

Memorandum



DATE July 29, 2010

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

SUBJECT **Beckley-Commerce Intersection**

At the next Trinity River Corridor Project Committee meeting on August 3, 2010, the attached briefing will be presented by David Whitley, Dallas CityDesign Studio. This briefing provides an update on proposed design for the Beckley-Commerce Intersection.

Please contact me if you have questions.



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



THE TRINITY
DALLAS

Attachment

C: 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, Assistant 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



community and stakeholder opposition to previous design citing that it was too auto-oriented and functioned as a barrier to the future Trinity Park

Trinity River Corridor Project Committee was last updated in January 2009

additional design work by WRT to address stakeholder feedback and evaluate alignment alternatives

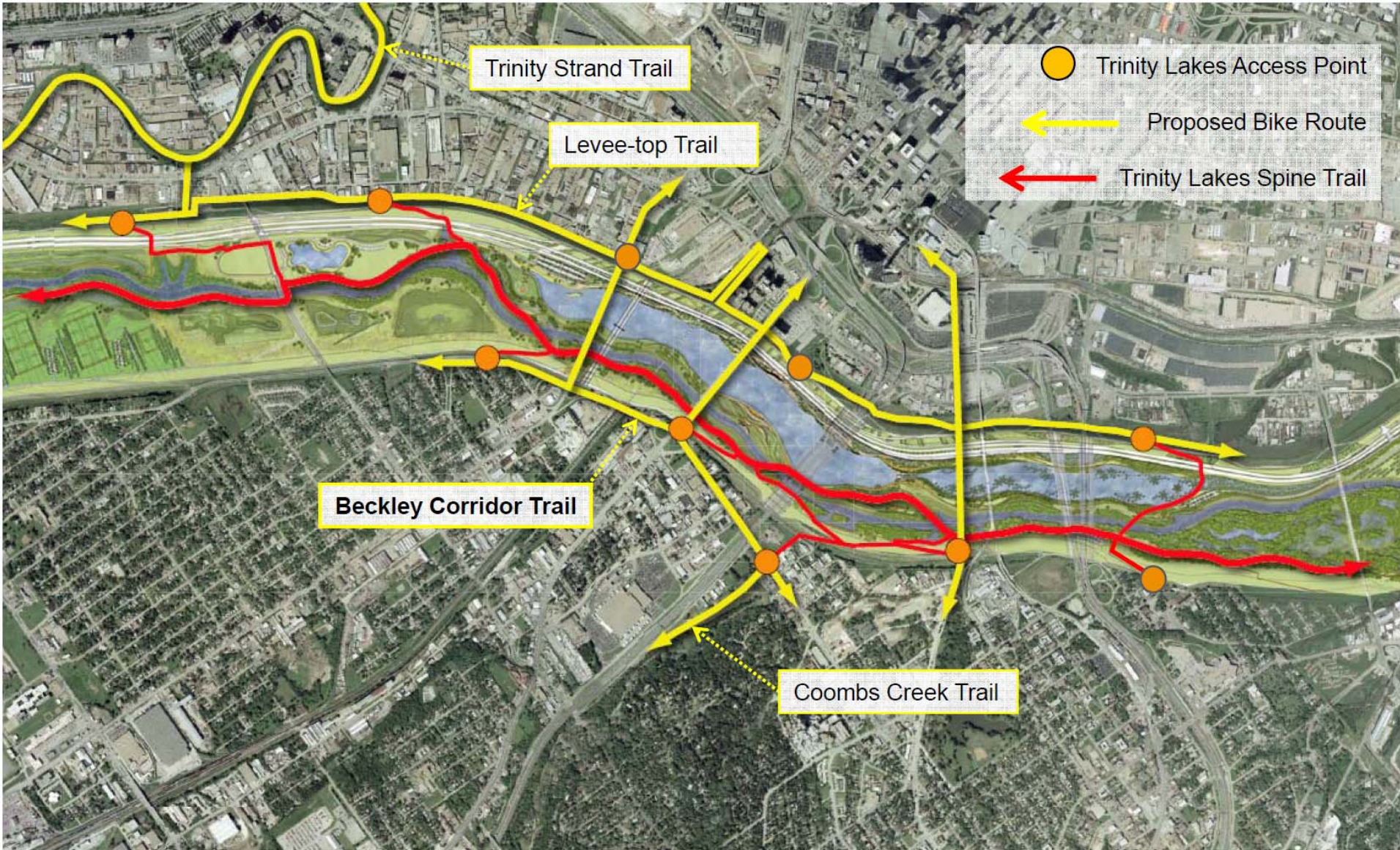


Project Extent

BECKLEY AVENUE ALIGNMENT STUDY
Conceptual Design Report, October 2009



background



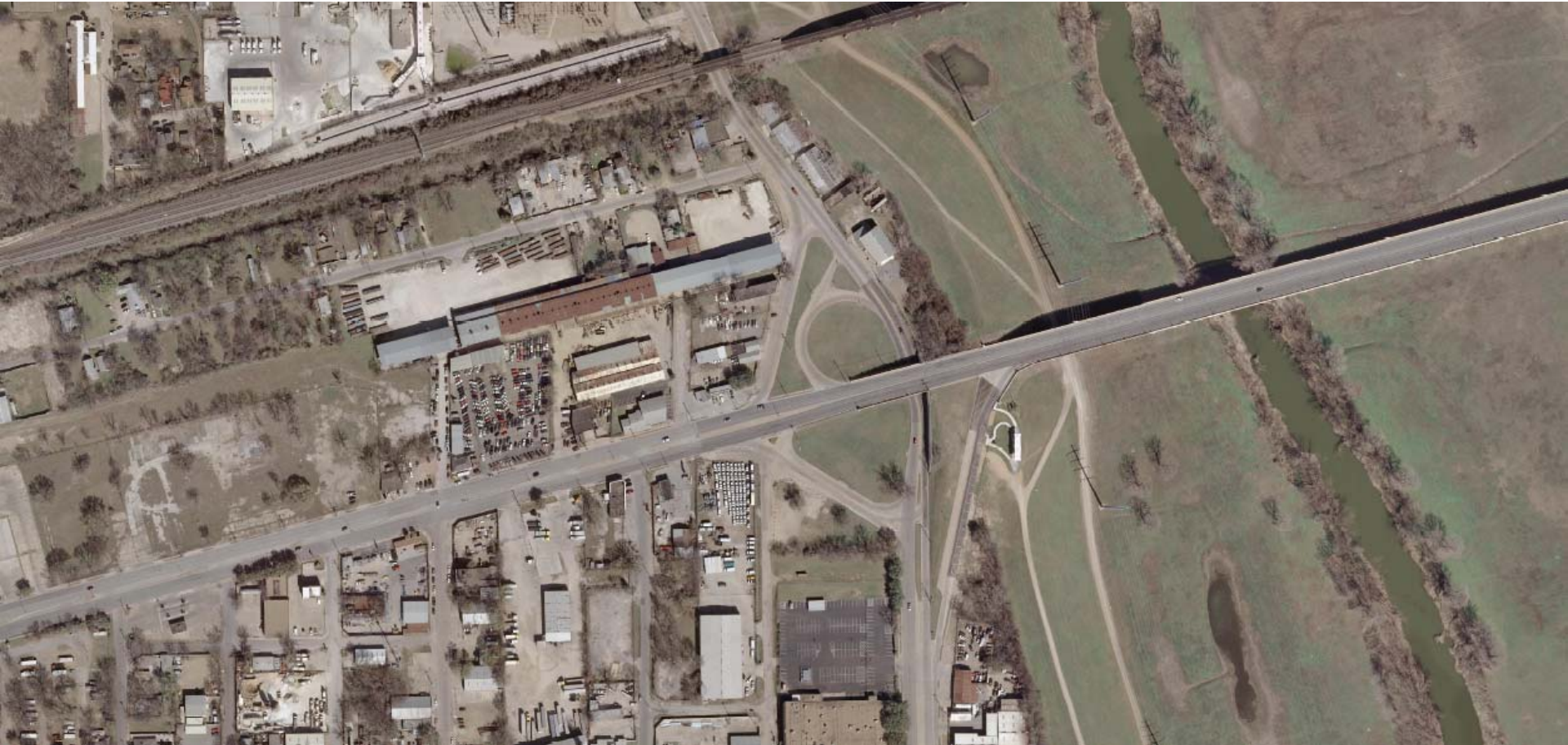
passenger & commercial vehicles share the public right-of-way on a bumpy roadway.

traffic is not controlled, so it speeds through the corridor.

no sidewalks exist for pedestrian/bicycle use.

the corridor has a drainage system that is under capacity with no room for future growth.

water & wastewater lines are in need of repair or replacement.



existing conditions

functions as a gateway into West Dallas from Downtown along Commerce Street
north-South connector to the Margaret Hunt Hill Bridge
plan for a concentration of pedestrian and bicycle activity as this portion of West Dallas redevelops
part of a future Beckley corridor that will function as a “complete street” from Zang to Singleton

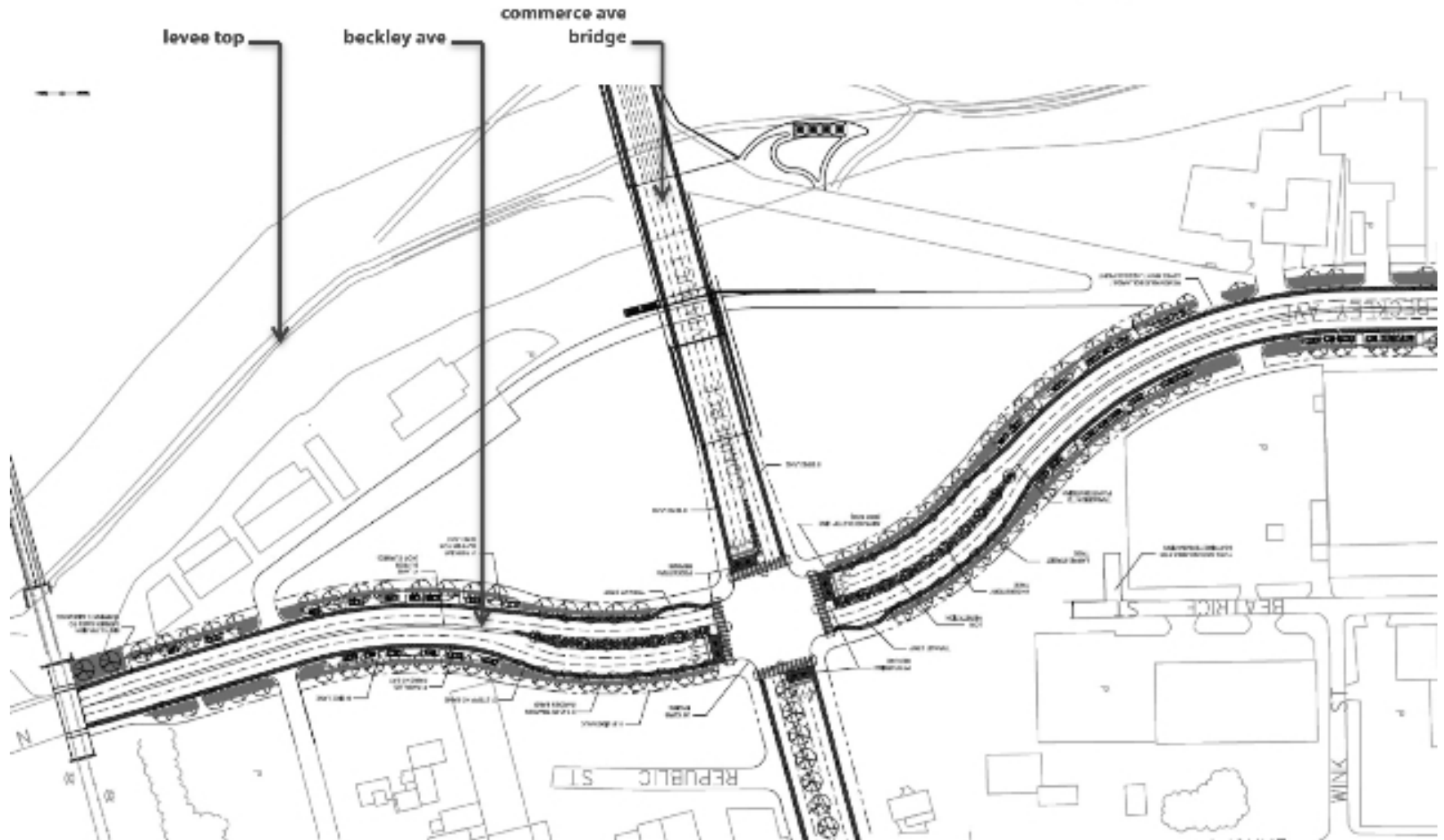


design considerations

- 1 | re-align intersection to provide a more pedestrian-oriented sidewalk and larger development sites adjacent to the levee
- 2 | convert existing two vehicle lanes into levee maintenance access road
- 3 | four vehicle lanes, with bike facilities and slip lanes
- 4 | new sidewalks per PD 714
- 5 | add significant capacity to existing drainage system
- 6 | upgrade water & wastewater lines
- 7 | beautify landscaping
- 8 | add bio-filtration system for reduced pollution and water needs of landscaping amenities
- 9 | add illumination to light the corridor at night for better safety and security



drawing by Wallace Roberts Todd



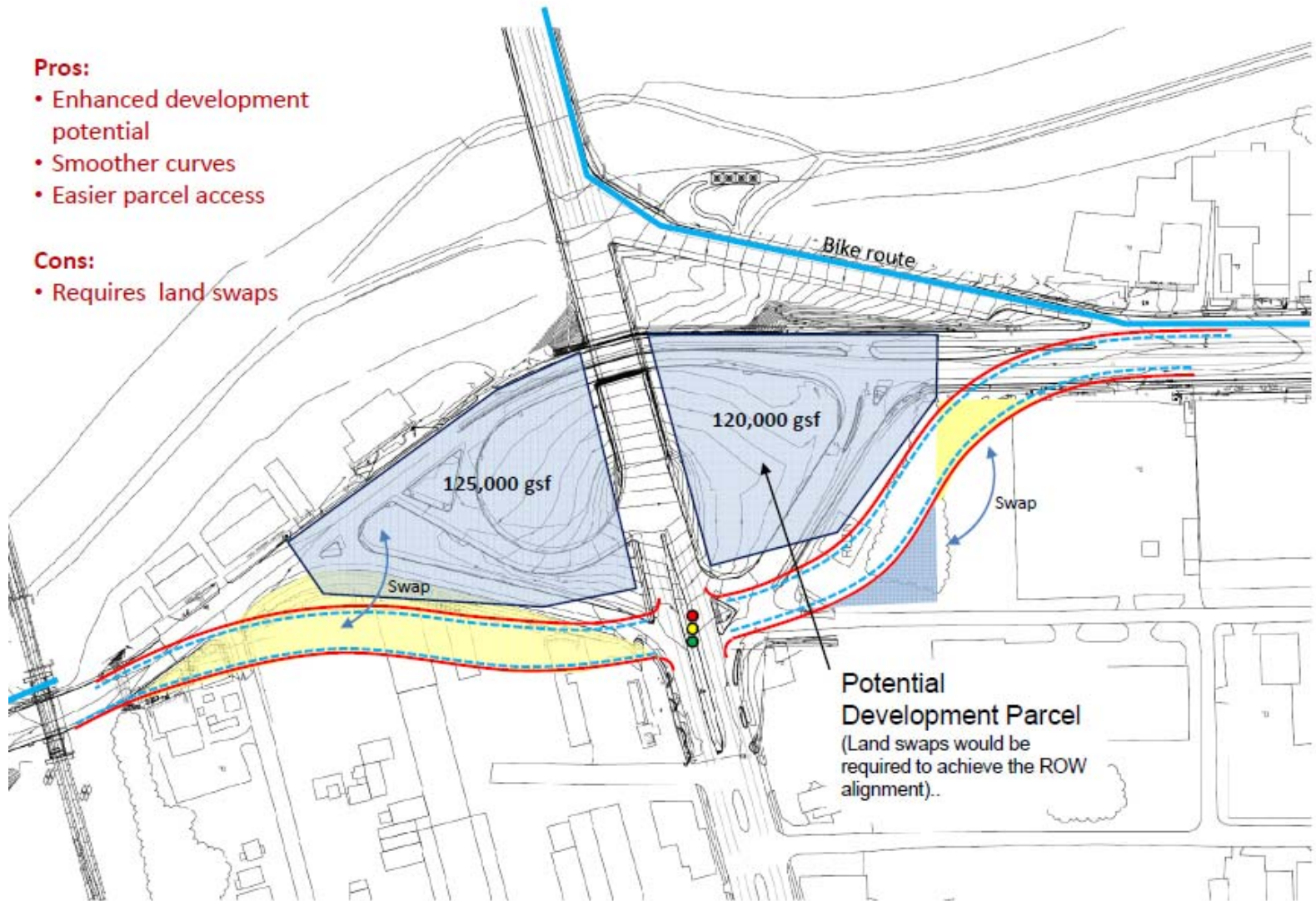
proposed conditions

Pros:

- Enhanced development potential
- Smoother curves
- Easier parcel access

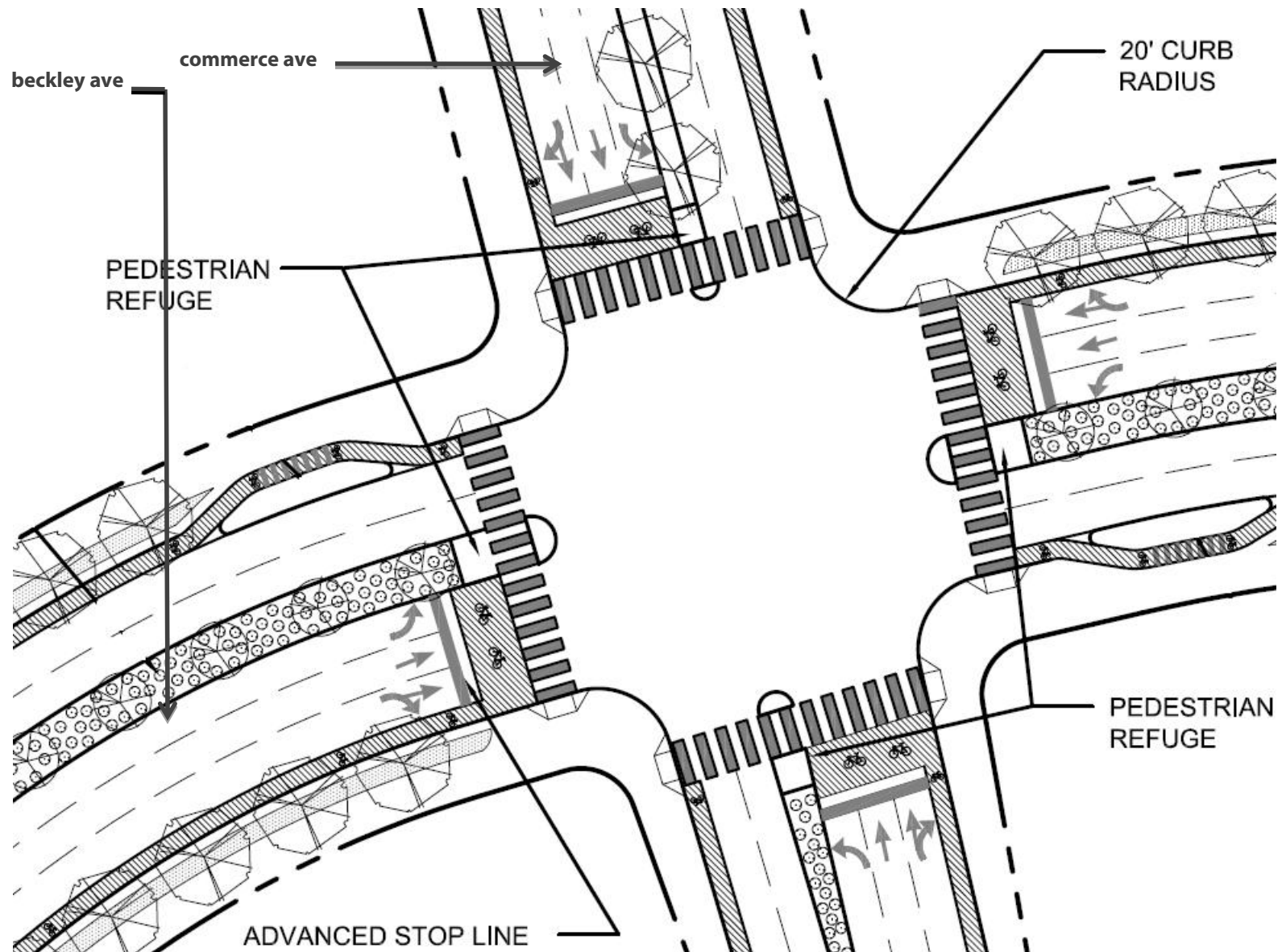
Cons:

- Requires land swaps



areas noted in blue are potential city surplus property

proposed conditions



conceptual drawing | not based on any engineering analysis

proposed intersection

1998	approved in Bond Program
2000-2001	alignment study
2006-2008	original engineering design
2008-2009	public meetings
april 2009	project on hold
fall 2009	WRT conceptual study
dec 2010-2012	new engineering design and public input
2012-2014	construction pending ROW acquisition



The project to be designed is estimated at:

Paving improvement design	\$300K (funded by 1998 Bond Program)
Paving improvement construction	\$3M (partially funded by 1998 Bond Program)
WW design	\$75K (funded by DWU)
WW construction	\$1M (funded by DWU)

1998 bond funds remaining **\$1.8M**

Funding gap **\$1.5M**

expenses

does not include anticipated ROW acquisition or potential relocation

gap would require additional funding source such as future bond program or reprogrammed bond funds



- 1 | november 10 city council agenda
change order to wrt contract for design
final fee to be negotiated by the end of august [approximately \$300,000]

