Memorandum

CITY OF DALLAS

DATE May 12, 2011

TO Trinity River Corridor Project Committee Members:

David A. Neumann (Chairman)	Vonciel Jones Hill
Steve Salazar (Vice-Chair)	Delia D. Jasso
Deputy Mayor Pro Tem Pauline Medrano	Linda Koop
Carolyn R. Davis	Ann Margolin

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

The attached briefing on Riverfront Boulevard will be presented at the Trinity River Corridor Project Committee Meeting on Tuesday, May 17, 2011. The briefing will provide a review of options and opportunities for improvements.

Please contact me if you have questions.

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

THE TRINITY
DALLAS

Attachment

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

Riverfront Boulevard
from
Cadiz Street to Continental Avenue

Presented to the

Trinity River Corridor Project Committee

by

Public Works Department
and
dallas city**design** studio

May 17, 2011

THE TRINITY
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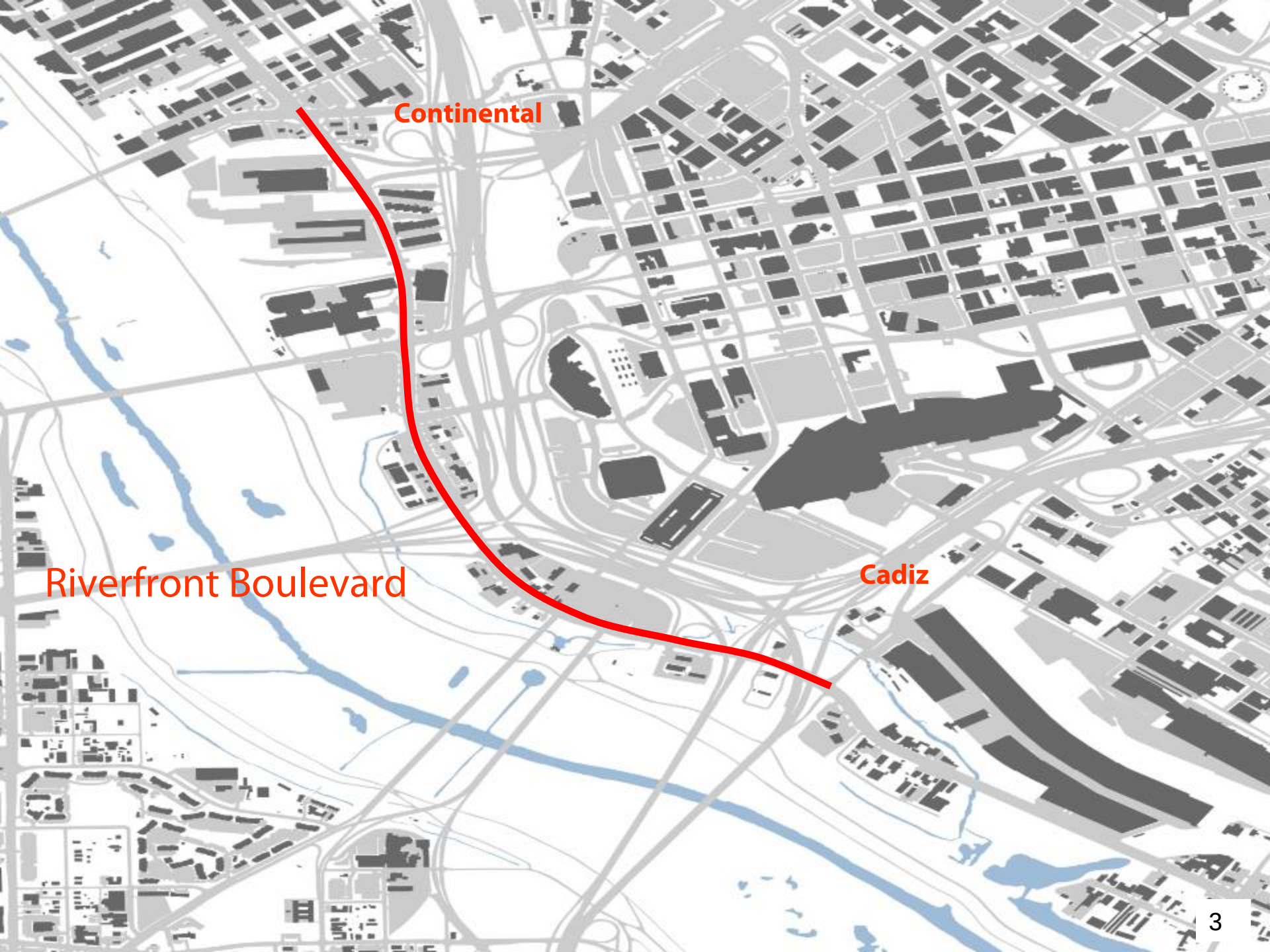
Key Focus Area
Economic Vibrancy

Today's Objective

- To review options and opportunities for improvements to Riverfront Boulevard
- To receive Committee feedback and input regarding the roadway size and design including the number of travel lanes


Continental
Riverfront Boulevard
Cadiz

Riverfront Boulevard Background

- Originally constructed in the late 1920's and has been expanded and improved over time
- Served as the primary access route to a growing industrial area with access to multiple railroad corridors
- More recently...approved as a partnership thoroughfare reconstruction project with Dallas County (south of IH 30 to north of Commerce) and partially funded in the 2003 Bond Program
- Identified as crucial roadway in the Trinity River Corridor Balanced Vision Plan from December 2003
  - Trinity Parkway...agreed reduction from 6 lanes to 4 lanes south of Continental as long as...
  - Riverfront became 8 lanes from Continental to Corinth

Riverfront Boulevard Background

Trinity River Corridor Balanced Vision Plan

- **This trade off in lanes for Riverfront Boulevard from Continental to south of Corinth means…**

  This portion of Riverfront Boulevard will serve as the collector / distributor for Parkway trips destined to or from Downtown and the lower Stemmons area. It becomes the transition to the downtown street system. It relieves the central section of the Parkway from having to perform this function.

  - 8 lanes with turn lanes at selected, signalized intersections
  - Projected 2025 daily volume: 27,000-39,000 vpd north of Commerce
  - 35 m.p.h. posted speed
  - Design can be accommodated within existing right-of-way, except possibly at some intersections
  - Trucks will be permitted
  - Provides additional connections between the Parkway and Woodall Rodgers
  - Design should support enhanced economic activity on adjacent properties
  - Landscaping and pedestrian improvements will improve the travel experience

Riverfront Boulevard Background

- Resurfaced in 2004 from Irving Blvd. to Corinth with separate funding from 2003 Bond Program
  - Pavement will remain in good condition if properly maintained
  - Current maintenance recommendation is to make minimal pavement repairs and micro-surface the pavement
- Approved by the Regional Transportation Council (RTC) in April 2006 for federal transportation funding
- Thoroughfare Plan was amended from 6 lanes to 8 lanes in August 2006 which included public hearings (Ordinance 26420)
- Received additional funding from the 2006 Bond Program

Existing Conditions

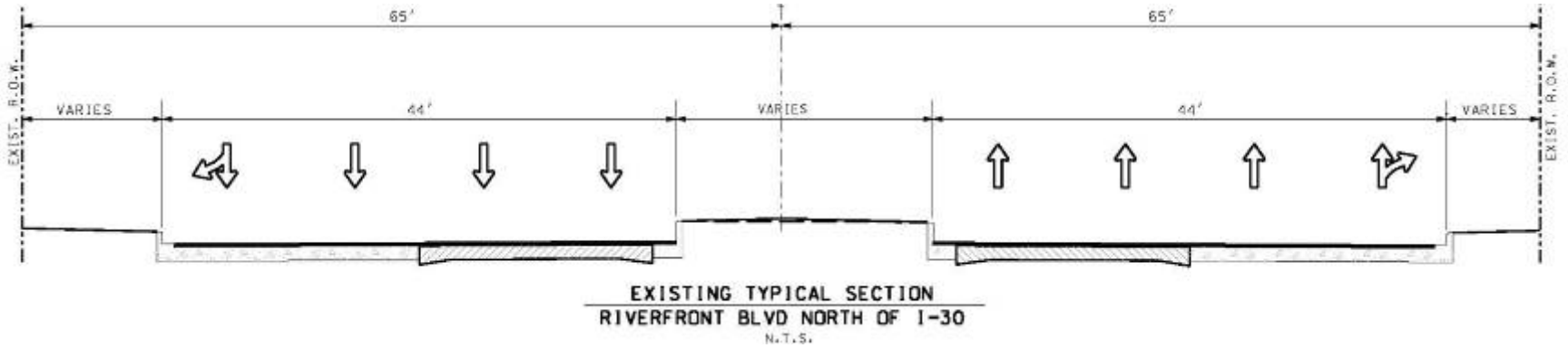
Length of Segments – Lane Configuration

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

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

Existing Conditions

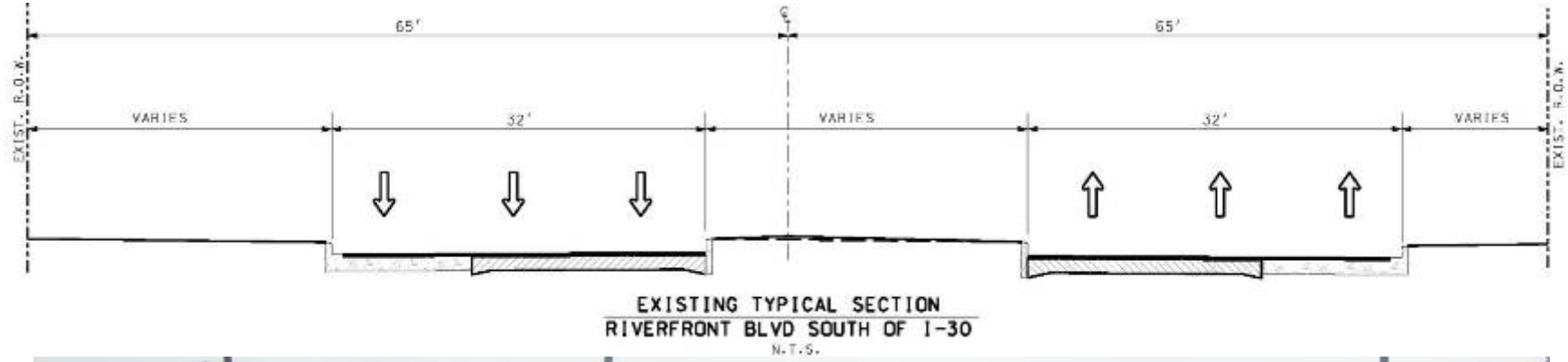
North of IH 30



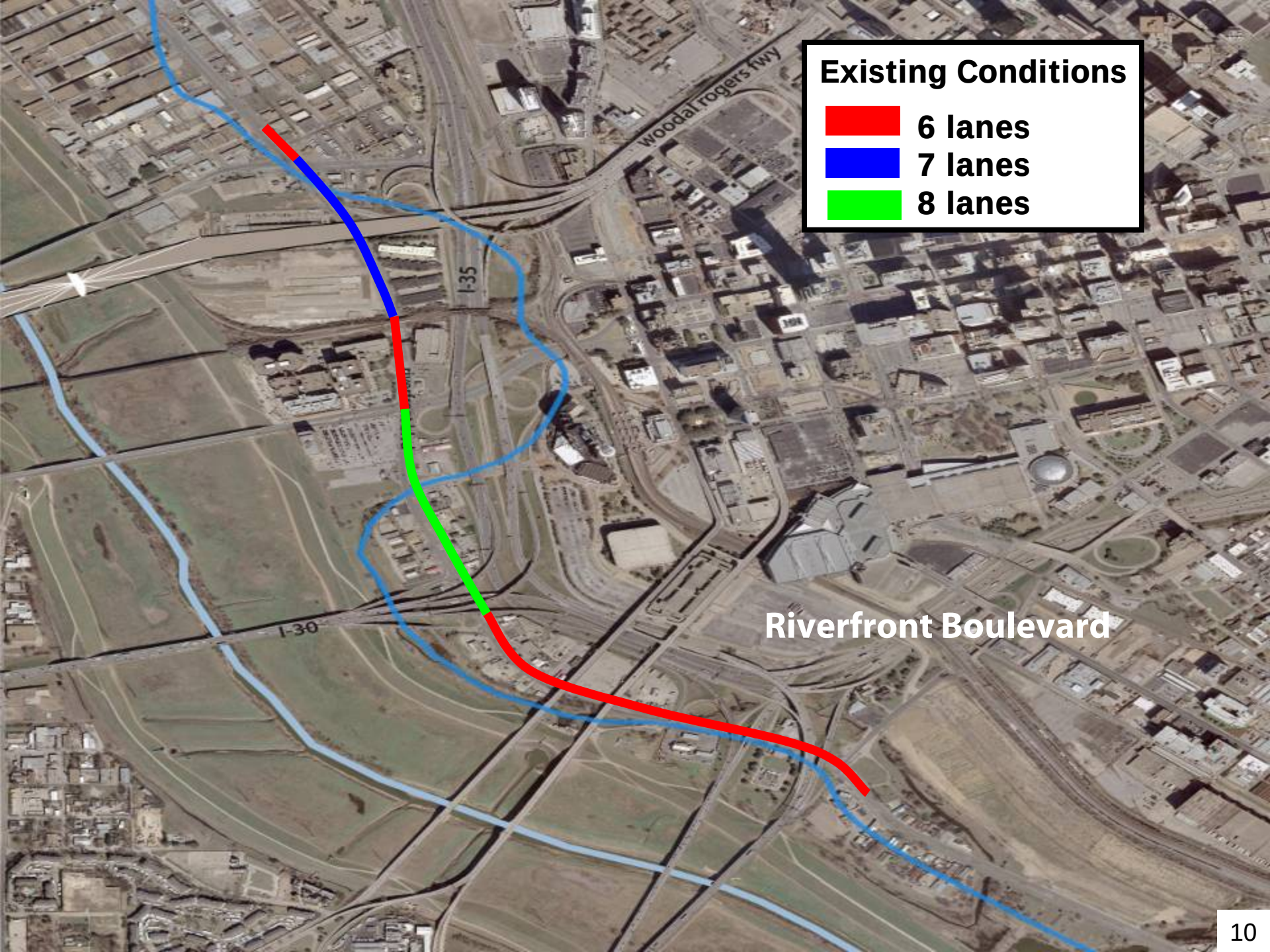
EXISTING TYPICAL SECTION
RIVERFRONT BLVD NORTH OF I-30
N.T.S.

Existing Conditions

South of IH 30

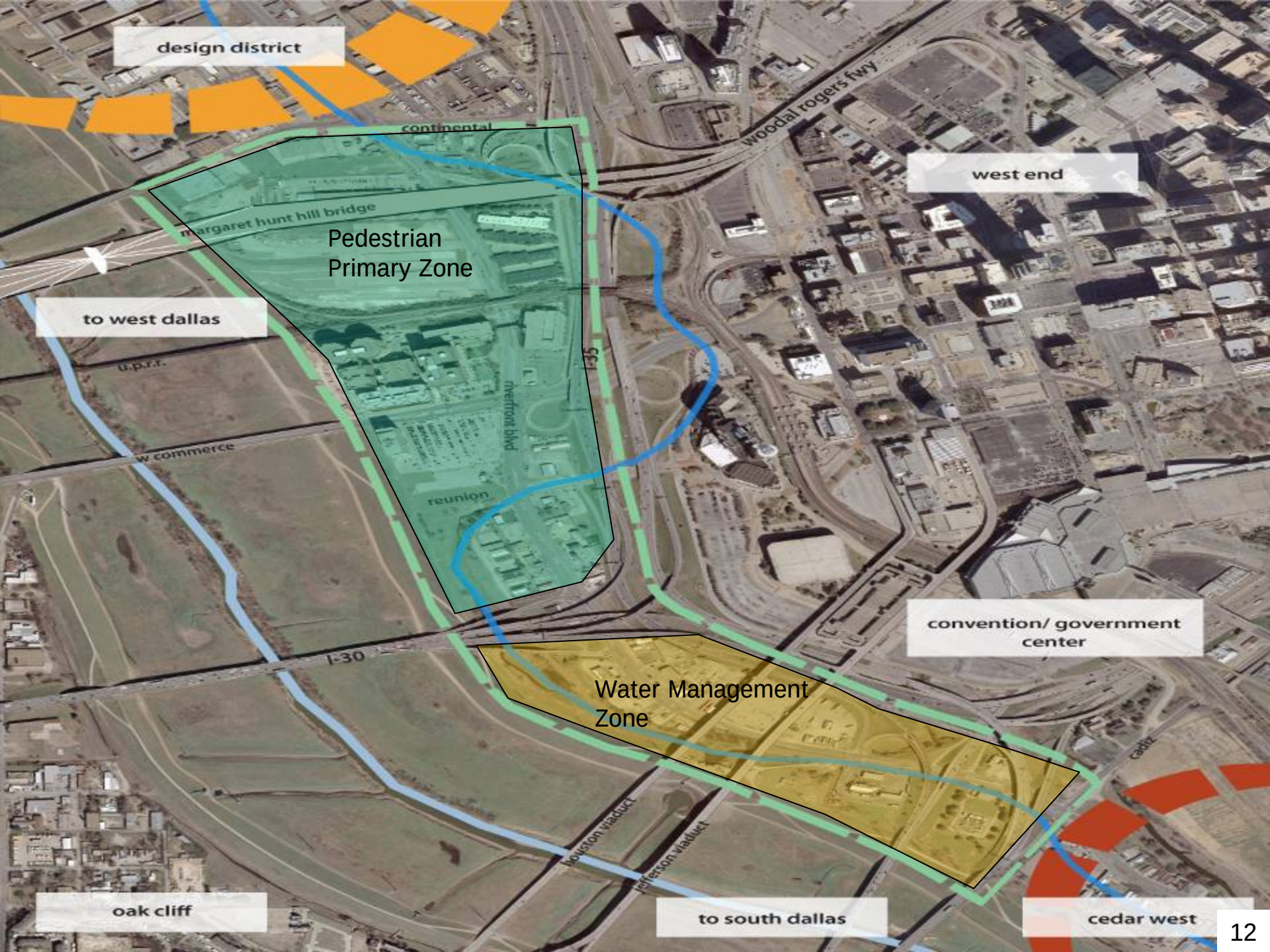


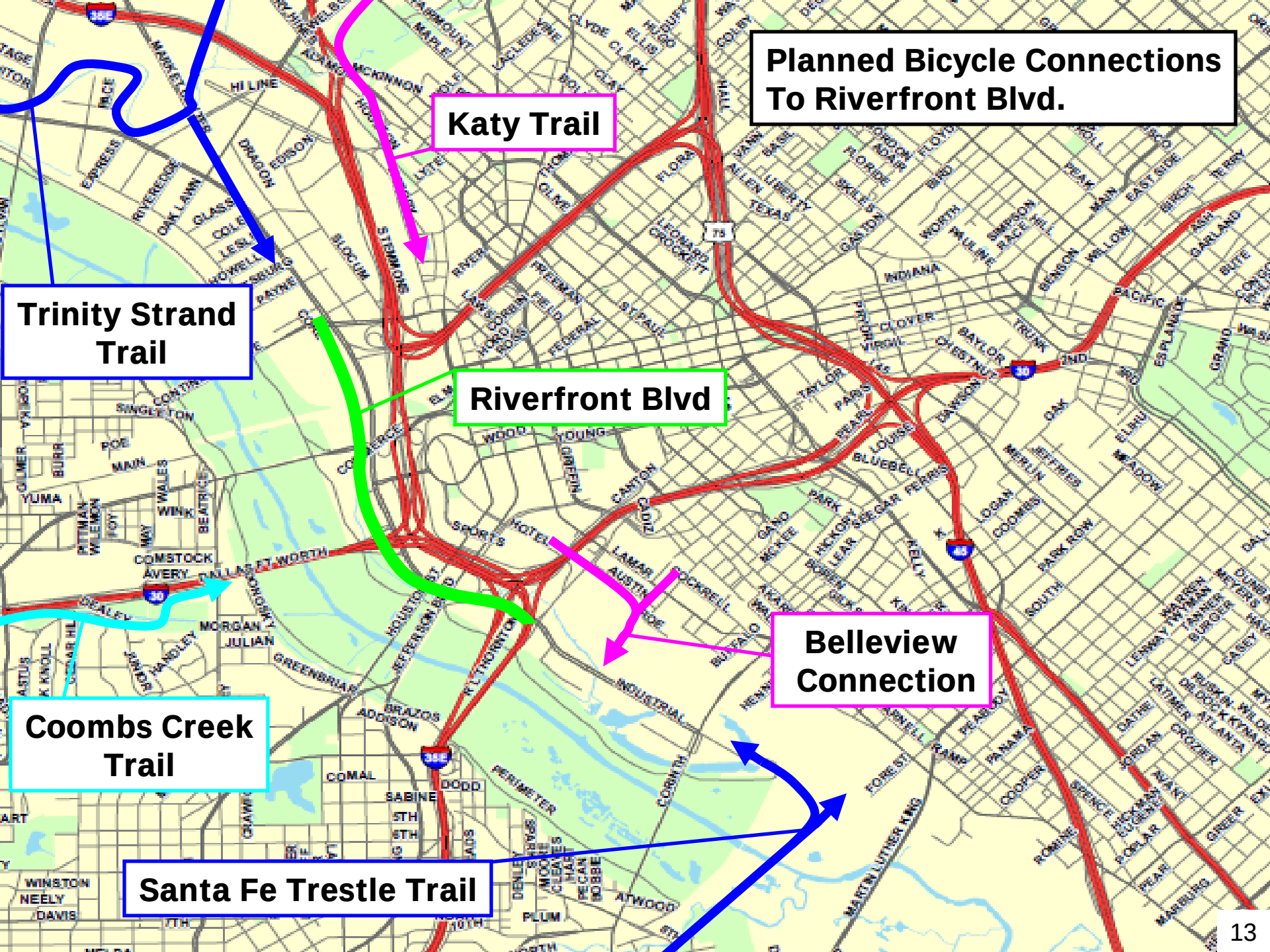
EXISTING TYPICAL SECTION
RIVERFRONT BLVD SOUTH OF I-30
N.T.S.

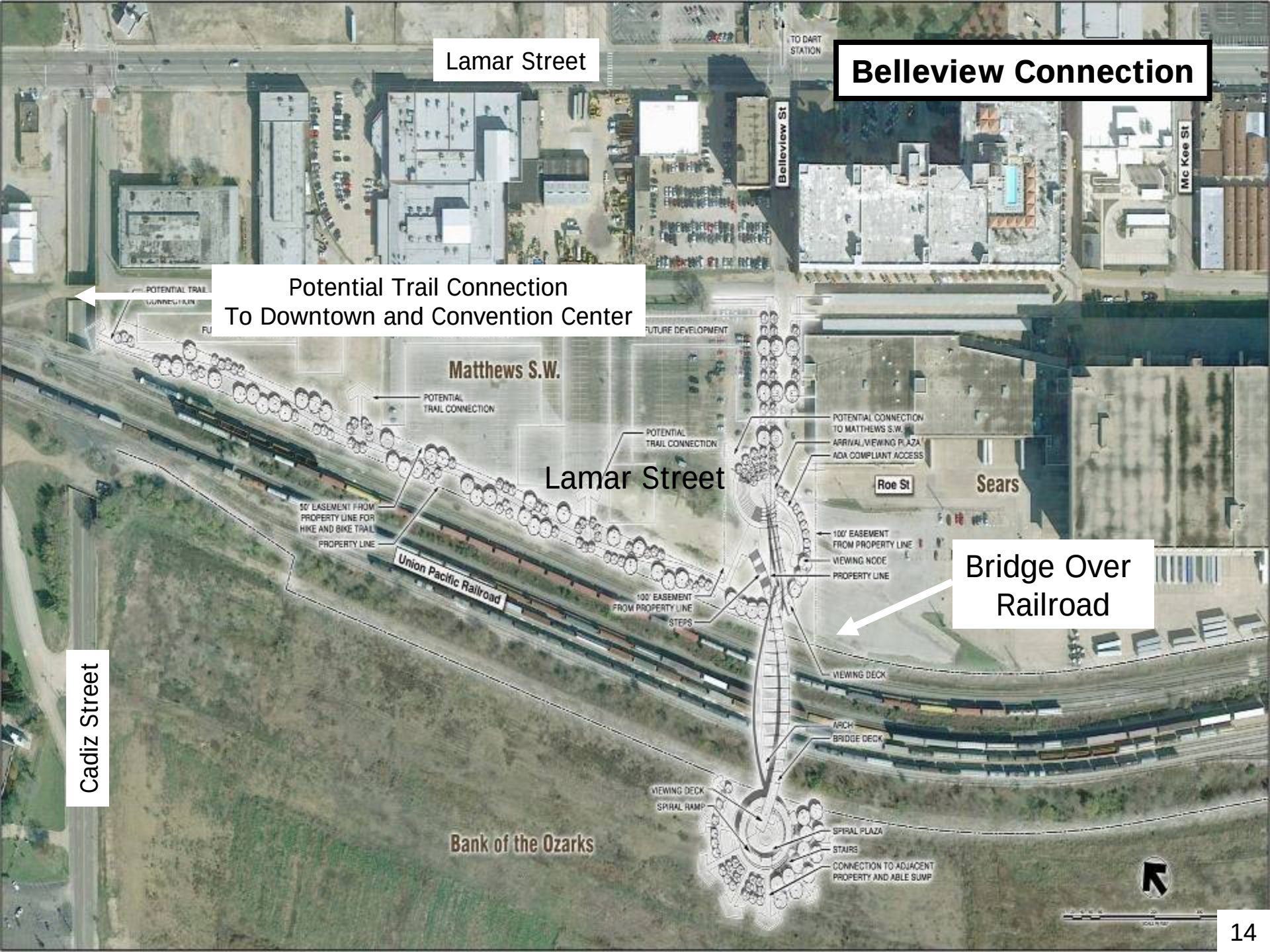

Existing Conditions
6 lanes
7 lanes
8 lanes
Woodall Rogers Hwy
I-35
I-30
Riverfront Boulevard

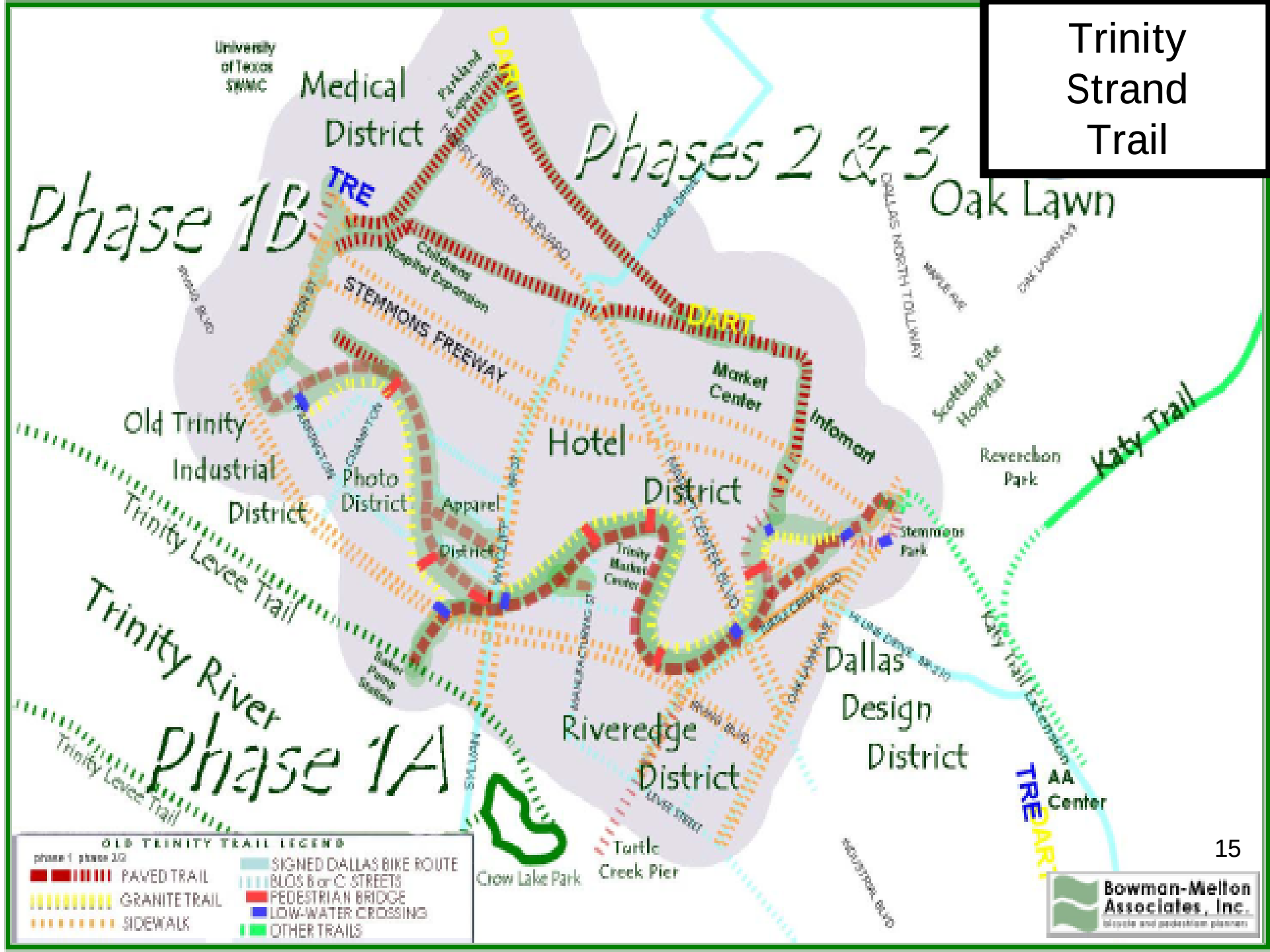
Future Conditions

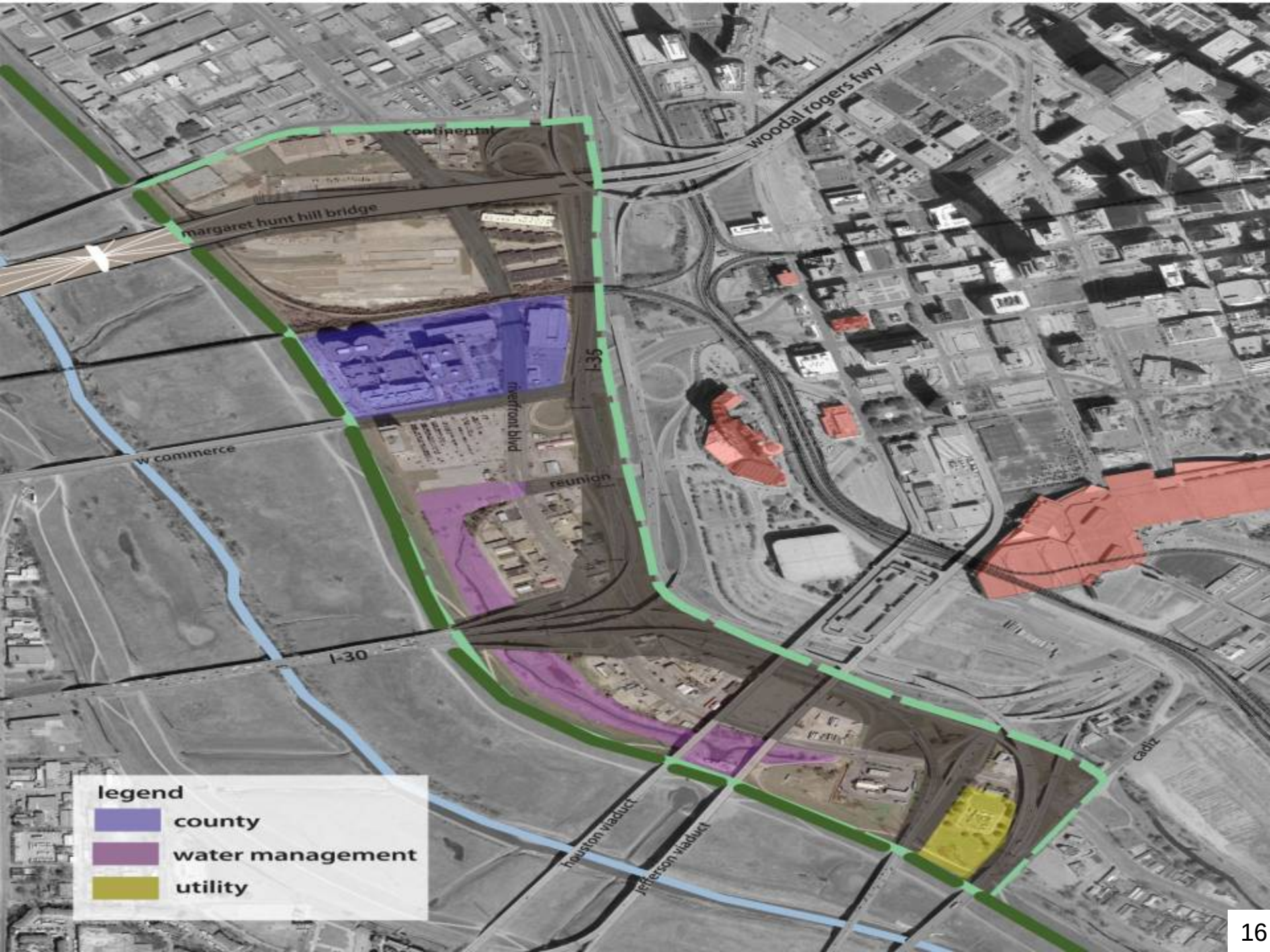
- Riverfront will...
  - Serve as a major connector between downtown, Trinity, Cedars West, and the Design District
  - Link various trails in the area
  - Provide key access to significant tracts of land with high development potential


design district
continental
woodal rogers fwy
west end
margaret hunt hill bridge
Pedestrian
Primary Zone
to west dallas
u.p.r.r.
I-35
riverfront blvd
w commerce
reunion
convention/ government
center
I-30
Water Management
Zone
gadiz
houston viaduct
jefferson viaduct
oak cliff
to south dallas
cedar west

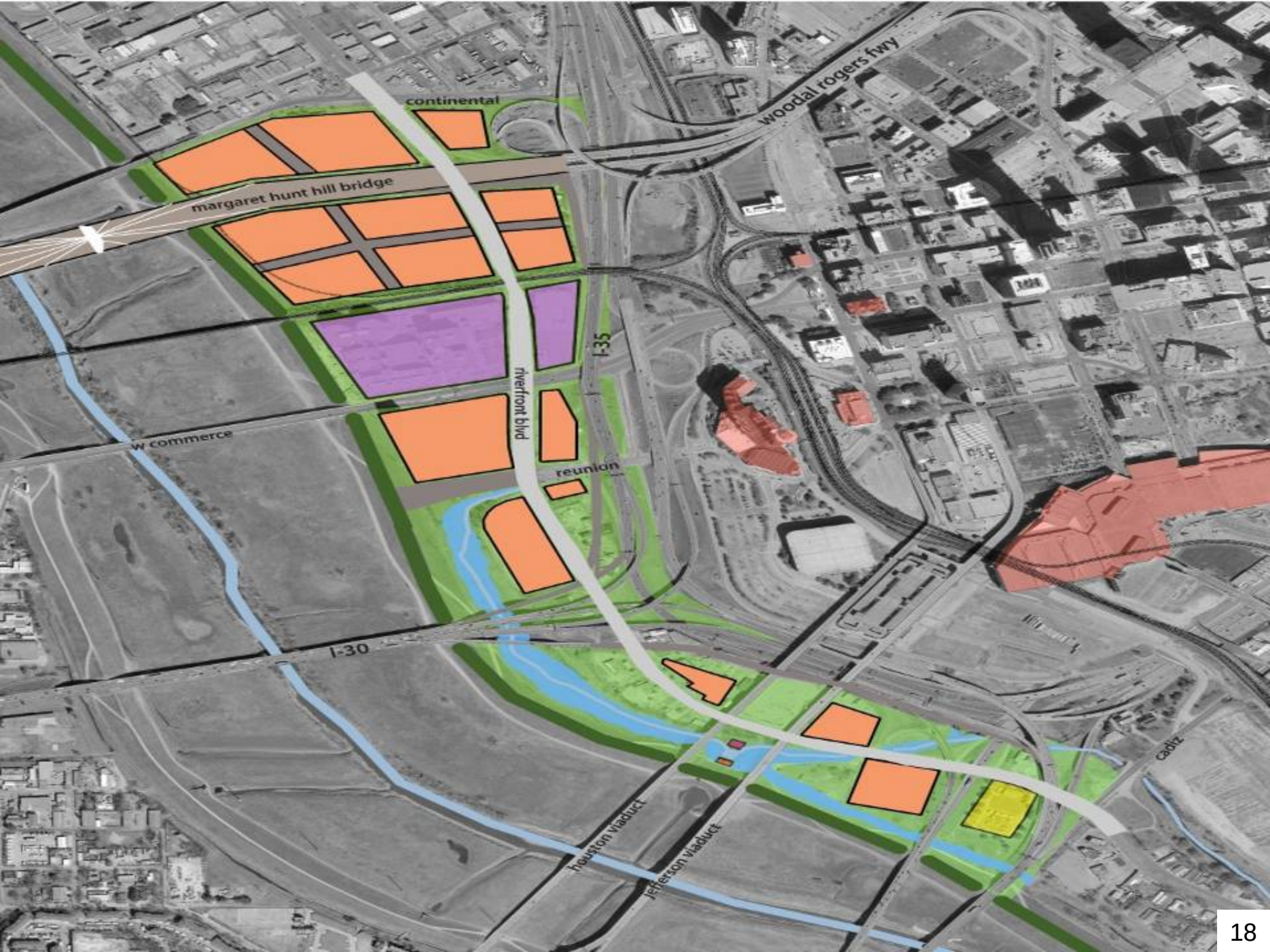

Planned Bicycle Connections To Riverfront Blvd.
Katy Trail
Trinity Strand Trail
Riverfront Blvd
Belleview Connection
Coombs Creek Trail
Santa Fe Trestle Trail


Lamar Street
TO DART STATION
Belleview Connection
Belleview St
Mc Kee St
Potential Trail Connection
To Downtown and Convention Center
FUTURE DEVELOPMENT
Matthews S.W.
POTENTIAL TRAIL CONNECTION
POTENTIAL TRAIL CONNECTION
Lamar Street
POTENTIAL CONNECTION TO MATTHEWS S.W.
ARRIVAL/VIEWING PLAZA
ADA COMPLIANT ACCESS
Roe St
Sears
50' EASEMENT FROM PROPERTY LINE FOR HIKE AND BIKE TRAIL
PROPERTY LINE
Union Pacific Railroad
100' EASEMENT FROM PROPERTY LINE
VIEWING NODE
PROPERTY LINE
100' EASEMENT FROM PROPERTY LINE
STEPS
Bridge Over Railroad
VIEWING DECK
ARCH
BRIDGE DECK
Cadiz Street
VIEWING DECK
SPIRAL RAMP
SPIRAL PLAZA
STAIRS
CONNECTION TO ADJACENT PROPERTY AND ABLE SUMP
Bank of the Ozarks


Trinity Strand Trail
Phase 1B
Phases 2 & 3
Phase 1A
Medical District
Oak Lawn
Old Trinity Industrial District
Photo District
Apparel District
Hotel District
Riveredge District
Dallas Design District
Trinity River
Trinity Levee Trail
Katy Trail
Katy Trail Extension
Reverchon Park
Stemmons Park
Crow Lake Park
Turtle Creek Pier
AA Center
Market Center
Inwood
Stemmons Freeway
Children's Hospital Expansion
Parkland Expansion
Scottish Rite Hospital
Dallas North Tollway
DART
TRE
OLD TRINITY TRAIL LEGEND
phase 1 phase 2/3
PAVED TRAIL
GRANITE TRAIL
SIDEWALK
SIGNED DALLAS BIKE ROUTE
BLOS B or C STREETS
PEDESTRIAN BRIDGE
LOW-WATER CROSSING
OTHER TRAILS
Bowman-Melton Associates, Inc.


continental
margaret hunt hill bridge
woodal rogers fwy
I-35
riverfront blvd
w commerce
reunion
I-30
houston viaduct
jefferson viaduct
cadiz
legend
county
water management
utility


continental
2.8 ac
12.6 ac
margaret hunt hill bridge
6.1 ac
22.0 ac
I35
riverfront blvd
10.7 ac
3.8 ac
reunion
2.3 ac
4.2 ac
w commerce
I-30
3.3 ac
3.6 ac
1.7 ac
0.6 ac
7.3 ac
houston viaduct
jefferson viaduct
cadiz
woodal rogers fwy
legend
developable land
right of way


continental
woodal rogers fwy
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w commerce
reunion
I-30
houston viaduct
jefferson viaduct
cadiz

Potential Trinity Gateway Development


Riverfront Blvd

Development Parcels (cont'd)

Continental to UPRR parcels

Initial Riverfront Project Goals

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

Options for Consideration

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

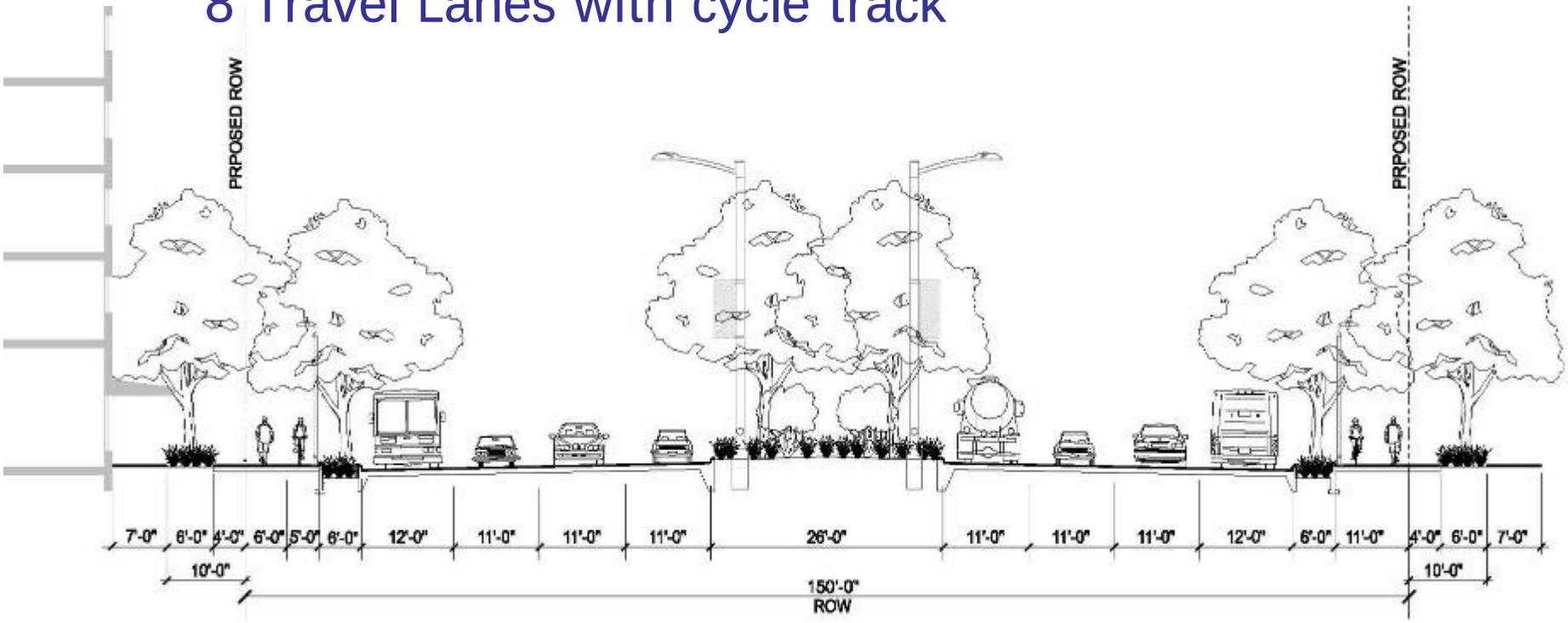
Option 1 - Initial Project Scope

8 Travel Lanes with Cycle Track Adjacent to Sidewalk

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

Option 1 - Initial Project Scope

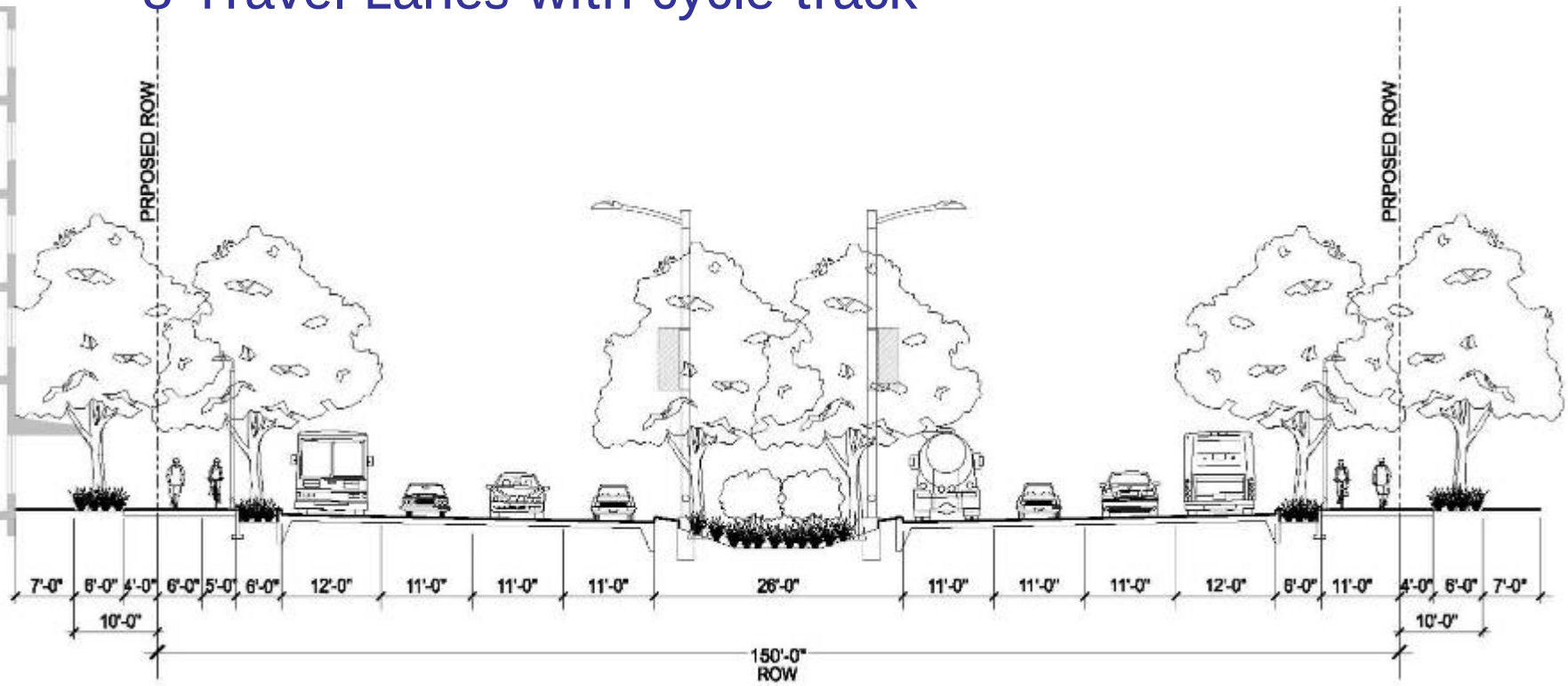
8 Travel Lanes with cycle track



Typical Cross Section - Raised Median

Option 1 - Initial Project Scope

8 Travel Lanes with cycle track



Typical Cross Section - Vegetated Median Bioswale

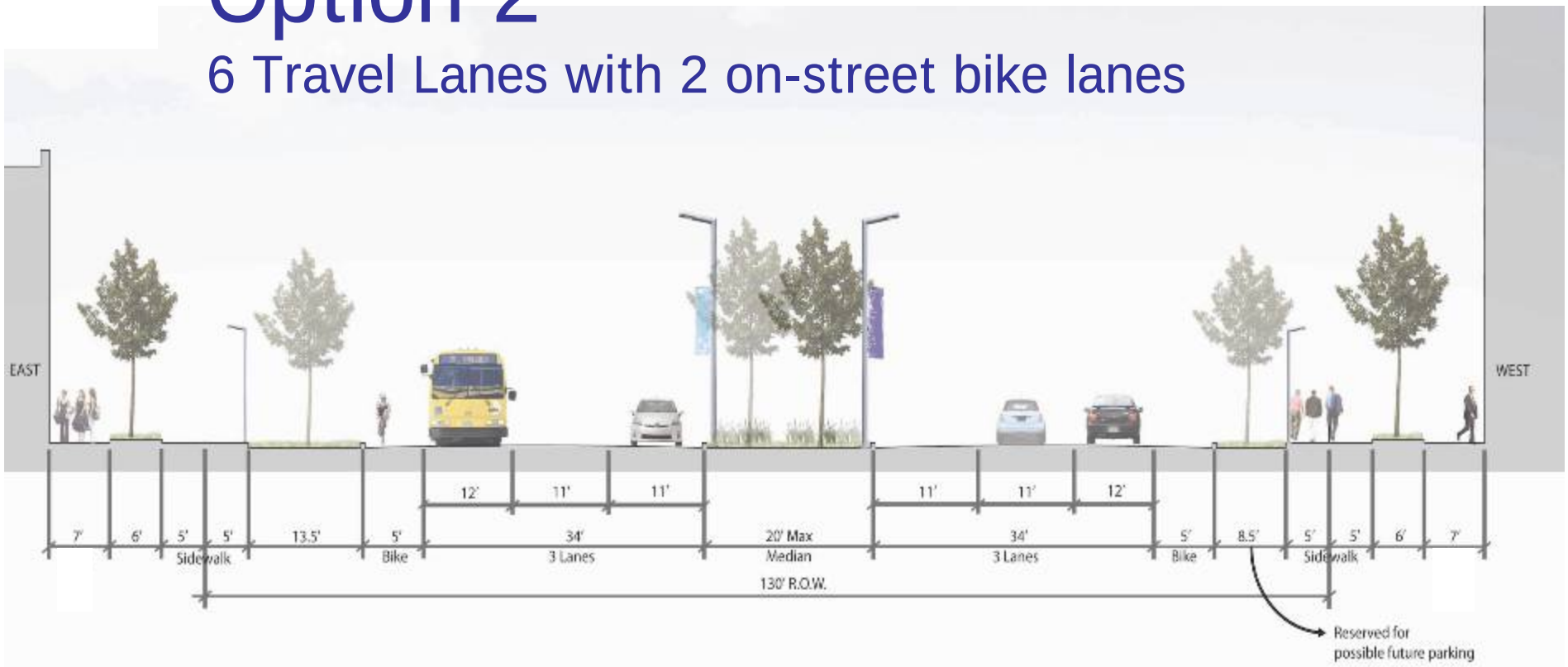
Option 2

6 Travel Lanes with 2 on-street bike lanes

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

Option 2

6 Travel Lanes with 2 on-street bike lanes

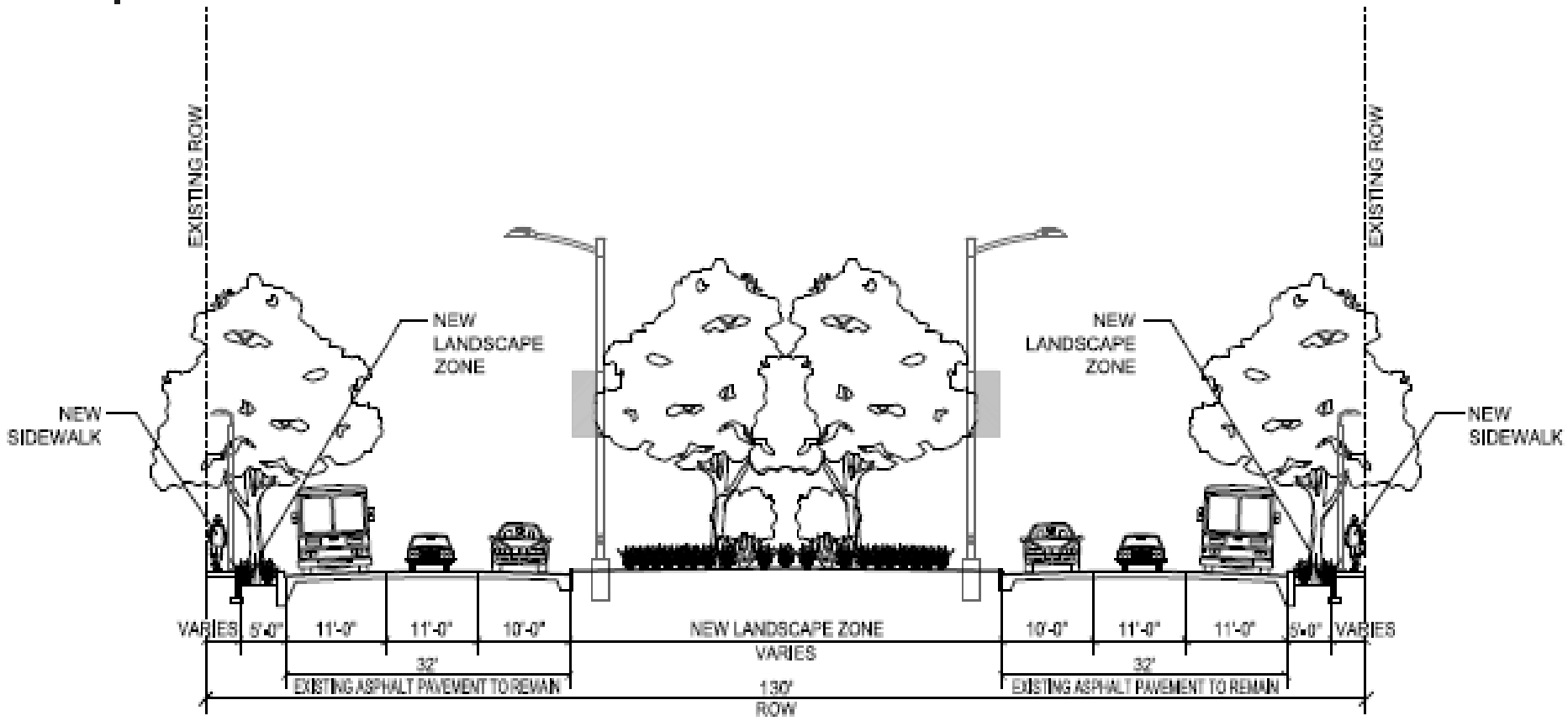


Typical Cross Section - Raised Median

Option 3 – Streetscape and Urban Design

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

Option 3 – Streetscape and Urban Design



PROPOSED TYPICAL SECTION
RIVERFRONT BLVD. SOUTH OF IH 30

Option 4 – Do Nothing

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

Option 5 – Improvement Corridor with Shortened Limits

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

Funding Available

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

Estimated Costs

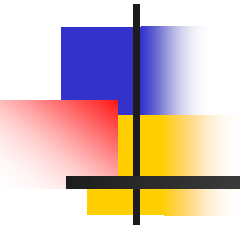
	Option 1 – 8 lanes	Option 2 – 6 lanes/2 bike lanes	Option 3 – Streetscape / Urban Design	Option 4 – Do Nothing	Option 5 – Shortened Limits
Design and Project Delivery	$6.5 M	$6.0 M	$1.5 M	$0	Varies based on limits and option
Right-of-Way Acquisition	$9.0 M	$1.0 M	$0	$0	Varies based on limits and option
Construction	$39.0 M	$35.0 M	$9.5 M	$0	Varies based on limits and option
Total Cost	$54.5 M	$42.0 M	$11.0 M	$0	Varies based on limits and option
Shortfall	$13.9 M	$1.4 M	$0 with County participation*	$0	Varies based on limits and option

*County participation and funding contingent on use of permanent improvements

Summary of Options, Components, and Costs

Area of Improvement	Option 1 – 8 lanes	Option 2 – 6 lanes	Option 3 – Streetscape / Urban Design	Option 4 – Do Nothing	Option 5 – Shortened Limits
Paving and Drainage	Y	Y	Only Repairs or Maintenance	Only Repairs or Maintenance	Y – 1 & 2 N – 3
Bicycle	Separate Cycle Track	Bike Lane	N	N	Varies w/option
Environmental Upgrades	Y	Y	N	N	Y – 1 & 2 N – 3
Water and Wastewater	Y	Y	As Needed	As Required	Y – 1 & 2 As Needed – 3
Pedestrian Amenities and Intersections	Y	Y	Y	N	Y
Streetscape & Landscaping	Y	Y	Y	N	Y
Estimated Cost $	$54.5 M	$42.0 M	$11.0 M	$0	Varies
Estimated Shortfall $	$13.9 M	$1.4 M	$0 with County Participation*	$0	Varies

*County participation and funding contingent on use of permanent improvements



Questions and Discussion