

# Memorandum



CITY OF DALLAS

DATE June 2, 2011

TO Trinity River Corridor Project Committee Members:  
David A. Neumann (Chairman)      Vonciel Jones Hill  
Steve Salazar (Vice-Chair)      Delia Jasso  
Deputy Mayor Pro Tem Pauline Medrano      Linda Koop  
Carolyn R. Davis      Ann Margolin

SUBJECT **Riverfront Boulevard from Cadiz Street to Continental Avenue**

At the June 7, 2011 Trinity River Corridor Project Committee Meeting, the attached presentation will be given as a follow up from the May 17, 2011 committee meeting. Additional information will be given along with another improvement option.

Please contact me if you have questions.

Jill A. Jordan, P.E.  
Assistant City Manager



THE TRINITY  
DALLAS

## Attachment

Cc: Honorable Mayor and Members of the City Council  
Mary K. Suhm, City Manager  
Ryan S. Evans, First Assistant City Manager  
A.C. Gonzalez, Assistant City Manager  
Forest E. Turner, Assistant City Manager  
Jeanne Chipperfield, Chief Financial Officer  
Deborah A. Watkins, City Secretary  
Thomas P. Perkins, Jr., City Attorney  
Craig D. Kinton, City Auditor  
Judge C. Victor Lander  
Helena Stevens-Thompson, Asst. to the City Manager  
Frank Libro, Director, Public Information Office  
Kelly High, Director, Trinity Watershed Management  
Rebecca Rasor, P.E., Managing Director, Trinity River Corridor Project

# Riverfront Boulevard

from

## Cadiz Street to Continental Avenue



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Presented to the

**Trinity River Corridor Project Committee**

by

**Public Works Department**

and

dallas city**design** studio

**June 7, 2011**

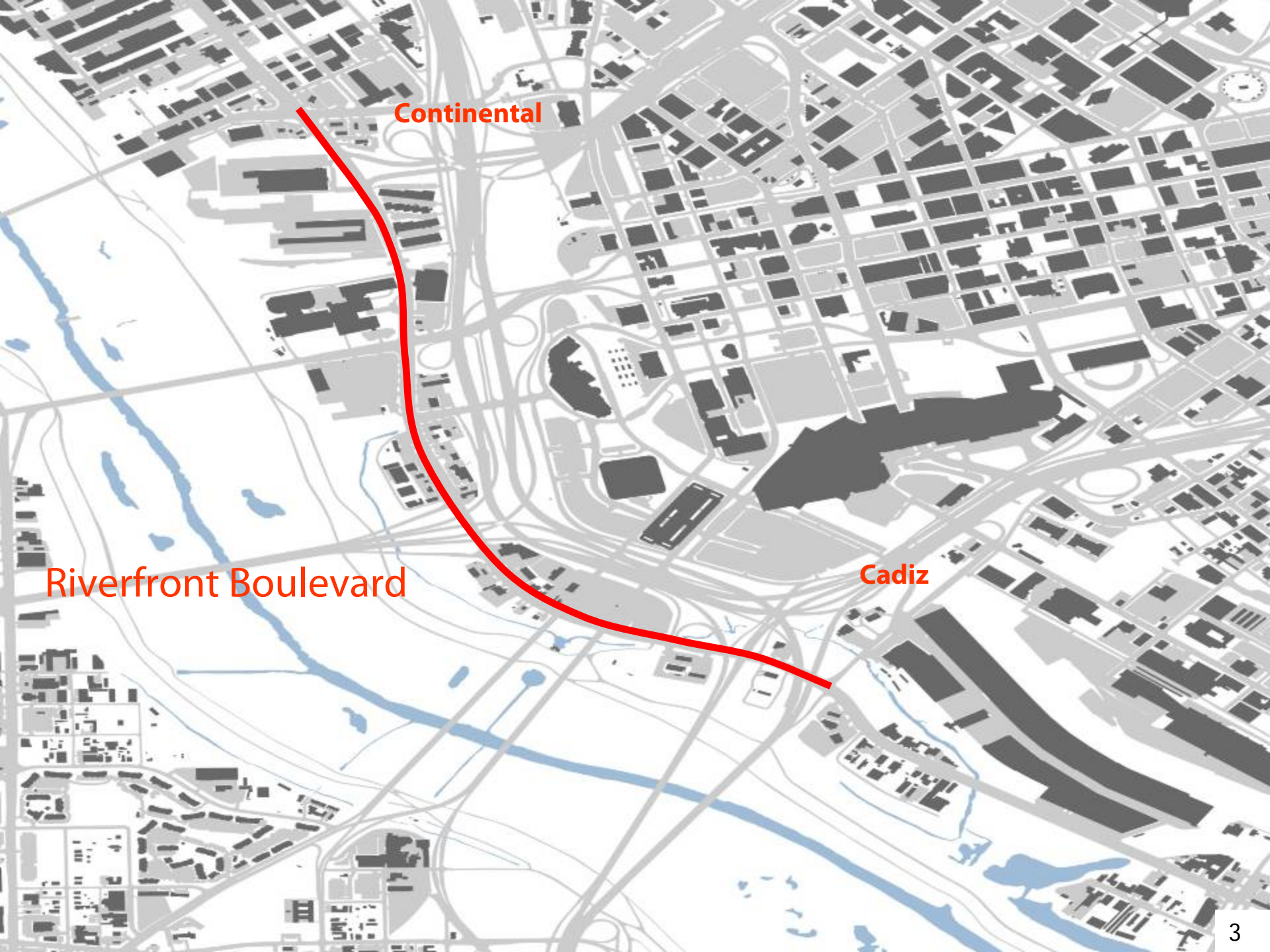




# Today's Objective

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- To follow up from May 17, 2011, briefing and provide information on:
  - Traffic volumes, current traffic issues, and traffic impacts
  - Cost for trail connections
  - Pedestrian entry and crossing points
  - Development potential near Lew Sterrett
- To review additional option for Riverfront Boulevard – Option 5A



Continental

Riverfront Boulevard

Cadiz



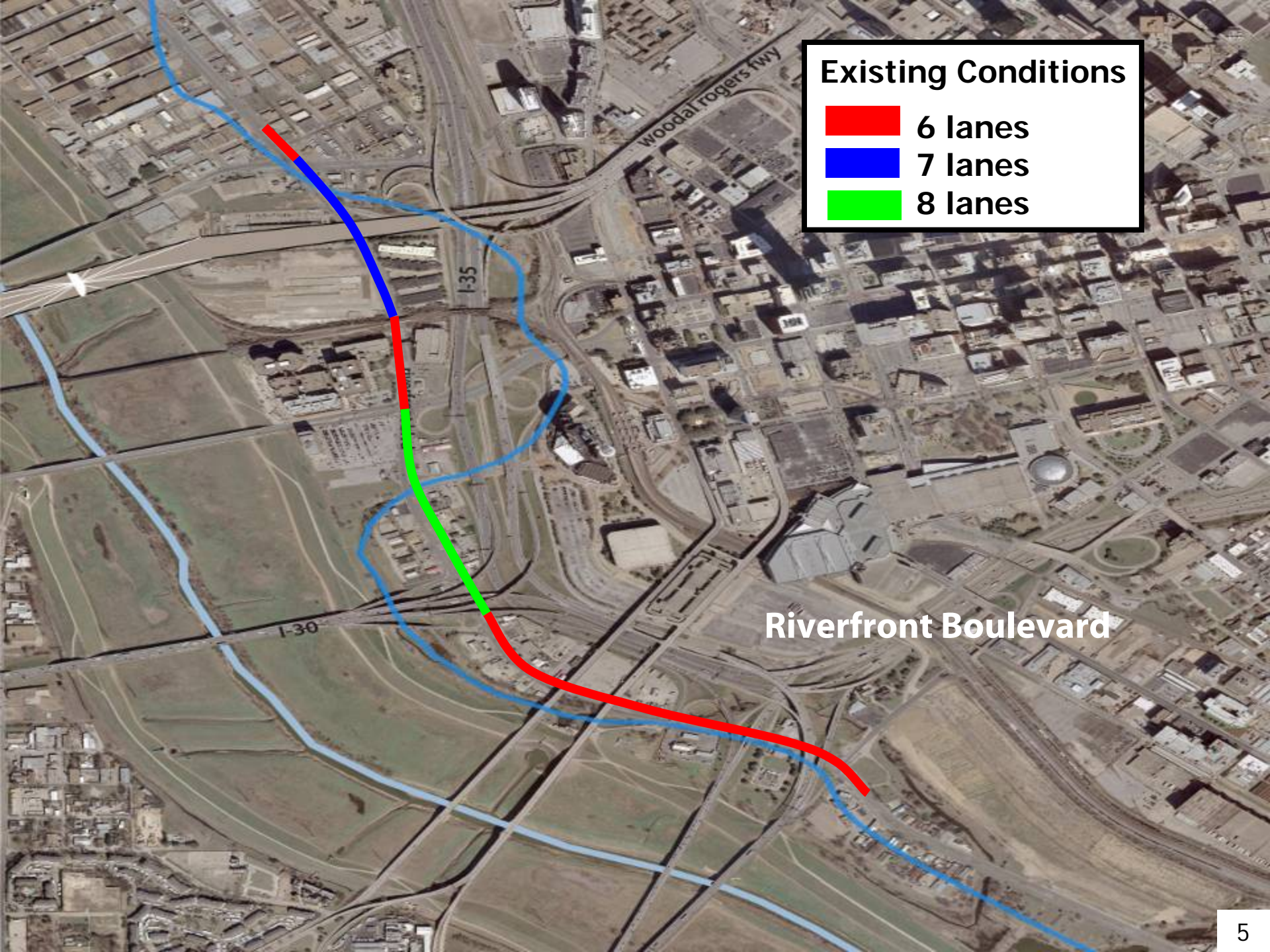
# Existing Conditions

## Length of Segments – Lane Configuration

	Length in Feet	% of Overall	# of Through Lanes
North of Continental	500	5	6
Continental to RR	1,800*	20	7
RR to Commerce	900	10	6
Commerce to IH 30	2,100	23	8
IH 30 to 500' S. of Cadiz	3,800	42	6

\*Approx. 1000' of this section is currently being improved by TxDOT as part of the Woodall Rodgers Extension...will be 6 through lanes through the intersection with right turning lanes separated by pedestrian islands...can easily be modified to 8 lanes





**Existing Conditions**

<div style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></div>	6 lanes
<div style="display: inline-block; width: 20px; height: 10px; background-color: blue; border: 1px solid black;"></div>	7 lanes
<div style="display: inline-block; width: 20px; height: 10px; background-color: green; border: 1px solid black;"></div>	8 lanes

**Riverfront Boulevard**



# Riverfront Boulevard Condition

## Current Condition of Existing Pavement

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- Resurfaced in 2004 from Irving Blvd. to Corinth with separate funding from 2003 Bond Program
  - Pavement is in good condition and will remain in good condition if properly maintained
  - Current maintenance recommendation varies
    - 900 Block of S. Riverfront (Cadiz to IH 35 access road) – Full depth pavement repairs
    - 100 Block of N. Riverfront (Commerce to Justice Center) – Resurface
    - 600 Block of N. Riverfront (north of Woodall Rodgers to Continental) – Micro-surface
    - All other blocks – Crack fill or no treatment recommended

# 2030 Traffic Model and Network Limitations



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- Assumes all freeway corridors have already been completed; however, TxDOT funding limitations will likely extend completion to at least 2035 or more likely even 2040
- Assumes Trinity Parkway has already been expanded from four lanes to six lanes south of Continental
- Does not account for special activity centers such as American Airlines Center, Dallas Convention Center, the West End and Trinity Park facilities
- Does not account for non-recurring congestion from incidents, accidents, construction, maintenance, or utilities which occurs on a daily basis in the corridor.
- It is a mathematical model and subject to uncertainty of at least 10%-20%





# Traffic Volumes

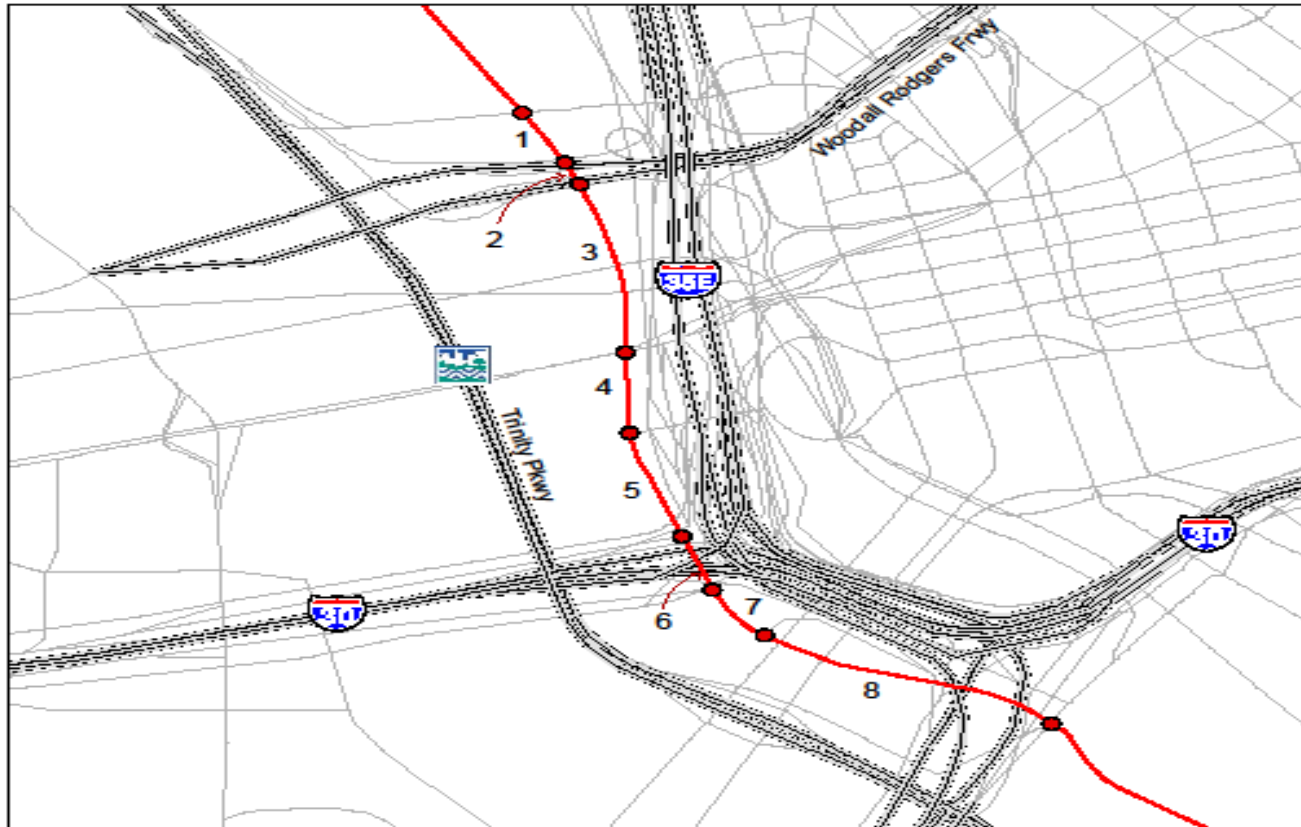
## Existing Vehicles per Hour

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- The typical acceptable level of service in an urban area is approximately 700-800 vehicles per lane per hour
- Recent peak hour peak direction counts taken on Riverfront:

	# of Vehicles	Peak Direction	# of Lanes	Vehicles per Lane
Reunion to Commerce	2969	PM-SB	4	743
Commerce to UPRR	2592	PM-SB	3	864
UPRR to Woodall	2702	PM-SB	3	901
Woodall to Continental	2540	PM-SB	3	847
Continental to Payne	2953	AM-NB	3	984

# Year 2030 Riverfront Blvd Levels of Service Trinity Parkway 60% Schematic with Updated Dallas CBD Network 6 and 8 Lane Configurations



	Segment		Peak Hour Volume		LOS	
	FROM:	TO:	AM	PM	6 Lanes	8 Lanes
1	Continental Blvd	Woodall Rodgers WB Ramps	2,750	2,550	E	D
2	Woodall Rodgers WB Ramps	Woodall Rodgers EB Ramps	2,300	2,950	F	F
3	Woodall Rodgers EB Ramps	Commerce St	2,900	2,900	E	D
4	Commerce St	Reunion Blvd	2,250	1,800	E	C
5	Reunion Blvd	IH30 WB Frontage Rd	2,250	2,400	D	C
6	IH30 WB Frontage Rd	IH30 EB Frontage Rd	2,650	2,750	E	D
7	IH30 EB Frontage Rd	IH35E SB Entrance Ramp	2,700	3,000	E	D
8	IH35E SB Entrance Ramp	Cadiz St	2,600	2,300	E	D



# Traffic Projections – Points to Consider

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- Traffic projections are based upon Trinity Parkway and other TXDOT improvements being in place
- No other traffic projections are currently available
- With no improvements to Riverfront, congestion will likely increase, especially once the other freeway projects go under construction
- The 6 lane configuration will have more congestion than the 8 lane, but no intersection fails
- Woodall Rodgers ramps fail in both 8 and 6 lane scenarios
- When capacity is exceeded, there will be frequent periods of delay
- The region's growth suggests there will be an increase in automobile traffic



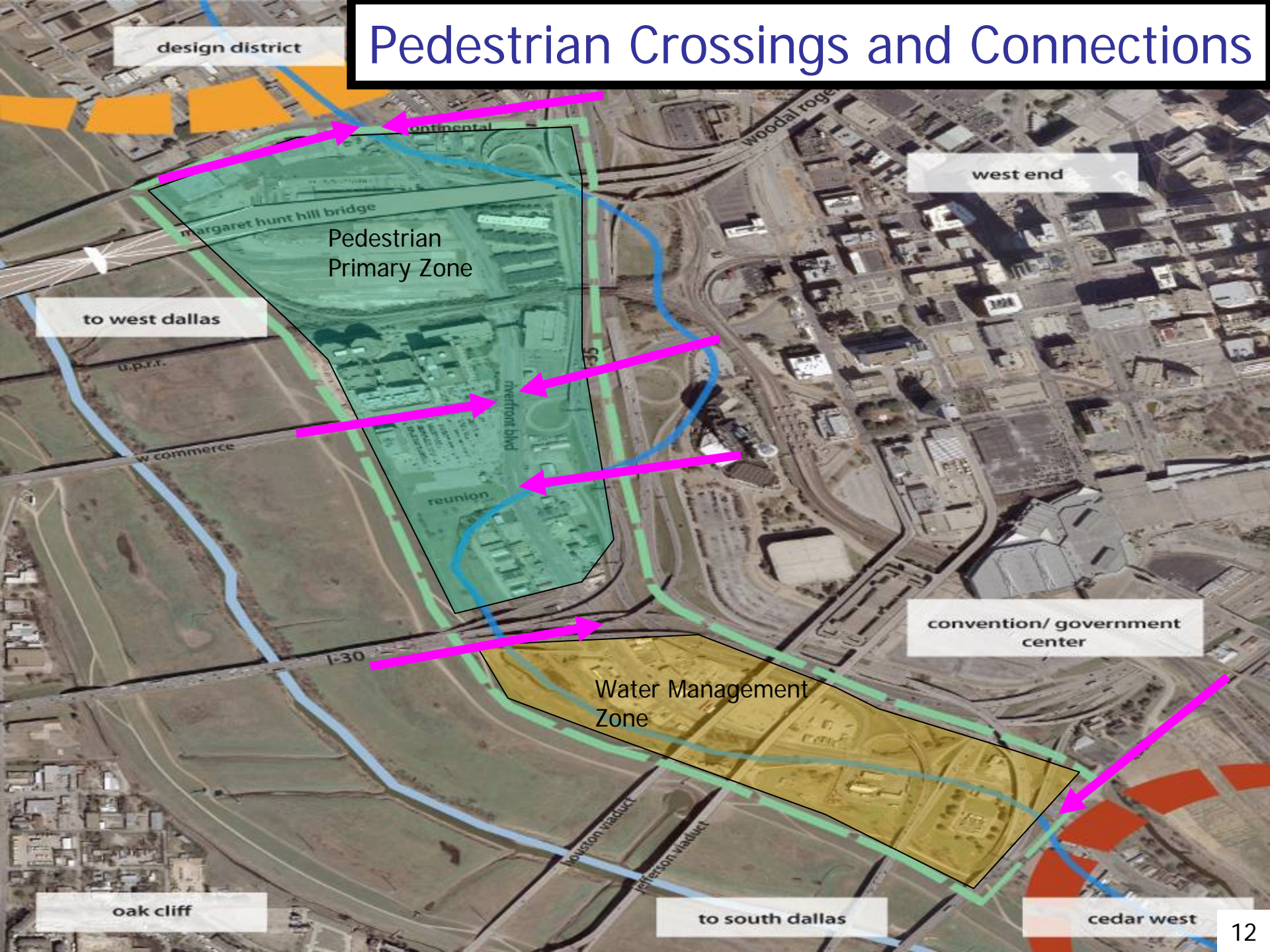
# Future Conditions

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- Riverfront will...
  - Serve as a major connector between downtown, Trinity, Cedars West, and the Design District
  - Link various trails in the area
  - Provide key access to significant tracts of land with high development potential



# Pedestrian Crossings and Connections



## Planned Bicycle Connections To Riverfront Blvd.

## Katy Trail

**Riverfront Blvd**

## Bellevue Connection

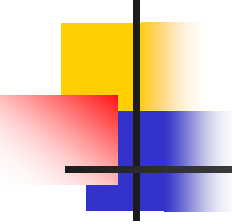
## Trinity Strand Trail

# Coombs Creek Trail

## Santa Fe Trestle Trail

# Cost of Trail / Bicycle Connections

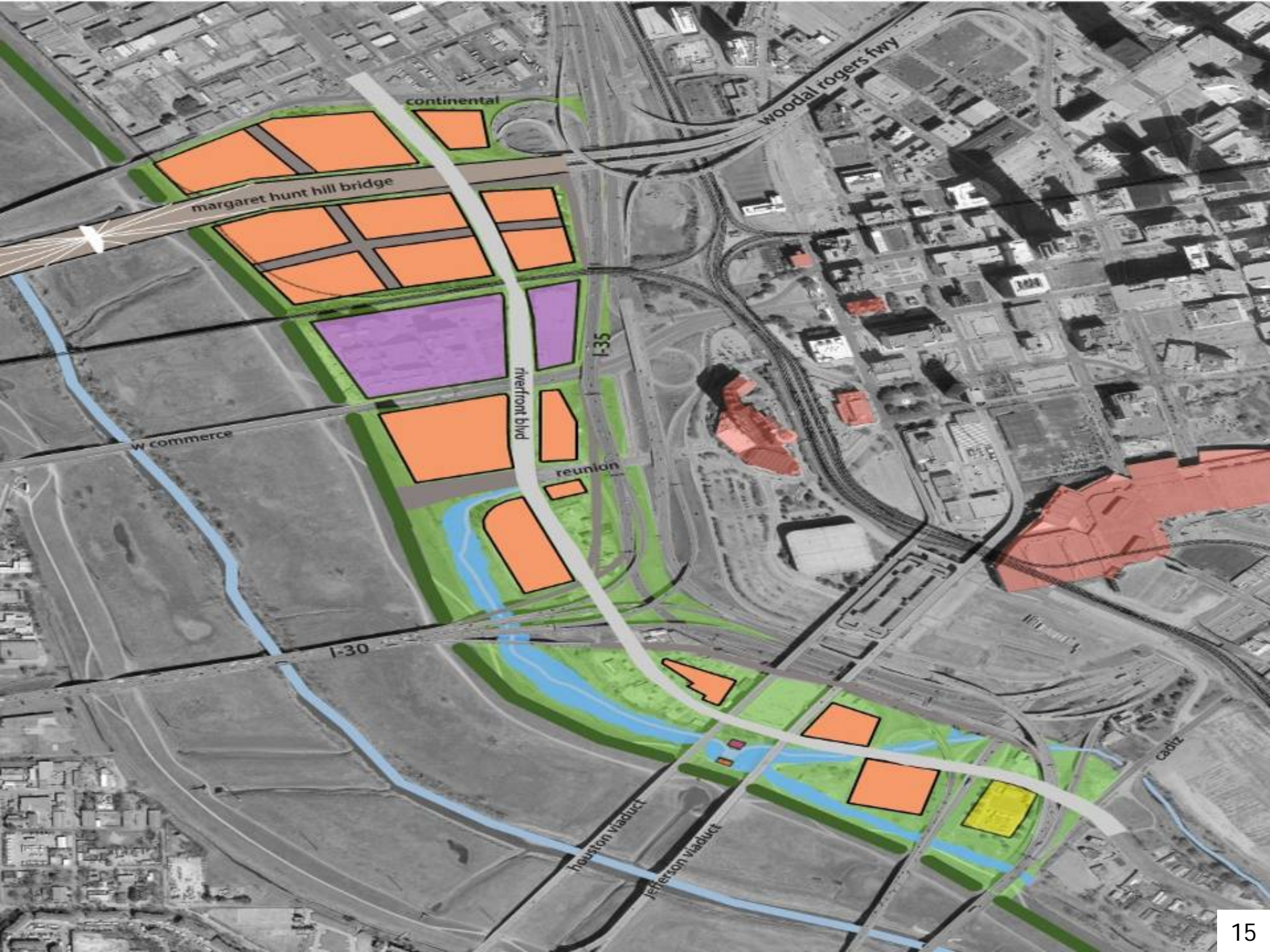
Current Estimated Cost



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■ Bellevue Connection	\$9.5 M to \$11.5 M
■ Coombs Creek Trail	\$6.5 M to \$8.0 M
■ Trinity Strand Trail	\$20 M
■ Trinity Strand / Katy Linkage	\$15 M
■ Katy Trail	Existing
■ Santa Fe Trestle Trail	Under Construction







# Development Near Lew Sterrett





# Initial Riverfront Project Goals

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- Enhance economic development opportunities on adjacent properties
- Provide access to downtown, the Trinity lakes, bridges and Trinity Parkway
- Improve mobility for current and future growth
- Provide enhanced pedestrian / bicycle amenities
- Improve aesthetics
- Upgrade utilities and storm drainage system capacity
- Improve water quality of storm water runoff from the street



# Initial Options for Consideration

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- Option 1 – Continue with initial project scope from the Balanced Vision Plan – 8 travel lanes with cycle track
- Option 2 – Re-scope to reconstruct 6 travel lanes with 2 on-street bike lanes
- Option 3 – Re-scope to a streetscape and urban design project with minimal pavement modifications
- Option 4 – Do nothing
- Option 5 – Option 1, 2, or 3 with shortened limits



# Option 1 - Initial Project Scope

## 8 Travel Lanes with Cycle Track Adjacent to Sidewalk

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- Reconstruct pavement and drainage for 8 travel lanes
  - Complete Street components including cycle track adjacent to sidewalk but retain vehicular orientation
  - Supplement existing 13' horseshoe drainage culvert with a 12' x 12' box culvert
  - Environmental upgrades – bio-swale pilot area
  - Will allow future streetcar system
- Water and wastewater main replacements and upgrades
- New traffic signals with pedestrian features (i.e. – countdown timers)
- Enhanced streetscape and landscaping
- Pedestrian friendly intersections and enhanced parkways





# Option 2

## 6 Travel Lanes with 2 on-street bike lanes

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- Reconstruct pavement and drainage for 6 travel lanes and 2 bike lanes
  - Complete Street components but still retain vehicular orientation
  - Supplement existing 13' horseshoe drainage culvert with a 12' x 12' box culvert
  - Environmental upgrades – bio-swale pilot area
  - Will allow future streetcar system
- Water and wastewater main replacements and upgrades
- New traffic signals with pedestrian features (i.e. – countdown timers)
- Enhanced streetscape
- Pedestrian friendly intersections and enhanced parkways

# Option 3 – Streetscape and Urban Design



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- Retain existing pavement
  - Pavement will remain in good condition if properly maintained
  - Maintenance recommendation is to make minimal pavement repairs and micro-surface the pavement
- Water and wastewater main replacements and upgrades only as needed
- Enhanced streetscape
- Pedestrian friendly intersections and enhanced parkways



## Option 4 – Do Nothing

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- Retain existing pavement
- Water and wastewater main replacements and upgrades when required
- Continue routine street maintenance as required
- Wait for development opportunities to bring revitalization to the area and corridor



# Option 5 – Improvement Corridor with Shortened Limits

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- Hybrid option related to Options 1, 2, and 3
- Consider project limits corresponding to areas with greater development potential
  - Continental to the UPRR
  - Continental to IH 30





# Option 5A

## 6 Travel Lanes with 2 on-street bike lanes

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- Retain existing pavement full length from Continental to Cadiz
  - Widen or narrow pavement as needed to accommodate 2 on-street bike lanes
  - Maintain and enhance left turn or right turn lanes as needed
  - No upgrade to 13' horseshoe drainage culvert
  - No bio-swale environmental upgrades in median, but may be able to accommodate in parkway / sidewalk areas
  - Will allow a future streetcar system
- Enhance streetscape along the parkway
- Provide pedestrian friendly and enhanced intersections
- Replace and upgrade water and wastewater mains only as needed



# Funding Available

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■ 2003 Bond Program	\$ 300,000
■ 2006 Bond Program	\$ 5,488,091
■ Dallas County MCIP	\$ 5,756,219
■ NCTCOG – RTR	<u>\$29,127,713</u>
■ Total	\$40,672,023

# Estimated Costs

	Option 1 – 8 lanes	Option 2 – 6 lanes/2 bike lanes	Option 3 – Streetscape / Urban Design	Option 4 – Do Nothing	Option 5A – 6 lanes/2 bike lanes; exist. pvmt.
<b>Design and Project Delivery</b>	\$6.5 M	\$6.0 M	\$1.5 M	\$0	\$6.0 M
<b>Right-of-Way Acquisition</b>	\$9.0 M	\$1.0 M	\$0	\$0	\$1.0 M
<b>Construction</b>	\$39.0 M	\$35.0 M	\$9.5 M	\$0	\$22.0 M
<b>Total Cost</b>	\$54.5 M	\$42.0 M	\$11.0 M	\$0	\$29.0 M
<b>Shortfall</b>	\$13.9 M	\$1.4 M	\$0 w/County participation*	\$0	\$0 w/County & RTR participation*

\*County participation and funding contingent on use of permanent improvements

# Summary of Options, Components, and Costs

Area of Improvement	Option 1 – 8 lanes	Option 2 – 6 lanes	Option 3 – Streetscape / Urban Design	Option 4 – Do Nothing	Option 5A – 6 Lanes; existing pavement
Paving and Drainage	Y	Y	Only Repairs or Maintenance	Only Repairs or Maintenance	Y – Not 13' horseshoe culvert
Bicycle	Separate Cycle Track	Bike Lane	N	N	Bike Lane
Environmental Upgrades	Y	Y	N	N	Partial
Water and Wastewater	Y	Y	As Needed	As Required	As Needed
Pedestrian Amenities and Intersections	Y	Y	Y	N	Y
Streetscape & Landscaping	Y	Y	Y	N	Y
Estimated Cost \$	\$54.5 M	\$42.0 M	\$11.0 M	\$0	\$29.0 M
Estimated Shortfall \$	\$13.9 M	\$1.4 M	\$0 w/County Participation*	\$0	\$0 w/County & RTR participation*

\*County participation and funding contingent on use of permanent improvements





# Questions and Discussion

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