

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Appendix A: Project Maps and Documents

**Park Lane / Vickery Meadow
Complete Streets Project**

June 5, 2015



**North Central Texas
Council of Governments**

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Park Lane / Vickery Meadow Complete Streets Project



- TIGER Proposed Projects**
- ① Park Ln. Complete Street
 - ② Holly Hill Dr. and Phoenix Dr. Complete Street
 - ③ Shady Brook Ln. / Fair Oaks Ave. / Pineland Dr. / Eastridge Dr. Road Diet
 - ④ SoPac Trail Safety Lighting
- Other Area Projects**
- (A) Park Ln. Improvements (Phase 1)- Funded
 - (B) SoPacTrail (Phase 1) - Funded
 - (C) Future Shared Use Path Connection to White Rock Creek Trail

Legend

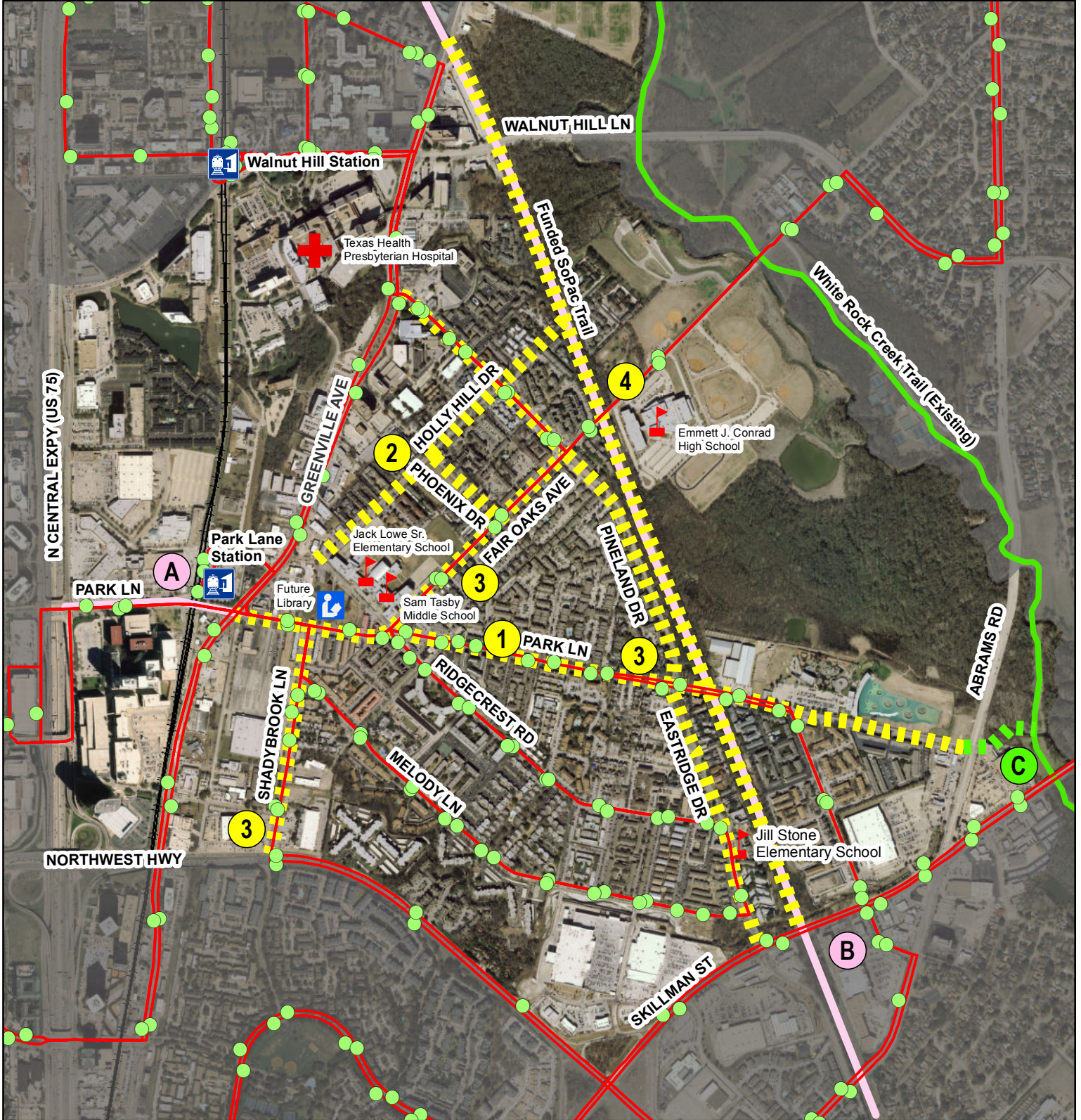
- ▬▬▬▬ Proposed
- ▬▬▬▬ Other Area Funded Projects
- ▬▬▬▬ Trail (Existing)
- ▬▬▬▬ Future Trail Connection
- +— DART Rail Lines

N

0 0.25 0.5 Miles

Park Lane / Vickery Meadow Complete Streets Project

Bus Routes and Transit Stops



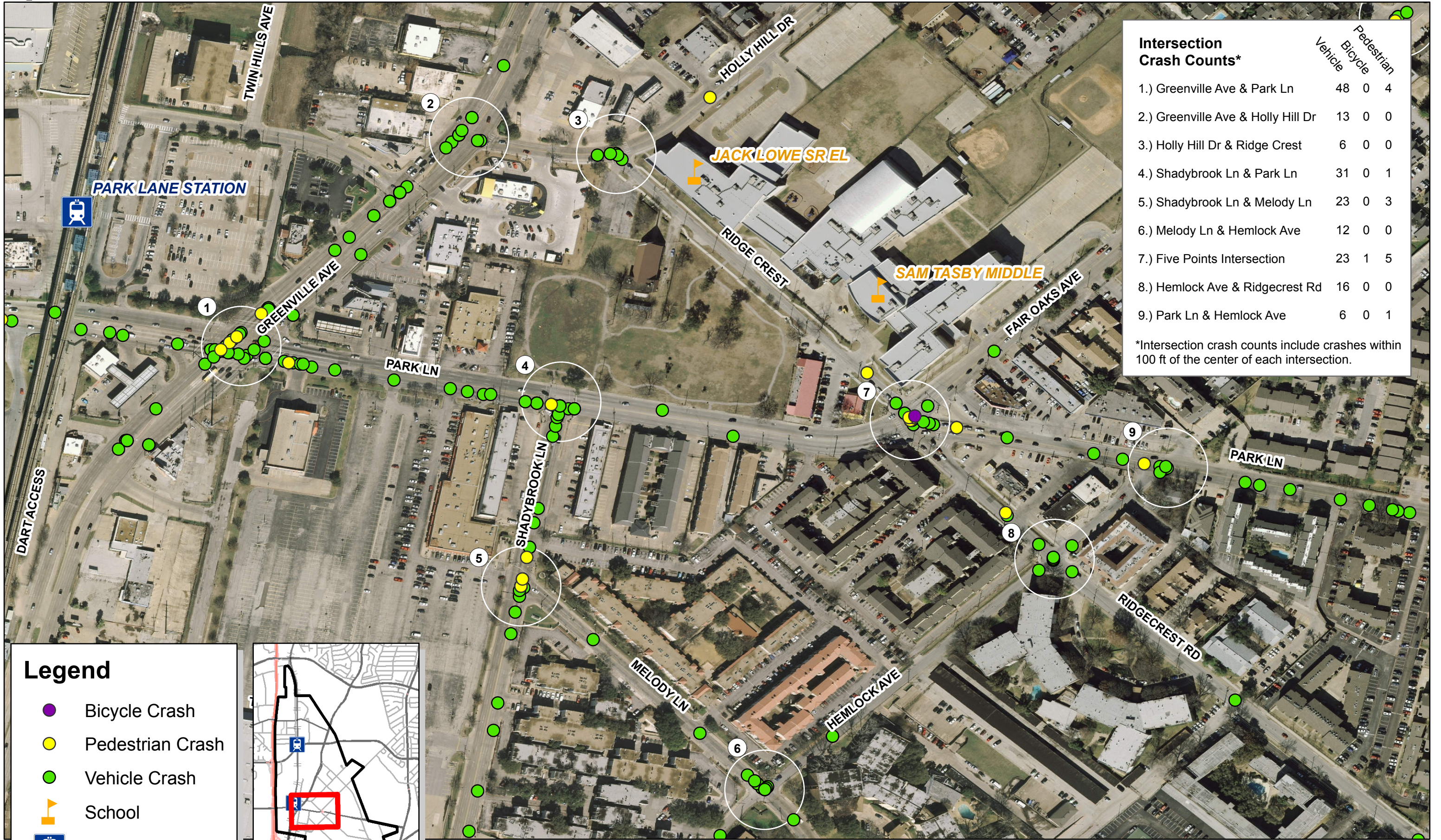
- TIGER Proposed Projects**
- ① Park Ln. Complete Street
 - ② Holly Hill Dr. and Phoenix Dr. Complete Street
 - ③ Shady Brook Ln. / Fair Oaks Ave. / Pineland Dr. / Eastridge Dr. Road Diet
 - ④ SoPac Trail Safety Lighting
- Other Area Projects**
- (A) Park Ln. Improvements (Phase 1)- Funded
 - (B) SoPacTrail (Phase 1) - Funded
 - (C) Future Shared Use Path Connection to White Rock Creek Trail

- Legend**
- DART Bus Stops
 - DART Routes
 - ▨ Proposed
 - ▨ Future Trail Connection
 - Other Area Funded Projects
 - Trail (Existing) [Project- 48 | Area- 117]
 - DART Rail Lines

N

0 0.25 0.5 Miles

Vickery Meadow Vehicle, Bicycle, and Pedestrian Crashes (2009 - 2013)

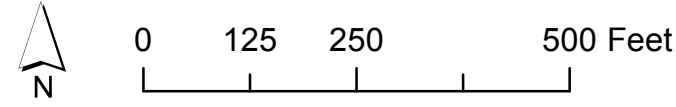
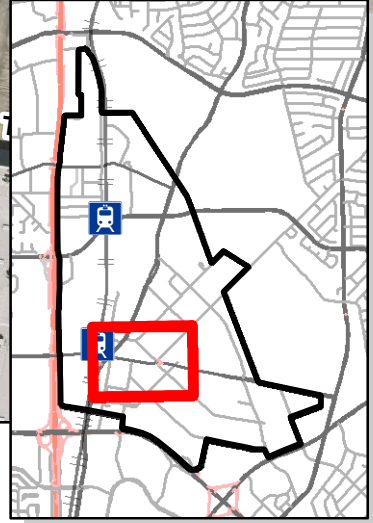


Intersection Crash Counts*	Vehicle	Bicycle	Pedestrian
1.) Greenville Ave & Park Ln	48	0	4
2.) Greenville Ave & Holly Hill Dr	13	0	0
3.) Holly Hill Dr & Ridge Crest	6	0	0
4.) Shadybrook Ln & Park Ln	31	0	1
5.) Shadybrook Ln & Melody Ln	23	0	3
6.) Melody Ln & Hemlock Ave	12	0	0
7.) Five Points Intersection	23	1	5
8.) Hemlock Ave & Ridgecrest Rd	16	0	0
9.) Park Ln & Hemlock Ave	6	0	1

*Intersection crash counts include crashes within 100 ft of the center of each intersection.

Legend

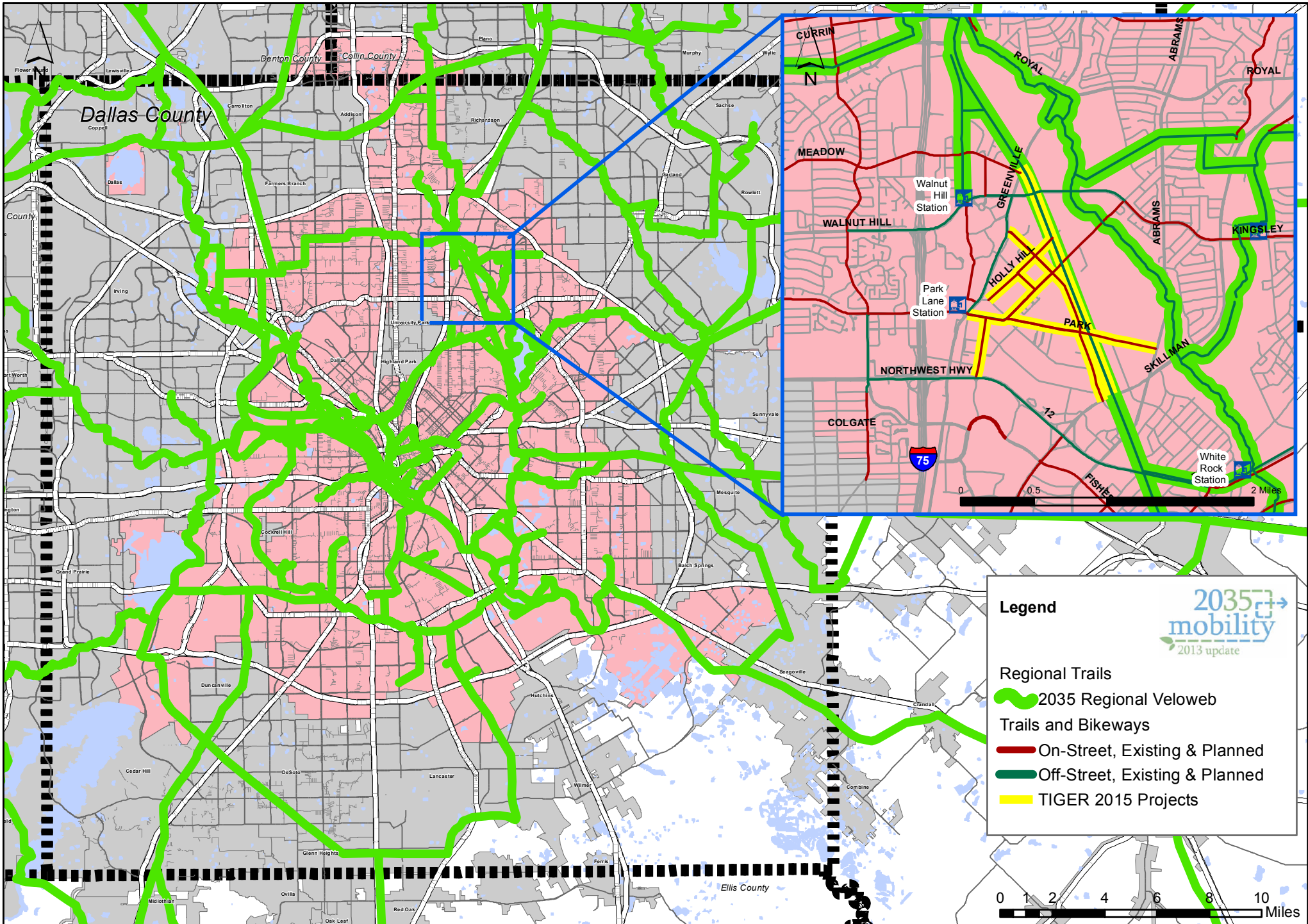
- Bicycle Crash
- Pedestrian Crash
- Vehicle Crash
- 🚩 School
- 🚊 Rail Station



1.) Data displayed contains reportable crashes with latitude and longitude information. Additional crashes may have occurred.
 2.) This data is composed of TxDOT "Reportable Crashes" that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any person to the apparent extent of \$1,000.
 3.) Source: TxDOT's Crash Records Information System - 2013 data is current as of January 2014. All TxDOT disclaimers apply.

Park Lane / Vickery Meadow Complete Streets Project

Dallas County Regional Veloweb and Bikeways



Legend

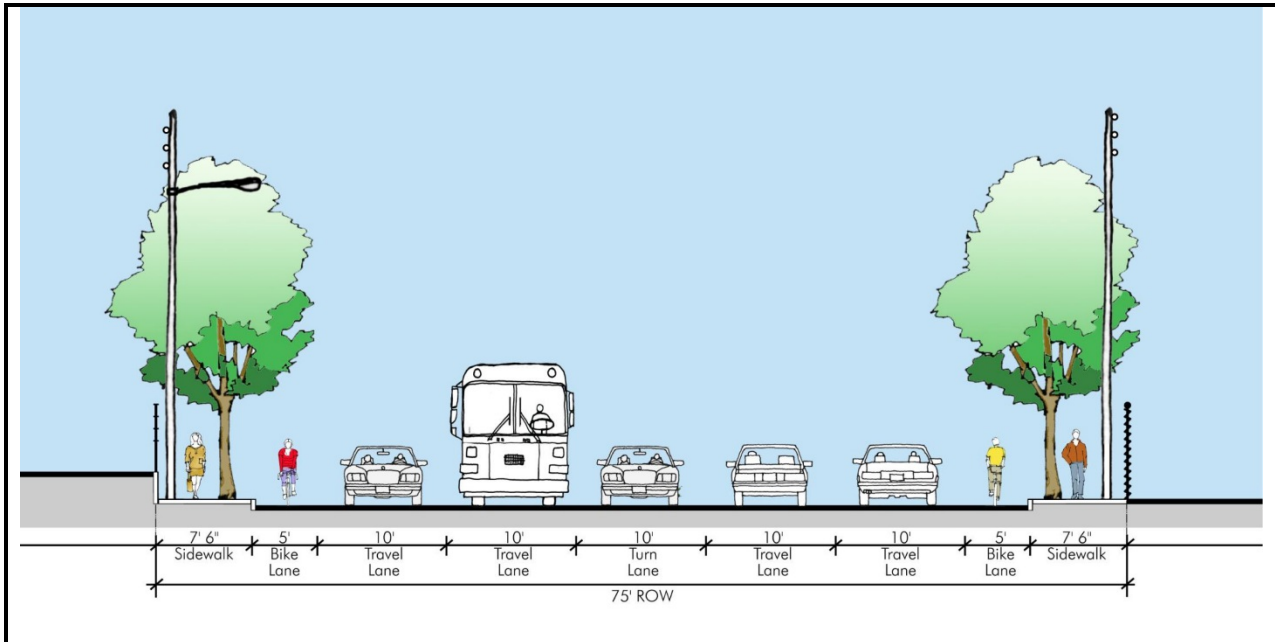
2035 mobility 2013 update

- Regional Trails
- 2035 Regional Veloweb
- Trails and Bikeways**
- On-Street, Existing & Planned
- Off-Street, Existing & Planned
- TIGER 2015 Projects

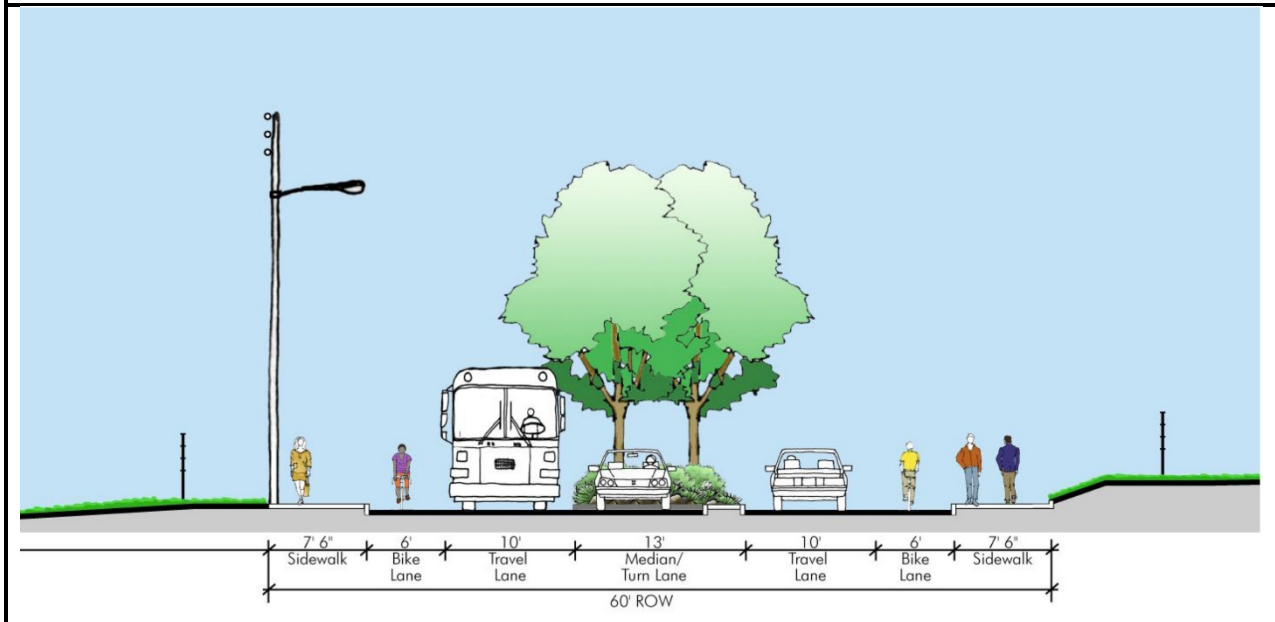


II. PROJECT CROSS SECTIONS

Park Lane – Greenville Avenue to Five Points Intersection



Above: Proposed typical roadway section (Park Lane east of Greenville Ave.) after Complete Street improvements including a road diet and the addition of bike lanes, new sidewalks, new street and pedestrian lighting, landscaping, and related safety counter measures.



Above: Proposed typical roadway section (Park Lane west of Abrams Rd) after road diet improvements converting the existing 4-lane roadway to 3-lanes with 6-foot bike lanes. Improvements will include spot sidewalk construction and ADA improvements, pedestrian crossing and related safety countermeasures, installation of refuge medians in various locations to improve safety and calm traffic, school zone and related safety signage, and new LED street lighting.

Park Lane – Five Points Intersection to Abrams Road



Existing 4-lane roadway (Park Lane east of Fair Oaks)



Proposed Road Diet Improvements (Photo simulation)

III. PROJECT AREA IMAGES

Photos of the Park Lane/Vickery Meadow area



Lowe Elementary School students crossing the Park Ln. (Five Points) intersection at afternoon dismissal.



Students crossing the Park Ln. (Five Points) intersection.



Elementary school students running across 5 lanes of traffic in a midblock location on Park Ln. lacking pedestrian crossings.



Aerial view of the Park Ln. (Five Points) intersection. Tasby Middle School is located at the upper left corner of the photo.



The existing Park Ln. roadway lacks bike facilities.



The PRSA team led by FHWA facilitators inspects areas along Park Ln. lacking sidewalks.

Photos of the Park Lane/Vickery Meadow area



The complete street improvements will provide improved pedestrian and bicycle connections to the Park Lane DART station (background).



Intersection safety countermeasures will be implemented at multiple locations.



The road diet and addition of bike lanes on Fair Oaks Ave. will improve safety for children walking to Conrad High School.



FHWA facilitators discuss necessary ADA and safety countermeasures at the intersection of Park Ln. and Shady Brook Ln.



The complex "Five Points" intersection will be improved with multiple safety countermeasures.



The improvements will include road diets, addition of bike lanes, and other improvements to enhance safety for pedestrians, bicyclists and motorists.

IV. SUMMARY OF PROJECT PARTNERS

North Central Texas Council of Governments (Submitting Agency)

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of cities, counties, school districts, and special districts which was established in January 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development.

NCTCOG serves a 16-county metropolitan region centered around the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 242 member governments, including all 16 counties, 170 cities, 24 independent school districts, and 32 special districts. The area of the region is approximately 12,800 square miles, which is larger than nine states, and the population of the region is nearly seven million (estimated), which is larger than 35 states.

NCTCOG's structure is relatively simple; each member government appoints a voting representative from the governing body. These voting representatives make up the General Assembly which annually elects a 15-member Executive Board. The Executive Board is supported by policy development, technical advisory, and study committees, as well as a professional staff of 307.

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth (DFW) area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation within the Metropolitan Planning Area (MPA) which is made up of 12 counties. The Department provides technical support and staff assistance to the Regional Transportation Council (RTC) and its technical committees, which compose the MPO policy-making structure. In addition, the department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

The Transportation Department oversees the Regional Veloweb which is a 1,728 mile network of existing and planned off-street, shared-use paths (trails) designed for use by bicyclists, pedestrians, and other non-motorized forms of active transportation in the Dallas-Fort Worth metropolitan area. The network of shared-use paths serves as a system of off-road transportation facilities for bicyclists and other users that extends and completes the region's roadway and passenger rail transit network. The Regional Veloweb has planned connections in 12 counties and 117 cities in North Texas. It is the "interstate" for bicyclists and pedestrians.

The Regional Veloweb was adopted by the RTC, the transportation policy body of the Metropolitan Planning Organization, as part of Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2013 Update. Corridors identified on the Veloweb as "planned" may be prioritized for future funding. Cities and counties within the region are responsible for the planning and implementation of bicycle and pedestrian infrastructure and amenities. NCTCOG uses those plans and promotes connections throughout the region, with a focus on alternative commute routes.

City of Dallas (Partnering Entity)

The City of Dallas is the ninth largest city in the nation with a total population of 1,281,047 according to the 2014 U.S. Census Bureau estimate. Dallas is the largest city in the DFW metropolitan area, accounting for one-third of the economic output, one-half of the office space and one-third of the industrial space in the region. The Dallas area is home to 46 Fortune 1000 companies and Dallas itself is home to 113 headquarter operations that each employ more than 1,000 globally.

Dallas is forecasted to continue adding jobs and residents in the coming decades. The City Council adopted Dallas' first comprehensive plan, *forwardDallas!*, in 2006. It provides a vision of a former suburban sunbelt boom town transformed into a thriving 21st century metropolis – a city that offers a balance of urban and suburban living and working opportunities.

The City of Dallas launched the City's Complete Streets Initiative in June 2011 with the goal of instituting a new approach to designing and building streets. The Dallas Complete Streets Initiative was guided by goals embraced in past City Council policy directives. A primary goal of the Initiative is to provide for multiple transportation modes - pedestrian, bicycle, transit, and automobile - and include environmentally sustainable solutions appropriate for the situations.

On November 6, 2012, voters approved the 2012 Capital Bond Program with three propositions for streets, flood control, and economic development totaling \$642 million. The Bond Program consists of a list of projects, including portions of the Park Lane/Vickery Meadow Complete Streets project area (Holly Hill Dr. and Phoenix Dr.).

Dallas County (Partnering Entity)

As an economic hub for the Region, Dallas County is located in the center of the Dallas-Fort Worth metropolitan area with a population of 2,368,139, according to the 2010 U.S. Census Bureau estimate. It is served by two major airports, Love Field and the Dallas-Fort Worth International Airport. DART provides bus and rail service to many cities in Dallas County, with Dallas being the largest.

The Public Works Department at the County has experienced significant growth in the last several years. In 2000, the Dallas County Commissioners Court replaced its traditional bond-financing approach to funding infrastructure improvements with a Major Capital Improvement Program (MCIP). The basis of this innovative approach is that projects typically will take five years from funding approval to construction completion and that each year some projects will be authorized for funding while other projects are being completed. Thus, in any given year, there will always be projects in each of various phases of implementation (i.e., design, property acquisition, construction). In contrast, under the bond-financing method, all projects are authorized at the same time and are constructed at the same time.

Dallas County Public Works implements the MCIP, typically every two to three years, through a county-wide call-for-projects that evaluates transportation infrastructure improvement projects that improve capacity and safety on regional roadways and multimodal pathways within Dallas County. The MCIP serves as the source of funds for the County's contribution to the Park Lane/Vickery Meadow Complete Streets Project.

Dallas Area Rapid Transit (Supporting Entity)

The Dallas Area Rapid Transit (DART) – a regional transit agency authorized pursuant to Chapter 452 of the Texas Transportation Code – was created by voters and funded with a one-cent local sales tax on August 13, 1983. The service area consists of 13 member cities: Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett, and University Park.

DART is governed by a 15-member board appointed by member-city councils based on population. Eight members are appointed by the City of Dallas and seven are appointed by the remaining cities. Revenue from the voter-approved one-cent sales tax, federal funds, investment income, short- and long-term financing, and farebox revenue fund the operation and ongoing development of DART's multimodal Transit System Plan.

DART operates approximately 130 bus routes, 48 miles of light rail transit (DART Rail), 84 freeway miles of high occupancy vehicle (HOV) lanes, and paratransit service for the mobility impaired. DART and the Fort Worth Transportation Authority (FWTA) jointly operate 35 miles of commuter rail transit (the Trinity Rail Express), linking downtown Dallas and Fort Worth with stops in the mid-cities and DFW International Airport.