



# Ross Avenue Roadway Improvements Project

January 17<sup>th</sup>, 2024



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Civil Engineering | Land Surveying | SUE | R.O.W. | CE&I

# Introductions

- Council Members
  - District 2: Council Member Jesse Moreno
  - District 14: Council Member Paul E. Ridley
- City of Dallas Staff
- Consultants
  - Criado & Associates, Inc. – Engineering and Design
  - Terracon Consultants, Inc. – Environmental Clearance



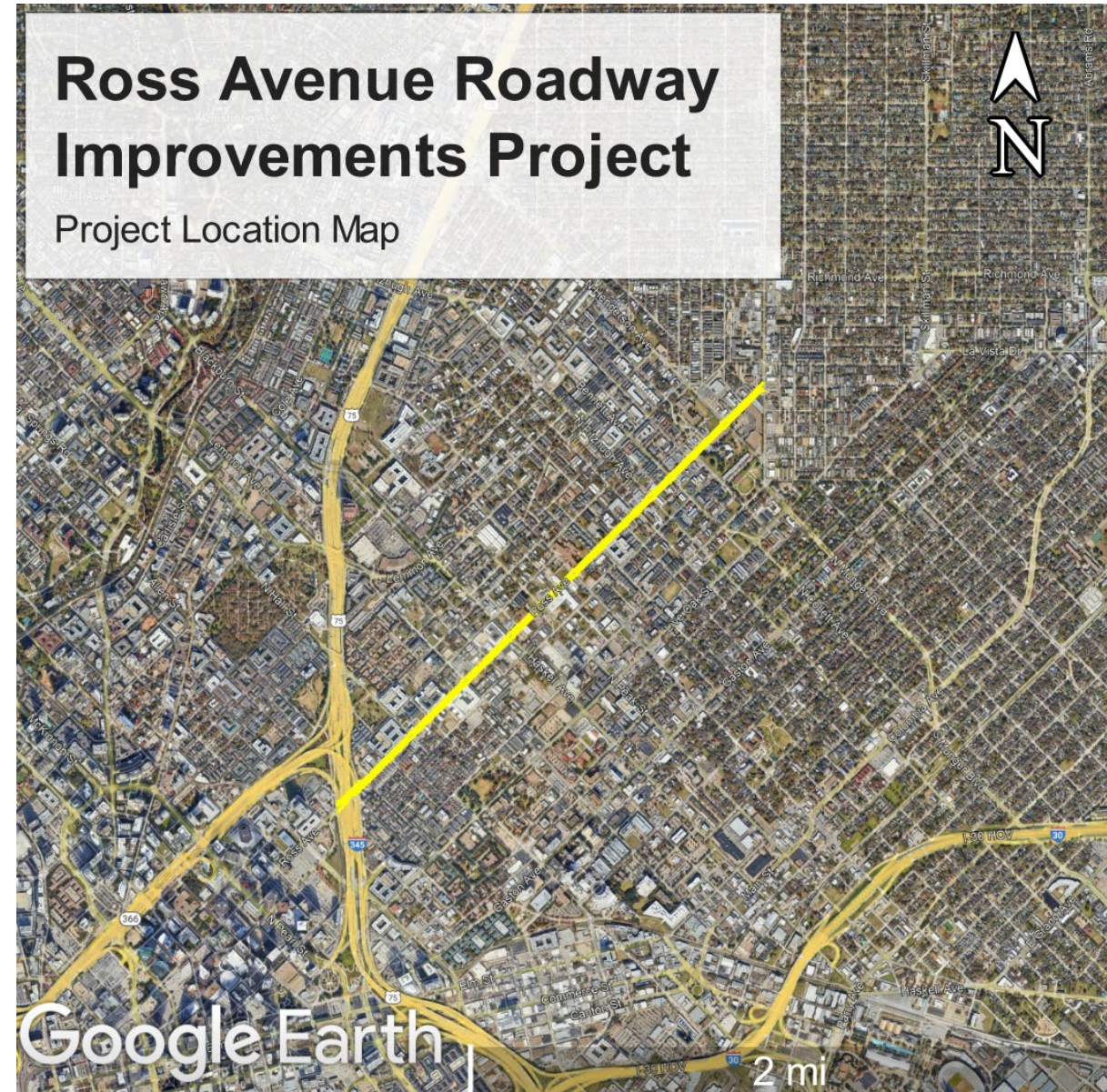
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# Agenda

- Project Background
- Project Purpose
- Project Overview
- Proposed Improvements
- Next Steps
- Q & A



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# Project Background

- **May 2020** – City Council authorized the support of applications for cost reimbursement in the Active Transportation and Safe Routes to School (SRTS) categories to the North Central Texas Council of Governments through the Transportation Alternatives Program which included the Ross Avenue Roadway Improvements Project (Shared-Use-Path), by Resolution No. 20-0824.
- **September 2020** – Regional Transportation Council awarded the funding for the project as a part of the Transportation Alternatives Program.
- **Spring 2021** – City initiates procurement for engineering design by consultant and award to Criado & Associates, Inc., September 2021.
- **October 2021** – Project Kickoff



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# Project Purpose

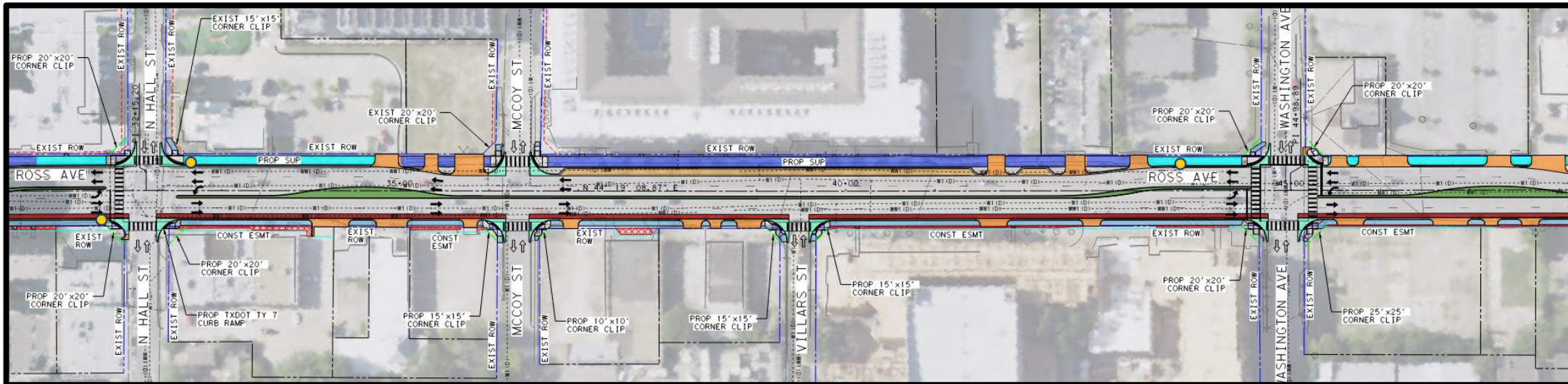
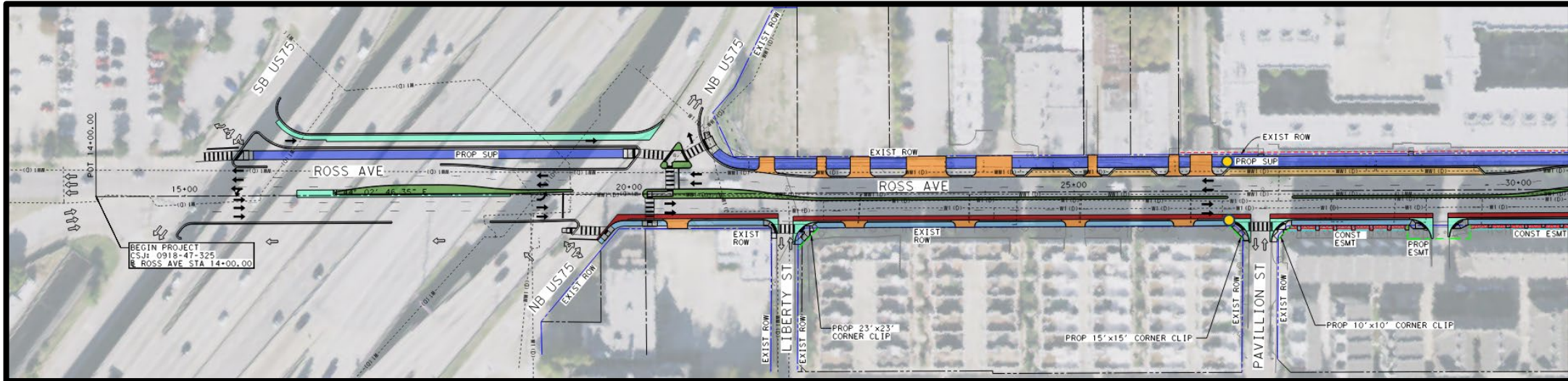
- Install shared-use-path that provides connectivity for the Lower Greenville area and Arts District
  - Reduction of overall lanes from 5 to 4 with the addition of a median and dedicated left turn bays
  - Two-Phased Construction
    - Phase 1: A shared-use-path on the north side of the roadway
    - Phase 2: Remaining identified improvements (unfunded)
  - Proposed wider outside lanes to provide route for potential future streetcar
  - Important to note that the ultimate improvement schematic is developed and shown to ensure an integrated approach



# Project Overview

## LEGEND


















- PROP CONC DRIVEWAY
- PROP CONC MEDIAN
- PROP 8' PARALLEL PARKING
- PROP CONC PAVEMENT
- PROP ASPHALT PAVEMENT
- PROP 12' SHARED-USE PATH (SUP)
- PROP 10' SHARED-USE PATH (SUP)
- PROP 6' SDWK
- PROP REMOVAL PAST EXIST ROW
- DART BUS STOP/STREET CAR STOP
- PROP TRAFFIC DIRECTION
- EXIST ROW
- PROP EASEMENT
- PROP CONSTRUCTION EASEMENT
- EXIST PROPERTY LINE
- EXIST EASEMENT
- SIGNALIZED INTERSECTION

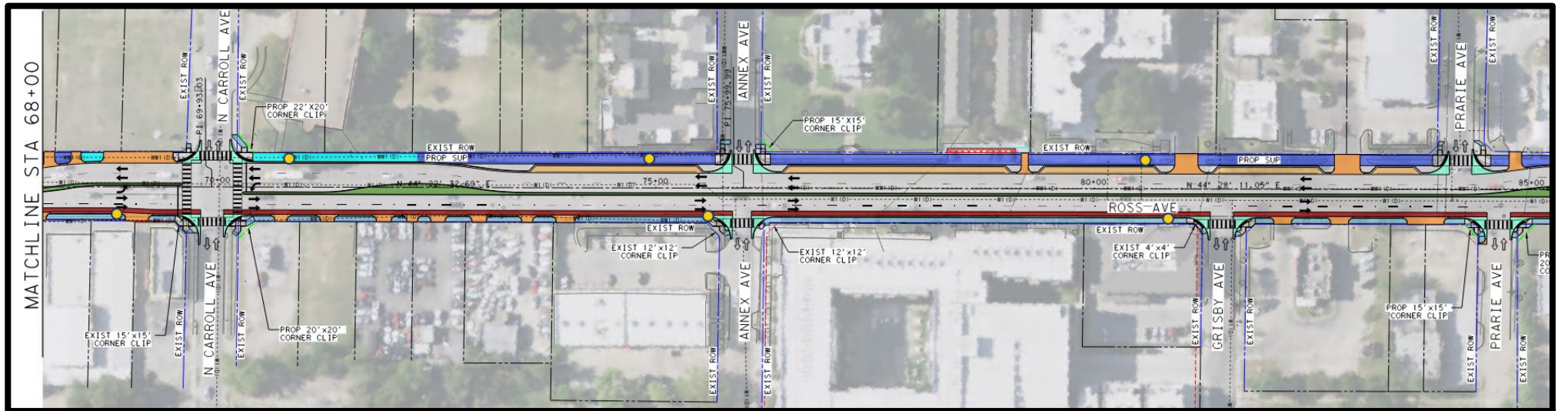
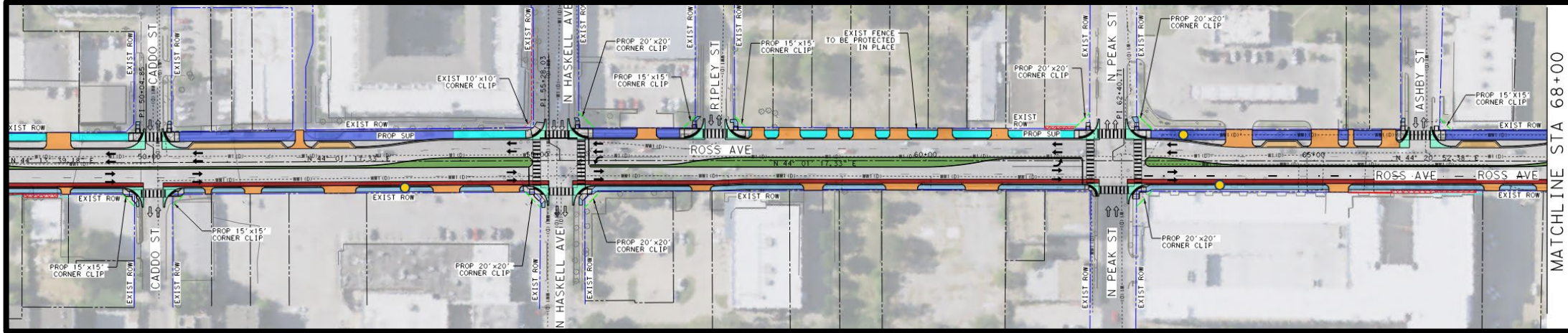


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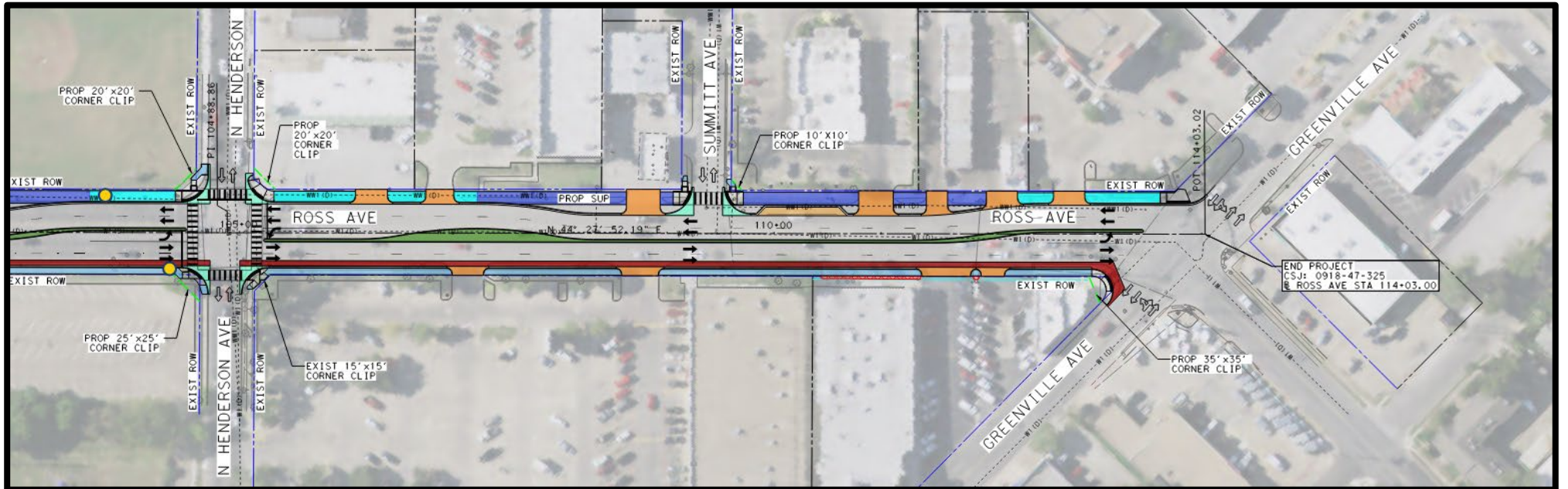
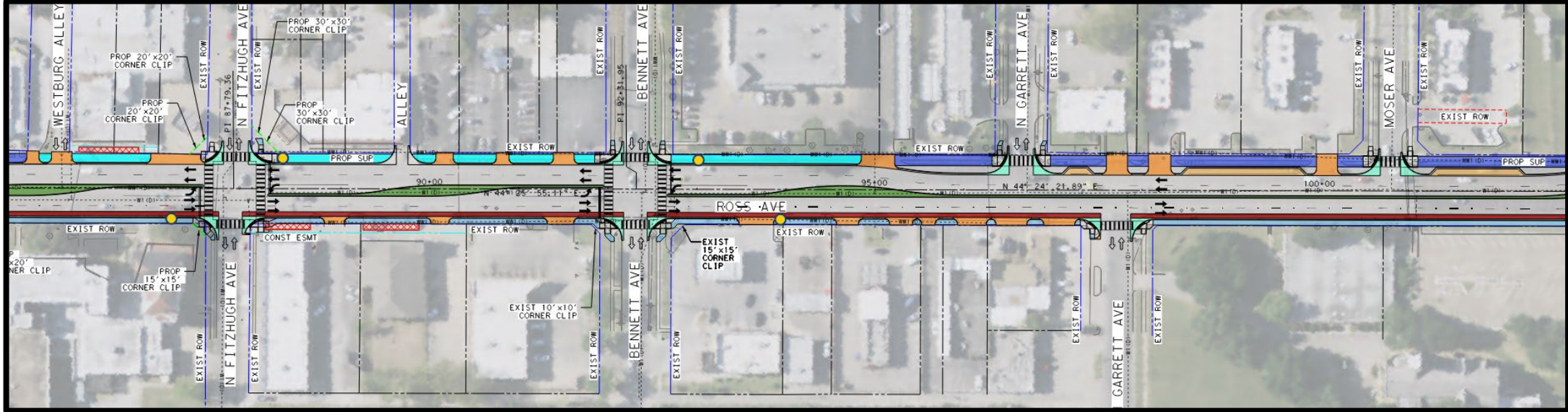


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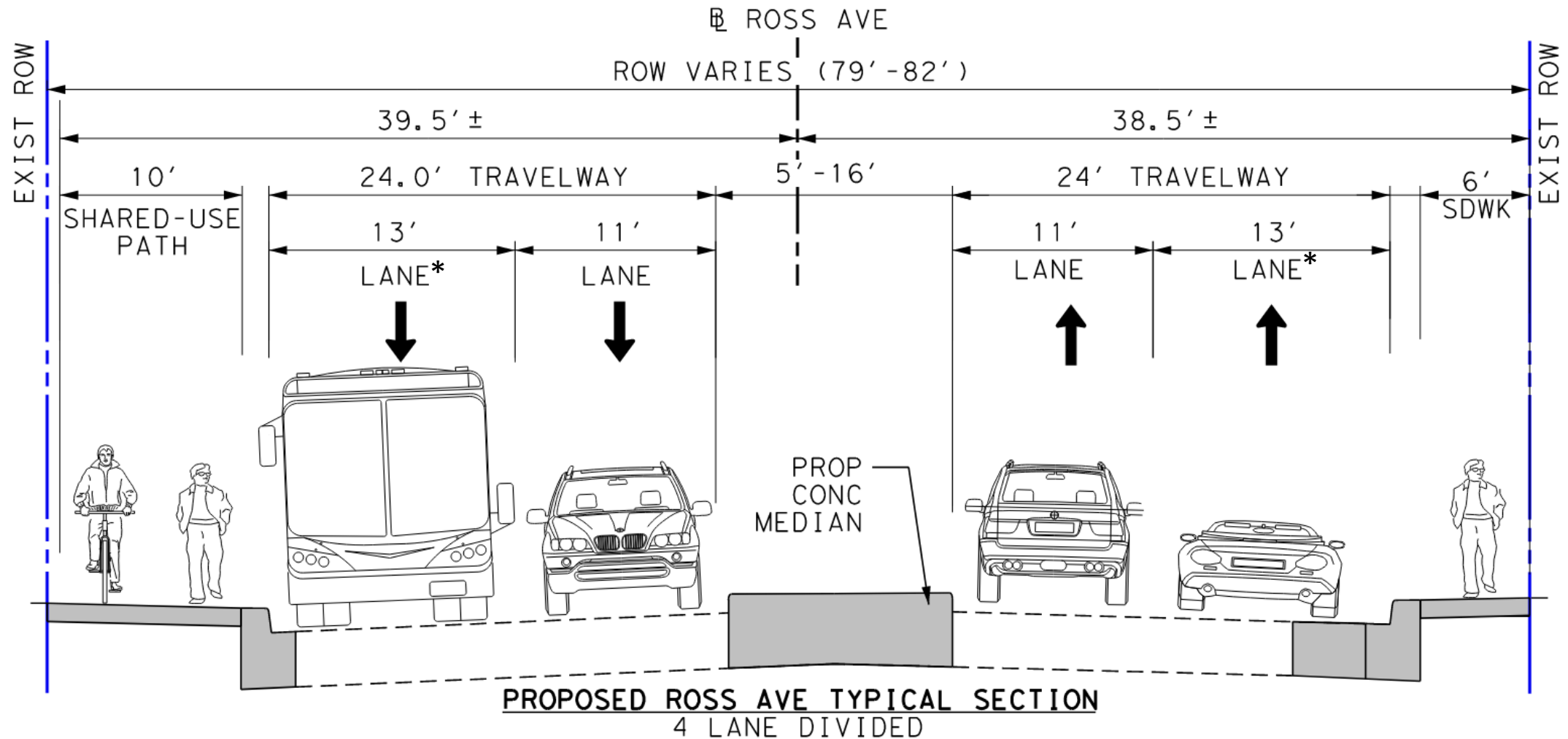


# Proposed Ultimate Improvements

- 10'-12' Shared-Use-Path on the north side with center median dividing traffic
  - (Phase 1, construction funded)
- 6' sidewalk on the south side
  - (Phase 2, unfunded)
- Widening outside lanes to 13' to allow for potential future streetcar use
- Traffic signal improvements for the Peak, Haskell, and Hall intersections
  - (Phase 1, construction funded)
  - Other signalized intersection are apart of future funding
- Improving community's safe mobility to meet both pedestrian and cyclists needs for accessibility and connectivity



# Proposed Ultimate Improvements

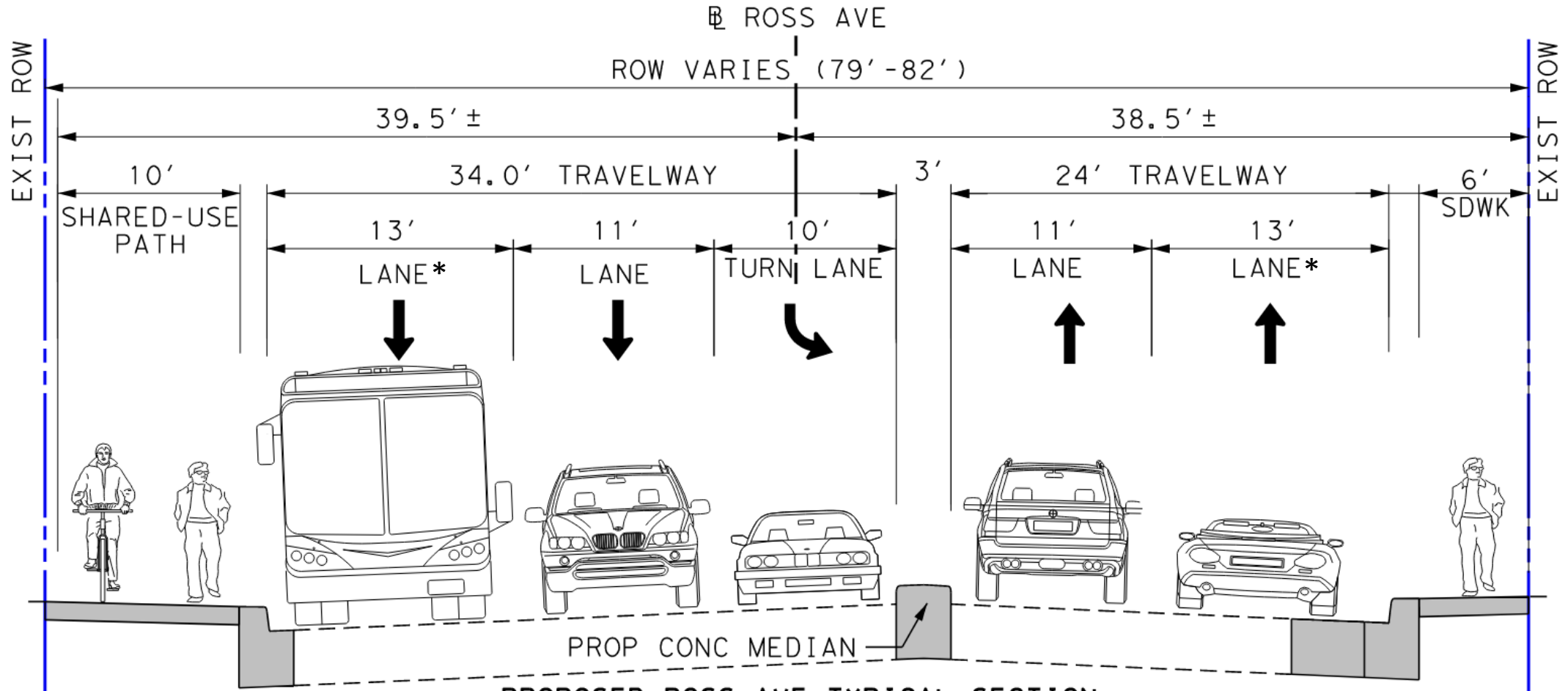


\*Bus and potential future streetcar accommodation



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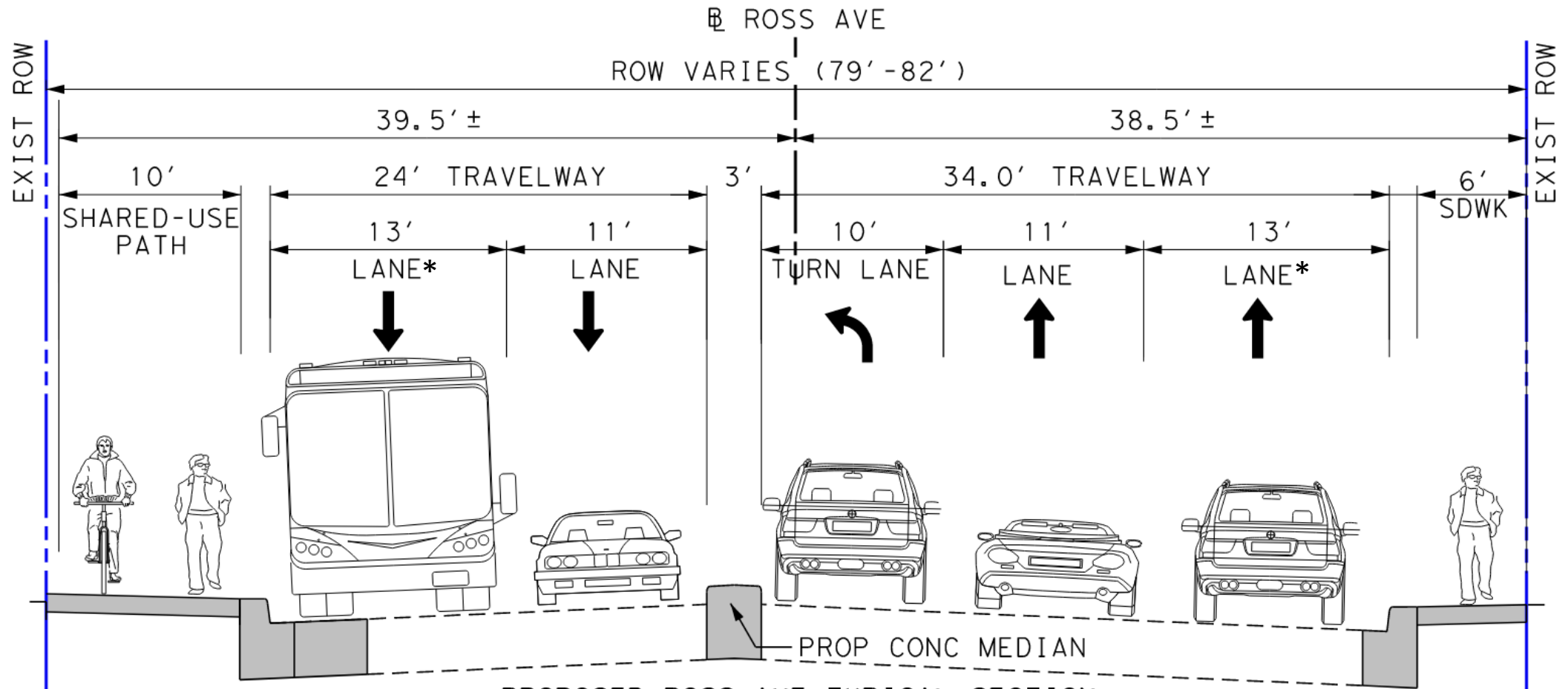
**PROPOSED ROSS AVE TYPICAL SECTION**  
 4 LANE DIVIDED WITH SB LEFT TURN LANE

\*Bus and potential future streetcar accommodation



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# Proposed Ultimate Improvements



**PROPOSED ROSS AVE TYPICAL SECTION**  
4 LANE DIVIDED WITH NB LEFT TURN LANE

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# Next Steps

Compile public input to complete schematic design  
Refine and finalize design for construction

City submit to TxDOT for review with State and Federal oversight (for Phase 1 funded project)

Construction award for Phase 1 anticipated in Q4 2024  
Phase 2 TBD when funding is acquired



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# Questions?

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