



North Central Texas Council of
Governments

Dallas CBD - Fair Park Links Multimodal Study

Public Meeting#2 | January 30, 2024



Welcome to the Fair Park Links Evening Multimodal Study.

NCTCOG will be hosting a daytime public meeting in a few weeks to ensure those that cannot attend tonight will be able to attend the daytime public meeting.

When we have confirmation details about the venue and time, we will send out meeting information.

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Description and Purpose

Established in 1966 as a voluntary association assisting local governments in the North Central Texas region:

- PLANNING for common needs, COOPERATING for mutual benefit, and COORDINATING for sound regional development
- 228 Members – 16 counties, 169 cities, 19 school districts, and 24 special districts

Federally designated as the region's Metropolitan Planning Organization in 1974:

- Regional Transportation Council (RTC) – Policy Authority
(44 members – 36 elected officials and 8 transportation providers)

Executive Board – Fiduciary Agent (19 members – elected officials)

Introduction to Study

- Purpose of Study
- Key Principles
- Draft Recommendations: Concepts for Different Modes
- Remaining Schedule

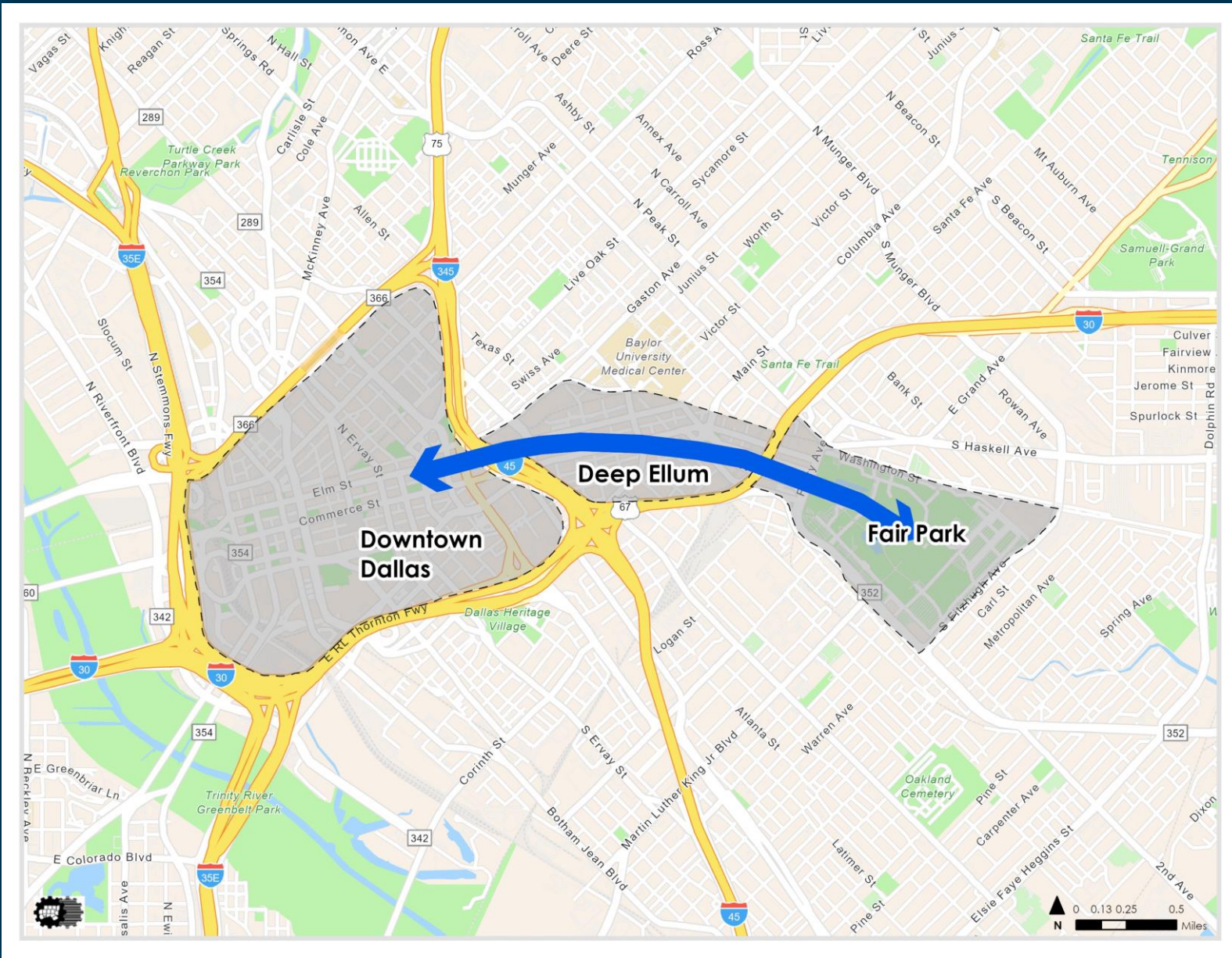
Purpose of Today's Meeting

Go Big or Go Home: Fair Park Links or thoroughfare adjustments for the new IH 30 project, Fair Park improvements, Deep Ellum success, and Dallas CBD importance.

Obtain your insights, comments, and questions on transportation issues pertaining to Deep Ellum, Downtown, and Fair Park areas.

Receive your input on potential transportation solutions to the new Fair Park Links corridors.

Fair Park Links



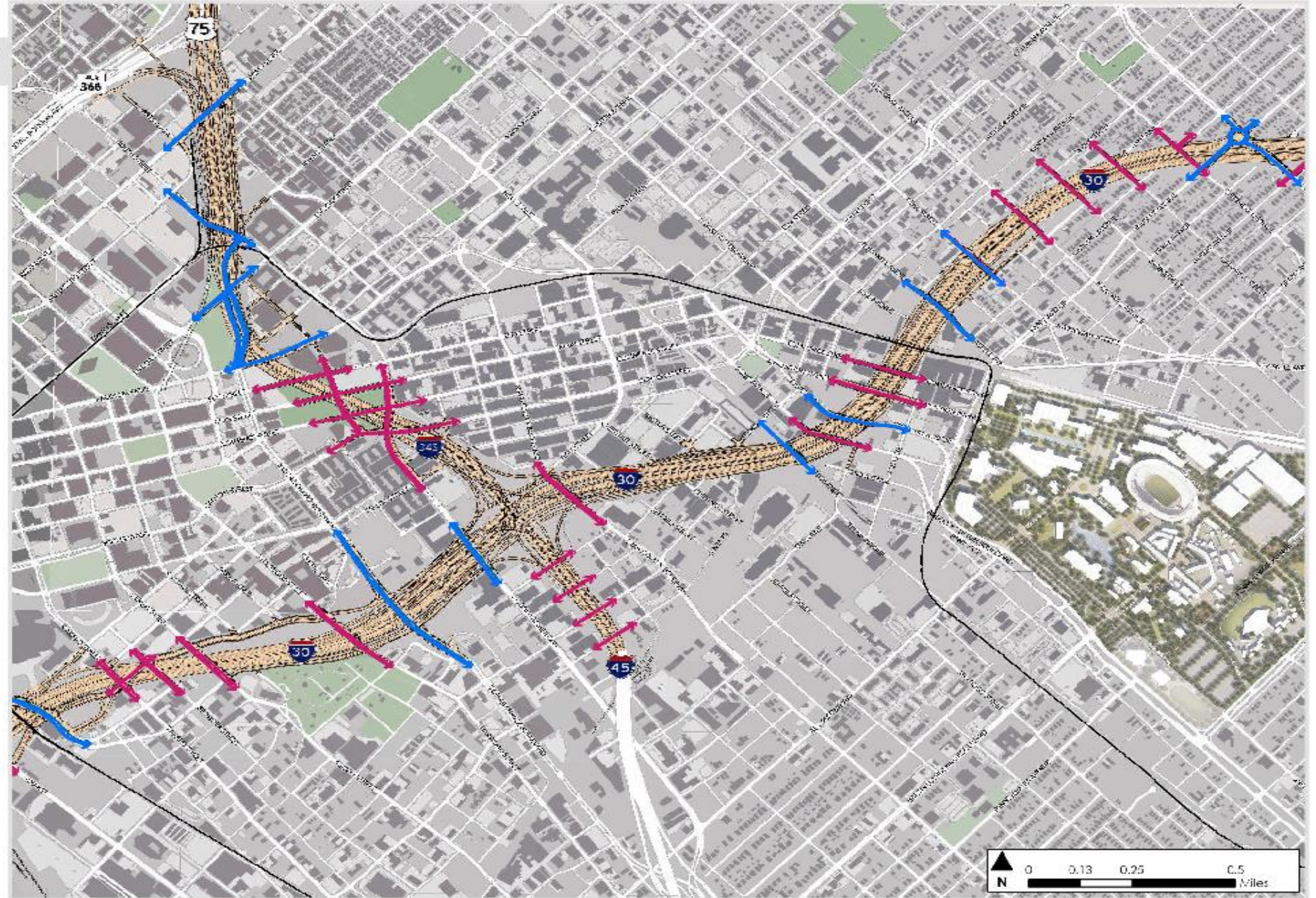
Access to/from IH 30 and IH 345

FAIRPARK LINKS

I-345 Recommended Alternative - Access
Roadway Team (January 2024)

Legend

- ↔ Access to I-30 / I-345
- ↔ No Access to I-30 / I-345



Key Principles

- Identify transportation links to connect adjacent communities
- Develop a multimodal series of independent transportation links
- Integrate links with new IH 30 interchange locations taking advantage of access and non-access bridge structures
- Create routes in strategic corridors to create funding opportunities for multiple objectives
- Provide mobility options in strategic locations (e.g., economic development, safety, special events)

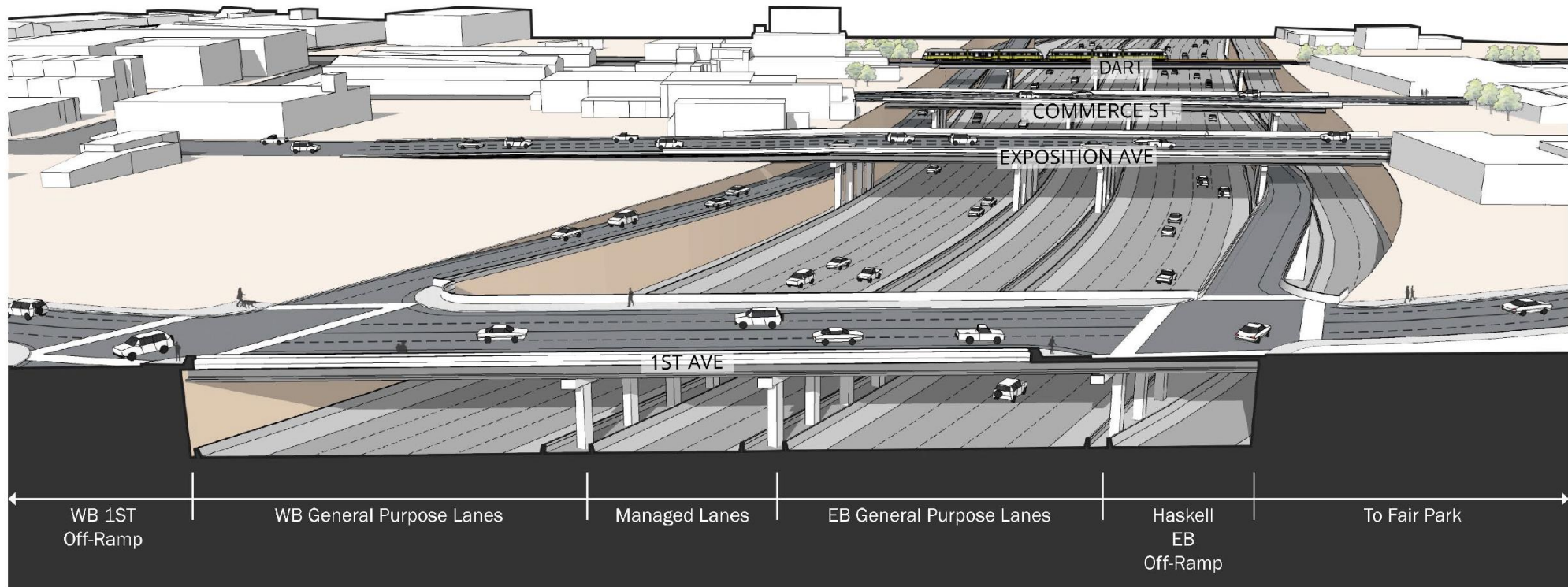
Concepts for Different Modes

- Roadway
- Freight & Goods Movement
- Transit
- Active Transportation / Sustainable Development



Multimodal Link Options: Roadway

Proposed I-30 Section of 1st Avenue



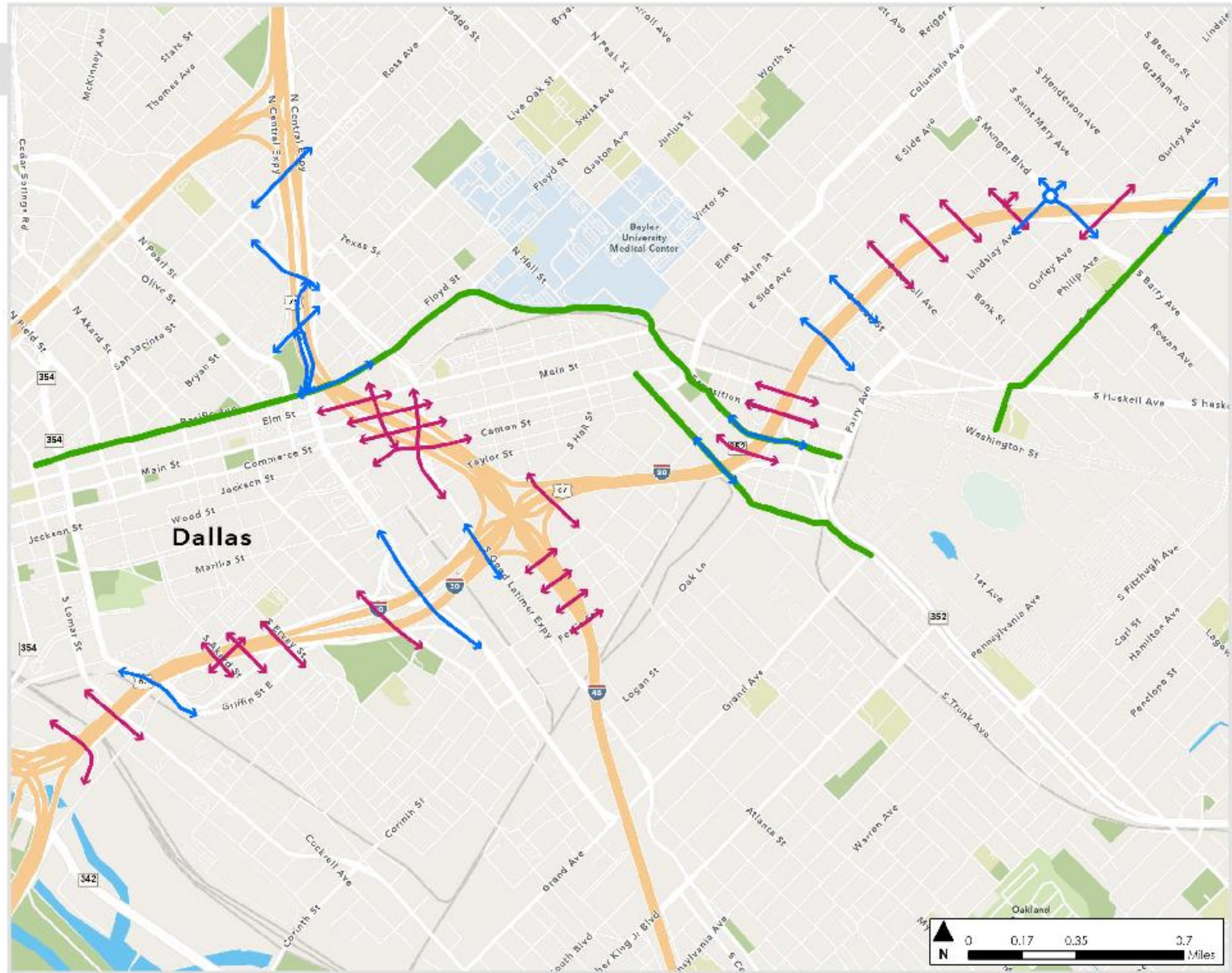
Roadway Recommendations

FAIRPARK LINKS

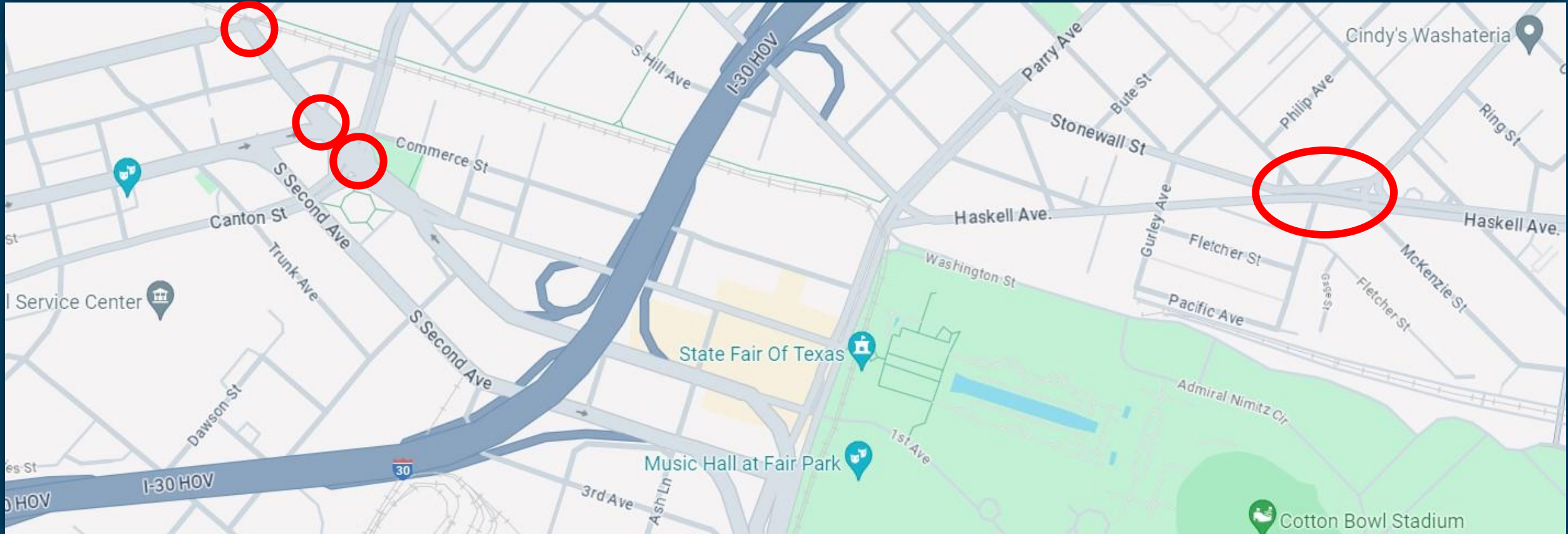
Roadway Option Analysis
Roadway Team (January 2024)

Legend

- ↔ Access to I-30 / I-345
- ↔ No Access to I-30 / I-345
- Roadway Options

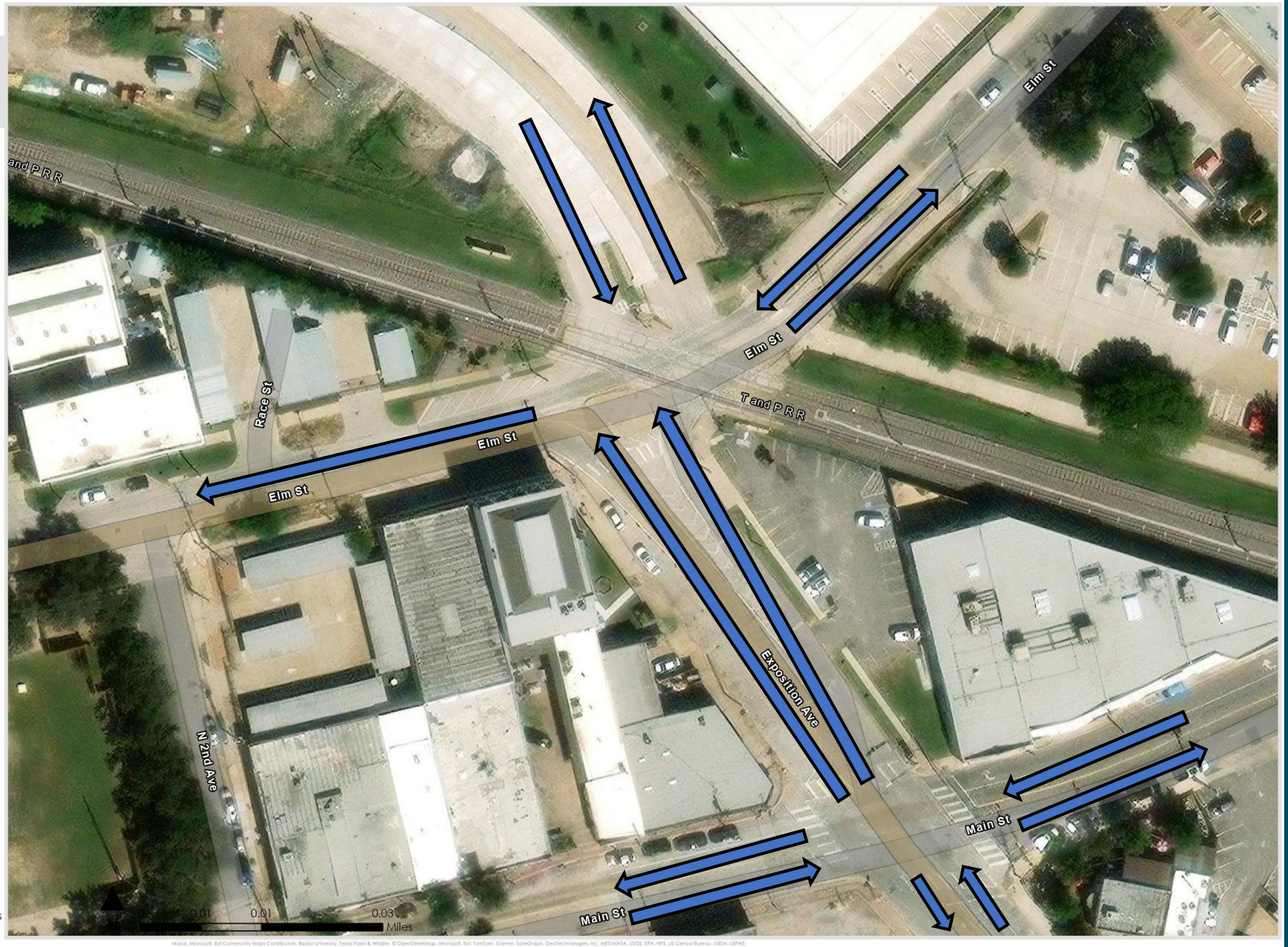


Intersections for Study



FAIRPARK LINKS

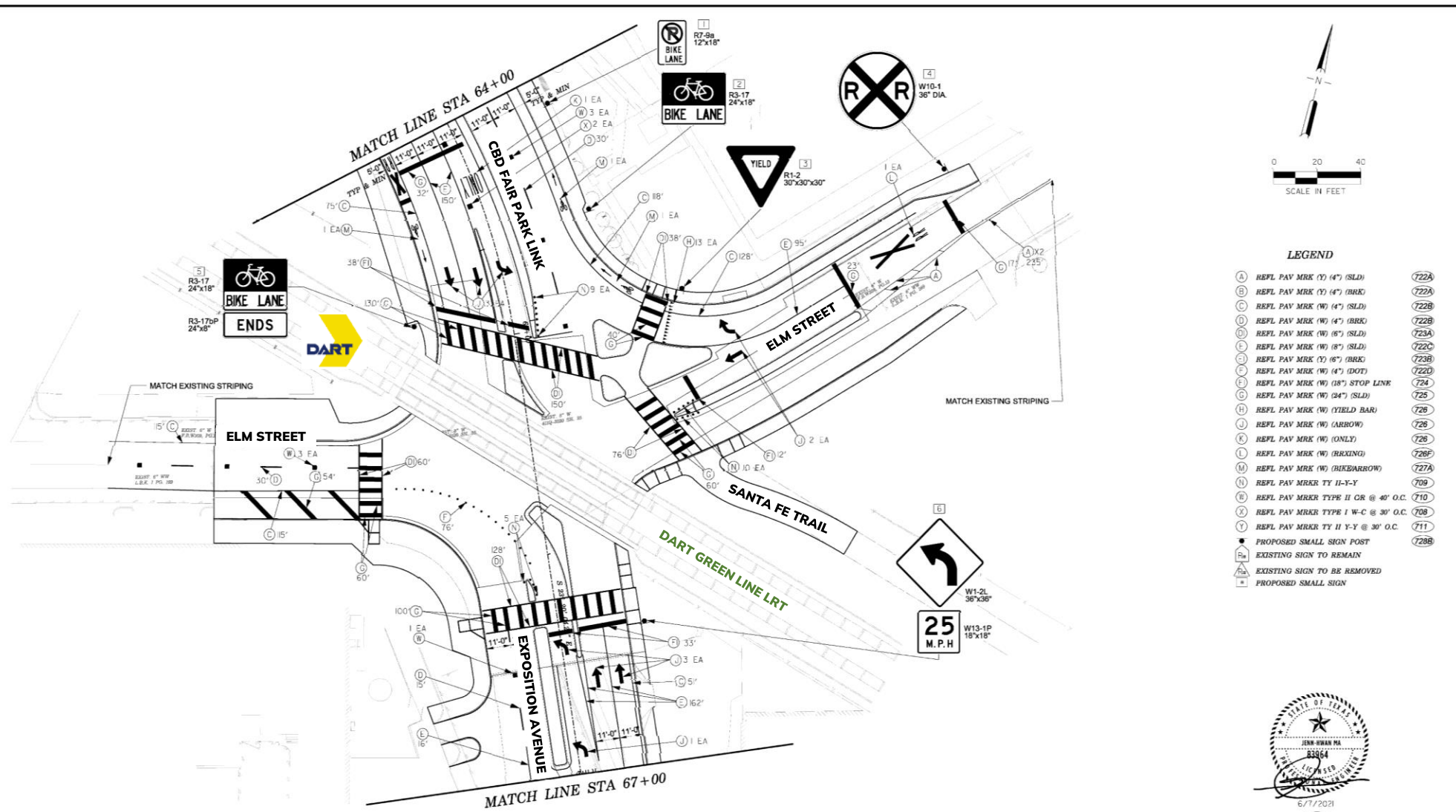
ELM / Exposition
Intersections
Roadway Team (January 2024)



FAIR PARK LINKS STUDY

CBD FAIR PARK LINK/ EXPOSITION – ELM

Proposed Intersection Configuration & Operations



Design can accommodate proposed two-way conversion of Elm Street (from Exposition Avenue to Good Latimer Expressway) with minimal striping and curb island changes.

**SOURCE: City of Dallas – Dept. of Public Works (Consultant – Civil Associates, Inc.)
CBD Fair Park Link – PB06U203 (Hall St. – Main St.)**

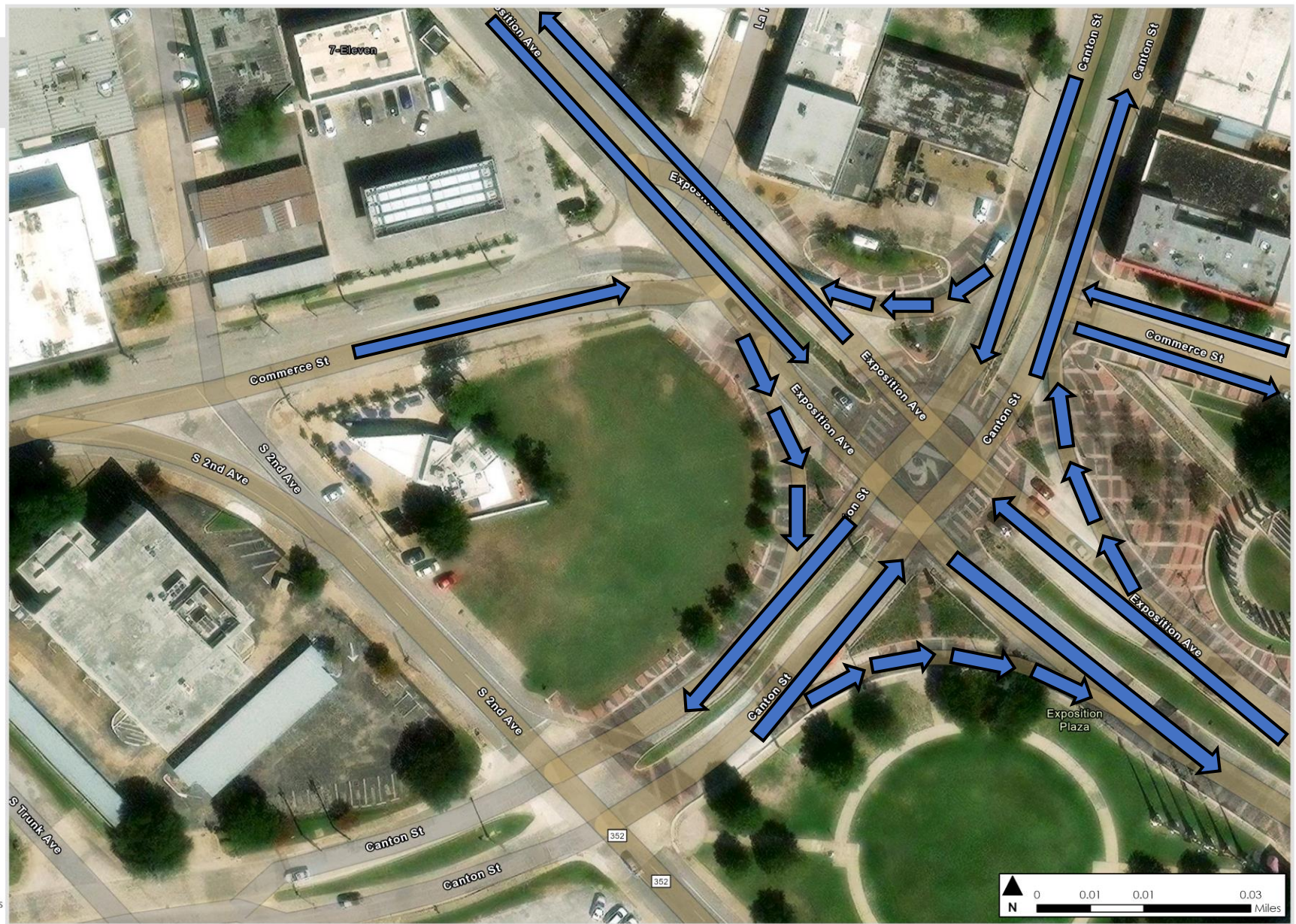
NOTES:
1. PEDESTRIAN CROSSING LOCATIONS SHOWN WERE DETERMINED BY THE CITY OF DALLAS.

PAVEMENT MARKINGS						
CBD FAIR PARK LINK						
FROM HALL ST TO MAIN ST						
PUBLIC WORKS DEPARTMENT						
CITY OF DALLAS, TEXAS						
DESIGN		DRWN	CHECKED	SCALE	DATE	FILE
EP	EJC	KG	1"=20'	JAN 2021	311D	4114



FAIRPARK LINKS

Exposition - Commerce /
Canton
Roadway Team (January 2024)



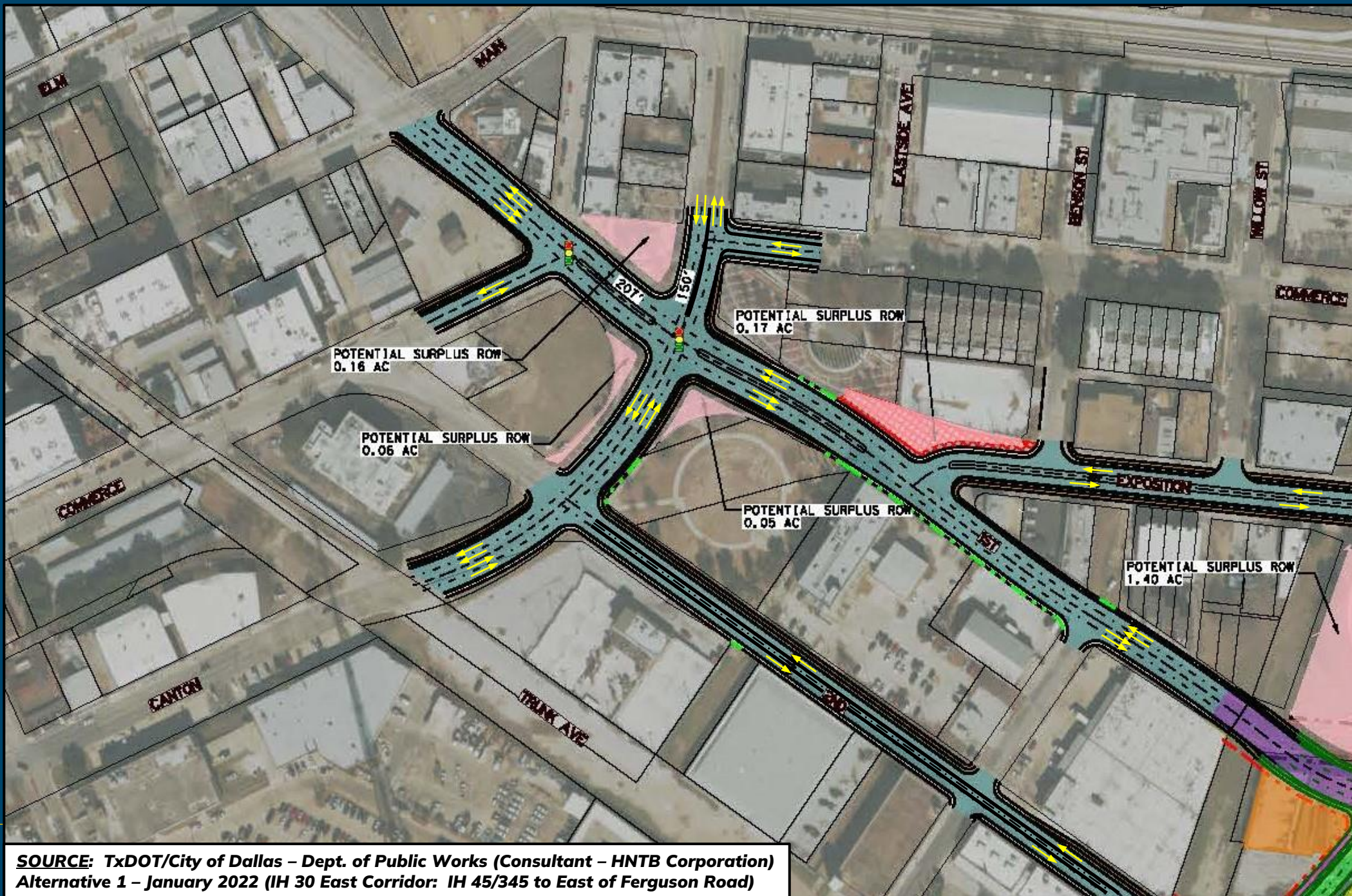
FAIR PARK LINKS STUDY

EXPOSITION – CANTON/COMMERCE

Proposed Intersection Configuration & Operations

LEGEND

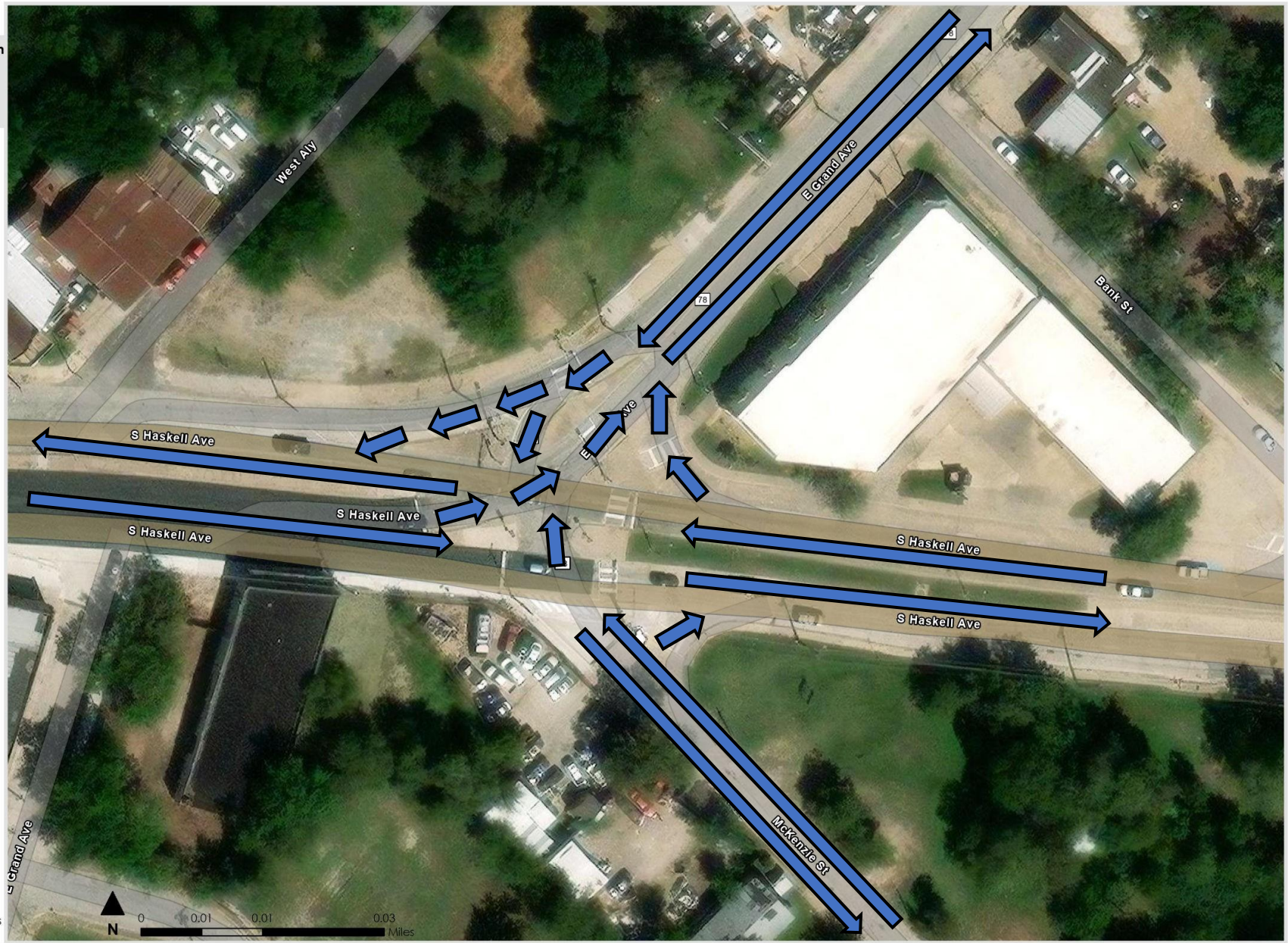
CITY CONSTRUCTION:	
	PROPOSED TRAFFIC MODIFICATION AND RECONSTRUCTION
	6' SIDEWALK WITH 5' BUFFER
	6' SIDEWALK BEHIND BACK OF CURB
	PLANNED DEVELOPMENT
	PROPOSED REMOVALS
	PROPOSED ROW
	EXISTING ROW/PROPERTY LINES
	TRAFFIC SIGNAL (PENDING FUTURE WARRANT STUDY)
TXDOT CONSTRUCTION:	
	PROPOSED BRIDGE
	PROPOSED MAIN LANES
	PROPOSED MANAGED LANES
	PROPOSED RAMP/DIRECT CONNECTOR
	PROPOSED ACCESS/FRONTAGE ROAD
	PROPOSED LOCAL CROSS STREET/DRIVEWAY
	PROPOSED SIDEWALK/RAISED MEDIAN
	PROPOSED ROW
	EXISTING ROW



SOURCE: TxDOT/City of Dallas – Dept. of Public Works (Consultant – HNTB Corporation)
Alternative 1 – January 2022 (IH 30 East Corridor: IH 45/345 to East of Ferguson Road)

FAIRPARK LINKS

Haskell Grandave Intersection
Roadway Team (January 2024)








FAIR PARK LINKS STUDY

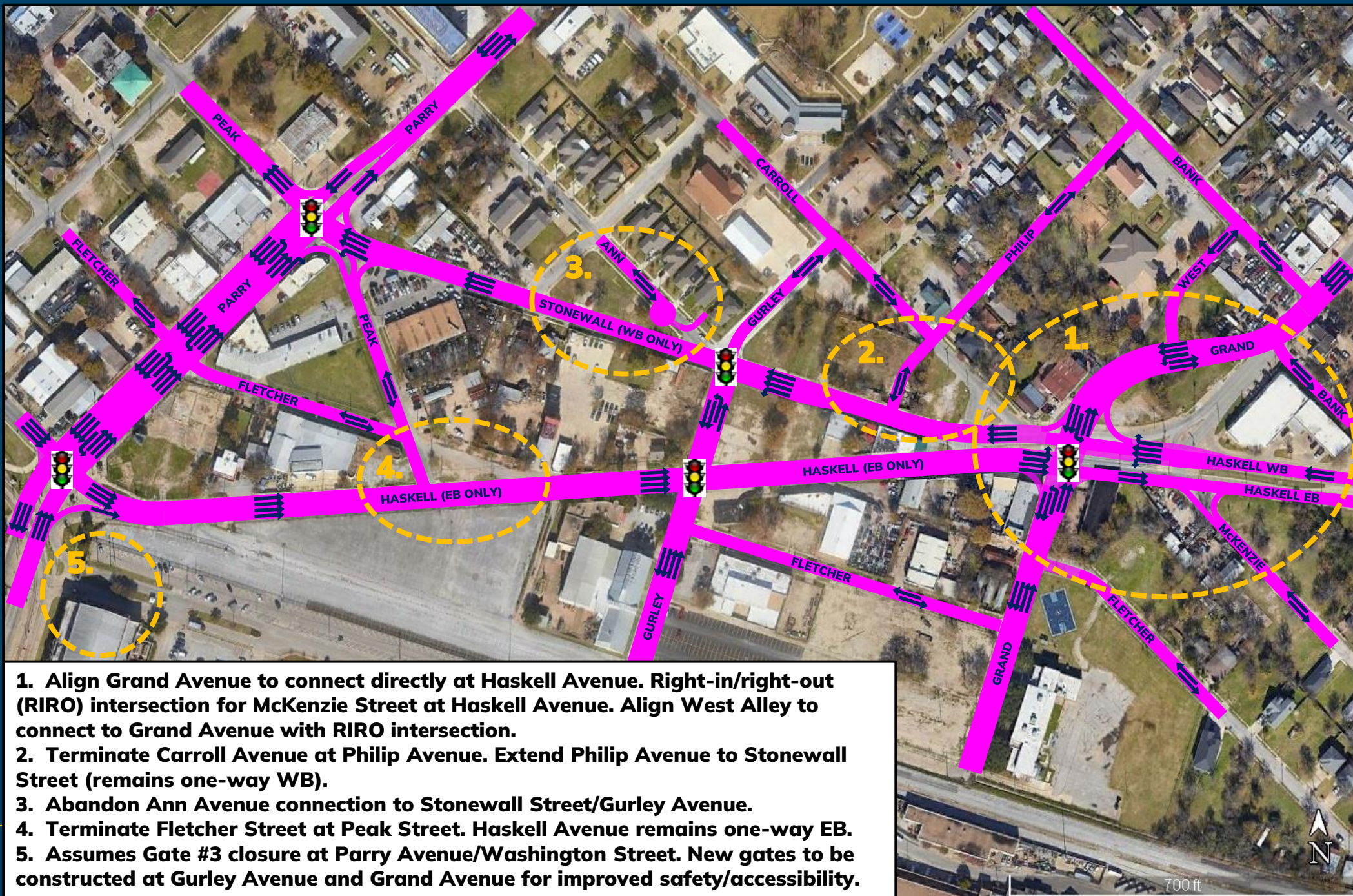
**HASKELL – GRAND
(Maintain Current
One-Way
Configuration)**

**Proposed Intersection
Configuration &
Operations**

**One-Way Operations
(Haskell/Stonewall)**

LEGEND

	Roadway
	Through Lanes
	Left-Turn Lane
	Right-Turn Lane
	Traffic Signal



- 1. Align Grand Avenue to connect directly at Haskell Avenue. Right-in/right-out (RIRO) intersection for McKenzie Street at Haskell Avenue. Align West Alley to connect to Grand Avenue with RIRO intersection.**
- 2. Terminate Carroll Avenue at Philip Avenue. Extend Philip Avenue to Stonewall Street (remains one-way WB).**
- 3. Abandon Ann Avenue connection to Stonewall Street/Gurley Avenue.**
- 4. Terminate Fletcher Street at Peak Street. Haskell Avenue remains one-way EB.**
- 5. Assumes Gate #3 closure at Parry Avenue/Washington Street. New gates to be constructed at Gurley Avenue and Grand Avenue for improved safety/accessibility.**

Roadway Recommendations Summary

- Thoroughfare links that connect the Deep Ellum area with the new IH 30 design improvements and Fair Park:
 - 1st Avenue – Exposition Avenue – Gaston Avenue – Pacific Avenue
 - Robert B Cullum Boulevard – 4th Avenue – Trunk Avenue
- Intersection Improvements:
 - Elm Street/Exposition Avenue
 - Canton Street/Exposition Avenue, Commerce Street/Exposition Avenue
 - Grand Avenue/Haskell Avenue



Multimodal Link Options: Freight and Goods Movement

Truck Movements in Central Dallas

Review Objectives

- Review the current truck routes in Downtown, Deep Ellum, and Fair Park
- Identify important transportation links that connect Downtown, Deep Ellum, and Fair Park
- Maintain efficient and effective truck routing after IH 345 reconstruction
- Maintain critical truck and commercial delivery connections throughout the area which enhance the built environment

Current Truck Movements

Highlighted Key Locations

Downtown

- Performing Arts Center
- AT&T Discovery Center
- Kay Bailey Hutchinson Convention Center

Deep Ellum

- The Factory
- Dallas City Service Center
- Baylor Scott and White Medical

Fair Park

- Children's Aquarium
- Dos Equis Pavilion
- Cotton Bowl

Truck Movement Types

Commercial Delivery

- Focused on Deep Ellum and the Downtown areas
- Smaller trucks (Class 5 or 6)
- Supplies for stores and restaurants

Truck Delivery

- Focused on the Fair Park area
- Larger trucks (Class 7 or 8)
- Services larger scale locations such as Fair Park attractions

Current Truck Routes

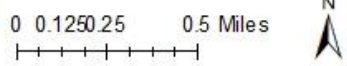
Dallas CBD - Deep Ellum - Fair Park Current Truck Routes

Legend

- Significant Locations
- Current Truck Routes
- National Highway Freight Network
- Texas Highway Freight Network
- Fair Park
- Deep Ellum
- Downtown Dallas



FREIGHT
NORTH TEXAS



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

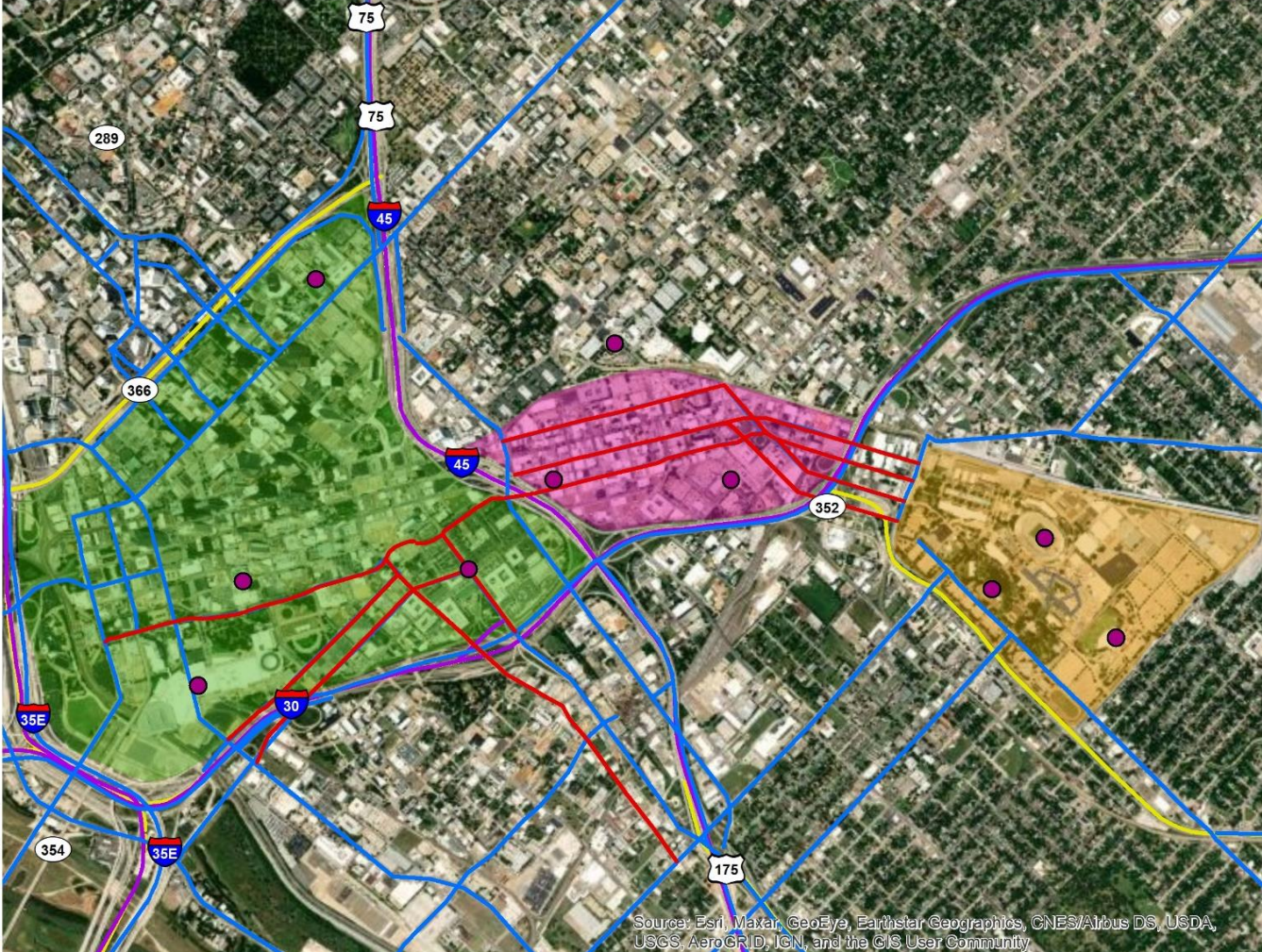


Study Considerations

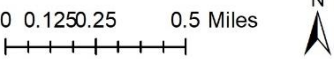
Study Truck Route Considerations

Legend

- Significant Locations
- Commercial Delivery Routes Recommendation
- Current Truck Routes
- National Highway Freight Network
- Texas Highway Freight Network
- Fair Park
- Deep Ellum
- Downtown Dallas



**FREIGHT
NORTH TEXAS**



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



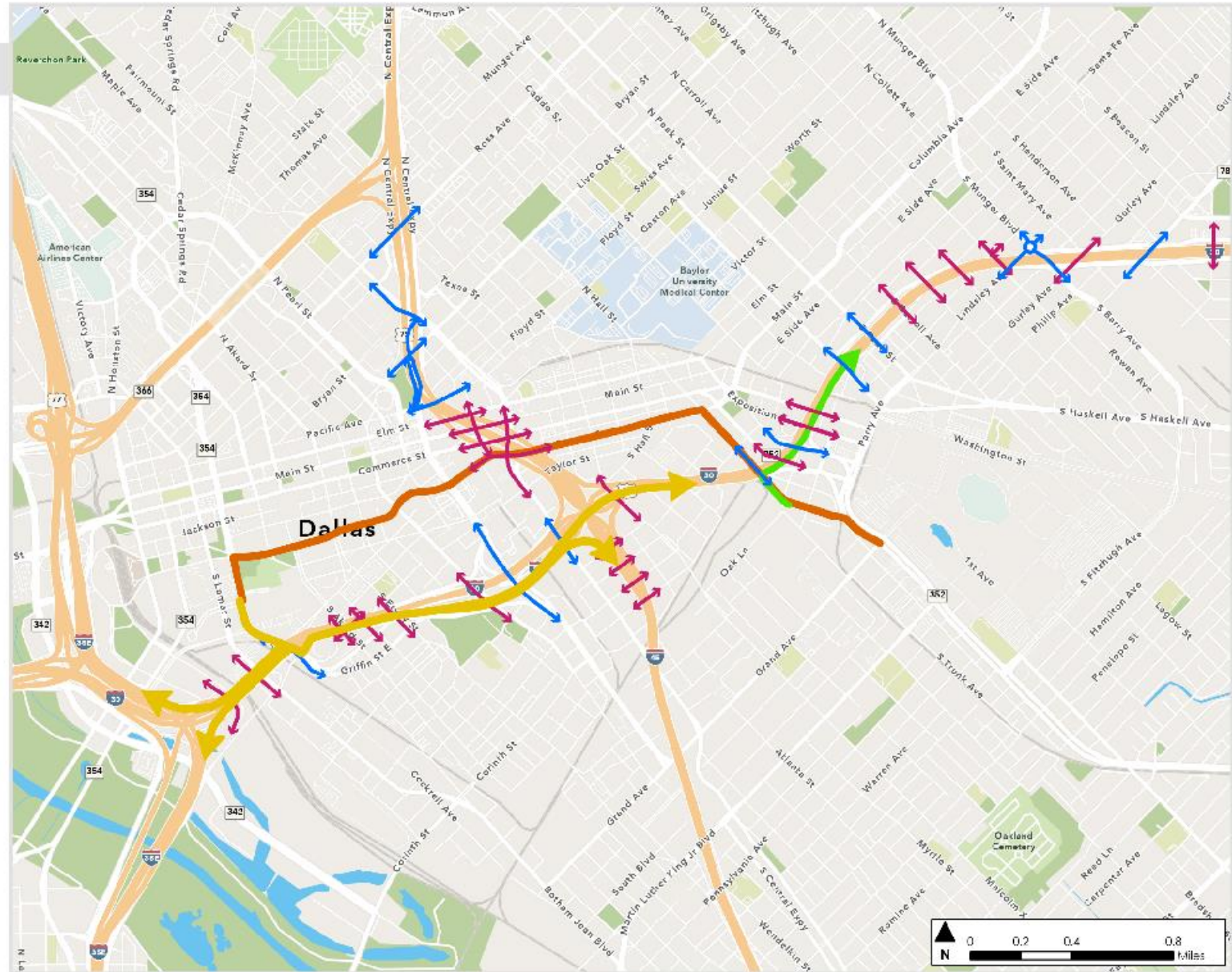
Freight Recommendations

FAIRPARK LINKS

Freight Routes Analysis
freight (January 2024)

Legend

- ↔ Access to I-30 / I-345
- ↔ No Access to I-30 / I-345
- Commercial Delivery
- Truck Delivery
- 4th Ave connection to IH 30





Multimodal Link Options: Transit

Transit Service and Ridership Highlights

Rail

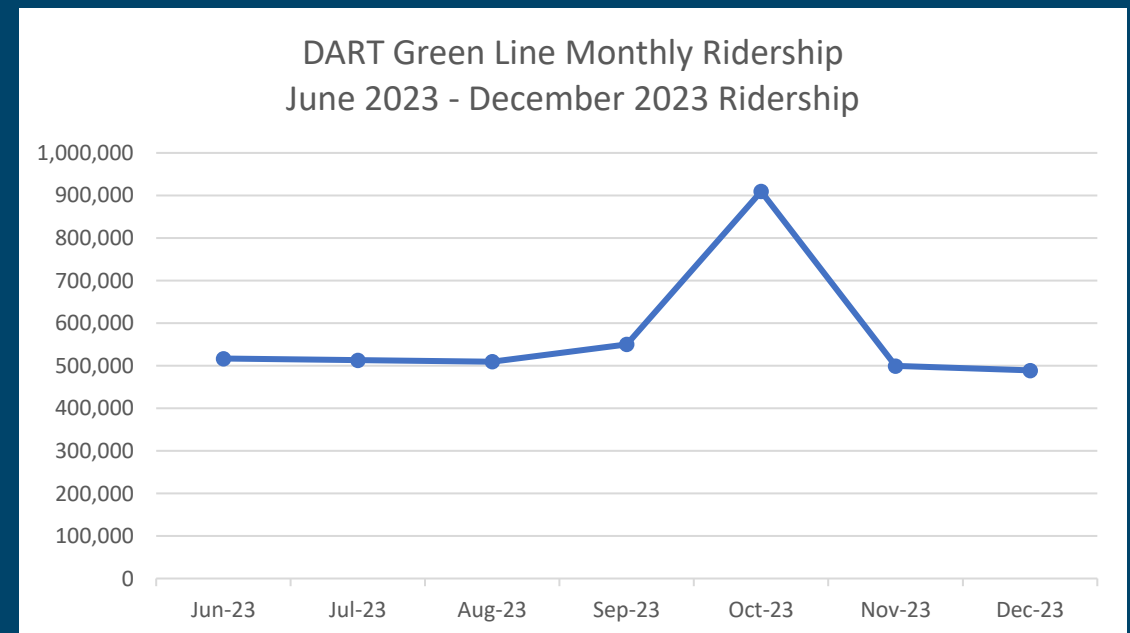
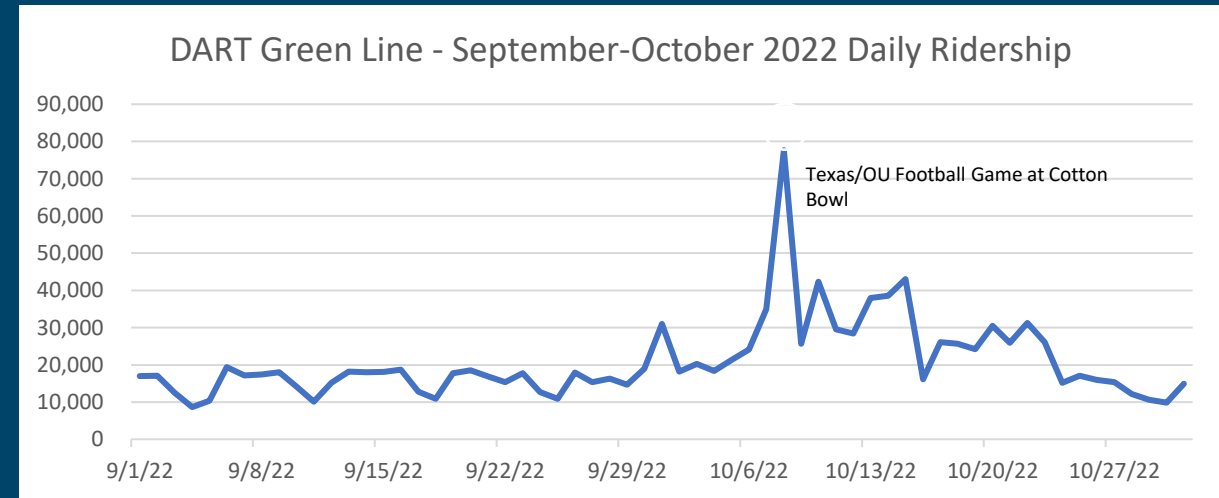
- DART Green Line has a sustained increase in ridership while the State Fair is open, with significant spikes for big events.

Bus Service

- Three bus routes around Fair Park directly connect to Deep Ellum and/or Downtown.
- Route 214 offers the easiest link to all three areas but is not one of DART's high frequency routes.

GoLink On-Demand Transit

- South Dallas GoLink zone includes Fair Park but does not link to areas across IH 30 without a transfer to bus or rail.



Potential Transit Improvements



Optimize Existing Services

- Build on strong Green Line use and increase the frequencies of the bus routes between Fair Park and Downtown.
- Make using transit easier with better signage and shelters.

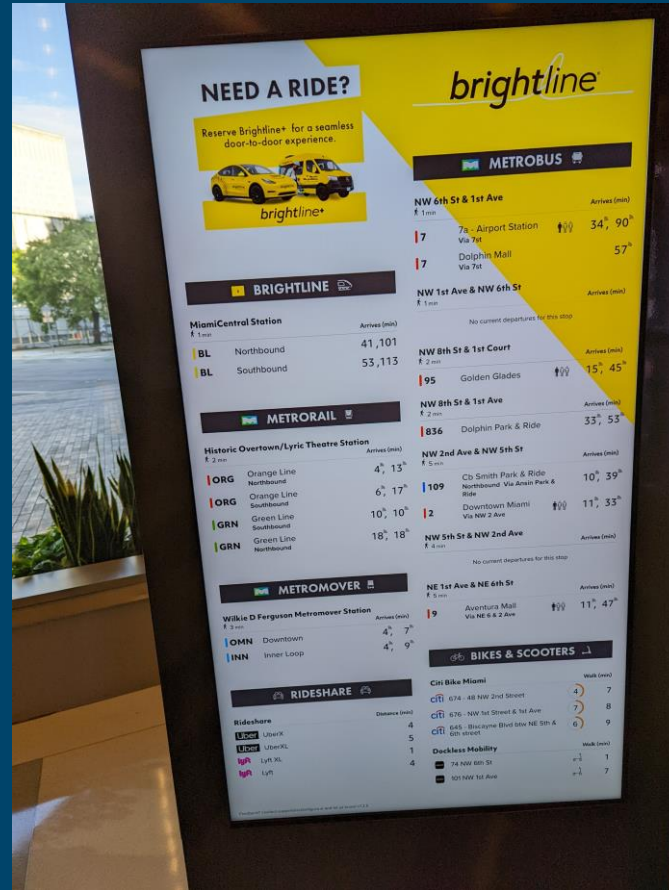


First/Last Mile Improvements

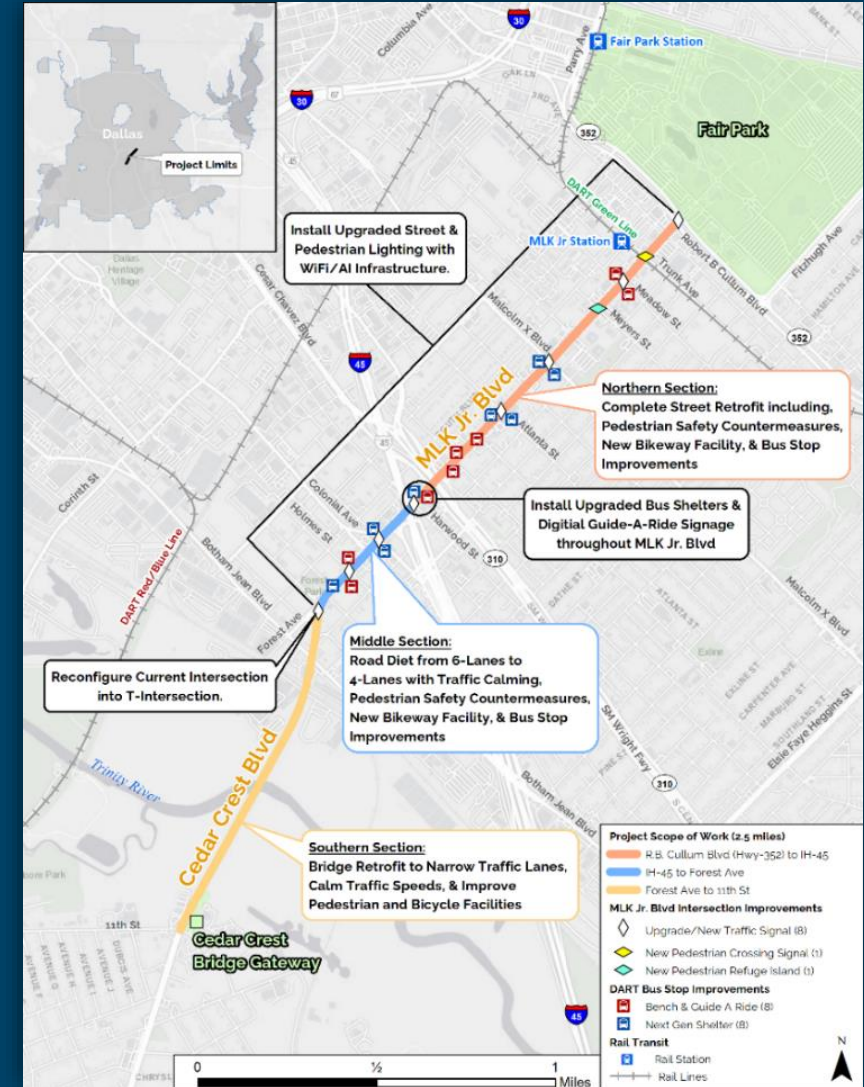
- Better connect all of Fair Park with the rail stations and Deep Ellum/Downtown bound buses through wayfinding, micromobility, and existing microtransit.
- Provide comfortable and convenient connections between MLK Jr. Station (Green Line) and the southern half of Fair Park.

First/Last Mile Connections to Transit

First/Last Mile connections can be facilitated by safe infrastructure for walking, biking, or hailing a ride, as well as actively updated info for mobility options and wayfinding.



Enhanced connections between Fair Park and MLK Jr. Station can link into the MLK Jr./Cedar Crest Blvd. Complete Street and Safety Upgrades project that was recently awarded a \$21.8 million grant.



Big Ideas for Transit

- TRE extension from EBJ Union Station to Fair Park.
- Mobility Hub at DART Fair Park Station to enhance connections and set a gateway to/from Deep Ellum.
- Parry Avenue Transitway between Fair Park Gates 3 and 4 to enable safer bus, rail, and pedestrian connections.



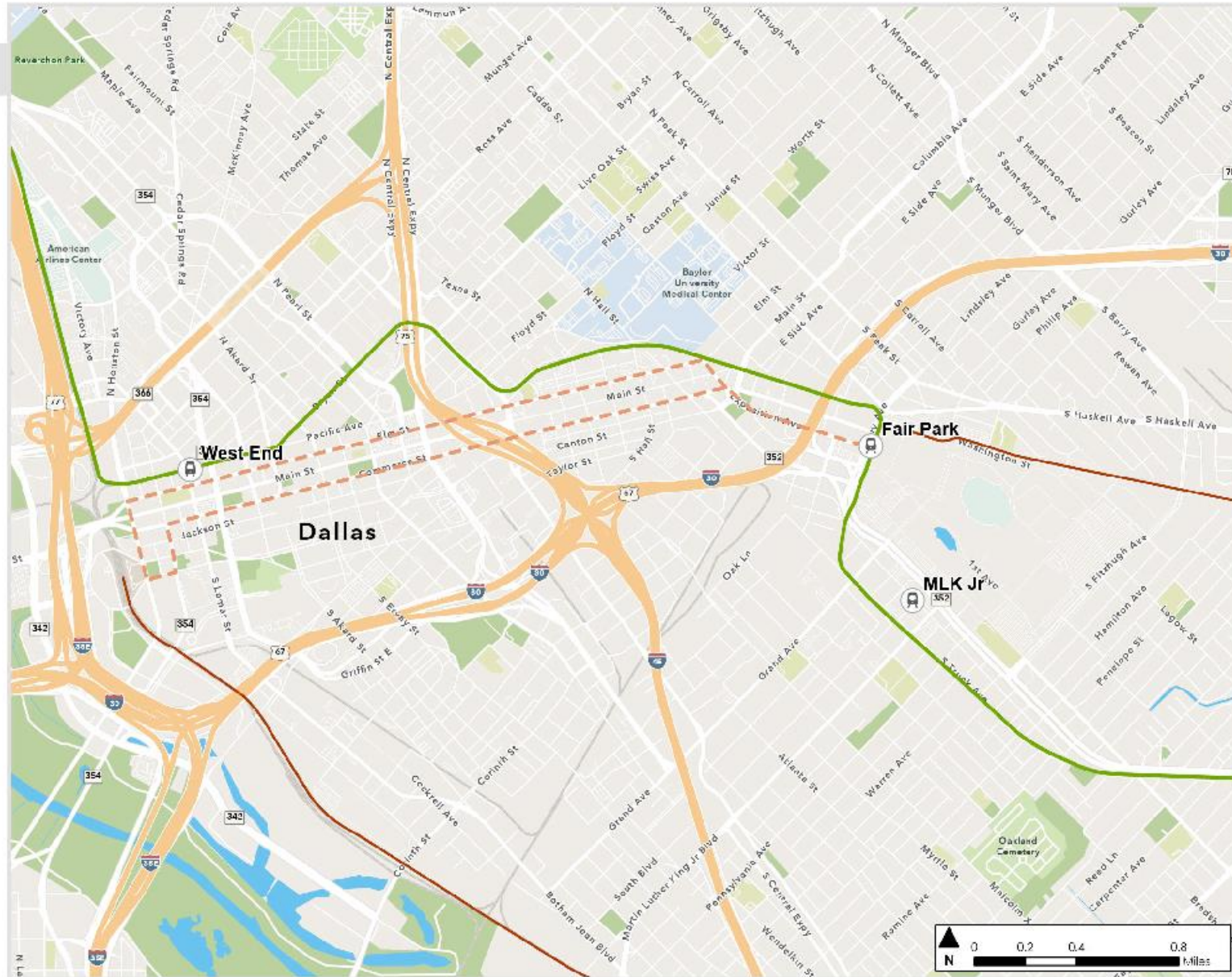
Transit Recommendations

FAIRPARK LINKS

Transit Options
Transit (January 2024)

Legend

-  Station
-  GreenLine
-  TRE Extension
-  Route 214





Multimodal Link Options: Active Transportation / Sustainable Development

Downtown to Fair Park - Bikeways Connecting Deep Ellum



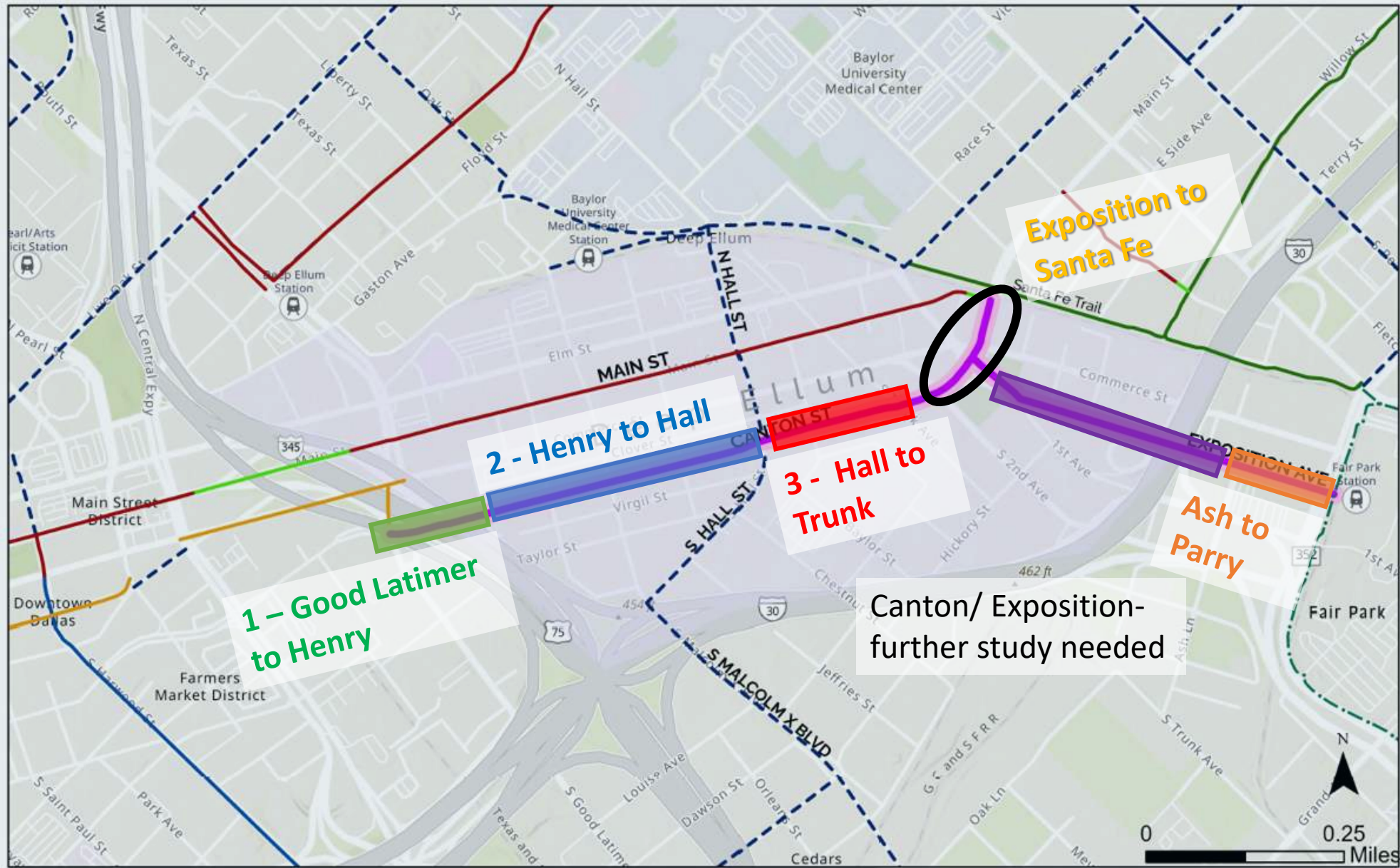
- Study Corridor
- Bike Lane
- Buffered Bike Lane
- Two Way Separated Bike Lane
- Shared Lane Markings
- Santa Fe Trail
- - - DRAFT Dallas Bike Plan Planned On-Street Bike Facilities
- - - DRAFT Dallas Bike Plan Funded On-Street Bike Facilities
- - - Funded Trail
- Light Rail Station
- Deep Ellum Boundary

Proposed Bikeways Overview

- Focus will be on connecting Commerce Street cycle track from downtown to the Santa Fe Trail and the Fair Park DART Station east of Deep Ellum
- Commerce Street Meetings held in 2017 were reviewed and public comment was evaluated/considered in recommendations
- Scenario 1 is with bike lanes in both directions on each side of the street
- Scenario 2* is a cycle track (two way separated bike lane) with both bike path directions on the south side of Canton St and east side of Exposition

*Preferred alternative

Proposed Bikeways Cross Sections



1 - Good Latimer to Henry

2 - Henry to Hall

3 - Hall to Trunk

Exposition to Santa Fe

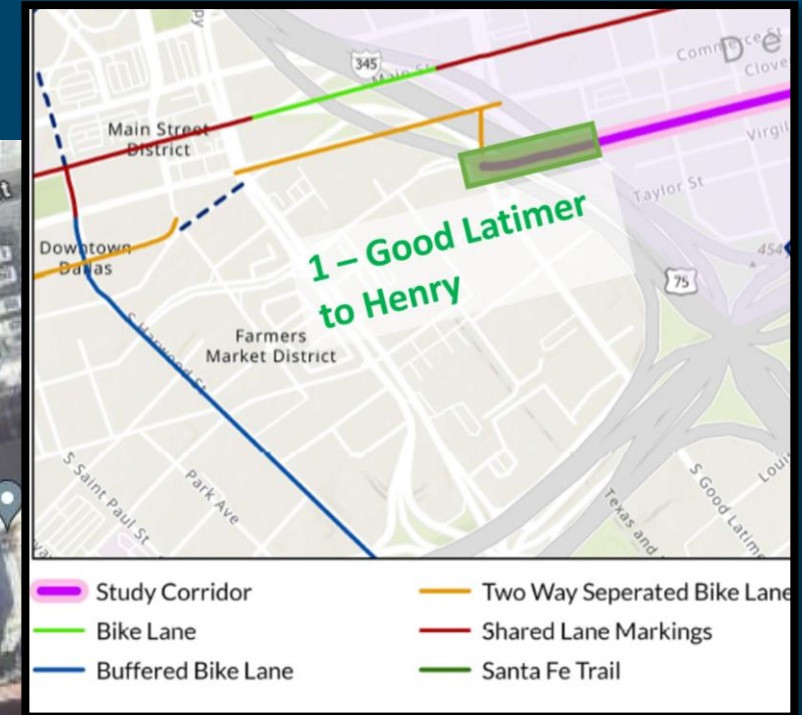
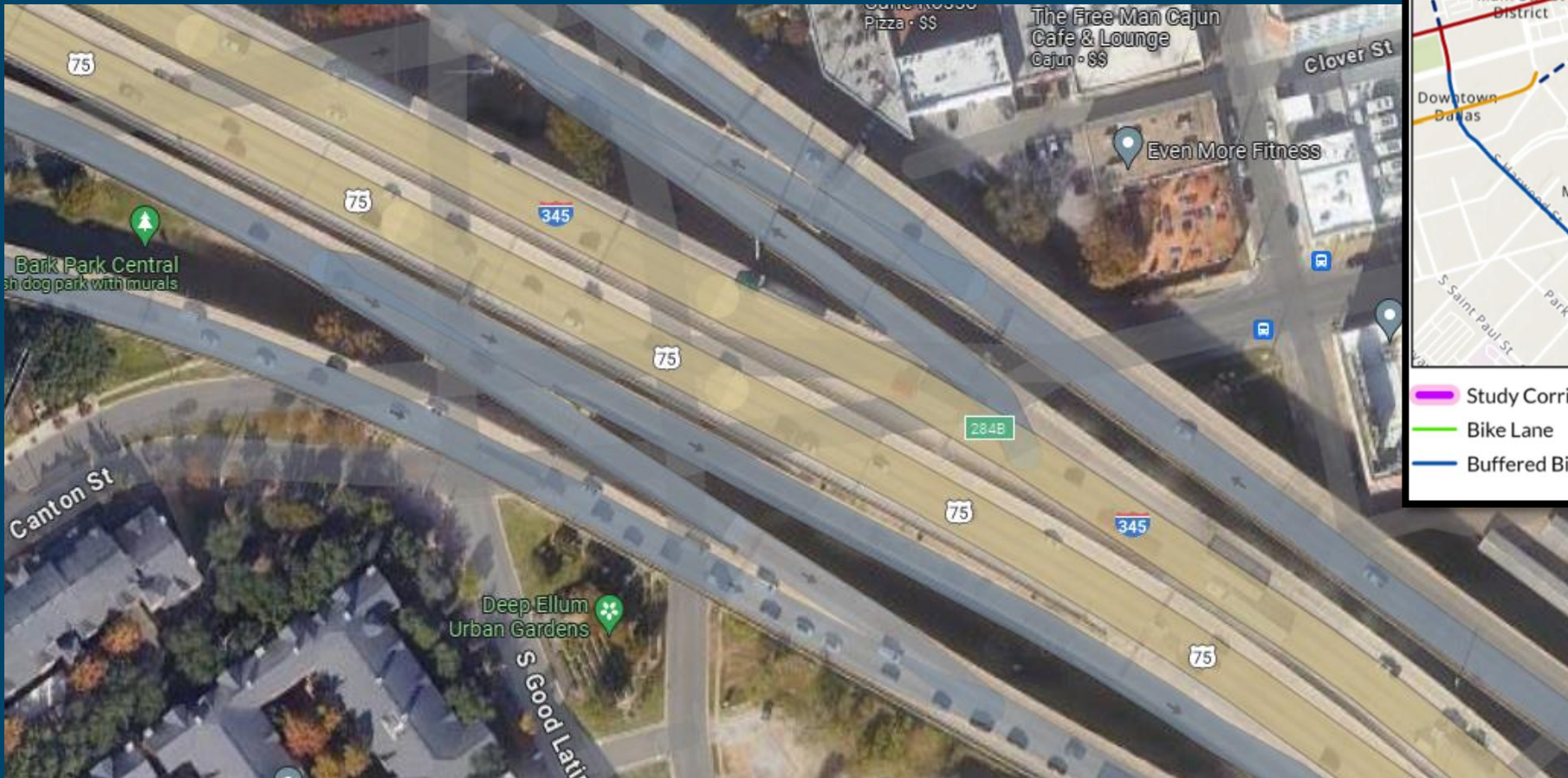
Ash to Parry

Canton/ Exposition- further study needed

- Study Corridor
- Two Way Separated Bike Lane
- Shared Lane Markings
- Light Rail Station
- Bike Lane
- Shared Lane Markings
- DRAFT Dallas Bike Plan Planned On-Street Bike Facilities
- Deep Ellum Boundary
- Buffered Bike Lane
- Santa Fe Trail
- Planned Trail

1 - Good Latimer Expressway to Henry Street

- Canton Street Cross Section (under I-345)

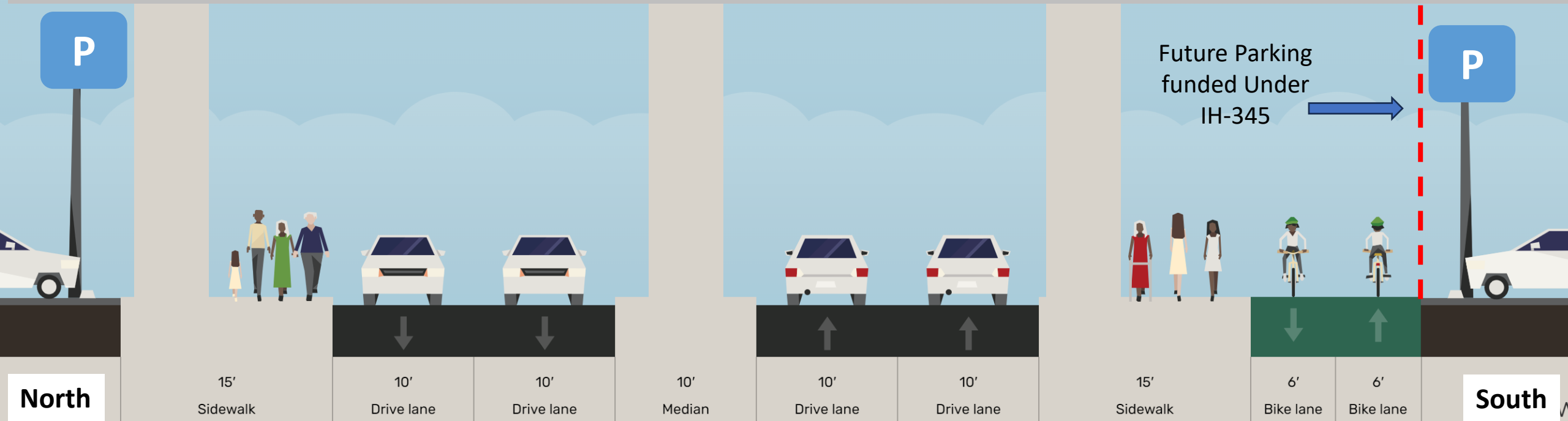
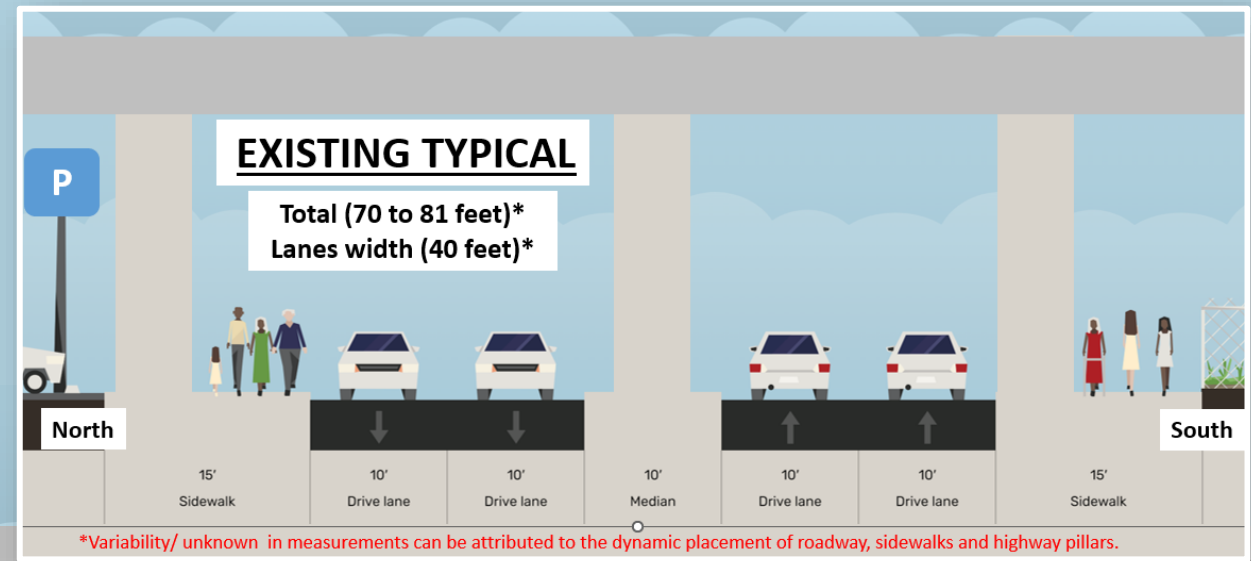


Canton Street (Good Latimer– Henry St.)

SCENERIO 2: Cycle Track

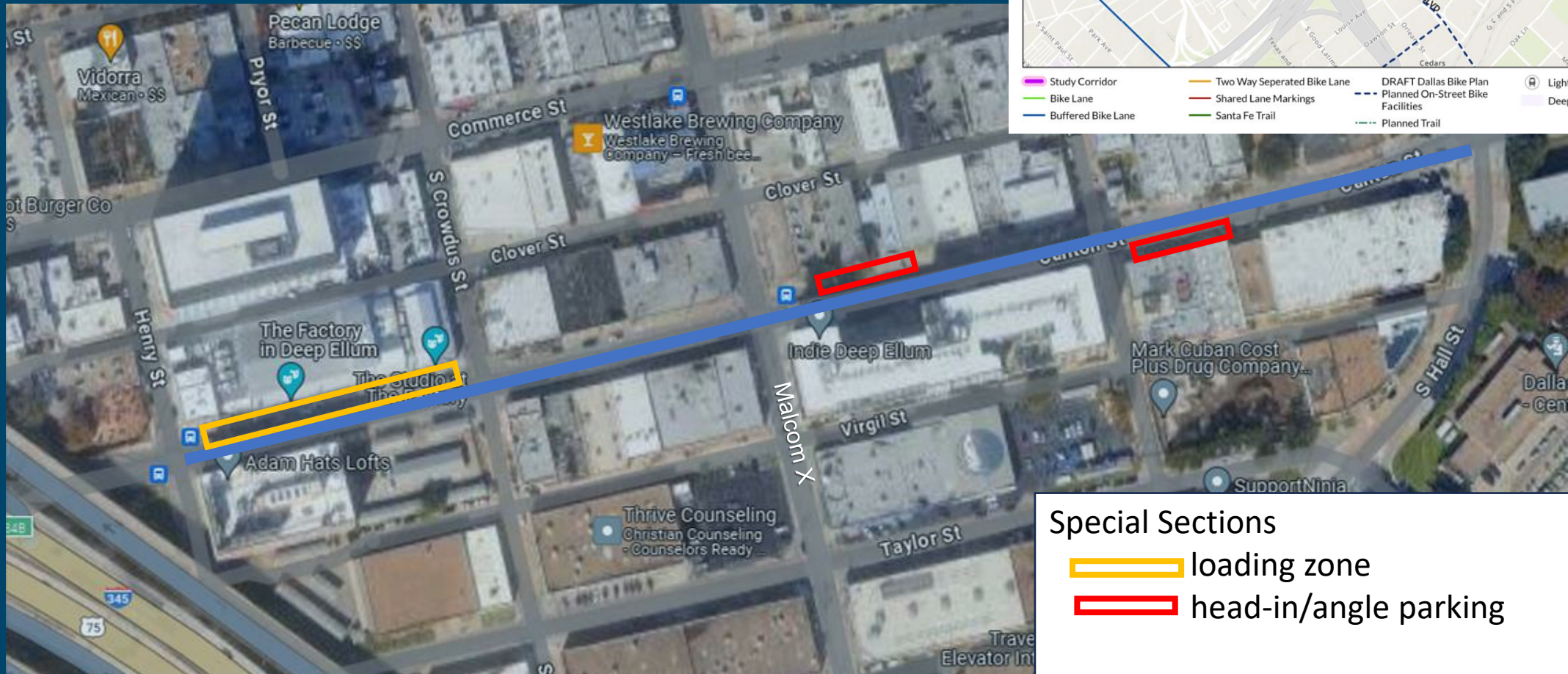
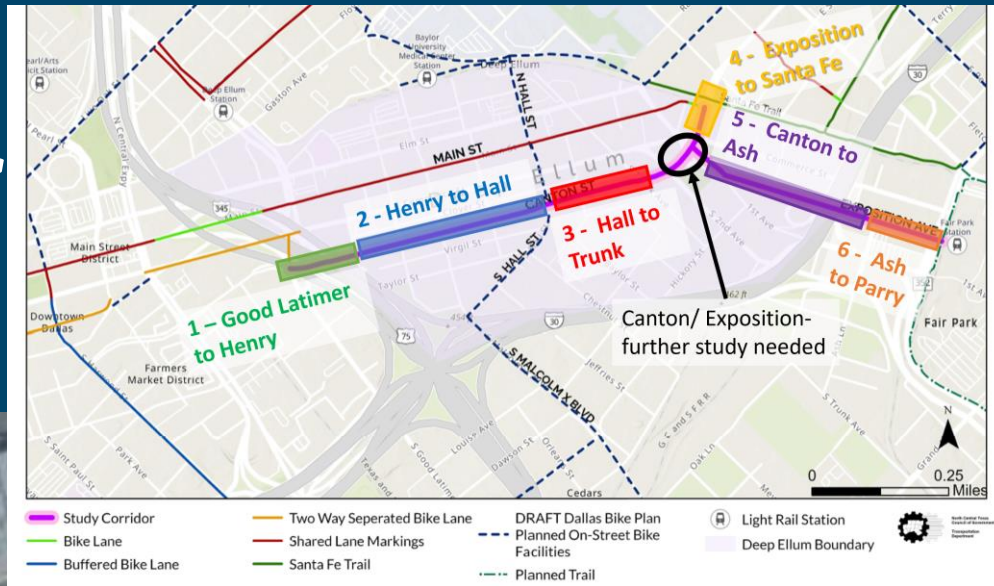
Total width (92 feet)*

Total lane width (40 feet)*





*The variability in measurements is attributed to the dynamic placement of roadway, sidewalks and highway pillars.

2. Henry Street to Hall Street Canton Street Cross Section



Special Sections

-  loading zone
-  head-in/angle parking

Canton Street (Henry St. – Crowdus St.)

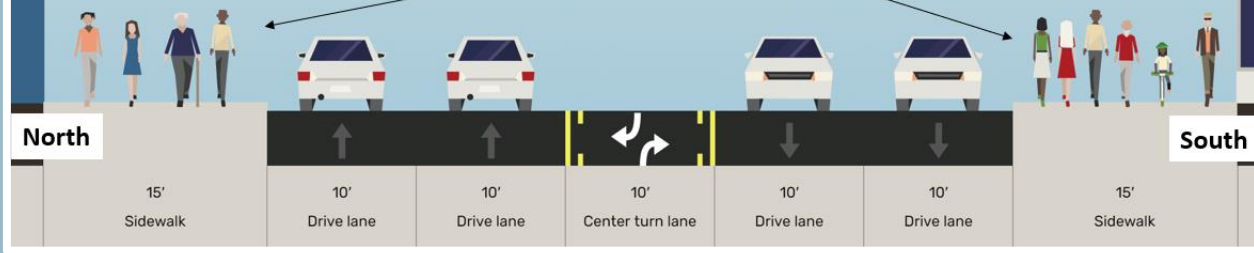
Loading issue at The Factory



EXISTING TYPICAL
 Total width (80 feet)*
 Total Roadway width (50 feet)*

[*All measurements are approximate/ rough estimates]

Unknown ROW/ property line?



The Factory

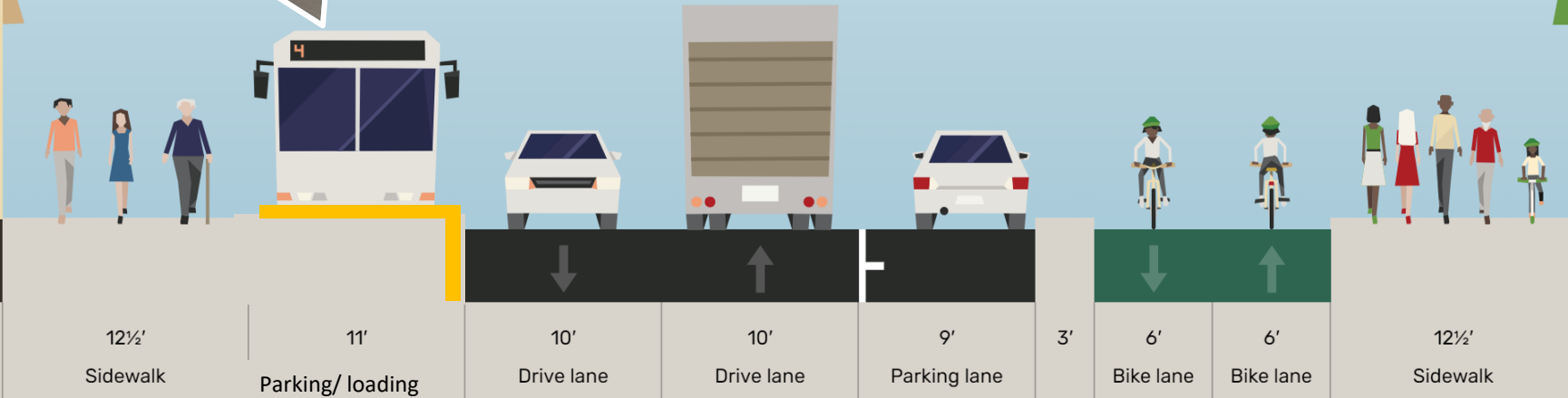
Scenario 2 with loading zone at The Factory

Total width (80 feet)*
 Total lane width (50 feet)*

[*All measurements are approximate/ rough estimates]

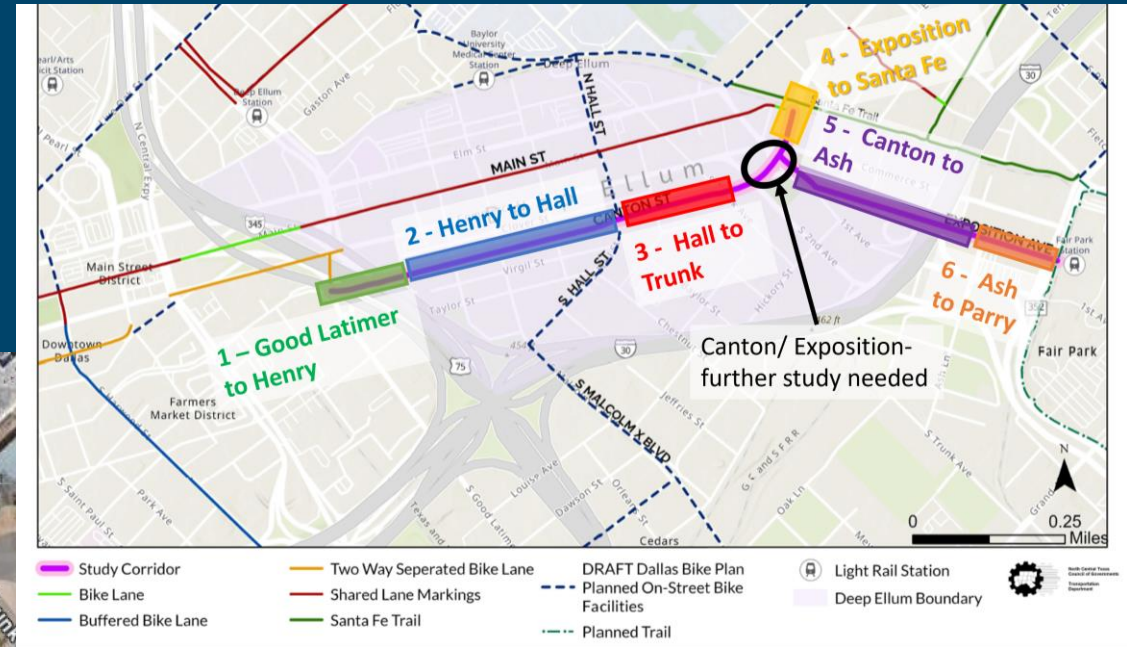
ADAM HATS LOTS

North



South

3. Hall Street to Trunk Canton Street Cross Section



Canton Street (Hall St. – Trunk St.)

SCENARIO 2A: Cycle track with City Land

Total width (79 feet)*

Total Roadway width (40 feet)*

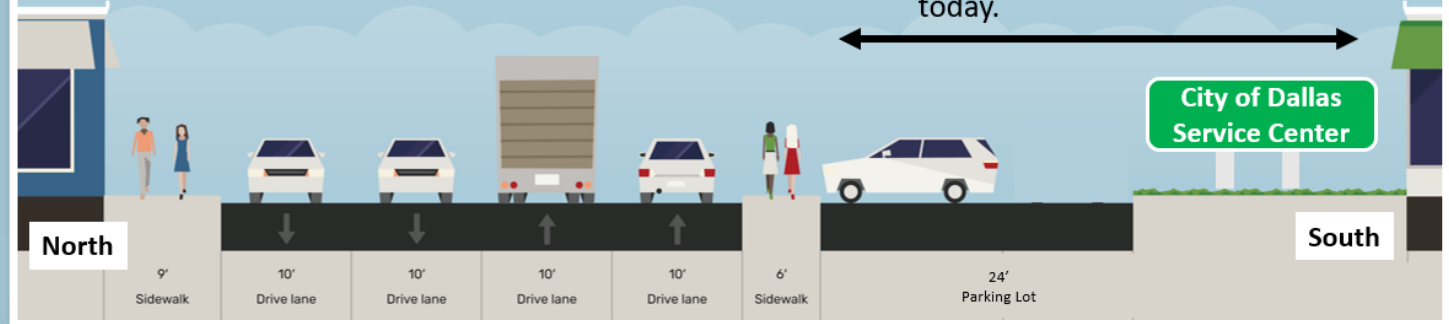
[*All measurements are approximate/ rough estimates]

EXISTING TYPICAL

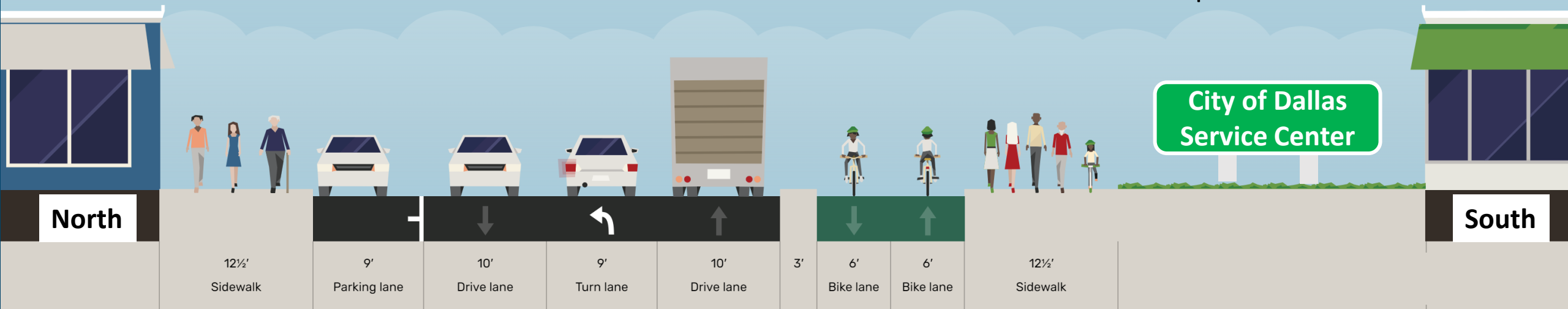
Total width (55 feet)*

Total lane width (40 feet)*

[*All measurements are approximate/ rough estimates]

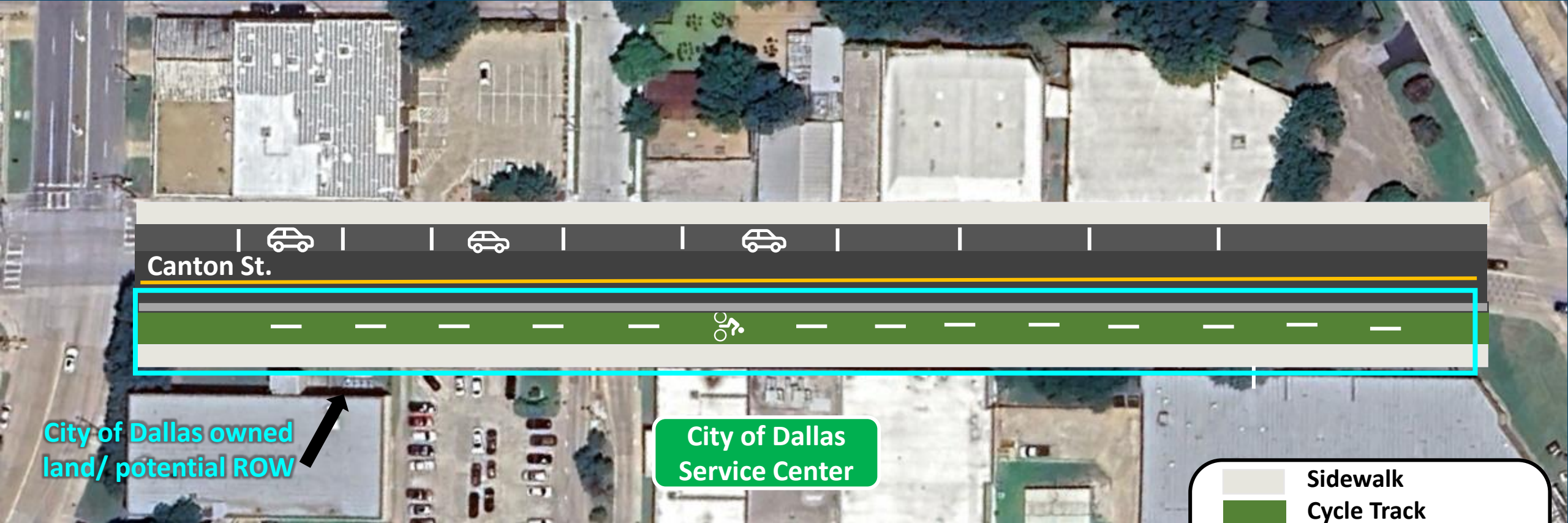


~25 of City land used to expand ROW



Canton Street (Hall St. – Trunk St.)

RIGHT OF WAY EXPANSION SCENARIO



City of Dallas owned land/ potential ROW

City of Dallas Service Center

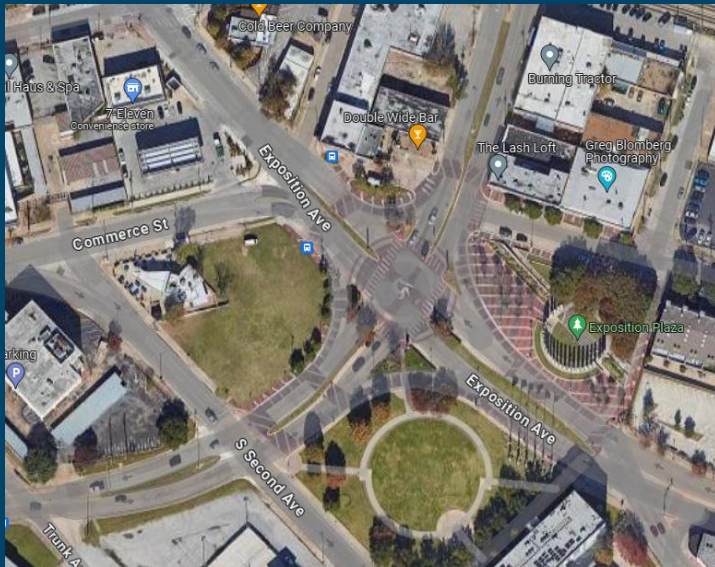
- Sidewalk
- Cycle Track
- On Street Parking
- Buffer
- Roadway

Current off-street parking spaces at City of Dallas Service Center on Canton : 49 spaces
Estimated on-street spaces on the north side when Canton is reconfigured: ~22 Spaces

Further Study Needed

Exposition and Canton Intersection

- Signals?
- Turning lanes?
- Other issues TBD

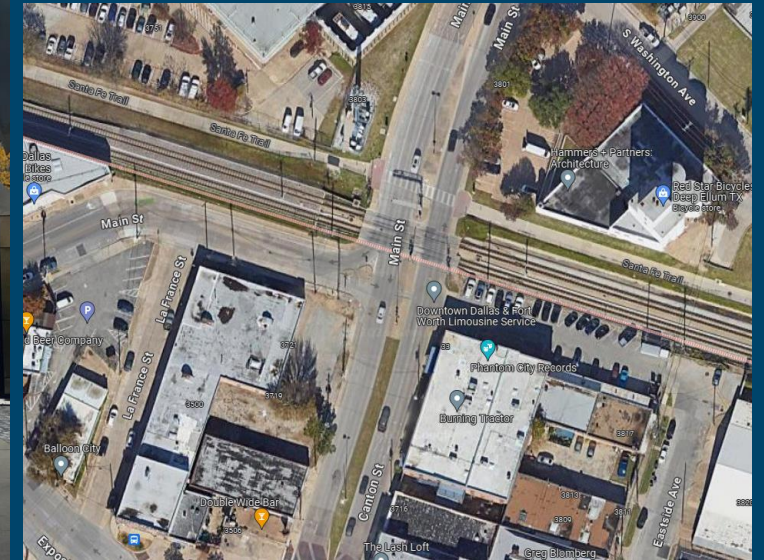


Leading Bicycle Intervals
(LBI's) to be evaluated



Canton St/Main St crossing of the DART rail and Santa Fe Trail

- Streetlights in median
- DART rail signalization equipment



Two-way Physically Separate Bike Lane / Cycle Track (south side of street)

Pros

- Extends the existing two-way facility type that exists on Commerce St. and Good Latimer Expy.
- Avoids loading zone near The Factory & fewer points of conflict (driveways)
- Provides physically separated space from vehicle traffic for greater level of safety and comfort which is more appealing to all ages and abilities.
- Bus stop boarding and alighting must transition through bike lanes on only one side of the street

Cons

- More difficult to street sweep

Next Steps

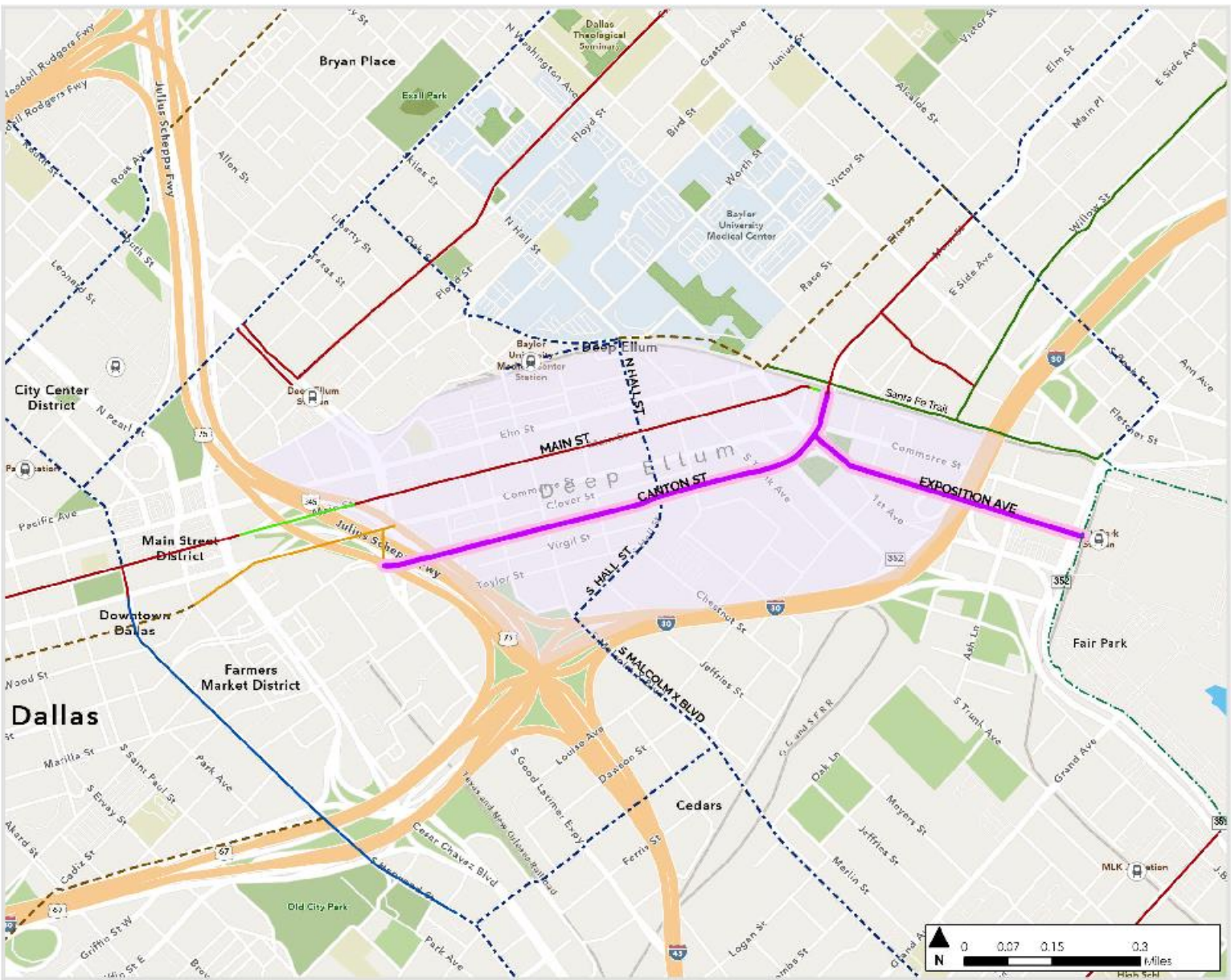
- Speed and Traffic Study on Canton Street
- Survey of property lines and right-of-way on Canton Street
- Intersection engineering design to determine safe treatments

Bicycle/Pedestrian Recommendations

FAIRPARK LINKS

Downtown to Fair Park - Bikeways
Connecting Deep Ellum
Sustainable Development (January 2024)

- Legend**
- Study Corridor
 - Shared Lane Markings
 - Funded Trail
 - Santa Fe Trail
 - Bike Lane
 - Buffered Bike Lane
 - Two Way Separated Bike Lane
 - Shared Lane Markings
 - - - DRAFT Dallas Bike Plan
 - - - Planned On-Street Bike Facilities
 - - - Funded On-Street Bike Facilities
 - Deep Ellum Boundary
 - Light Rail Station



How to Submit Questions, Comments, or Input

Verbal:

- Public Meeting Comment – Please fill out a public comment record form available at sign in desk.
- Voice Mailbox – **(817)-695-9284**

Written:

- Comment Form – Available at sign in desk
- Mail – **P.O. Box 5888, Arlington, TX 76005-5888**
- Email – **fairparklinks@publicinput.com**

Digital:

- Map Your Experience Tool – **www.nctcog.org/MapYourExperience**
- Project Website – **publicinput.com/fairparklinks**

Map Your Experience

YOU CAN STILL PROVIDE INPUT



- 📍 MYE is available online, anytime, in English and Spanish
- 📍 Mapping your travel experience helps us understand regional travel issues people are facing
- 📍 Comment on roadway, transit, bicycle and pedestrian topics, and more at:

www.nctcog.org/MapYourExperience



Scan QR Code or visit the Map Your Experience Website

Next Steps and Upcoming Milestones

We Are Here



Winter 2023

Winter 2024

Winter 2024

Spring 2024

Summer 2024

Summer 2024

Conceptual
Engineering

Public Meeting #2
Public Meeting #3
(Daytime)

Special Events
Simulation

Development of
Recommendations
Public Meeting #4 & 5

Public Meeting #6

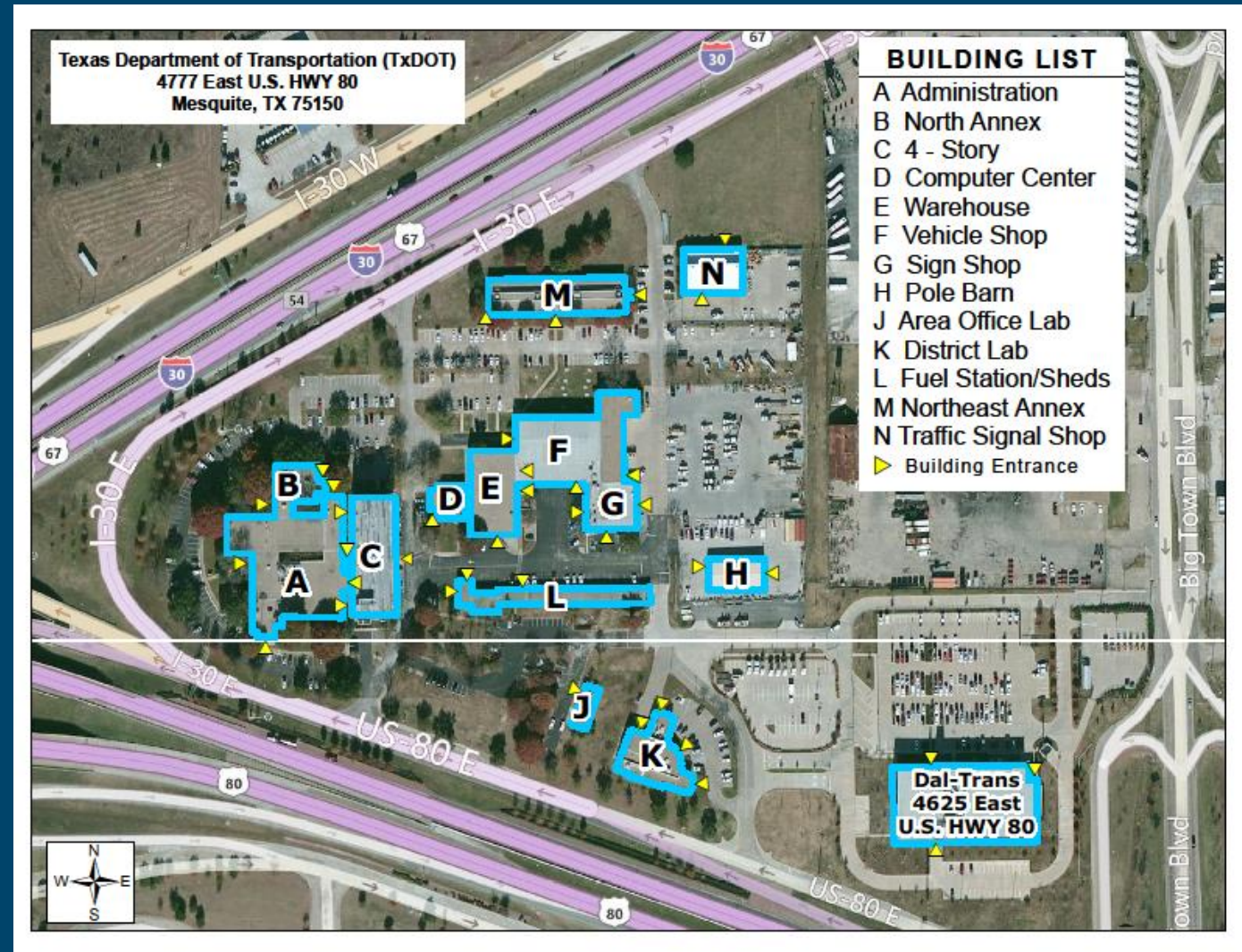
Final Report

*Schedule Subject to Change

TXDOT Meeting Regarding SM Wright Phase IIB

January 31st 3:00 – 4:00
pm

DalTrans Building, 4625 East US
Hwy. 80, Mesquite, Texas 75150



Contact Information

Michael Morris – Director of Transportation
mmorris@nctcog.org (817) 695-9241

Jesse Brown – Roadway Corridor Studies
jpbrown@nctcog.org (817) 704-5691

Michael Johnson – Freight & Goods Movement
MJohnson@nctcog.org (817) 695-9160

Jackie Castillo – Public Involvement
jcastillo@nctcog.org (817) 695-9240

Ezra Pratt – Transit Management and Planning
EPratt@nctcog.org (817) 695-9259

Michelle Ward – Grants & Contracts
maward@nctcog.org (682) 433-0481

Karla Windsor – Sustainable Development
kwindsor@nctcog.org (817) 608-2376

Berrien Barks – Roadway Corridor Studies
bbarks@nctcog.org (817) 695-9282

Amanda Wilson – Public Involvement
awilson@nctcog.org (817) 695-9284

Sam Simmons – Roadway Corridor Studies
ssimmons@nctcog.org (817) 704-2523