MIDTOWN
IMPROVEMENT DISTRICT

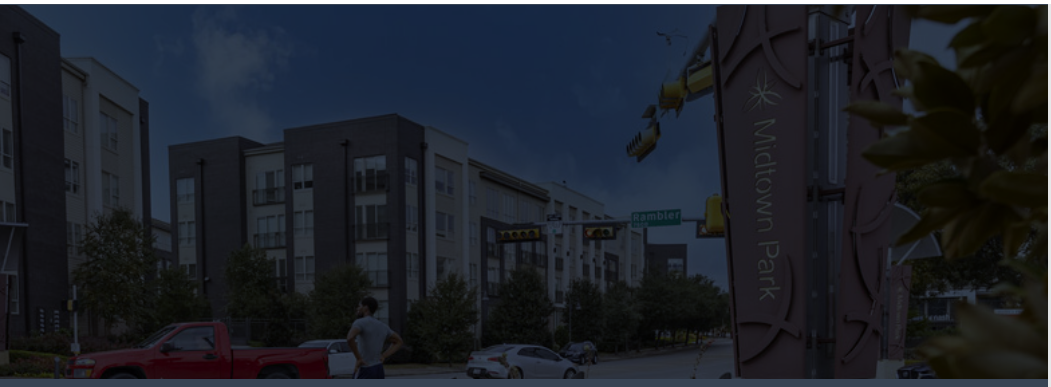
2023 Midtown Improvement District

DRAFT
05/01/2023

"Our Many Pathways to the Future"

INCREMENTAL INFRASTRUCTURE IMPLEMENTATION PLAN

Kimley»Horn



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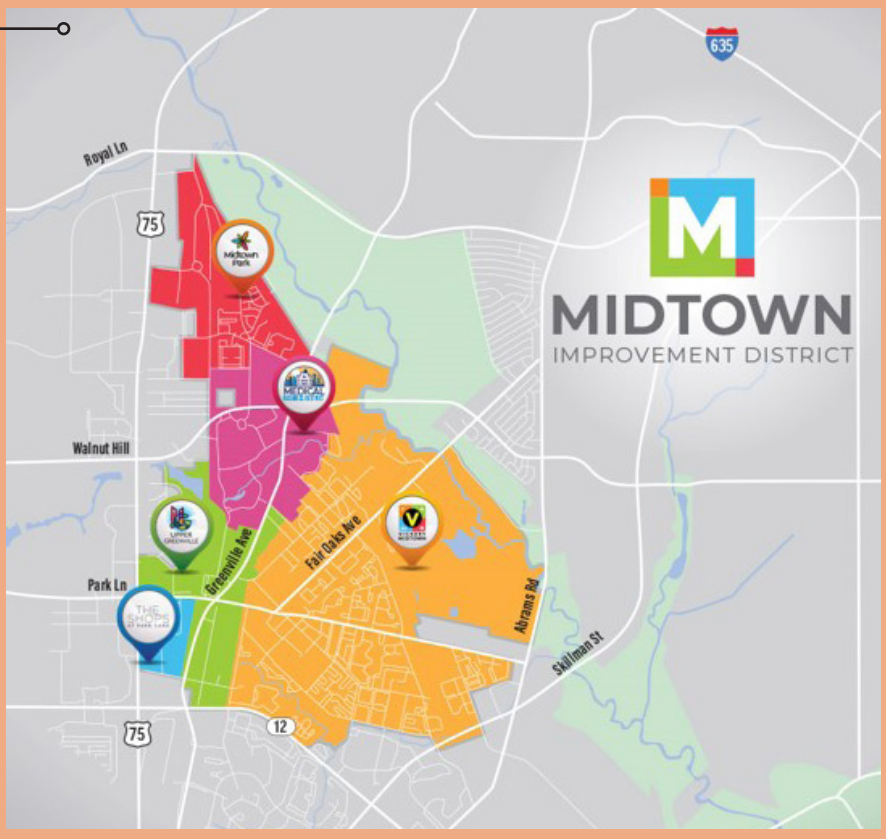
About the Midtown Improvement District (MID)

Conveniently and centrally located in Midtown Dallas, The Midtown Improvement District represents more than 750 acres encompassing The Shops at Park Lane, Midtown Park, Midtown Improvement District and commercial Upper Greenville boroughs just east of North Central Expressway from Royal Lane to the north, Abrams to the east and Northwest Highway to the south. Major continual improvements are underway that are the result of a public/private partnership and collaborative working together to efficiently connect the District's private property owners' resources with public funding from City of Dallas and other public entities.

Since its founding in 1993, the property owners in the Midtown Improvement District have worked continually to bring a better quality of life, community and infrastructure improvements to its residents and businesses. Property member's contributions to the District are based on an assessment of $.10 per $100 of property value for properties in Vickery. All other members' contributions are based on a $.05 per $100 of property value. From strategic investment and support in infrastructure improvements, to advocacy with the City of Dallas and other public entities for funding and collaborative public investment, our Board of Trustees and staff work on behalf of property owners, businesses and residents to make the Midtown District the best.

One Midtown District – with Diverse, Dynamic, Definitive Neighborhoods



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Incremental Infrastructure Implementation Plan

Chapter 1: Introduction

Project Overview

In 2022, the Midtown Improvement District (MID) retained Kimley-Horn to create an Incremental Infrastructure Implementation Plan (3IP) for the public improvement district. Identified transportation improvement projects are multimodal in nature and will cover improvements relating to roadways, sidewalks, bicycle infrastructure, transit, and trail connections. To help create the list of project recommendations, the project team reviewed several items including the MID's existing transportation infrastructure, current relevant transportation planning documents, and the public's feedback to create a final list of projects. The projects were then prioritized and phased out based on several factors including safety, public comment, connections to destinations, and connectivity improvements.

Project Purpose

As the Dallas-Fort Worth metroplex continues to experience rapid growth, it is important to provide high-quality multimodal transportation options for all who live, work, and visit the Midtown Improvement District. The purpose of this project is to identify a series of high priority transportation projects that improve the connectivity, safety, and aesthetics of transportation options in the MID.

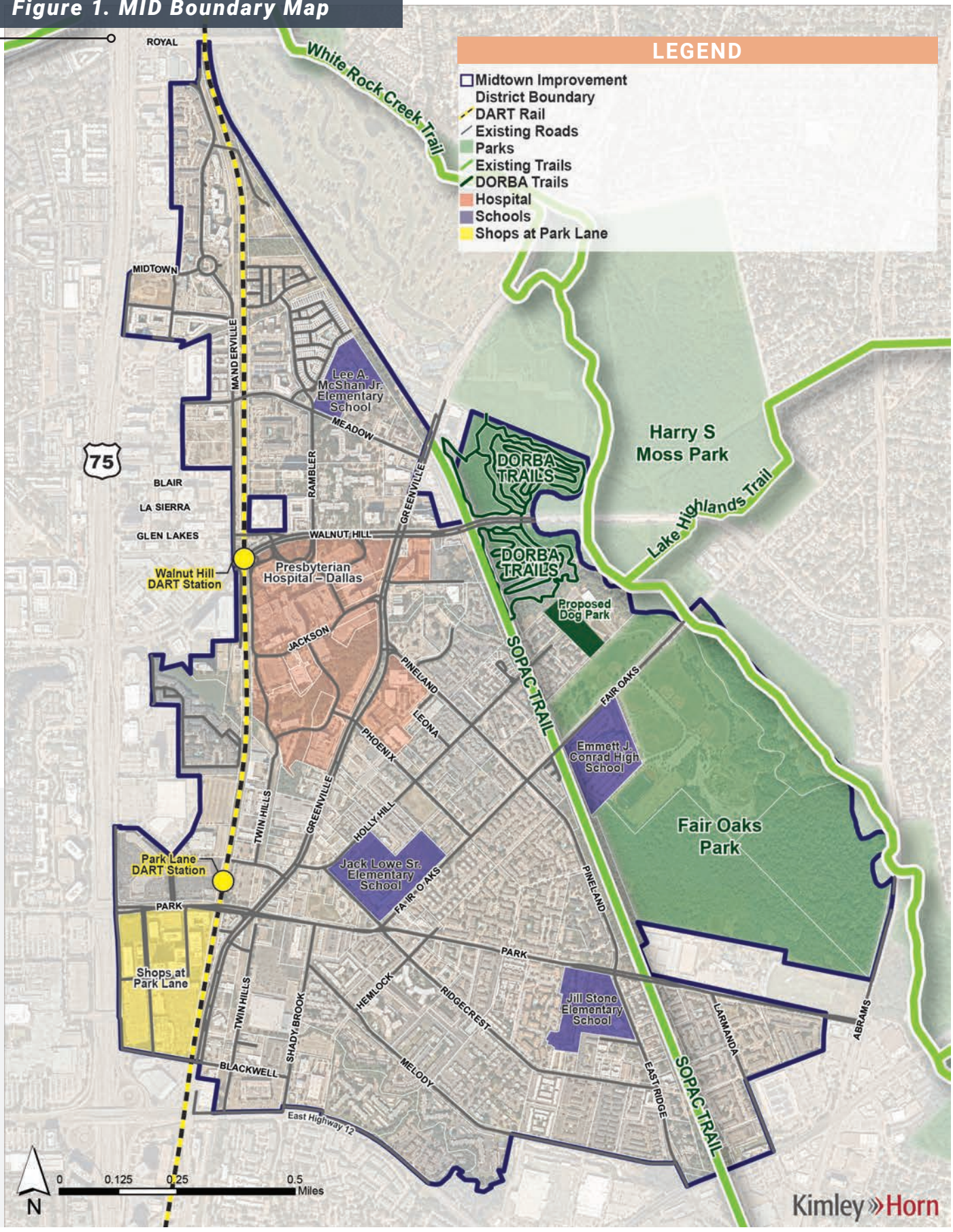
Projects identified in this study look outside the traditional roadway widening project. This Incremental Infrastructure Implementation Plan instead takes a wholistic approach to transportation planning and makes recommendations on the District's streets, intersections, trails, sidewalks, and transit access. This approach intends to improve multimodal transportation options, which could help reduce the District's automobile dependency and carbon footprint in the future.

Goals and Objectives

Several goals were established at the beginning of the project to ensure a successful and relevant study, and are listed below:

- Review all existing studies and plans related to transportation, public safety, school safety, and mobility in the subject area.
- Analyze and identify opportunities with regard to walking, biking and vehicular options that promote and enhance walkability/biking, public safety, school safety, public transportation, traffic flow, and traffic volume today and into the future.
- Explore hike/bike trail-centric connectivity with the MID Complete Street form.
- Develop an itemized project list by category.
- Review a prioritized incremental approach to implementation that achieves the long-term goals of the District and the City of Dallas.
- Create a layered series of maps that details the existing conditions, City of Dallas plans-in-progress, prioritized projects from the study, additional road segments that are contemplated to break up the mega-blocks in the District, and a final map that shows all of the mobility improvements.
- Review potential funding sources for the specific projects.
- Create a 2024 Bond Program case brief for the proposed priority projects.
- Deliver a recommendation set of ideas for the Park Lane/Fair Oaks Avenue road completion.
- Produce a resource that will be used by MID, the City of Dallas, and the property owners of the District to guide mobility planning, funding, and implementation in the subject area today and into the future.

Figure 1. MID Boundary Map



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Chapter 2: Project Analysis and Methodology

Initial Data Synthesis Memo

An initial data synthesis memo was created for this project and can be found in Appendix A. The memo reviewed the Midtown Improvement District's existing conditions and conducted a review of current transportation planning documents. **Figure 2** displays the District's existing transportation infrastructure, which shows roadway functional classifications based on the City of Dallas' Thoroughfare Plan, as well as the district's existing DART transit infrastructure. **Figure 3** summarizes existing and proposed multimodal infrastructure which includes data from the Dallas Sidewalk Master Plan and the Dallas Trails Master Plan.

In addition to the existing conditions analysis, several previous transportation planning documents drafted by the Midtown Improvement District, the City of Dallas, and the US Department of Transportation were also reviewed. Specifically, the projects that were reviewed include the following:

- Connect Dallas Strategic Mobility Plan (City of Dallas)
- Dallas Sidewalks Master Plan (City of Dallas)
- Vickery Meadow Station Area Plan (Midtown Improvement District)
- Vickery Midtown Improvement District Redevelopment Vision (Midtown Improvement District)
- Vickery Meadow Pedestrian Road Safety Assessment (US Department of Transportation)
- Dallas Vision Zero Plan (City of Dallas)
- DRAFT – Dallas Bike Plan (City of Dallas)

The full review of each planning document can be found in ***Appendix A.***

Figure 2. Existing Transportation Infrastructure

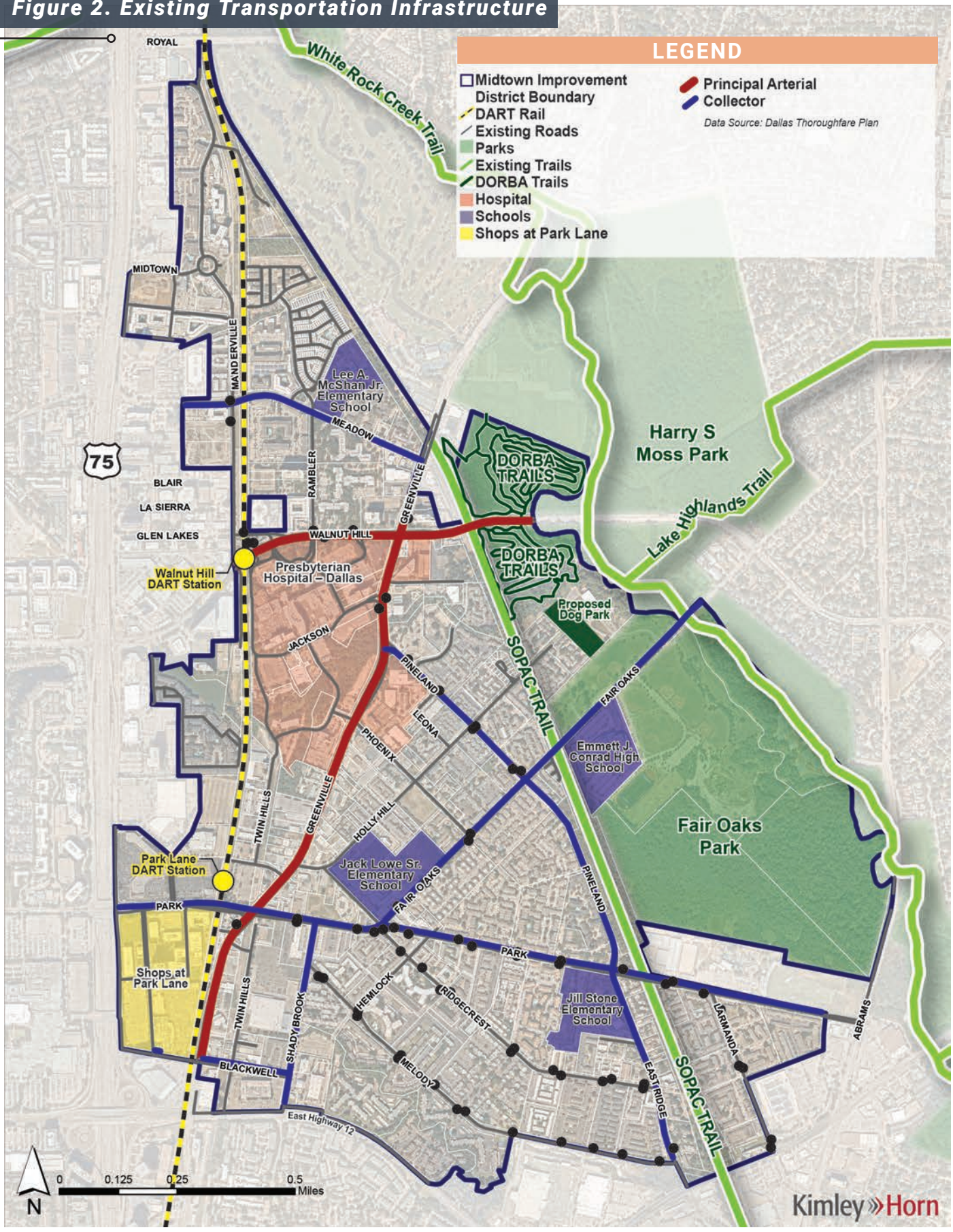
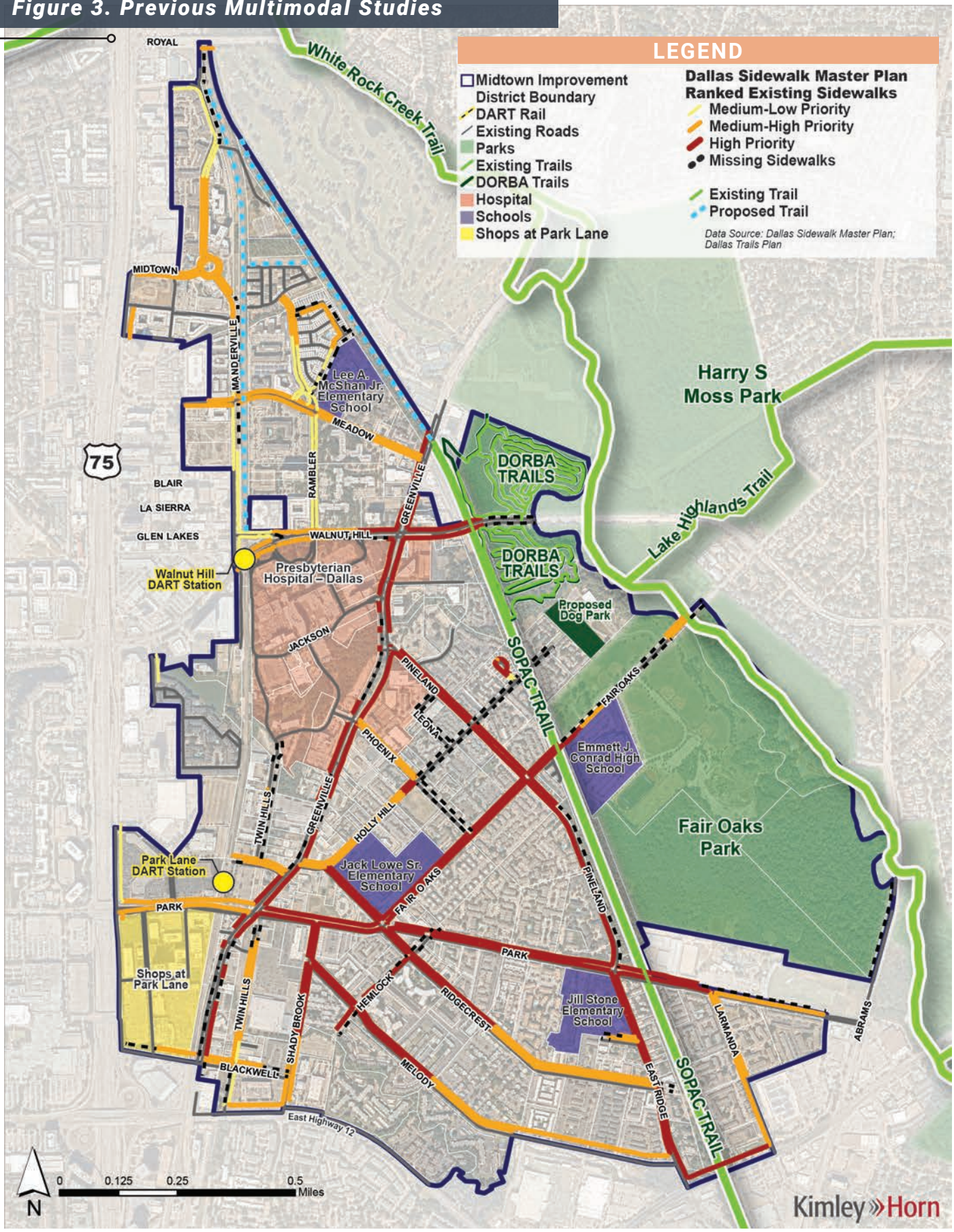


Figure 3. Previous Multimodal Studies



Transportation Project Identification

A project identification methodology was created to distinguish key multimodal transportation projects for the MID3IP. The methodology was built on several factors, including safety, equity, stakeholder/community input, and connectivity improvements. The following sections describe each measure in detail and how the factor applies to the MID3IP.

Safety

Improving safety should always be a factor when prioritizing transportation projects. Safety improvements can come in many forms, such as improving the visibility of an existing crosswalk, redesigning existing streets to create a more pedestrian friendly cross section, creating midblock crossing opportunities for pedestrians, constructing a wider sidewalk, increasing trail crossing visibility, and more. Improving pedestrian comfort as well should be taken into consideration.

Safety improvements should be made in the MID to accommodate all modes, and all project recommendations should seek to improve safety for drivers, pedestrians, and cyclists moving throughout the District. During the public input phase of this project, many survey respondents were concerned about safety, especially near schools in the District. There are five schools located within the Midtown Improvement District, including the Cambridge School of Dallas, Sam Tasby Middle School, Jill Stone Elementary School, Emmet J. Conrad High School, and Lee A. McShan Jr. Elementary School. Safety improvements, especially around these schools, should be a key factor when constructing transportation improvement projects in the MID. Special attention was given to the areas around the schools to ensure that the recommended improvements create safe, multimodal connections between these schools and the surrounding neighborhoods.

Equity

Equity is an important variable to measure when identifying new multimodal transportation improvement projects in the MID because it ensures that everyone who lives in the District has access to safe and efficient transportation options regardless of their race, income levels, or physical ability. By prioritizing equity in this prioritization process, the MID is taking action to improve access to jobs, education, healthcare, and other essential services for all who live and visit the District, either by car, by foot, or by bike. Promoting equity seeks to provide alternative, safe transportation options so that those who travel throughout the MID do not necessarily need to rely on a car. Communities that reside in the MID can see significant social and economic benefits by creating a network of equitable transportation options.

Community Input

Community input is important to incorporate into the transportation project identification and prioritization process because it ensures that the needs and concerns of the community are considered. People who live in the MID neighborhood are primary users of this transportation system, and their input can provide valuable insights into the challenges

facing the community and the areas that require improvements. Public input can help identify gaps in the existing transportation system, suggest innovative solutions, and help identify priorities for future investments. Incorporating the community's feedback also ensures that the transportation system is designed in a way that reflects the unique needs and preferences of the MID community, thereby increasing the likelihood of its success.

A thorough public engagement process was conducted for this project. The project team attended three in person events to help spread the word about the project and how people who lived in the District could get involved in the planning process. An online survey was open to the public between July – September of 2022 to learn more about the public's transportation improvement project priorities. The project team gathered a total of 310 survey responses, which helped the project team identify the community's highest priorities in terms of transportation improvement projects. To review the Online Survey Report, please see ***Appendix B.***

Connectivity

Measuring connectivity is important when identifying and prioritizing transportation projects in the MID because it can have a significant impact on the transportation system's effectiveness and efficiency. Connectivity improvements measure the ease of travel between nearby residential areas and destinations, which can influence the overall number of trips taken and the travel mode choice people make. Improving multimodal connectivity for all modes of transportation can help reduce travel times, congestion, and emissions, making transportation more efficient and sustainable.

MID Mobility Vision

The Midtown Improvement District strives to create an equitable and sustainable transportation system for all roadway users, including drivers, pedestrians, and cyclists through the promotion of a Complete Streets network. A Complete Street is a transportation design approach that prioritizes the needs of all users, including pedestrians, cyclists, transit riders, and motorists on an equal basis. It is a street that is designed to be safe, accessible, and comfortable for people of all ages, abilities, and modes of transportation.

The Complete Street approach aims to balance the needs of different users and modes of transportation, providing a safe, convenient, and sustainable transportation system. By retrofitting existing streets to a Complete Streets form, this can help reduce the reliance on single-occupancy vehicles, which are a significant contributor to greenhouse gas emissions and air pollution. By providing safe and accessible transportation options, such as walking, cycling, and public transit, the Complete Street approach can encourage people to choose sustainable modes of transportation. This can have several benefits, including reducing traffic congestion, improving air quality, and promoting physical activity, which can improve public health outcomes. Additionally, Complete Streets can help create more vibrant, livable, and sustainable communities, as they prioritize people over vehicles, making streets safer, more accessible, and more comfortable for everyone.

Street transportation projects identified in this study will utilize the unique MID Complete Street form approach. Two cross sections have been created to represent this standard MID Complete Street form: one for roadways consisting of 80’ of right-of-way, and a second to represent streets that obtain 60’ of right-of-way. Specific cross sections for each of the identified roadway projects will vary based on specific right-of-way constraints and local context but should still represent the intent and character of these cross sections.

The most important factor for the MID Complete Street form is the construction of a wide, 12’ multi-use trail on one side of the street. This trail, in addition to the six-foot sidewalk on the other side of the street, would be buffered with landscaping amenities, such as bushes or sidewalk trees to further protect and separate pedestrians from oncoming traffic. All transportation improvement projects identified in the Incremental Infrastructure Implementation Plan should follow the standards in the City of Dallas’ Street Design Manual. **Figure 4** and **Figure 5** display the cross sections for the MID Complete Street form.

Figure 4: MID Complete Street Form - 80' ROW

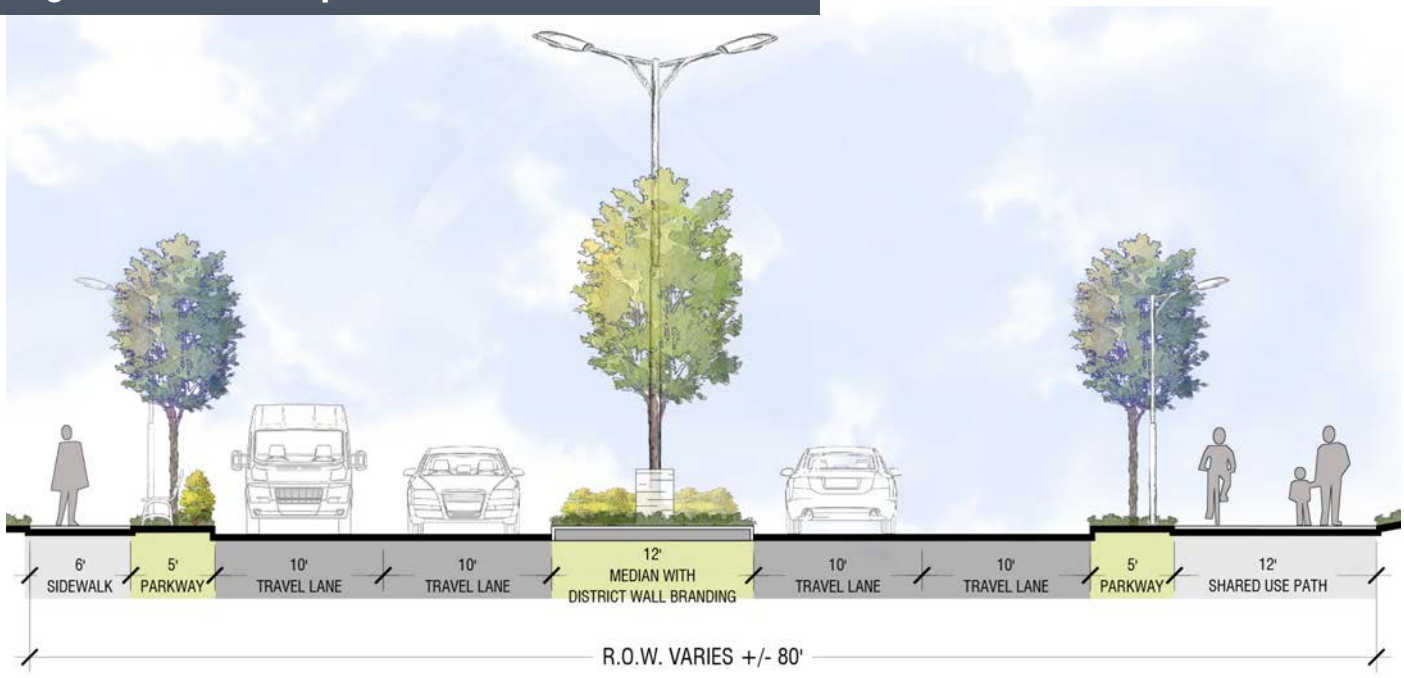
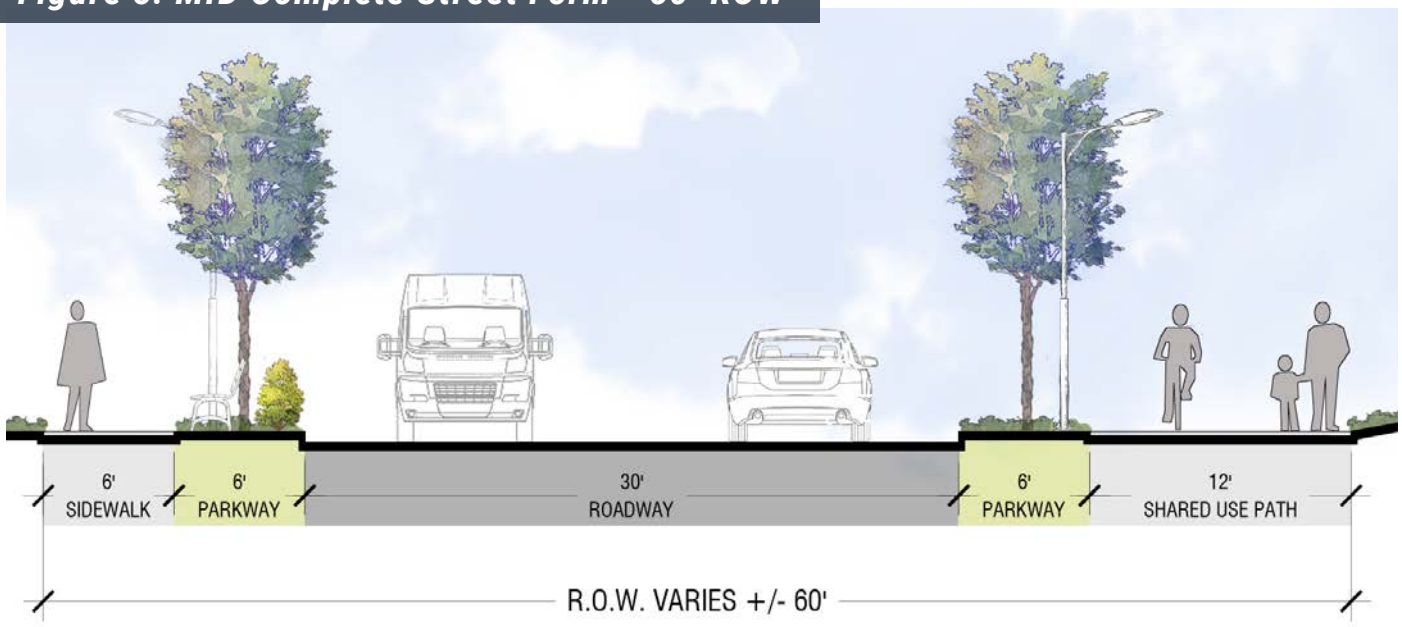


Figure 5: MID Complete Street Form - 60' ROW



Incremental Infrastructure Implementation Plan

Chapter 3: Multimodal Transportation Improvement Projects

Overall, 40 multimodal improvement projects have been identified for this study. The first set of projects, numbered **S1 – S21**, are projects identified on MID existing or proposed streets. The second set of projects, **T1 – T12**, are trail or trailhead improvement projects. Intersection specific improvement projects are identified in **I1 – I4**. The study is then concluded with several transit access improvement projects, identified in **TR1 – TR4**. The following sections of this report reviews each identified project in detail, and provides information regarding the length of the project, project phasing based on the prioritization criteria, available right-of-way, project status, project type, and other associated projects that are also identified in this study (if any).

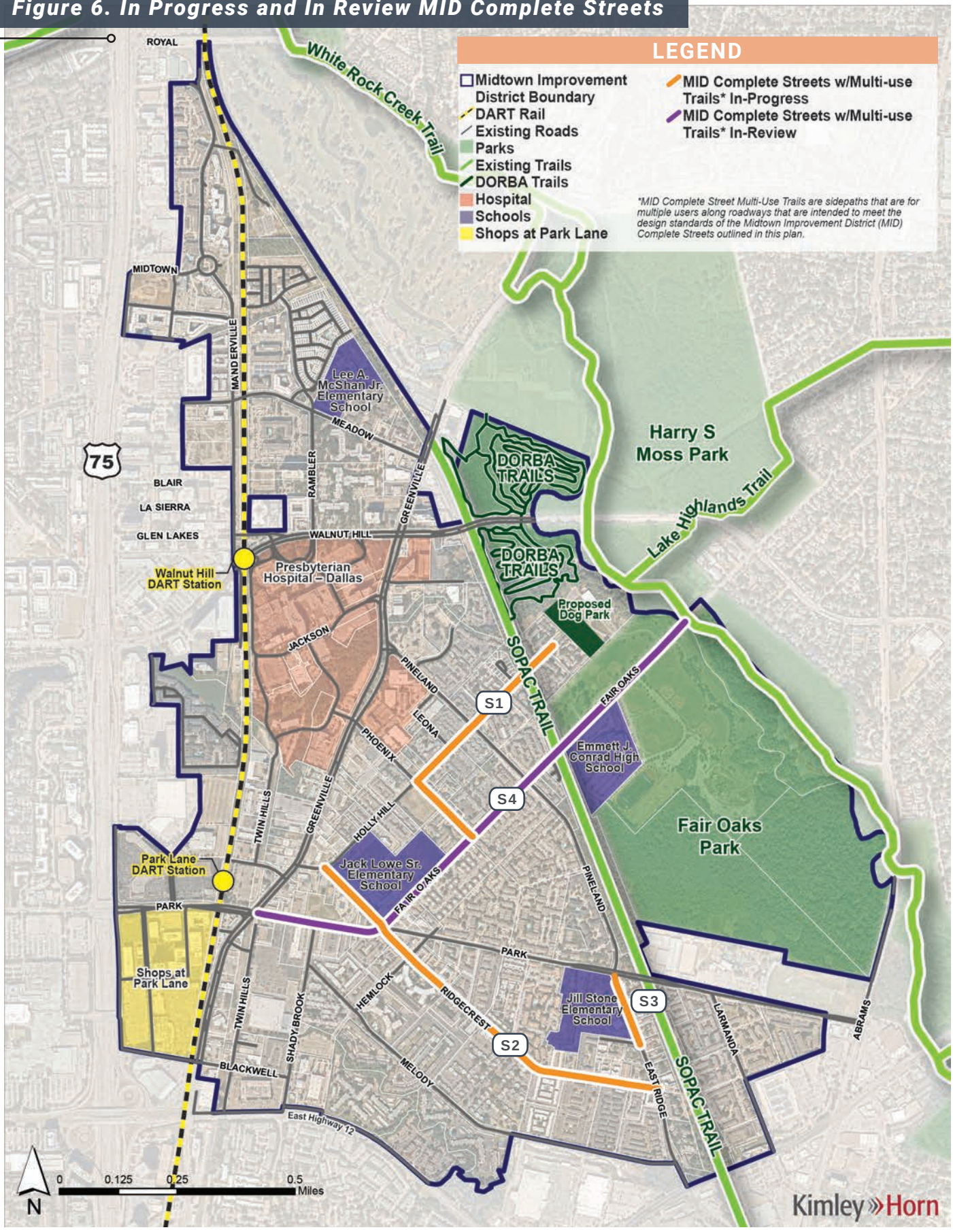
MID Existing and Funded Complete Streets with Multi-Use Trails

The first set of projects, projects **S1 – S4**, are MID Complete Streets that are either funded, under construction, or under design or review. These projects include Holly Hill Drive/Phoenix Drive Complete Street, Ridgecrest Road Complete Street, the Jill Stone Sidewalk Improvement on Eastridge Drive, and the Park Lane/Fair Oaks Avenue redesign. The projects in this category will not only reconfigure roadways to match the MID Complete Street form but will also include a multi-use trail on at least one side of the street to enhance pedestrian safety. **Figure 6** displays the location of these projects.

MID Complete Streets with Multi-Use Trails In Progress	
Project Number	*Project Name*
S1	Holly Hill Drive/Phoenix Drive
S2	Ridgecrest Road
S3	Jill Stone Sidewalk Improvement – Eastridge Drive

MID Complete Streets with Multi-Use Trails In Review	
Project Number	*Project Name*
S4	Park Lane/Fair Oaks Avenue

Figure 6. In Progress and In Review MID Complete Streets



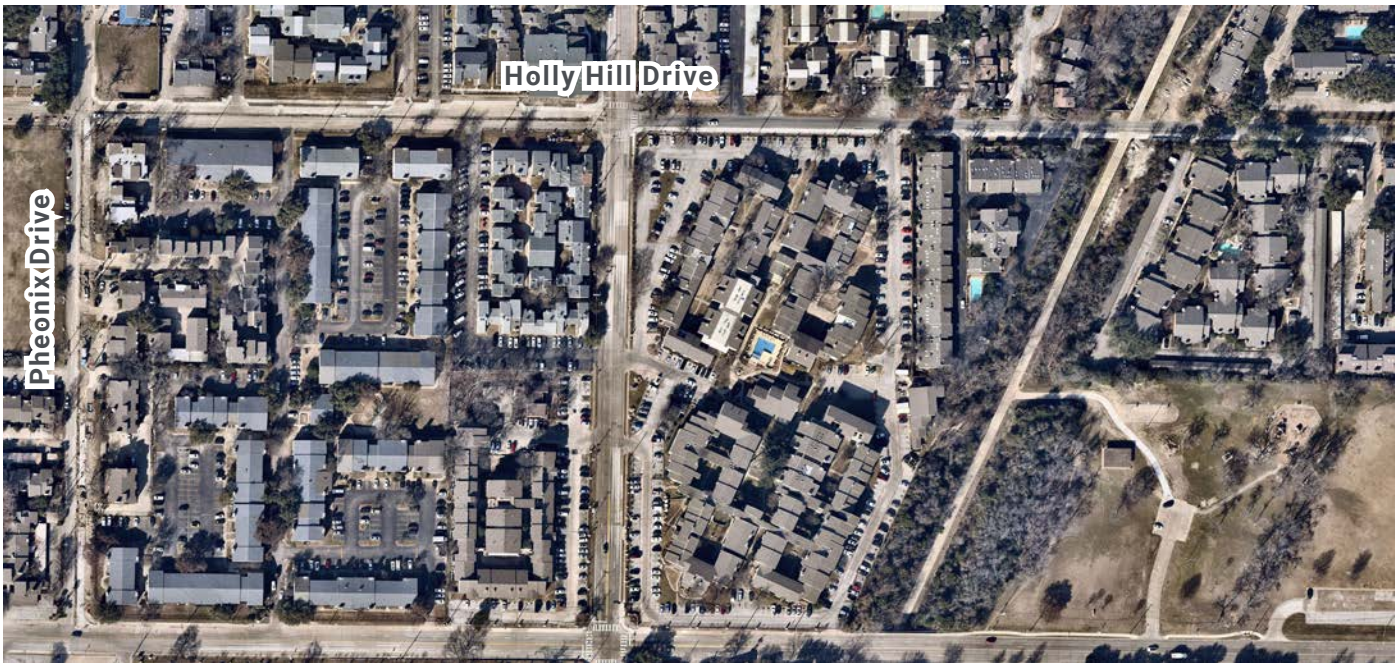
Project S1

Holly Hill Drive/Phoenix Drive

Funded by a 2006 City of Dallas bond program, this project is a complete reconstruction of Holly Hill Drive, from the SOPAC Trail to Phoenix Drive; and Phoenix Drive, from Holly Hill Drive to Fair Oaks Avenue. Nearing completion, the City of Dallas has retrenched the roads and built an 8-foot sidewalk along one side of each road. This wide sidewalk provides a path from the neighborhood to the SOPAC Trail entrance on Holly Hill Drive.

The MID Complete Street form is intended to be expanded down Holly Hill Drive to Greenville Avenue and is detailed in **Project S8** in this report. Additionally, a minor trailhead is planned to be constructed at the terminus of Holly Hill Drive to the north, which would be completed to an entrance to Fair Oaks Park and the proposed Dog Park.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 1	0.33	55' - 60'	• S8: South Holly Hill • T10: Proposed Minor Trailhead at Holly Hill/ Proposed Dog Park • I4: Twin Hills Avenue/Holly Hill Drive Intersection Realignment	MID Complete Street with Multi-Use Trail In Progress	• Street Improvement Project • Multi-Use Trail Improvement Project



Project S2

Ridgecrest Road

Funded by a 2017 City of Dallas bond program, this project is a complete reconstruction of the entire length of Ridgecrest Road. The road will be upgraded to reflect the MID Complete Street form, with a 12-foot multi-use trail along one side of the road, serving as a bike route connecting the east side of the district very close to Park Lane DART Station, the Five Points intersection, and the SOPAC Trail, which Ridgecrest Road intersects at its terminus. This project is currently at 60% design. An additional project associated with the Ridgecrest Road upgrades include a proposed major trailhead at the SOPAC entrance that would include a trail connection to the facility (see **Project T7**).

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 1	0.91	60'-70'	• S20: Ridgecrest Road Extension • T7: Proposed Major Trailhead at SOPAC/ Ridgecrest Road • I1: Five Points Reconfiguration	MID Complete Street with Multi-Use Trail In Progress	• Street Improvement Project • Multi-Use Trail Improvement Project

Project S3

Jill Stone Sidewalk Improvement – Eastridge Drive

The new Jill Stone Elementary School is a valuable asset for the community. The MID contributed funds to construct an 8-foot sidewalk along the entire length of the property and a public amenity node at the corner of Park Lane and Pineland Drive for student safety and enjoyment. Many students in the Vickery neighborhood walk to school, so this improvement project would be extremely beneficial to improve safety, connectivity, and more equitable transportation options to travel to and from school. In addition to this sidewalk improvement, a landscaped pedestrian amenity node will also be constructed on the southwest corner of Park Lane and Eastridge Drive.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 1	0.16	75’	• S10: Eastridge Drive Complete Street	MID Complete Street with Multi-Use Trail In Progress	• Street Improvement Project • Multi-Use Trail Improvement Project

Project S4

Park Lane/Fair Oaks Avenue

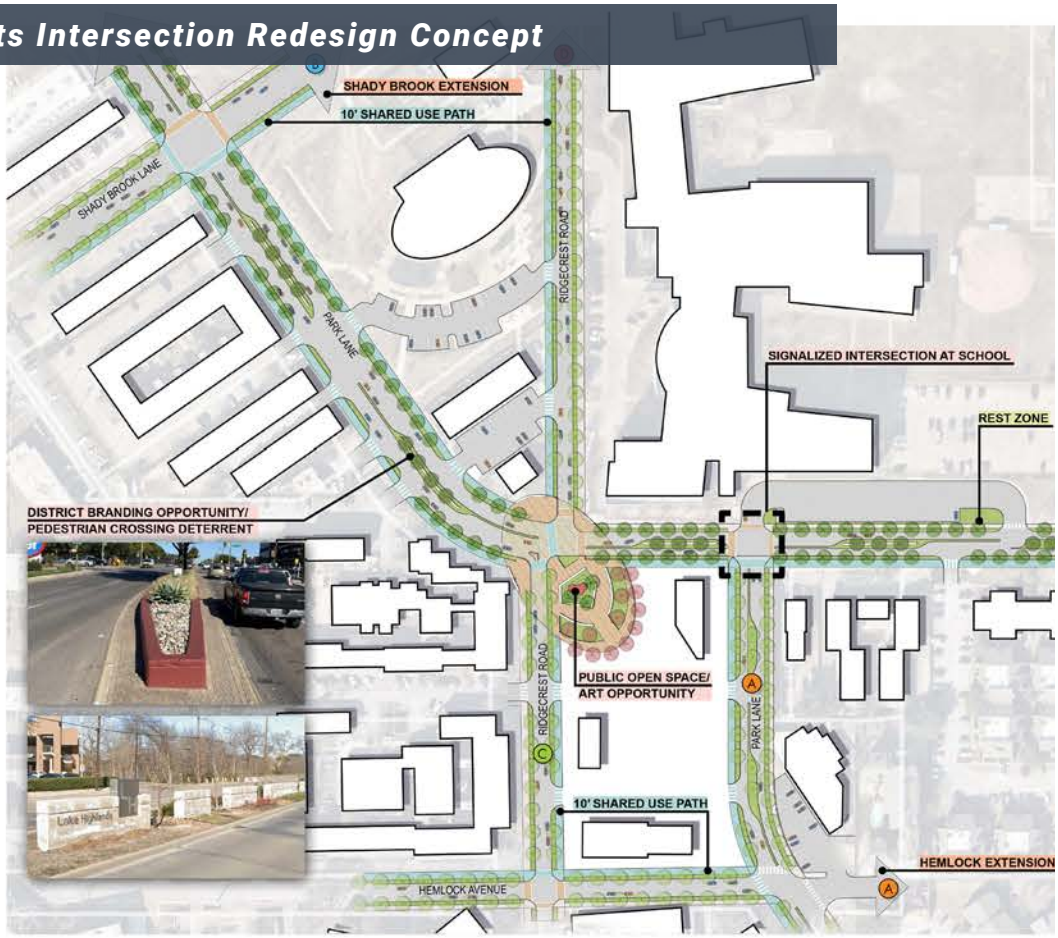
City of Dallas Transportation Department is developing a plan to redesign Park Lane from Greenville Avenue to the Five Points intersection, and Fair Oaks Avenue from the Five Points intersection to Merriman Parkway. As this project is almost entirely in the Midtown Improvement District, the MID is working with the City of Dallas Transportation Department to ensure Park Lane and Fair Oaks Avenue embody the MID Complete Street form. The stretch of Fair Oaks Avenue that is under review has some of the highest foot traffic in the District, as it connects three schools. Wider sidewalks, shared use paths, and road diets are vital to pedestrian safety along these roads.

Some of the specifics this project would attempt to achieve include realigning Park Lane to terminate at the Sam Tasby Middle School pickup queue exit, removing Park Lane from the current Five Points intersection. The intersection itself is detailed in **Project I1** in this document. The existing Park Lane right-of-way is planned to become a greenspace and public amenity that could possibly include a pocket park. Park Lane would be reduced to three lanes (two travel lanes and one center turn lane) with an MID multi-use trail on the north side of the street. It is also recommended that a right turn lane be installed to the south leg of the intersection of Greenville Avenue and Park Lane, allowing for easier access to Park Lane for vehicles making a northbound right to eastbound movement through the intersection.

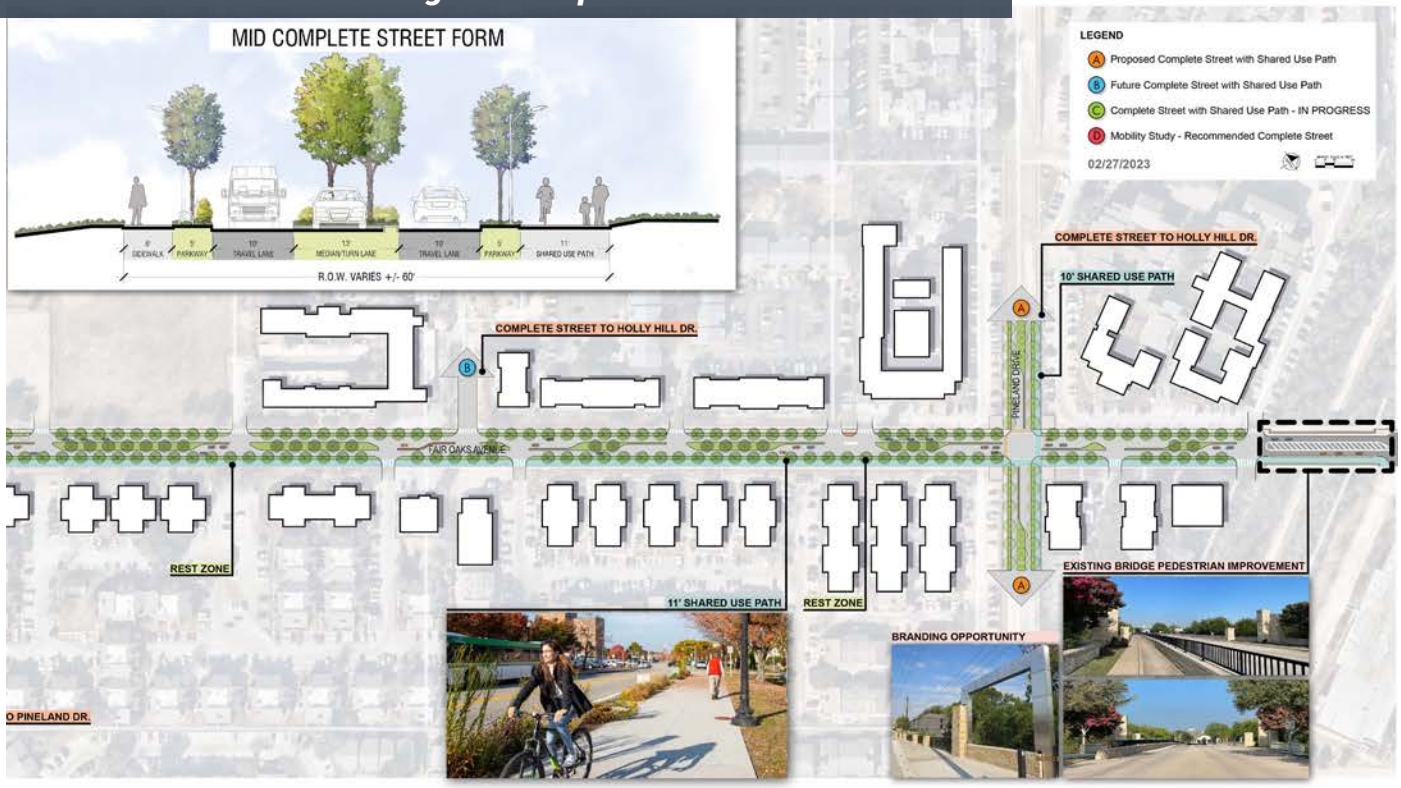
Along Fair Oaks Avenue, the road would also be reduced to three lanes and would construct a MID Multi-Use Trail on the east side, from Park Lane to Conrad High School. In addition to the physical upgrades of Fair Oaks Avenue, the Conrad High School school zone would be expanded from Park Lane up north to Merriam Parkway, and powerlines would be buried along this thoroughfare. Additional crossing safety improvements would be constructed at the intersection of Pineland Drive and Fair Oaks Avenue (detailed in **Project I3**). To promote further pedestrian safety, improvements will be planned for the pedestrian bridge crossing over Fair Oaks Avenue that would connect pedestrians to Conrad High School.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 1	1.25	60'-80'	• I1: Five Points Reconfiguration • S11: East Park Lane • I3: Pineland/Fair Oaks Crossing	MID Complete Street with Multi-Use Trail Under Design	• Street Improvement Project • Multi-Use Trail Improvement Project

Five Points Intersection Redesign Concept



Fair Oaks Avenue Redesign Concept*



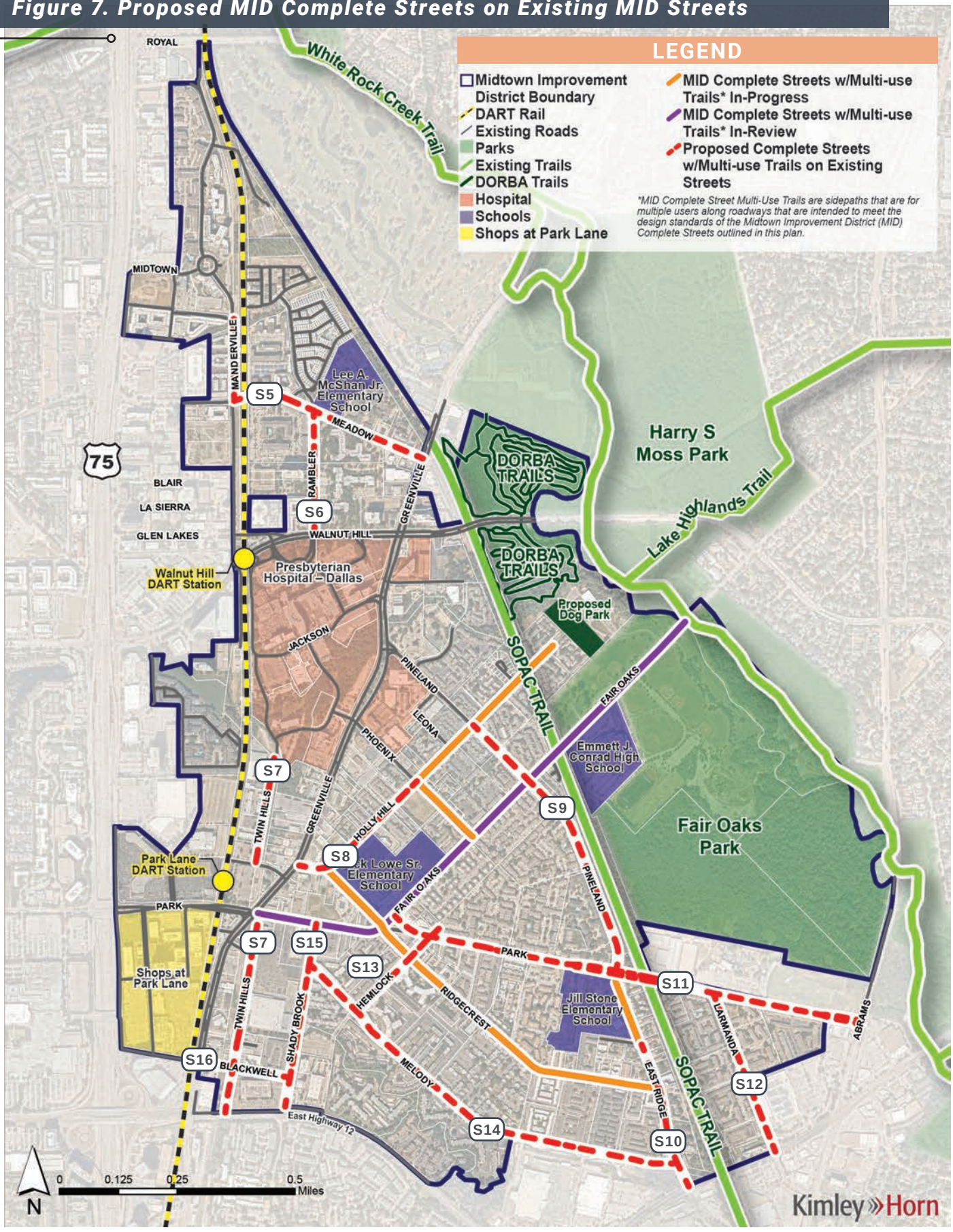
This is a conceptual layout. Specific street design should follow City of Dallas Design Manual.

Proposed Complete Streets with Multi-Use Trails on Existing MID Streets

Projects **S5 – S16** consist of MID Complete Street redesign projects that are located on existing MID streets. These projects seek to redesign existing roadways to make the thoroughfares safer for all roadway users and will enhance pedestrian connectivity and safety throughout the District. **Figure 2** on the following page displays these projects.

Proposed Complete Streets with Multi-Use Trail on Existing MID Street	
Project Number	*Project Name*
S5	Meadow Road/Manderville Lane
S6	Rambler Road
S7	Twin Hills Avenue
S8	South Holly Hill Drive
S9	Pineland Drive
S10	Eastridge Drive
S11	(East) Park Lane
S12	Larmanda Street
S13	Hemlock Avenue
S14	Melody Lane
S15	Shady Brook Lane
S16	Blackwell Street

Figure 7. Proposed MID Complete Streets on Existing MID Streets



Project S5

Meadow Road/Manderville Lane

Meadow Road, between Manderville Lane and Rambler Road, can be considered an existing MID Complete Street, and should be viewed as an example for the vision for other projects in this study. However, there are other portions of Meadow Road and Manderville Lane that need upgrades to complete the MID Complete Streets form. Manderville Lane improvements would seek to construct a multi-use trail on the east side of the available right-of-way, which would connect to the proposed Midtown Central Trail network (see **Project T2**) and proposed minor trailhead facility (see **Project T9**).

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 3	0.60	60'-70'	• T9: Proposed Minor Trailhead at SOPAC/ Midtown Park Neighborhood	Proposed Complete Streets with Multi-Use Trail on Existing MID Street	• Street Improvement Project • Multi-Use Trail Improvement Project

Project S6

Rambler Road

Rambler Road is already a well-maintained and updated thoroughfare. The current roadway configuration embodies the MID Complete Street form on the street, as seen in the three-lane roadway configuration with a textured center turn lane. However, due to the underutilized existing right-of-way, it is recommended that Rambler Road be upgraded in the future to include a 12' multi-use trail facility on one side of the street to accommodate for cyclists and heavier pedestrian traffic.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 3	0.25	40' - 70'	• N/A	Proposed Complete Streets with Multi-Use Trail on Existing MID Street	• Street Improvement Project • Multi-Use Trail Improvement Project

Project S7

Twin Hills Avenue

Twin Hills Avenue connects East North Highway 12 to many popular MID destinations, such as the Half Price Books, Costco, a shopping center, and a Dallas Fire Station. This roadway also lies adjacent to an Oncor easements that carries large power lines. Twin Hills Avenue is currently in poor condition. The road has many potholes and contains no curb, gutter, or sidewalk facilities. It is recommended that the City of Dallas work with the MID to upgrade this roadway facility to become an MID Complete Street. The Midtown Central Trail network (detailed in **Project T2**) runs along Twin Hills Avenue and could act as the street's shared use path on the east side of the road. Curb and gutter infrastructure is recommended to be constructed in the scope of this project.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 2	0.41	50' - 60'	• T2: Midtown Central Trail	Proposed Complete Streets with Multi-Use Trail on Existing MID Street	• Street Improvement Project • Multi-Use Trail Improvement Project

Project S8

South Holly Hill Drive

The remainder of Holly Hill Drive is anticipated to be upgraded to match the improvements currently under construction in **Project S1**. This project would reconfigure the south portion of Holly Hill Drive to a three-lane roadway and would widen the sidewalk on one side of the street to a multi-use path. The sidewalks would also be buffered with 5' of landscaping improvements. Additionally, this project would be completed in conjunction with **Project I4**, which seeks to realign the intersection of Holly Hill Drive/Greenville Avenue/Twin Hills Connection.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 2	0.32	60'	• S1: Holly Hill Drive/Phoenix Drive • I4: Twin Hills Avenue/Holly Hill Drive Intersection Alignment	Proposed Complete Streets with Multi-Use Trail on Existing MID Street	• Street Improvement Project • Multi-Use Trail Improvement Project

Project S9

Pineland Drive

Pineland Drive connects Greenville Avenue, Holly Hill Drive, Fair Oaks Avenue, Park Lane, Ridgecrest Road, and Melody Lane all together, and for a portion runs along the SOPAC trail. This project would also convert this four-lane facility down to two lanes with a center turn lane. It is recommended that Pineland Drive be upgraded to match the MID Complete Street form, that would include a 10' multi-use path on the east side of the road where no sidewalk currently exists, and an 8' trail on the southwest side of the street. In addition to the multi-use trail facility, a minor trailhead facility is proposed along Pineland Drive, which will include a connection to the SOPAC trail (see **Project T12**).

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 1	0.63	70'	• T12: Proposed Minor Trailhead at SOPAC along Pineland Drive • I2: Park Lane/Eastridge Drive Crossing • I3: Pineland Drive/Fair Oaks Avenue Crossing	Proposed Complete Streets with Multi-Use Trail on Existing MID Street	• Street Improvement Project • Multi-Use Trail Improvement Project

Project S10

Eastridge Drive

Eastridge Drive, from Park Lane to Skillman Street, is recommended to be upgraded to a MID Complete Street to match the Pineland Drive Complete Street. The road is recommended to have wider sidewalks and a multi-use shared use trail with landscaped buffers. A portion of this street is already being upgraded as detailed in **Project S3**, which details the project limits, sidewalk improvements, and pedestrian amenity node currently under construction near the Jill Stone Elementary School. Eastridge Drive already consists of a three-lane configuration; however, there is room to enhance the pedestrian amenities to make walking and biking more comfortable along the corridor. Additionally, these enhancements will be needed to connect pedestrians and cyclists to the proposed major trailhead and trail connection to the SOPAC, which is planned for the intersection of Ridgecrest Road and Eastridge Drive. Further details about this project are described in **Project T7**.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 2	0.47	50’ - 70’	• S3: Jill Stone Sidewalk Improvement • I2: Park Lane/Eastridge Drive/Pineland Drive Safe Crossing • T7: Proposed Major Trailhead at SOPAC/ Ridgecrest Road	Proposed Complete Streets with Multi-Use Trail on Existing MID Street	• Street Improvement Project • Multi-Use Trail Improvement Project

Project S11

(East) Park Lane

Today, Park Lane, past the Five Points intersection to its terminus at Abrams Road, is a four-lane undivided roadway facility. Large sidewalk gaps exist on the north side of the street. This Complete Streets project would reduce the lanes to a two-lane roadway with a center turn lane and would create wider sidewalks with a multi-use trail on one side of the street. Park Lane is a primary corridor throughout the Midtown Improvement District and should be reconfigured into a multi-modal transportation facility by providing wide sidewalks and trail facilities that will connect pedestrians and cyclists coming from the Park Lane DART Station and the Five Points intersection to the SOPAC trail. Additionally, safe crossings should be planned along Park Lane and the intersecting streets, including Hemlock Avenue, Pineland Drive/Eastridge Drive, and the additional planned streets along this corridor.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 2	1.03	60’ - 70’	• I2: Park Lane/Eastridge Drive/Pineland Drive Safe Crossing • T11: Proposed Minor Trailhead at SOPAC and Park Lane • TR2: Park Lane Midblock Crosswalk	Proposed Complete Streets with Multi-Use Trail on Existing MID Street	• Street Improvement Project • Multi-Use Trail Improvement Project

Project S12

Larmanda Street

Larmanda Street, between Park Lane and Skillman Street, is recommended to be upgraded to an MID Complete Street. This street is a two-lane facility already, but there are opportunities to utilize some of the street's existing right-of-way to widen sidewalk facilities, and construct a wide, multi-use path on one side of the street. This large trail facility would help connect the residents in the nearby apartment complexes down to the Target and other nearby destinations.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 3	0.36	50' - 60'	• N/A	Proposed Complete Streets with Multi-Use Trail on Existing MID Street	• Street Improvement Project • Multi-Use Trail Improvement Project

Project S13

Hemlock Avenue

The MID is recommending a Complete Street on Hemlock Avenue from Caruth Creek to Park Lane. This street rehabilitation project is especially important because this section of Hemlock Avenue is the only road in the District that has bar ditches alongside it and no sidewalk facilities. This has proven to be a danger to the community, as large bar ditches, steep cliffs into the storm sewer drainage, and uneven pavement make the street difficult to maneuver. This project is a high priority for the Midtown Improvement District. It is recommended that the entire pavement and street section be redone to match the MID Complete Street form, which would seek to construct a 10' sidewalk on the west side of the street, eliminate bar ditches with new storm sewer drainage infrastructure, and would burry power lines to enhances the aesthetics of the corridor and promote walkability. In addition to this street rehabilitation, the street is recommended to be rededicated to embody a new street name.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 1	0.29	50' - 60'	• S19: Hemlock Avenue Extension • S21: Additional Roadway Connections through Large Blocks	Proposed Complete Streets with Multi-Use Trail on Existing MID Street	• Street Improvement Project • Multi-Use Trail Improvement Project

Project S14

Melody Lane

The MID is recommending the conversion of Melody Lane to be upgraded to the MID Complete Street form. This two-lane roadway facility currently obtains two, twenty-foot lanes, with six-foot sidewalks on either side of the street. It is recommended that some of this wide right-of-way be rededicated to the parkway, narrowing the lanes, and constructing wide, multi-use trails on one side of the street with landscaped buffers. There are many apartment complexes and residential structures along Melody Lane, and the street sees high pedestrian traffic. Incorporating this Complete Streets project into future funding opportunities would create more equitable transportation options and would encourage walkability.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 3	0.78	60' - 80'	• S18: Melody Lane Extension	Proposed Complete Streets with Multi-Use Trail on Existing MID Street	• Street Improvement Project • Multi-Use Trail Improvement Project

Project S15

Shady Brook Lane

Shady Brook Lane is a major transportation facility in the Midtown Improvement District, connecting East Northwest Highway to Costco, Half Price Books, REI, and several apartment complexes up to Park Lane and the Vickery Park Branch Library. The thoroughfare is currently a four-lane facility and is recommended to be reduced to two lanes with a center turn lane, with a wide sidewalk on one side of the street and a shared use path on the other side. The street would be completed with a landscape buffer to provide shade to passing pedestrians and cyclists. This project is also recommended to be constructed in conjunction with **Project S17**, which seeks to extend Shady Brook Lane from Park Lane to Holly Hill Drive, reducing pressures off the Five Points intersection and allowing for alternative designs for that intersection to be considered.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 3	0.40	60’ - 70’	• S17: Shady Brook Lane Extension	Proposed Complete Streets with Multi-Use Trail on Existing MID Street	• Street Improvement Project • Multi-Use Trail Improvement Project

Project S16

Blackwell Street

Blackwell Street is currently a two-lane facility that obtains very wide lanes, twenty feet of underutilized right-of-way, and narrow sidewalks. It is recommended that this space be redistributed back to the parkway to enhance walkability and connectivity. Blackwell Street will be converted to a three-lane facility, with a wide, shared use path on one side of the street and a wide sidewalk on the other side. These improvements will help connect pedestrians and cyclists to popular local destinations, including the Shops at Park Lane.

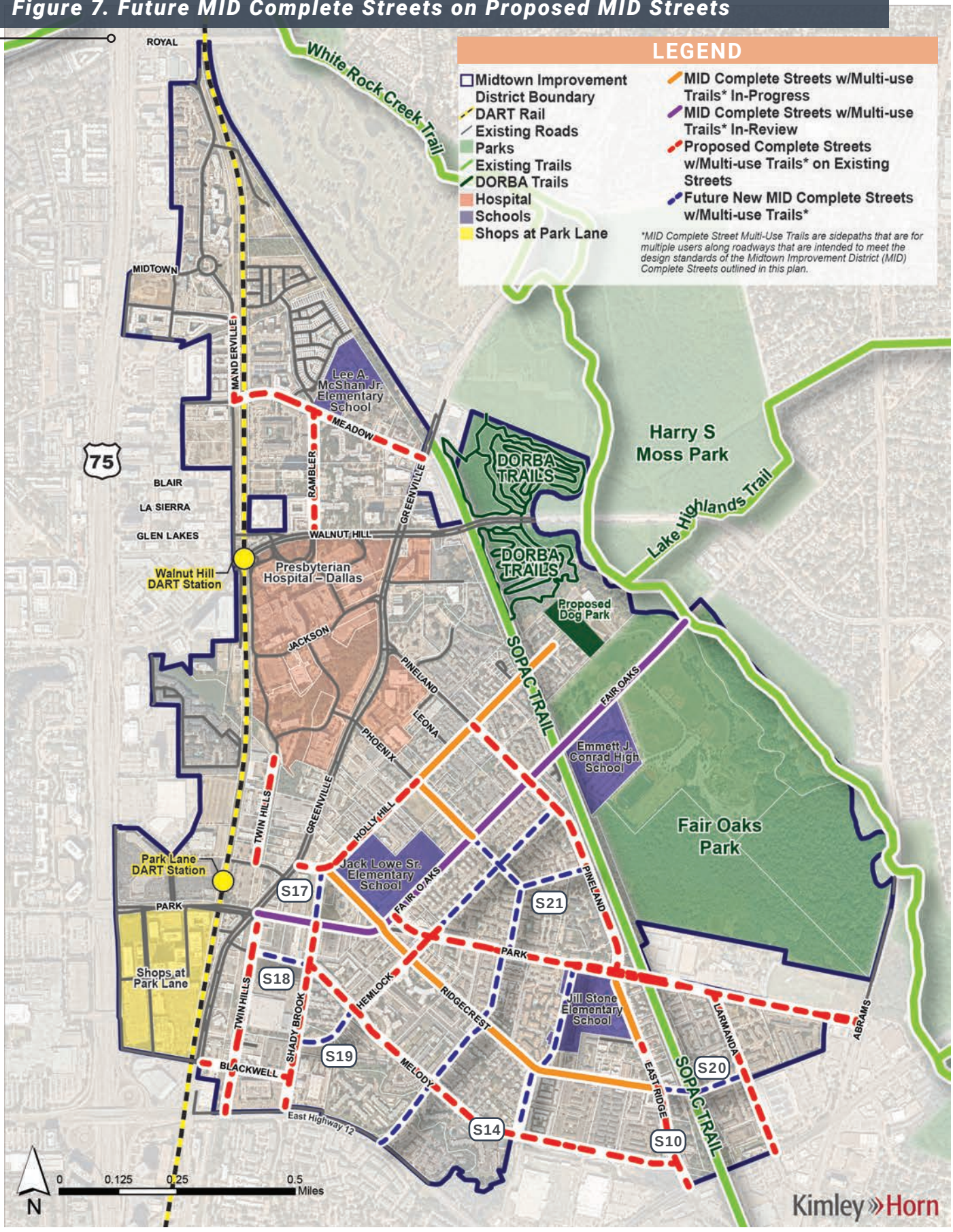
Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 3	0.19	60’	• N/A	Proposed Complete Streets with Multi-Use Trail on Existing MID Street	• Street Improvement Project • Multi-Use Trail Improvement Project

Future New MID Complete Streets with Multi-Use Trails

In addition to the conversion of existing MID Streets to match the MID Complete Street form, several new additional streets were identified to help improve connectivity and the pedestrian environment in the District. Figure 7 to the right displays the additional streets recommended in this project.

Future Complete Streets with Multi-Use Trail on Proposed MID Street	
Project Number	*Project Name*
S17	Shady Brook Lane Extension
S18	Melody Lane Extension
S19	Hemlock Avenue Extension
S20	Ridgecrest Road Extension
S21	Additional Roadway Connections through Large Blocks

Figure 7. Future MID Complete Streets on Proposed MID Streets



Project S17

Shady Brook Lane Extension

Shady Brook Lane is recommended to be extended from its existing terminus at Park Lane, up to Holly Hill Drive. This extension would alleviate congestions pressures from the Five Point intersection by creating an alternative route from Park Lane/Shady Brook Lane up to Holly Hill Drive. Once this street is constructed, this opens the opportunity for further reconfiguration of the Five Points intersection. Additionally, this north/south connectivity improvement desired across the Vickery neighborhood and would improve safety and access around the library and the surrounding schools. This extension would be created to match the MID Complete Street Form and would include a 10' sidewalk on the east side, and an 8-foot sidewalk on the west side. The City of Dallas would need to coordinate with the Vickery Baptist Church to accommodate a new parking lot for them to make this project a reality.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 1	0.11	N/A	• S15: Shady Brook Lane	Future New MID Complete Street with Multi-Use Trail	• New Street Construction Project • Multi-Use Trail Improvement Project

Project S18

Melody Lane Extension

The extension of Melody Lane would rededicate a portion of the existing Costco/shopping center parking lot as a through street. This would allow for better connectivity in front of Costco, and between Melody Lane and Greenville Avenue, without the need of cutting through the existing parking lot. It is recommended that the MID work with Costco and the businesses in the northern shopping center to gain support for this street addition.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 2	0.12	N/A	• S14: Melody Lane	Future New MID Complete Street with Multi-Use Trail	• New Street Construction Project • Multi-Use Trail Improvement Project

Project S19

Hemlock Avenue Extension

It is recommended that Hemlock Avenue be extended to Shady Brook Lane through an existing surface parking lot. The extension of Hemlock Avenue would increase connectivity and walkability for the local residents who live along this road to the surrounding local destinations, such as Costco and Half Price Books. The extension would follow the alignment of the existing parking lot and would connect to Shady Brook Lane. This project should be completed in conjunction with the MID Complete Street conversion of the existing Hemlock Avenue roadway (see **Project S13**).

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 2	0.09	N/A	• S13: Hemlock Avenue	Future New MID Complete Street with Multi-Use Trail	• New Street Construction Project • Multi-Use Trail Improvement Project

Project S20

Ridgecrest Road Extension

To improve connectivity and to promote equitable transportation access, it is recommended that Ridgecrest Road be extended to Larmanda Street. This street would have to be built as a bridge over the existing SOPAC trail alignment. Additionally, this road extension would rededicate an existing apartment complex driveway as a public road that intersects with Larmanda Street. Completing this project would provide at least one east/west connection between the MID over the SOPAC trail between Park Lane and Skillman Street and would improve connectivity within the District and allow for easier walking access between east and west of the SOPAC trail.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 2	0.12	N/A	• S14: Melody Lane	Future New MID Complete Street with Multi-Use Trail	• New Street Construction Project • Multi-Use Trail Improvement Project

Project S21
Additional Roadway Connections through Large Blocks

Several additional new MID Complete Streets are recommended to be constructed to break up large blocks of land. Currently, the construction of several new streets is recommended to be studied within the Fair Oaks Avenue/Park Lane/Pineland Drive super block. In addition to this, new streets are recommended to be placed perpendicular to Melody Lane, Ridgecrest Road, and Park Lane. A new street just west of Jill Stone Elementary School is recommended to be constructed as well. This project should be a high priority for the Midtown Improvement District; however, it will take time and partnerships to complete the construction of these additional roads. It is recommended that the MID work closely with existing property owners and the City of Dallas to promote this plan and to gather support and to identify funding for their construction.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 2	N/A	N/A	• N/A	Future New MID Complete Street with Multi-Use Trail	• New Street Construction Project • Multi-Use Trail Improvement Project

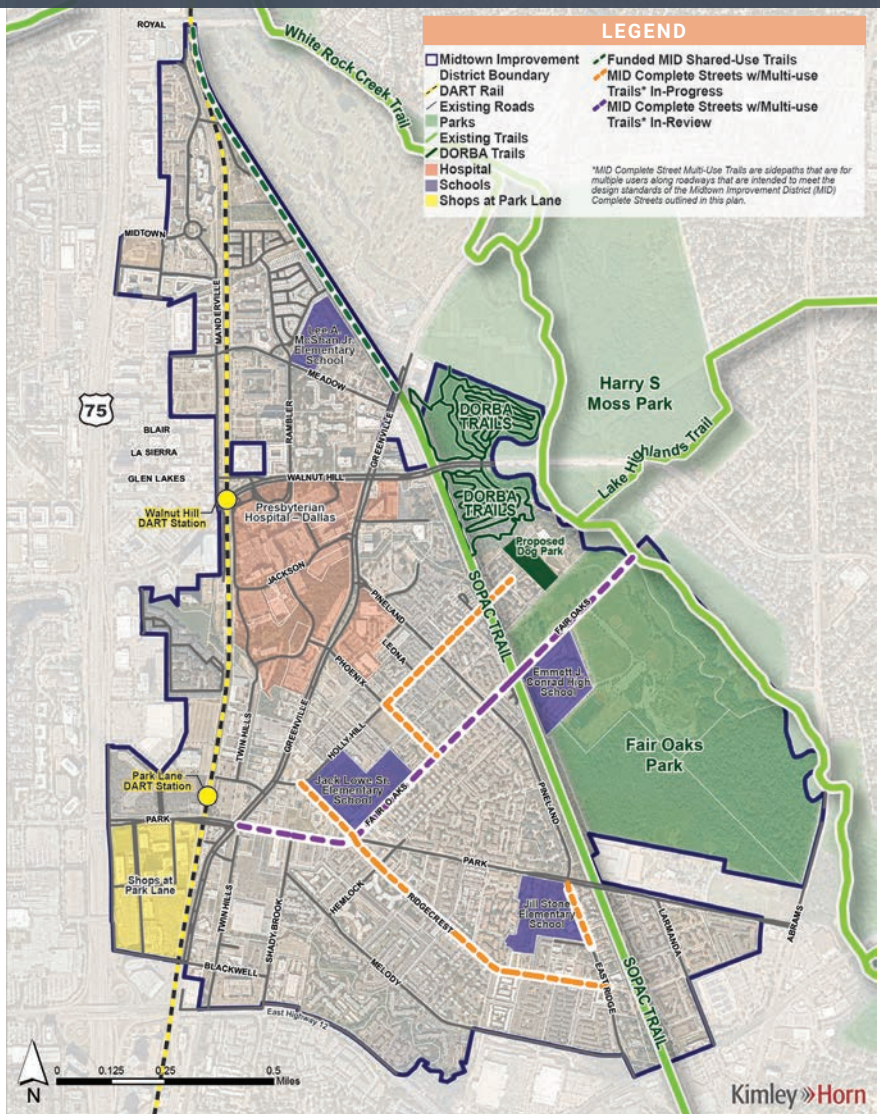
Incremental Infrastructure Implementation Plan

Chapter 4: Trail Improvement Projects

Existing and Funded Shared Use Trails

In addition to the multi-use trails identified along the existing and proposed MID Complete Streets, several additional trail and trailhead projects were identified as part of this study. **Figure 8** below displays the existing and funded shared use trails that exist in the MID.

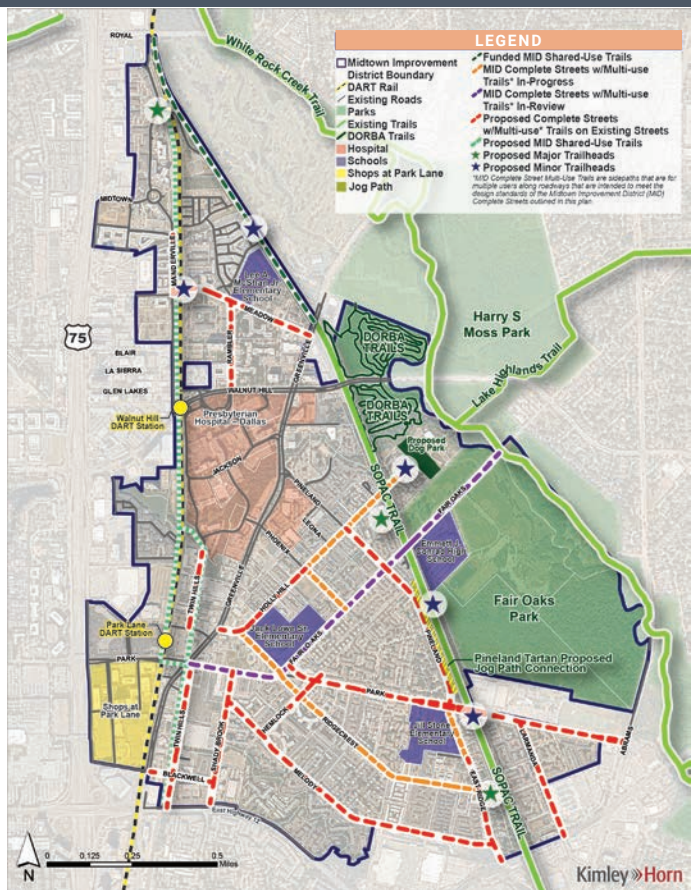
Figure 8. Funded, In Progress, and In Review MID Trails



Proposed Trails and Trailheads

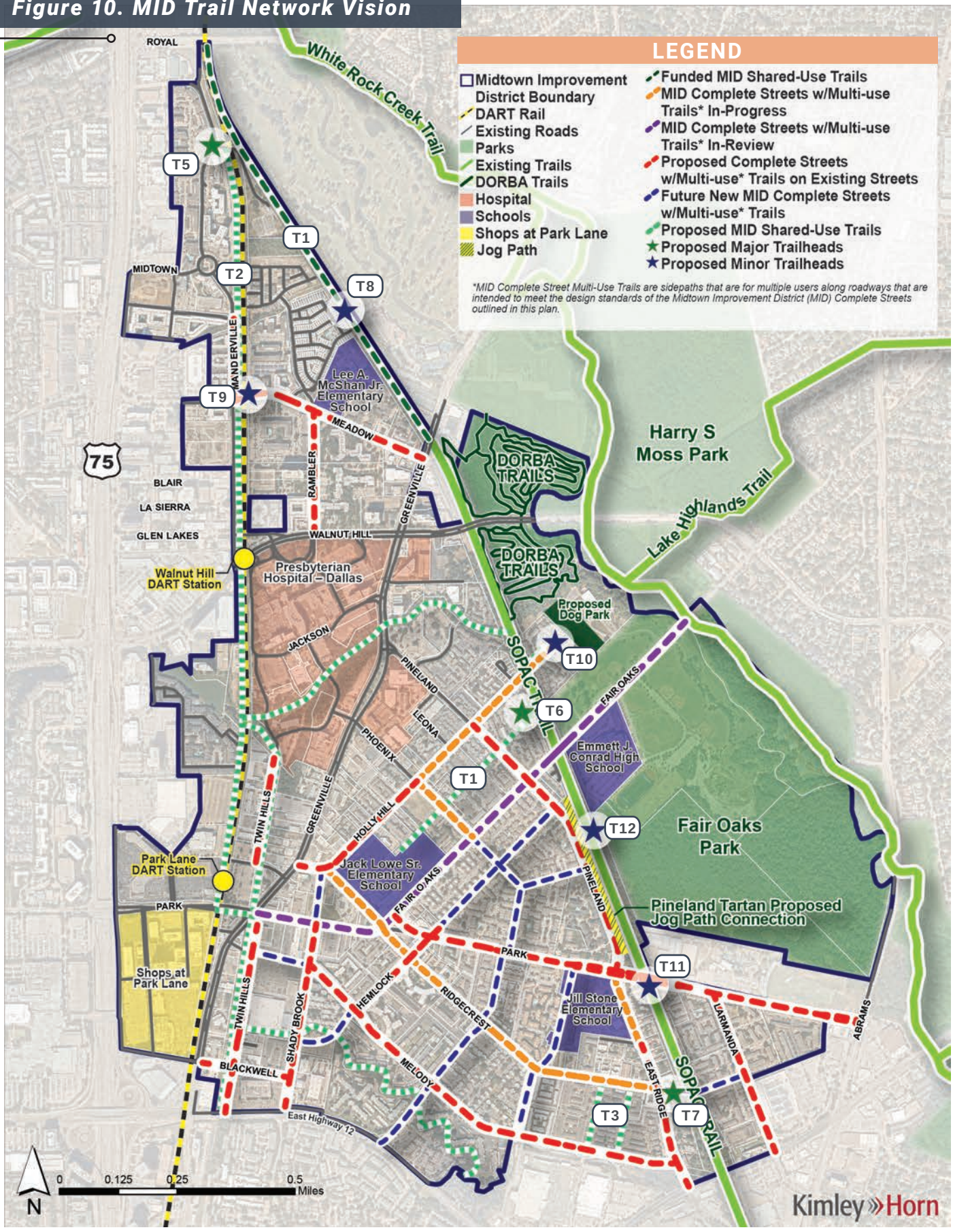
Similar to the street section of this report, trail section builds upon itself, by starting with reviewing the existing and funded trail infrastructure. From there, trails were added to the planned MID Complete Streets on the existing MID roadway network. The last step was to overlay the future MID Complete Streets, all which obtain shared use path trail facilities. This step-by-step process lays out each addition to the MID trail network in an incremental approach. **Figure 9** below displays the proposed trails and trailheads on existing MID streets, and **Figure 10** on the following page displays the overarching MID trail network vision.

Figure 9. Proposed Trails and Trailheads; Complete Street Trails on Existing MID Streets



MID Trail Improvement Projects	
Project Number	*Project Name*
T1	SOPAC Trail extension
T2	Midtown Central Trail
T3	Trail Connections between Melody and Ridgecrest
T4	Jack Lowe Sr. Elementary School/ Fair Oaks Park Trail Connection
T5	Proposed Major Trailhead at SOPAC/Manderville Lane/ Midtown Central Trail
T6	Proposed Major Trailhead at SOPAC/Fair Oaks Park/Jack Lowe Sr. Elementary School Trail Connection
T7	Proposed Major Trailhead at SOPAC/Ridgecrest Road
T8	Proposed Minor Trailhead and Trail Connection at SOPAC/ Midtown Park Neighborhood
T9	Proposed Minor Trailhead and Trail Connection at Midtown Central Trail/Meadow Road
T10	Proposed Minor Trailhead and Trail Connection at Holly Hill/ Proposed Dog Park
T11	Proposed Minor Trailhead and Trail Connection at SOPAC/Park Lane
T12	Proposed Minor Trailhead and Trail Connection at SOPAC along Pineland Drive

Figure 10. MID Trail Network Vision



Project T1

SOPAC Trail Extension

The SOPAC Trail is currently being extended from its existing terminus at Greenville Avenue up to the Midtown Improvement District border. The project is currently funded and is expected to begin construction soon. The trail will intersect with the planned Northaven Trail and bridge crossing over US 75. Two MID trailheads are proposed in this study that would connect to the SOPAC trail extension, including **Project T5** and **Project T8**. The SOPAC trail extension would allow for additional pedestrian connectivity throughout the District, and the pedestrian bridge over US 75 would provide additional opportunities for regional multimodal connectivity.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 1	0.96	N/A	• T5: Proposed Major Trailhead and Trail Connection at SOPAC/Manderville Lane/ Midtown Central Trail • T8: Proposed Minor Trailhead at SOPAC/ Midtown Park Neighborhood	Funded MID Shared Use Trail	• Multi-Use Trail Improvement Project

SOPAC Trail Renderings

Project T2

Midtown Central Trail

The MID is proposing its own trail system that would follow the DART alignment between the Park Lane DART rail station to the planned SOPAC trail extension. Additionally, a segment of the trail would follow an Oncor easement. Dubbed the "Midtown Central Trail," this trail network would significantly improve trail connectivity between the north and south portions of the MID, as well as access to DART's Park Lane Rail Station and the Walnut Hill Rail Station. Partnerships with DART, Oncor, and the City of Dallas must occur in order to make this project a success.

Two additional trail paths in the Midtown Central Trail are also identified that run through existing natural creek areas, including Jenkins Branch Creek and Caruth Creek. This trail system would connect residents and visitors within the MID to nearby destinations, including the SOPAC trail, the DART rail stations, and the Shops at Park Lane. This trail project would provide equitable transportation options for all users by promoting multimodal connectivity and access.

The trail can be constructed in four phases, detailed below:

- **Phase I** – From the SOPAC Trail extension to the DART Walnut Hill Station
- **Phase II** – From Blackwell Street to the DART Park Lane Station
- **Phase III** – From the DART Walnut Hill Station to the DART Park Lane Station
- **Phase IV** – Additional trail connections through Jenkins Branch Creek and the Presbyterian Hospital District, and through Caruth Creek behind the existing apartment complexes to the MID southern limit

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 1	N/A	N/A	• S7: Twin Hills Avenue • T9: Proposed Minor Trailhead at Midtown Central Trail/Meadow Road	Proposed MID Shared Use Trail	• Multi-Use Trail Improvement Project

Midtown Central Trail Phasing Graphics

Project T3

Trail Connections between Melody and Ridgecrest

It is recommended to construct MID shared-use trails along two areas between Ridgecrest Road and Melody Lane. These trail connections would break up large blocks and provide north/south connectivity to the surrounding residents of the area.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 3	0.29	N/A	• N/A	Proposed MID Shared Use Trail	• Multi-Use Trail Improvement Project

Project T4

Jack Lowe Sr. Elementary School/ Fair Oaks Park Trail Connection

A trail connection is desired between the Jack Lowe Sr. Elementary School/Sam Tasby Middle School and Fair Oaks Park and the SOPAC Trail. This trail connection would end at the existing SOPAC Trail at the Fair Oaks Park trail entrance. In addition to this trail connection, it is recommended to construct a major trailhead at this trail connection point as well (see **Project T6**). The proposed trail addition would provide equitable transportation options between the surrounding neighborhoods and the elementary and middle school. Students living in the nearby neighborhoods would be able to walk or ride their bike to school. The MID should work with Jack Lowe Sr. Elementary School, Sam Tasby Middle School, existing property owners, and the City of Dallas to ensure this project is implemented.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 3	0.43	N/A	• T6: Proposed Major Trailhead at SOPAC/Fair Oaks Park/Jack Lowe Sr. Elementary School Trail Connection	Proposed MID Shared Use Trail	• Multi-Use Trail Improvement Project

Project T5

Proposed Major Trailhead at SOPAC/Manderville Lane/Midtown Central Trail

A MID-branded major trailhead is proposed where the SOPAC trail extension will meet with the proposed Midtown Central Trail, in the very north portion of the MID. This trailhead will follow the MID trailhead design and character and will provide directions to nearby destinations and trails.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 1	N/A	N/A	• T1: SOPAC Trail Extension • T2: Midtown Central Trail	Proposed Major Trailhead and Proposed Trail Connection	• Major Trailhead Project • Trail Connection Improvement Project

Project T6

Proposed Major Trailhead at SOPAC/ Fair Oaks Park/Jack Lowe Sr. Elementary School Trail Connection

Another major trailhead is proposed at the terminus of the proposed Jack Lowe Sr. Elementary School/Tasby Middle School trail connection (see **Project T4**). This trailhead would be branded using the MID trailhead design guidelines and would provide additional signage and beautification efforts for the surrounding trail network.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 1	N/A	N/A	• T4: Jack Lowe Sr. Elementary School/Fair Oaks Park Trail Connection	Proposed Major Trailhead and Proposed Trail Connection	• Major Trailhead Project • Trail Connection Improvement Project

Project T7

Proposed Major Trailhead at SOPAC/Ridgecrest Road

A major trailhead is proposed at the Ridgecrest Road SOPAC Trail connection. This project would construct MID branded wayfinding signage and would install additional landscaping and monuments to make the trail connection more inviting for the trail users.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 1	N/A	N/A	• S2: Ridgecrest Road • S20: Ridgecrest Road Extension	Proposed Major Trailhead and Proposed Trail Connection	• Major Trailhead Project • Trail Connection Improvement Project

Project T8

Proposed Minor Trailhead and Trail Connection at SOPAC/Midtown Park Neighborhood

A minor trailhead and trail connection is proposed to connect the Midtown Park neighborhood to the SOPAC Trail extension. This project would carve a path from the residential neighborhood to the future SOPAC Trail extension and would also construct minor trailhead improvements such as small wayfinding signage and landscaping improvements.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 1	N/A	N/A	• T1: SOPAC Trail Extension	Proposed Minor Trailhead and Proposed Trail Connection	• Minor Trailhead Project • Trail Connection Improvement Project

Project T9

Proposed Minor Trailhead at Midtown Central Trail/ Meadow Road

Another minor trailhead is proposed along the Midtown Central Trail at Meadow Road. This trailhead would transfer pedestrians and cyclists from the MID Multi-Use Trail along Meadow Road to the proposed Midtown Central Trail. Minor trailhead improvements would consist of small wayfinding signs and landscaped improvements.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 3	N/A	N/A	• S5: Meadow Road/Manderville Lane • T2: Midtown Central Trail	Proposed Minor Trailhead and Proposed Trail Connection	• Minor Trailhead Project • Trail Connection Improvement Project

Project T10

Proposed Minor Trailhead at Holly Hill/ Proposed Dog Park

A proposed dog park addition is recommended in Fair Oaks Park, between an existing apartment complex and the Northeast (Fair Oaks) garbage disposal transfer station. A new minor trailhead is proposed at the end of the new Holly Hill Drive extension, which would obtain a MID Multi-Use Trail along the roadway. This project would construct minor trailhead improvements, such as MID branded wayfinding signage and landscaping improvements.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 2	N/A	N/A	• S1: Holly Hill Drive/Phoenix Drive	Proposed Minor Trailhead and Proposed Trail Connection	• Minor Trailhead Project • Trail Connection Improvement Project

Project T11

Proposed Minor Trailhead and Trail Connection at SOPAC/Park Lane

A minor trailhead is proposed along Park Lane, at the SOPAC Trail connection. Currently there is no access the SOPAC Trail at the intersection of Park Lane. This additional trail connection and minor trailhead improvement would increase access to the trail system and would construct MID branded wayfinding signage and landscaping improvements.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 1	N/A	N/A	• S11: (East) Park Lane	Proposed Minor Trailhead and Proposed Trail Connection	• Minor Trailhead Project • Trail Connection Improvement Project

Project T12

Proposed Minor Trailhead and Trail Connection at SOPAC along Pineland Drive

A minor trailhead and SOPAC Trail connection are proposed along Pineland Drive. This minor trailhead would carve a path to the SOPAC Trail from the proposed multi-use path along Pineland Drive. This project would provide additional access to the SOPAC Trail and would construct MID branded wayfinding signage and landscaping improvements.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 1	N/A	N/A	• S9: Pineland Drive	Proposed Minor Trailhead and Proposed Trail Connection	• Minor Trailhead Project • Trail Connection Improvement Project

Incremental Infrastructure Implementation Plan

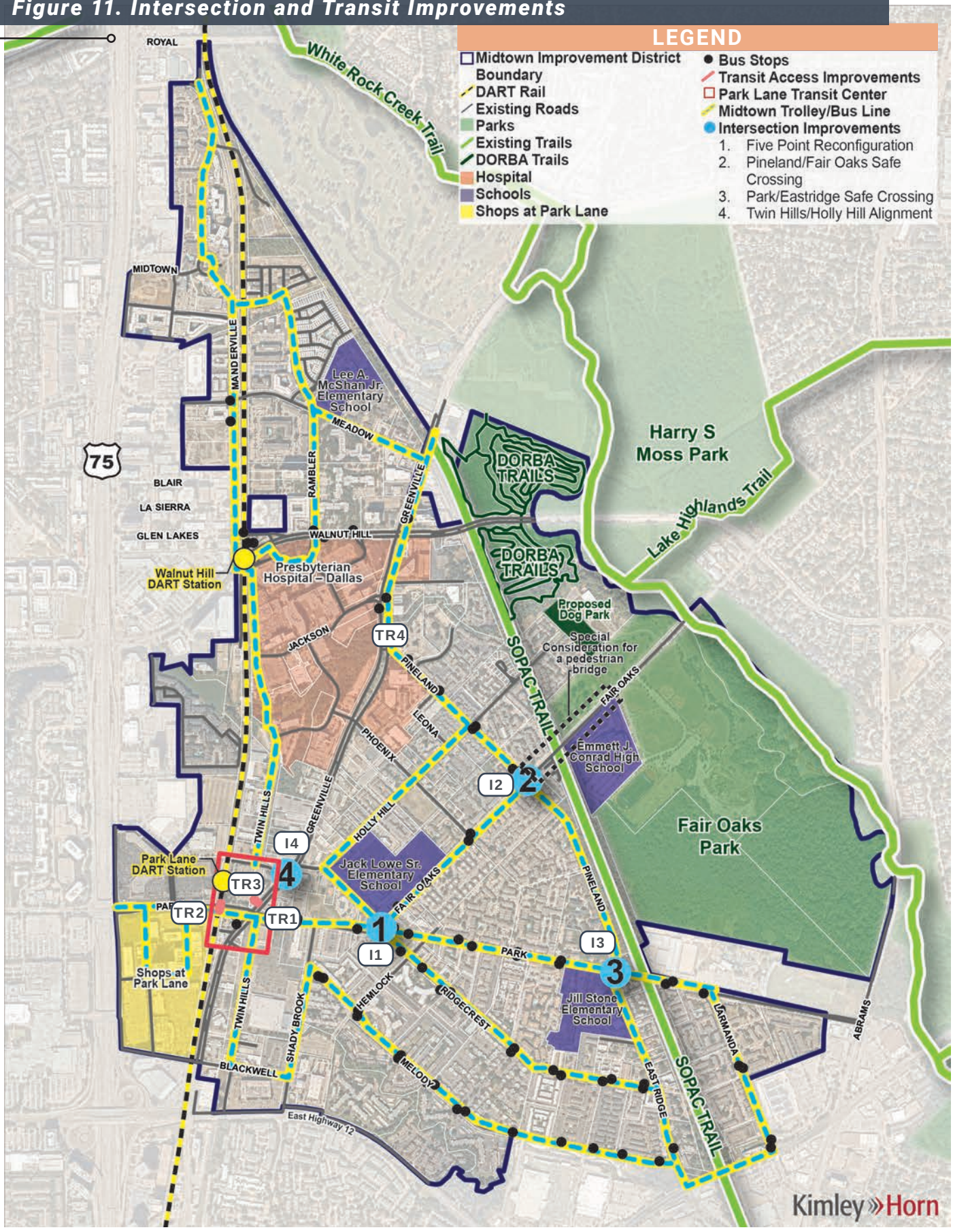
Chapter 5: Intersection and Transit Improvement Projects

Several intersection and transit access improvement projects were identified as a part of this study. **Figure 11** displays the identified projects.

Four intersections were identified for further studying and retrofitting. These four intersections could benefit from additional safety improvements, such as signal timing improvements for pedestrians, more visible crosswalks, and ADA accessible curb ramps and other infrastructure. In addition to these intersection improvements, the Park Lane DART Transit Station was of key interest to the community during the public engagement phase. Safety improvements, such as midblock crosswalks across Park Lane and other infrastructure is needed to make this DART station safer for all those who use it.

MID Trail Improvement Projects	
Project Number	*Project Name*
I1	Five Points Reconfiguration
I2	Park Lane/Eastridge Drive/ Pineland Drive Safe Crossing
I3	Pineland Drive/Fair Oaks Avenue Safe Crossing
I4	Twin Hills Avenue/Holly Hill Drive Realignment
TR1	Intersection of Park Lane and Greenville Avenue
TR2	Park Lane Midblock Crosswalk
TR3	Greenville Avenue to Park Lane Station parking lot
TR4	Midtown Trolly/Bus Line

Figure 11. Intersection and Transit Improvements



Project I1

Five Points Reconfiguration

The Five Points intersection experiences many issues today and was often the first improvement project desired by the public during the engagement process. Five Points is the intersection of Ridgecrest Road, Park Lane, and Fair Oaks Avenue. In order to reconfigure this intersection, it is recommended that the first step of the solution to the Five Points intersection would be to construct the Shady Brook extension (see **Project S17**) to alleviate traffic from the intersection. Once this project has been completed, it is recommended that Park Lane be realigned to meet the Sam Tasby Middle School pickup queue exit area, across an existing parking lot. The existing right-of-way for Park Lane would be rededicated to a greenspace, pocket park, or public plaza that would capitalize on the MID's brand. This project is a priority for the MID so it is recommended that the MID work with the City of Dallas and surrounding business owners to ensure implementation of this project. Specific intersection configurations and designs should be completed in preparation for the intersection's retrofits.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 1	N/A	N/A	• S2: Ridgecrest Road • S4: Park Lane/Fair Oaks Avenue • S11: (East) Park Lane	Proposed Intersection Improvement	• Intersection Improvement

Project I2

Park Lane/Eastridge Drive/Pineland Drive Safe Crossing

TxDOT, in collaboration with the City of Dallas, Dallas County, DART, and the North Central Texas Council of Governments completed a study that recommended safety improvements to the Park Lane/ Eastridge Drive/Pineland Drive intersection. These safety improvements would consist of additional ADA-compliant infrastructure improvements to the curb ramps and sidewalks and would improve the geometry of the intersection. Pedestrian refuge medians are also recommended to be installed on the north and south intersection segments. In addition to the infrastructure improvements, pedestrian signal timings would be upgraded or replaced to operate properly.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 2	N/A	N/A	• S9: Pineland Drive • S10: Eastridge Drive • S11: (East) Park Lane	Proposed Intersection Improvement	• Intersection Improvement

Project I3

Pineland Drive/Fair Oaks Avenue Safe Crossing

The intersection of Pineland Drive and Fair Oaks Avenue is recommended to be upgraded. New crosswalk markings should be painted, and signal timing improvements should be made to coordinate vehicle and pedestrian crossings. If possible, it is recommended that small pedestrian refuge medians be installed to increase safety.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 2	N/A	N/A	• S4: Park Lane/Fair Oaks Avenue • S9: Pineland Drive	Proposed Intersection Improvement	• Intersection Improvement

Project I4

Twin Hills Avenue/Holly Hill Drive Realignment

Further study is recommended to the intersection of Twin Hills Connection, Greenville Avenue, and Holly Hill Drive. The streets currently do not align, so realigning this to a t-intersection would improve safety, access, and traffic flow. However, this project would need to be carefully studied to identify ways to reduce impacts on surrounding businesses.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 2	N/A	N/A	• S8: South Holly Hill Drive	Proposed Intersection Improvement	• Intersection Improvement

Project TR1

Intersection of Park Lane and Greenville Avenue

Access improvements are needed to the Park Lane DART Station from the intersection of Park Lane and Greenville Avenue. There are several man-made paths from the northwest corner of the intersection into the DART Park Lane Station parking lot. It is recommended that DART open the northwest corner to have better access to the parking lot, along with a pedestrian path that leads straight to the DART station. The MID should coordination with the surrounding businesses, DART, and the City of Dallas to implement this project.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 3	N/A	N/A	• N/A	Proposed Transit Access Improvement	• Transit Access Improvement

Project TR2

Park Lane Midblock Crosswalk

A midblock crosswalk is recommended to be installed across Park Lane near the DART rail alignment bridge. Many drivers speed past this bridge as they come over a hill traveling eastbound. Many people jaywalk across Park Lane coming from the DART station to the residential areas to the south. Additionally, it is recommended to install a Rectangular Rapid Flashing Beacon (RRFB) to alert drivers of crossing pedestrians.

An alternative project to this midblock crosswalk would be to coordinate with DART to extend the rail station platform over Park Lane, similar to the design of the Walnut Hill DART Station. This project would require more funding, but would completely separate pedestrians from drivers, so it would result in a much safer crossing.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 2	N/A	N/A	• S4: Park Lane/Fair Oaks Avenue	Proposed Transit Access Improvement	• Transit Access Improvement

Project TR3

Greenville Avenue to Park Lane Station Parking Lot

The Park Lane DART Station should be redesigned to safely connect pedestrians to the station platform. The number of parking spots could be consolidated and reduced to allow for more room for pedestrian trails and pathways from Park Lane and Greenville Avenue to the station platform.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 3	N/A	N/A	• N/A	Proposed Transit Access Improvement	• Transit Access Improvement

Project TR4

Midtown Trolly/Bus Line

A Midtown Improvement District Trolly/Bus route has been identified as a part of this study. This trolley would utilize the MID's existing street network to move people throughout the District. Further study is recommended to determine specific routes, vehicles, and operations for this trolly system. This project, although high in priority, should be phased later in the incremental implementation process so that the trolly can be supported by higher pedestrian foot traffic that will be seen through the implementation of the other projects identified throughout this study.

Project Phase	Length (Miles)	Available ROW	Associated Projects	Project Status	Project Type
Phase 3	N/A	N/A	• N/A	Proposed Transit Access Improvement	• Transit Access Improvement

Incremental Infrastructure Implementation Plan

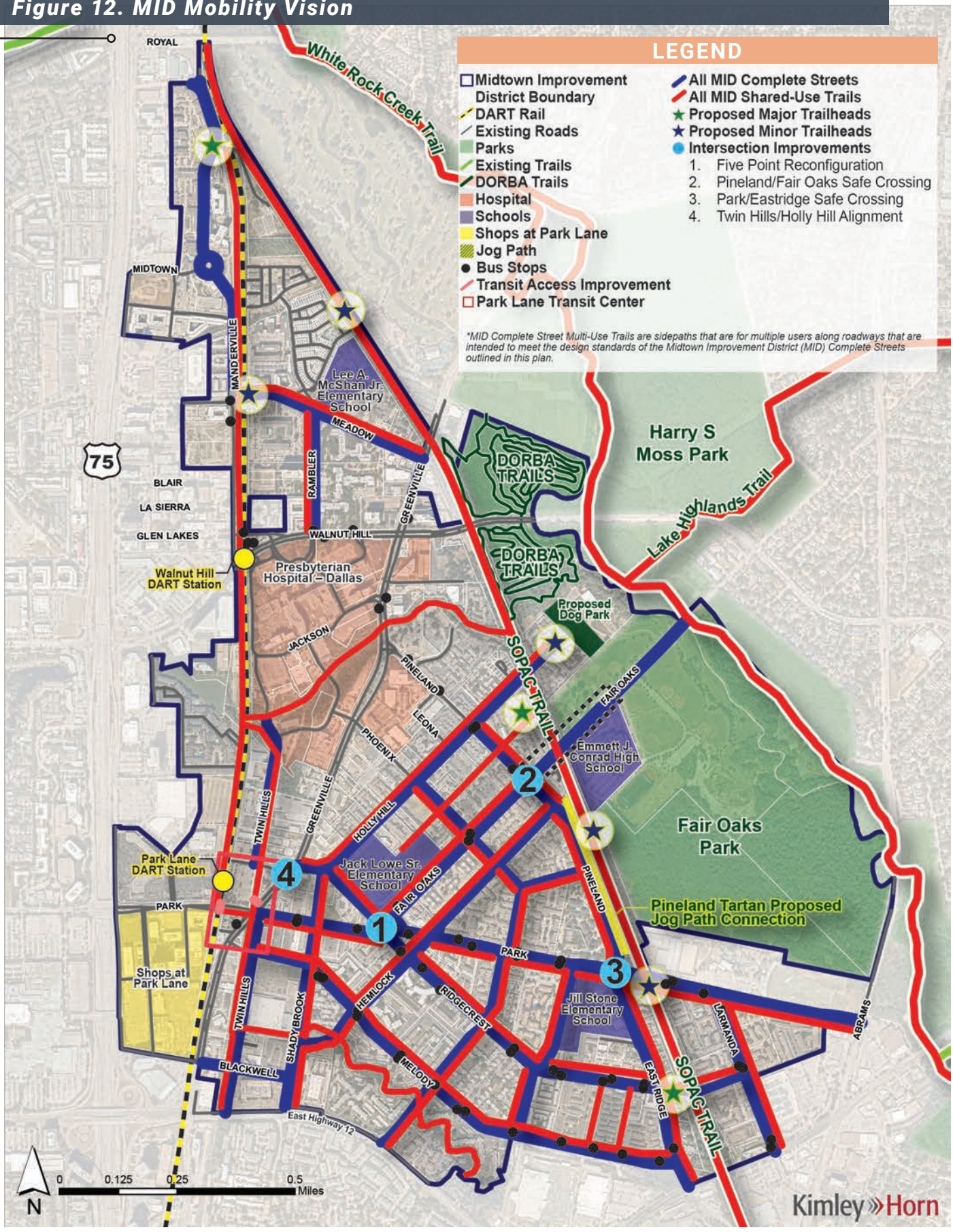
Chapter 6: Implementation and Priority Projects

Full MID Strategic Mobility Vision

The Midtown Improvement District is seeking to create a holistic, multimodal transportation system that ensures long-term sustainability and economic vitality. By adopting this Incremental Infrastructure Implementation Plan, various modes of transport, infrastructure, and policy can be seamlessly integrated to address the evolving needs of the MID neighborhood. The overarching vision for transportation in the MID will promote equitable transportation options and will encourage vitality and walkability. In order to achieve this vision, it is vital to incrementally implement all of the projects identified in this study. The various transportation projects will work in unison to create the fabric of the overall MID Mobility Vision.

Figure 12 to the right displays the overall vision of transportation in the Midtown Improvement District.

Figure 12. MID Mobility Vision



2024 Capital Bond Program Projects

The highest priority projects identified in the Incremental Infrastructure Plan could be funded through the City of Dallas' 2024 Capital Bond Program. The City of Dallas will allocate approximately one billion dollars to improve the City's streets, transportation, libraries, cultural arts facilities, public safety, city facilities, park and recreation facilities, housing, and economic development. In the realm of infrastructure, the bond program plans to invest heavily in repairing and upgrading streets, bridges, and sidewalks, as well as enhancing public transportation and promoting pedestrian and bicycle-friendly environments. It is recommended that the MID work with the City of Dallas and their locally elected officials to fund the District's highest priority projects into this program.

The projects that are recommended to be included in the 2024 Capital Bond Program include:

Hemlock Complete Street

Project S13 and Project S19

The MID obtains an opportunity to fund and construct the Hemlock Avenue Complete Street redesign and roadway extension through the District. Since Hemlock Avenue is the only street in the MID that does not currently obtain sidewalks, on top of the dangerous environment of this street caused by large bar ditches, it is recommended that this project be funded and constructed as soon as possible. The MID should work with the City of Dallas to include this project into the 2024 Capital Bond Program.

Shady Brook Lane/Holly Hill Drive Connector

Project S17

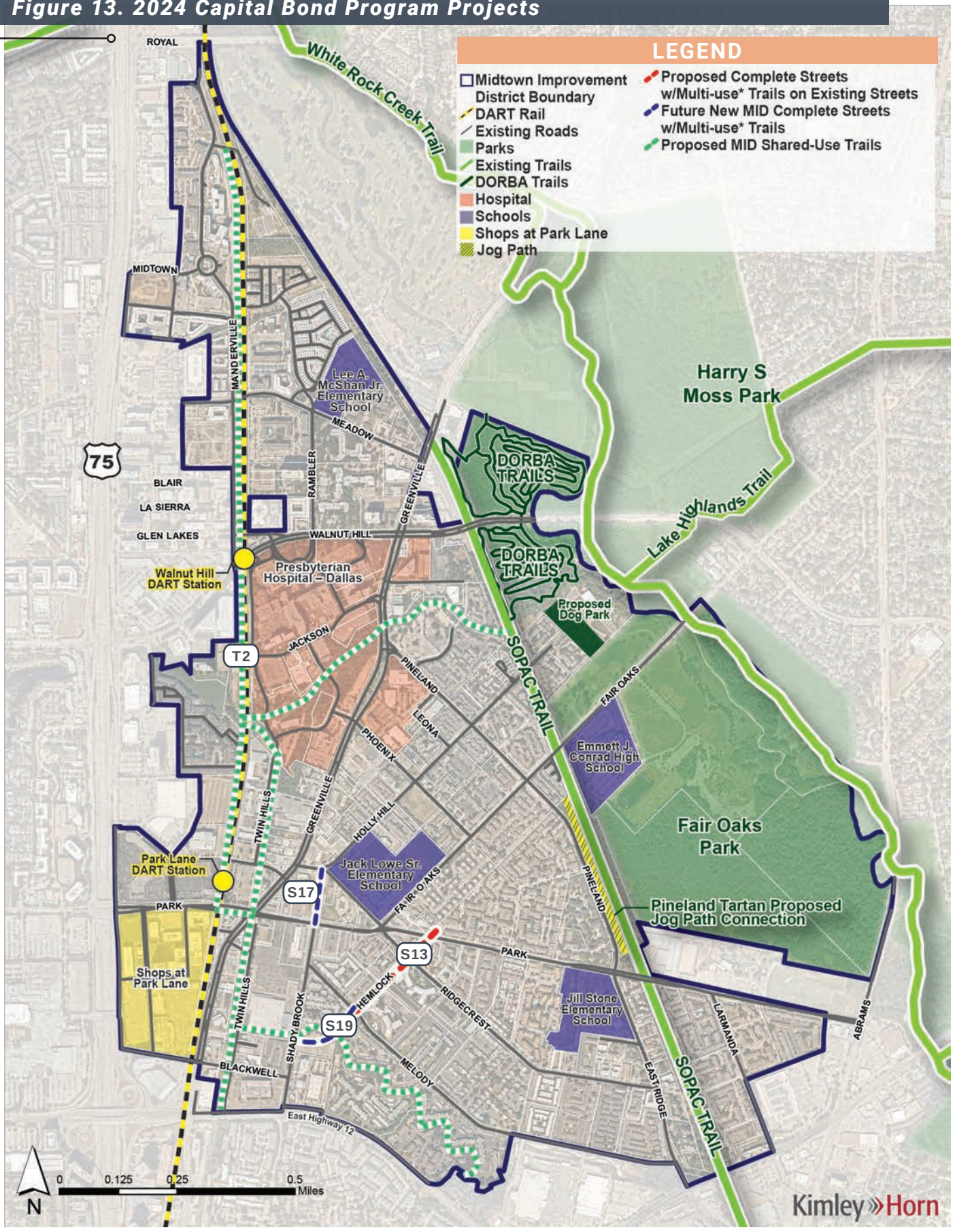
The renovation and extension of Shady Brook Lane is essential to the success of implementing an alternative intersection design for the Five Points intersection. This first step will improve connectivity throughout the District and will alleviate congestion pressures from the Five Points intersection.

Midtown Central Trail

Project T2

The Midtown Central Trail network will significantly improve multimodal connectivity in the Midtown Improvement District. It is recommended that this project be incorporated into Dallas' 2024 Capital Bond Program. Because the proposed trail alignment falls within the Oncor and DART right-of-way, it is critical to rally support for this project from all necessary partners. A City of Dallas partnership is necessary to the successful implementation of this project.

Figure 13. 2024 Capital Bond Program Projects



Other MID Priority Projects

Other priority projects identified in Phase 1 of the implementation phasing should be incorporated into upcoming funding opportunities, such as revolving bond programs, City of Dallas programs, grant opportunities, or MID funding. All projects identified in this study are important for implementation, however, the highest priorities should be funded and constructed first. Below outlines the rest of the Phase 1 priority projects in the Midtown Improvement District.

Holly Hill Drive/Pheonix Drive Complete Street
Project S1, Project S8, Project T10, Project I4

Ridgecrest Road Complete Street
Project S2, Project S20, Project T7

Park Lane/Fair Oaks Avenue
Project S4, Project I1, Project I3

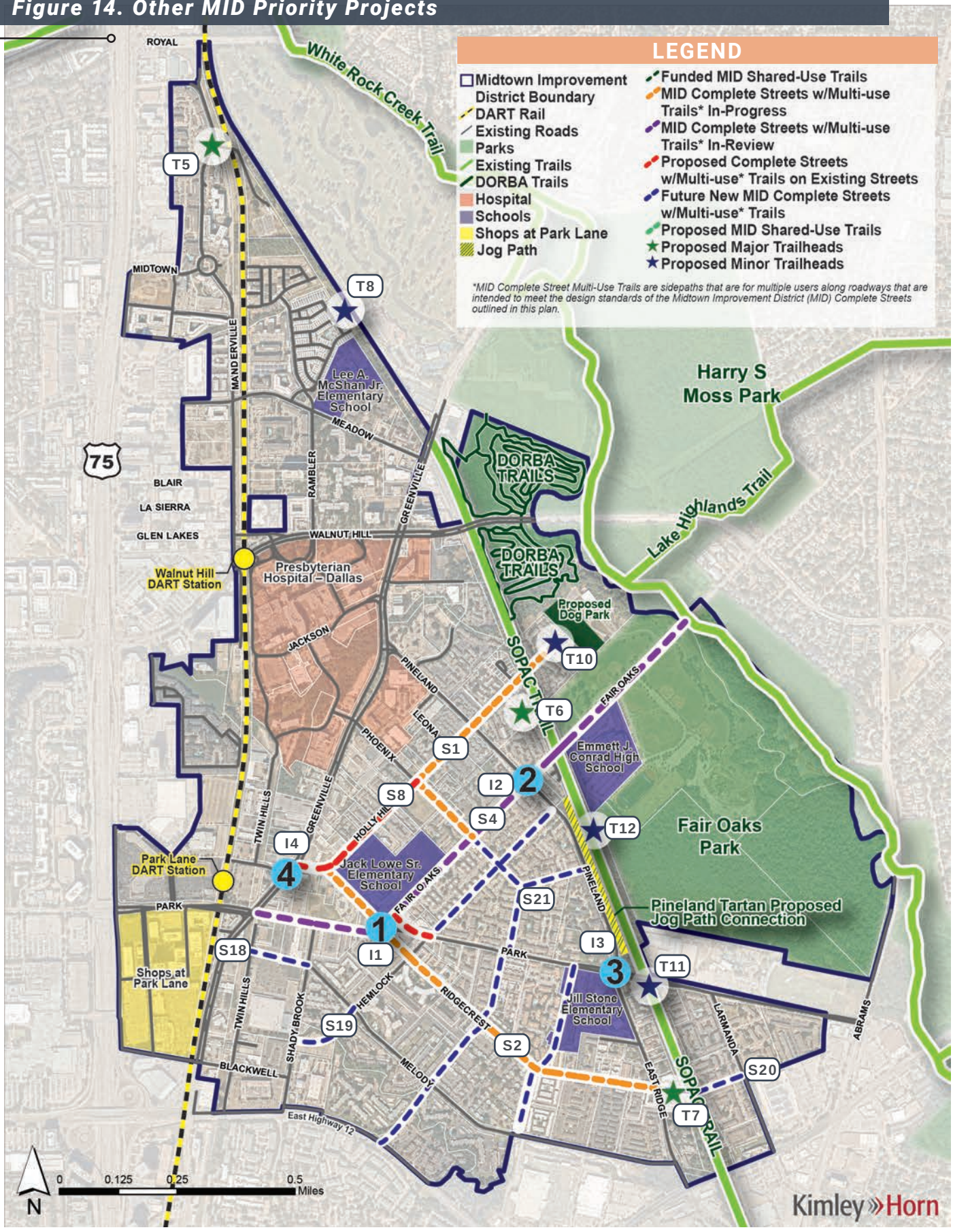
SOPAC Trail Connectors and Trailheads
SOPAC trail connectors to be added along Pineland and Park Lane (Project T11 and Project T12)
Trailhead and amenities to be added on the SOPAC Trail at the end of Ridgecrest Road (Project T7)
Trailhead and path extensions need to be added on the SOPAC at Fair Oaks Park (Project T6)
Trailhead and amenities to be added to future SOPAC at Midtown Park (Project T5 and Project T8)

Five Points/Park Lane Complete Street
Project I1, Project I2, Project S11

Pineland Drive Complete Street
Project S9, Project I2, Project I3

Vickery Road Grid Extension
Project S17, Project S18, Project S19, Project S20, Project S21

Figure 14. Other MID Priority Projects



Additional Projects

Several other projects were identified as priorities for the Midtown Improvement District. Although not directly relating to transportation, the following projects, if implemented, will enhance the overall character and success of the MID's proposed Mobility Vision. Below describes several additional projects that the MID should implement over the coming years.

Dog Park (A1)

A dog park is proposed in Fair Oaks Park at the terminus of Holly Hill Drive and the proposed minor trailhead project. A dog park has been heavily desired by the community. The MID should incorporate funding or identify partnerships to construct this dog park for the community.

Jog Path (A2)

A job path is recommended for the portion of Pineland Drive as it runs adjacent to the SOPAC trail. This additional amenity will be an asset to the MID neighborhood and will provide recreational activities and outdoor exercise options for the surrounding neighborhoods.

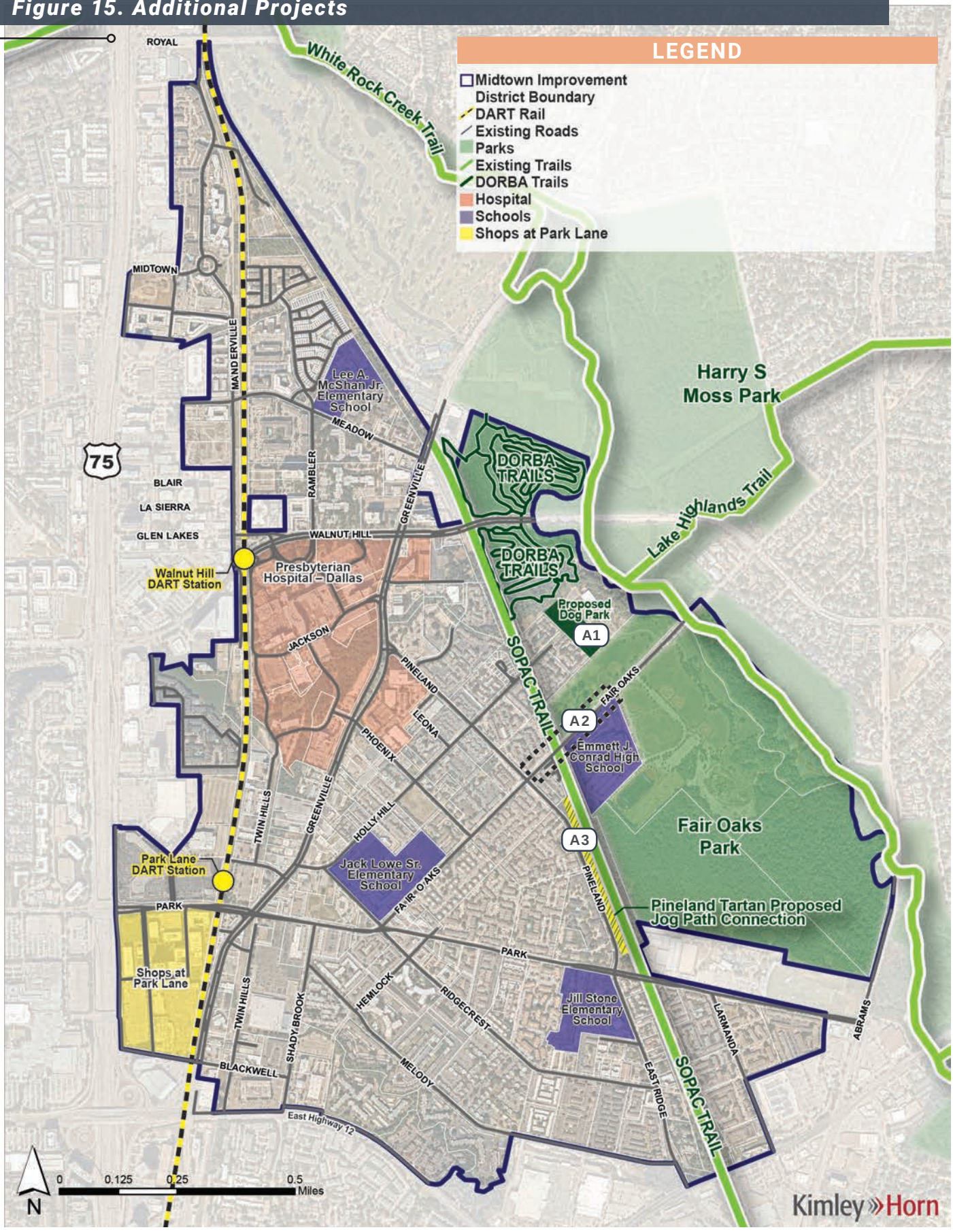
Pedestrian Bridge over Fair Oaks Avenue (A3)

An enhanced pedestrian bridge is recommended to be installed along Fair Oaks Avenue as it crosses over the SOPAC trail. The pedestrian bridge should provide additional pedestrian separation and comfort from oncoming traffic.

Sanitation Truck Rerouting

The MID should work with the City of Dallas to reroute the City's sanitation trucks. The trucks pose a danger to pedestrians and cyclists along neighborhood streets. It is recommended that the sanitation trucks be rerouted to Walnut Hill Lane instead of cutting through the MID neighborhood.

Figure 15. Additional Projects



MIDTOWN
IMPROVEMENT DISTRICT