

Oak Farms Transportation Corridors Study

Public Meeting

October 29, 2024



North Central Texas
Council of Governments

Introductions

- **City Council Members**
- **Elected Official Comments**
- **City of Dallas Department of Transportation & Public Works**
 - **Dr. Ghassan "Gus" Khankarli, Ph.D. PE, Director**
- **North Central Texas Council of Governments (NCTCOG)**
 - **Michael Morris, PE, Director of Transportation**
- **Halff**
 - **Matt Craig, PE, Project Manager**



Meeting Agenda

- **Welcome/Introductions/Councilmember Greetings**
- **Project Purposes**
 - City of Dallas
 - NCTCOG
- **Local Project – City of Dallas**
 - Corridor Analysis
 - Streetcar Analysis
- **Regional Project – Regional Transportation Council (RTC) / NCTCOG**
 - Project Synergies
 - Regional Corridors
- **Key Impressions**



Meeting Purpose

- **Introduce Oak Farms Area Projects**
 - **City of Dallas (local project)**
 - **NCTCOG (regional project)**
- **Provide Project Information**
- **Receive Comments and Suggestions**



Jefferson Street Viaduct construction is shown on January 11, 1972. The Houston Street Viaduct is at left.



Project Purposes

- **Local Element (City of Dallas)**
 - Identify Oak Farms Area Corridor for Engineering Design
 - Identify Dallas Streetcar Extension Alternatives
- **Regional Element (NCTCOG)**
 - Analyze New Traffic Patterns on Viaducts
 - Reconnect Street Grid at Oak Farms Dairy Site
 - Jefferson Boulevard Extension Engineering
 - Active Transportation Connection Alternatives



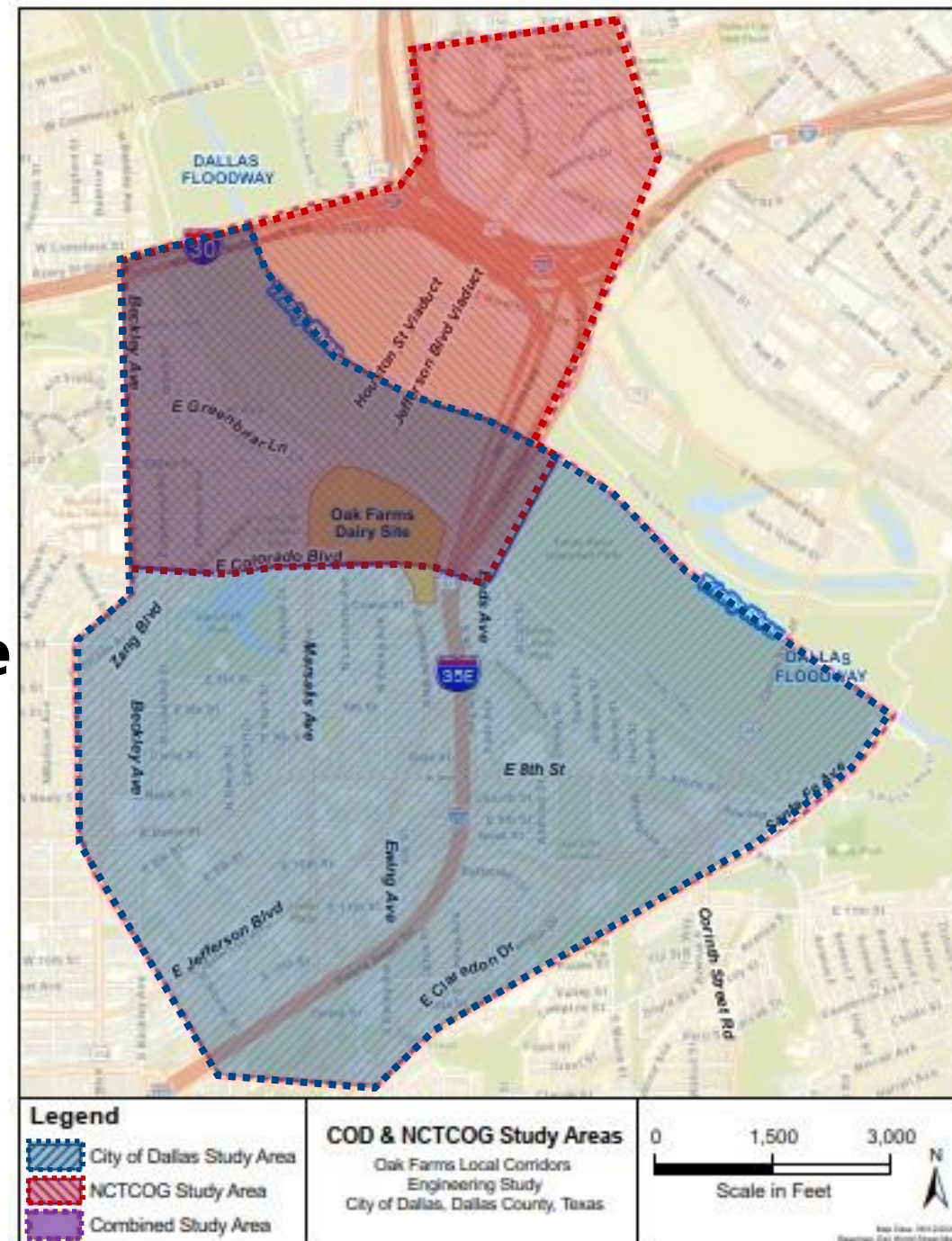
Jefferson Street Viaduct construction is shown on January 11, 1972. The Houston Street Viaduct is at left.



Project Study Area

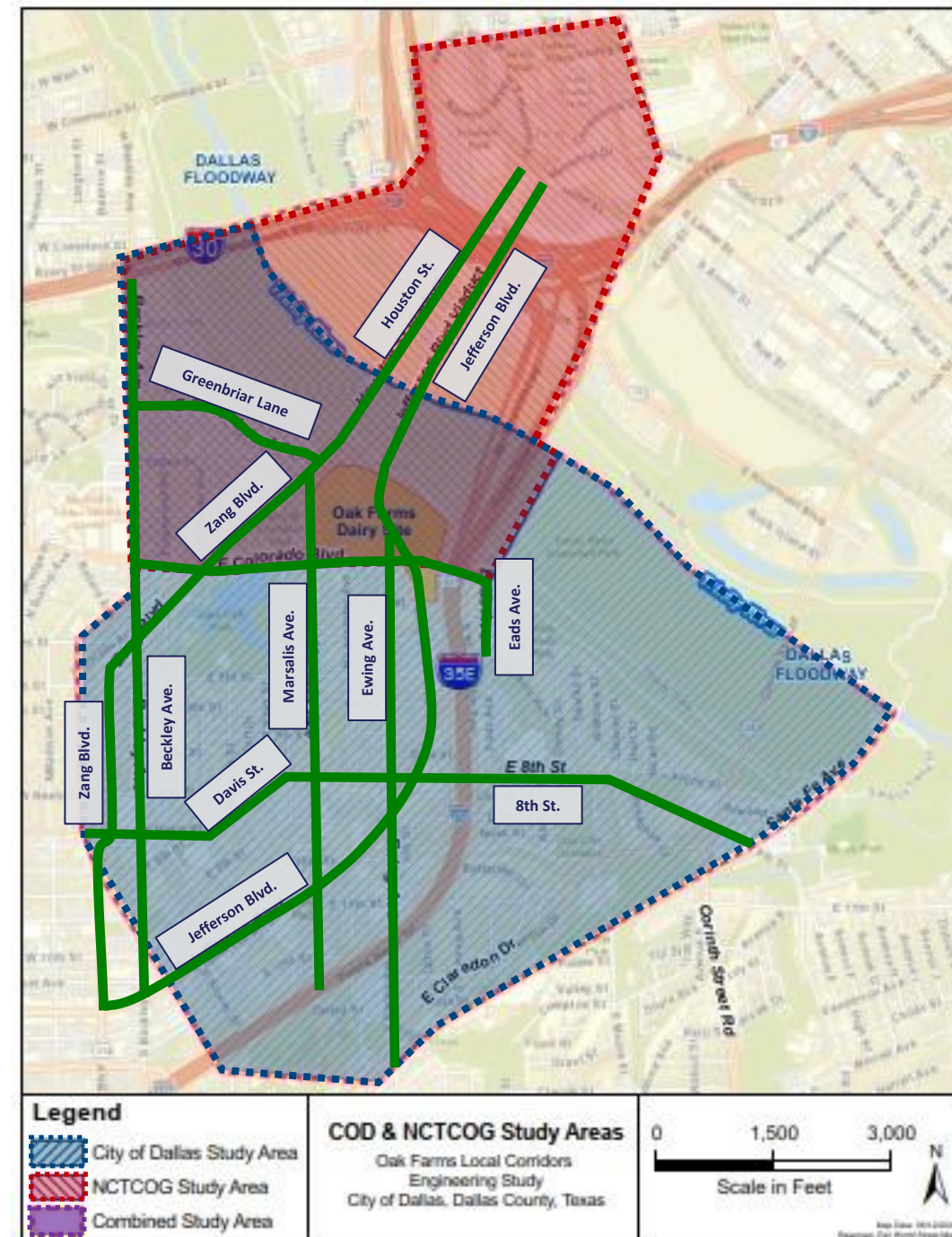
General Boundary:

- West – Beckley/Zang
 - North – IH-30/Young
 - South – 12th/DART Red Line
 - East – Trinity River/I-35E
-
- NCTCOG/City of Dallas split at Colorado Boulevard



Focused Corridors Studied

- Zang Boulevard
- Beckley Avenue
- Marsalis Avenue
- Ewing Avenue
- Eads Avenue
- Houston Street
- Jefferson Boulevard
- Greenbriar Lane
- Colorado Boulevard
- Davis Street/8th Street



Local Project – City of Dallas

- **Multimodal Corridor Analysis**
- **Dallas Streetcar Extension Analysis**



Multimodal Street Prioritization

Purpose

Why?

- **Near Term: Help decide how to prioritize Complete Streets on study corridors**
- **Long Term: Shape future planning efforts and transportation improvements in the study area**

What are Complete Streets?

- **Safe, convenient, and affordable transportation network for people of all ages and abilities that balances the competition between different travel modes (transit, walk, bike, auto, freight)**

What Streets were Studied?

- **Minor arterials and collectors important for circulation within the study area**



Multimodal Street Prioritization

Method for Analysis

What Data was Used in this Study?

- **City of Dallas Planning Documents**
 - **Sidewalk Master Plan**
 - **Bike Plan**
 - **Truck Routes**
 - **Vision Zero Action Plan**
 - **Thoroughfare and CBD Plan**
 - **ForwardDallas Land Use Plan Update**
 - **Parcel Data (Schools & Parks)**
- **Population Density**
- **DART (Streetcar and Bus Routes)**



Multimodal Street Prioritization

Establishing Modal Priorities Through a Layered Network



1. Transit Network. Services high frequency bus, streetcar, and/or rail services.



2. Walk Network. Provides safe and efficient movement of pedestrians and provides access to active land uses.



3. Bike Network. Provides safe movement of cyclists within the study area and to other areas of the city as part of the City of Dallas' larger bike network.



4. Auto Network. Typically serve to move a high volume of vehicles while also safely accommodating pedestrians.



5. Freight Network. Facilitate the efficient movement of commercial vehicles for regional trip making.



Multimodal Street Prioritization

Establishing Modal Priorities Through a Layered Network



Bike Network

- 1. Metrics used to score streets for each mode of travel.**
- 2. Street network evaluated to assure each modal network is continuous and connected, and to resolve modal conflicts by separating modes to parallel streets (e.g. Zang Blvd and Beckley Ave).**
- 3. Modal priorities established for streets where multiple modes are a priority.**

<u>School/Park Proximity</u>	
1/8 mi. radius of school	3
1/8 mi. radius of park only	2
1/4 mi. radius of school or park	1
Greater than 1.4 mi. of school or park	0

<u>Population Density</u>	
>6,000/sq.mi.	3
4,000-6,000/sq.mi.	2
0-4,000/sq.mi.	1

<u>Planned Bike Network</u>	
Physically separated facility	6
Visually separated facility	4
Bike boulevard	3
No bike facility	0



Multimodal Street Prioritization

Proposed Priorities

Table 1. Multimodal Street Prioritization

Corridors	Transit	Walk	Bike	Auto	Freight
N Zang Boulevard	1	2		3	4
N Beckley Avenue		1	2		
N Marsalis Avenue	1	2	3	4	
N Ewing Avenue		2	3		
Eads Avenue		1	2	3	
E Colorado Boulevard			1	2	
E Davis Street/E 8th Street		1	2	3	4
E Jefferson Boulevard	1	2		3	4

Note: 1 = Top Priority, 2 = Second Priority, 3 = Third Priority, etc.
 Source: Fehr & Peers, 2024.



Multimodal Street Prioritization

Selecting a Corridor for Complete Streets Design

Table 2. Corridor Selection Evaluation Criteria

Corridors	Modal Priority Proposes New Facility Types	Project Complexity = Near Term Implementation	Corridor Length Appropriate for Project Scope	Roadway Geometry Changes Required for Other Regional Projects	Travel Demand Increase Expected for Other Regional Projects
N Zang Boulevard		✓		✓	
N Beckley Avenue		✓			✓
N Marsalis Avenue	✓	✓		✓	✓
N Ewing Avenue		✓			
Eads Avenue	✓	✓		✓	
E Colorado Boulevard	✓		✓	✓	✓
E Davis Street/E 8th Street	✓				
E Jefferson Boulevard	✓	✓		✓	✓



DART Service Area Streetcar Feasibility Study Purpose

- **Enhance Connectivity**
- **Reduce Automobile Dependencies**
- **Expand Reach of Transit**



Source: DART Service Area Streetcar Feasibility Study, 2022



DART Service Area Streetcar Feasibility Study

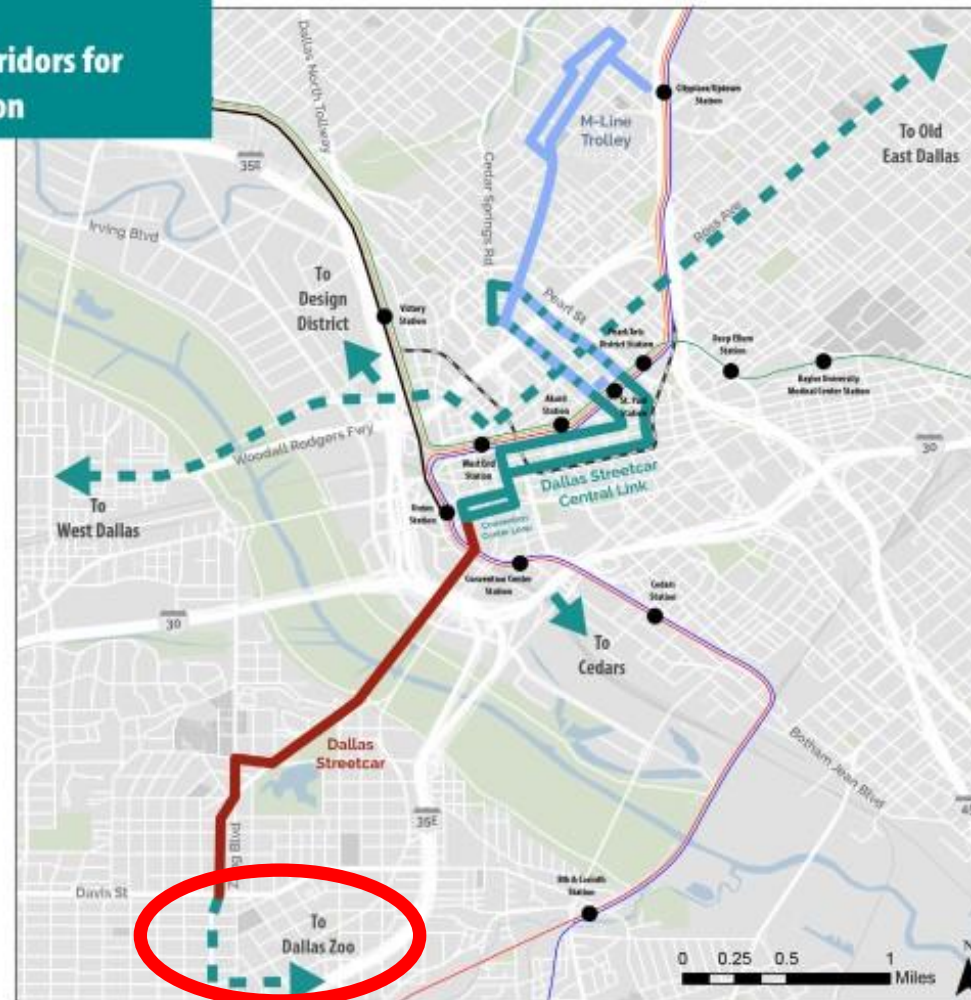
- **Identify potential streetcar opportunity areas within DART Service Area;**
- **Define potential corridors that connect existing or future transit supportive land uses;**
- **Analyze feasibility, costs, and benefits for potential streetcar corridors; and,**
- **Provide a framework for future planning and implementation, including funding options for capital construction, operations, and maintenance.**



DART Service Area Streetcar Feasibility Study

City of Dallas Potential Streetcar Corridors for Long-Term Consideration

-  Potential Short-Term Streetcar Corridor
-  Potential Long-Term Streetcar Corridors
-  Potential Long-Term Streetcar Extensions
-  M-Line Trolley
-  Existing Streetcar
-  Proposed D2 Subway
-  DART Rail Lines
-  Trinity Rail Express



Note: DART does not propose to build or operate the potential streetcar. Streetcar projects may be advanced by city planning and financing initiatives.



Streetcar Extension Process

- **Identify and Develop All Viable Alternatives While Screening Out Non-viable Alternatives**
- **Continue Analysis More Detailed to Identify Final Route Selection**
- **Three Primary Screening Criteria Categories**
 - **Key Destinations and Economic Development**
 - **Direct Impacts**
 - **Technical Engineering**



Source: DART Service Area Streetcar Feasibility Study, 2022



City of Dallas Streetcar Extension Analysis Components

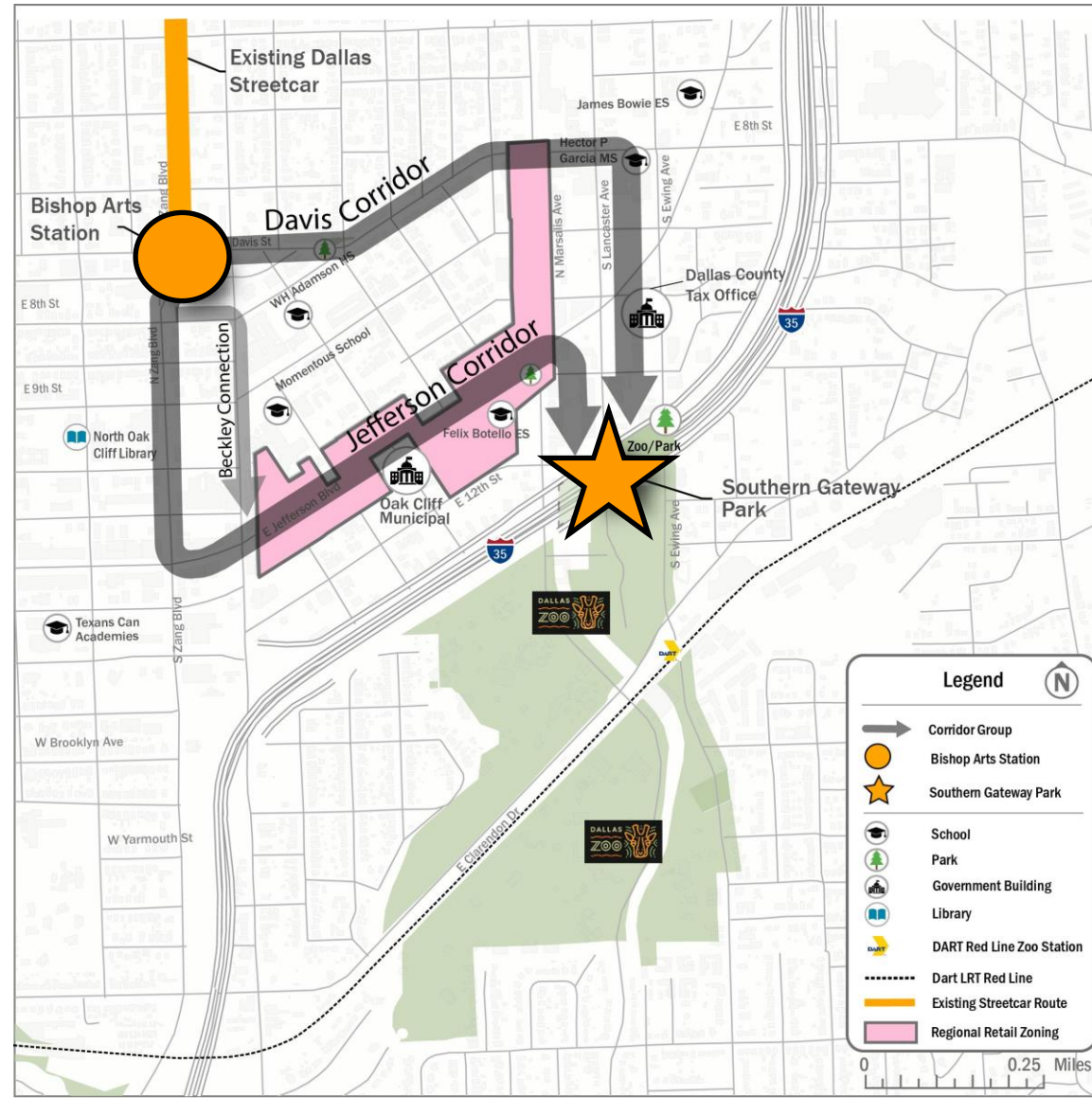
- **Extend from existing Bishop Arts Station to Southern Gateway Deck Park**
- **Identify Route Options**
- **Analyze Options**
- **Recommended Option**



Source: DART Service Area Streetcar Feasibility Study, 2022



Streetcar Analysis Major Corridors



Streetcar Extension Analysis Criteria Review

Project Criteria		
Key Destinations/Economic Development	Direct Impacts	Engineering Elements
<ul style="list-style-type: none"> • Jefferson Boulevard retail access • Employment access • Southern Gateway Park access • Zoo access • Bishop Arts District access 	<ul style="list-style-type: none"> • Parking impacts • Street pavement condition • Traffic impacts 	<ul style="list-style-type: none"> • Turning movements • Move existing track or stations • Right-of-way impacts and property displacements • Cost effectiveness



Regional Project: NCTCOG



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Regional Project – RTC/NCTCOG

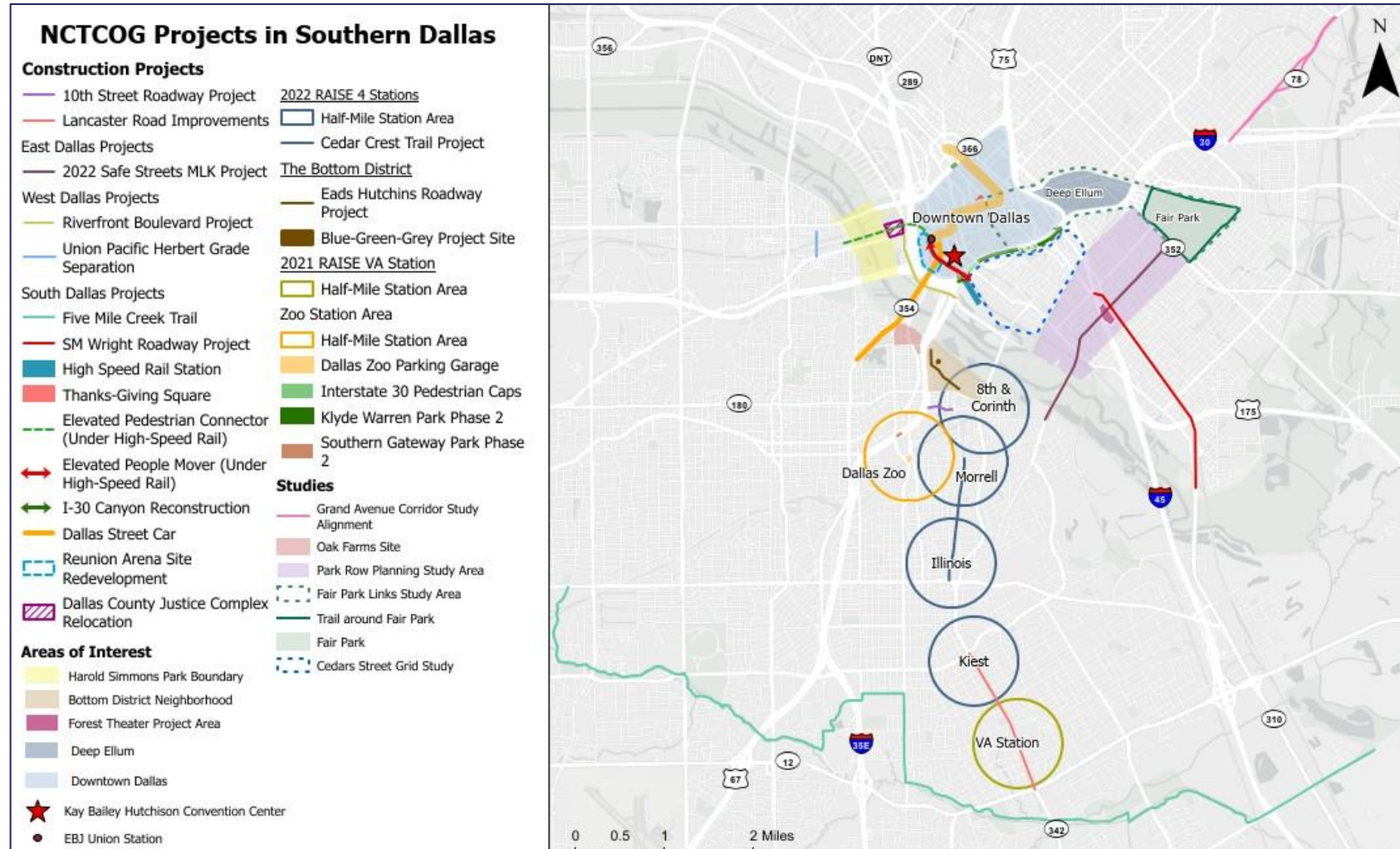
- **Project Synergies**
- **Regional Corridors**
 - **Analyze Traffic Patterns**
 - **Houston Street Viaduct**
 - **Jefferson Boulevard Viaduct**
 - **Active Transportation Connectivity**
 - **Oak Farms Site Street Grid Analysis**
 - **East-West Connections**
 - **Eads Avenue Extension**
 - **Conceptual Engineering on Jefferson Boulevard**



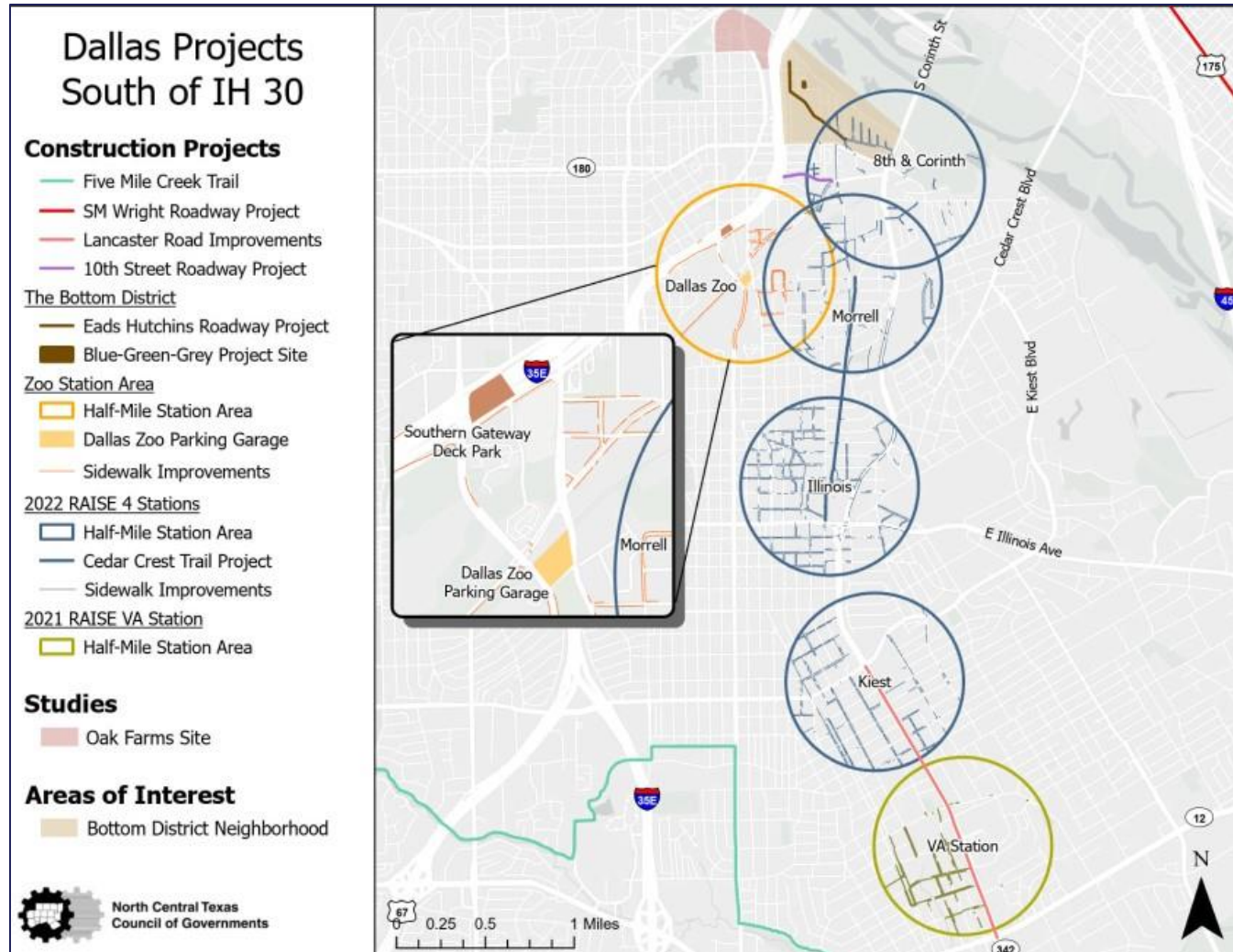
Project Synergies



Downtown and Southern Dallas Project Synergies



Southern Dallas Projects



Regional Corridors



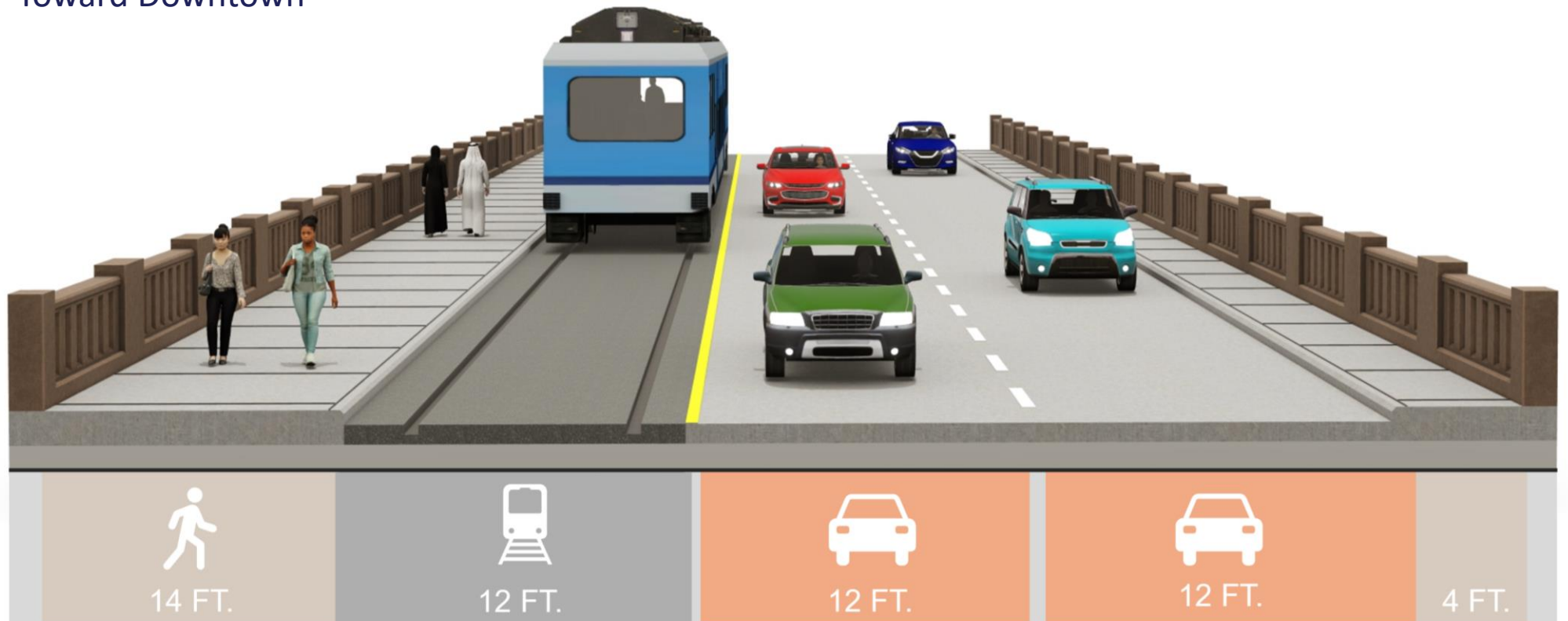
Regional Corridors

- Preservation of Houston/Jefferson Viaducts is essential for efficient local/regional mobility and accessibility between Downtown Dallas and North Oak Cliff
- Current viaduct geometry, capacity and traffic configuration may present obstacles to on-going redevelopment activities and long-term functionality
- With recent approval of \$30 million in State bridge funds for the viaducts, collaboration with TxDOT will determine if/how study outcomes may be integrated with planned rehabilitation efforts
- Analysis of regional corridors will inform a similar process anticipated for the Cedars Area Street Grid Study to begin in 2025



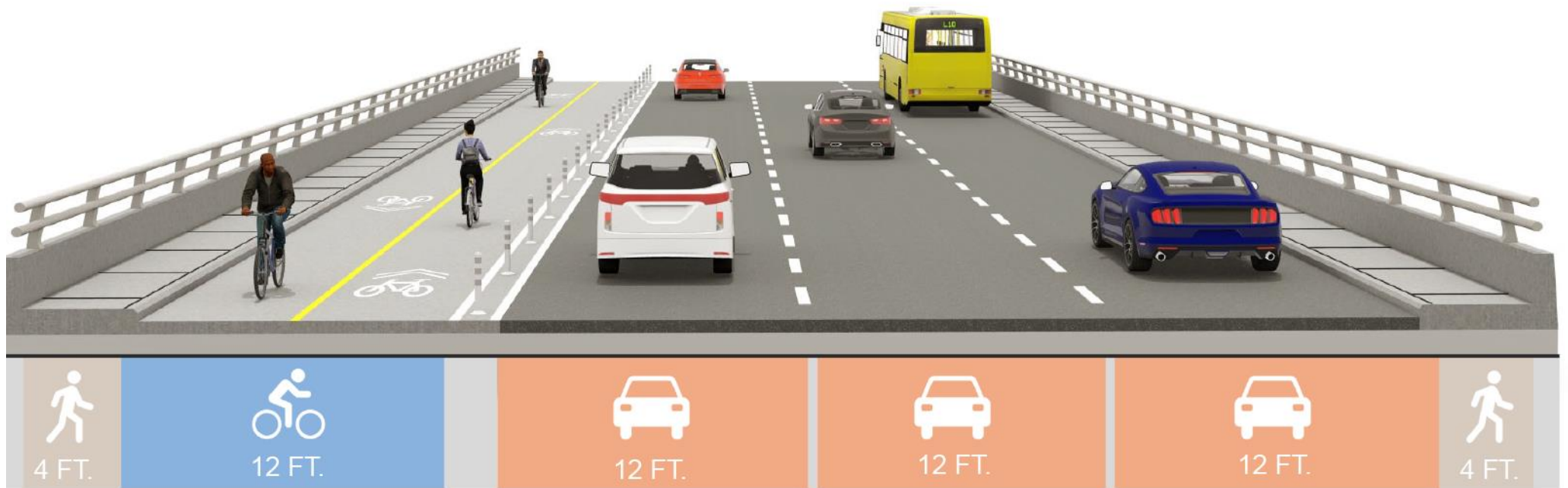
Houston Street Viaduct – Existing

Looking Northeast
Toward Downtown



Jefferson Blvd. Viaduct – Existing

Looking Northeast
Toward Downtown



Houston Street Viaduct – Alternative

Looking Northeast
Toward Downtown



14 FT.



12 FT.



12 FT.



12 FT.



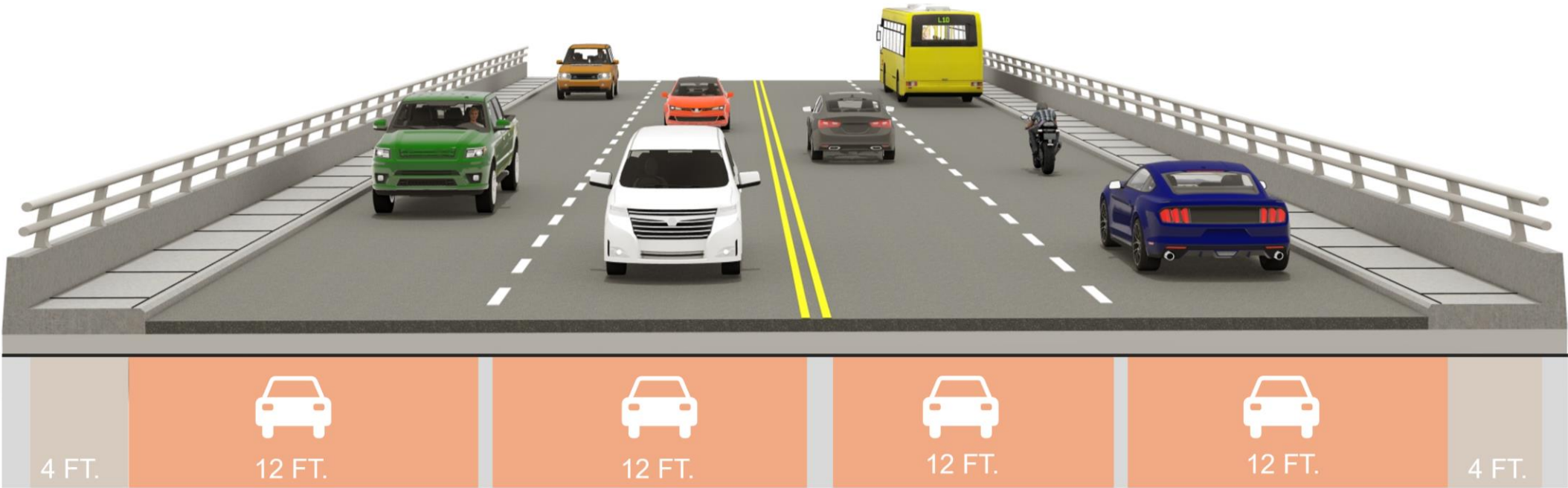
4 FT.



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Jefferson Blvd. Viaduct – Alternative

Looking Northeast
Toward Downtown



Retention of existing four-foot
curbed sidewalk still under
evaluation

Retention of existing four-foot
curbed sidewalk still under
evaluation



Local Street Network Analysis – Identified Options



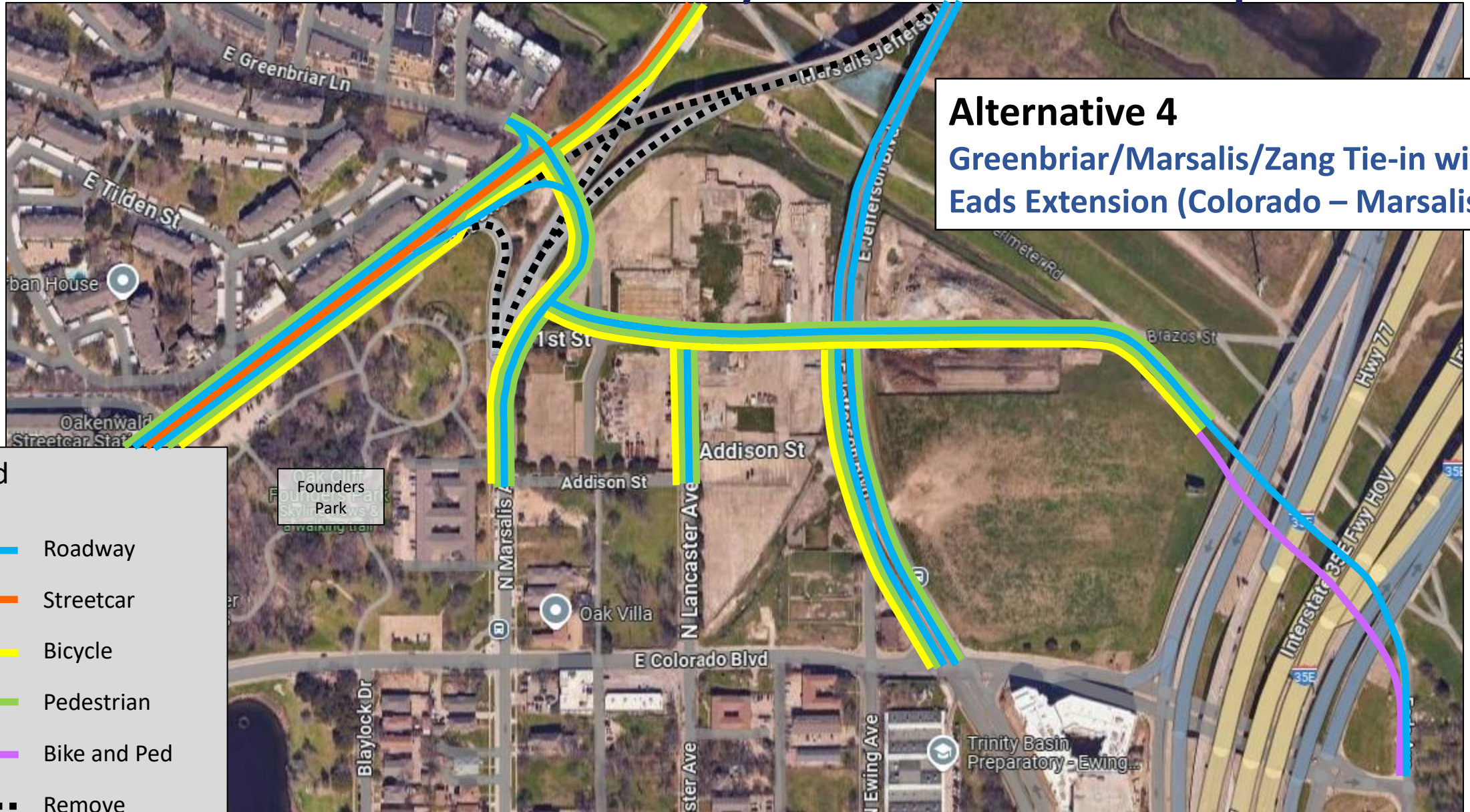
Local Street Network Analysis – Identified Options



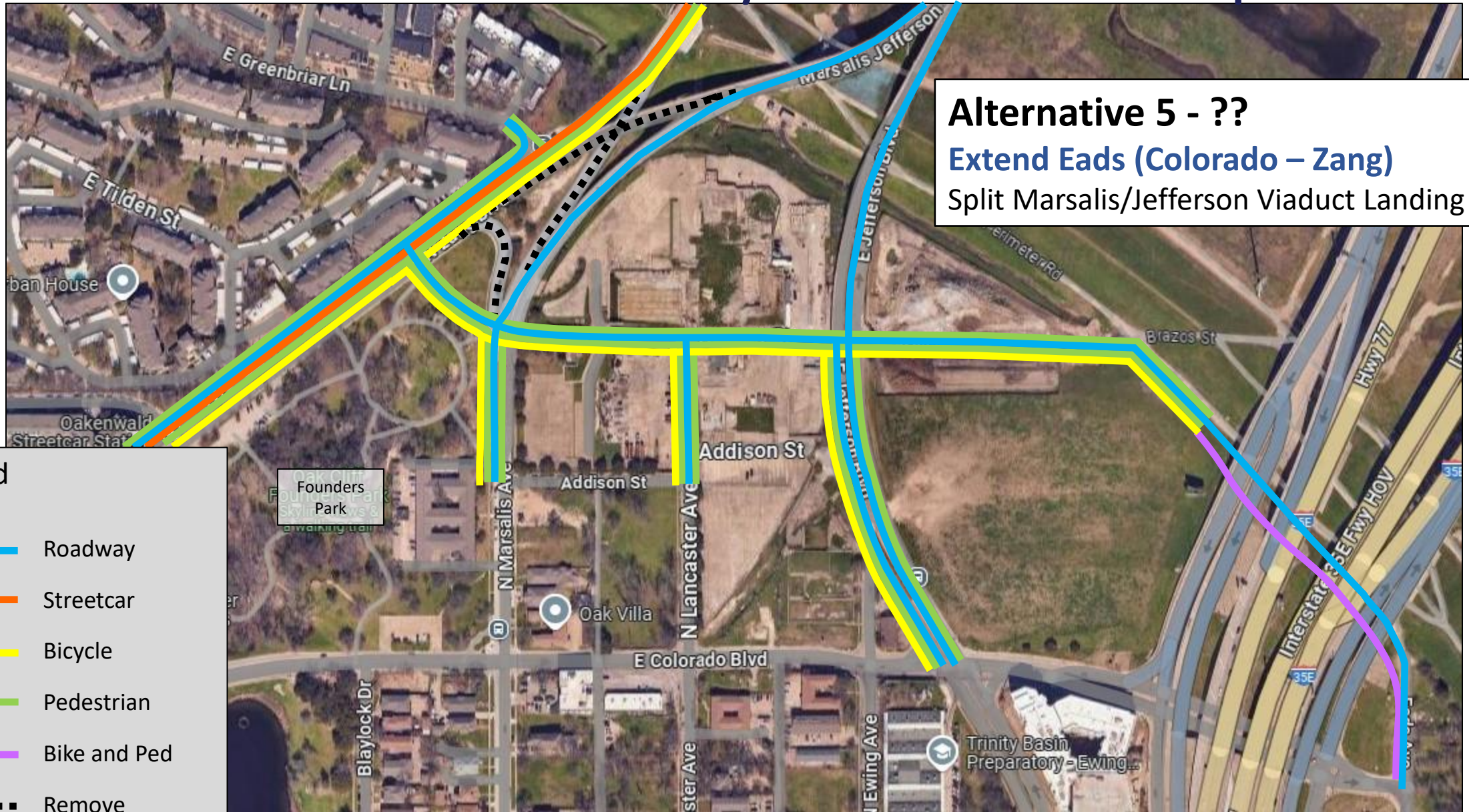
Local Street Network Analysis – Identified Options



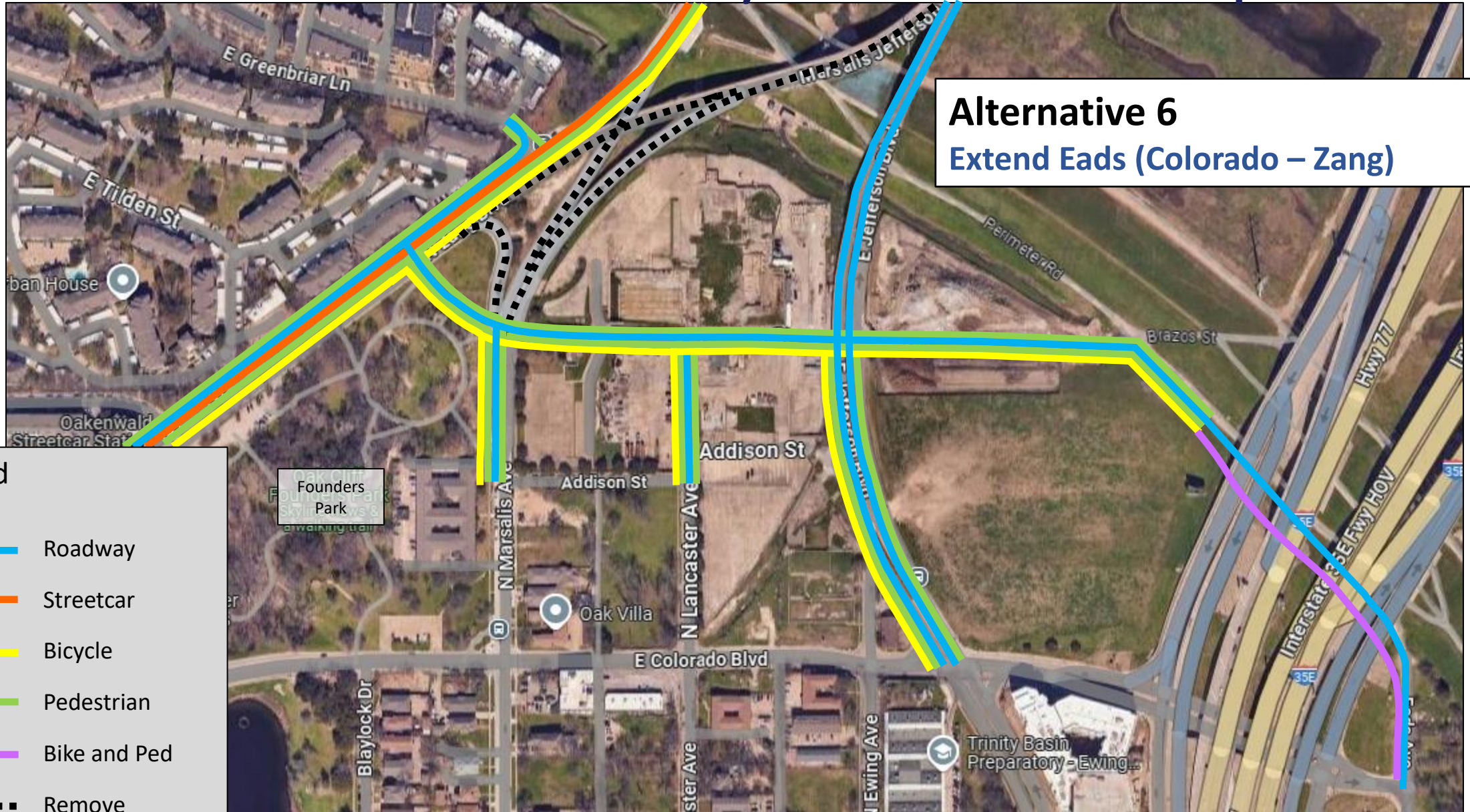
Local Street Network Analysis – Identified Options



Local Street Network Analysis – Identified Options



Local Street Network Analysis – Identified Options



Key Impressions

- **Relocating Houston Street Viaduct vehicular traffic to Jefferson Boulevard Viaduct**
 - **May reduce long-term stress and maintenance to registered historic bridge (pending TxDOT confirmation)**
 - **Transit and active transportation priority increases public utility and Trinity River access (as south “bookend” to Ronald Kirk Bridge)**
 - **Space available for second streetcar track, if needed, without sacrificing active transportation capacity**



Key Impressions (continued)

- **Converting Jefferson Boulevard Viaduct to two-way traffic configuration**
 - Preliminary modeling suggests sufficiency for accommodating future cross-river travel demand
 - Removing one or more connecting “legs” (Zang/Marsalis) can improve Oak Farms Dairy site street connectivity, visibility, and Trinity River access
 - Dependent on “leg” configuration, some reconstruction of Jefferson Boulevard Viaduct’s southern landing would be required
 - Per corridor analysis feedback, conceptual engineering (with TxDOT consultation) will help define initial reconstruction parameters ahead of formal environmental evaluation



Key Impressions (continued)

- **Local street network analysis**
 - **Regardless of Oak Farms Dairy redevelopment, eastward extension of Greenbriar Lane past Zang Boulevard may increase roadway traffic**
 - **If feasible, westward extension of Eads Avenue under I-35E may supplement Colorado Boulevard for Oak Farms site connectivity**



Questions?

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