

Haskell Ave / Peak St Two-Way Conversion Study

Lemmon Ave to Grand Ave

Public Meeting Presentation
October 22, 2024

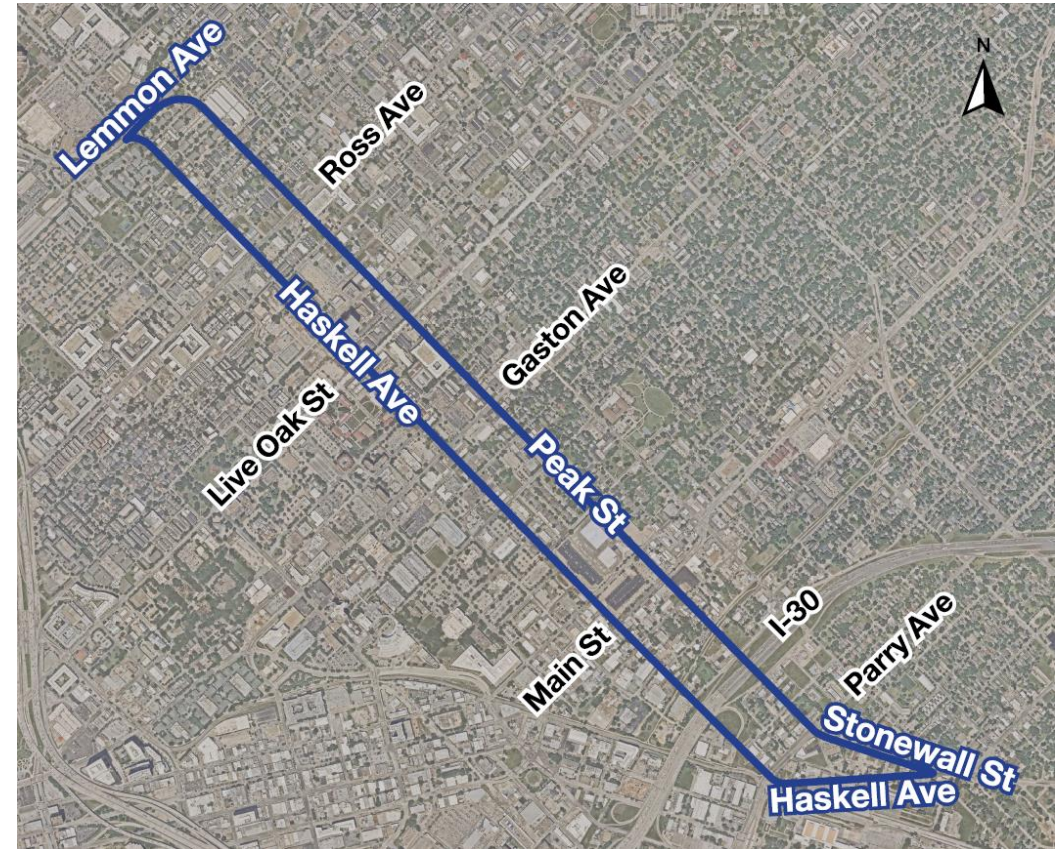
City of Dallas
Department of Transportation and Public Works



Presentation Outline

- Study Objectives
- Study Scope
- Existing Conditions
- Overview of the Alternatives
- Two-Way Conversion Alternative
- One-Way Operations Alternative
- Evaluating the Alternatives
- Next Steps

Study Location and Limits



Study Objectives

OBJECTIVE 1: Evaluate the impacts and pros/cons of converting sections Haskell, Peak, Stonewall, and Lemmon that currently operate as a one-way “couplet” into two-way traffic operations.

- The study was initiated at the request of Council Member Moreno.
- Potential benefits of converting streets from one-way to two-way operation:
 - Slower traffic speeds
 - Better visibility of business storefronts and access to businesses
 - More alternative emergency response routes



Study Objectives

OBJECTIVE 2: Refine the scope of improvements for the “Peak Complete Street” 2024 Bond project before beginning detailed design.

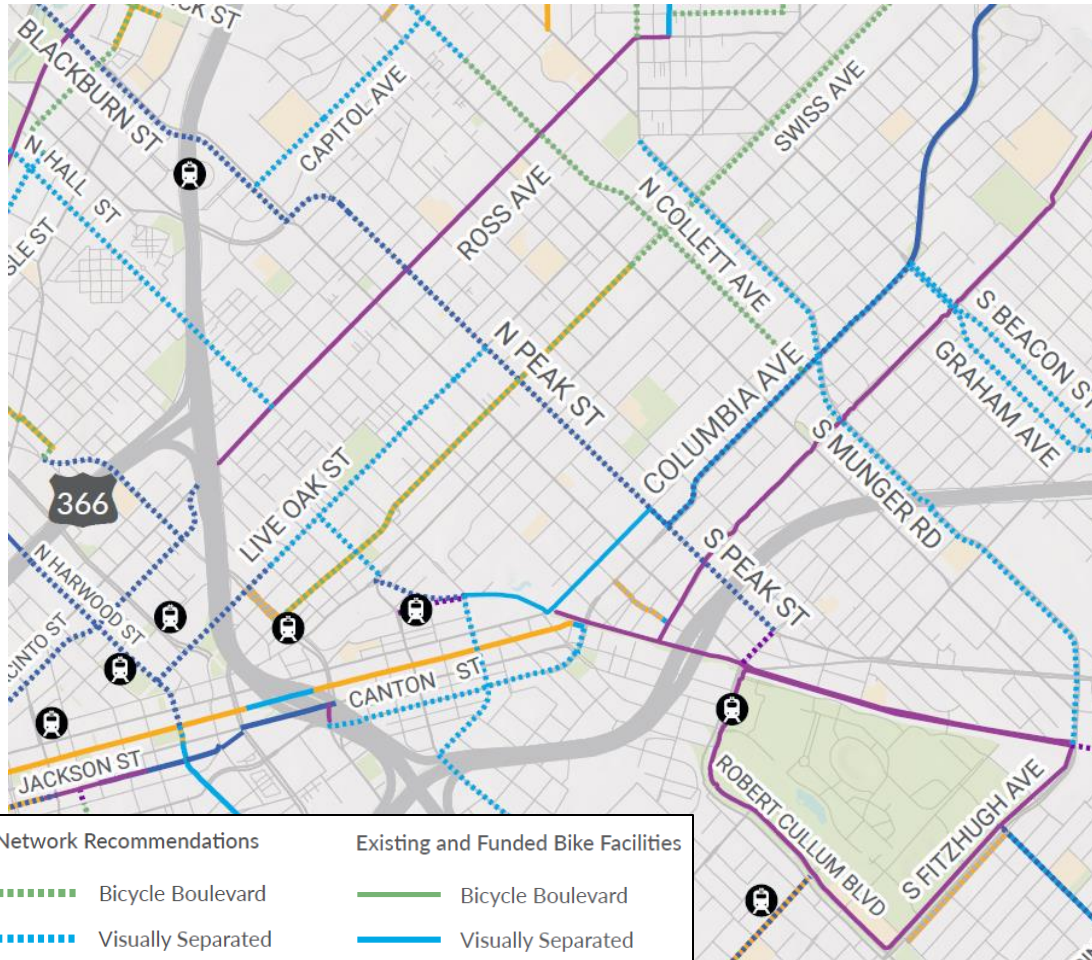
Information on the 2024 Bond Project:

- Limits: Lemmon/Peak from Haskell to Parry
- Funding Amount: \$22.1 million
- Description: Install a protected two-way cycle track. Includes improvements to paving, drainage, lighting, streetscape, intersections, and crossings.
- Schedule: Detailed design to begin within the next year.

*Example of a Two-Way Cycle Track:
Indianapolis Cultural Trail*



Study Objectives



PHYSICALLY SEPARATED BIKE LANES

Physically separated bike lanes are exclusive bike facilities that provide physical barrier or separation between cars and bike riders. This can be done at the street level by adding medians, bollards, barriers, or on-street parking. It can also be done at the sidewalk level, where a curb or median separates bikes from motor vehicles. Different pavement types, colors, or textures separate bike space, called a cycle track, from pedestrians and the sidewalk.

Peak was identified as a priority project in ongoing update to the Dallas Bike Plan. It would:

- ✓ **Connect residents** to the Santa Fe Trail, Cityplace DART station and shops, Baylor Scott & White
- ✓ **Extend the reach** of existing and future bike facilities on Ross Ave, Swiss Ave, Elm St, and Main St
- ✓ **Provide an alternative mode** of travel in an area with a lot of short trips (<3 miles)

Peak was recommended for bike lanes versus Haskell because it has excess pavement width.



Study Scope

1. Evaluate Existing Conditions, Crash Patterns, Issues, and Needs
2. Consider Future Growth
3. Develop Improvement Alternatives (Two-Way Operations, One-Way Operations with Enhancements)
4. Assess Impacts of Alternatives on Vehicles (Traffic), Transit, Bicyclists, Pedestrians, and Freight
4. **Collect Public Input on Alternatives (WE ARE HERE)**
5. Finalize Recommendations, Prepare Report

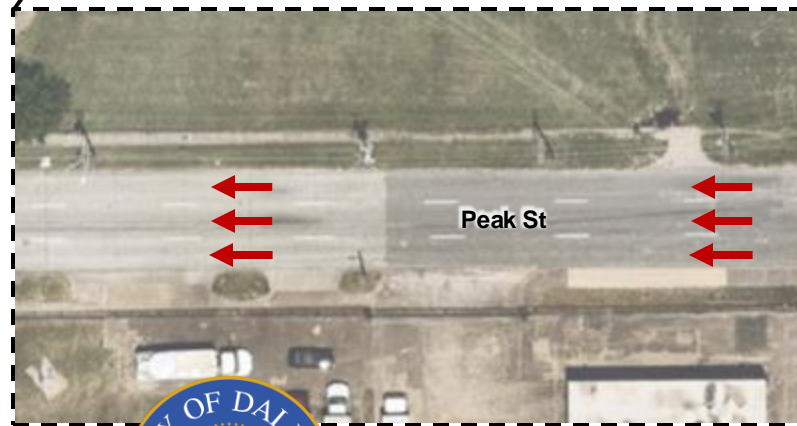
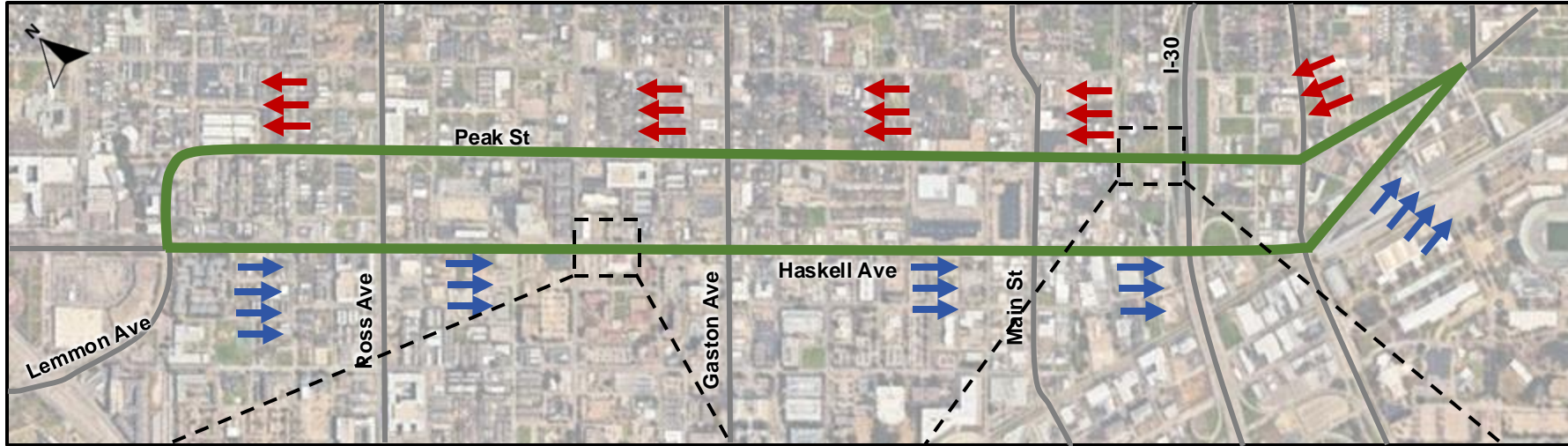




Existing Conditions



Existing Cross-Section



The project corridors are **one-way streets** with mostly **3 lanes** in each direction.

Haskell is 4 lanes between Lemmon and Munger, and from Parry to Grand.

Peak has excess pavement width from Main to Ross (sporadically used for on-street parking).



Existing Function

City of Dallas Thoroughfare Plan: Peak and Haskell are classified as Principal Arterial roads.



Arterial streets provide links between areas of the city. They typically define neighborhoods and serve the main function of movement from one part of the city to another.



Transit Service and Truck Volumes

- DART Bus Route **023 Haskell**

- Runs along entire length of both study corridors
- **Frequency: High Frequency**—every 15 minutes during peak hours, every 20 minutes during off-peak
- **Connections:** Fair Park, Cityplace station and shops, West Village, Oak Lawn, Medical District

- DART Bus Route **018 Samuell**

- Runs along study corridors between Main/Columbia and Grand
- **Frequency: High Frequency**—every 15 minutes during peak hours, every 20-30 minutes during off-peak
- **Connections:** Downtown, Fair Park, Samuell Blvd, Dallas College-Eastfield, Casa View

- DART Bus Route **105 Henderson**

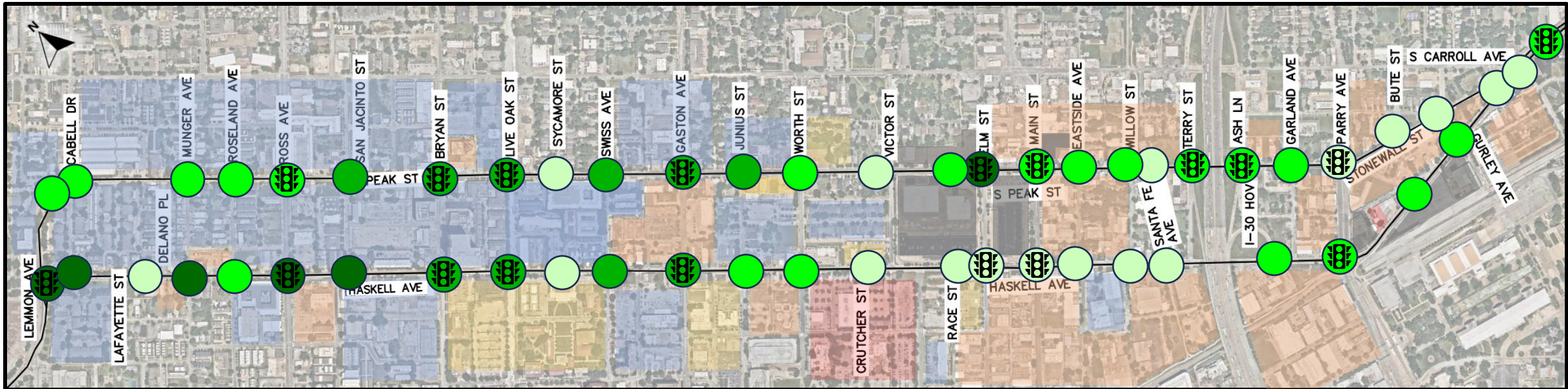
- Runs along study corridors between Haskell & Lemmon intersection and Live Oak
- **Frequency:** every 15 minutes during peak hours, 30 minutes during off-peak hours
- **Connections:** Downtown, Cityplace shops, Knox/Henderson, Mockingbird Station

- Average Daily Truck Traffic: **Relatively Low**

- 1.2% of daily traffic between Grand Ave. & I-30
- 0.12% of daily traffic north of I-30



Pedestrian/Bicyclist Crossing Volumes



- Heavy pedestrian and bicyclist demand crossing Haskell and Peak at several locations that lack traffic signals: around Cabell, Munger, San Jacinto, Swiss, and Junius.

DAILY PEDESTRIAN/CYCLIST COUNT CROSSING HASKELL/PEAK	
	0-30
	31-100
	101-190
	190+

- Restaurants, Retail, Office
- Multi-Family Residential
- Academic Buildings
- Medical Buildings
- Parking
- Signalized Intersection



Crashes - Density by Section

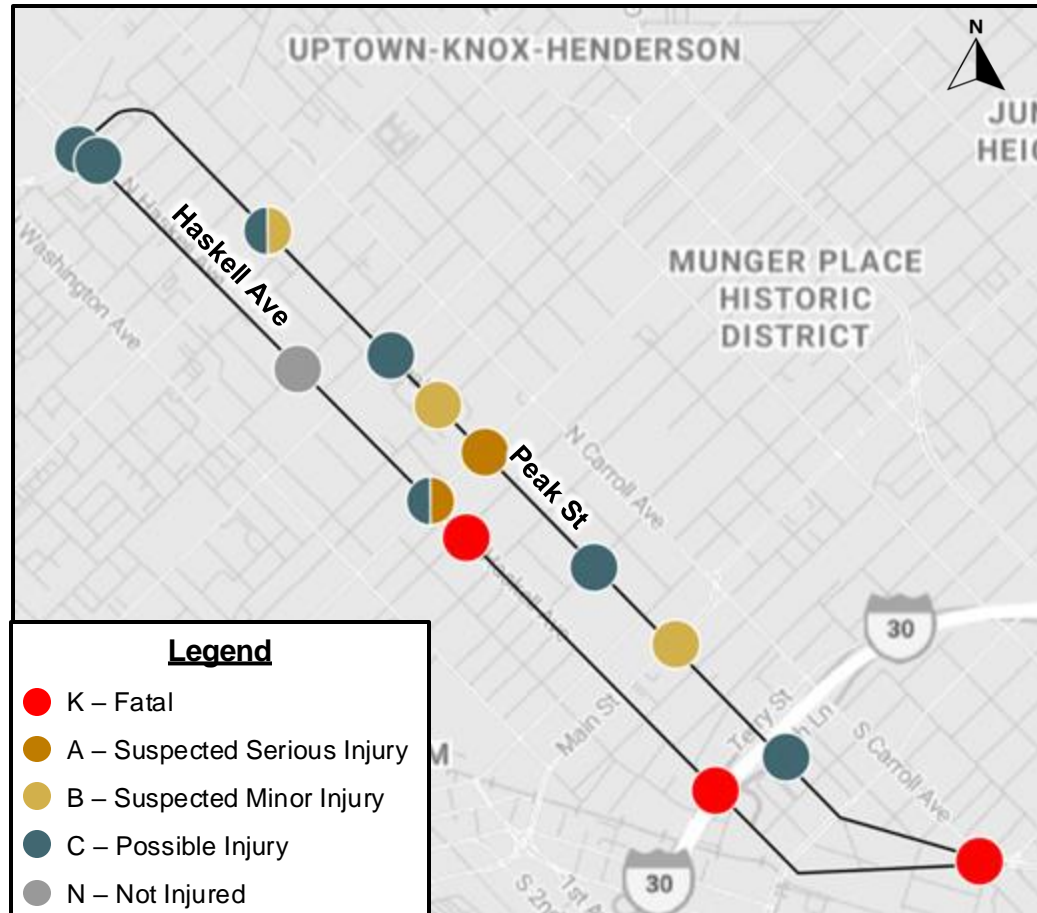
Crashes per Lane Mile by Section (2019-2023)

Section	Crash Count	Sum of Lane Miles	Sum of Crashes divided by Sum of Lane Miles
1: Grand to I-30	115	3.3120	34.72
2: I-30 to Main	120	1.5540	77.22
3: Main to Gaston	179	3.0720	58.27
4: Gaston to Ross	334	3.4710	96.23
5: Ross to Lemmon	167	2.4360	68.56
Total	915	13.8450	66.09

- Most **crashes** occurred **north of I-30**
- **Top 3 Contributing Factors:**
 1. Red Light or Stop Sign Running– 19%
(Top Factor in Sections 2, 4)
 2. Turned Improperly– Wrong Lane – 13%
(Top Factor in Section 3)
 3. Changed Lane when Unsafe– 13%
- Haskell and Peak are both on the City’s High Injury Network → **improving safety should be a focus of any project.**



Crashes – Involving Pedestrians/Bicyclists

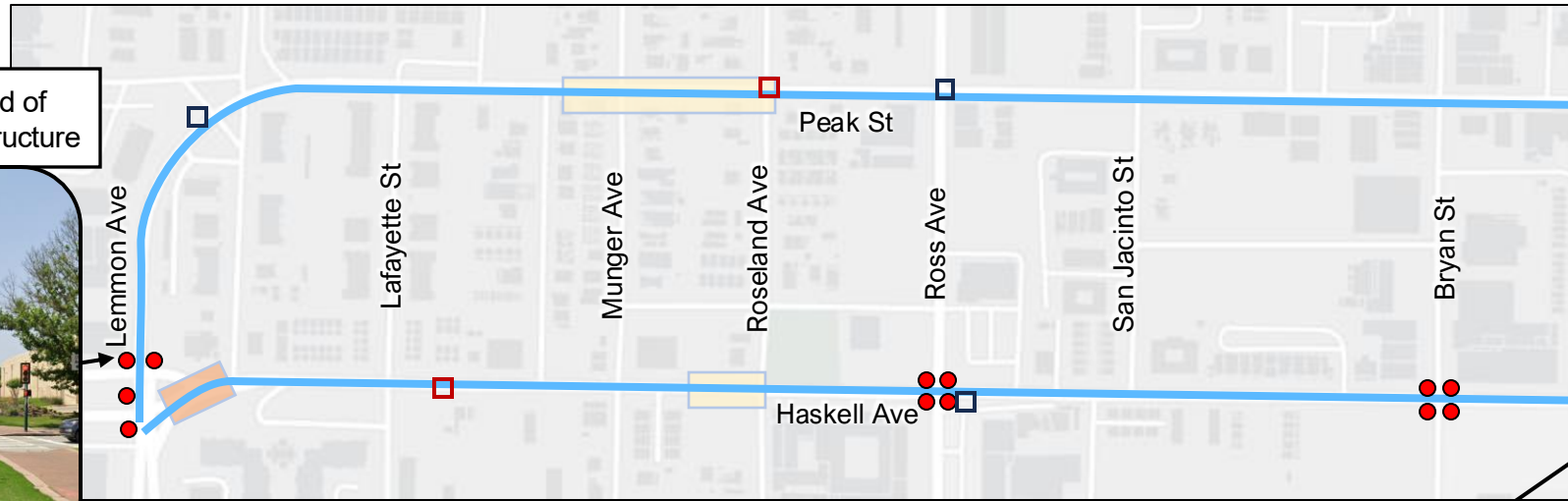


- 19 pedestrian or bicyclist crashes from 2019-2023 (previous 5 years)
- 3 resulted in fatalities and were all on Haskell Ave. 3 resulted in serious injuries.
- Many of the severe pedestrian or bicyclist crashes were clustered around Gaston. (There is already funding to upgrade the traffic signal at Haskell and Gaston.)



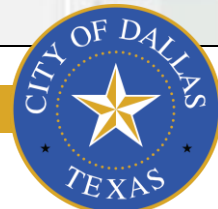
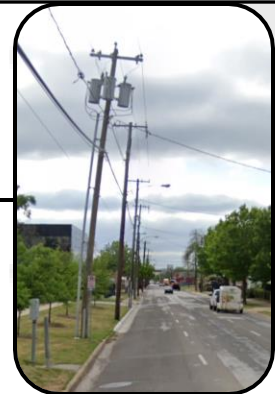
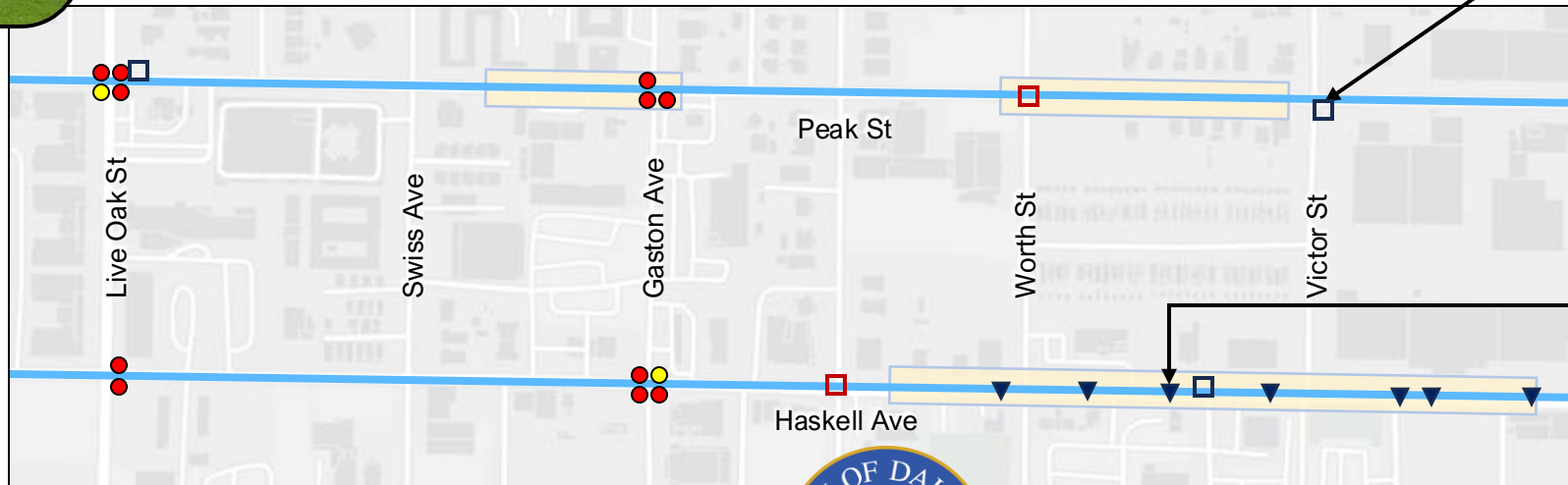
Examples of Infrastructure Condition

Typical Example of "End of Useful Life" Signal Infrastructure



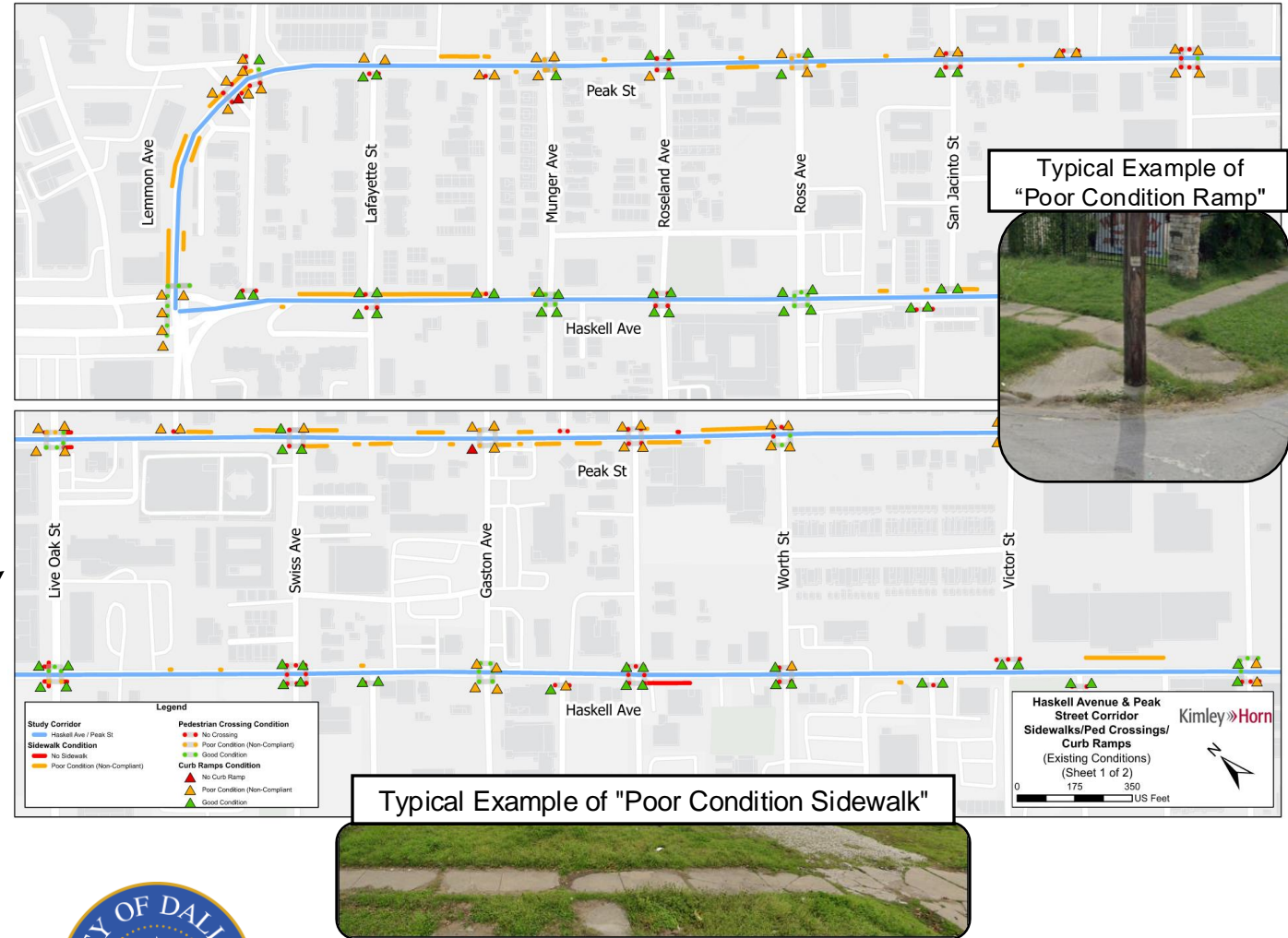
Total Weekday Bus Ridership = 2

Typical Example of a Poor Conditioned Light Pole



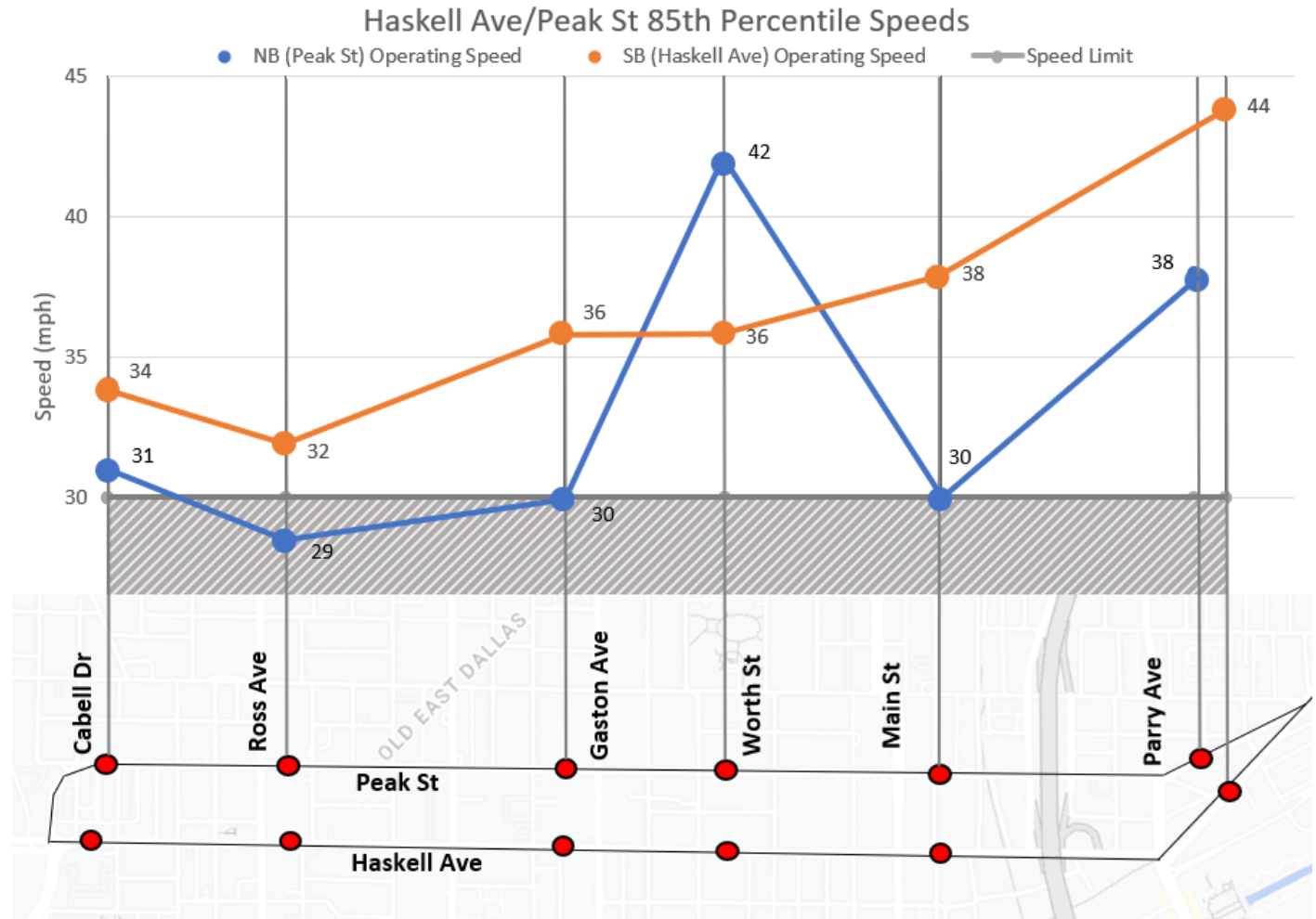
Examples of Infrastructure Condition

- Numerous examples were observed of poor ADA compliance
- Pavement conditions has also deteriorated on both Peak and Haskell to a noticeable level



Speeds

- Speed Limit: 30 mph
- Average Speed on Haskell: 37 mph
- **Consistent speeding** throughout Haskell corridor
- Spike in operating speeds on Peak St at Worth St and Parry Ave. Vehicles traveling **30% higher than posted speed**



Future Expected Growth

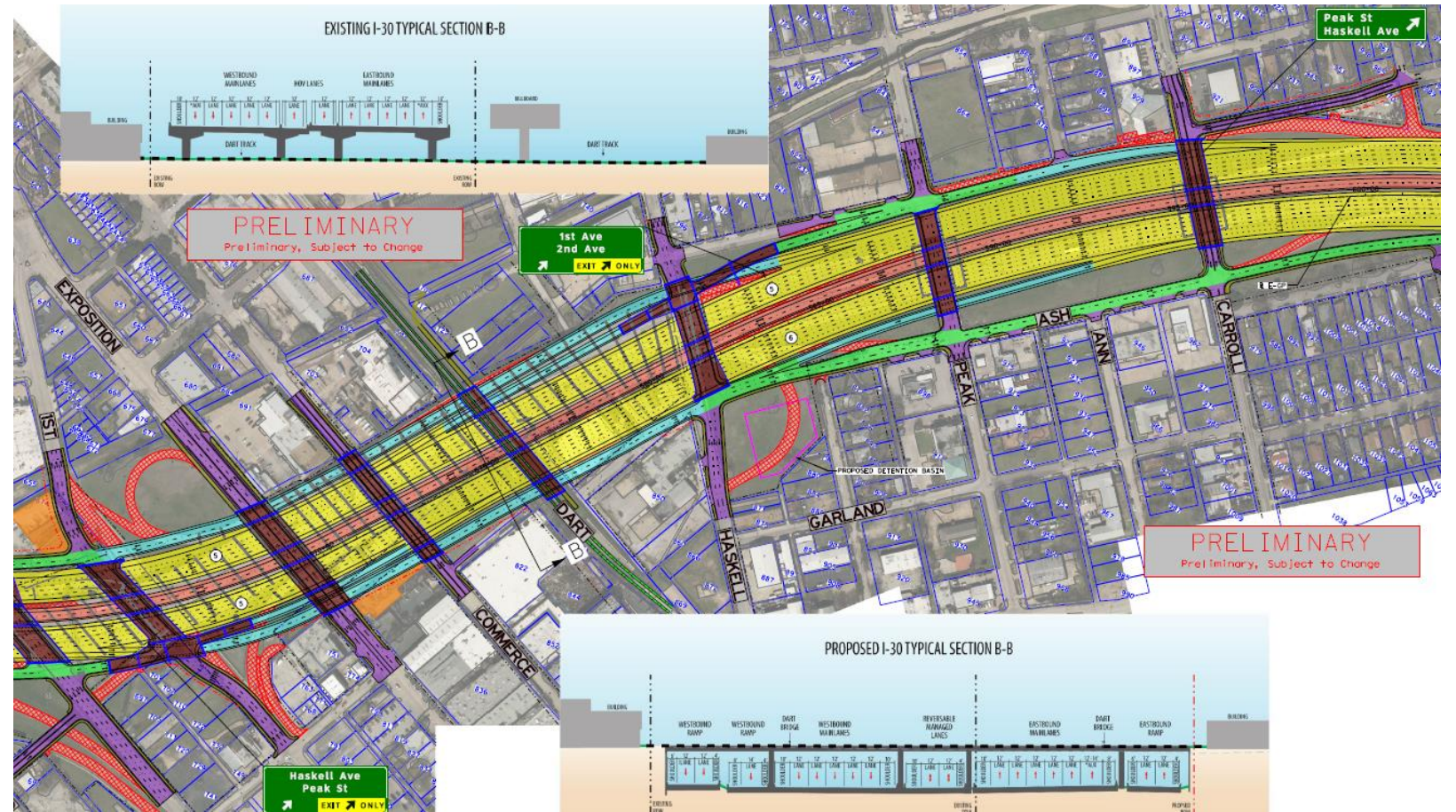
Year	57HP7162 - Haskell North of Parry	57U2989 - Haskell South of Main	57U3326 - Haskell South of Gaston	57U3322 - Haskell North of Gaston	57U3312 - Haskell North of Live Oak	57U3017 - Haskell North of Bryan	57U3031 - Haskell South of Lafayette	57U2953 - Stonewall South of Parry	57U2953 - Peak South of Ash	57HP5268 - Peak North of Willow	57U2990 - Peak North of Main	57U2990 - Peak North of Roseland	TOTAL	Avg Annual Growth
2019	5,954	6,715	10,506	12,950	10,801	10,893	11,410	6,763	7,255	8,607	8,983	8,506	109,343	-0.63%
2014	5,825	6,378	9,714	10,598	11,439	11,851	12,935	6,409	7,391	10,501	10,663	9,171	112,875	0.46%
2009	5,770	6,130	9,110	11,290	10,900	11,200	11,520	6,620	8,210	10,380	10,410	8,770	110,310	-10.49%
2004	7,530	6,320	8,580	9,330	97,310	9,670	10,290	6,170	7,530	10,360	10,830	8,060	191,980	-----
Growth	-1.55%	0.40%	1.36%	1.38%	-0.09%	0.80%	0.69%	0.61%	-0.25%	-1.23%	-1.24%	0.36%	Average	-3.55%
Average	0.10%												Assumed	0.50%

While traffic volumes have consistently declined over past 20 years, a 0.5% annual growth in traffic volumes is being assumed over the next 20 years (2024-2045) as part of the traffic modeling to be conservative / account for infill development.



Future Highway Projects

- The traffic modeling for this study took into account TxDOT's future I-30 East project.



Future Roadway Capacity

Through 2045, **excess capacity** is expected to be available on Peak Street between Lemmon Ave and Gaston Ave with the **existing 3-lane one-way configuration**. This leaves **over 55% of available traveled space** underutilized.

For Haskell, between Munger Avenue and Gaston Avenue, there is **30% available capacity**.



Summary of Issues and Opportunities

Issues:

- Speeding
- Limited options for walking and biking
- Pavement, sidewalks, traffic signals, streetlights are in poor condition in many locations

Potential Opportunities:

- Traffic calming solutions
 - Reducing the number of lanes,
 - Operational changes such as converting to two-way operations
- Using excess roadway capacity on Peak for better walking/bicycling facilities
- Improving pavement, sidewalks, traffic signals, streetlights, bus stops, crosswalks





Overview of the Alternatives

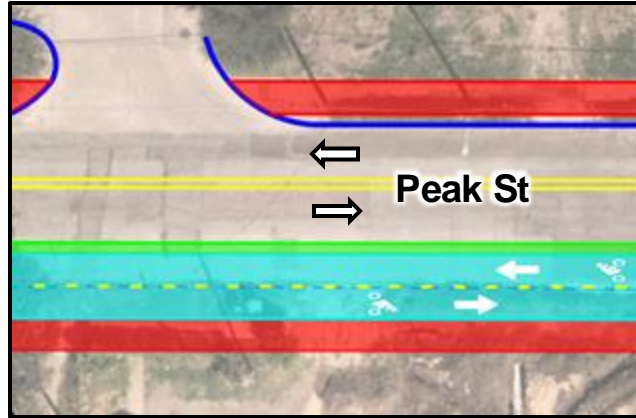


Overview of the Alternatives

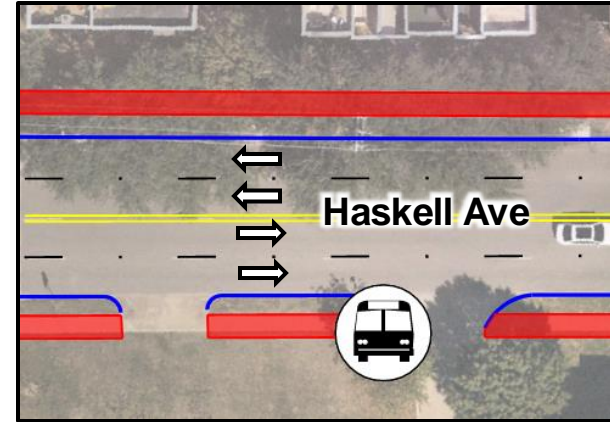
Two-Way Alternative

Convert both Haskell Ave and Peak St from one-way to **two-way** streets and install a raised two-way cycle track on Peak St from Haskell to Parry.

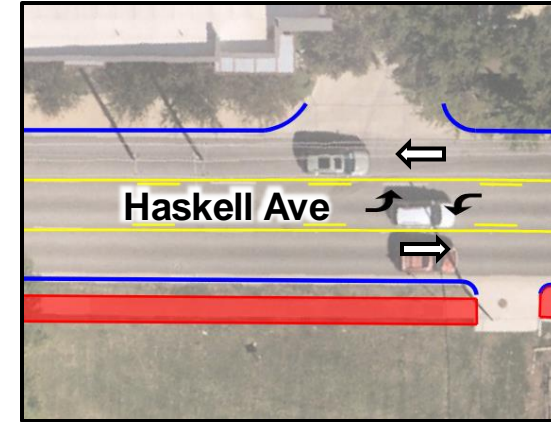
Peak St - Lemmon Ave to I-30



Haskell Ave - Lemmon Ave to Munger Ave



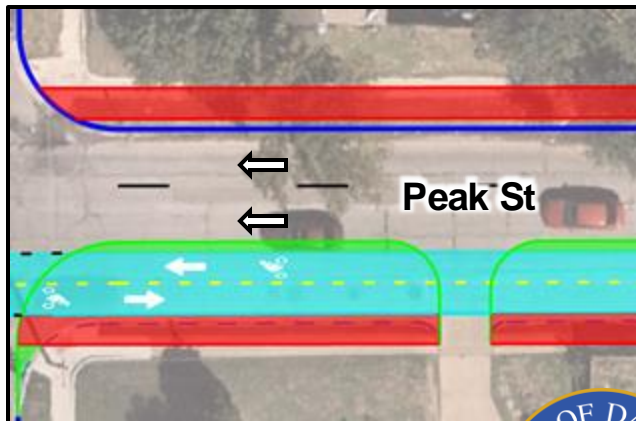
Haskell Ave - Munger Ave to I-30



One-Way Alternative

Keep existing **one-way** operations but reduce the number of lanes or pavement width in strategic locations and install a raised two-way cycle track on Peak from Haskell to Parry.

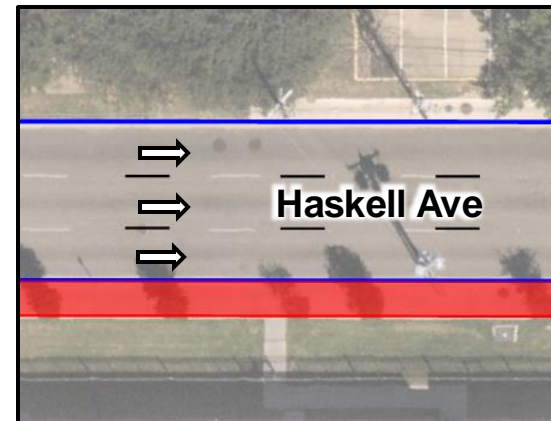
Peak St - Haskell Ave to Gaston Ave



Peak St - Gaston Ave to Parry Ave



Haskell Ave - Lemmon Ave to Parry Ave



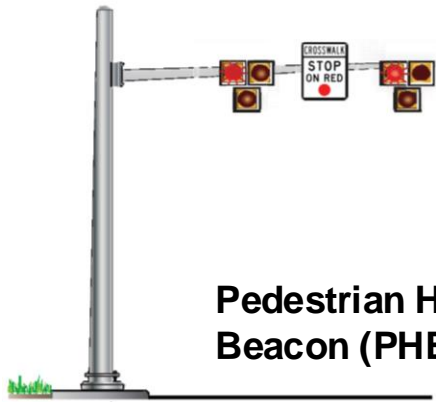
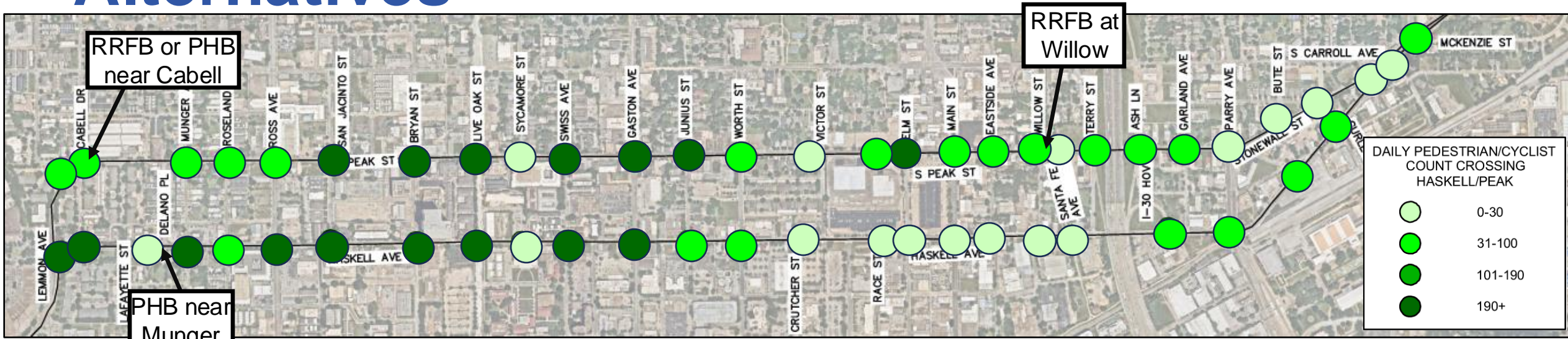
Overview of the Alternatives

Alternative 3: No Build

Maintain existing operations along Haskell and Peak. This option would still include the improvements shown on the next three slides.



Pedestrian Crossing Improvements – All Alternatives



Pedestrian Hybrid Beacon (PHB)



Rectangular Rapid Flashing Beacon (RRFB)

Intersection	Warrant Met Based on Vehicular and Pedestrian Volumes		Recommendation	
	RRFB	PHB		
Haskell Ave Ave & Munger Ave	-	✓	Install PHB*	
Haskell Ave & Roseland Ave	-	-	None	
Haskell Ave & Cabell Dr	✓	-	None*	
Haskell Ave & San Jacinto St	-	-	None	
Peak St & Swiss Ave	-	-	None	
Peak St & Junius St	-	-	None	
Peak St & Lemmon Ave	-	-	None	
Peak St & Cabell Dr			Install PHB (Alt. 1)**	Install RRFB (Alt. 2)**
Peak St & Willow st	-	-	Install RRFB**	

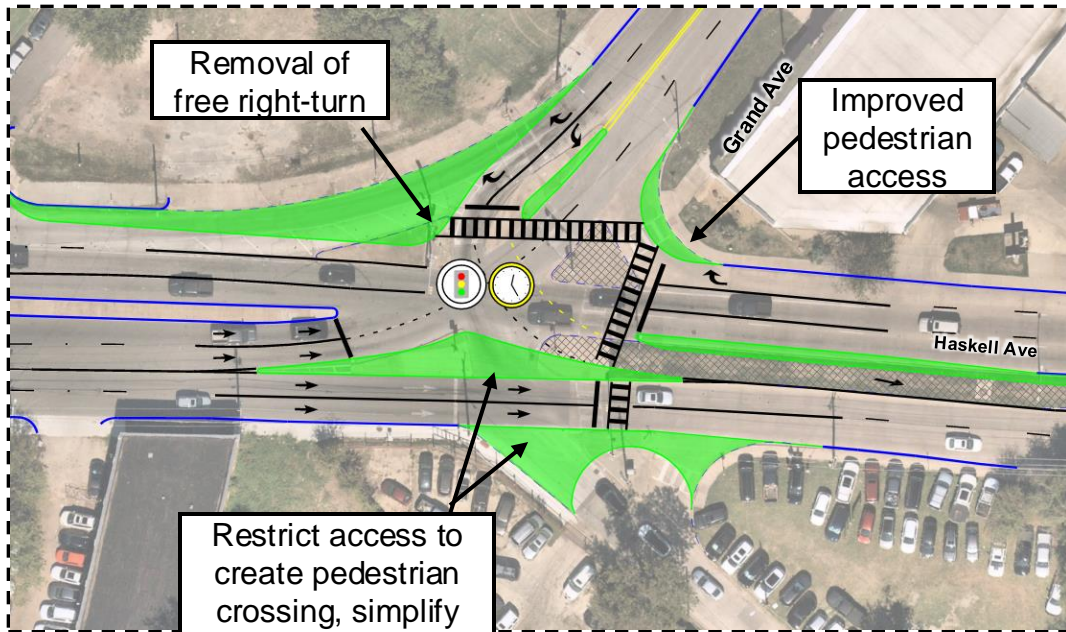
* PHB to be installed between Lafayette and Munger to serve pedestrian demand observed at Cabell and at Munger

** RRFB/PHB recommended to enhance safety of existing crosswalk and to enhance bike connectivity

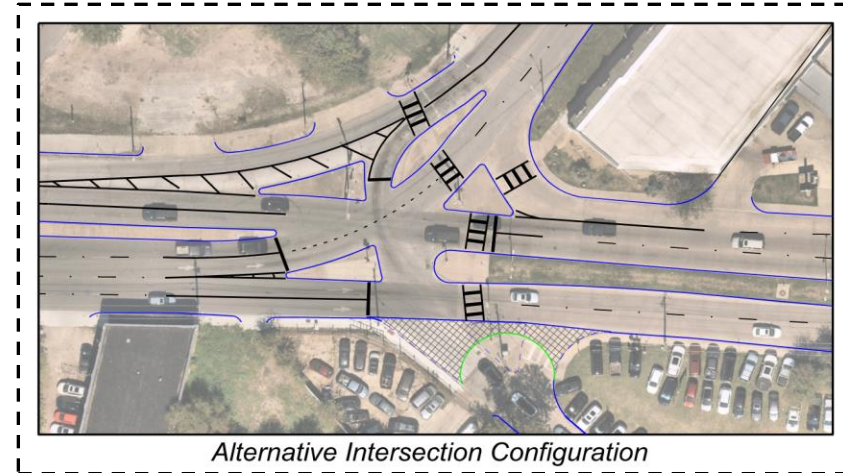


Improvements to Haskell & Grand Intersection – All Alternatives

Recommendation for the Haskell/Grand Intersection



Changes to Curb/Median



Third alternative intersection configuration that was developed by NCTCOG as part of their CBD Fair Park Links study. This alternative would potentially require right-of-way acquisition/ trade-offs.



Other Proposed Improvements – All Alternatives

- In both alternatives, improvements to the street pavement, sidewalks, traffic signals, and lighting are proposed.
- Passive signal timing improvements will also be made as necessary to improve the flow of traffic.
- Leading pedestrian intervals (LPI) will be established at intersections with heavy pedestrian demand, to improve pedestrian safety.



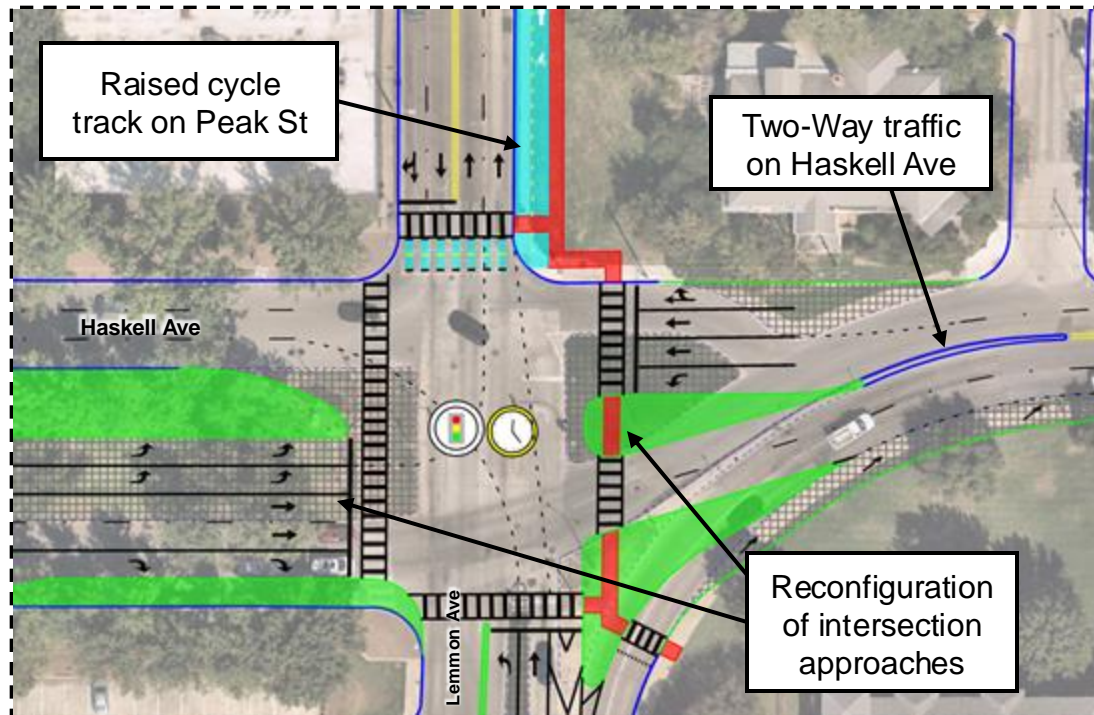


Two-Way Alternative

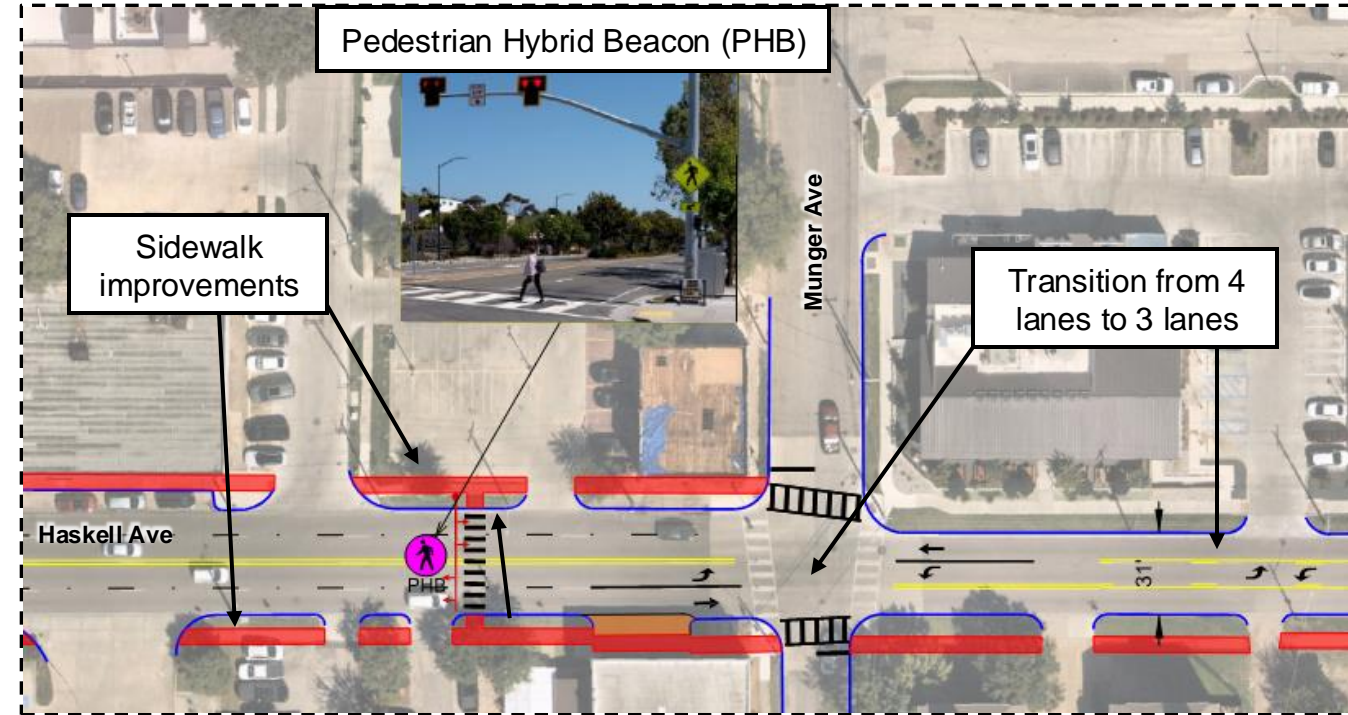


Two-Way Alternative – Closer Look

Haskell at Lemmon



Haskell at Munger



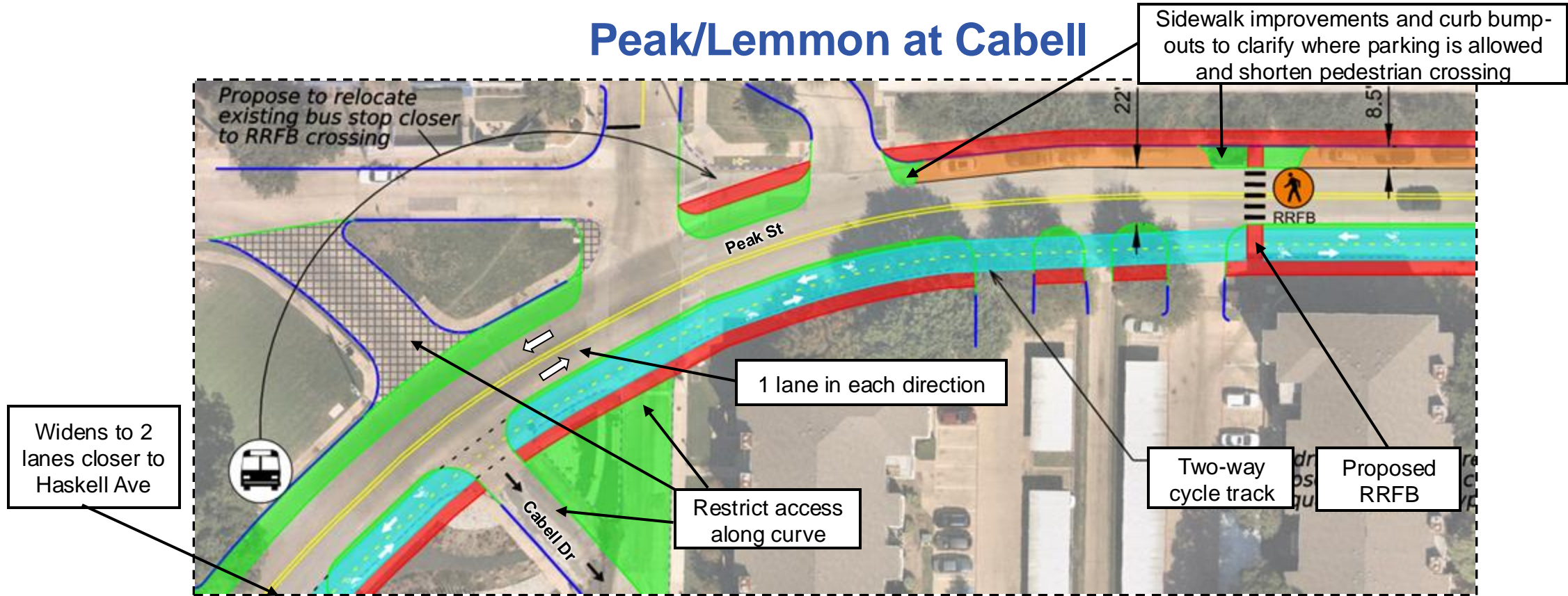
- Sidewalk Improvements
- On-Street Parking
- Bike Lane Improvements
- Changes to Curb/Median

**View the full “roll plots” online to see illustrations of what each alternative looks like along all of Haskell and Peak. These should be treated as illustrative concepts, not detailed engineering plans.*



Two-Way Alternative – Closer Look

Peak/Lemmon at Cabell

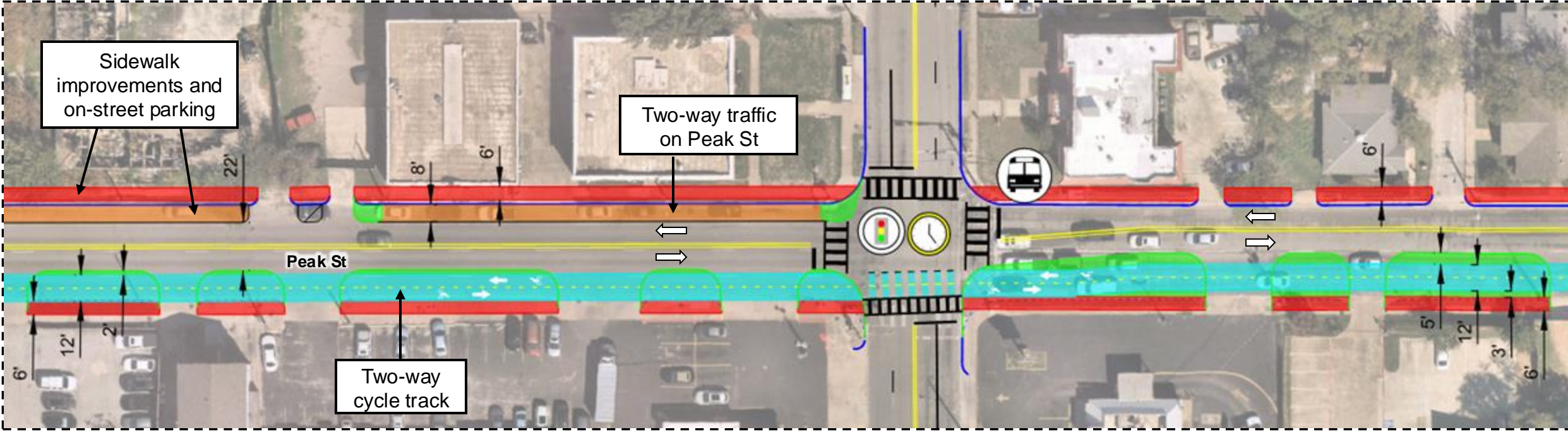


- Sidewalk Improvements
- On-Street Parking
- Bike Lane Improvements
- Changes to Curb/Median



Two-Way Alternative – Closer Look

Peak at Gaston



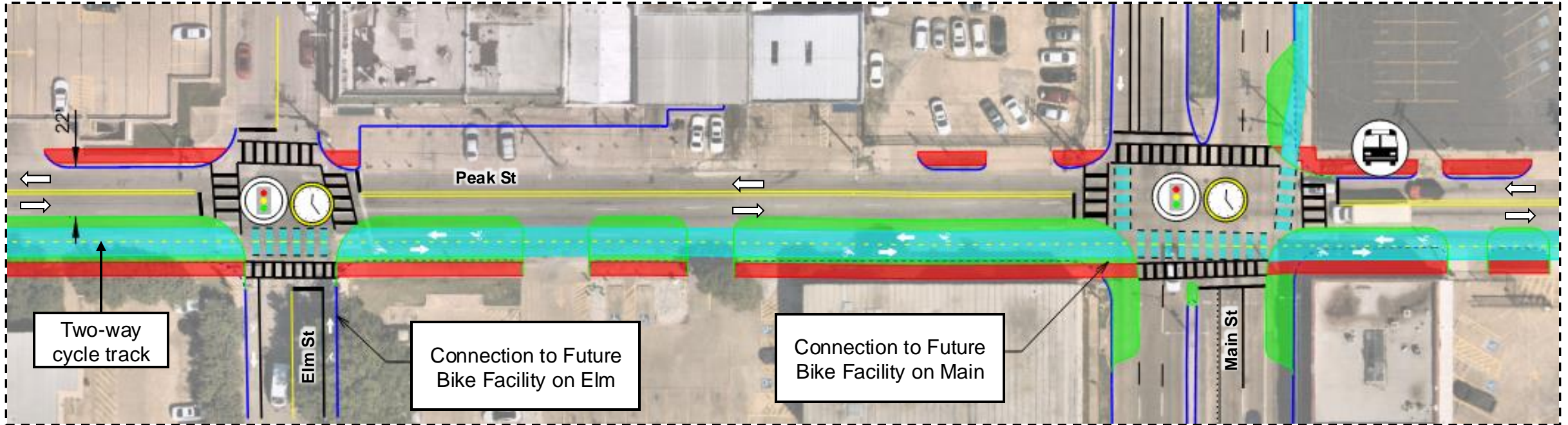
- █ Sidewalk Improvements
- █ On-Street Parking
- █ Bike Lane Improvements
- █ Changes to Curb/Median



Two-Way Alternative – Closer Look

Peak at Elm



Peak at Main





Two-way cycle track

Connection to Future Bike Facility on Elm

Connection to Future Bike Facility on Main

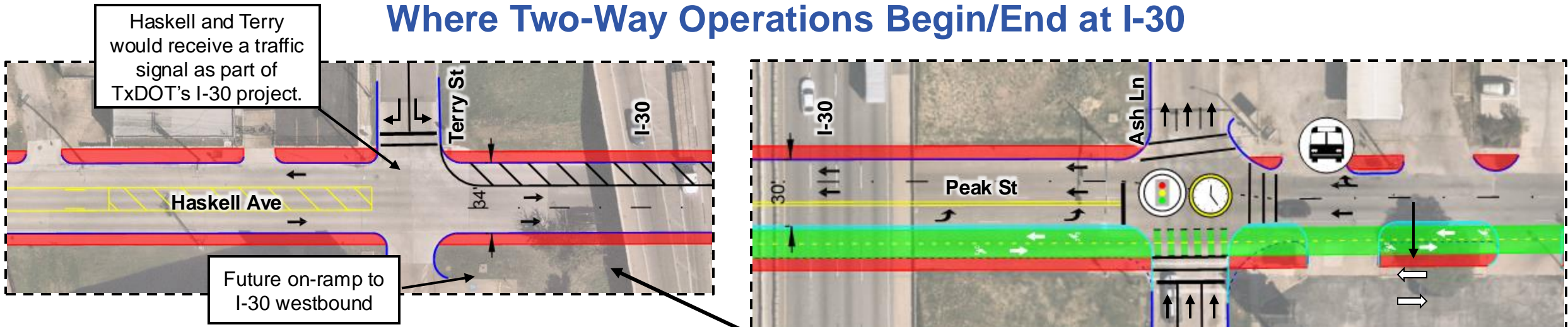
-  Sidewalk Improvements
-  Bike Lane Improvements

-  On-Street Parking
-  Changes to Curb/Median



Two-Way Alternative – Closer Look

Where Two-Way Operations Begin/End at I-30



- Sidewalk Improvements
- Bike Lane Improvements
- On-Street Parking
- Changes to Curb/Median



Traffic Analysis

- For two-way conversion studies, engineers must estimate what percentage of vehicles will instead use the other street in the future. Estimates determined for this study:
 - 40%* of southbound traffic will re-route from Haskell Ave to Peak St
 - 55%* of northbound traffic will re-route from Peak St to Haskell Ave
 - Trip re-routing assumed more **regional trips** would utilize **Haskell Ave** due to better connectivity.
- Traffic is analyzed 20 years into the future (through 2045) in the peak hours.
- The southern limit of the two-way conversion is I-30. A conversion south of I-30 was ruled out early on due to impacts to Fair Park and extremely complicated intersection that would result at Grand Ave.

**Percentages shown are averages*



Traffic Level of Service (LOS) With Two-Way Conversion in Peak Hour in 2045



The number of lanes on Haskell was not reduced between Lemmon and Munger because of the significant impacts it would have on the Lemmon Avenue intersection.



Conclusion: A two-way conversion is expected to have more significant peak hour congestion compared to the existing one-way operations or one-way alternative.

Queue Lengths With Two-Way Conversion in Peak Hour in 2045



Conclusion: Long queue lengths are expected with the two-way conversion, with three intersections having backups over 1000 feet long.

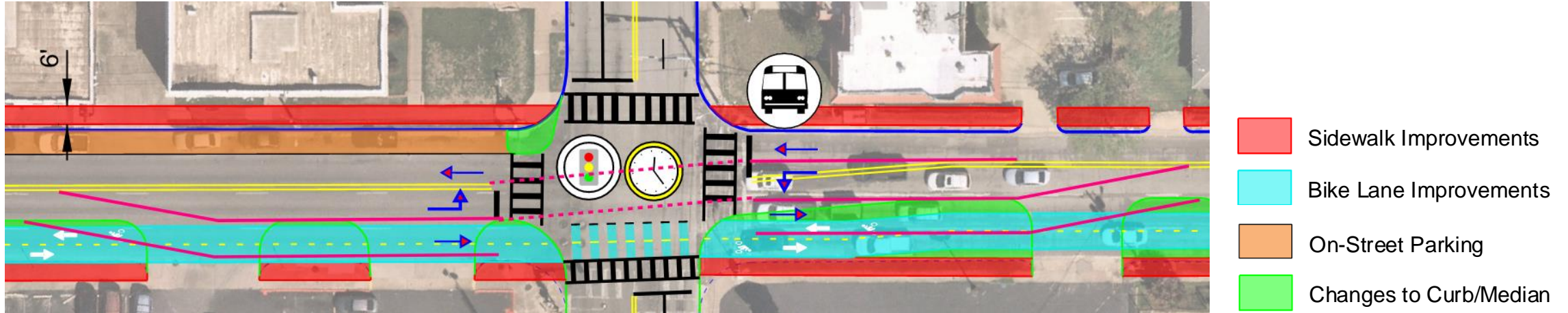
Vehicles are likely to sit through multiple signal cycles at several intersections, particularly at Ross, Live Oak, Gaston, Terry, Ash.

Intersection	Approach	2045 AM Queue	2045 PM Queue
		(FT)	(FT)
Haskell @ Ross	NB	596	328
Haskell @ Bryan	NB	521	155
Haskell @ Live Oak	NB	691	204
	SB	616	1061
	WB	754	74
Haskell @ Gaston	NB	755	405
Haskell @ Worth	NB	566	31
Haskell @ Elm	NB	571	262
Haskell @ Main	NB	664	132
	SB	201	634
	WB	668	190
Haskell @ Parry	NB	558	234
Peak @ Ross	EB	413	1011
Peak @ Live Oak	SB	383	742
	EB	137	564
Peak @ Main	NB	581	134
	SB	232	664
Peak @ Terry	NB	1175	343
Peak @ Ash	NB	723	150



Option for Left-Turn Lanes on Peak St

Providing dedicated left-turn lanes on Peak St could help reduce some of the delay and queues on that street and intersecting streets but would impact the two-way cycle track, offset travel lanes through some intersections, and/or impact on-street parking, where provided.





One-Way Alternative

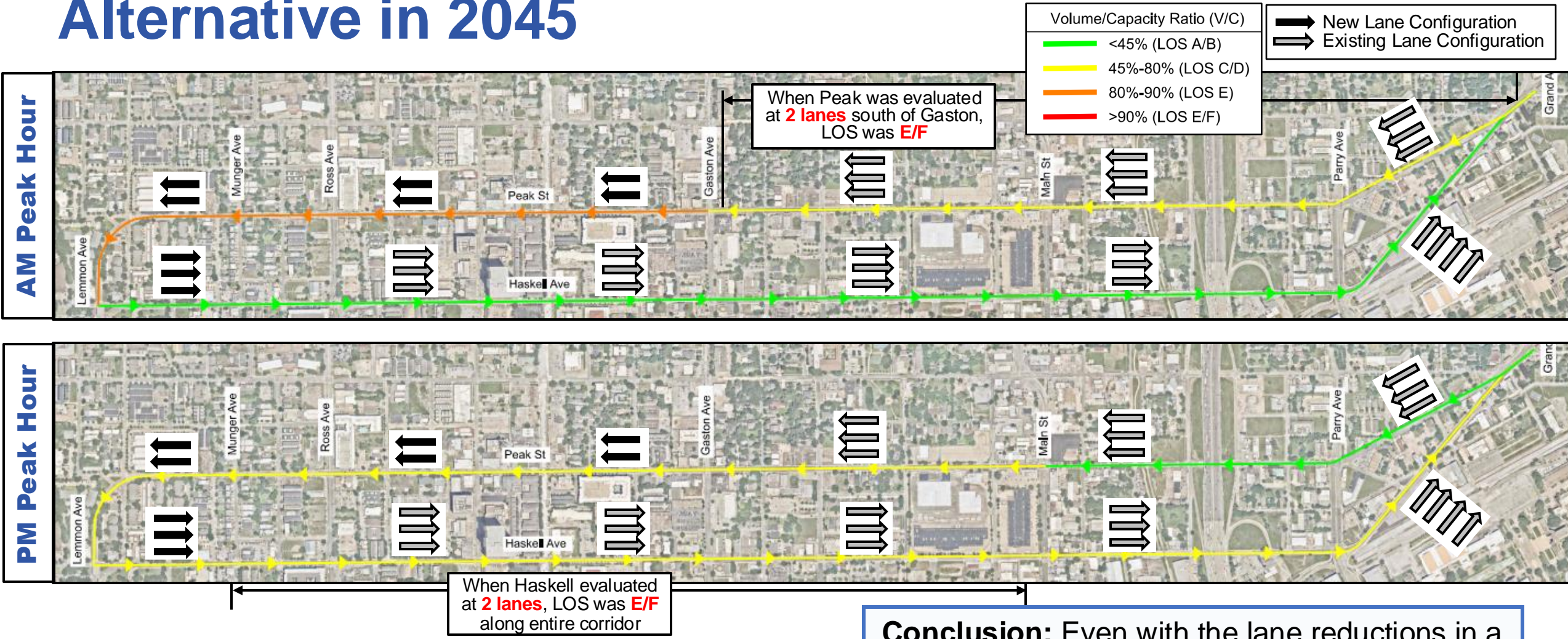


Lane Reduction Analysis

- A reduction in the number of travel lanes was evaluated along both corridors, but is only recommended at the following locations due to capacity constraints:
 - Peak/Lemmon from Haskell to Gaston – reduce from 3 lanes to 2 lanes
 - Haskell from Lemmon to Munger – reduce from 4 lanes to 3 lanes



Traffic Level of Service (LOS) With One-Way Alternative in 2045

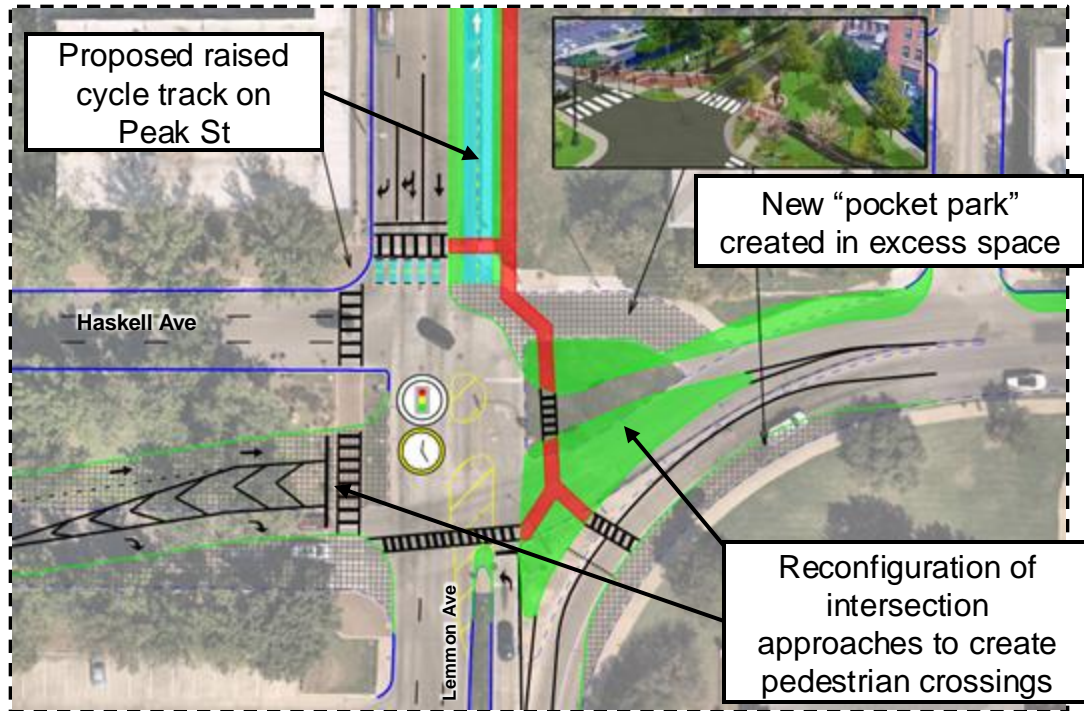


Conclusion: Even with the lane reductions in a strategic locations, traffic would continue to flow at an acceptable level for urban areas (LOS D).



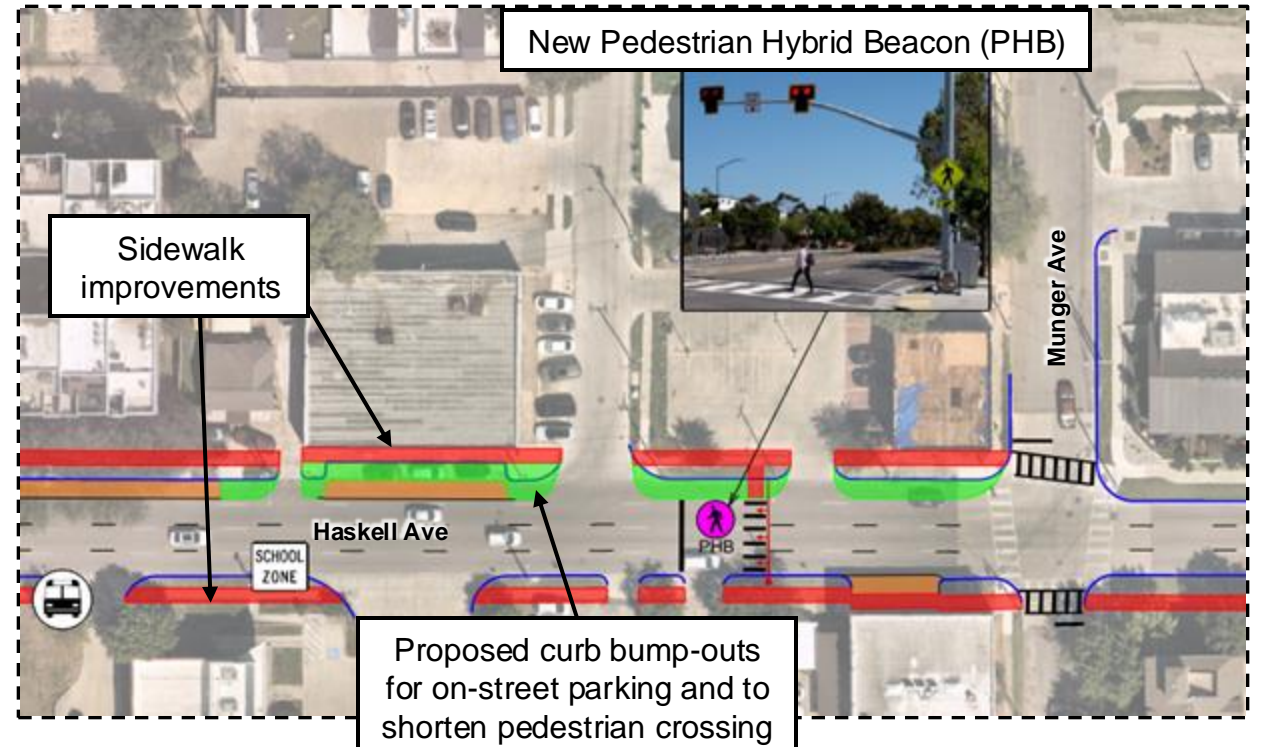
One-Way Alternative – Closer Look

Haskell at Lemmon



- Sidewalk Improvements
- Bike Lane Improvements
- On-Street Parking
- Changes to Curb/Median

Haskell at Munger

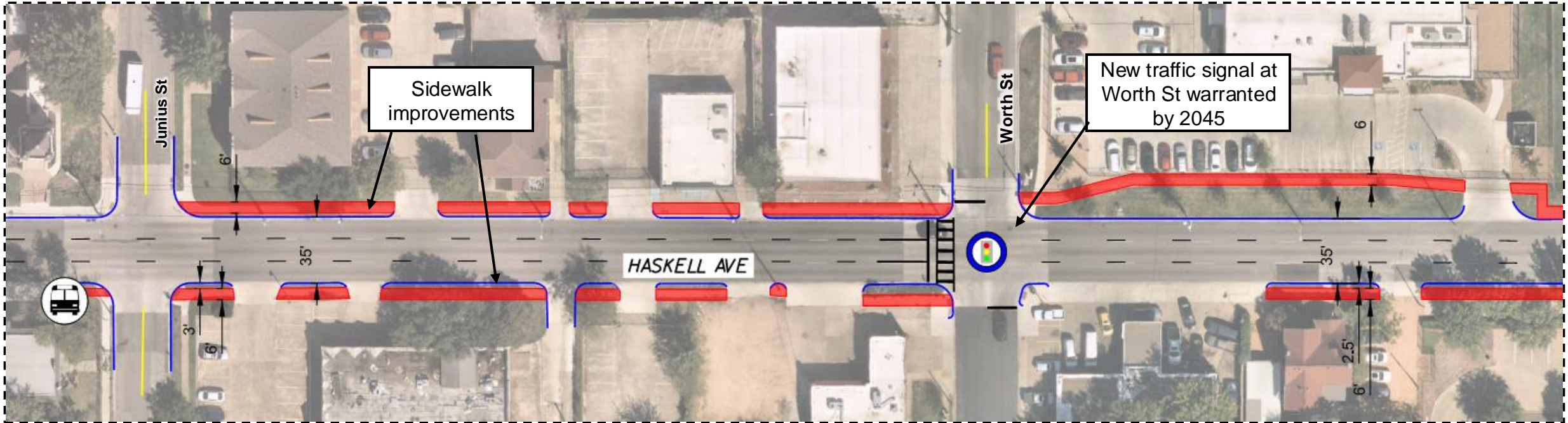






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One-Way Alternative – Closer Look

Haskell at Worth

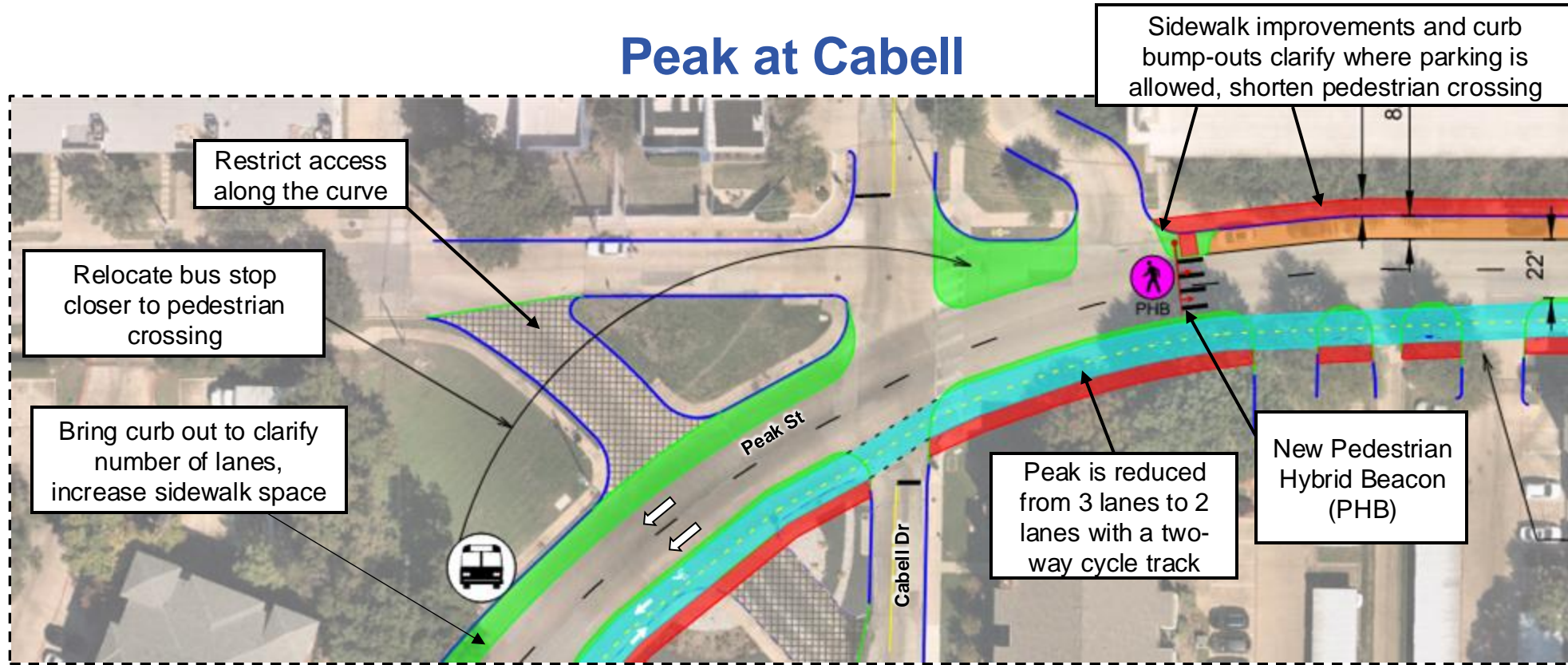






-  Sidewalk Improvements
-  On-Street Parking
-  Bike Lane Improvements
-  Changes to Curb/Median



One-Way Alternative – Closer Look

Peak at Cabell

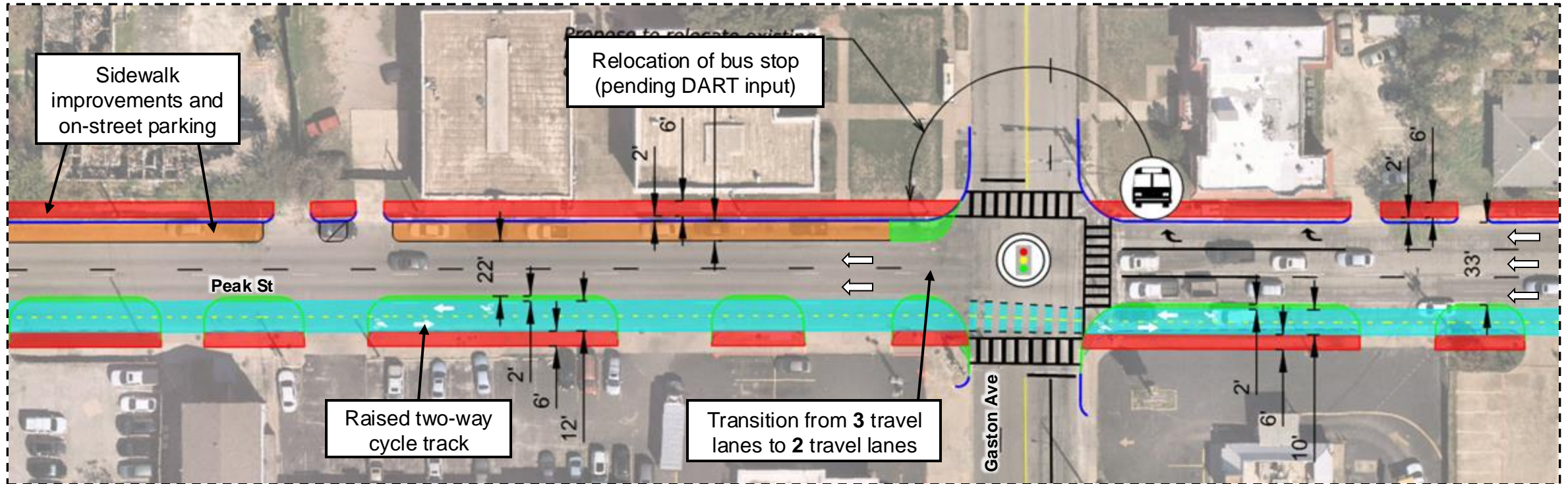






-  Sidewalk Improvements
-  On-Street Parking
-  Bike Lane Improvements
-  Changes to Curb/Median



One-Way Alternative – Closer Look

Peak at Gaston

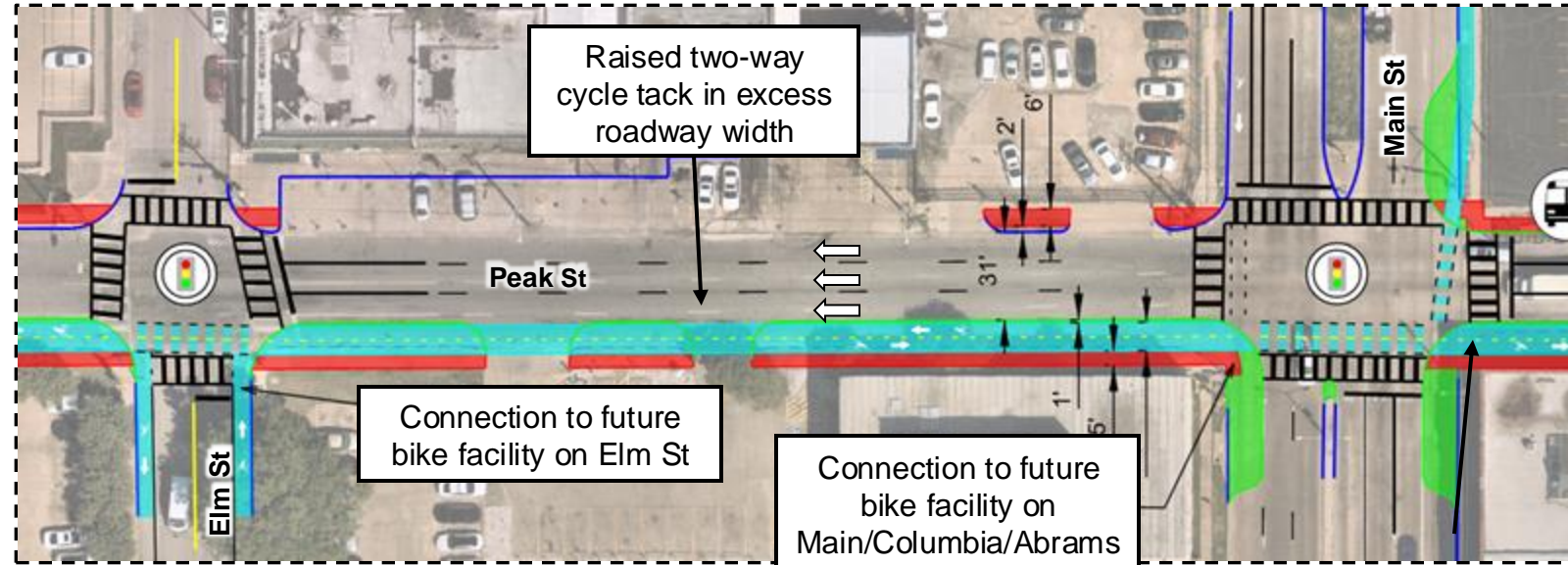


-  Sidewalk Improvements
-  On-Street Parking
-  Bike Lane Improvements
-  Changes to Curb/Median

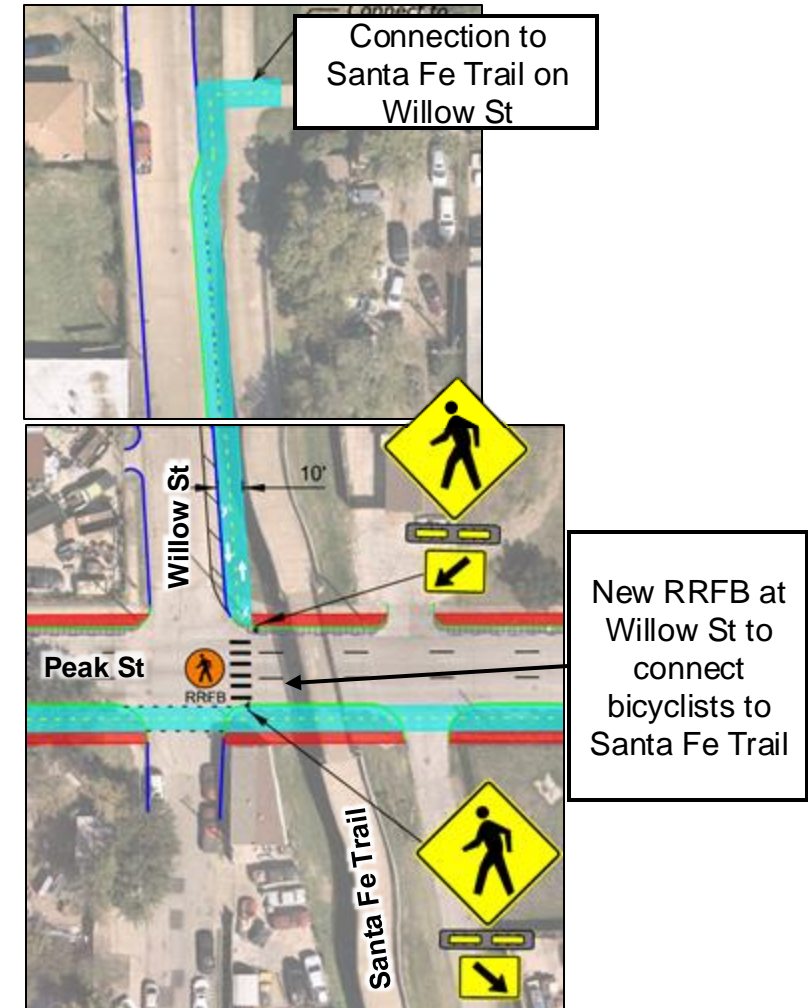


One-Way Alternative – Closer Look

Peak at Main, Elm, and Santa Fe Trail



- Sidewalk Improvements
- Bike Lane Improvements
- On-Street Parking
- Changes to Curb/Median





Evaluating the Alternatives



Haskell Ave / Peak St - Alternative Comparison Table

Metric	Two-Way Conversion Alternative	One-Way Alternative	No Build
 Cost	Major cost improvements include: <ul style="list-style-type: none"> - Traffic signal improvements on both streets - Two-way conversion (major intersection reconfigurations) - Two-way cycle track on Peak St - Sidewalk improvements on both streets Cost: \$\$\$\$	Major cost improvements include: <ul style="list-style-type: none"> - Traffic signal improvements on Peak St - Two-way cycle track on Peak St - Sidewalk improvements on both streets Cost: \$\$	Major cost improvements include: <ul style="list-style-type: none"> - Sidewalk improvements on both streets Cost: \$
 Safety	Proposed lane reduction on Peak St should lead to traffic calming and a shorter crossing distance for pedestrians. Two-way configuration should lead to greater traffic calming but also increases conflict points at intersections.	Proposed lane reduction on Peak St should lead to traffic calming and a shorter crossing distance for pedestrians. The one-way configuration has fewer conflict points at intersections than the two-way configuration.	Minimal improvements to safety.
 Traffic Operations	4 signalized intersections expected to be over capacity and operate at LOS E/F through 2045. Volume/capacity ration exceeds 90% in several areas. Queue lengths exceed 500' or are expected to spill into the adjacent intersections. Potential for some traffic diverting to parallel streets due to poor LOS. Left-turn movements may need to be restricted on Peak St in the future unless left-turn lanes are provided.	Apart from one intersection, all signalized intersections are expected to operate at LOS D or better through 2045. The link analysis performs at LOS D or better in 2045. Queue lengths are not expected to be significant.	No changes in traffic operations that could negatively impact delay.
 Level of Comfort for Bicyclists and Pedestrians	Proposed separated two-way cycle track with 6' sidewalk allows higher level of comfort for bicyclists and pedestrians.	Proposed separated two-way cycle track with 6' sidewalk allows higher level of comfort for bicyclists and pedestrians. Proposed lane reduction on Peak St will shorten crossing distance for pedestrians.	Sidewalks widened to 6' where there is adequate public right-of-way. No bicycle facility.
 Ease of Access to Businesses	More routes to access businesses. More alleviation routes during traffic congestion. However, when paired with high intersection delays, a two-way conversion may not result in these circulation advantages. The proposed cycle track and improved sidewalks lead to better walkability and access for pedestrians and bicyclists to businesses along the corridor.	Keeps the same access to businesses that exists today. However, there could be less access to certain businesses along the corridors compared to a two-way network. The cycle track and improved sidewalks lead to better walkability and access for pedestrians and bicyclists to businesses along the corridor.	Keeps the same access to businesses that exists today.





Next Steps



View the Display Board for More Information



Existing Conditions



Crossing Treatment Summary



Crash Data



Traffic Analysis



Potential Solutions



Capacity Evaluation – How Many Lanes are Needed?



Proposed Alternatives Overview



Pros and Cons for Alternatives



Tell Us What You Think!

- Which alternative do you prefer? (There is also a “No Build” option).
- Are there any changes you would like to see to your preferred alternative?

Tell us what you think using the survey on the study website. Comments will be accepted through [November 17th](#).

<https://bit.ly/HaskellPeakCS>



Next Steps

- Analyze the survey results and develop a final recommendation. We plan to present the final recommendation at another public engagement opportunity in early 2025.
- Finalize the study report by early spring 2025.
- Begin detailed design of the “Peak Complete Street” 2024 Bond project within the next year. (Will include additional input opportunities.)
- Amend the City of Dallas Thoroughfare Plan, if needed.
- If the two-way conversion alternative is selected, additional funding would need to be identified for the improvements on Haskell. Peak would be designed and constructed in a way that would facilitate the two-way conversion in the future.
- If the No Build alternative is selected, a new bicycle route may need to be identified.



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Thank You!

