Memorandum

DATE: 24 September 2013

TO: Transportation and Trinity River Project Committee Members: Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo, Mayor Pro Tem Tennell Atkins, Sandy Greyson, and Sheffie Kadane

SUBJECT: Transportation and Trinity River Project Committee Meeting Agenda

Tuesday, 24 September 2013, at 1:00 P.M.
Dallas City Hall – 6ES, 1500 Marilla Street, Dallas, TX 75201

The agenda for the meeting is as follows:

1. Approval of the 9 September 2013 Meeting Minutes (Estimated 3 Minutes)
   Vonciel Jones Hill, Chair

2. Dallas Complete Streets Design Manual (Estimated 60 Minutes)
   Peer Chacko, Asst. Director, Sustainable Dev.
   James M. Daisa, Kimley - Horn and Associates

3. Downtown Dallas Shuttle (Estimated 15 Minutes)
   Todd Plesko, Vice President-Planning and Development, DART
   Keith Manoy, Asst. Director, Public Works

4. Upcoming Council Agenda Items
   25 September 2013
   • Agenda Item # 37 Authorize Supplemental Agreement No. 7 to the professional services contract with CH2M Hill Engineers, Inc. for additional construction administration services for the Continental Avenue Bridge Project for the Trinity River Corridor Project - Not to exceed $245,774, from $21,446,019 to $21,691,793 - Financing: Private Funds

   Upcoming Potential Council Agenda Item(s)
   25 September 2013 Addendum
   • Authorize the rejection of construction bids for the Upper Chain of Wetlands Remediation – Cells B & C; and the re-advertisement for new bids - Financing: No cost consideration to the City

   8 October 2013
   • A public hearing to receive comments on a proposed municipal setting designation to prohibit the use of groundwater as potable water beneath properties owned by the City of Dallas and Darling International, Inc. located southwest of the Trinity River, north of Cedar Crest Boulevard and extending southeast to just north of East Overton Road; and an ordinance authorizing support of the issuance of a municipal setting designation to the City of Dallas by the Texas Commission on Environmental Quality and prohibiting the use of groundwater beneath the designated properties a potable water – Financing: No cost consideration to the City
   • Texas Horse Park Related Items
     • Authorize acceptance of $350,000 from the Texas Horse Park Foundation, Inc. to provide sustainable development and other construction related items for EQUEST
     • Authorize Supplemental Agreement No. 12 with BRW Architects for design of additional sustainable features and LEED certification activities related to Texas Horse Park
     • Authorize Change Order no. 2 to Sedalco/Metal Man Design/Build Corporation, A Joint Venture, for increased fire and public safety systems to provide greater flexibility with events and programming at the Texas Horse Park
Transportation and Trinity River Project Committee Meeting Agenda
24 September 2013
Page 2

- Authorize payment to ONCOR ELECTRIC DELIVERY COMPANY LLC, a Delaware limited liability company, for installation of electric supply components and service at Texas Horse Park
- Authorize the (1) deposit of the amount awarded by the Special Commissioners in the lawsuit styled City of Dallas vs. Ike Stearn et ux, et al., Cause No. CC-13-02713-D, pending in County Court at Law No. 4, for acquisition from Ike Stearn et ux, et al of 6,145 square feet of land located near the intersection of Stokes Street and Hull Avenue for the South Central/Joppa Gateway Project, and (2) settlement of the lawsuit for an amount not to exceed the amount of the Special Commissioners award - Not to exceed $5,524.82 ($3,524.82 being the amount of the award, plus closing costs and title expenses not to exceed $2,000); an increase of $1,374.82 from the amount Council originally authorized for this acquisition - Financing: 2006 Bond Funds (Estimated 10 Minutes)

5. Adjourn

Should you have any questions, please do not hesitate to contact me.

Vonciel Jones Hill, Chair
Transportation and Trinity River Project Committee

c:  
A.C. Gonzalez, Interim City Manager  
Warren M. S. Ernst, Interim City Attorney  
Judge Daniel F. Solis, Administrative Judge  
Rosa A. Rios, City Secretary  
Craig D. Kinton, City Auditor  
Ryan S. Evans, Interim First Assistant City Manager  
Jill A. Jordan, P. E., Assistant City Manager  
Forest E. Turner, Assistant City Manager  
Joey Zapata, Assistant City Manager  
Charles M. Cato, Interim Assistant City Manager  
Theresa O'Donnell, Interim Assistant City Manager  
Jeanne Chipperfield, Chief Financial Officer  
Frank Librio, Public Information Officer  
Elsa Cantu, Assistant to the City Manager – Mayor and Council

"A quorum of the Dallas City Council may attend this Council Committee meeting."

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.


"Dallas-Together, we do it better"
AGENDA:

1. **Approval of the 10 June 2013 Meeting Minutes for the Transportation and Environment Council Committee (TEC) and the Trinity River Corridor Project Council Committee (TRCPC)**

   **Presenter(s):** Vonciel Jones Hill, Chair

   **Information Only:**

   **Action Taken/Committee Recommendation(s):** Motion was made to approve the minutes for the 10 June 2013 TEC committee meeting.

   Motion made by: Sandy Greyson
   Motion seconded by: Sheffie Kadane
   Item passed unanimously: X
   Item passed on a divided vote: 
   Item failed unanimously: 
   Item failed on a divided vote: 

   **Action Taken/Committee Recommendation(s):** Motion was made to approve the minutes for the 10 June 2013 TRCPC committee meeting.

   Motion made by: Monica Alonzo
   Motion seconded by: Tennell Atkins
   Item passed unanimously: X
   Item passed on a divided vote: 
   Item failed unanimously: 
   Item failed on a divided vote: 

2. **Advanced Traffic Management System Upgrade Project**

   **Presenter(s):** Auro Majumdar, Assistant Director/City Traffic Engineer, Street Services

   **Information Only:** X

   **Action Taken/Committee Recommendation(s):**

   Motion made by:
   Item passed unanimously: 
   Item passed on a divided vote: 
   Item failed unanimously: 
   Item failed on a divided vote: 

   (Draft Minutes Pending Committee Approval)
3. **Good Neighbor Plan Initiative Update**
   **Presenter(s):** Mark Duebner, Director, Aviation
   **Information Only:** X
   **Action Taken/Committee Recommendation(s):**

   Motion made by:  
   Item passed unanimously: _____  
   Item failed unanimously: _____

4. **Trinity Corridor Scheduled Closures**
   **Presenter(s):** Liz Fernandez, P.E., LEED AP, Director, Trinity Watershed Management
   **Information Only:** X
   **Action Taken/Committee Recommendation(s):**

   Motion made by:  
   Item passed unanimously: _____  
   Item failed unanimously: _____

5. **Upcoming Potential Council Agenda Item for 11 September 2013**
   **Presenter(s):** Rob Smith, Assist. Vice Pres., Service Planning, and Jennifer Jones, PMP, Svc. Planning, DART
   **Information Only:** X
   **Action Taken/Committee Recommendation(s)**
   - Downtown Dallas Shuttle - Agreement between DART, DDI, and City of Dallas

   Motion made by:  
   Item passed unanimously: _____  
   Item failed unanimously: _____

Adjourn
(2:28 p.m.)

______________________________________
Vonciel Jones Hill, Chair
Transportation and Trinity River Project Council Committee

(Draft Minutes Pending Committee Approval)
Memorandum

DATE 20 September 2013

TO The Honorable Members of the Transportation and Trinity River Project Committee: Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo, Mayor Pro Tem Tennell Atkins, Sandy Greyson, Sheffie Kadane

SUBJECT Dallas Complete Streets Design Manual

The committee will be briefed on the Dallas Complete Streets Design Manual on 24 September, 2013. A copy of the presentation is attached. The draft Dallas Complete Streets Design Manual has been developed over the last year and a half with extensive community input and technical review. This manual is intended as a policy guide and reference for street design standards. Please feel free to contact me at (214) 671-9195 should you have any questions.

Theresa O’Donnell
Interim Assistant City Manager

C: A.C. Gonzalez, Interim City Manager
Warren M. S. Ernst, Interim City Attorney
Judge Daniel F. Solis, Administrative Judge
Rosa A. Rios, City Secretary
Craig D. Kinton, City Auditor
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Joey Zapata, Assistant City Manager
Charles M. Cato, Interim Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Frank Librio, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor and Council
Dallas Complete Streets Design Manual

Council Transportation and Trinity River Project Committee

24 September 2013
What are Complete Streets?

Streets that are comfortable for everyone: young and old, motorists or bicyclists, pedestrians, wheel chair users, or transit riders alike.
Background

- **2006** - *ForwardDallas!* recommendation: Develop a “context sensitive street design manual”

- **2011-2012** - Council Strategic Action Plan objective: “Bring a citywide complete street vision to reality”

- **2011** - Transportation and Community and System Preservation (TCSP) grant awarded to Dallas

- **2011 -2013** – Community engagement, pilot and demonstration projects, and drafting of design manual
Community Workshops

- Eight interactive workshops held July through December, 2011
- Over 600 participants citywide
Visual Essay Contest

- Students, amateurs and professionals were engaged in proposing creative ideas for better streets.
Do you want your elected officials to work towards more sustainable communities?

Do you feel that kids walking or biking to school, and adults walking or biking to shop and eat would be better for the Dallas economy?
Knox Street Demonstration

Four-day installation from Katy Trail to McKinney Ave

New design concept tested in real conditions with community feedback and technical evaluation
Pilot Projects

The City has been gaining experience from implementing pilot complete street projects.
COMPLETE STREETS ARE NOT ALL THE SAME
Mixed-Use Street Example
Residential Street Example

Bishop Avenue
Residential Street Example

Montfort Drive
A New Way of Designing Streets

• Start with a vision
  – Planning Vision
  – Organizational Vision

• Policies to guide change
  – Implementation procedures: working with established processes
  – Design guidance
  – Process and guidelines for addressing trade-offs
1. How To Use The Manual
2. The Dallas Complete Streets Vision
3. Complete Streets Policy Framework
4. Pedestrian Zone Design Elements
5. Street Zone Design Elements
6. Intersection Design Elements
7. Green Streets
Design Guidance

Pedestrian zone and street zone design elements

Intersection design elements

Green street design elements
# Assessing Trade-Offs

## Design Element Priorities Chart

<table>
<thead>
<tr>
<th>Pedestrian Zone</th>
<th>Street Furniture</th>
<th>Street Zone</th>
<th>Wayfinding</th>
<th>Street Zone</th>
<th>Intersection Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wide Sidewalks</td>
<td>Trees and Greenscape (Buffer Zone)</td>
<td>Bollards</td>
<td>Newspaper Rock</td>
<td>Recycled Curb and Driveways</td>
<td>Sidewalk Carts</td>
</tr>
<tr>
<td>Shared Use Paths</td>
<td>Seating</td>
<td>Bicycle Facilities</td>
<td>Transit Stops</td>
<td>Limited Curb Cuts and Driveways</td>
<td>Pedestrian Lighting</td>
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<tr>
<td>Street Furniture</td>
<td>Recycling/Garbage Cans</td>
<td>Limited Centerline</td>
<td>Plaza/Room/Parklets</td>
<td>Information Kiosks</td>
<td>Pedestrian Signage</td>
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<tr>
<td>Street Furniture</td>
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<td>Sidewalk Carts</td>
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<td>Pedestrian Lighting</td>
<td>Slip Streets</td>
<td>Street Furniture</td>
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## Contextual Street Type Overlays

<table>
<thead>
<tr>
<th>Mixed-Use Streets</th>
<th>Commercial Streets</th>
<th>Residential Streets</th>
<th>Industrial Streets</th>
<th>Parkways</th>
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## Bike and Transit Network Overlays

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<th>Transit Network Overlay</th>
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<td>Bike Network Overlay</td>
<td>Transit Network Overlay</td>
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</tbody>
</table>

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1 NR Not Relevant

19
The Grand Boulevard
Case Study in Assessing Trade-offs

- Six (6) travel lanes
- Bus Rapid Transit [BRT] in mixed flow lanes
- On-street parking

- BRT in dedicated lanes
- Four (4) travel lanes
- On-street parking
- Shared bicycle lanes

- BRT in dedicated lanes
- Four (4) travel lanes
- No on-street parking
- Bicycle lanes

Existing Street Configuration

Option 1: Dedicated BRT / Shared Bike Lane

Option 2: Dedicated BRT / Bike Lane / No Parking
Greenville Avenue Example

- **Trade-Offs**
  - Indented parallel parking replaced angled parking to allow more space for outdoor patios
  - Reduced traffic lanes enabled wider sidewalks and street furniture
Implementation Opportunities
Public Projects

Different types of public projects present different opportunities and challenges:

- Street Reconstruction or New Construction Projects
- Street Resurfacing or Restriping Projects
### Project Complete Street Projects

<table>
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<tr>
<th>Project</th>
<th>District</th>
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<tbody>
<tr>
<td>Bishop Avenue</td>
<td>1</td>
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<tr>
<td>Cedar Springs</td>
<td>14</td>
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<tr>
<td>Davis Street</td>
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<td>Grand Avenue</td>
<td>7</td>
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<td>Greenville</td>
<td>14</td>
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<td>Henderson Avenue</td>
<td>2</td>
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<tr>
<td>Jefferson</td>
<td>1</td>
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<tr>
<td>Knox Street</td>
<td>14</td>
</tr>
<tr>
<td>Lamar Street</td>
<td>7</td>
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<tr>
<td>Main Street</td>
<td>2</td>
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<tr>
<td>Meadowcreek Drive</td>
<td>12</td>
</tr>
<tr>
<td>MLK Boulevard</td>
<td>7</td>
</tr>
<tr>
<td>Alpha Road</td>
<td>11</td>
</tr>
</tbody>
</table>
On-Street Bikeway Implementation

On-street bicycle projects to be completed or underway by 2014

- Dallas Bikeway System On-Street - Completed
- Dallas Bikeway System Off-Street - Completed
- Dallas Bikeway System Off-Street - Funded
Operation And Maintenance

- Complete Streets will introduce new operation and maintenance considerations:
  - Need for maintenance of enhanced pedestrian, bicycle facilities and landscaping
  - Need for creative solutions through public-private partnerships
  - Need for testing, monitoring and evaluation through ongoing pilot projects
Implementation Opportunities
Private Development Projects

- **Opportunity for incremental improvements along street frontages**

- **Code amendments will be necessary to facilitate more widespread implementation through private development**

  - Zoning and subdivision regulations
  - Regulations for use of City right-of-way

McKinney Avenue
## Implementation Strategies

- **Adopt the Complete Streets Design Manual by Council resolution**

- Task a staff team with leadership, resources and responsibility for Complete Street policy implementation across departments

- Enhance inter-departmental coordination on street improvement projects

- Implement Thoroughfare Plan amendments

- Amend related policies and regulations for consistency and linkage to the Complete Streets manual

- Explore alternative funding mechanisms for Complete Streets capital, operation and maintenance costs

- Expand Dallas’ current offering of neighborhood-initiated street improvement programs to incorporate new design options and considerations

- Initiate a monitoring & evaluation program to assess effectiveness of complete street improvements
Discussion

Council Transportation and Trinity River Project Committee

24 September 2013
FIVE REASONS WHY THE CITY OF DALLAS SHOULD ADOPT A COMPLETE STREETS POLICY
Benefits the Elderly, Disabled and Children

1. Twenty (20) percent of Americans have a disability that limits their daily activities and more than 1/3 of our children are obese. Complete streets reduce isolation and dependence, and provides space to help children be physically active and gain independence.
States with the lowest levels of biking and walking have, on average, the highest rates of obesity and diabetes. Complete streets promote a healthy lifestyle.
Complete Streets help lower expenses by replacing car travel with less expensive options like walking, riding bikes, and taking public transportation.
Reduces Stormwater Runoff

Stormwater may wash pollutants, sediments and trash directly into natural water resources. Complete streets help reduce and filter stormwater runoff.
Complete streets help move more people while using the same amount of road space.
48 people driving 48 cars take up this much road space.
48 people in a bus or trolley take up this much road space.
Finally, 48 people walking and bicycling take up this much road space.
The Other Reason....

A traditional economic development tool
• Serves as a catalyst for private development
• Helps create places where people want to be
• Adds value to neighborhoods
• Promotes community support for projects
Public Investment in a Complete Street and a Catalyst Mixed Use Development

San Leandro Boulevard
(San Francisco Bay Area)

Credit: Steve Price, Urban Advantage
Public Investment in a Complete Street and a Catalyst Mixed Use Development

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(San Francisco Bay Area)

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San Leandro Boulevard (San Francisco Bay Area)

Credit: Steve Price, Urban Advantage
Public Investment in a Complete Street and a Catalyst Mixed Use Development

San Leandro Boulevard
(San Francisco Bay Area)

Credit: Steve Price, Urban Advantage
Complete Streets as an Economic Development Catalyst

Washington, DC
Barracks Row/8th Street SE

- Public street investment: $8 million

- Results:
  - Private investment over two (2) years: $8 million
  - Thirty two (32) new businesses and $80,000 in annual sales tax
  - Increased property values
Revitalizing Corridors with Complete Streets

North Shattuck Avenue, Berkeley

Photo: Kimley-Horn and Associates, Inc.
Main streets are the lifeblood of livable neighborhoods, offering a diversity of everyday needs, entertainment and opportunities for local businesses.
Attracting residents to the City Center requires “Downtown Lifestyle” streets where people can live, work, and play without using cars.
There is no better catalyst for economic development than the creation of a “place” highly valued by the community. Streets with historic social, cultural, and public gathering functions add tangible value.
In most metropolitan areas, every one-point increase in the 100-point Walk Score scale is associated with an increase in home value of $500 - $3,000
COMPLETE STREETS ARE NOT ALL THE SAME
Mixed-Use Street (minor)

Bishop Avenue
Mixed-Use Street (minor)
Mixed-Use Street (arterial)
Commercial Street (arterial)
Residential Street (minor)

Winnetka Avenue
Clay Academy Boulevard, Capella Park

Residential Street (minor)
Residential Street (arterial)
Parkway (arterial)
MULTIPURPOSE STREETS: BLENDING THE HISTORIC AND THE MODERN
- Mobility
- Commerce
- Culture
- Communication
- Recreation
- Public space
WHAT ARE THE TOP THREE UNDERVALUED STREET ASSETS?

• On-street parking
• Sidewalk buffer zone
• Alleys
Parking lanes are valuable real estate, and essential for main streets.
A seasonal “parklet” in a parking lane provides additional space where sidewalks are narrow.
Tree-lined planting strip in residential neighborhood creates an effective pedestrian buffer.
Dual function: the furnishing zone accommodates many types of street furniture and utilities on urban streets, and buffers pedestrians from traffic.
Deteriorating asphalt alley in Vancouver, Canada, converted to a “green alley”. Concrete strips can take the load of garbage trucks and fire apparatus. All other surfaces are permeable.

Photo: Ben Nelms for the National Post
Alley transformed into pedestrian walkway and urban plaza
Alley converted to restaurant seating
DATE 20 September 2013

To The Honorable Members of the Transportation and Trinity River Project Committee:
Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo,
Mayor Pro Tem Tennell Atkins, Sandy Greyson, Sheffie Kadane

SUBJECT Downtown Dallas Shuttle

On 24 September 2013, the committee will be briefed on the Downtown Dallas Shuttle. The material is attached for your review.

Please feel free to contact me if you need additional information.

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

c: A.C. Gonzalez, Interim City Manager
   Warren M. S. Ernst, Interim City Attorney
   Judge Daniel F. Solis, Administrative Judge
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   Frank Librio, Public Information Officer
   Elsa Cantu, Assistant to the City Manager – Mayor and Council
Downtown Dallas Shuttle
beginning 4 November 2013

Dallas Area Rapid Transit
Downtown Shuttle

• Downtown Shuttle is a joint venture among:
  – DART
  – City of Dallas
  – Downtown Dallas, Inc. [“DDI”]

• Project goal is to design a shuttle that will serve the following markets:
  – Tourist and convention visitors
  – Downtown employees
  – Local citizens
Downtown Shuttle

• Key Downtown Shuttle objectives are:
  – Unique vehicle image
  – Easily understood route
  – Supplements light rail
  – Serves downtown tourist venues
  – Meets DART’s performance standards
  – Meets City of Dallas and DDI budgets
Downtown Shuttle

• Based on project goals, objectives, and research, DART staff identified a bus route that would anchor the new network:
  – Route 722

• Shuttle service will begin November 4, 2013
Downtown Shuttle

- The shuttle will be operated as a two-year demonstration project
- Evaluation of the demonstration project will assist in determining if shuttle service is effective for other locations
Proposed Route 722 Shuttle

- Service begins November 4, 2013
- Operates between Downtown and Bishop Arts District
- Operates every 15-minutes from 11a.m. to 11:30 p.m., Monday thru Saturday
- Fare will be free
Proposed Route 722 Shuttle
Proposed Route 722 Shuttle
# Annual Costs and Funding

For Each Year of Two-Year Program

<table>
<thead>
<tr>
<th>Item</th>
<th>Annual</th>
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<tr>
<td>Estimated Costs</td>
<td>$1,417,298</td>
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## Funding Sources

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<th>Funding Source</th>
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<td>City of Dallas</td>
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<td>Downtown Dallas Inc.</td>
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<td>Job Access Reverse Commute Grant [“JARC“]</td>
<td>$258,332</td>
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<td>DART</td>
<td>$452,117</td>
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## Estimated Ridership

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<tr>
<td><strong>Annual Riders</strong></td>
<td>129,742</td>
<td>154,637</td>
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<tr>
<td><strong>Average Daily Riders</strong></td>
<td>516.9</td>
<td>516.9</td>
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</table>
Downtown Shuttle Marketing

• DART will brand and market the shuttle
Downtown Shuttle Marketing

• DART’s new thirty (30) foot vehicles will be wrapped

• Ground graphics and special bus stops will be used
Downtown Shuttle Marketing
Next Steps

• Approve an shuttle inter local agreement (ILA) among DART, DDI and City of Dallas

• DART’s Board of Directors has given final approval of ILA
Memorandum

DATE 20 September 2013

TO The Honorable Members of the Transportation and Trinity River Project Committee: Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo, Mayor Pro Tem Tennell Atkins, Sandy Greyson, Sheffie Kadane

SUBJECT Upcoming Agenda Items - Texas Horse Park Related Items

Construction of the Texas Horse Park is underway and the opening activities are anticipated for September 2014. City staff has been working with our partners to complement several initiatives that build upon the programming and fundraising activities of EQUEST, River Ranch Educational Charities, and Texas Horse Park Foundation, Inc.

The Texas Horse Park Foundation, Inc. notified the City that donor directed private funding is available for construction of EQUEST related buildings, arenas and other infrastructure and items associated with LEED certification. As such, it has been determined that enhancements to the facilities currently being constructed would add to the efficiency and quality of services to be provided at the Texas Horse Park. These enhancements could be added without delaying the anticipated scheduled opening.

Staff is finalizing the costs associated with these enhancements and anticipates recommending the following items on the 8 October 2013 City Council Agenda:

- Authorize Supplemental Agreement No. 12 with BRW Architects for design of additional sustainable features, application, and oversight of the LEED certification process and other activities related to Texas Horse Park
  - Discussions with the design team are being finalized

- Authorize Change Order No. 2 to Sedalco/Metal Man Design/Build Corporation. A Joint Venture, for increased fire and public safety systems to provide greater flexibility with events and programming at the Texas Horse Park
  - Discussions with the contractor are being finalized to provide additional fire safety systems facilitating opportunities to host larger events (Examples: Special Olympics, convention activities)
  - In addition, entry signage for the Texas Horse Park, as well as interior building signage that was deleted when the base construction contract was awarded on 22 May 2013 because of timing of receipt of private funds, will be added to the project
  - Funding for these enhancements will be through a combination of private funds from the Texas Horse Park Foundation, and reallocated City funding from Loop 12 Gateway project for monument signs

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Upcoming Agenda Items
Page 2

- Authorize acceptance of $350,000 from the Texas Horse Park Foundation, Inc. to provide sustainable development and other construction related items for EQUEST
  - The Texas Horse Park Foundation, Inc. notified the City that donor directed private funding is available for construction of EQUEST related buildings, arenas and other infrastructure and items associated with LEED certification

- Authorize payment to ONCOR ELECTRIC DELIVERY COMPANY LLC, a Delaware limited liability company, for installation of electric supply components and service at Texas Horse Park
  - Electrical service equipment needed from Oncor to provide electrical service to the site

If any of these items are not finalized prior to the 8 October 2013 Agenda, we will schedule them for the first available opportunity. Additionally, we are anticipating an additional future construction change order for activities associated with enhanced sustainable components and LEED certification. Please let me know if you have questions.

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

C: A.C. Gonzalez, Interim City Manager
  Warren M. S. Ernst, Interim City Attorney
  Judge Daniel F. Solis, Administrative Judge
  Rosa A. Rios, City Secretary
  Craig D. Kinton, City Auditor
  Ryan S. Evans, Interim First Assistant City Manager
  Forest E. Turner, Assistant City Manager
  Joey Zapata, Assistant City Manager
  Charles M. Cato, Interim Assistant City Manager
  Theresa O'Donnell, Interim Assistant City Manager
  Jeanne Chipperfield, Chief Financial Officer
  Frank Librio, Public Information Officer
  Elsa Cantu, Assistant to the City Manager – Mayor and Council

"Dallas, The City That Works: Diverse, Vibrant and Progressive."
KEY FOCUS AREA: Economic Vibrancy
AGENDA DATE: September 25, 2013
COUNCIL DISTRICT(S): 4
DEPARTMENT: Trinity Watershed Management
CMO: Jill A. Jordan, P.E., 670-5299
MAPSCO: 55 D & 56 A

SUBJECT

Authorize the rejection of bids for construction of the Upper Chain of Wetlands Remediation Project, Cells B & C; and the re-advertisement for new bids - Financing: No cost consideration to the City

BACKGROUND

The project consists of soil remediation and off-site waste disposal for lead contaminated soils. In addition, there are wastewater improvements to be made to an existing 48-inch wastewater line located near the Central Wastewater Plant. The engineer’s construction estimate for both improvements was $5.0 million.

In August 2013, Council authorized a contract with Modern Geosciences, LLC for development of the soil management plan and components of the remedial designs to address the lead contaminated soils and other corrective measures.

On September 5, 2013, two bids were received from USA Environmental, LP and Terra Contracting Services, LLC as both bids were significantly higher than the project budget of $5.4 million.

In the best interest of the City of Dallas, the Trinity Watershed Management Department is recommending rejection of all bids received and the re-advertisement of the project in October 2013.

ESTIMATED SCHEDULE OF PROJECT

Begin Engineering Design: June 2013
Complete Engineering Design: September 2013
Begin Construction: December 2013
Complete Construction: May 2014
PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

Authorized a professional services contract with Modern Geosciences, LLC to provide assistance with the preparation of the soil remediation and municipal setting designation for the Upper Chain of Wetlands Project, on August 14, 2013, by Resolution No. 13-1383.

FISCAL INFORMATION

No cost consideration to the City.

MAP

Attached.
WHEREAS, on August 14, 2013, Resolution No. 13-1383 authorized a professional services contract with Modern Geosciences, LLC for assistance with the preparation of the soil remediation and municipal setting designation for the Upper Chain of Wetlands Project, in an amount not to exceed $73,950.00; and,

WHEREAS, two bids were received on September 5, 2013, for the Upper Chain of Wetlands Remediation – Cells B & C; and

WHEREAS, both bids received for this project exceed the project’s budget; and,

WHEREAS, after further evaluation of the bids, it has been determined that it is in the best interest of the City of Dallas to reject all bids received and re-advertise for new bids;

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. That all bids for work covered by the plans, specifications, and contract documents be rejected and that the City Manager be authorized to re-advertise for new bids.

Section 2. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.
KEY FOCUS AREA: Culture, Arts and Recreation

AGENDA DATE: October 8, 2013

COUNCIL DISTRICT(S): 7

DEPARTMENT: Trinity Watershed Management
City Attorney's Office
Park & Recreation

CMO: Jill A. Jordan, P.E., 670-5299
Warren M.S. Ernst, 670-3491
Joey Zapata, 670-1204

MAPSCO: 56 V

SUBJECT

Authorize the (1) deposit of the amount awarded by the Special Commissioners in the lawsuit styled City of Dallas v. Ike Stearn et al, Cause No. CC-13-02713-D, pending in County Court at Law No. 4, for acquisition from Ike Stearn, et al, of 6,145 square feet of land located near the intersection of Stokes Street and Hull Avenue for the South Central/Joppa Gateway Project, and (2) settlement of the lawsuit for an amount not to exceed the amount of the Special Commissioners award - Not to exceed $5,524.82 ($3,524.82 being the amount of the award, plus closing costs and title expenses not to exceed $2,000); an increase of $1,374.82 from the amount Council originally authorized for this acquisition - Financing: 2006 Bond Funds

BACKGROUND

On October 10, 2012 City Council authorized the acquisition of approximately 6,145 square feet of land for $2,150 by Resolution No. 12-2541. The property owners were offered $2,150 which was based on a written appraisal from an independent certified appraiser. The offer was not accepted by the property owner and the City filed an eminent domain case to acquire the land. After a hearing of the Special Commissioners on September 9, 2013 the property owners were awarded $3,524.82. This item authorizes deposit of the amount awarded by the Special Commissioners for the property, which is $1,374.82 more than the City Council originally authorized for this acquisition, plus closing costs and title expenses not to exceed $2,000.

The City has no control over the Special Commissioners appointed by the judge or any award that is subsequently rendered by the Special Commissioners. The City, in order to acquire possession of the property and proceed with its improvements, must deposit the amount awarded by the Special Commissioners in the registry of the Court.
PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

Authorized acquisition on October 10, 2012, by Resolution No. 12-2541. Council was briefed in Closed Session or by memorandum on October 2, 2013.

FISCAL INFORMATION

2006 Bond Funds - $5,524.82 ($3,524.82 plus closing costs and title expenses not to exceed $2,000)

OWNER

Ike Steam, et al

MAPS

Attached
A RESOLUTION AUTHORIZING THE DEPOSIT OF A SPECIAL COMMISSIONERS’ AWARD AND SETTLEMENT OF THE CONDEMNATION SUIT FOR THE AWARD.

IN THIS RESOLUTION THE FOLLOWING DEFINITIONS SHALL APPLY:

CONDEMNATION SUIT: Cause No. CC-13-02713-D, in County Court at Law No. 4, and styled City of Dallas v. Ike Stearn et al, filed pursuant to City Council Resolution No. 12-2541.

PROPERTY: Approximately 6,145 square feet of land located in Dallas County, as described in the Condemnation Suit.

PROJECT: South Central/Joppa Gateway

OFFICIAL OFFER: $2,150.00

AWARD: $3,524.82.00

CLOSING COSTS AND TITLE EXPENSES: Not to exceed $2,000.00

AUTHORIZED AMOUNT: Not to exceed: $5,524.82

DESIGNATED FUNDS: Payable out of the 2006 Bond Funds, Fund No.8T00, Department PKR, Unit T283, Activity RFSI, Program No. PK06T283, Object 4210, Encumbrance No. CT- PKR12019345E.

WHEREAS, the Official Offer having been made and refused, the City Attorney filed the Condemnation Suit for the acquisition of the Property for the Project; and,

WHEREAS, the Special Commissioners appointed by the Court in the Condemnation Suit made an Award which the City Council wishes to deposit with the County Clerk of Dallas County, Texas, so that the City may take possession of the Property; and,

WHEREAS, the City Council desires to authorize the City Attorney to settle the Condemnation Suit for an amount not to exceed the Award;
Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That the City Controller is hereby authorized and directed to issue a check, paid out of and charged to the Designated Funds, in the amount of the Award payable to the County Clerk of Dallas County, Texas, to be deposited by the City Attorney with the County Clerk and in the amount of the Closing Costs and Title Expenses payable to the title company closing the transaction described herein. The Award, Closing Costs and Title Expenses together shall not exceed the Authorized Amount.

SECTION 2. That the City Attorney is authorized to settle the Condemnation Suit for an amount not to exceed the Award.

SECTION 3. That this Resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

APPROVED AS TO FORM
Warren Ernst
Interim City Attorney

By: __________________________________________
Assistant City Attorney
KEY FOCUS AREA: Clean, Healthy Environment
AGENDA DATE: October 8, 2013
COUNCIL DISTRICT(S): 4, 7
DEPARTMENT: Office of Management Services
Office Of Environmental Quality
Trinity Watershed Management
CMO: Jeanne Chipperfield, 670-7804
Jill A. Jordan, P.E., 670-5299
MAPSCO: 55 C D H; 56 A E F J K L N P

SUBJECT
A public hearing to receive comments on a proposed municipal setting designation to prohibit the use of groundwater as potable water beneath properties owned by the City of Dallas and Darling International, Inc. located southwest of the Trinity River, north of Cedar Crest Boulevard and extending southeast to just north of East Overton Road; and an ordinance authorizing support of the issuance of a municipal setting designation to the City of Dallas by the Texas Commission on Environmental Quality and prohibiting the use of groundwater beneath the designated properties a potable water – Financing: No cost consideration to the City.

Recommendation of Staff: Approval

Based on information provided by the Applicant, the Designated Property is underlain by shallow groundwater that is encountered at a depth of approximately 5 to 15 feet below ground surface (bgs) and extends to the top of the Austin Chalk geologic formation, typically encountered at depths ranging between 20 and 50 feet bgs. The Austin Chalk formation is a low permeability limestone and marl unit approximately 250 to 300 feet thick in the area and is recognized as a regional aquifard which prevents migration of shallow groundwater to deeper groundwater-bearing units. The general direction of groundwater flow beneath the Designated Property is anticipated to be toward the east. Portions of the groundwater have been affected by arsenic, lead, chromium, and cadmium, vinyl chloride, cis-1,2 dichloroethene, 1,2,3 trichloropropane, MCPA (4-(chloro-2-methylphenoxy) acetic acid), MCPP (2-(4-chloro-2-methylphenoxy) propanoic acid), and benzo-a-pyrene at concentrations above groundwater ingestion standards. The probable source of arsenic, lead, chromium, and cadmium is from releases associated with former offsite lead smelter operations including use of slag and battery casings to fill onsite and offsite areas and fugitive air emissions from smelter operations. The NL Industries lead smelter operated from the 1940s through 1978 and DiMe Metals smelter operated from the late 1940s through 1990; both have ceased operations. A possible onsite source of vinyl chloride and cis-1,2
dichloroethene is from the historical use and storage of chemicals at the Darling parcel.

BACKGROUND (continued)

However, there are no documented releases in regulatory releases in regulatory records. The probable source of the remaining detected chemicals in groundwater is expected to be an unknown historical up gradient source.

The approximately 17-acre former Union Pacific Railroad (UPRR) tract was entered into the Voluntary Cleanup Program (VCP) administered by the Texas Commission on Environmental Quality (TCEQ) in August 2013. The site is designated as VCP Facility ID No. 2608.

The applicant has requested that the City support its application for a Municipal Setting Designation (MSD). A public meeting was held on September 30, 2013 to receive comments and concerns. Notices of the meeting were sent to 1161 property owners within 2,500 feet of the property and 90 private well owners within 5 miles of the property. No other municipalities are located within one-half mile of the property.

This item is a municipal setting designation ordinance prohibiting the use of potable groundwater beneath property located southwest of the Trinity River, north of Cedar Crest Boulevard and extending southeast to just north of East Overton Road; and supporting the issuance of a MSD by TCEQ.

The applicant's current plan is to obtain closure through the Voluntary Cleanup Program. Currently most of the properties on the northern and central areas of the designated property are undeveloped. Two parcels in the southern area are owned by Darling International and are improved with ten buildings. These are currently used as a food processing by-product recycling facility. The Central Wastewater Treatment Plant is located in the southeastern area of the designated property and these parcels are improved with approximately 20 buildings located at the plant which are utilized as offices and for various activities associated with wastewater treatment. The anticipated future use of these properties is expected to remain the same, with the exception of modifications that will be made by the US Army Corps of Engineers for the Dallas Upper Chain of Wetlands (UCOW) project. UCOW will consist of three interconnected wetland cells that will receive treated water from the Central Wastewater Treatment Plant and will serve as a buffer from flooding within the Trinity River.

PRIOR ACTION/REVIEW (COUNCIL BOARDS, COMMISSIONS)

This item has no prior action.

FISCAL INFORMATION

No cost consideration to the City.
OWNERS

City of Dallas
A.C. Gonzalez,
Interim City Manager

Darling International, Inc.
John F. Sterling
Executive Vice President

MAP

Attached.