

Summary of In-Person Questions, Comments, and Answers
Ross Avenue Roadway Improvements Project
Public Meeting held Wednesday, January 17, 2024
6 P.M. to 7 P.M.
Exall Recreation Center
1355 Adair Street
Dallas, TX 75204

1. The current proposed design impacts business access on Ross Avenue from Downtown to Greenville. It does not provide for left turn into parking lot for businesses.
 - a. DDOT is currently working with Criado (design firm) to investigate adding hooded left turns that are within federal guidelines to ensure businesses are not impacted negatively. Hooded left turns will be prioritized for businesses further away from signalized intersections. U-turns will be permitted at all signalized intersections.
2. On the south side of Ross at Bennette & Garrett needs a median break for left turns into businesses (5014 Ross) unless U-Turns will be allowed at the signalized intersection and what about the consideration of shared access driveways for businesses?
 - a. If a hooded left turn is not within the federal allowance, U-Turns will be allowed at the signalized intersections.
 - b. DDOT is reviewing the driveway access but are being thoughtful to not create a higher density of driveways since this increase's accidents.
3. If construction is scheduled to start in spring of 2025, when is it scheduled to be completed?
 - a. A more accurate time of construction will be determined as the construction plans and estimate are developed; however, we anticipate the construction will take approximately two years to complete.
4. Will bicyclists be protected with barriers on the shared use path?
 - a. The shared use path will not be connected to the road. There is up to an 8-foot buffer between the edge of curb and shared use path except at signalized intersections where the buffer narrows, however the shared use path is always separated from the roadway by the continuous curb. Bollards will be added at intersections to keep motorists off the shared-use path.
5. Will there be bicycle detection signals?
 - a. The technology will be there. If there isn't enough funding during this phase to install the detection signals, the technology will at least be there to be able to upgrade/retrofit possibly during the next phase once funding is identified.
6. Would like to ensure whatever improvements are being done provides incentives to access the businesses.
7. How will the proposed improvements affect the traffic flow?

- a. Ideally the improvements will shorten or streamline commute time with the enhanced signals that allow each signal to talk to each other. The new signals will not be the old pre-timed signals that you see currently but rather radar detection signals that adjust based on traffic and density.
8. Will the end of Ross where it enters the Arts District be designed to let you know you are entering the District? This is the perfect time to provide unique and creative ways to connect to the cultural trail.
 - a. The current improvements stop at 345 but funding is being identified to continue to the Arts District to integrate the communities. The shared-use path to be built along Ross Avenue will eventually connect to the cultural trail.
9. Will the driveway have curb cuts?
 - a. The driveways will be ADA compliant so will have a smooth transition for bicyclists.
10. Is the plan to widen the outside lanes for the streetcar really happening?
 - a. Although, this is still in the planning stages, the intent is to include this enhancement and connectivity in the future. Additionally, once I-345 is underground, Ross Avenue will essentially become a bridge over I-345. This bridge will be designed to support the weight of a streetcar.
11. Are there definite plans to fix Ross in its entirety?
 - a. Yes, as part of the future phase, but initially this project will be addressing getting bikes off the streets by moving the curb line to accommodate the shared use path.
12. Is the City obligated to put curb cuts on vacant lots?
 - a. If existing, they will remain or be reinstalled. The City is responsible for maintaining all existing adjacent access to private property; if there is a driveway there today, we will ensure there will be a driveway after the construction is completed. The project team is open to talking to property owners of vacant lots about installing curb cuts during this project.
13. Peak & Haskell is currently one-way, are there plans to convert to two-way?
 - a. In November, the City kicked off a study with its consulting firm to explore the Peak/Haskell two-way conversion concept. It is anticipated the study will be complete in early 2025. The Ross project is being designed to accommodate a two-way conversion, should that come to fruition.
14. Definitely like this design better than the current chaotic turn left anywhere. This will be much safer.
15. Will DART bus shelters be inside the 10-foot shared use path?
 - a. Pursuant to federal regulations, the shared use path will be free of any obstructions.
16. Can we bury the utilities?
 - a. That has been an ask all along but is currently not funded.
17. How will construction of the shared use path impact Traffic Control?
 - a. There will be a Traffic Control Plan identified and required in the construction plans.