



Legislation Details (With Text)

File #:	20-949	Version:	1	Name:	
Type:	CONSENT AGENDA	Status:		Approved	
File created:	5/6/2020	In control:		Department of Transportation	
On agenda:	5/27/2020	Final action:		5/27/2020	
Title:	Authorize applications of eleven candidate projects to the North Central Texas Council of Governments through the Transportation Alternatives Program for cost reimbursement in the Active Transportation and Safe Routes to School (SRTS) categories for the Zaragoza, Rosemont, and Elam SRTS improvements; Ross Avenue Shared Use Path, Southern Design District Mobility Connection Projects, Dallas Executive Airport Streetscape Enhancements Phase 1 (Ledbetter) Project, Lemmon Avenue Streetscape Enhancements, Coombs Creek and Five Mile Creek Trail Projects, Uptown Pedestrian Link, and Northaven Trail Phase 1B Project - Financing: This action has no cost consideration to the City (see Fiscal Information for potential future costs)				
Sponsors:					
Indexes:	1, 10, 11, 13, 14, 2, 3, 5, 6, 8				
Code sections:					
Attachments:	1. Maps, 2. Resolution				

Date	Ver.	Action By	Action	Result
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STRATEGIC PRIORITY: Mobility Solutions, Infrastructure, and Sustainability

AGENDA DATE: May 27, 2020

COUNCIL DISTRICT(S): 1, 2, 3, 5, 6, 8, 10, 11, 13, 14

DEPARTMENT: Department of Transportation

EXECUTIVE: Majed Al-Ghafry

SUBJECT

Authorize applications of eleven candidate projects to the North Central Texas Council of Governments through the Transportation Alternatives Program for cost reimbursement in the Active Transportation and Safe Routes to School (SRTS) categories for the Zaragoza, Rosemont, and Elam SRTS improvements; Ross Avenue Shared Use Path, Southern Design District Mobility Connection Projects, Dallas Executive Airport Streetscape Enhancements Phase 1 (Ledbetter) Project, Lemmon Avenue Streetscape Enhancements, Coombs Creek and Five Mile Creek Trail Projects, Uptown Pedestrian Link, and Northaven Trail Phase 1B Project - Financing: This action has no cost consideration to the City (see Fiscal Information for potential future costs)

BACKGROUND

On March 2, 2020, North Central Texas Council of Governments (NCTCOG) and the Regional

Transportation Commission (RTC) released a call for projects for \$19.8 million in Transportation Alternatives (TA) Program funding. Approximately \$11.7 million of the \$19.8 million is allocated for the Eastern Sub-region of Dallas and Paris, Texas. There is no limit to how many projects may be submitted by a municipality. Successful projects are eligible for federal funding awards ranging between \$300,000.00 and \$5,000,000.00 per project. A minimum of 20% local match is required. Project costs will be reimbursed up to 80% of eligible costs for construction only. The municipality will be responsible for funding engineering, design, environmental and cost overruns.

Projects are submitted under one of two eligible project categories: Active Transportation and SRTS. The RTC has deemed eligible projects to be those which include active transportation projects that make non-motorized transport safe, convenient, and appealing. Such types of eligible projects include: on-and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, enhanced mobility, and pedestrian and bicycle infrastructure.

Active Transportation funding will be awarded to projects that complete the Mobility 2045 Regional Veloweb trail network, connect to transit or major destinations, and/or improve the safety, access, and connectivity of the active transportation network. SRTS funding will be awarded to projects that improve the safety of students walking and bicycling to a primary school (grades K-8) and encourage more students to walk and bicycle to school.

The program is not a grant and funds are provided on a cost reimbursement basis. Applications are due May 15, 2020 and require a resolution of a local cash match commitment of funds. For each successful project submission, the municipality will need to consummate a project agreement with the Texas Department of Transportation (TxDOT) within one year after selection. Subsequently, a construction contract must be consummated within three years of the date of selection.

The Transportation (TRN), Public Works (PBW), Aviation (AVI), Parks and Recreation (PKR) departments and the Office of Economic Development (ECO) have identified eleven projects for submittal. The projects were selected based on the presence of safety needs, support by a SRTS plan or other local planning efforts, their ability to leverage existing or future bond projects or other funding resources, connectivity to transit, trails, parks, gaps in the system, and employment centers.

The Zaragoza SRTS Project will implement improvements recommended in the Zaragoza SRTS Plan along Carroll Avenue. The plan's recommendations include the construction of traffic calming measures and improvements to pedestrian safety and comfort along Carroll Avenue, the primary route to Ignacio Zaragoza Elementary School. Overall improvements include curb extensions, crosswalks, a pedestrian refuge median at Worth Street, and upgrading the pedestrian signals and buttons at the Gaston, Carroll and Carroll, Main, Columbia intersections which are also located on the City's Vision Zero High Injury Network. The total estimated cost for the project is \$326,000.00.

The Elam SRTS Project will implement action items outlined in the Pemberton Hill Strategic Neighborhood Action Plan. This project will incorporate pedestrian improvements, bike facilities and traffic calming elements along Elam Road connecting the schools, recreation center, and neighborhood to the AT&T Trail and the planned shared use path on Pemberton Hill Road. This project includes improving the deteriorated sidewalks on the north side of Elam Road with a side path up to 10 feet that will accommodate pedestrians and cyclists. Additional pedestrian safety and traffic calming measures throughout the corridor will be implemented through curb extensions and pedestrian refuge islands at marked school crossings and the recreation center. The total estimated construction cost for the project is \$1,963,300.00.

The Rosemont SRTS Project will include the construction of traffic calming and bicycle and pedestrian connections to the Rosemont Elementary School campus, as well as a network of limited-access safe streets throughout the surrounding neighborhood. Overall improvements include traffic calming and through-traffic diversion elements, crosswalks, signage, sidewalks where necessary, bicycle route markings, and two bike racks beside the school. The total estimated construction cost for the project is \$758,520.00.

The Ross Avenue Shared-Use Path Project will construct a shared use path on the north side to improve safety and comfort of pedestrians and cyclists as part of a proposed ultimate complete street project. Ross Avenue, a priority corridor for safety improvements has been established as a primary pedestrian linkage to nearby activity centers of Downtown, Uptown, Deep Ellum, and Lower Greenville and labeled as a Vision Zero High-Injury Network corridor. The total estimated construction cost for the project is \$3,836,300.00.

The Southern Design District Mobility Connection Project will improve connectivity to the Continental Bridge Gateway to the west, the Hi Line-Victory connection to the north, and the planned future connection to the Victory Dallas Area Rapid Transit station by enhancing Slocum Street, from the Interstate Highway-35 east service road to Hi Line Drive, and Wichita Street, from Riverfront Boulevard to Slocum Street into complete streets. Improvements include completing continuous sidewalk linkages, pedestrian crosswalks, bike lanes with buffers, pedestrian lighting, and wayfinding signage. These proposed improvements will be complemented by \$1.2 million in adjacent (but separately funded) improvements to the public right-of-way adjacent to the Cabana Hotel site, required as part of the Tax Increment Financing development agreement previously authorized by City Council on November 13, 2019. The total estimated construction cost for the project is \$2,500,000.00.

The Dallas Executive Airport Streetscape Enhancements Phase 1 (Ledbetter) Project will enhance quality of life and pedestrian safety through construction of sidewalks and pedestrian lighting; develop bicycle trails with connections to existing and planned trails; develop landscape and gateway features; and create a distinct “Dallas Executive Airport” district on Ledbetter (Loop 12) between Hampton Road and Westmoreland Road. The improvements are intended to provide a more walkable neighborhood; improve pedestrian circulation and safety through enhanced pedestrian pathways and bicycle connectivity to other City trails and recreation within the vicinity. The total estimated construction cost for the project is \$2,705,441.00. The Aviation Department is collaborating with TxDOT to obtain a letter of consent for this project as required by the program’s guidelines.

The Lemmon Avenue Streetscape Enhancements Phase 1 (Ledbetter) Project is a “complete streets” project that will construct safety and quality of life improvements on Lemmon Avenue in the vicinity of Love Field Airport. The project construction scope will include sidewalks; off-pavement bicycle paths; landscaping; enhanced light-emitting diode street lighting; intersections safety improvements including new traffic signals with pedestrian phasing, high visibility crosswalks and intersection safety lights; enhanced bus shelters; wayfinding signage and connection to the existing Bachman Trail. Project limits are Lemmon Avenue from Mockingbird Lane to Shorecrest Drive, and Shorecrest Drive from Lemmon Avenue to Webb Chapel Extension. These improvements will create a safe, walkable, bicycle and transit friendly avenue. Currently there are minimal sidewalks or dedicated pathway for pedestrians along this corridor. The TA funds will be used for the construction of sidewalks, bicycle trails, streetlights and other related improvements on roadways immediately adjacent to the airport.

This project is the first phase of the larger “Love Field Loop Trail” Project which will construct pedestrian and bicycle trails, enhanced bus shelters; streetlights and other improvements on all roadways around Love Field Airport. The total estimated construction cost for the project is \$19,114,920.00.

The Coombs Creek Trail Project will construct a multi-use trail from Plymouth Road at Bahama Drive to Sunset Avenue connecting Moss Park to Stevens Park and the Golf Course. The total estimated construction cost for the project is \$2,000,000.00.

The Five Mile Creek Trail Project will to construct a 6,500 linear foot shared-use trail from the east side of Hampton Road, at the western edge of Kiest Park, through Briar Gate Park, ending on the west side of Westmoreland Road. The total estimated construction cost for the project is \$2,500,000.00.

The Uptown Pedestrian Link represents an opportunity to advance the Uptown Dallas, Inc., (Public Improvement District manager) short- and long-term goals for improving pedestrian safety in a neighborhood with a disproportionate amount of High Injury Network streets. The project consists of new traffic signals, a mid-block pedestrian HAWK beacon, improved crosswalks, widened sidewalks, and several corner reconstructions to add ADA ramps where currently none exist. The project will provide a more direct link to the CityPlace DART station, improve universal accessibility near Klyde Warren Park and the Perot Museum, and will connect to the planned McKinney Avenue Plaza as part of the McKinney Avenue Two-way Conversion Project. The total estimated construction cost for the project is \$1,450,900.00.

The Northhaven Trail Phase 1B Project will include on and off street trail and bikeway improvements. The trail will connect to the White Rock Creek Trail and the Cottonwood Trail to the east. Overall improvements will include striping, signage, and landscaping. The total estimated construction cost for the project is \$2,800,000.00.

ESTIMATED SCHEDULE OF PROJECT

Submit projects to NCTCOG	May 2020
Selection of project by RTC (estimate)	July 2020

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

This item has no prior action.

FISCAL INFORMATION

This action has no cost consideration to the City. If the City of Dallas projects are awarded funding, there will be a future agenda item for execution of a funding agreement with TxDOT and acceptance of funds. The program is not a grant, and funds are provided on a cost reimbursement basis. If a project is selected, a minimum local match of 20% is required. Project costs will be reimbursed up to 80% of eligible costs for construction only.

The City may use Transportation Development Credits in lieu of a 20 percent local cash match for Zaragoza, Rosemont, Elam Road SRTS Improvements, and Ross Avenue Shared Use Path, if awarded.

For the Southern Design District Mobility Connection project, it is anticipated that the 20 percent local match will be funded upfront by the private owner/developer of the Cabana Hotel Redevelopment Project. Pursuant to a TIF development agreement previously authorized by City Council on November 13, 2019 for the Cabana Hotel Redevelopment Project, the owner/developer may be reimbursed at least a portion of the local match expenditures from the Phase II subsidy of the TIF development agreement, which allocated up to \$500,000.00 for actual expenditures incurred for off-site district-wide public improvements in the southern Design District.

The Aviation Department will use funding allocated in the Capital Improvement Program to fund the 45% match for the Dallas Executive Airport Streetscape Enhancements Phase 1 (Ledbetter) and the 74% match for the Lemmon Avenue Streetscape Enhancements.

The Parks and Recreation Department will use \$500,000.00 of funding allocated in the 2017 Bond Program to fund 25% match for Coombs Creek Trail and \$500,000.00 of funding allocated in the 2006 Bond Program to fund the 20% match for the Five Mile Creek Trail.

Uptown Dallas, Inc., (Public Improvement District) has committed to fund the design and engineering as well as the 20% match for the construction costs and potential cost overruns for the Uptown Pedestrian Link project out of its Public Realm Capital Improvement budget.

Funding allocated in the 2017 Bond Program will be used to fund the 64% match for the Northhaven Trail Phase 1B Project.

<u>Council District</u>	<u>Location</u>	<u>Amount</u>
1	Rosemont SRTS	\$ 758,520.00
1	Coombs Creek Trail	\$ 2,000,000.00
2	Zaragoza SRTS	\$ 326,000.00
2	Ross Avenue Shared Use Path	\$ 2,301,780.00
2	Lemmon Avenue Streetscape Enhancements	\$ 14,336,190.00
3	Dallas Executive Airport Streetscape Enhancements phase 1 (Ledbetter)	\$ 2,705,441.00
3	Five Mile Creek Trail	\$ 2,500,000.00
5	Elam SRTS	\$ 1,668,805.00
6	Southern Design District Mobility Connection	\$ 2,500,000.00
8	Elam SRTS	\$ 294,495.00
10	Northhaven Trail Phase 1B	\$ 560,000.00
11	Northhaven Trail Phase 1B	\$ 2,240,000.00
13	Lemmon Avenue Streetscape Enhancements	\$ 4,778,730.00
14	Uptown Pedestrian Link	\$ 1,450,900.00
14	Ross Avenue Shared Use Path	\$ 1,534,520.00
Estimated Total		\$39,955,381.00

MAPS

Attached