

Comprehensive Transportation Plan

for the

Dallas Central Business District

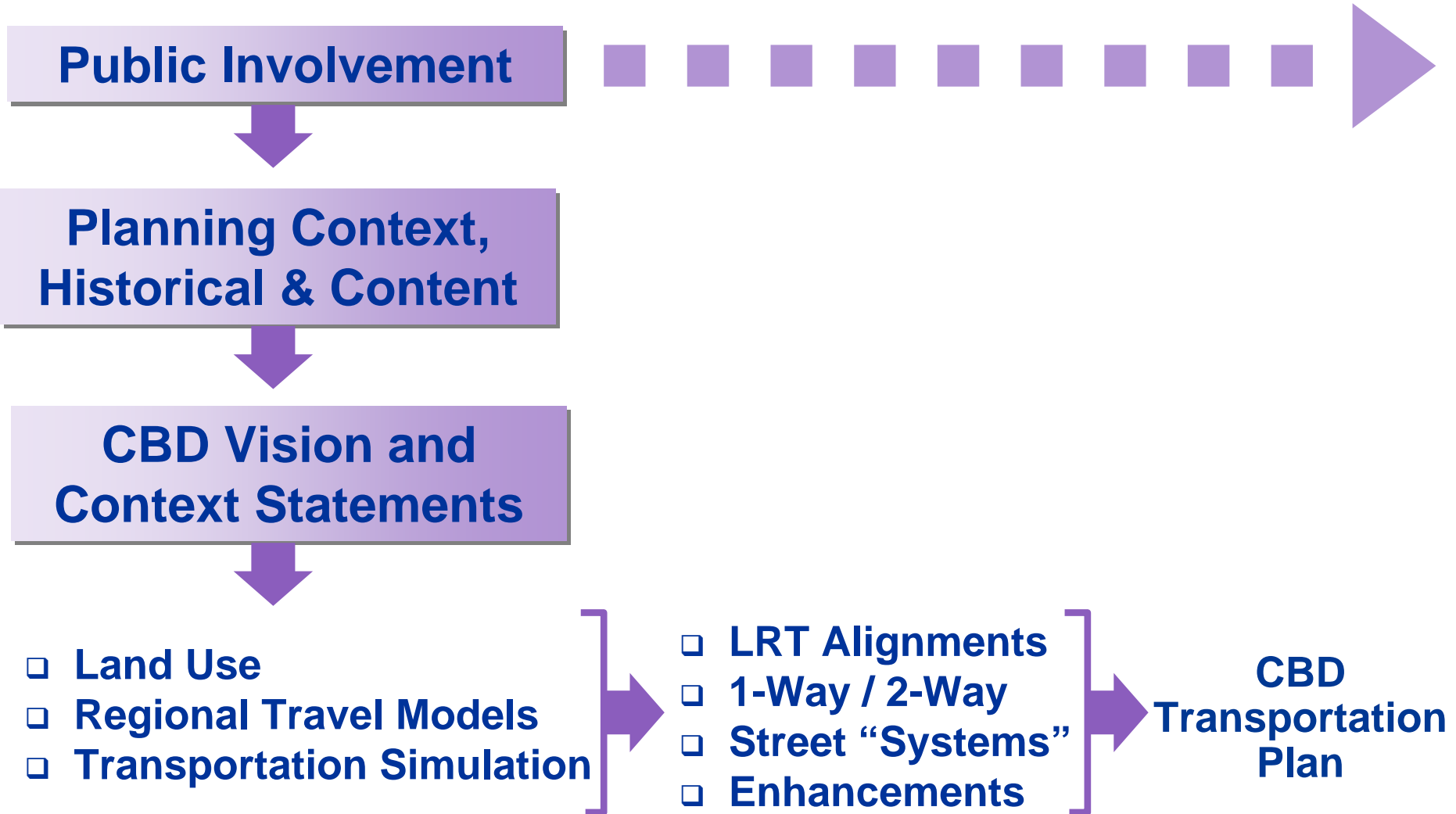
Dallas City Council Briefing

May 18, 2005

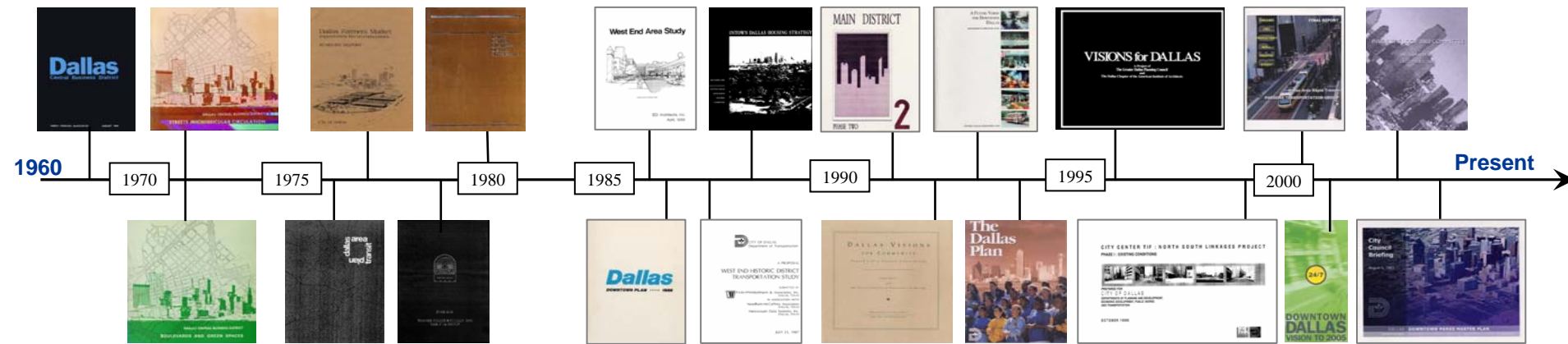
Study Process



CBD Comprehensive Transportation Plan



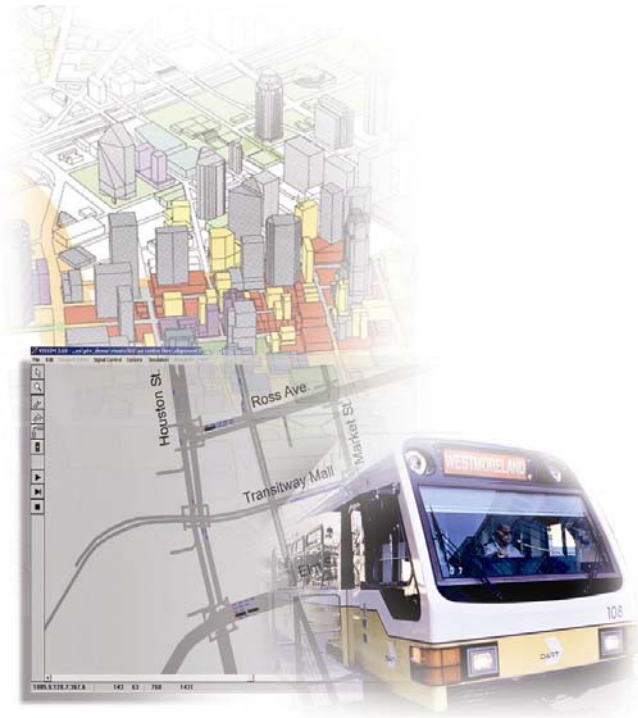
Review of Previous Studies



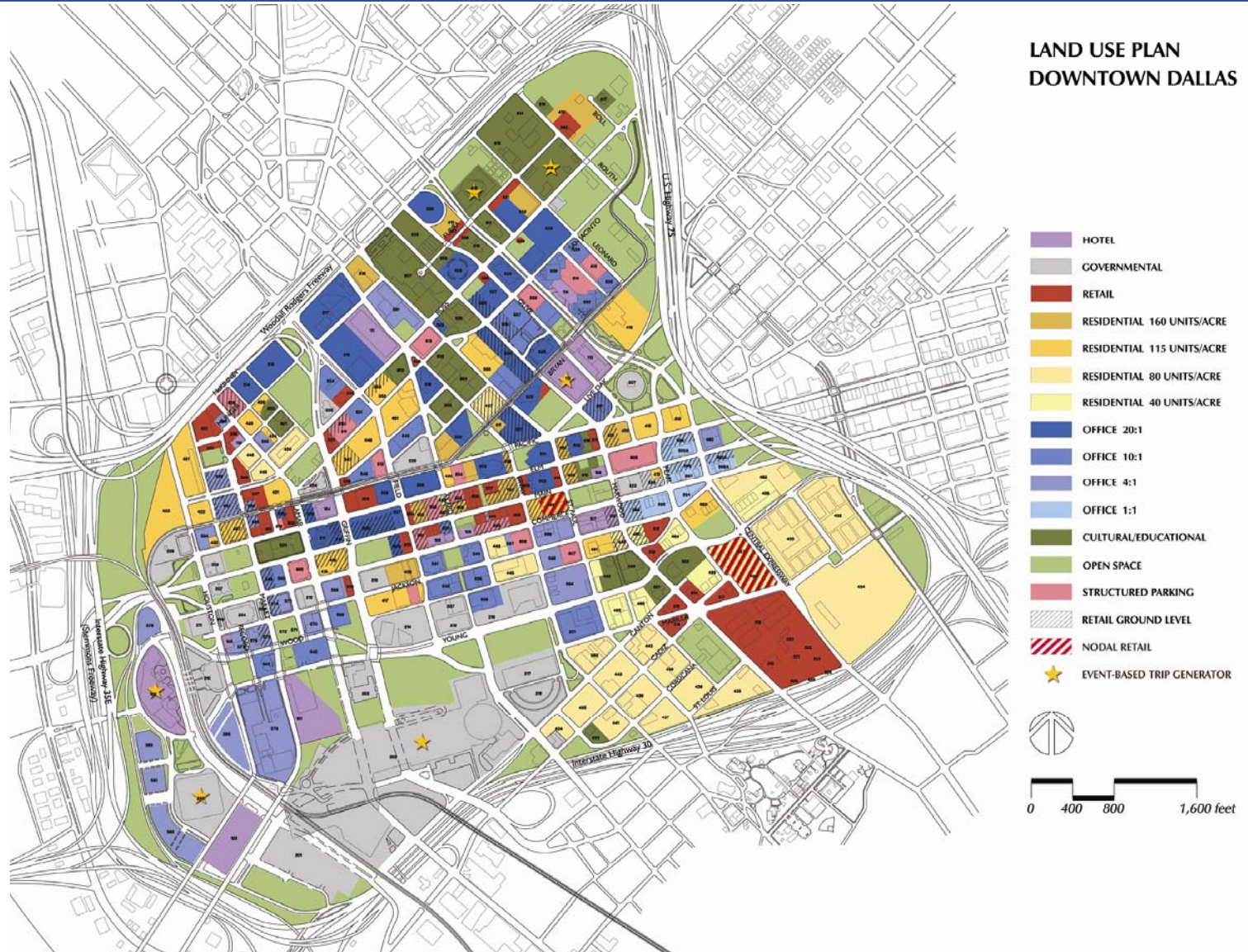
Vision / Context Statement

A 21st Century Vision Statement for Downtown Dallas

- **Transportation Functionality**
 - Transit
 - Traffic
 - Circulation
 - Parking
 - Goods Movement
- **Land Use / Economic Development**
 - Living Downtown
 - Working Downtown
 - Shopping Downtown
 - Learning Downtown
 - Culture / Entertainment / Recreation
- **Quality of Life**
 - Pedestrians
 - Safety & Security
 - Attractiveness



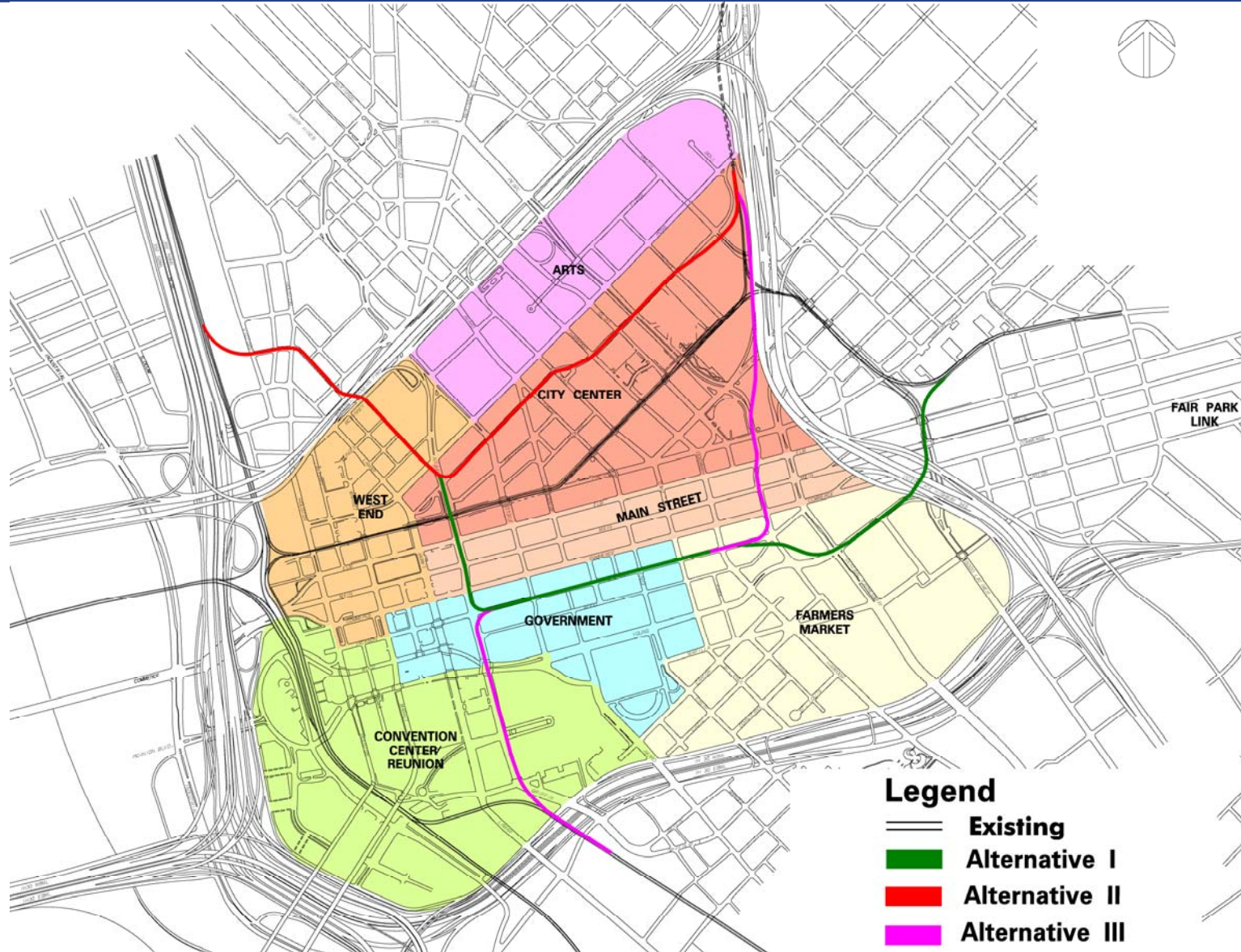
Land Use Plan



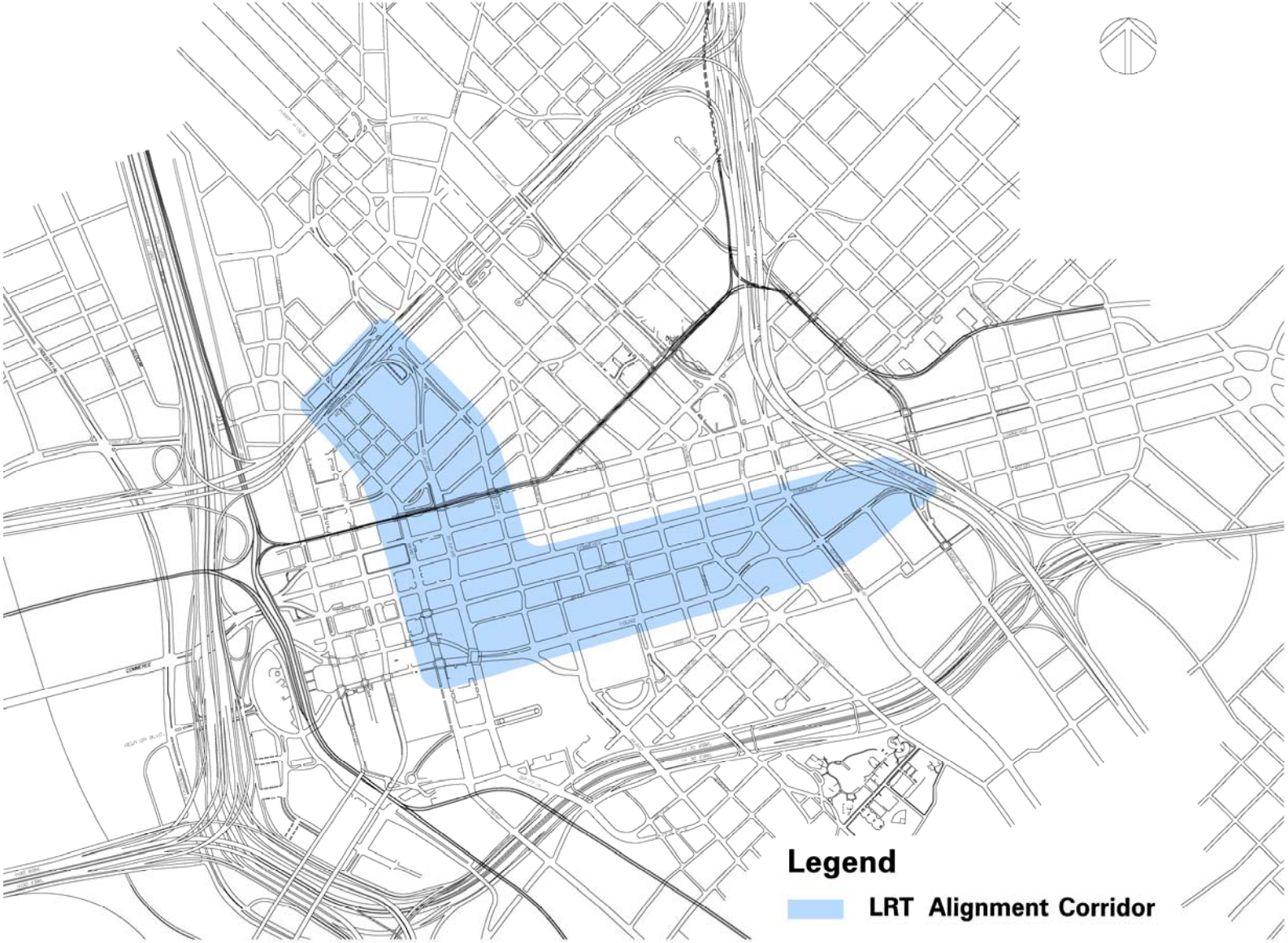
Transportation Alternatives

- **2nd Light Rail corridor locations**
- **One-way to Two-way street conversions**
- **Street closures**
- **Roadway Systems**
- **Pedestrian Enhancements**
- **Network Enhancements**

LRT Alternatives



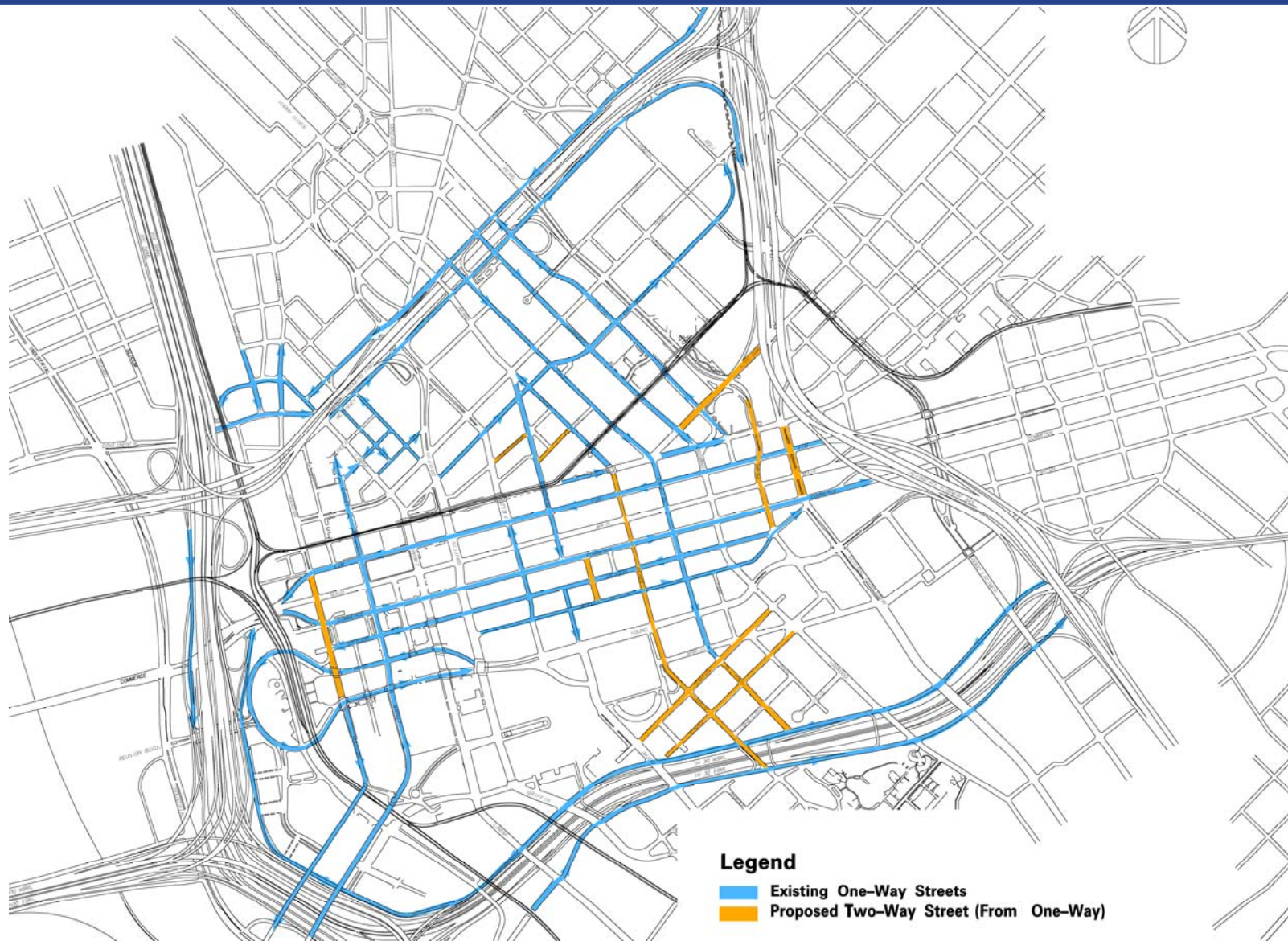
Recommended LRT Corridor



LRT Corridor Recommendations

- **Adopt the Lamar / Field (NS) and Commerce / Young (EW) Corridor as the preferred corridor for the Second CBD Light Rail Line**
- **Recommend that DART proceed into Alternatives Analysis with this corridor to identify the specific alignment**
- **Adopt a below-grade alignment – at a minimum – between Ross and Commerce**

Convert from One-Way to Two-Way



Convert from One-Way to Two-Way

- Pearl Street between Marilla and south of Live Oak
 - Essential to the Boulevard System
 - Improves Traffic Operations
 - Eliminates Complicated Pearl/Central intersection
 - Improves Circulation in Main Street District
- Central Expressway between Commerce and Pacific
 - Essential to the Boulevard System
 - Improves Traffic Operations
 - Eliminates Complicated Pearl/Central intersection
 - Improves Circulation in Main Street District

Convert from One-Way to Two-Way

- Canton Street between Akard and Harwood
 - Triggered by Pegasus improvements
 - Works with the extension to Memorial Street
 - Improves circulation in Government and Farmer's Market Districts
- Cadiz Street between IH 30 and Harwood
 - Triggered by Pegasus improvements that eliminate Cadiz Bridge over IH 30
 - Improves circulation in Government and Farmer's Market Districts

Convert from One-Way to Two-Way

- Ervay Street between IH 30 and Pacific
 - Improves circulation between Main Street District, City Hall and IH30
 - Triggered by Pegasus improvements that eliminate St. Paul Bridge over IH 30
 - Improves circulation in Main Street District
- Houston Street between Young and Elm
 - Essential to the Boulevard System
 - Improves access to Dallas County Parking Garage
 - Improves circulation in West End and Convention Center/Reunion Districts

Convert from One-Way to Two-Way

- Live Oak Street between Harwood and Central
 - Improves access between CBD and Baylor University Medical Center
 - Utilizes under-utilized capacity
- Browder Street between Wood and Commerce
 - Provides circulation between Commerce and Wood Streets
 - Reinstates vehicular circulation between Jackson and Commerce Streets
 - Serves new residential and retail development

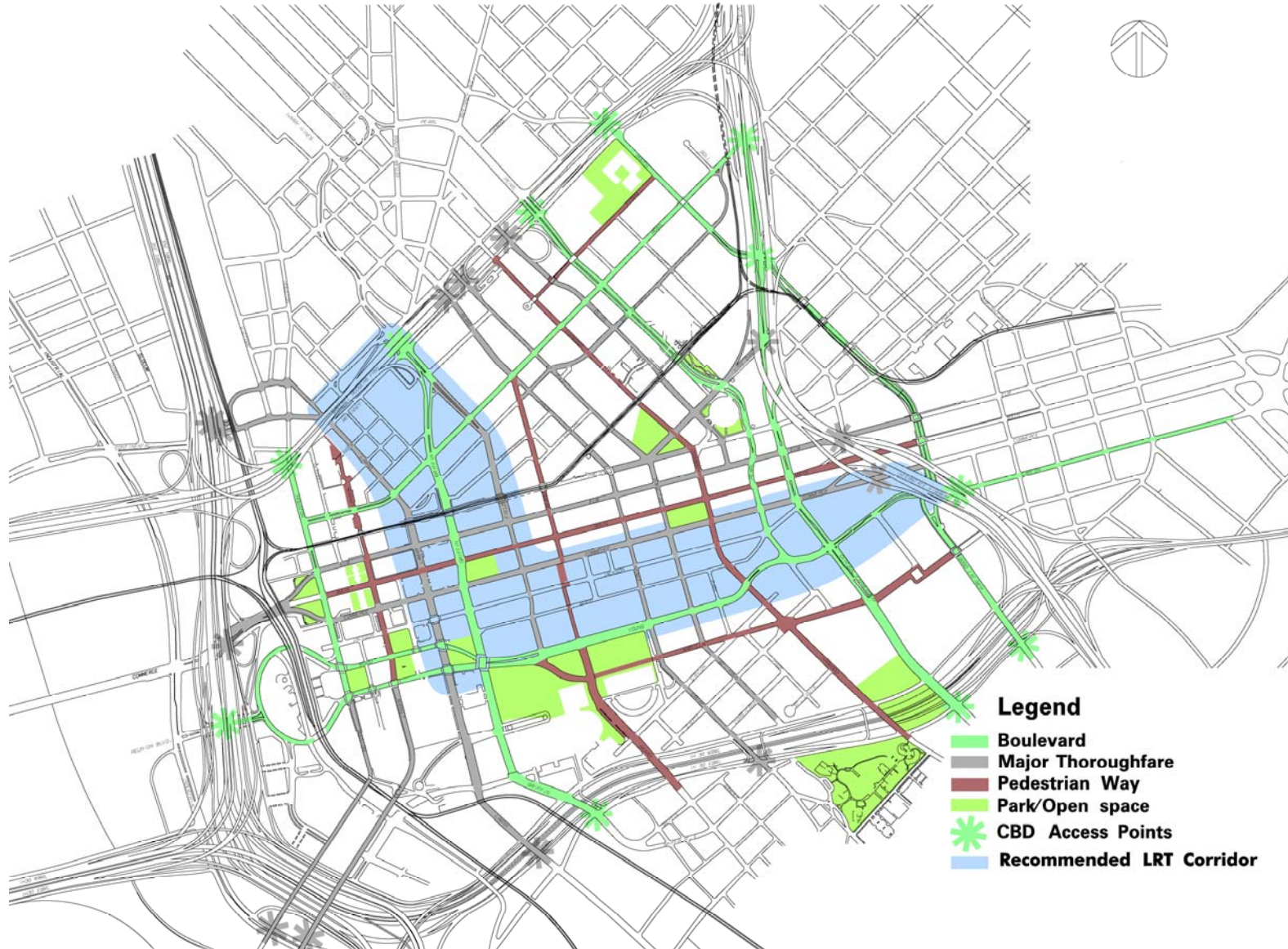
Convert from One-Way to Two-Way

- St. Paul Street between IH 30 and Canton
 - Overpass with IH 30 eliminated as part of Pegasus Improvements
 - Improves circulation in Farmer's Market District
 - Provides access to/from the westbound IH 30 frontage road
- Federal Street between Akard and Ervay
 - Improves access to adjacent properties
- Patterson Street between Field and Akard
 - Improves access to adjacent properties

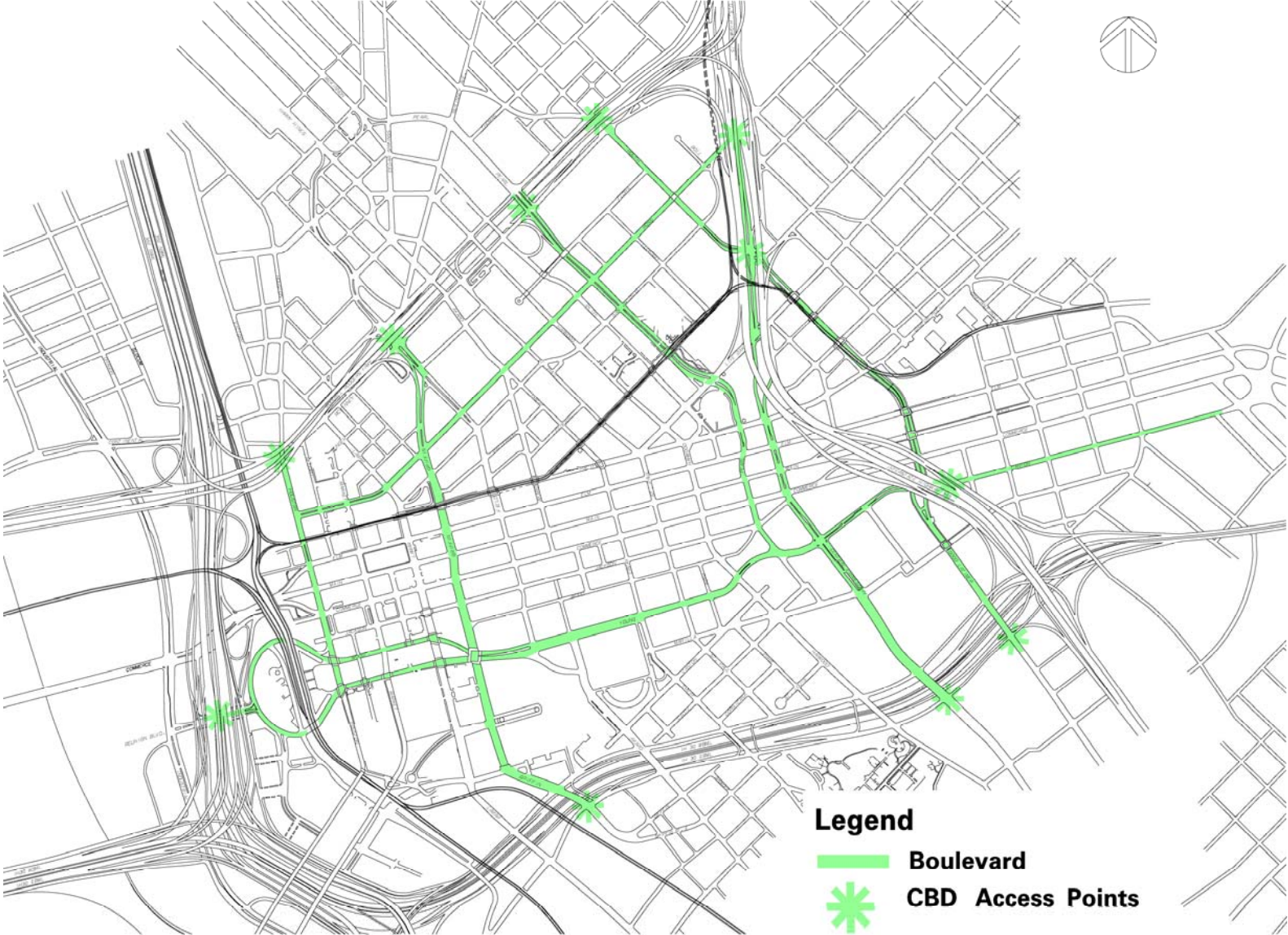
Street Closures

- San Jacinto Street between Griffin and Lamar
 - Creates larger development Site with DART transfer center
 - DART will be permitted to maintain bus only circulation

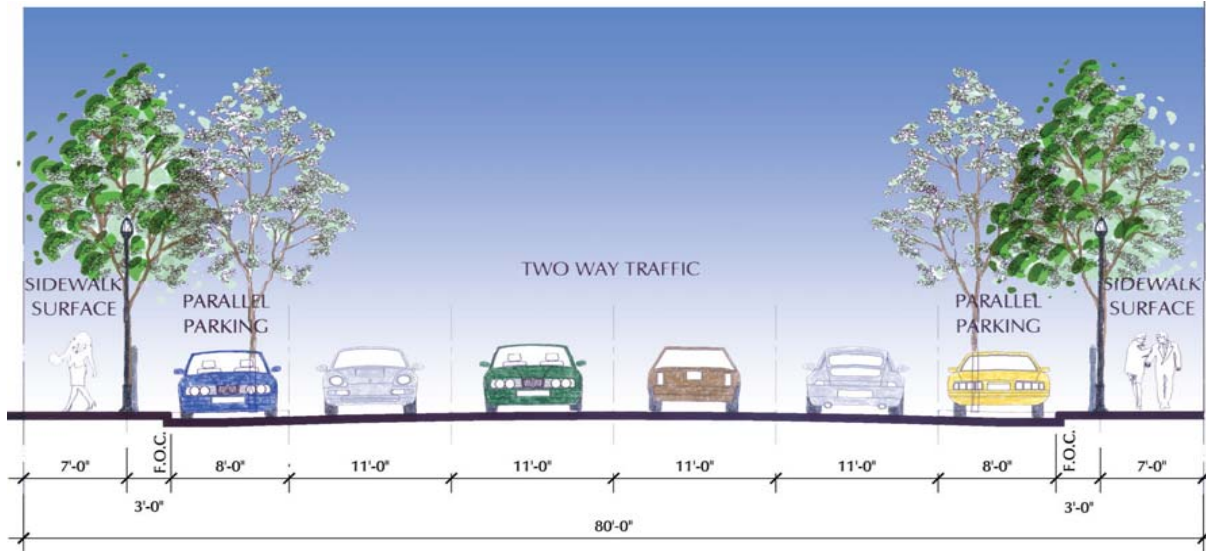
Roadway Classification System



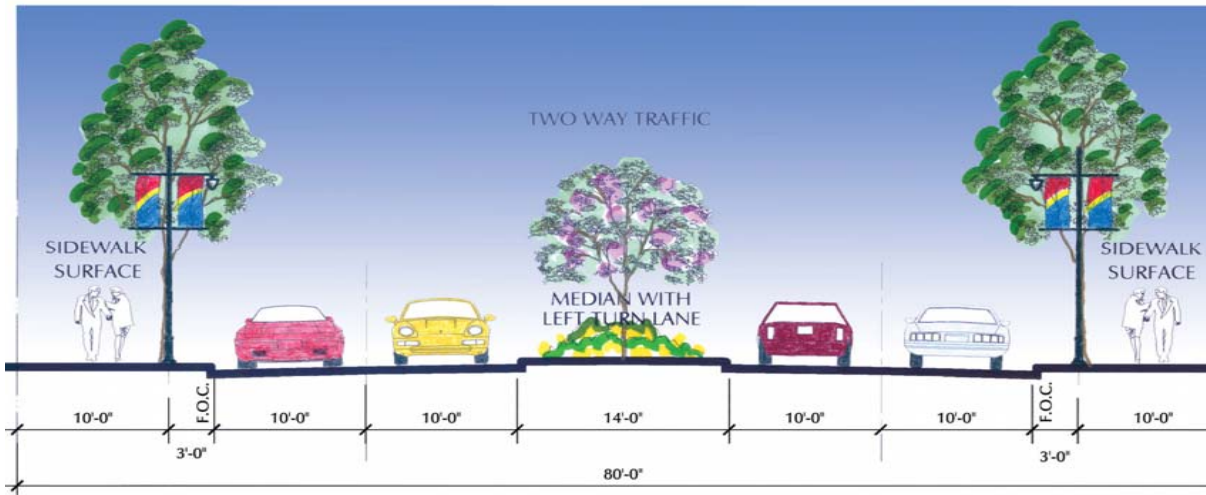
Recommended Boulevard System



Recommended Streetscapes for Boulevard System

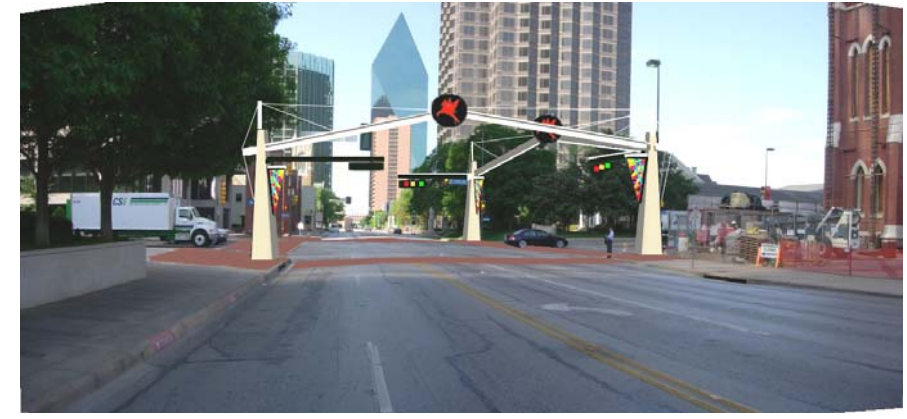


Four-Lane, undivided with parking, Typical Section

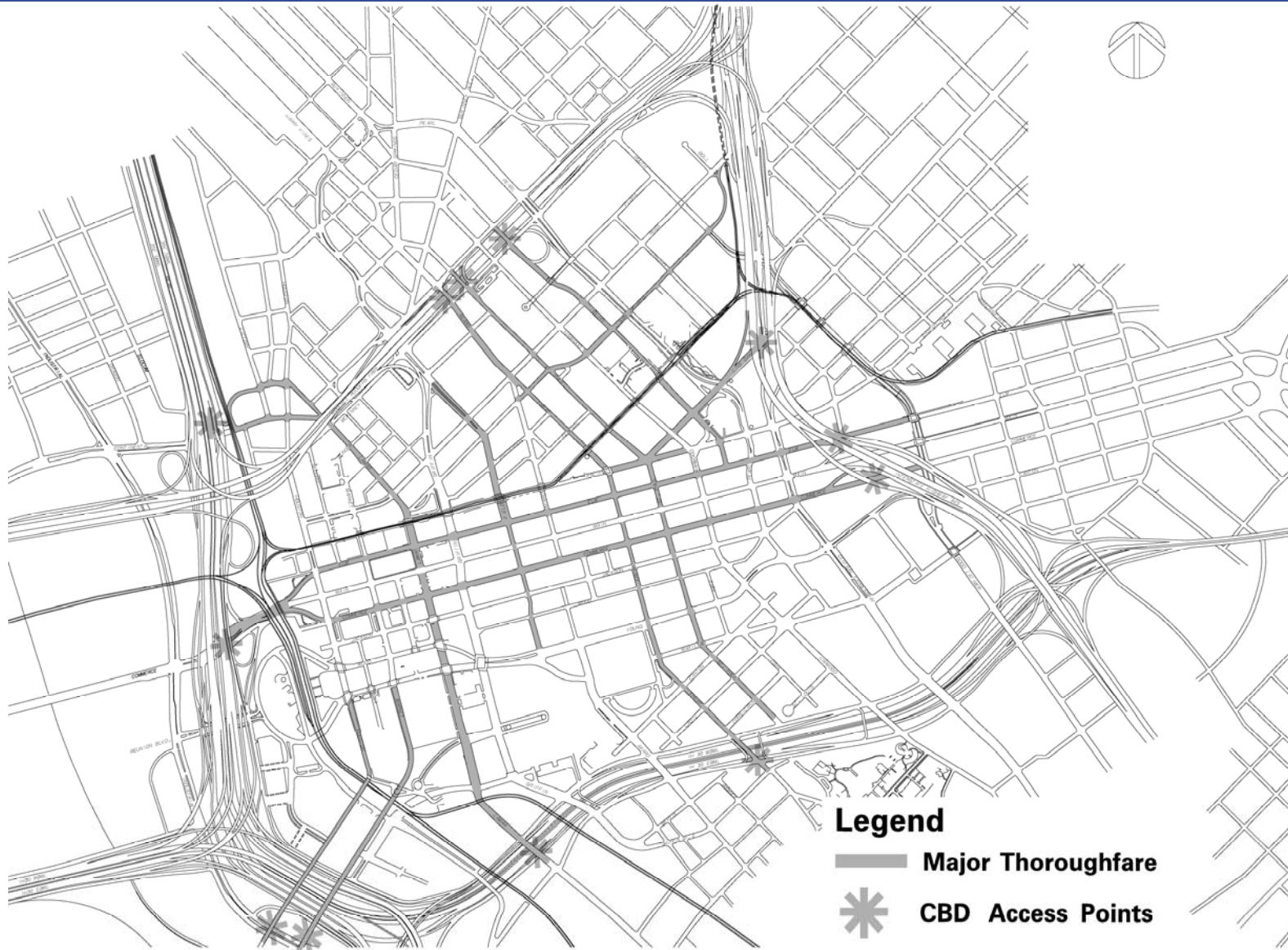


Four-Lane, divided, Typical Section

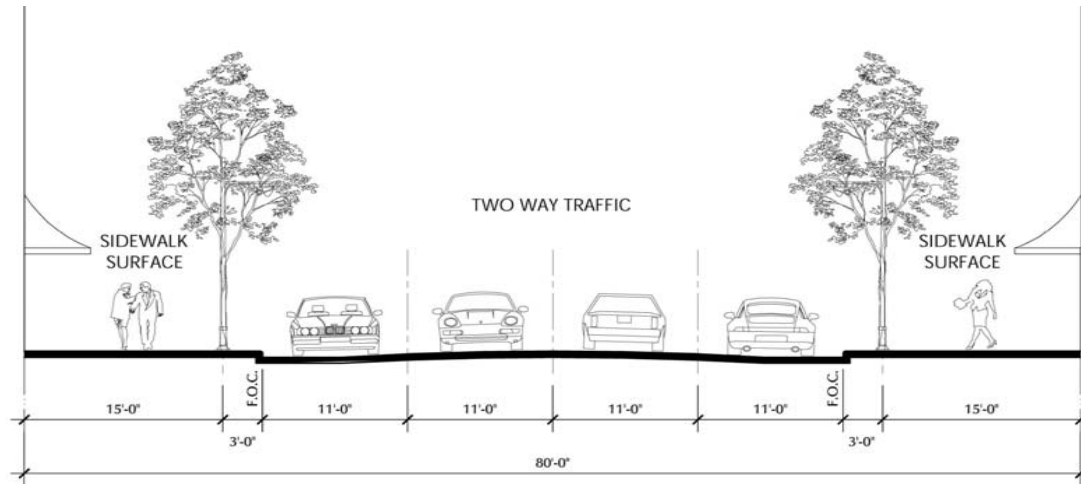
Boulevard System Focus Points



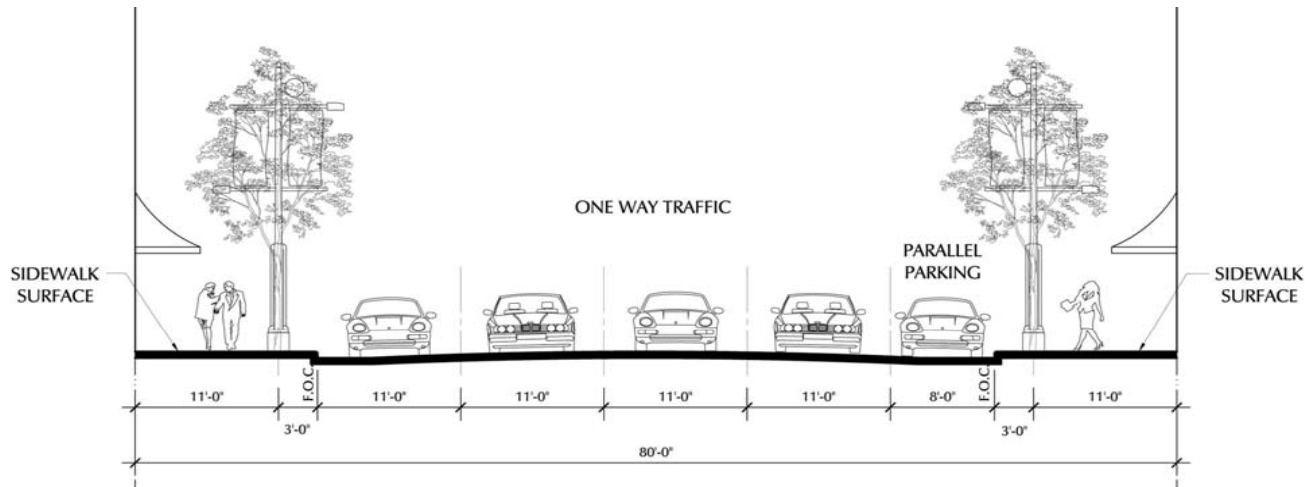
Recommended Major Thoroughfare System



Recommended Streetscapes for Major Thoroughfare System

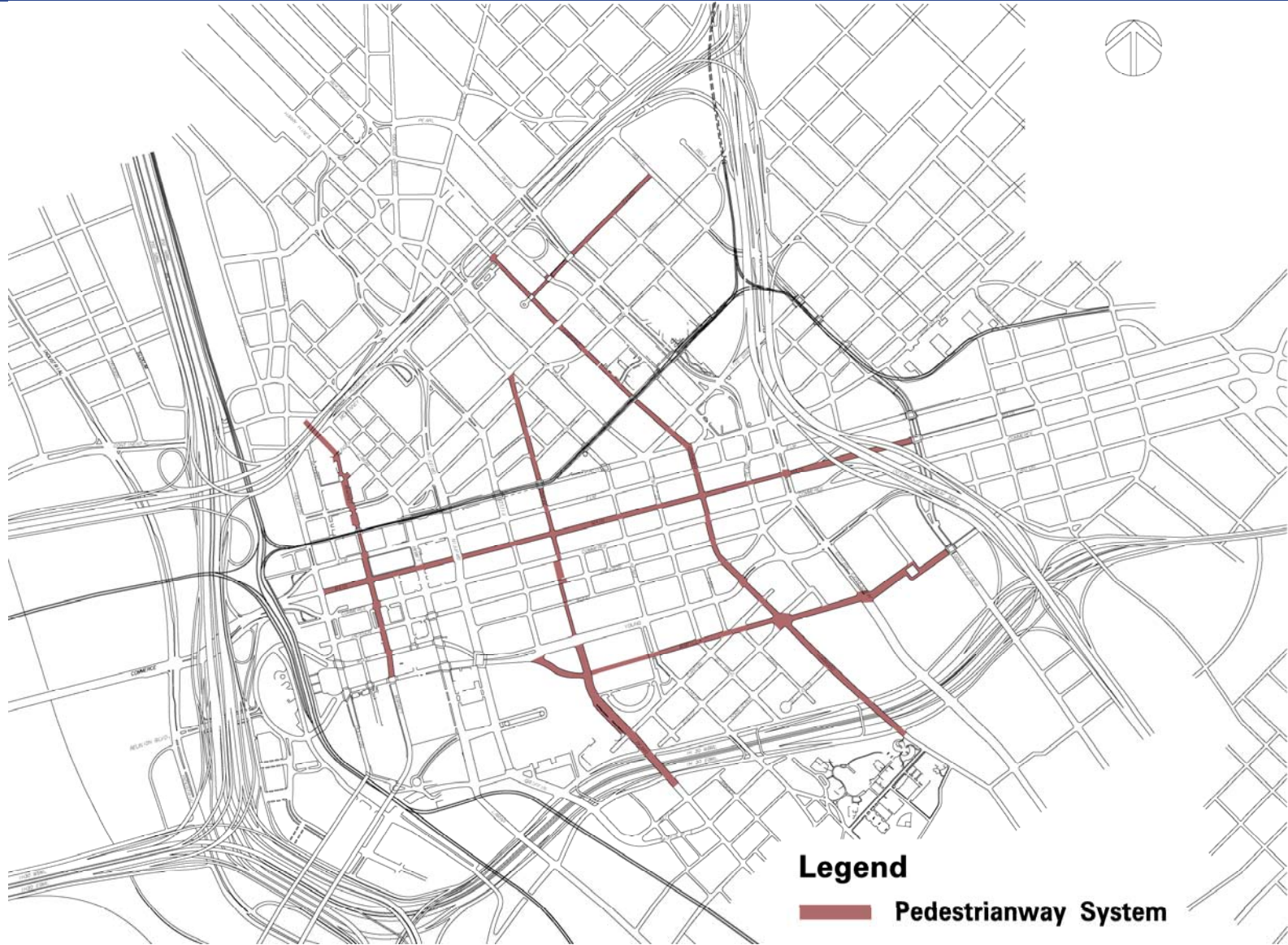


Four-lane, undivided, Typical Section



Four-lane, undivided with parking, Typical Section

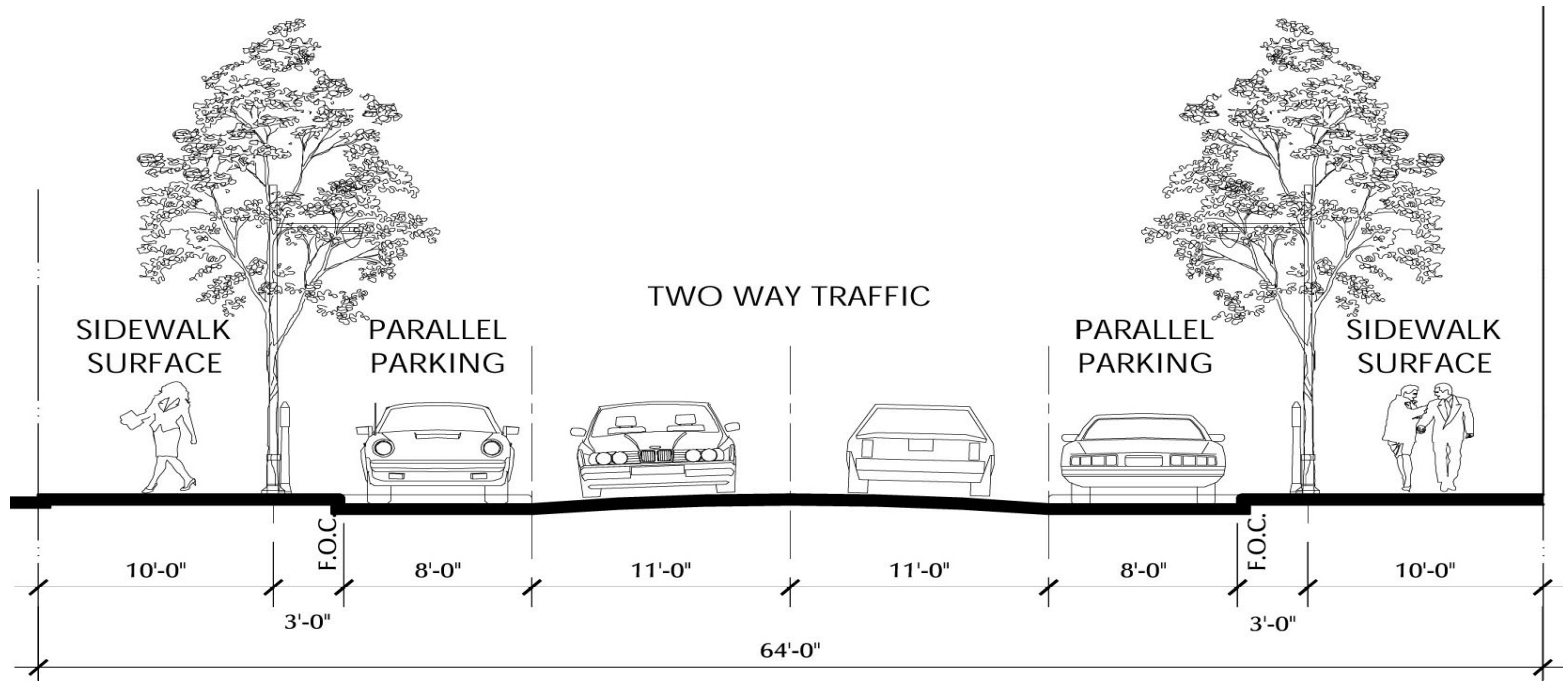
Recommended Pedestrianway System



Legend

 Pedestrianway System

Recommended Streetscapes for Pedestrianway System



Pedestrianway, Typical Section

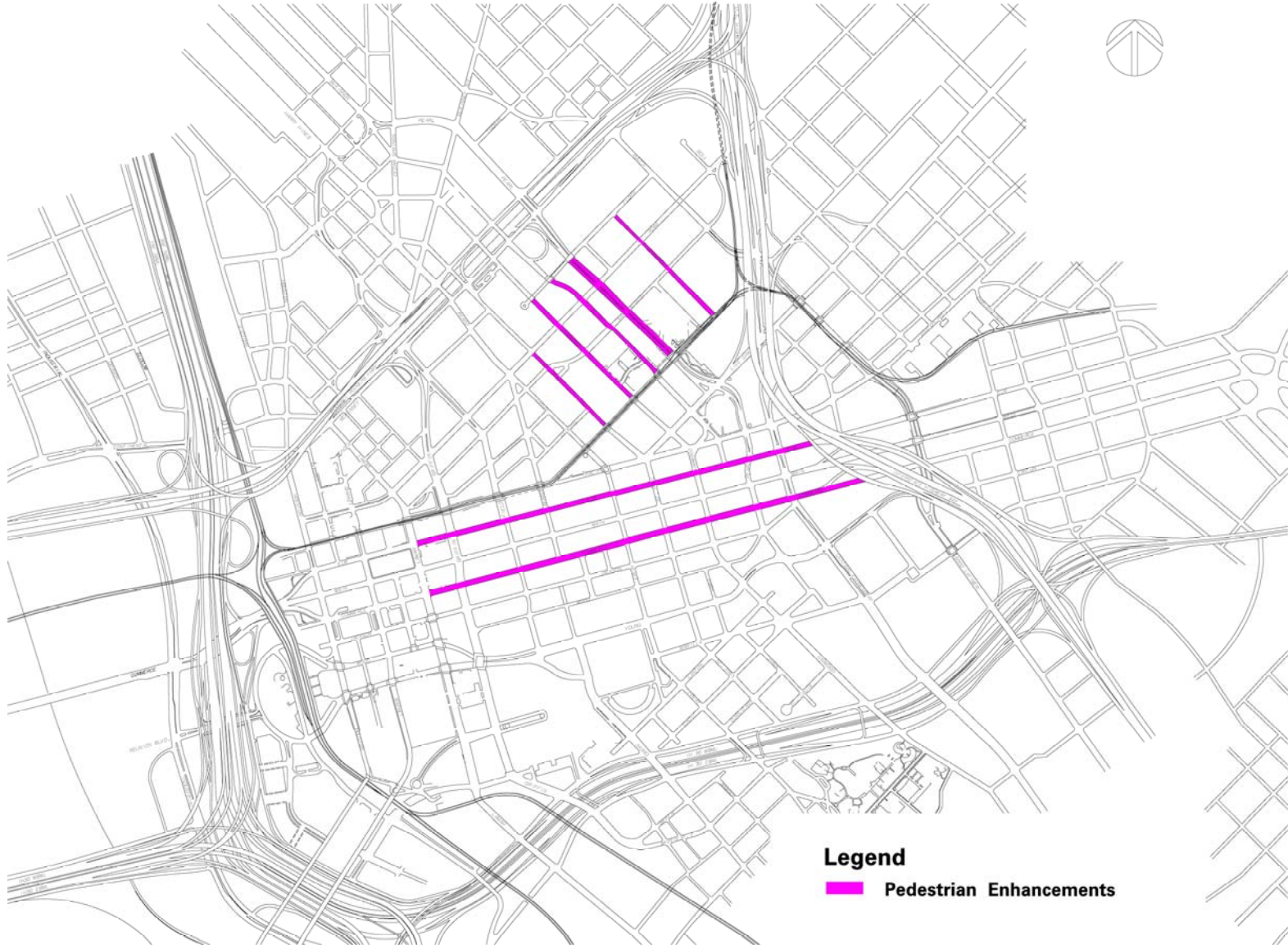
Recommended Roadway Systems

- Boulevard System
 - Connect various district through easier routes
 - Identified and recognized by all users
 - Two-way roadway network to link major freeway access to each Downtown districts.
- Thoroughfare System
 - Capacity and access roadway network
 - Essential to move automobiles, buses and trucks into and out of Downtown

Recommended Roadway Systems

- Pedestrianway System
 - Create street-level pedestrian network
 - Connects the major destination in Downtown by pedestrian-friendly routes

Pedestrian Enhancements



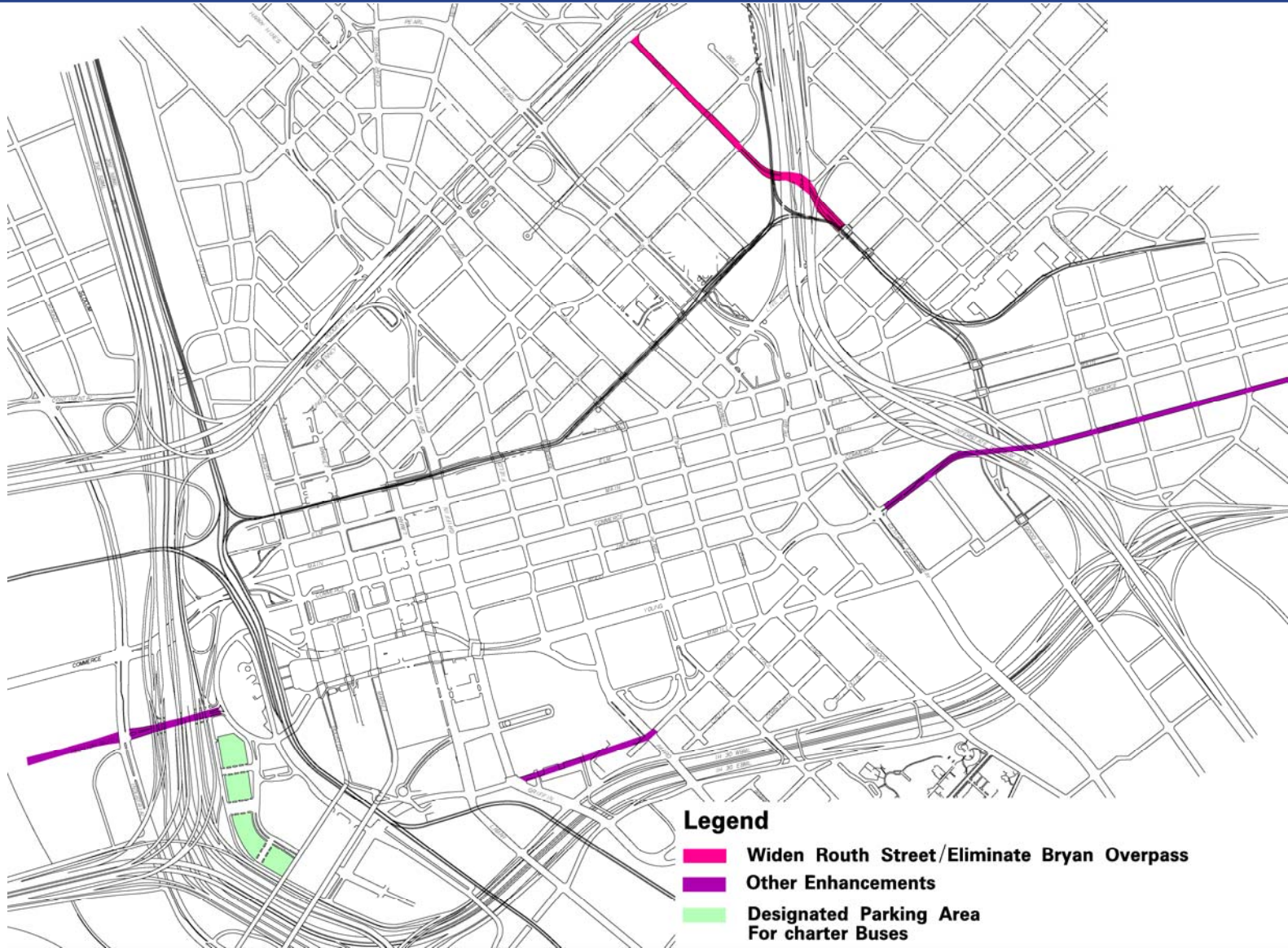
Legend

 Pedestrian Enhancements

Pedestrian Enhancements

- Extend pedestrian arrival to Arts District on St. Paul
- Extend pedestrian arrival to Arts District on Harwood
- Extend pedestrian arrival to Arts District on Olive
- Extend pedestrian arrival to Arts District on Pearl
- Extend pedestrian arrival to Arts District on Leonard
- Widen sidewalks and Improve pedestrian environment on Elm and Commerce Street

Network Enhancements



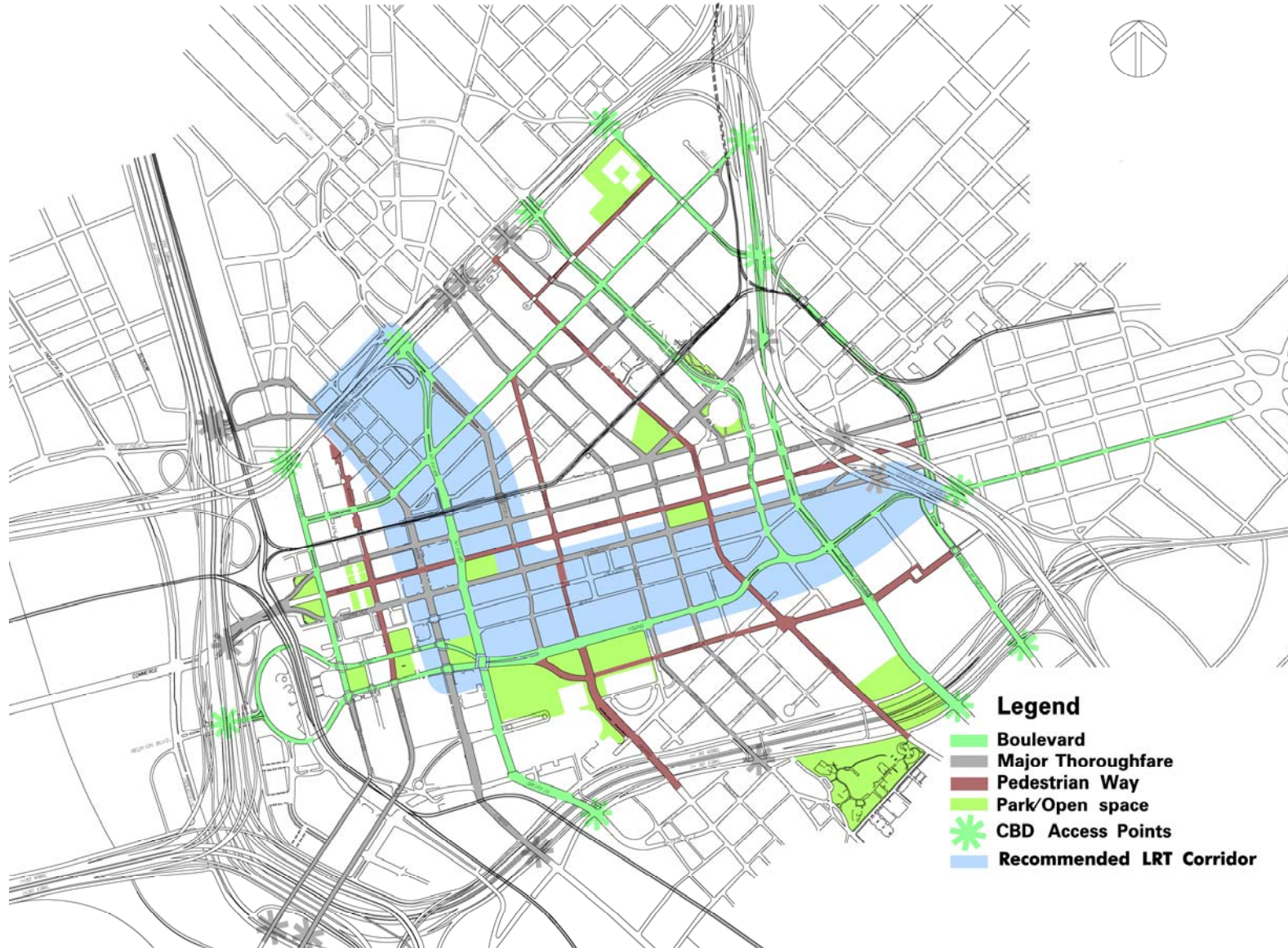
Network Enhancements

- Eliminate Central Expressway Overpass at Bryan
 - Essential to the Boulevard System
 - Part of Plan coordinated by City, TxDOT and DART
- Fair Park Link (Canton Street Alignment)
 - Establishes ceremonial link from City Hall to Fair Park
 - Part of Long-Range Plan
- Connect Memorial – Canton (between Griffin and Akard)
 - Improves circulation between City Hall, Farmer’s Market and Convention Center/Reunion Districts
- Development of Reunion Boulevard as Trinity Park Link
 - Provides direct access from CBD to Trinity Park

Network Enhancements

- Provide designated parking area for tour, charter and school buses (Reunion Arena Surface Parking)
- Development of TIF Parking Garages
 - To serve the retail area and valet parking needs in the Main Street District
- Minimize (re-route) buses on Main Street to the extent consistent with DART operational plan
- Unified valet parking district
- Street car routes in CBD to complement LRT alignment

Roadway Classification System



Future Public Involvement Meetings

- City Plan Commission (CPC) Transportation Committee May 5, 2005
- CPC Public Meeting May 12, 2005
- Steering Committee May 16, 2005
- City Council Briefing May 18, 2005

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