	22
Prefer Option 1 (Left turn / traffic)	11
Concerned about impact to vehicle traffic safety and operation	5
Concerned about pedestrian safety	4
Other	4
Support two-way conversion / project	2
Want updated traffic study / concerned about traffic growth	2
Concerned about parking	2

Question 9: Please provide your feedback on the Allen/Oak Grove intersection options. (Map overlays can be viewed at this link:

<https://bit.ly/McKinneyColeIntersections1002>)

There were 82 responses. The results are summarized in **Table 3**. This was an open-ended question, so the responses were coded into themes. Some responses contained more than one theme. Intersection option 1 was mentioned most frequently by the respondents, followed by no changes to the intersection.

Table 3 – Feedback on Allen/Oak Grove Intersection Options

Response Theme	Number
Prefer Option 1 (Allow most movements and delays)	34
Does not support any changes	21
Prefer Option 2 (Balanced between movements and delays)	12
Prefer prioritizing pedestrian safety	7
Prefer Option 3 (Restricted movements, reduced delays)	6
Prefer prioritizing trolley operation	2
Concerned about parking	1

Question 10: Please provide any other comments on the McKinney/Cole Two-Way Conversion Project.

There were 108 responses. This was an open-ended question, so the responses were coded into themes. Some responses contained more than one theme. Themes that were mentioned in five or more responses are shown in **Table 4**. Opposition to the two-way conversion project was the most frequent response, followed by concerns about the safety.

Table 4 – General Feedback on the Project

Response Theme	Number
Oppose two-way conversion / project	51
Concerned about safety	40
Support two-way conversion / project	24
Concerned about traffic back up	24
Parking concerns	21
Support pedestrian improvements	20
Want updated traffic study / concerned about traffic growth	17
Support slowing traffic	14
Concerned about delivery cars	6
Support pedestrian crossing improvements	6
Support bike improvements	6
Armstrong Intersection Concerns	5
Concerned about traffic pattern change	5

Question 11: Please provide any other comments on the proposed bike network and the related modifications to the McKinney/Cole Two-Way Conversion Project.

There were 94 responses. This was an open-ended question, so the responses were coded into themes. Some responses contained more than one theme. Themes that were mentioned in five or more responses are shown in **Table 5**. Concerns about traffic impacts of bike lane was the most frequent response, followed by concerns about the two-way conversion project.

<i>Table 5 –Feedback on the Bike Network and Related Modification to the Project</i>	
Response Theme	Number
Concerned about traffic impacts of bike lane	13
Concerned about two-way conversion project	11
Widen the Katy Trail / keep bikes on the Katy Trail	9
No bike lanes on McKinney or Cole	8
Support increased biking, safe bike facilities to destinations	8
Support proposed bike lanes on Turtle Creek (not Travis/Carlisle)	7
No bike lanes or bikes generally	7
Doesn't think bike lanes are feasible with two-way conversion	5
Keep streets one-way and add pedestrian and bicycle infrastructure	5
Concerned about bike lanes and trolley	5
Supports proposed bike network	5
Other	9

Survey Questions – Respondent Demographics

Question 4: What is your home zip code?

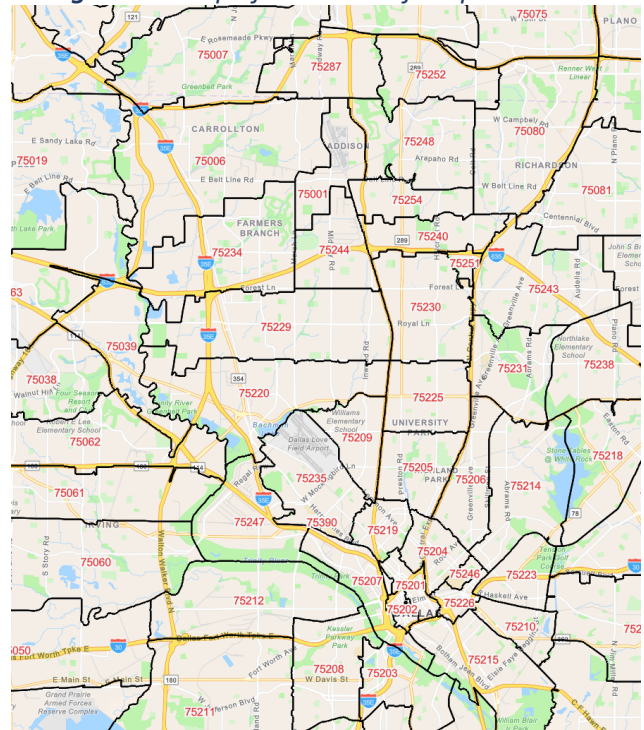
There were 127 responses. The responses are summarized in **Table 5** and **Figure 2**. For reference, the project corridor span ZIP codes 75204 and 75205. One respondent stated that their ZIP code is 85204. This respondent’s answer is assumed to be a typo that meant to say 75204.

Table 5 – ZIP Code of Respondents

ZIP Code	Number	Percent
75001	1	1%
75019	1	1%
75201	6	5%
75204	55	44%
75205	32	25%
75206	4	3%
75209	3	2%
75214	1	1%
75215	3	2%
75219	10	8%
75223	2	2%
75230	1	1%
75234	1	1%
75238	1	1%
75243	1	1%
75244	1	1%
75252	2	1%
75287	1	1%

Note: Percentages do not add up to 100% because of rounding.

Figure 2 – Map of ZIP Codes of Respondents



Question 5: Which of the following best describes your connection to McKinney Avenue and/or Cole Avenue between the City of University Park and Allen Street? (Select one)

There were 127 responses. The response are summarized in **Table 6**. Respondents were given an option to choose, or describe other connections to the project. Other description responses were categorized into the one of the listed option that best fit.

Response	Number
I own property along McKinney Avenue or Cole Avenue	48
I live within a couple of blocks of McKinney or Cole	50
I work within a couple of blocks of McKinney or Cole	16
I sometimes visit destinations along McKinney or Cole (e.g., restaurants, shops, etc.)	15