

Revised

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Memorandum

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CITY SECRETARY
DALLAS, TEXAS

CITY OF DALLAS

DATE December 9, 2011

TO Transportation and Environment Committee Members: Sheffie Kadane (Vice Chair),
Sandy Greyson, Delia Jasso, Vonciel Jones Hill, Pauline Medrano

SUBJECT Transportation and Environment Committee Meeting Agenda

Public Notice

Monday, December 12, 2011 at 2:30 p.m.
City Hall, 1500 Marilla Street, Room 6ES
Dallas, TX 75201

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POSTED CITY SECRETARY
DALLAS, TX

1. **Approval of the Minutes for the October 24, 2011 Meeting**
(Action / 1 Minute)
2. **Selection of six Dallas/Fort Worth International Airport Board nominees to interview for appointment**
(Action / 30 Minutes)
3. **City of Dallas Striping Program for Vehicles, Bikes, and Pedestrians**
Gilbert Aguilar, Director and Beth Ramirez, Assistant Director, Street Services
(Briefing / 20 Minutes)
4. **Bike Plan Implementation and Thoroughfare Plan Amendment Process**
Theresa O'Donnell, Director and Peer Chacko, Assistant Director,
Sustainable Development and Construction
(Briefing / 30 Minutes)
5. **Memorandum of Understanding for I-35E**
(Action / 10 Minutes)

Linda L. Koop (SF)

Linda L. Koop, Chair
Transportation and Environment Committee

- c: The Honorable Mayor and Members of the City Council
 Mary K. Suhm, City Manager
 Thomas P. Perkins, Jr. City Attorney
 Rosa Rios, Acting City Secretary
 Craig Kinton, City Auditor
 Judge C. Victor Lander, Administrative Judge
 A.C. Gonzalez, First Assistant City Manager
 Ryan S. Evans, Assistant City Manager
 Jill A. Jordan, P.E., Assistant City Manager
 Forest Turner, Assistant City Manager
 Joey Zapata, Interim Assistant City Manager
 Jeanne Chipperfield, Chief Financial Officer
 Edward Scott, Director, Controller's Office
 Frank Libro, Public Information Office
 Theresa O'Donnell, Director, Sustainable Development and Construction
 Helena Stevens-Thompson, Assistant to the City Manager – Council Office

A closed executive session may be held if the discussion of any of the above agenda items concerns one of the following:

1. Contemplated or pending litigation, or matters where legal advice is requested of the City Attorney. Section 551.071 of the Texas Open Meetings Act.
2. The purchase, exchange lease or value of real property, if the deliberation in an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Section 551.072 of the Texas Open Meetings Act.
3. A contract for a prospective gift or donation to the City, if the deliberation is an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Section 551.073 of the Texas Open Meetings Act.
4. Personnel matters involving the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee or to hear a complaint against an officer or employee. Section 551.074 of the Texas Open Meetings Act.
5. The deployment, or specific occasions for implementation of security personnel or devices. Section 551.076 of the Texas Open Meetings Act.
6. Deliberations regarding economic development negotiations. Section 551.087 of the Texas Open Meetings Act.

Memorandum



CITY OF DALLAS

DATE December 9, 2011

TO Transportation and Environment Council Committee:
Linda Koop, Chair, Sheffie Kadane, Vice Chair, Pauline Medrano,
Vonciel Jones Hill, Sandy Greyson, Delia Jasso

SUBJECT D/FW International Airport Board Nominee Selection – December 12, 2011

Due to posting problems, the Transportation and Environment Council Committee (TEC) meeting scheduled for 1:00 p.m. Monday, December 12, 2011, will not start until 2:30 p.m. on that same day.

During this meeting, the TEC will be reviewing resumes/biographies of the 15 individuals nominated for appointment to the D/FW International Airport Board. The TEC will be narrowing down the list of nominees submitted to begin the background check process.

Initially, the TEC was to review nominees to fill only Positions 4, 6 and 9 with a term ending January 31, 2014. With the recent resignation of Ms. Betty Culbreath from Position 1, the TEC will consider an additional nominee to fill that vacancy, whose term expires January 31, 2013. A total of six (6) finalists will be selected at the December 12th to be interviewed by the TEC on January 9, 2012. The City Council will vote on the recommended four (4) nominees on January 11, 2012.

Attached is the agenda for the December 12, 2011 TEC Meeting. Please contact me if you have questions.



Linda L. Koop, Chair
Transportation and Environment Committee

Attachment

C: Mayor and Members of the City Council
Mary K. Suhm, City Manager
Thomas P. Perkins, City Attorney

**TRANSPORTATION AND ENVIRONMENT
COMMITTEE MEETING RECORD**

Transportation and Environment Committee (TEC) meetings are recorded. Agenda materials are available online at www.dallascityhall.com. Recordings may be reviewed/copied by contacting the TEC Staff Coordinator at 214-670-4545.

Meeting Date: October 24, 2011 **Start Time:** 1:02 p.m. **Adjournment:** 2:29 p.m.

Committee Members Present:

Linda L. Koop (Chair), Sheffie Kadane (Vice-Chair), Sandy Greyson, Vonciel Jones Hill, Delia Jasso, and Pauline Medrano

Committee Members Absent:

None

Other Council Members Present:

None

City Executive Staff Present:

Jill Jordan, Assistant City Manager
Theresa O'Donnell, Director, Sustainable Development and Construction

TRANSPORTATION AND ENVIRONMENT COMMITTEE AGENDA

1. Approval of Minutes for September 26, 2011

Action Taken/Committee Recommendation:

Motion was made to approve the minutes for the September 26, 2011 meeting subject to corrections. No corrections were suggested and the minutes were approved as submitted.

Made by: Kadane

Seconded by: Hill

Passed unanimously

2. Bureau Veritas Presentation of ISO 14001 Re-Certification

Chris Koci, Director of Operation for Bureau Veritas Certification, North America, presented the City of Dallas with a plaque certifying the renewal audit for outstanding performance of the ISO 14001.

Action Taken/Committee Recommendation:

Ms. Koop asked Mr. Koci to elaborate on ISO so the public will understand the process. Mr. Koci stated ISO is the environmental system that looks at the processes in place. Bureau Veritas inspected the quality management system of various departments pertaining to environment. Mr. Koci mentioned the City of Dallas is doing an excellent job.

Ms. Koop recognized the key city staff that played a major role in the project and noted that City of Dallas is the first City in the United States to become ISO Certified.

No action was taken on this item.

3. Update on Green Initiatives

Kris Sweckard, Managing Director, Office of Environment Quality, provided an update on other areas of environmental management, outlining the accomplishments, achievements, current, and future projects. Jill Jordan, Assistant City Manager, assisted in answering questions.

Action Taken/Committee Recommendation:

Mr. Sweckard mentioned two conferences that were held at the Dallas Convention Center; the 2010 GovEnergy Conference and a massive Solar Power International Conference, held the week of October 17, 2011. Ms. Koop suggested Mr. Sweckard notify the Committee of future energy conferences so they can attend.

Ms. Jasso asked if the contaminated water that is capped off could be used for other purposes. Mr. Sweckard confirmed the water cannot be used for other purposes; however, the water is tested and there may be instances when it can be used for irrigation but not for drinking.

Ms. Jasso asked when the decision will be made on the location of the donated electric charging stations. She suggested the Councilmembers be involved in the selection process. Mr. Sweckard stated Public Works and Equipment and Building Services are looking at the process and he is working with the Attorney's Office on the contract, which is scheduled for completion early next year.

Ms. Koop mentioned there is a charging station at the Original House of Pancakes on Beltline, which recently held a car rally for electric vehicles.

Ms. Medrano stated there is also a charging station in Deep Ellum on Malcolm X Blvd., between Main and Commerce Streets that offers free parking for the next five months as an incentive.

Ms. Greyson referred to the photo of White Rock Creek, shown on slide 8, and asked if she should contact DART to discuss cleanup of the enormous number of fallen trees and dead vegetation along the Cotton Belt Rail Line, near Campbell and Davenport. Ms. Jordan stated she will contact DART and inform them of the issues along the Cotton Belt Rail Line.

Mr. Kadane asked for a status on Integrated Stormwater Management (iSWM). Ms. Jordan stated iSWM deals with the development process and can be used in a residential or commercial subdivision. The task force is working on the next phase focused on how to educate the design community and provide incentives to help the development community to incorporate the program.

No action was taken on this item.

4. Update on Dallas Gas Drilling Task Force

Lois Finkelman, Chair, Dallas Gas Drilling Task Force, briefed the committee on the responsibilities of the Task Force and the Process of Natural Gas Drilling, Geology of the Barnett Shale, Hydraulic Fracturing (fracking), and Production. Mr. Kris Sweckard, Managing Director, Office of Environmental Quality and Tammy Palomino, Assistant City Attorney, assisted in answering questions.

Action Taken/Committee Recommendation:

Ms. Koop requested a series of two to four educational programs be presented to the Council so the Council is aware of the task force recommendation process.

Ms. Hill suggested an educational briefing to full Council on the Update on Dallas Gas Drilling Task Force. Ms. Koop suggested the committee discuss a process off-line with staff. Ms. Palomino stated an ordinance will be complete to forward to City Council in June 2012.

Ms. Finkelman mentioned surrounding cities have been helpful in sharing their experiences and avoiding some of pitfalls they have experienced.

No action was taken on this item.

5. Upcoming Agenda Items

- Draft Agenda Item # 58 on November 7, 2011 City Council Agenda / Trinity Watershed Management - Stormwater Ordinance Revision - An ordinance amending Chapter 19 of the Dallas City Code to: (1) define terms; (2) provide prohibitions, requirements, and defenses relating to the discharge of certain pollutants and hazardous substances into the stormwater drainage system; (3) require persons operating industrial or construction activity sites to operate pursuant to and consistent with all state and federal required permits and employ best management practices; (4) provide monitoring, sampling, and reporting requirements for dischargers of stormwater into the stormwater drainage system; (5) make certain nonsubstantive changes; and (6) provide penalties. Financing: No cost consideration to the City.

Memorandum



CITY OF DALLAS

DATE December 9, 2011

TO Members of the Transportation and Environment Committee:
Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Sandy Greyson,
Delia Jasso, Vonciel Jones Hill, Pauline Medrano

SUBJECT **D/FW International Airport Board Nominee Selection**

On Monday, December 12, 2011, the Transportation and Environment Council Committee will select six nominees to interview for appointment to the D/FW International Airport Board.

Please feel free to contact me at 214-670-5299 if you need additional information.

A handwritten signature in cursive script that reads "Jill Jordan".

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

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Memorandum



DATE December 9, 2011

TO Honorable Members of the Transportation & Environment Committee: Linda Koop (Chair), Sheffie Kadane (Vice Chair), Pauline Medrano, Vonciel Jones Hill, Sandy Greyson

SUBJECT Pavement Markings Briefing

On Monday, December 12, 2011, you will be briefed on Pavement Markings. The material is attached for your review.

If you have questions or need additional information, please let me know.



Forest E. Turner
Assistant City Manager

Attachment

cc: Honorable Mayor and Members of the City Council
Mary K. Suhm, City Manager
Rosa A. Rios, Acting City Secretary
Thomas P. Perkins, Jr., City Attorney
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Jeanne Chipperfield, Chief Financial Officer
Frank Libro, Public Information Office
Stephanie Pegues-Cooper, Assistant to the City Manager

Department of Street Services

City of Dallas Striping Program Pavement Markings

Presented to:

- Transportation and Environment Committee
- Quality of Life Committee

December 12, 2011

Briefing Purpose and Overview

- ❑ Provide information on the current street striping program
- ❑ Provide information on costs to stripe bike lanes as a part of the striping program
- ❑ Discuss requirements prior to bike route implementation

Pavement Markings

Inventory

- ❑ Lane lines
 - 7.7 M linear feet of stripes over 1,011 miles of roadways
- ❑ 7,400 Crosswalks
 - Most are at traffic signals
 - 3,400 school related
- ❑ 5,500+ Stop bars
- ❑ 2,700+ pavement legends (left and right turn arrows)



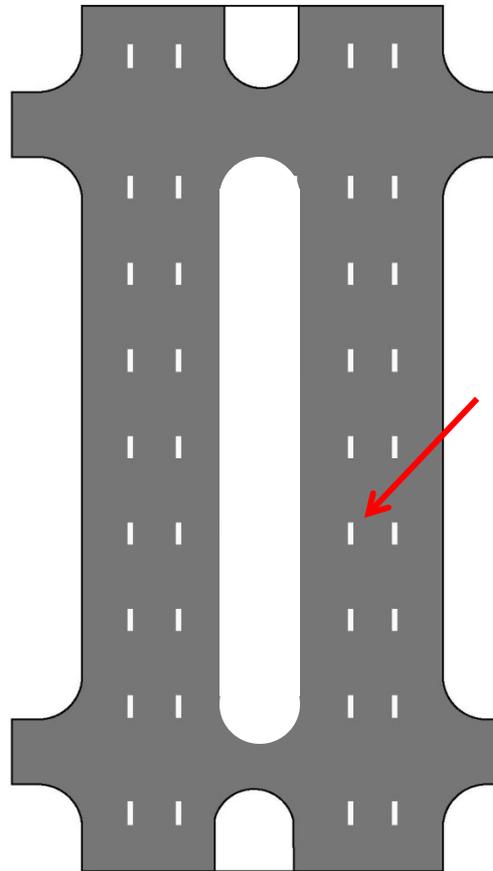
Street Striping Machine



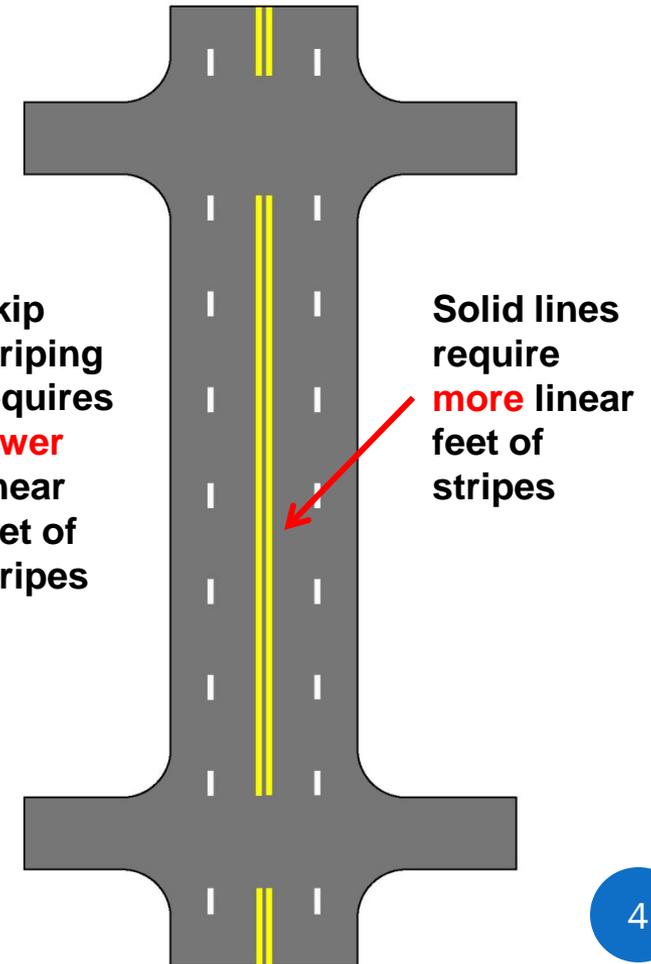
Examples of Striping Quantities

- ❑ Staff reports linear miles of stripes installed each year not lane miles
- ❑ Quantities per mile each street varies depending on street type
 - More lanes do not necessarily result in higher striping quantities per mile

6 Lane Divided Street
5,280 Linear Feet of Stripes per Mile



4 Lane Undivided Street
15,840 Linear Feet of Stripes per Mile



Installation and Materials

- All street striping is installed by contractors
 - Seasonal work
 - Markings should be applied to dry surfaces with temperatures greater than 50 degrees to allow markings to properly adhere
 - Majority of maintenance striping is completed between March and October

- Materials Used
 - City uses specifications developed by TxDOT based on research and statewide committee input
 - Materials available:
 - Thermoplastic (2 to 4 years)
 - Water based (six months to 1 year)
 - Pre-formed Tape (4 to 6 years)
 - Epoxy (under test by TxDOT)

Cost Comparison of Striping Materials

- ❑ City uses mostly thermoplastic material since it is the most cost effective over time
- ❑ Problem spots with high traffic volumes or constant weaving may warrant use of pre-formed tape

Example

for Major Street with **30,000** Vehicles per Day

Marking Material	Life (1) Street with 30,000 vehicles per day	4 Inch Lane Line Cost	Average Cost over 10 years
Thermoplastic	3 years ⁽¹⁾	\$0.33 LF	\$1.09 LF
Water-based	1 year ⁽¹⁾	\$0.22 LF	\$2.20 LF
Pre-formed Tape	5 years ⁽¹⁾	\$2.60 LF	\$5.20 LF

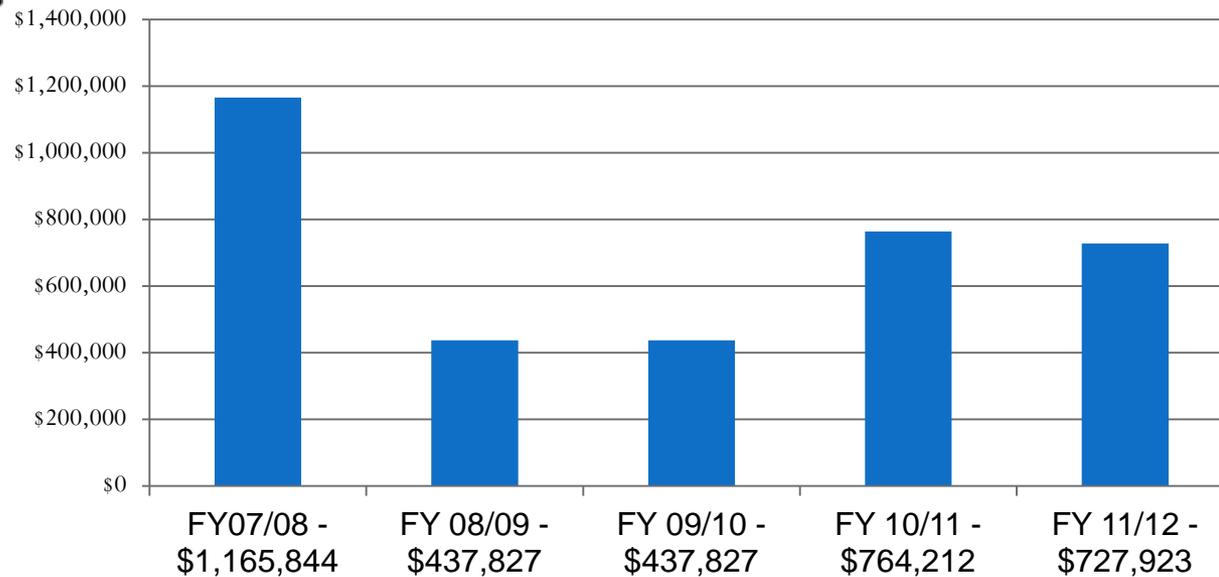
(1) Life of markings vary based on traffic volume, pavement surface and weather conditions. Higher traffic volumes will result in shorter life and higher average cost over 10 years.

Factors Affecting Visibility and Life of Markings



- ❑ Average daily traffic volume
- ❑ Type of pavement surface (concrete or asphalt)
- ❑ Weather conditions
- ❑ Application methods and thickness of stripe

Budget History



- ❑ Budget determines number of miles striped per year
- ❑ Staff implemented cost efficiencies to allow more streets to be striped with lane lines:
 - Reduced lane line width from 6 inches to 4 inches
 - No surface preparation
 - Installation or maintenance of raised reflective buttons not funded
 - Installation or maintenance of edge lines not funded
 - Maintenance of crosswalks at traffic signals not funded

Annual Inspection for Visibility

- ❑ 1,011 miles of roadway segments inspected and rated each year for lane line visibility
- ❑ Lane Line Ratings (A, B or C)
 - A - 467 miles (visible)
 - B - 337 miles (visible but worn)
 - C - 207 miles (little to no visibility)
- ❑ FY11/12 budget funds striping on worst condition streets
 - All 207 miles of “C” rated streets funded and 115 miles of “B” rated streets funded
- ❑ \$510,000 required to stripe remaining 222 miles of “B” rated streets
 - Striping “B” rated streets allows striping to be installed before visibility is lost

Annual Inspection for Visibility

- ❑ Crosswalks = 7,388 total
 - 2,807 (38%) rated A – Visible
 - 1,405 (19%) rated B - Visible but worn
 - 3,176 (43%) rated C - Little to no visibility
- ❑ Currently budgeted to repaint 100 crosswalks per year
- ❑ Staff only approves restriping of crosswalks that are school related or safety-related sites; all other requests put on hold
- ❑ Additional **\$2.3 M** required to repaint all crosswalks rated “C” = little to no visibility



Striping for Bikes

- ❑ Bike Plan adopted by Council in June of 2011
 - Defines routes
 - Recommends type of bike facility for each route

- ❑ 840 miles total “on-street” bike route miles
 - \$15.8 M to install bike markings & signage citywide
 - **Currently program is not funded**
 - Staff seeking grant fund opportunities
 - Includes contract inspection and engineering
 - **\$ 3.2+ M** annual O&M after full plan implemented
 - Restriping **every 4 years on average**
 - Sign maintenance (knockdowns, graffiti)

Striping for Bikes

- ❑ The Bike Plan recommends a phased strategy to implement bike routes:
 - **Demonstration/Early Implementation (Priority)**
 - Near-term
 - Mid-term
 - Long-term

- ❑ 2006 Bond Program
 - Street Reconstruction Projects – Some of the routes defined in the **Demonstration/Early Implementation phase** overlay with 2006 bond program street reconstruction projects. Depending on individual project savings, bike markings may be included as part of these projects
 - Resurfacing Projects – All resurfacing projects not completed will not have savings available for the added cost of bike lanes

Bike Marking Types



Shared Lane



Bike Lane (No Buffer)

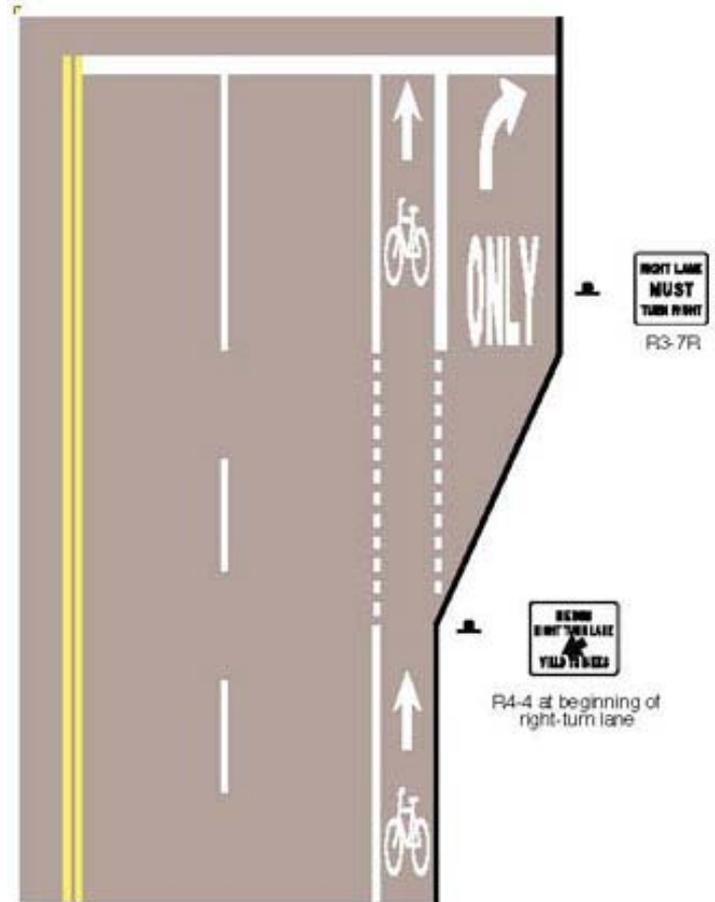


Buffered Bike Lane

Facility Type	Estimated Miles
Shared Lanes	206
Bike Lanes (No Buffer)	123
Bike Lanes Buffered	132
Paved Shoulders	19
To be determined	360
Total	840

- Painted bike symbols and signs recommended every 250 feet
- Some streets may require “No Parking” signs every 250 feet
- Thoroughfare Amendment required for many routes prior to implementation

Typical Bike Markings



❑ Dotted Extensions

- Used to reduce conflicts between bikes and turning vehicles
- Used at intersections where bike lane passes through intersection
- Creates awareness and designates space for bikes

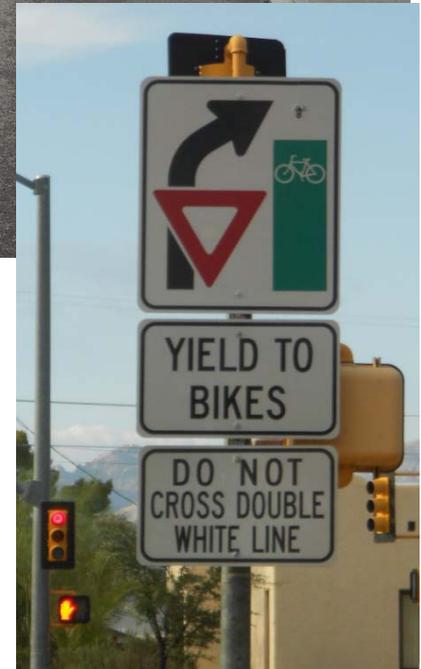


City of Dallas

Bike Marking Enhancements



30 foot by 4 foot
Color Conflict Zone
Cost = \$600



Colored Lanes (\$4 cost per square foot)

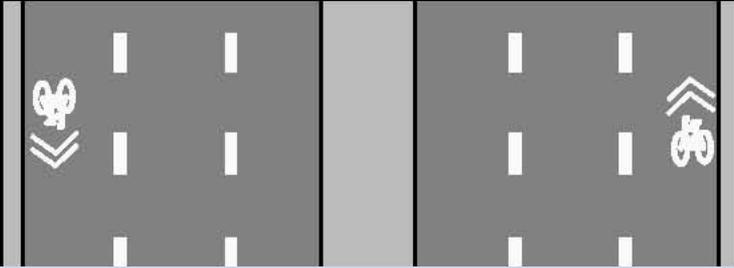
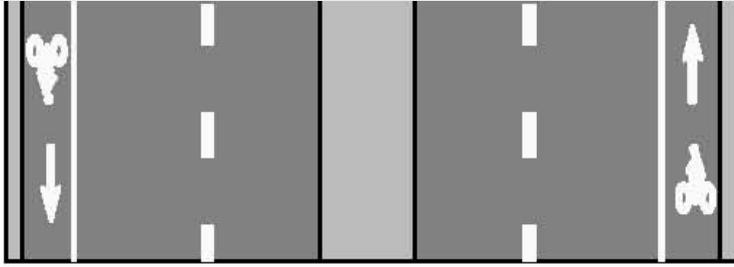
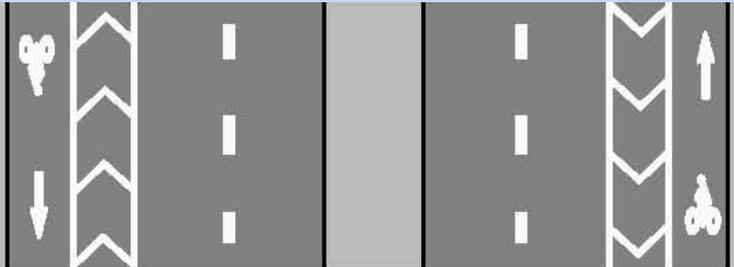
- Enhancement to dotted extensions at right turn lanes
- Color creates awareness and designates space
- Used in problem areas (not a standard installation)

Example Per Mile Costs

	4 Lane Divided Street	Standard Striping	Cost to Add Bike Lanes
Shared Bike Lane		\$871	\$17,400
Buffered Bike Lane		\$871	\$24,500

- ❑ Standard striping on divided roadways uses mostly “Skip” striping (10 foot stripe spaced 30 feet apart) and results in lower quantities
- ❑ Bike markings result in much higher lane line quantities since they require two solid stripes and bike legends and signs every 250 feet

Example Per Mile Costs

	6 Lane Divided Street	Standard Striping	Cost to Add Bike Lanes
Shared Lane		\$1,742	\$17,400
5 foot Bike Lane		\$1,742	\$21,500
Buffered Bike Lane		\$1,742	\$24,500

Implementation Scenarios

	Scenario	Increase to Annual Budget
1	Increase annual budget to add bike lanes during routine striping maintenance	\$3.9 M
2	Trade maintenance striping miles for bike lane miles	\$0 M
3	Increase annual budget to add 10-20 bike miles per yr	\$174 K-\$490 K
4	Increase annual budget to add bike markings citywide over the next 10 years	\$1.58 M

Implementation Scenarios

- ❑ Scenario 1 – Add bike lanes during routine striping maintenance
 - **\$3.9 M** additional funding required per year to add bike markings and signs while striping street segments with low-visibility stripes
 - Only portions of routes will be completed leaving bicyclists without guidance or protection when striped/signed portion ends
 - No cost savings by simultaneously striping bike lanes with standard lane lines
 - Contractor charges by linear foot with no mobilization fee
 - Markings for legends and cross-hatching are installed with different machines



City of Dallas

Implementation Scenarios



Scenario 2 – Trade maintenance striping miles for bike lane miles

- Trade miles of bike lanes for miles of lane line striping and maintain \$727K budget
- The disproportionately high cost of bike markings quickly reduces miles funded for standard lane line striping

Examples of Bike Mile Increases	Resulting Miles For Maintenance Striping
Existing Budget - 0 miles of bike markings	322
Add 10 miles of Shared Lanes	245
Add 10 miles of 5' Bike Lanes	227
Add 10 miles of Buffered Bike Lanes	214
Add 20 miles of Shared Lanes	168
Add 20 miles of 5' Bike Lanes	132
Add 20 miles of Buffered Bike Lanes	105

Implementation Scenarios

- Scenario 3 – Increase current budget to add 10 to 20 miles of bike routes year

Examples of Bike Mile Increases for different facilities	Standard Striping (miles)	Bike Striping (miles)	Added Cost to Budget
Existing Budget (1)	322	0	\$0
Add 10 miles of Shared Lanes	322	10	\$174 K
Add 10 miles of 5' Bike Lanes	322	10	\$215 K
Add 10 miles of Buffered Bike Lanes	322	10	\$245 K
Add 20 miles of Shared Lanes	322	20	\$348 K
Add 20 miles of 5' Bike Lanes	322	20	\$430 K
Add 20 miles of Buffered Bike Lanes	322	20	\$490 K

(1) Existing budget for Lane Line Striping = \$727K

Implementation Scenarios

- ❑ Scenario 4 – Increase annual budget to add bike markings citywide over the next 10 years
 - \$15.8 M = Total Bike Plan implementation cost with signage and engineering
 - Annual Cost of 10 years = \$1.58 M
 - Add approximately 80 to 100 miles per year depending on cost of facility types in each implementation phase
 - Bike route miles implemented using phases defined in Bike Plan

Future O&M Costs

- ❑ Ideal annual striping budget to properly maintain stripes for all modes of transportation
 - \$6.5 M will be required annually to keep vehicle lane lines, crosswalks and bike markings visible (**once entire bike system is in place**)
 - Vehicle and crosswalk striping
 - \$727 K = **Current** annual maintenance for vehicle lane lines and crosswalk markings
 - \$3.3 M = **Ideal** budget to keep vehicle lanes lines and crosswalks visible (using a 3 year average striping life)
 - Bike lane striping
 - \$0 = **Current** annual budget
 - \$3.2 M = **Ideal** budget to keep bike markings visible once entire bike route system is in place (using 4 yr. average bike marking life)

Actions Required Prior to Bike Route Implementation

1. Identify funding
2. Public meetings and amendment to Thoroughfare Plan if the bike markings will change street operations along the route
3. Public meetings and notification for routes not on Thoroughfare Plan

Note: Presentation today on Thoroughfare Plan

Department of Street Services

Questions / Comments?

Memorandum



CITY OF DALLAS

DATE December 9, 2011

TO Members of the Transportation and Environment Committee:
Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Sandy Greyson,
Delia Jasso, Vonciel Jones Hill, Pauline Medrano

SUBJECT **Bike Plan Implementation and Thoroughfare Plan Amendment Process**

On Monday, December 12, 2011, the Transportation and Environment Council Committee will be briefed on the Bike Plan Implementation and Thoroughfare Plan Amendment Process.

Please feel free to contact me at 214-670-5299 if you need additional information.

A handwritten signature in cursive script that reads "Jill Jordan".

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

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Bike Plan Implementation and the Thoroughfare Plan Amendment Process



UrbanAdvantage



Presented to:

- Council Quality of Life Committee
- Council Transportation and Environment Committee

December 12, 2011

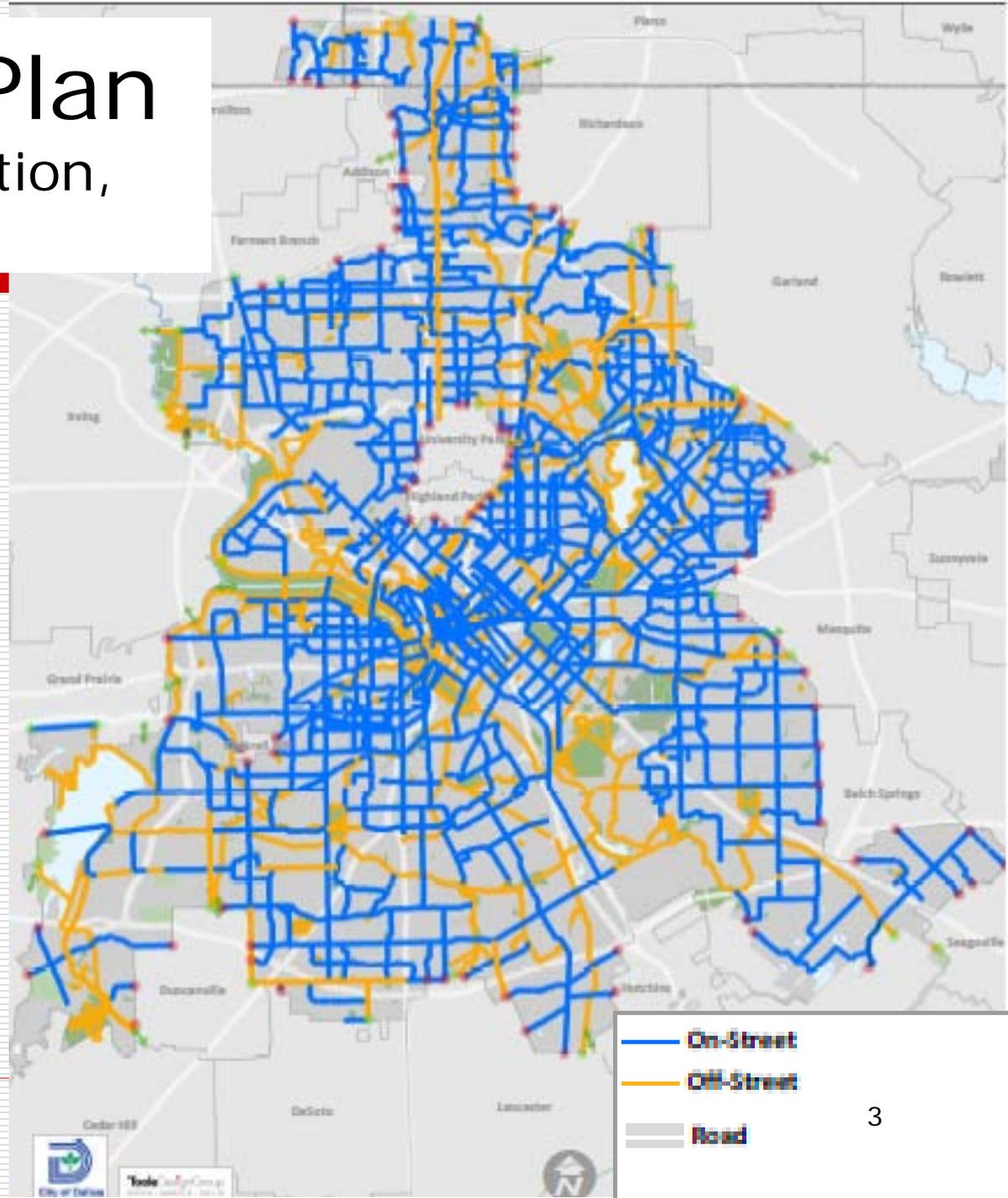
Purpose

- Present the current recommendations regarding implementation of the Dallas Bike Plan
- Clarify the Bike Plan implementation and Thoroughfare Plan Amendments
- Present options for the Bike Plan and roadway design recommendations for Fort Worth Avenue
- Receive Committee input and guidance on the options presented

Dallas Bike Plan

Adopted by Resolution,
June 2011

- A long range vision for a bike route network with preliminary recommendations for bike facility types
- No funding for implementation has been secured – not a fiscally constrained plan



Dallas Bike Plan System Overview

Current: 115 total miles

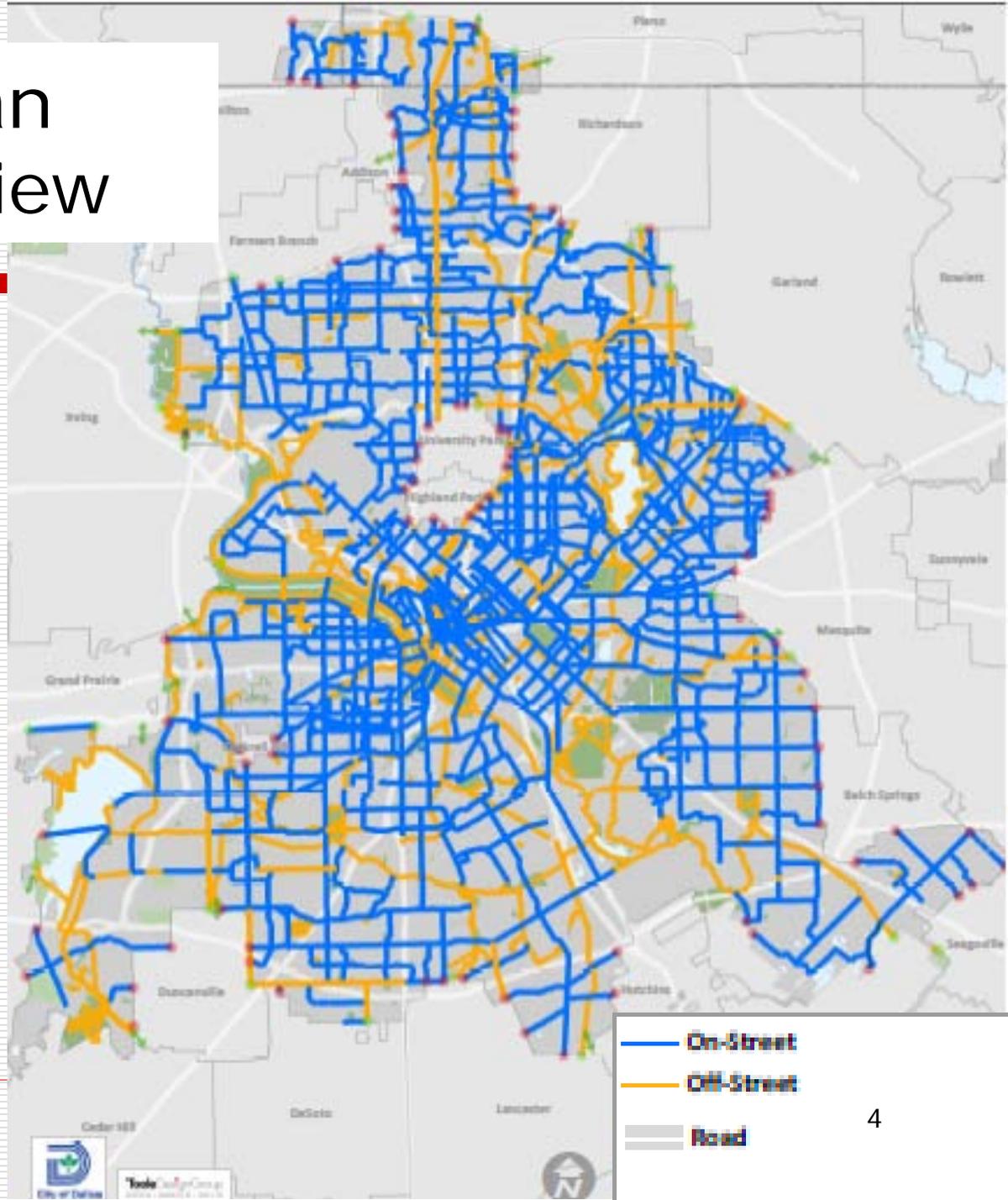
On-street : 0 miles

Off-street : ~115 miles

Vision: 1,296 total miles

On-street: ~840 miles

Off-street: ~456 miles



Early Implementation / Demonstration Projects

- ❑ 18 fully or partially funded street segments with design already underway to incorporate Bike Plan recommendations
- ❑ 70 trail-road crossings along five existing trails (STEP grant funded)
- ❑ Bike route signage removal/replacement (not funded)
- ❑ Four strategic area linkage projects (not funded)
 - Central Core Connection Project
 - West Dallas Neighborhoods Project
 - North-Central (NC) Route
 - Southern Sector (Wonderview Area) Project

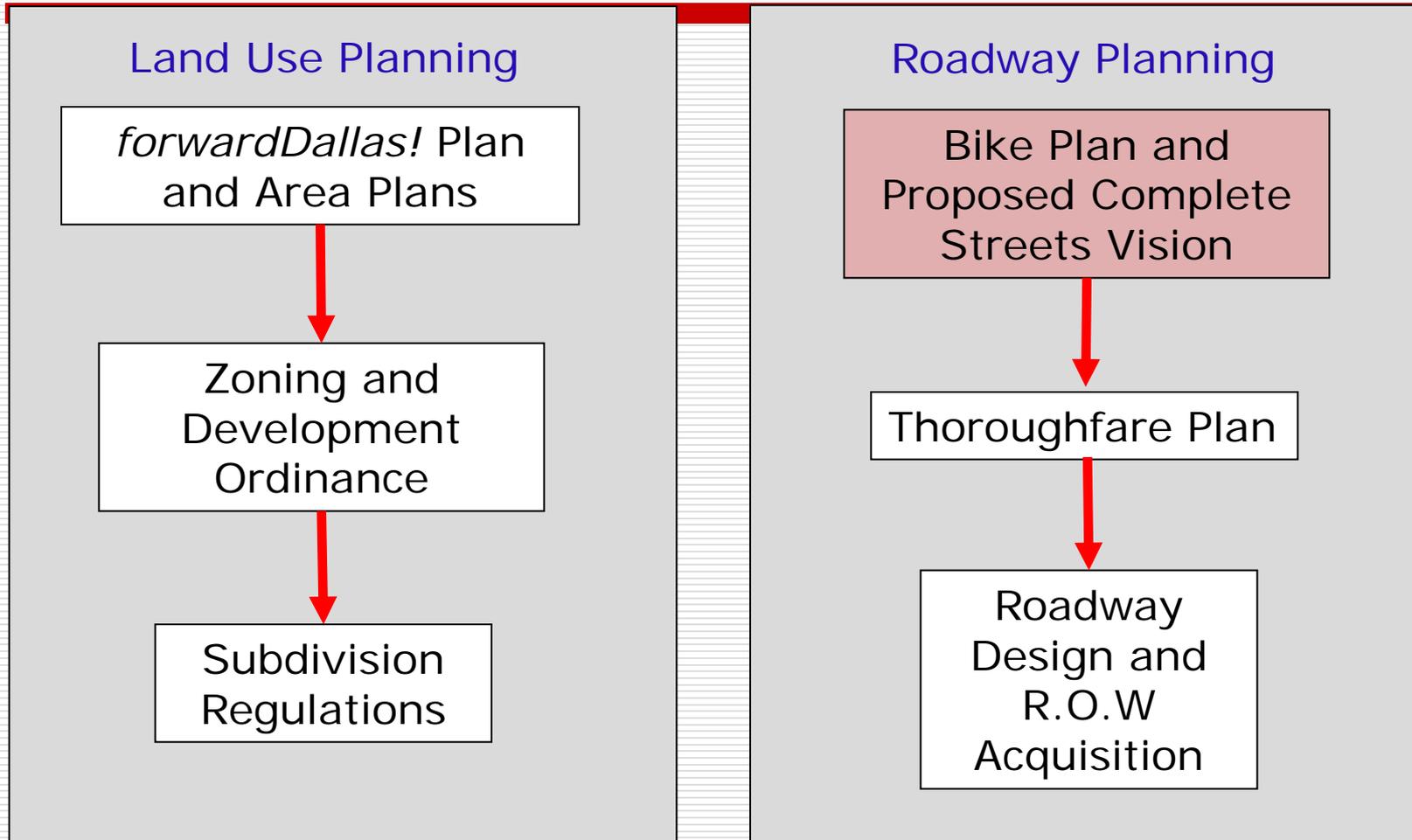
Ten-Year Phased Implementation

- Near-Term (2013 – 2014): 82 miles of bike facilities
- Mid-Term (2015 – 2017): 281 miles of bike facilities
- Long-Term (2018 – 2021): 364 miles of bike facilities

Implementation of the Bike Plan and the Thoroughfare Plan

- ❑ Bike Plan does acknowledge need for Thoroughfare Plan amendments prior to implementation, where necessary
- ❑ Adoption process did not meet the standard for public hearings required for Thoroughfare Plan amendments
- ❑ Dallas City Charter and Development Code sets out the process for Thoroughfare Plan amendments

Plans Vs. Regulations



Plans Vs. Regulations

- Provide vision and policy direction for long term implementation
 - Not designed to be legally binding; Typically more general and flexible
 - Adopted by resolution with a lower standard of public notification and involvement
- Provide clear rules for immediate application
 - Legally binding; Typically more specific and less flexible
 - Adopted by ordinance with a higher standard of public notification and involvement

Thoroughfare Plan

City Charter – Chap. XV, Sec. 8

- The city council shall by ordinance adopt a thoroughfare plan. A thoroughfare plan now in existence or hereafter adopted by the city council shall not be changed except by an ordinance duly adopted after a public hearing as herein provided.

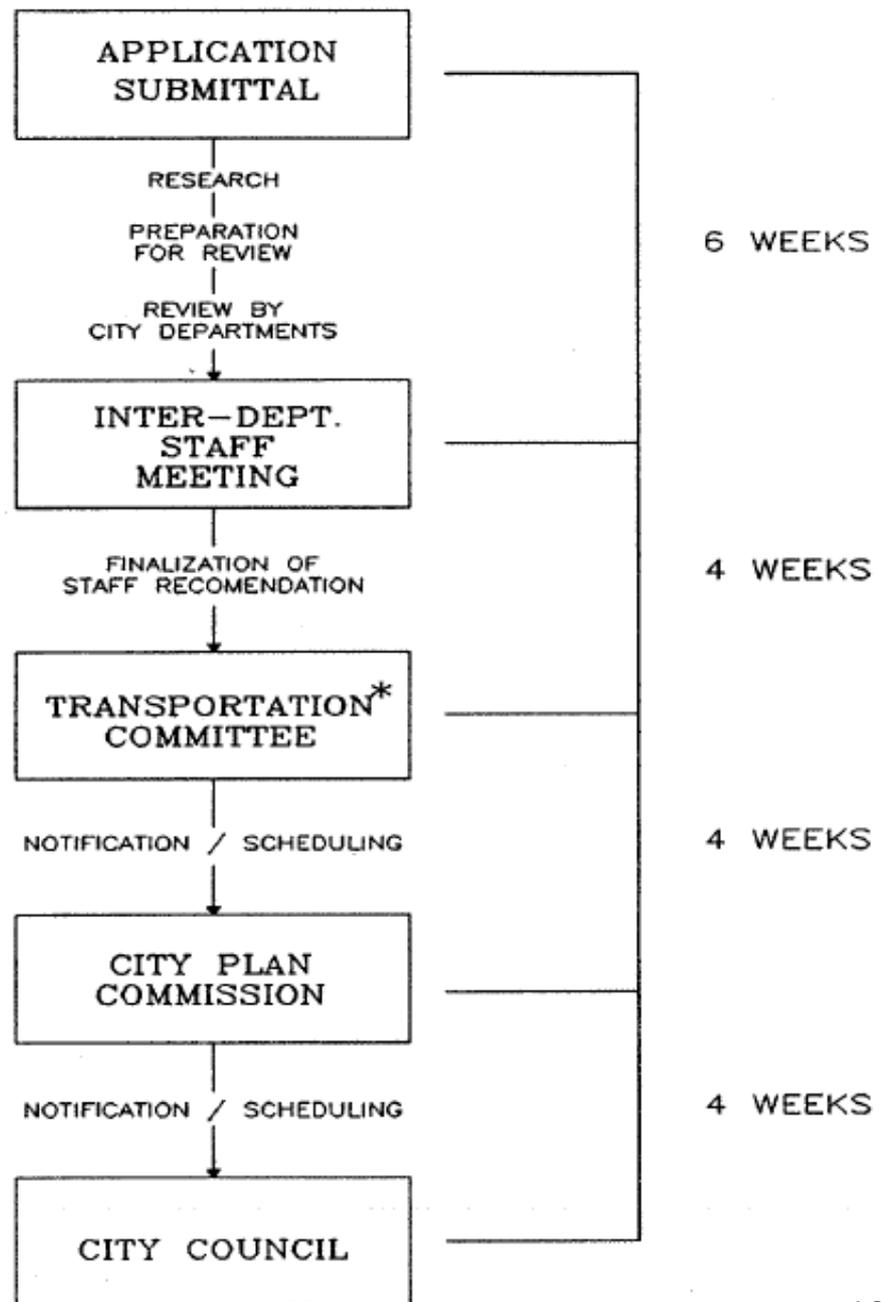
Thoroughfare Plan

City Charter – Chap. XV, Sec. 8

- Prior to any change in a thoroughfare plan, the city council shall hold a public hearing. Written notice of all public hearings before the city council on proposed changes in the thoroughfare plan shall be sent to owners of real property lying within 200 feet of the area of the proposed change, such notice to be given, not less than 10 days before the date set for hearing, to all such owners who have rendered their said property for city taxes as the ownership appears on the last approved city tax roll.

Thoroughfare Plan Amendment Process

- Chapter 51A of the Dallas Development Code and the Thoroughfare Plan establish the amendment process in compliance with the Charter provisions



Why are Thoroughfare Plan amendments necessary and useful?

- Public input and consensus is an important part of designing and constructing roadways
- Changes to roadway operation or function impact citizens
- Often differing perspectives need to be weighed and balanced:
 - Residents
 - Adjacent property owners
 - Commuters
 - Issue-based advocates
- Sometimes there are tough choices to be made

Thoroughfare Plan Amendment Process City initiated Roadway Projects

- ❑ Thoroughfare Plan amendments are typically scheduled after conceptual designs are developed and broad-based community input is received
- ❑ Thoroughfare Plan amendment hearing process allows property owners directly adjacent to the roadway to be notified and involved prior to proceeding with engineering design and implementation
- ❑ In recent years, public input during the conceptual design and Thoroughfare Plan amendment process has resulted in design changes

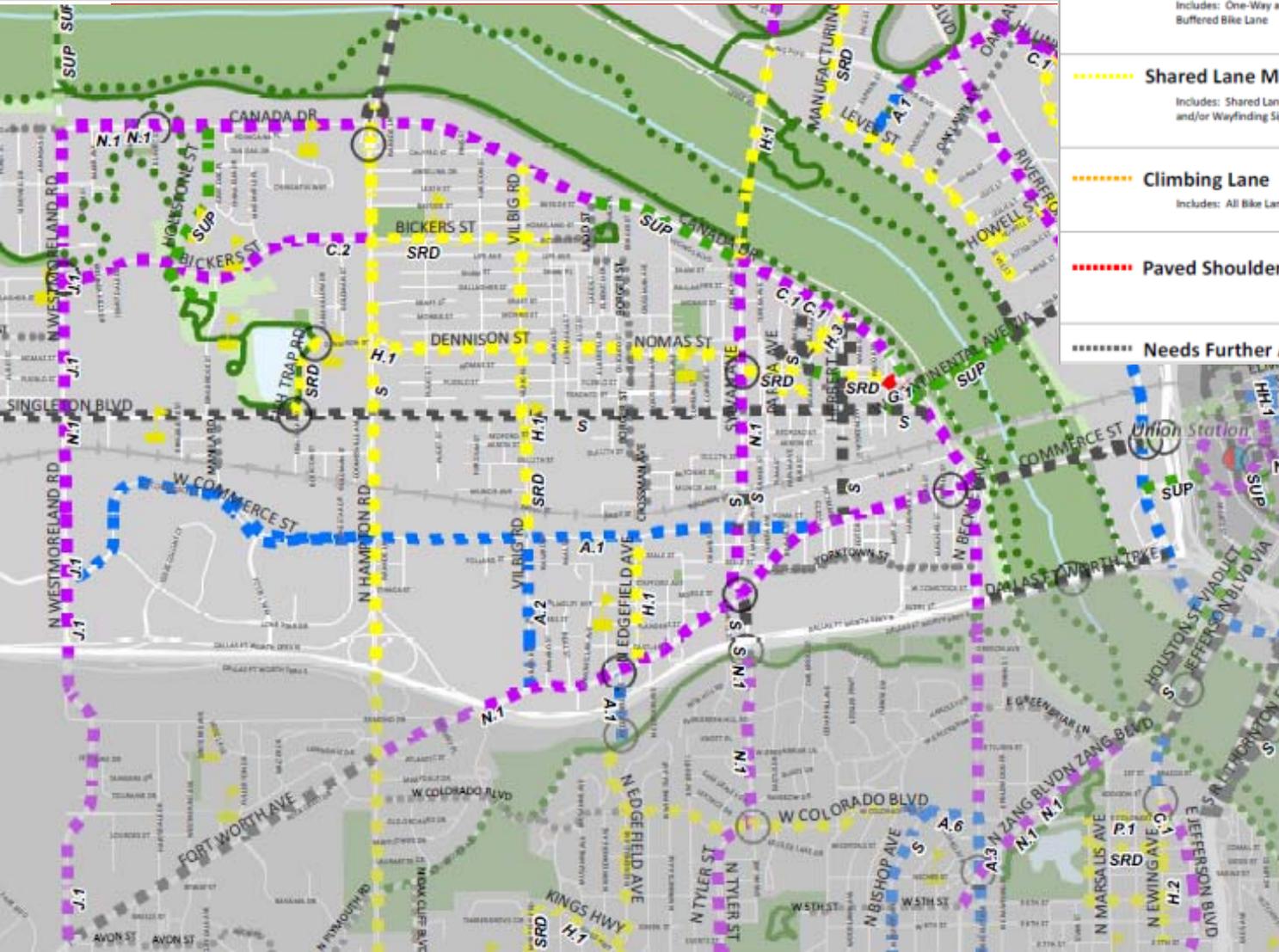
Fort Worth Avenue – West Commerce Bike Plan Recommendations

Dallas Bikeway System Network Recommendations

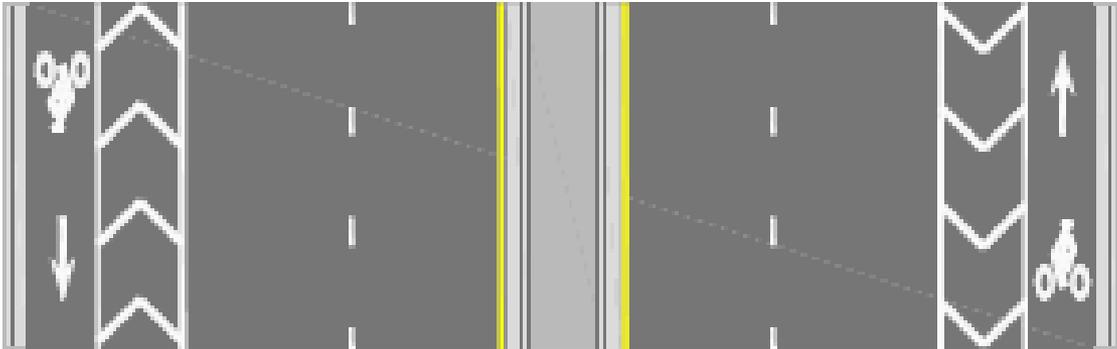
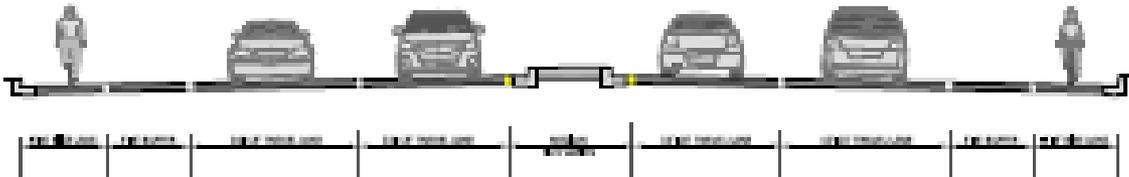
Bikeway System On-Street Facility Types

- **Bike Lanes**
 Includes: Bike Lanes, One-way Bike Lane, Bus Bike Lane, Floating Bike Lanes, and other Bike Lane Combinations
 
- **Cycletrack or Buffered Bike Lane**
 Includes: One-Way and Two Way Cycletracks on One or Both Sides, Buffered Bike Lane
 
- **Shared Lane Marking**
 Includes: Shared Lane Markings, Pavement Markings, and/or Wayfinding Signs
 
- **Climbing Lane**
 Includes: All Bike Lane / Sharrow Combinations
 
- **Paved Shoulder**

- **Needs Further Analysis**

Fort Worth Avenue – West Commerce Bike Plan Recommendation



R.1. 4 Lane Buffered Bike Lanes with Median No Parking

Fort Worth Avenue – West Commerce Bike Plan Recommendations

- ❑ Bike Plan recommends a dedicated bike lane for Fort Worth Avenue between Hampton and Beckley
- ❑ The bike facility recommendation for the Commerce linkage east of Beckley to Downtown is unresolved (“needs further study”)
- ❑ Although an important part of the ultimate citywide bike network, this corridor does not currently link many destinations and poses potential safety concerns for bicyclists without the critical Downtown linkage
- ❑ Bike Plan does not identify Fort Worth Avenue for early implementation

Fort Worth Avenue – West Commerce Conceptual Design Plans

- ❑ Public Works, in conjunction with Economic Development hired Huitt-Zollars to develop conceptual design plans for Fort Worth Avenue – West Commerce, from Westmoreland to Beckley
- ❑ Preliminary community input indicated desire to explore designs with alternative lane configurations
- ❑ Conceptual design process is 50% complete with preliminary concept designs prepared and initial community meetings held
- ❑ To facilitate coordination, Fort Worth Avenue has been identified as a Complete Streets Initiative Pilot Project

Fort Worth Avenue – West Commerce Multiple Inter-Related Projects

- ❑ Two Thoroughfare Plan amendments – Sylvan corridor, Beckley-Commerce
- ❑ Three zoning cases
- ❑ Street resurfacing and restriping
- ❑ Complete Streets Initiative

Fort Worth Avenue – West Commerce Preliminary conceptual design

- ❑ Reduction of automobile travel lanes to two in each direction
- ❑ Buffered bike lanes in each direction
- ❑ On-street parking where existing R.O.W. allows (land acquisition may be needed for on-street parking in some locations)
- ❑ Wider sidewalks



* Some design components vary along the length of project

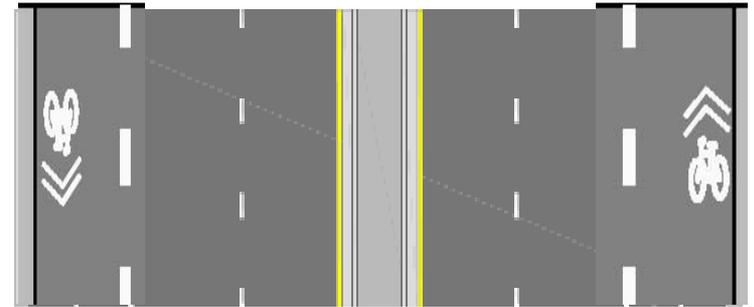
Fort Worth Avenue – West Commerce Implementation Options

- ❑ Option 1: Temporary Shared Bike Lanes
- ❑ Option 2: Temporary Buffered Bike Lanes
- ❑ Option 2a: Permanent Buffered Bike Lanes
- ❑ Option 3: Complete Street Design

Option 1

Temporary Shared Bike Lanes

- ❑ Restripe outside lanes as shared bike lanes with water-based paint for a 90 day trial period (maximum allowed by code)
- ❑ Bike lanes can be installed without a Thoroughfare Plan amendment
- ❑ Conceptual design process for long-term design solution will proceed
- ❑ Striping would be done in March 2012 when warm weather returns and removed after trial period



Option 1

Temporary Shared Bike Lanes

□ Cost Considerations

- Estimated cost of installation (1.29 miles) - \$22,500
 - Water-based paint “Sharrows” bike markings at 250 foot intervals
 - Installation of “No Parking” and Bikeway signs at 250 foot intervals
- Estimated cost of removal – \$7,000
 - Removal of markings when test period ends

Option 1

Temporary Shared Bike Lanes

□ Pros:

- Allows bike route to be tested with a relatively inexpensive interim solution
- Allows conceptual design for long-term solution to proceed
- Reduces concerns regarding network connectivity at two ends of the project where bike facility terminates
- Does not reduce roadway lane capacity

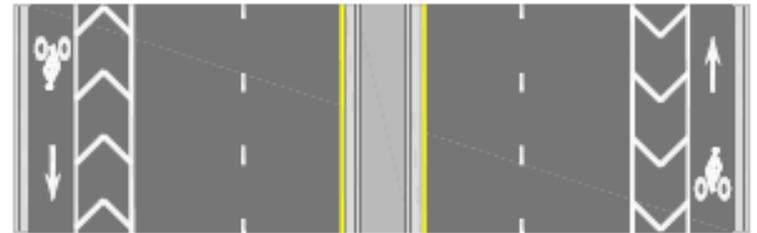
□ Cons:

- Major safety concerns given current traffic levels and speeds
- Does not test impact of reduced roadway capacity
- Departure from Bike Plan recommended facility type

Option 2

Temporary Buffered Bike Lanes

- ❑ Restripe outside lanes as buffered bike lanes for a 180 day trial period
- ❑ Amend code to increase trial period from 90 to 180 days
- ❑ Temporary bike lanes can be installed without a Thoroughfare Plan amendment
- ❑ Striping would be done in March 2012 when warm weather returns



Option 2

Temporary Buffered Bike Lanes

□ Cost Considerations

- Estimated cost of installation (1.29 miles) - \$32,000
 - Thermoplastic bike symbol paint markings at 250 foot intervals
 - Installation of “No Parking” and Bikeway signs at 250 foot intervals
- Estimated cost of removal – \$30,000
 - Removal of markings when test period ends

Option 2

Temporary Buffered Bike Lanes

□ Pros:

- Implements Bike Plan recommended facility type
- Allows bike lane to be tested while a Thoroughfare Plan amendment is in process
- Safer solution than shared lanes, given current traffic levels and speeds

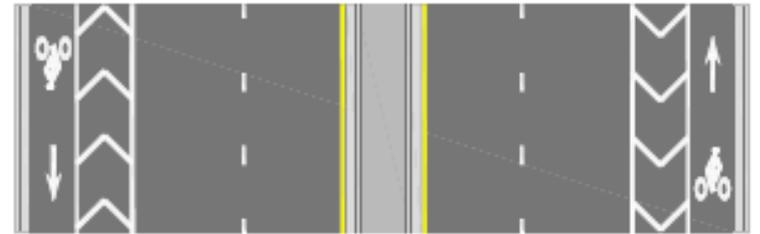
□ Cons:

- Safety concerns remain at project terminus where bike lanes end
- Existing parking in the outside lane will be affected without any public involvement
- May raise concerns during test period that cause Thoroughfare Plan amendment to be delayed
- Bike lane installation will need to be removed if the facility is not made permanent through a Thoroughfare Plan amendment

Option 2a

Permanent Buffered Bike Lanes

- ❑ Initiate Thoroughfare Plan amendment process immediately to convert outside traffic lanes to buffered bike lanes
- ❑ Scope of amendment would be limited to allowing buffered bike lanes, without addressing other design issues related to comprehensive street design
- ❑ Thoroughfare Plan amendment could be initiated in early January and completed in April 2012
- ❑ Thoroughfare Plan amendment approval would make temporary buffered bike lanes permanent



Option 2a

Permanent Buffered Bike Lanes

Cost Considerations

- Estimated cost of installation (1.29 miles) - \$32,000
 - Thermoplastic bike symbol paint markings at 250 foot intervals
 - Installation of "No Parking" and Bikeway signs at 250 foot intervals

- Ongoing maintenance cost - \$29,000 every four years
 - Restriping every four years plus maintenance/replacement of signs
 - Additional street sweeping costs not included

Option 2a

Permanent Buffered Bike Lanes

Pros:

- Enables implementation of Bike Plan recommendation
- Allows a permanent bike facility to be installed rather than a temporary test facility
- Delays other long-term design decisions

Cons:

- Thoroughfare Plan amendment will precipitate premature public debate on unresolved long-term design issues such as on-street parking, wider sidewalks and questions about right-of-way acquisition that may cause delay
- Thoroughfare Plan will likely have to be amended again later to accommodate long term design solution
- Safety concerns at project terminus where bike lanes end
- Funds have not been identified for installation, additional annual maintenance and street sweeping for a permanent facility

Option 3

Complete Street Design

- ❑ Finish Huitt Zollars conceptual design process and hold public meeting in Jan 2012
- ❑ Initiate Thoroughfare Plan amendment in Feb 2012 and complete process in May 2012
- ❑ Restriping for permanent buffered bike lane could be done in June 2012



Option 3

Complete Street Design

□ Cost Considerations

- Estimated cost of installation (1.29 miles) - \$32,000
 - Thermoplastic bike symbol paint markings at 250 foot intervals
 - Installation of "No Parking" and Bikeway signs at 250 foot intervals
- Ongoing maintenance cost - \$29,000 every four years
 - Restriping every four years plus maintenance/replacement of signs
 - Additional street sweeping costs not included
- Complete street project implementation – \$ TBD (contingent upon future bond program)

Option 3

Complete Street Design

□ Pros:

- Allows thorough community involvement on all street design issues
- Allows comprehensive, long-term street design to be developed and issues resolved before the public hearing to amend the Thoroughfare Plan
- Comprehensive design solution would also address the Bike Plan recommendation for a buffered bike lane

□ Cons:

- Buffered bike route striping would be delayed by 3 months

Comparison of Options

Options	Primary Considerations
Temporary Shared Bike Lane	<ul style="list-style-type: none"> • Potential safety concerns during test period • Restriping during next seasonal contract • Fiscal note: \$29,500 (funds not identified)
Temporary Buffered Bike Lane	<ul style="list-style-type: none"> • Code amendment initiated in January • Restriping during next seasonal contract • Fiscal note: Up to \$62,000 (funds not identified)
Permanent Buffered Bike Plan	<ul style="list-style-type: none"> • Thoroughfare Plan amendment initiated in Jan, 2011 • Fiscal note: Up to \$62,000 + increased O&M (funds not identified)
Complete Street Design	<ul style="list-style-type: none"> • Conceptual design proceeds as planned • Thoroughfare Plan amendment initiated in Feb, 2011 • Restriping during next seasonal contract • Fiscal note: Cost TBD (future bond program)

Bike Plan Implementation and the Thoroughfare Plan Amendment Process



UrbanAdvantage



Presented to:

- Council Quality of Life Committee
- Council Transportation and Environment Committee

December 12, 2011

Memorandum



CITY OF DALLAS

DATE December 9, 2011

TO Members of the Transportation and Environment Committee:
Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Sandy Greyson,
Delia Jasso, Vonciel Jones Hill, Pauline Medrano

SUBJECT **Memorandum of Understanding for I-35E**

On Monday, December 12, 2011, the Transportation and Environment Council Committee will consider a request to endorse the I-35E Managed Lane Project Memorandum of Understanding for I-35E in support of the Dallas Regional Mobility Coalition's Stakeholders Coalition.

The Texas Department of Transportation (TxDOT) is engaged in project development activities for a 28 mile section of I-35E in Dallas and Denton Counties for the I-35E Managed Lanes Project. The redevelopment project as authorized by the Texas Transportation Commission includes the reconstruction and widening of I-35E from I-635 to US 380 to incorporate additional general purpose mainlanes, managed lanes and frontage roads. TxDOT and local stakeholders are currently analyzing options for the financing and delivery of the project including the possibility of utilizing a design-build contract, concession agreement, or availability payment contract.

The Dallas Regional Mobility Coalition (DRMC) formed an I-35E Stakeholders Coalition comprised of local municipalities, businesses and affected parties along the corridor to assist in securing legislative authority for financing, advising on implementation strategies and securing involvement from stakeholders. To that end the DRMC seeks to strengthen the commitment and support of the I-35E Stakeholders Coalition through the execution of a Memorandum of Understanding further demonstrating the collaboration and commitment of interested and affected stakeholder to complete the enhancements and mobility improvements for I-35E.

Please feel free to contact me at 214-670-5299 if you need additional information.

A handwritten signature in black ink, appearing to read 'Jill Jordan'.

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

c: The Honorable Mayor and Members of the City Council
Mary K. Suhm, City Manager
Thomas P. Perkins, Jr. City Attorney
Rosa Rios, Acting City Secretary
Craig Kinton, City Auditor
Judge C. Victor Lander, Administrative Judge
A.C. Gonzalez, First Assistant City Manager
Ryan S. Evans, Assistant City Manager
Forest Turner, Assistant City Manager
Joey Zapata, Interim Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Edward Scott, Director, Controller's Office
Frank Libro, Public Information Office
Theresa O'Donnell, Director, Sustainable Development and Construction
Rick Galceran, Director, Public Works
Helena Stevens-Thompson, Assistant to the City Manager – Council Office

MEMORANDUM OF UNDERSTANDING FOR I-35E

WHEREAS, Interstate Highway 35 (I-35) was an original Interstate Highway that was approved by the Texas State Highway Commission in 1962; and,

WHEREAS, the Interstate Highway System in Texas has had a positive economic impact and I-35, in particular, has become one of the nation's most important interstate routes due to international trade and commerce; and,

WHEREAS, traffic volumes have increased geometrically as cities along I-35 have grown and become economic centers of national importance; and,

WHEREAS, I-35 has been designated by the United States Congress as a High Priority Corridor on the National Highway System; and,

WHEREAS, I-35 has been designated as an international trade route for commerce, known as the NAFTA Superhighway; and,

WHEREAS, the segment of I-35 East (I-35E) from Interstate Highway 635 (I-635) in Dallas to U.S. Highway 380 (U.S. 380) in Denton is approximately 28 miles in length with traffic counts between 175,000 and 200,000 vehicles per day; and,

WHEREAS, the 2030 traffic projections show traffic will exceed 330,000 vehicles per day in the most congested areas of I-35E; and,

WHEREAS, the use of managed toll lanes on I-35E was authorized by the Federal Highway Administration (FHWA) through approval of an Express Lane Demonstration Program entered into between TxDOT and FHWA on September 30, 2009; and,

WHEREAS, the design schematics interstate access justification for I-35E were approved on October 28, 2009; and,

WHEREAS, the design schematic for I-35E calls for the construction of four general purpose lanes and three service road lanes in each direction, providing a total of fourteen lanes for which no toll will be assessed; and,

WHEREAS, the capacity for the I-35E general purpose lanes and service road lanes will be enhanced by the inclusion of two managed toll lanes in each direction, and the managed toll lanes are a critical component to obtain financing necessary to complete development of the project; and,

WHEREAS, there has been significant public involvement during the I-35E design process, including multiple public meetings and forums; and,

WHEREAS, TxDOT has over the past ten years worked closely with local elected officials, stakeholders, and citizens along I-35E on the planned improvements; and,

WHEREAS, the total cost of the project, which is divided into three segments covering 28 miles, is now projected to exceed \$4 billion; and,

WHEREAS, TxDOT was authorized by the 82nd Session of the Texas Legislature (SB 1420, 82nd Lege., R.S., eff. date Sept 1, 2011) to utilize public private partnerships in combination with other development authority for all or part of I-35E; and,

WHEREAS, pursuant to SB1420, a committee has been formed to determine the projects financial risk, method of financing and tolling methodology; and

WHEREAS, the SB 1420 committee will have completed its statutory change upon determination of the enumerated terms (Section 228.013 Texas Transportation Code) and will be dissolved subsequent to reporting its determinations; and

WHEREAS, due to the length, complexity, cost and other factors associated with the I-35E project the full implementation of the projects final design may require certain phasing and staging to complete it; and

WHEREAS, the Cities, Counties, Businesses, Chambers of Commerce and other affected parties have formed an I-35E Stakeholder's Coalition under the auspices of the Dallas Regional Mobility Coalition which has been involved in: securing legislative authority for financing; providing advise and input on implementation strategies; and securing involvement from Stakeholders; and

WHEREAS, both the Stakeholders Coalition and TxDOT recognize and acknowledge the need and benefit of an ongoing collaborative effort.

NOW, THEREFORE BE IT RESOLVED, BY THE BELOW SIGNED TO THIS MEMORANDUM OF UNDERSTANDING, THAT:

1. The goal of this Region and the Signators hereto is to complete the improvements and enhancements for I-35E to the ultimate and final design as approved in the NEPA Documents.
2. Full implementation may require project phasing which may impact the delivery time when the ultimate design is open to traffic, but will not lessen the project scope.
3. TxDOT will recognize and work collaboratively with the Stakeholder Coalition during all phases of the project, until it is finally constructed and opened as ultimately designed, and during its operation.
4. Prior to procurement of any phases the Stakeholder Coalition will offer comment and advise on scoping, phasing, staging or other implementation decisions on one or if needed additional procurement opportunities.

5. Subsequent to the initial or subsequent procurement the Stakeholder Coalition will work collaboratively with TxDOT on project construction progress, review of project significant contract changes, project delivery timelines, and other relevant matters to communicate progress, receive public comment, establish reasonable project expectations and facilitate project completion and operation.
6. TxDOT and the Stakeholder Coalition are committed to the timely cost effective construction of the ultimate design for I-35E and its efficient operation and will mutually work together to that end.
7. This Memorandum of Understanding is effective upon the execution by TxDOT and at least four members of the Stakeholder Coalition.