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CITY SECRETARY
DALLAS, TEXAS



CITY OF DALLAS

Memorandum

DATE October 9, 2009

TO Transportation and Environment Committee Members: Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Jerry Allen, Tennell Atkins, Carolyn R. Davis, Angela Hunt, Delia Jasso, Pauline Medrano, Ron Natinsky, Vonciel Jones Hill

SUBJECT Transportation and Environment Committee Meeting Agenda

Monday, October 12, 2009 at 2:00 p.m. – 4:00 p.m.
City Hall, 1500 Marilla, Room 6ES
Dallas, TX 75201

1. **Approval of Minutes for September 29, 2009**
(Action / 5 Minutes)
2. **Streetcar Business Plan Development**
Jay Kline, Director for Program Planning, Dallas Area Rapid Transit (DART)
Keith Manoy, Program Manager, Sustainable Development and Construction
(Briefing / 30 Minutes)
3. **Sidewalk Improvement Programs**
Jill A. Jordan, P.E., Assistant City Manager
(Action / 30 Minutes)
4. **Complete Streets Initiative**
John Brunk, Program Manager, Sustainable Development and Construction
Keith Manoy, Program Manager, Sustainable Development and Construction
(Briefing / 30 Minutes)
5. **Upcoming Agenda Items**
(Information / 10 minutes)

Council Agenda Item #29 on October 14, 2009 / Public Works and Transportation
Authorize an amendment to the Interlocal Agreement with the North Central Texas Council of Governments for the purchase of digital aerial orthophotography of the areas in and around the City of Dallas to include the acquisition of additional and updated two-dimensional datasets derived from 2009 aerial photography - Not to exceed \$422,250, from \$39,502 to \$461,752 - Financing: Stormwater Drainage Management Funds

Council Agenda Item #41 on October 14, 2009 / Dallas Water Utilities
Authorize a construction contract for the headworks and chemical improvements as part of the East Side Water Treatment Plant expansion to 540 million gallons per day - Oscar Renda Contracting, Inc., lowest responsible bidder of three - Not to exceed \$45,070,450 - Financing: Water Utilities Capital Improvement Funds

Linda L. Koop



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
Deborah Watkins, City Secretary
Craig Kinton, City Auditor
Judge C. Victor Lander, Administrative Judge
Ryan S. Evans, First Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
A.C. Gonzalez, Assistant City Manager
Forest Turner, Assistant City Manager
David Cook, Chief Financial Officer
Jeanne Chipperfield, Director, Budget and Management Services
Edward Scott, Director, Controller's Office
Helena Stevens-Thompson, Assistant to the City Manager – Council Office
Rick Galceran, P.E., Director, Public Works and Transportation
Theresa O'Donnell, Director, Sustainable Development and Construction

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.

**TRANSPORTATION AND ENVIRONMENT
COMMITTEE MEETING RECORD**

RECEIVED

2009 OCT -7 PM 2:42

The Transportation and Environment Committee (TEC) meetings are recorded. Agenda materials and audiotapes may be reviewed/copied by contacting the Public Works and Transportation TEC Staff Coordinator at 214.670.4545.

Meeting Date: September 29, 2009 **Start Time:** 2:06 p.m. **Adjournment:** 4:19 p.m.

Committee Members Present:

Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Jerry Allen, Tennell Atkins, Carolyn R. Davis, Angela Hunt, Delia Jasso and Pauline Medrano

Committee Members Absent:

Ron Natinsky, Absent on City Business
Vonciel Jones Hill, Absent on City Business

Other Council Members Present:

None

City Executive Staff Present:

Jill Jordan, Assistant City Manager

TRANSPORTATION AND ENVIRONMENT COMMITTEE AGENDA

1. Approval of Minutes for September 15, 2009

Action Taken/Committee Recommendation:

Motion was made to approve the minutes for the September 15, 2009 meeting subject to corrections. No corrections were suggested and the minutes were approved as submitted.

Made by: Atkins Seconded by: Kadane Passed unanimously

2. Presentation on "Great Streets"

Presenters: Thomas Brink, AIA, LEED AP, Vice President, RTKL Associates Inc.
Erich Dohrer, Urban Design Director, RTKL Associates Inc.

Mr. Brink gave a brief background on RTKL Associates Inc.

Mr. Dohrer briefed the Committee on the "Great Streets" concept showing examples of streets that address the needs of pedestrians, cyclists, and transit users as well as the automobile.

Action Taken/Committee Recommendation:

Ms. Koop indicated that during her term on the DART Board the owner of zip car briefed the DART Board and that you would need a certain number of people downtown taking the train in order for the zip car to work; and that there may be prototypes in the Dallas area. Ms. Koop also mentioned the DART emergency ride home program, but was not sure if DART currently provides the service.

Ms. Koop stated that she and Jill Jordan have had some discussions regarding Jefferson Boulevard in Oak Cliff. There was a bond program many years ago, where planting, hardscape and seating were put in place, but over a number of years as budgets declined the amenities were removed.

Ms. Jasso stated that Jefferson Blvd. was one of the oldest retail streets in Dallas and it was her goal to begin to reenergize the area, not only through retail, but through streetscape and the application of "great streets" concepts. She asked where we start to convert a corridor into a "great street."

Mr. Dohrer answered that we needed to establish a hierarchy identifying what's most important; this establishes an overall Master Plan that prioritizes significant experiences. In addition to Jefferson Blvd. Ross Avenue would be an example of something that could tie East Dallas into Downtown. Mr. Brink mentioned that there was an urban vitality on Jefferson Blvd.; it already has the structure so that you are not starting from scratch; the first step then is coming up with a vision and getting people excited about what Jefferson Blvd. could become.

Ms. Jasso indicated that there is already a Task Force made up of merchants, tenants and property owners that is looking forward to working on this type of project.

Ms. Jasso asked what is the optimal width of a bicycle lane. Mr. Dohrer stated that it depended on the type of street and that generally four or five feet is the narrowest that you could make a striped bike lane.

Ms. Hunt stated that there was a consultant from Portland working on creating a connection between the Katy Trail and downtown Dallas through Uptown. Their observation was that we lament the fact that we have enormous streets, but alternatively it can be viewed as an opportunity because we have so much right-of-way that can be adapted to accommodate different modes. Dallas may have more opportunities than some other cities.

Ms. Hunt stated that she, Mr. Kadane and Ms. Koop have been working on updating the Bike Plan for the City. She indicated that one of the challenges would be changing our mindset away from how do we move cars as fast as possible to how we move people in the most enjoyable way.

Ms. Hunt also asked how we move forward toward creating "great streets." Ms. Hunt indicated that she and Ms. Medrano represent a number of areas that would be ideal, including Ross Avenue and Lower Greenville. Ms. Hunt asked Ms. Koop if they could possibly talk off-line about moving forward on some demonstration areas by installing bollards, planters, and painting.

Ms. Hunt stated that she did not agree with using a four foot bicycle lane as compared to other bicycle friendly treatments that provide ten feet for one-way direction.

Mr. Allen asked what city was illustrated in the presentation for the Smart Meters. Mr. Dohrer stated that they were stock photos but that a number of cities around the country were beginning to use the multi-space meters.

Ms. Davis said that she would be contacting Mr. Dohrer and Mr. Brink for more information. She indicated that she had begun to implement this type of plan on Malcolm X Blvd. by upgrading the streetscape. Ms. Davis indicated that she hoped the City would be looking at this type of program for the long term.

Ms. Davis asked what cost would be involved if done in small scale. Mr. Dohrer indicated that it depends on what changes are involved, but that it could be started on a small scale and build to something bigger going forward. Mr. Dohrer agreed that changing a right-of-way area for the better would help create positive momentum, and change the mind set of people.

Ms. Medrano asked staff to monitor the four cities that received more than \$90 million in allocations for projects to make roads safer and more enjoyable. Ms. Koop stated that the four cities were Columbia, Minneapolis, Cheboygan County Wisconsin, and Marin County California, which will each receive \$22.5 million to make them more bicycle and pedestrian friendly.

Ms. Koop commented that Dallas did not receive the Green Cities grant, but asked Ms. Jordan to continue to research other grant programs with the EPA that support "green" transportation.

No action was taken on this item.

3. Motor Vehicle Tow Rate Increase

Presenter: John Brunk, Assistant Director, Public Works and Transportation
Gary Titlow, Program Manager, PWT Transportation Regulation

Mr. Brunk briefed the Committee on a recommended rate increase for motor vehicle tows that would raise their rates to the same level that was approved by Council for emergency tows earlier in 2009. If endorsed by the Committee, staff will develop an ordinance revision with the City Attorney's Office and schedule it for full City Council consideration in November 2009.

Action Taken/Committee Recommendation:

Ms. Koop stated that most of the tows in her district are done out of apartment complexes and that the Apartment Association is in support of the vehicle tow rate increase. Ms. Koop also referred to an email of support from Southwest Tow Operators, a Dallas-based towing association, that is involved the education and training of tow operators.

Ms. Koop indicated that she supported the rate increase. She also asked staff to continue to work on an update to the motor vehicle tow ordinance so that the City has regulations in place to ensure that all tow operators operate legally.

Ms. Jasso thanked Southwest Tow Operators for training new operators and helping to bring all operators into compliance with state and local regulations.

Motion was made to approve the Motor Vehicle Tow Rate Increase as presented and send it on for consideration by the full Council.

Made by: Jasso Seconded by: Davis Passed unanimously

4. Valet Parking

Presenter: John Brunk, Assistant Director, Public Works and Transportation
Zena Fernino, Program Manager, Public Works and Transportation

Mr. Brunk provided a status report and update on the Valet Parking Task Force and requested feedback from the Committee. Mr. Brunk stated that staff would hold a public meeting with the valet industry, businesses, and general community to obtain input on their experiences with valet services. Staff will develop final recommendations and bring them back to the Committee for review.

Action Taken/Committee Recommendation:

Ms. Hunt stated that she was comfortable with the valet modifications listed on page 19; the license going from one to two years, provision for a temporary license, review of valet stand requirements, review of application and license fees, review and update insurance requirements, and review of company requirements. She added that the review of valet attendant requirements is critical on both public and private property.

Ms. Hunt stated that she was opposed to the idea of allowing paid valet services to use required parking spaces because of problems that develop in areas where retail, restaurants, bars, and high intensity uses are located next to residential neighborhoods. Ms. Hunt indicated that if they are using free spaces for paid valet, then those who don't want to pay are pushed into the neighborhoods. Ms. Hunt stated that she liked the idea and hoped that people would carpool and walk, but

didn't think it was realistic because we don't have walkable communities in Dallas. She stated that she thought it was reasonable to keep the current policy.

Ms. Hunt did say that there were other points in which she agreed with the business community. For example, she believed that private lots who are doing paid valet should be regulated so that the public is assured that these services have proper insurance and have passed background checks.

Ms. Hunt stated that she would like to see valet stands have a map of their paid and free spaces, which would be physically marked.

Ms. Davis stated that she also agreed with the license going from one to two years, provision for a temporary license, reviewing valet stand requirements, reviewing application and license fees, reviewing and updating insurance requirements, reviewing company requirements, and reviewing valet attendant requirements.

Ms. Davis asked how we would go about regulating valet services on private property. Mr. Brunk said that it would be done in a similar fashion to the recently approved regulations for booting vehicles on private property.

Ms. Davis said that valet parking at NorthPark was seven dollars and asked who receives the money and how would it be different if it was regulated by the City. Mr. Brunk answered that the money for valet service goes either to the valet service company or the business depending on the contract agreement between the two entities. This would not change if the City were to regulate these services. Ms. Davis asked how many spaces would be required for valet use – at NorthPark, for example. Mr. Brunk explained that the number of spaces used for valet services was a business decision. Ms. Davis asked if the business or valet service sets the valet parking charge or does the City get involved. Mr. Brunk answered that the City is not involved in setting valet rates.

Ms. Davis asked what the intent was for the map on the last page of the presentation. Mr. Brunk answered that the map was meant to show visually the locations of existing valet service licenses.

Ms. Davis asked what would happen next after this Committee briefing. Mr. Brunk answered that staff is interested in feedback from the Committee on the key issues. The Committee feedback would be combined with comments received through a public meeting, and discussed by the Valet Task Force in developing final recommendations.

Ms. Davis stated that she was in support of Ms. Hunt concerns regarding pushing those who don't want to pay for valet services into neighborhoods.

Ms. Jasso stated that she was also in support of the valet modifications listed on page 19. In regard to free versus paid parking, Ms. Jasso indicated that in her district they were just beginning to acquire popular restaurants and that she would

hate for people not to be able to come because they could not afford parking. She also indicated a concern for places like NorthPark Mall where they are charging for valet services, but the City does not know whether they are allowed to charge.

Mr. Allen asked how big of a problem is paid versus free parking and how many spaces are involved. Mr. Brunk answered that the problem areas such as lower Greenville don't meet the parking requirements for a restaurant or bar built from the ground up on a new lot. Mr. Brunk stated that there are elements of the Code that provide for grandfathering in lower parking requirements and/or using shared parking. Mr. Allen stated that free parking in these areas was minimal at best and that he was thinking in terms of balance. He suggested that since there is a minimal amount of free parking to begin with, any negatives resulting from allowing it to be paid valet parking are offset by the good that valet parking can do. Mr. Allen asked for confirmation that valet parking services are able to get more cars in a smaller space, and that without valet; you would have more cars going into the neighborhoods. Mr. Brunk stated that Mr. Allen was correct.

Mr. Allen stated that he would have a problem with not allowing people to have a level playing field since valet parking is recognized by the experts to be the most efficient way to handle a limited parking situation.

Mr. Kadane asked for an explanation of the valet related license fees. Mr. Brunk explained the purpose of the different valet fees included in the presentation.

Mr. Kadane asked if a certificate of occupancy is required to use parking for a nearby bank building as an off-site parking lot. Mr. Brunk confirmed that a certificate of occupancy would be required by Building Inspection. Mr. Kadane asked who gets the certificate of occupancy. Mr. Brunk answered that the bank building would get the certificate of occupancy.

Mr. Kadane stated that it should be made easier to use off-site parking. Mr. Kadane asked if staff was meeting with the industry. Mr. Brunk confirmed that staff was meeting with the industry.

Ms. Medrano agreed that prior to developing a recommendation staff should hold a public meeting. She requested that the meeting be held at night with at least one month's notice, and located in the vicinity of most of the valet services.

Ms. Medrano asked for an example of tandem/packed parking in the East Dallas area. Mr. Brunk indicated that when a valet service completely controls a parking lot, assuming that there is significant parking demand, then they will pack the lot to make it as efficient as possible. Mr. Brunk stated that he would attempt to identify an example for Ms. Medrano.

Ms. Hunt stated that the requirement for a certificate of occupancy for a commercial parking lot is important, but did not see why parking agreements with deed restrictions were needed.

Ms. Koop asked that the problem areas be identified to point us toward a recommended strategy that specifically addresses the problems in those areas. She asked staff to develop a map showing the current problem areas.

Mr. Jasso indicated a desire to have consistent treatment of valet services and stated that she would like to see an ordinance where if one group is allowed to charge for valet services, then everyone should be allowed to charge.

No action was taken on this item.

Linda L. Koop (LB)

Linda L. Koop, Chair
Transportation and Environment Committee

DRAFT

Memorandum



CITY OF DALLAS

DATE October 9, 2009

TO Members of the Transportation and Environment Committee:
Linda Koop (Chair), Sheffie Kadane (Vice Chair), Jerry R. Allen, Tennell Atkins,
Carolyn R. Davis, Angela Hunt, Delia Jasso, Pauline Medrano, Ron Natinsky,
Vonciel Jones Hill

SUBJECT Streetcar Business Plan Briefing

Attached is the "Streetcar Business Plan" briefing that will be presented to you on October 12, 2009.

Please contact me if you need additional information.

A handwritten signature in cursive script, 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
Deborah Watkins, City Secretary
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Theresa O'Donnell, Director, Sustainable Development and Construction Department



Downtown Dallas Transit Study

*Dallas CBD Alternatives Analysis/Draft
Environmental Impact Statement (AA/EIS)*

Dallas Streetcar Business Plan

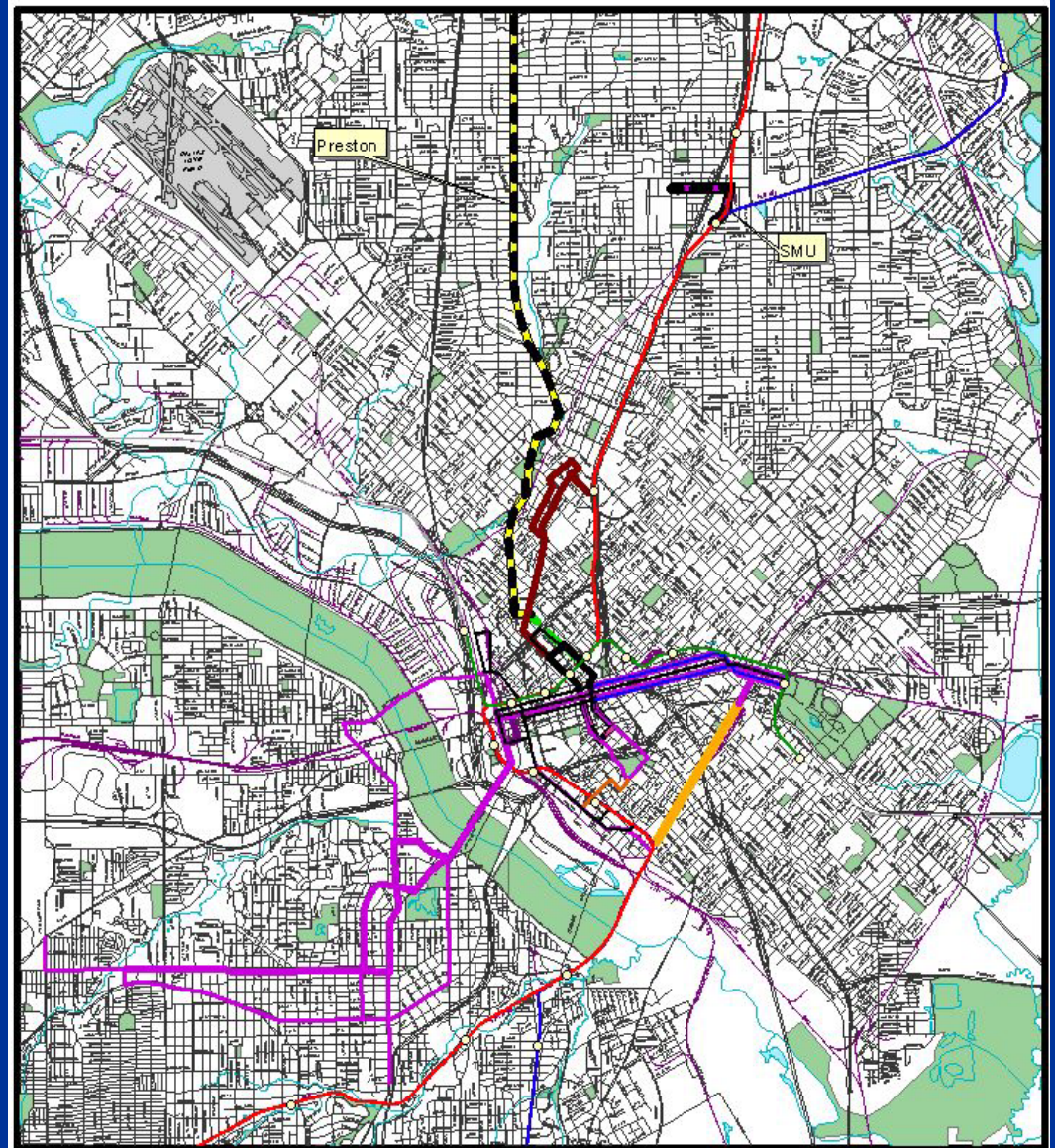
Transportation and Environment Committee Briefing

October 12, 2009



Dallas Streetcar Business Plan

- Part of D₂ Study
 - Public Involvement
 - CBD Focus
 - Coordination with CBD LRT
- Expansion Potential
 - Initiate Streetcar System Plan (Nov.)



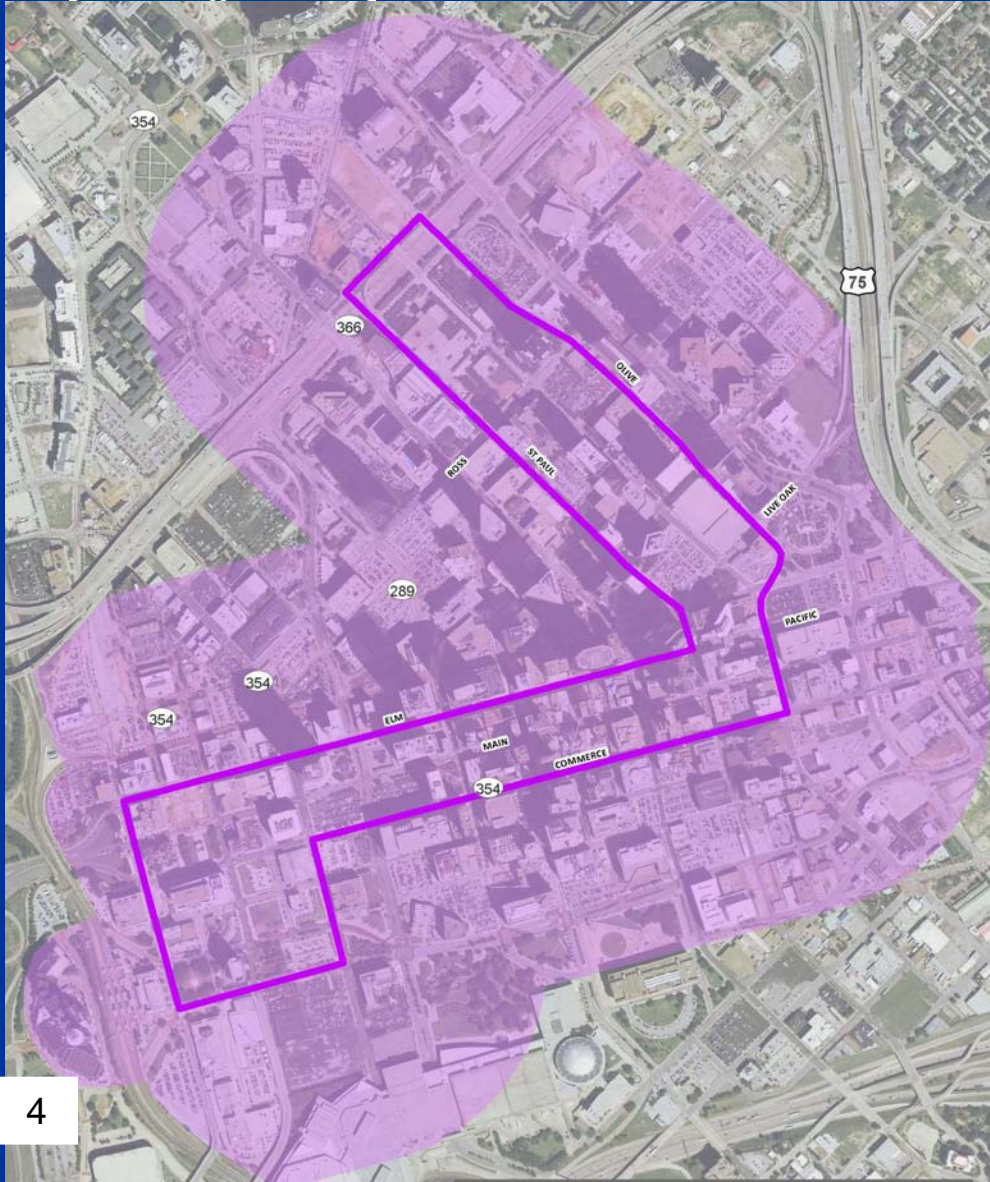


Dallas Streetcar Business Plan

- Proposed Initial Project
- Funding
- Governance
- Implementation



Proposed Initial Project





Proposed Initial Project

The Hybrid Alignment :

- Connects the most hotels and venues
- Serves the most existing residents, and employees
- Passes the most existing Assessed Value
- Captures the most growth potential for next 15 years
- Provides adequate development capacity for at least 25 years





Funding

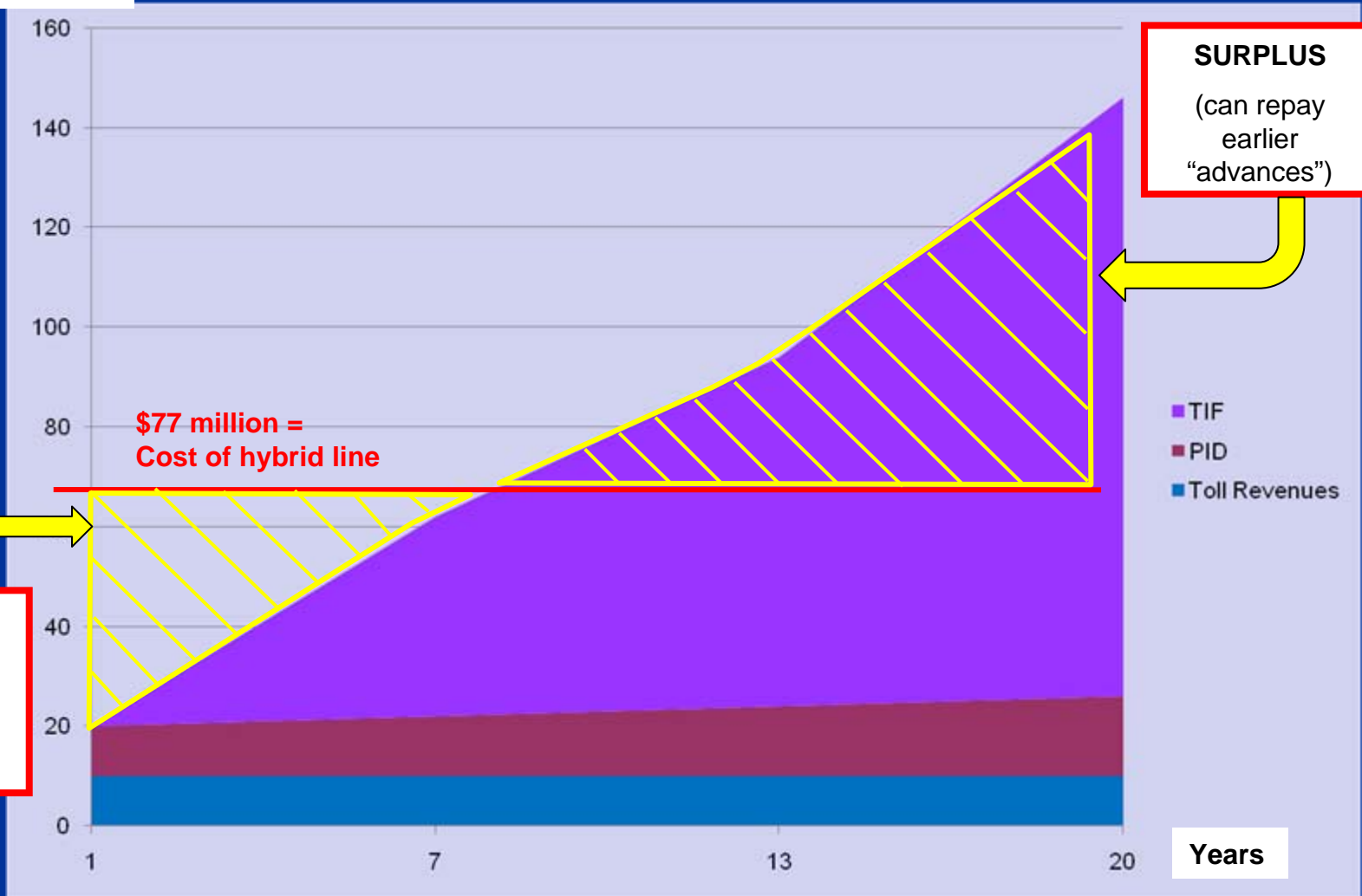
Using entire Downtown resource base inside the freeway box:

- During the first 6 - 10 years, “gap” financing assistance will be needed (TIFIA Loan, SIB, Regional funds, bonds, etc.)
- In possibly 6 to 10 years, property value increase tools (PID, TIF, value increases on public land sales), if implemented NOW, could yield enough ongoing revenues to service debt needed to build Phase 1 and even contribute towards operations.



Gap Financing Example

\$ Millions



Gap to be filled with funds
(e.g. TIFIA and SIB)

SURPLUS
(can repay earlier
"advances")



Roles and Responsibilities



The City of Dallas



DART



Private Sector

Dallas Streetcar
Inc. (LGC)

**Working together to implement
the initial phase of streetcar and
secure funding from a variety of
sources**



Roles and Responsibilities



City of Dallas:

- Establish Dallas Streetcar, Inc. Local Government Corporation (LGC)
The LGC would assume the following responsibilities
 - Provide professional staff to administer streetcar program
 - Provide funding for planning, design, vehicle acquisition and construction
 - Provide funds to support operations and maintenance
- Provide street right-of-way for streetcar system
- Appoint representatives to the Dallas Streetcar Inc. Board of Directors
- Assist LGC with financial support utilizing future funding sources (bonds, parking revenues, taxes, TIF, etc) – these funding sources are not currently in place for a streetcar program



Roles and Responsibilities



Dallas Area Rapid Transit:

- Executes an ILA with Dallas Streetcar Inc.
- Provides technical support and program management
- Provides contract and procurement services
- Operates and maintains the streetcar line
- Integrates the streetcar into the operation of regional transit system
- Provides professional staff dedicated to the streetcar program
- Appoints representatives to the Dallas Streetcar, Inc. Board of Directors



Roles and Responsibilities



Private Sector:

- Supports the operation through PIDs
- Supports the operation through private funding, such as advertising and sponsorships
- Provides representatives to the Dallas Streetcar, Inc. Board of Directors - appointed by the City Council



Roles and Responsibilities

Dallas Streetcar, Inc.

- Prepares work program and budget proposal for implementation of Streetcar System Plan (subject to City Council approval)
- Manages funding for capital design / construction and vehicle acquisition (in coordination with DART)
- Provides professional staff to support the streetcar program
- Pursues federal, state, regional, local and private funding for construction/operations



Dallas Streetcar, Inc.

Board of Directors

Structure of the Board of Directors - consistent with the level of project responsibility

- **City of Dallas**
 - Four members
 - Appointed by City Council
- **DART**
 - Two members of DART Board of Directors appointed by Chairperson
 - President/Executive Director
- **Private Sector**
 - Three members appointed by City Council
 - Preference to entities with financial interest in the construction/operation of the streetcar system



Next Two Months

- Briefing to Transportation and Environment Committee meeting today
- Consultant to provide the Dallas Streetcar Business Plan to Streetcar Steering Committee for review
- Briefing to DART Planning Committee
- Streetcar Steering Committee endorses the Business Plan and transmits to the Council and DART
- Transportation and Environment Committee Recommendation
- Initiate Streetcar System Plan

Memorandum



CITY OF DALLAS

DATE October 9, 2009

TO Members of the Transportation and Environment Committee:
Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Jerry Allen, Tennell Atkins, Carolyn R. Davis, Angela Hunt, Delia Jasso, Pauline Medrano, Ron Natinsky

SUBJECT Sidewalk Improvement Programs Briefing
October 12, 2009

Attached is the Sidewalk Improvement Programs briefing that will be presented to you on Monday, October 12, 2009.

Please let me know if you have any questions.

A handwritten signature in black ink that reads "Jill A. Jordan for".

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

Attachment

c: The Honorable Mayor and Members of the City Council
Mary K. Suhm, City Manager
Thomas P. Perkins, Jr., City Attorney
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Sidewalk Improvement Programs

Transportation and Environment Committee

October 12, 2009





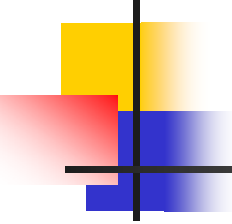
Purpose of Briefing

Discuss the need for potential changes to the City's policies regarding sidewalk construction, replacement, and assessments

Provide an overview of sidewalk needs, City codes, and challenges

Review current Sidewalk Programs

Review the history, funding and challenges with the City Sidewalk Programs



Fundamental Questions to Consider

Why does the City...

- ...assess abutting property owners for the construction of sidewalks?
- ...assess abutting property owners for Sidewalk Safety projects they did not request and may not want?

Should the City...

- ...continue to assess for any first time sidewalk?
- ...discontinue the Sidewalk Safety program and require all first time sidewalks to go through the Sidewalk Petition program?
- ...develop new criteria for necessary sidewalk projects and be prepared to fund and install them as required if the Sidewalk Safety Program is discontinued?
- ...provide more assistance for residential sidewalk replacement for old and deteriorated sidewalks?



Overview – What are the City's Sidewalk Assets and Needs?

Existing Sidewalks

4,500 linear miles along improved and unimproved roads

1830 miles (41% of the total) are in unsatisfactory condition

Assuming average sidewalk life of 30 years...another 81 miles become unsatisfactory each year

Never Built Sidewalks

2,800 linear miles along improved and unimproved roads

Funding Needs

Construct all never built sidewalk - \$665 M

Reconstruct all deteriorated sidewalks - \$435 M



Overview – What City Codes Require Sidewalks?

Requires sidewalk construction along all newly constructed public and private streets (see Appendix B)

Dallas City Code, Section 51A-8.606(a)

Sidewalk construction is required adjacent to all new private development (see Appendix B)

Dallas City Code 51A-8.606(c)

Repair and maintenance of defective sidewalks are the responsibility of the abutting property owners and are enforced by Code Compliance (see Appendix B)

Dallas City Code, Chapter 43, Section 43-63



Overview – Why Does the City Assess?

Equitable to all property owners

Subdivisions built with sidewalk versus
subdivisions built without sidewalks

City Charter, Chapter XX. Public
Improvements and Assessments

Section 1 – adopts powers conferred by the
State...for street and sidewalk improvements and
assessments

Section 2 – City Council shall have power by
resolution...whether or not assessments are to be
made for such improvements



Overview – Should the City Continue to Assess?

2003 Bond Program (Petition and Safety)

44 sidewalk locations - \$3.1 M in construction cost

\$165,000 in assessments levied

Assessments levied are 5.4% of total

2006 Bond Program (Petition and Safety)

23 sidewalk locations to date - \$2.6 M (est.) in construction cost

\$56,600 in assessments levied to date on 4 projects

Assessments levied to date are 9.97% of total

Equitable to all property owners

Subdivisions built with sidewalk versus subdivisions built without sidewalks

Overview – Who builds and repairs sidewalks in the City?

Private Developers and Property Owners

Build a significant portion of the first time and replacement sidewalks in the City

Public Works and Transportation

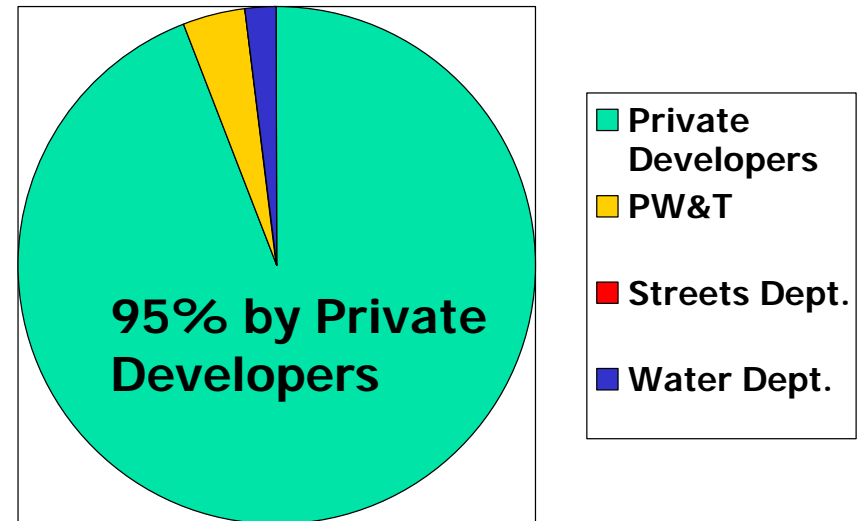
City contracts to build sidewalk

Street Services

Makes temporary asphalt repairs of sidewalks when there are safety issues
Builds a small amount of first time sidewalks with City Forces funded by the Neighborhood Investment Program

Dallas Water Utilities

Replaces sidewalks only when impacted by water and sewer construction





Sidewalk Improvement Programs

I. First Time or Never Built Sidewalks

Sidewalk Petitions

Sidewalk Safety

Safe Routes to School Program (SRTSP)

Interagency Program with TxDOT – target school areas

\$3,219,087 grant funds in 08/09

Sidewalk Improvements in Community Development Block Grant (CDBG) eligible areas

II. Replacement Sidewalks

50-50 Cost Share

“Fast Fix” - 100% Citizen Funded

Sidewalk replacements in CDBG eligible areas – must be more than one block and include ramp improvements at the intersections

Sidewalk Improvement Programs

I. First Time Sidewalks Summary

	Who Makes the Request?	How Much Does the Owner or Business Pay?
Sidewalk Petition	Owner	Lesser of Current Assessment Rate or Increased Value of Property
Sidewalk Safety	Owner, PTA, Concerned Parent, Others	
Safe Routes to School Program	School	None
CBDG Eligible Areas	Owner or City Staff	None



Sidewalk Petition Program

(I. First Time Sidewalks Continued)

Requires a petition from 2/3rds of the property owners with at least 50% of the property frontage or 50% of the property owners with 2/3rds of the frontage

Approved petitions are placed on the Needs Inventory and considered for inclusion in future bond programs

1st come – 1st served basis as funding allows

Adjacent property owners are assessed a share of the cost of the improvements

CDBG funds are available to pay qualifying residents' assessments



Sidewalk Safety Program

(I. First Time Sidewalks Continued)

Projects are requested by local schools, PTAs or citizens
Improved streets with no existing sidewalks along direct routes to schools are eligible - Along unimproved streets only if feasible

Projects are submitted to the Citizens Safety Advisory Committee for approval

Abutting property owners are notified; however, consent is not required

Approved projects are placed on the Needs Inventory and considered for inclusion in future bond programs

Adjacent property owners are assessed a share of the cost of the improvements

CDBG funds are available to pay qualifying residents' assessments



Safe Routes to School and Community Development Block Grant Programs

(I. First Time Sidewalks Continued)

Safe Routes to School Program is an Interagency, TxDOT grant program to target school areas

Total grant funds for FY 07-08 - \$3,219,087

Program includes design and construction for installation of sidewalk, barrier free ramps, traffic signs and cross walk marker improvements for 15 schools (Appendix F)

CDBG Funds

Limited funding

Project areas must meet HUD requirements for eligibility

No assessments are levied on the adjacent property owners for CDBG or SRTSP funded projects

Sidewalk Improvement Programs

II. Replacement Sidewalks Summary

	Who Makes the Request?	How Much Does the Owner or Business Pay?
50/50 Cost Share	Owner	50% of Cost
Fast Fix	Owner	100% of Cost
CBDG Eligible Areas	Owner or City Staff	None

Sidewalk Replacement Program – 50/50 Cost Share

(II. Replacement Sidewalks Continued)

Projects are requested by the adjacent property owner to repair existing concrete sidewalks

1st come – 1st served basis as funding allows

Property owner inquiries are logged by date received

Property owners are contacted when funding is available

Program takes

- 1-3 years between citizen inquiries and entry in to program/participate in a contract

- 6 to 14 months from entry in program to construction completion

Adjacent property owners are responsible for 50% of the cost of the concrete sidewalk removal and replacement in front of their properties

- City pays 100% of the cost of all miscellaneous items except drive approaches

- Residents pay 100% of the cost of drive approaches

Sidewalk Replacement Program - "Fast Fix" 100% Citizen Cost

(II. Replacement Sidewalks Continued)

Option available to citizens willing to pay 100% of the cost to expedite the process.

Interested citizens will be referred to a contractor with a price agreement contract with the City to replace residential sidewalks for the contract unit price

The City's contractor and price agreement can offer:

- Low unit cost of \$4.60/s.f. for basic sidewalk removal & replacement

- Insured and Bonded Contractor

- No required permits from property owners

- City inspection and one year warranty of work

- 2 month time frame from request to completion



“Fast Fix” Statistics

(II. Replacement Sidewalks Continued)

Since inception in 2008

413 inquiries by property owners

413 locations assessed and limits
measured by staff

413 cost estimates mailed by staff

94 residents responding favorably

94 work orders issued



How Do Other Cities Handle Sidewalk Replacement?

Frisco, TX – City takes full responsibility

Carrollton, TX – City provides cost share programs

University Park, TX – Makes sidewalk repairs a condition of all requested building permits when cost of improvements is over \$10,000

Plano, TX – City takes full responsibility; \$300,000 for FY 2009-2010; miscellaneous repairs by Street Department

Austin, TX – City takes full responsibility; \$10 M in bonds approved in 2006 to be spent over 5 year period; matching fund program with HOAs; miscellaneous repairs by Street Department

Portland, OR – City puts full responsibility on the abutting property owner; City does not offer a cost share program.



Policy Issues

Discussion



APPENDIX

Appendix A – How Does the Sidewalk Replacement (50/50) Program Work

Appendix B: Codes Pertaining to Sidewalks

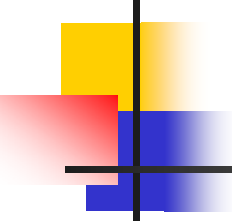
Appendix C: “Fast Fix” Sidewalk Replacement Program Steps (100% Resident Cost)

Appendix D: Sidewalk Funding History

Appendix E: Current Funding Levels

Appendix F: List of Schools included in SRTSP

Appendix G: Challenges in Sidewalk Construction



Appendix A: How does the Sidewalk Replacement (50/50) Program work?

Individual Property Owners or neighborhoods/HOAs express interest in participating in the Program

Staff adds the new Property Owner's names to the list in order of date received

Staff sends an authorization letter to the next group of individual property owners on the list to confirm their continued interest in participating (typically half of the listed people elect to continue)

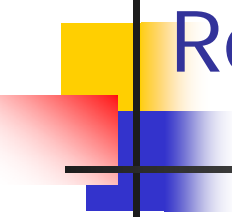
Staff assesses the condition, determine the recommended limits of replacement and estimates the total cost and homeowners share of the cost

City sends letter stating homeowners share of the cost and a 30-day deadline for reply

Homeowners that elect to continue, send payment for their share or select a payment plan (normally 12 months)

City staff prepares the contract documents, advertises, awards and manages the construction contract.

Appendix A: How does the Sidewalk Replacement (50/50) Program work? (Cont.)



The Program is a 50/50 cost Share Program for sidewalk in the front and 25/75 for sidewalk on the side or rear of a property

The Property Owners share is 50% of the cost of concrete removal and replacement (25% if side or rear).

Property Owners do not share in the cost of the Barrier Free Ramps, curb replacement and miscellaneous items included in the contracts

The Property Owners pay 100% of the cost of concrete drive approaches if they elect to replace them with this Program.



Appendix B: Codes Pertaining to Sidewalks

SEC. 51A-8.606. SIDEWALKS.

(a) **Required.** Sidewalk construction is required along all public and private streets unless waived by the director of development services.

(b) **Design.** All sidewalks must be designed and constructed to be barrier-free to the handicapped, and in accordance with the requirements contained in the Paving Design Manual, the Standard Construction Details, and, in the central business district, the Dallas Central Business District Pedestrian Facilities Plan, as amended. When poles, standards, and fire hydrants must be placed in the proposed sidewalk alignment, the sidewalk must be widened as delineated in the Standard Construction Details to provide a three-foot-wide clear distance between the edge of the obstruction or overhang projection and the edge of the sidewalk. All sidewalks must be constructed of Portland cement concrete having a minimum compressive strength of 3000 pounds per square inch.

(c) **Timing of construction.** All sidewalks in the parkways of thoroughfares must be constructed concurrently with the thoroughfare or, if the thoroughfare is already constructed, before the acceptance of any improvements. Construction of sidewalks along improved minor streets must be completed before a certificate of occupancy is issued or before a final inspection of buildings or improvements constructed on the property.

(d) **Waiver of sidewalks.** A person desiring a waiver of a sidewalk requirement shall make application to the director of development services. The director of development services shall take into account any specific pedestrian traffic need such as a project recommended by the school children safety committee, transit stops, parks and playgrounds, and other population intensive areas when considering the request for sidewalk waivers. Should the director of development services waive the required sidewalks, the waiver does not preclude the city from installing sidewalks at some later time and assessing the abutting owners for the cost of the installation. A waiver of the sidewalk requirement may be appropriate in the following instances:

- (1) The potential pedestrian traffic in the area is so minimal that sidewalks are not warranted.
- (2) In a single family or duplex zoning district, at least 50 percent of the lots located on the same side of the block as the proposed plat have been developed with completed, approved structures without sidewalks.
- (3) A permanent line and grade cannot be set within the public street right-of-way.
- (4) It is desirable to preserve natural topography or vegetation preexisting the proposed plat, and pedestrian traffic can be accommodated internally on the property. (Ord. Nos. 20092; 23384; 25047)

SEC. 43-63: When a sidewalk, driveway or any appurtenance to a sidewalk or driveway become defective, unsafe or hazardous, the abutting property owner shall reconstruct or repair the sidewalk, driveway or appurtenance and the expense of such work must be borne by the abutting property owner.



Appendix C: "Fast Fix" Sidewalk Program Steps

Details of the Fast Fix Sidewalk Replacement Program

PW&T takes the Citizen requests to participate in the Program

PW&T communicates with the resident, inspects the sidewalk and measures up the agreed to replacement area and then provides a preliminary quote for the resident's cost to repair the sidewalk

PW&T will issue the street cut permit and work order to NPL and copy DWU

NPL will communicate with the property owner and provide the official quote for the work.

NPL will remove and reconstruct sidewalk for the residents for \$4.60 per square foot.

If there is needed curb or BFR reconstruction/replacement or water meter box or wastewater lateral clean out cover replacement needs included with the sidewalk replacement work order, the Citizen will be charged the contract unit costs for these items.

If there are special items necessary, such as, tree removal or resetting a mail box a price will be negotiated between NPL and the homeowner

NPL will send the quote and proposed schedule to complete the work, contingent on receiving payment, to the resident

NPL will complete the work after the full payment is made

NPL returns work order completion form to PW&T and copy DWU after work is complete

Appendix D: Sidewalk Funding History

Program	98 BP	03 BP	06 BP	CDBG Re-programmed	General Funds	TxDOT grant funds
Sidewalk Petitions	\$205,000	\$215,540	\$224,789			
Sidewalk Safety	\$2,219,000	\$5,346,271	\$7,009,919			
Sidewalk Replacement	\$900,000	\$52,400	\$640,262	\$139,000 in 05-06 (at no cost to property owners)	\$241,500 07/08 Curb Appeal - General Fund + \$153,000 07/08 Gen Fund	
Sidewalk Replacement in CDBG eligible areas at no cost to Property Owners				\$119,000 proposed 08-09 (at no cost to property owners)	\$350,000 in 06-07	
Safe Route to School						\$3,219,087 TXDOT funds in 07/08 FY

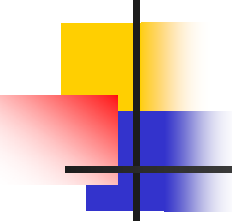
Appendix E: Current Funding Levels

Sidewalk Program	Current Funding City-Wide	Needs Inventory
Sidewalk Petitions	\$224,789 (06 BP)	0
Sidewalk Safety	\$7,009,919 (06 BP)	38
Safe Routes to School	\$3,219,087	NA
Sidewalk Improvements in CDBG eligible areas at no cost to Property Owners	\$119,000 proposed in 08-09	3 in CD 1
Sidewalk Replacement	\$640,262 (06BP) \$241,500 07/08 Curb Appeal \$153,000 07/08 Gen Fund	Approx 430 w/ current funding in contract Current funding will fund all entries up to approx. July 07, 180 new entries and 360 new inquiries per yr



Appendix F: List of Schools included in the Safe Routes to School Program

1. Anson Jones Elementary
2. Burnet Elementary
3. John Ireland Elementary
4. Albert Sidney Johnston Elementary
5. Jack Lowe, Sr. Elementary
6. Jill Stone Elementary
7. Reinhardt Elementary
8. Oran B. Roberts Elementary
9. J.P. Starks Elementary
10. George W. Truett Elementary
11. Martin Weiss Elementary
12. D.A. Hulcy Middle School
13. White Rock Elementary
14. Sarah Zumwalt Middle
15. Tasby Middle



Appendix G: Challenges in Sidewalk Construction

Lack of right-of-way

Obstructions in the parkway

Trees, shrubs, and fences

Utilities such as power poles, water meters, utility vaults and fire hydrants

Topography

Drainage ditches

Sloping parkway

Appendix G: Challenges in Sidewalk Construction (cont.)



**Approx. 2'
between curb
and wall**

Lack of right-of-way and obstructing screening wall
Location: McCallum Blvd.

Appendix G: Challenges in Sidewalk Construction (cont.)

Obstructing large tree trunk and roots



Location: Mimosa and Edgemere

Location: Henderson near US 75



Business parking not compatible with sidewalk

Appendix G: Challenges in Sidewalk Construction (cont.)



Inclined parkway and neglected vegetation
Location: Lakeview Dr.

Ditch and drainage inlet and gully

Location: McCallum Blvd.



Fire hydrant, inclined parkway & fence
Location: Ewing Ave.

Appendix G: Challenges in Sidewalk Construction (cont.)

Challenges to constructing sidewalk along unimproved streets

Unimproved asphalt street with side drainage ditches



The best option on most unimproved streets is the Street Petition Program

Appendix G: Challenges in Sidewalk Construction (cont.)

Challenges to maintaining sidewalks when constructed around water meters



Sunken sidewalk around water meters is typically a result of poor soil compaction prior to sidewalk construction by the agent of the original home builder.