

Memorandum



CITY OF DALLAS

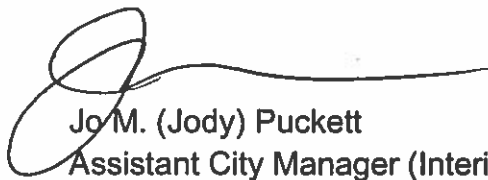
DATE September 5, 2017

Honorable Members of the Mobility Solutions, Infrastructure and Sustainability
TO Committee: Lee M. Kleinman (Chair), Rickey D. Callahan (Vice-Chair), Sandy
Greyson, Adam Medrano, Casey Thomas, II and Tennell Atkins

SUBJECT **Live Oak Ramp Removal**

On Monday, September 11, 2017, you will be briefed on the Live Oak Ramp Removal.
The briefing materials are attached for your review.

Please feel free to contact me if you have any questions or concerns.



Jo M. (Jody) Puckett
Assistant City Manager (Interim)

[Attachment]

c: Honorable Mayor and Members of the City Council
T.C. Broadnax, City Manager
Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Biliera Johnson, City Secretary (Interim)
Daniel F. Solis, Administrative Judge
Kimberly Bizer Tolbert, Chief of Staff to the City Manager
Majed A. Al-Ghafry, Assistant City Manager

Jon Fortune, Assistant City Manager
Joey Zapata, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Nadia Chandler Hardy, Chief of Community Services
Raquel Favela, Chief of Economic Development & Neighborhood Services
Theresa O'Donnell, Chief of Resilience
Directors and Assistant Directors

Live Oak Ramp Removal

**Mobility Solutions,
Infrastructure &
Sustainability**

September 11, 2017

**Tanya Brooks,
Assistant Director
Mobility and Street Services**



City of Dallas

Presentation Overview

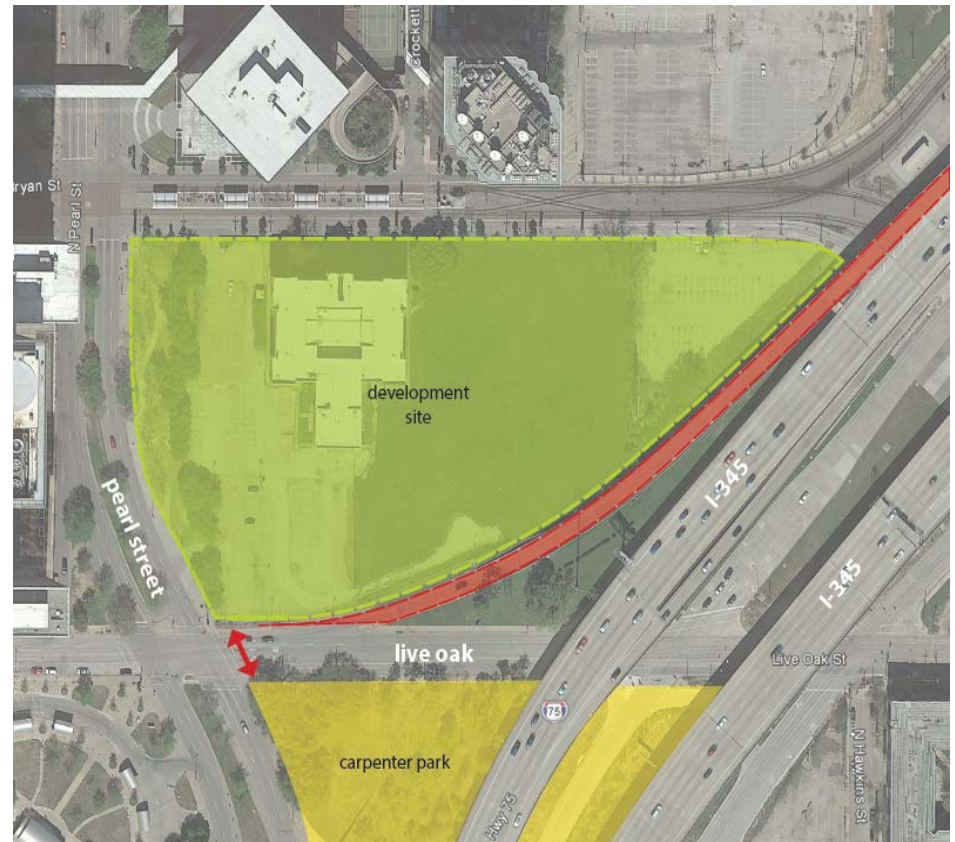
- Purpose
- Background
- Urban Design Peer Review Panel (UDPRP) Recommendation
- Ramp Closure Traffic Analysis
- Alternative Routes
- Adjacent Initiatives
- Supportive Initiatives
- Staff Recommendation
- Next Steps

Purpose

To request support from the Dallas City Council to remove the southbound Interstate Highway (IH) 345 Live Oak exit ramp adjacent to the Crozier Tech/Old Dallas High School redevelopment site.

Background

- Matthews Southwest is redeveloping the Crozier Tech/Old Dallas High School site for office and retail uses
- The site is bounded by Pearl Street, Bryan Street/DART, IH 345 and Live Oak Street



Urban Design Peer Review Panel (UDPRP)

The UDPRP is a City Manager-appointed advisory panel responsible for reviewing development projects that receive City TIF incentives:

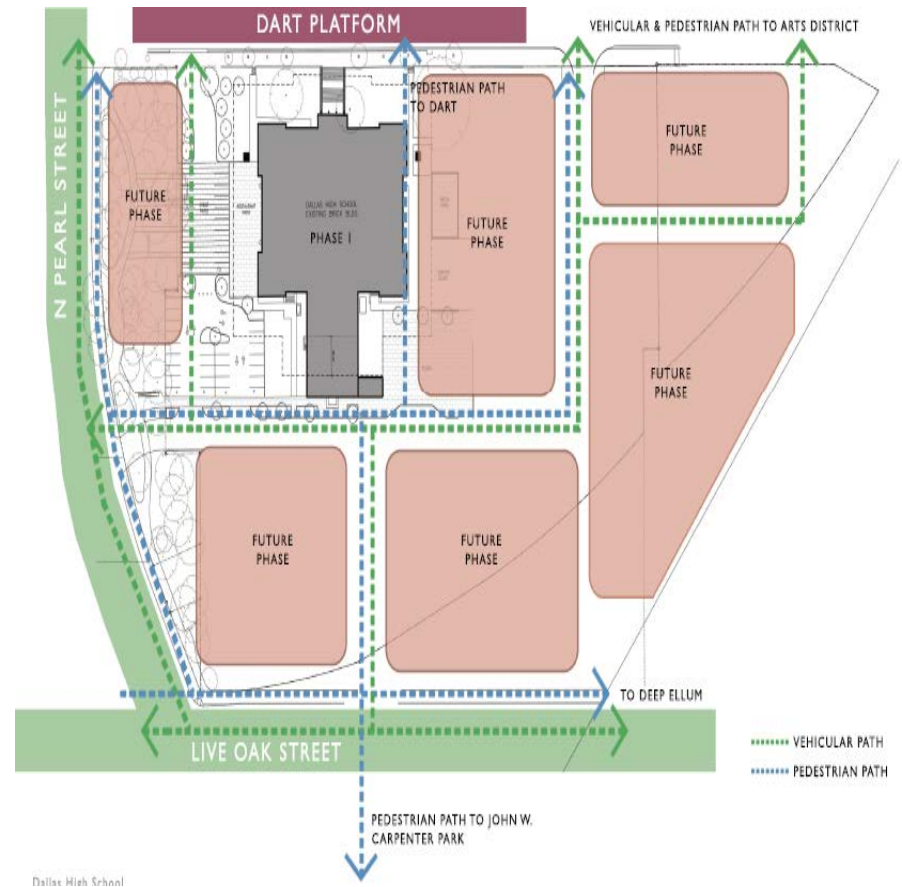
- Nine-member panel composed of design professionals:
 - Four architects
 - Two landscape architects
 - Two engineers
 - One planner
- Staggered two-year terms with a three-term limit



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UDPRP, cont.

- UDPRP reviewed the redevelopment plans on November 20, 2015
- The UDPRP supported efforts to eliminate or re-route the existing I-345 Live Oak ramp to:
 - Improve the site access opportunities
 - Improve the pedestrian environment
 - Free up developable land and allow for better connectivity with Carpenter Park



Dallas High School

Ramp Closure Traffic Analysis

A traffic study conducted by Pacheco Koch on behalf of Matthews Southwest analyzed:

- The existing use of the ramp
- The impact of removal
- Alternative routes and operational impacts

Conclusion: Study recommended removal indicating relatively little impact to overall traffic operations

Ramp Closure Traffic Analysis, cont.

Existing use of the ramp:

- The Live Oak Ramp carries approximately 4,609 vehicles per day (steady decline from 5,000 vehicles per day in 2009)
- Overall peak hour traffic occurs between 8:15-9:15 a.m.

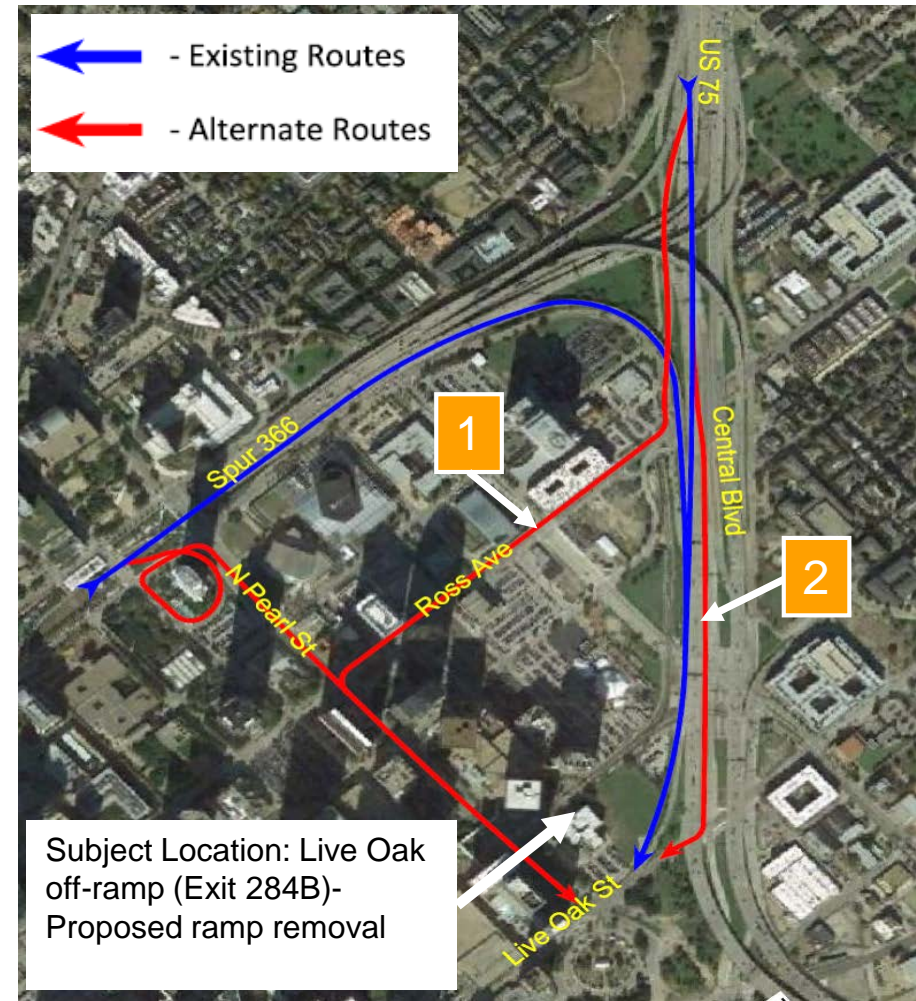
Alternative Routes

Existing ramp

- Services southbound motorists on US 75 (1)

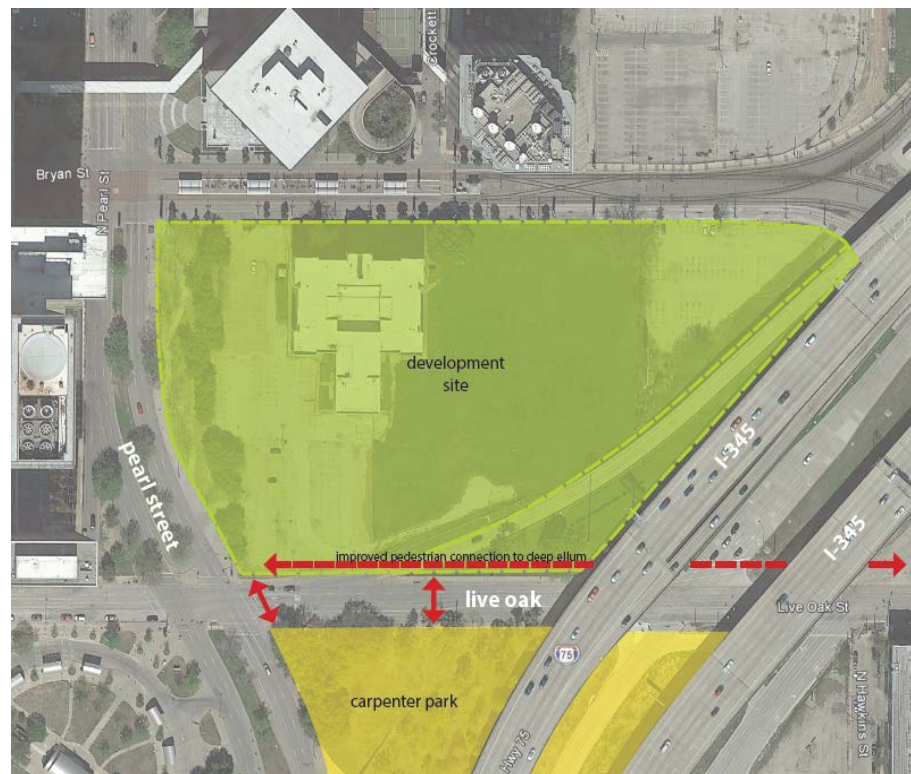
Alternate Routes

- US 75 southbound
 - Exit Ross Ave
 - Exit Downtown/Good Latimer (2)
- Woodall Rodgers
 - Exit Olive to Pearl



Adjacent Initiatives Carpenter Park

- Safer pedestrian connectivity from site to Carpenter Park
- Design for Carpenter Park is currently underway
- Construction start fall 2018



Supportive Initiatives CityMAP Study

- CityMAP identified three scenarios for I-345:
 - **MODIFY** the existing aerial structure
 - **REMOVE** the existing aerial structure
 - Lower I-345 to **BELOW GRADE**
- Each of the CityMAP scenarios include eliminating the Live Oak ramp
- Project is a CityMAP advanced opportunity

Staff Recommendation

Staff supports eliminating the Live Oak ramp and identified the following potential benefits:

- Improved bicycle and pedestrian connection between CBD and Deep Ellum
- Improved pedestrian connection to adjacent Carpenter Park
- Reduced visual impact

Next Steps

- Seek MSIS Committee direction/approval to proceed to full City Council
- Submit resolution to City Council supporting removal of the Live Oak ramp

Live Oak Ramp Removal

**Mobility Solutions,
Infrastructure &
Sustainability**

September 11, 2017

**Tanya Brooks,
Assistant Director
Mobility and Street Services**



City of Dallas

October 11, 2017

WHEREAS, the City seeks to become a more livable city that can continue to promote a healthy population and a robust economy; recognizes that streets play a vital part in achieving this goal; and

WHEREAS, the City recognizes the need for its transportation infrastructure to evolve and the importance of providing an integrated transportation system that balances the needs of all users regardless of age or ability, and that meets multi-modal needs including walking, bicycling, and mass transit, as well as automobiles, trucks, and emergency vehicles; and

WHEREAS, the City does not control all roads or modes of transportation within its corporate limits and therefore depends on partner agencies to enhance the transportation options offered within the city; and

WHEREAS, the City recognizes the importance of its role in local economic development; and

WHEREAS, on November 20, 2015 the design for the project was reviewed by the Urban Design Peer Review Panel (UDPRP), an independent group of design, engineering, and/or planning professionals selected by the Dallas City Manager and required for all TIF District projects; and

WHEREAS, as part of the overall recommendations from the UDPRP, the panel supported efforts to eliminate or reroute the existing Interstate Highway (IH) 345 Live Oak ramp to free up developable land and allow for better connectivity with Carpenter Park; and

WHEREAS, Matthews Holdings Southwest, Inc. (MSW) approached the City to create a development agreement for the redevelopment of the Crozier Technical/Old Dallas High School site; and

WHEREAS, on April 27, 2016, City Council approved the TIF funding for the Old Dallas High School Project Area development project in an amount of \$6,240,934 along with the recommendations from UDPRP; and

WHEREAS, the Live Oak ramp provides redundant access to parts of the Central Business District and discourages pedestrian connectivity to Carpenter Park; and

WHEREAS, each of the CityMAP IH 345 Scenarios includes eliminating the Live Oak Ramp.

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. That the City Council supports the Live Oak Ramp removal.

Section 2. That the City Manager is hereby authorized to request that the Texas Department of Transportation investigate removing the Live Oak off-ramp (Exit 284B) from IH 345.

Section 3. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas and it is accordingly so resolved.