Richmond Avenue 2017 Bond Project

Virtual Community Forum

October 29, 2020

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City Engineer

Department of Public Works

Notice
Audio and Video
Recording in Progress

Please mute your microphone

Questions and Answers

- Please submit all questions and comments via the chat box.
  - Questions will be reviewed by our Team and a response will be prepared for the end of the presentation.
- If a more detailed response is required, a response will be posted to the project website within 30 days of receipt.

- If you have called into this meeting and wish to submit questions or comments please email Dhiyaa Tohme at dhiyaa.tohme@dallascityhall.com or Ryan Wagoner at ryan.wagoner@dallascityhall.com

Agenda

- Project Information
- Existing Conditions and Operations
- Proposed Operations
- Your Input
- Next Steps
- Contact Information

Project Information – Location

Richmond Avenue from Abrams Road to Matilda Street

Average Daily Traffic = 6535 vehicles per day (vpd) (July 2016)
6102 vpd (2019)

Project Information – Overview

- 2017 bond project will provide a pavement overlay on Richmond Avenue from Matilda Street to Abrams Road ($1,275,244)
- Intend to include bicycle lanes, physical bump outs at designated street crossings, enhanced painted crosswalks and new flashing beacons at selected crosswalks, dependent upon funding and approval guidelines
- Richmond and Skillman intersection will also be reconstructed to remove channelized right turn lanes and install new traffic signal ($350,000)

Existing Conditions - Operations

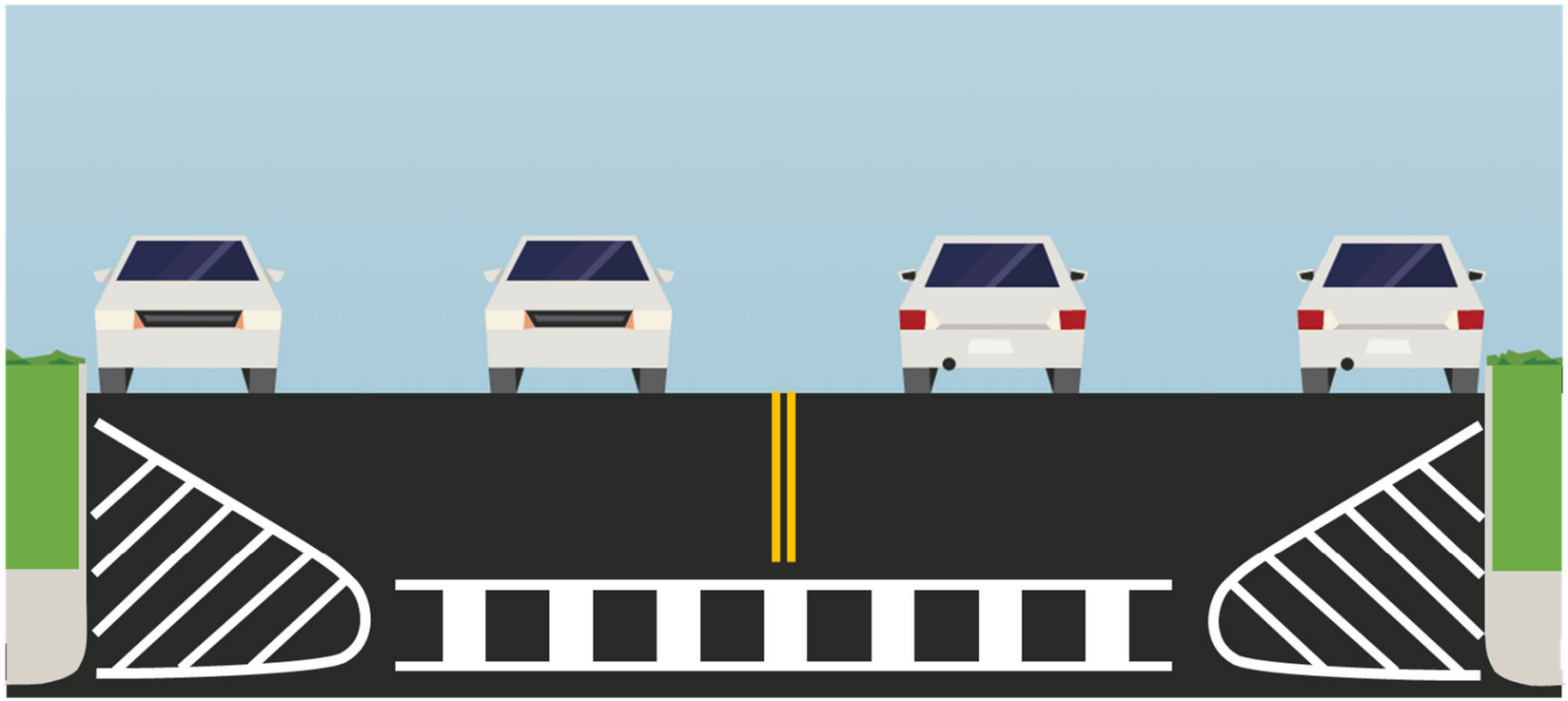
- Richmond Avenue is currently striped for two lanes and has a pavement width of 44 feet.

Preliminary Improvement Options

- **Option 1**: No change
- **Option 2**: Protected street parking on both sides with shared bike lanes
- **Option 3**: One side parallel parking AND designated bike lanes (not parking-protected)
- **Option 4**: One side parallel parking AND designated bike lanes (parking-protected)
- **Option 5**: One side parallel parking AND one side designated cycle track bike lanes

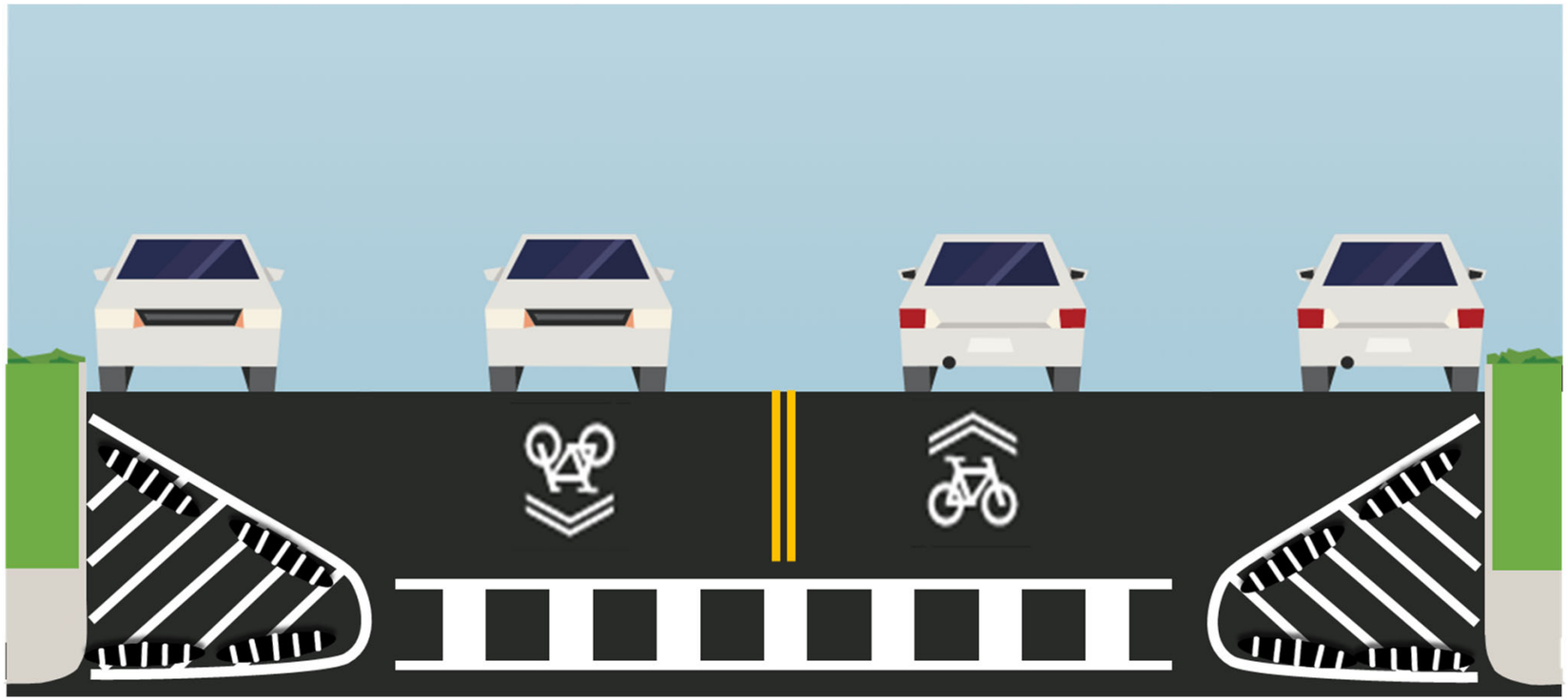
These cross sections are preliminary and conceptual for illustrative use only.

Option 1: No change

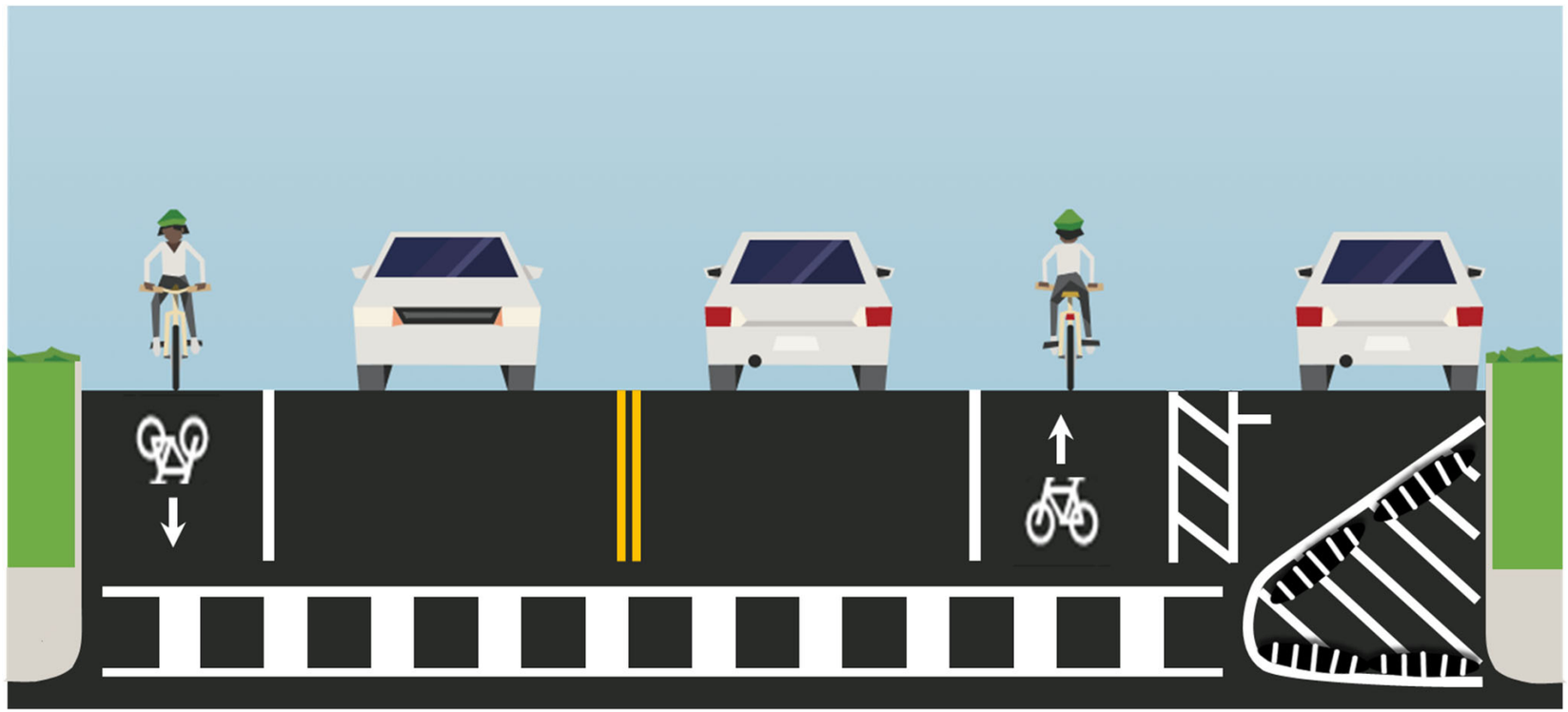


9’ Parking Lane	13’ Travel Lane	13’ Travel Lane	9’ Parking Lane

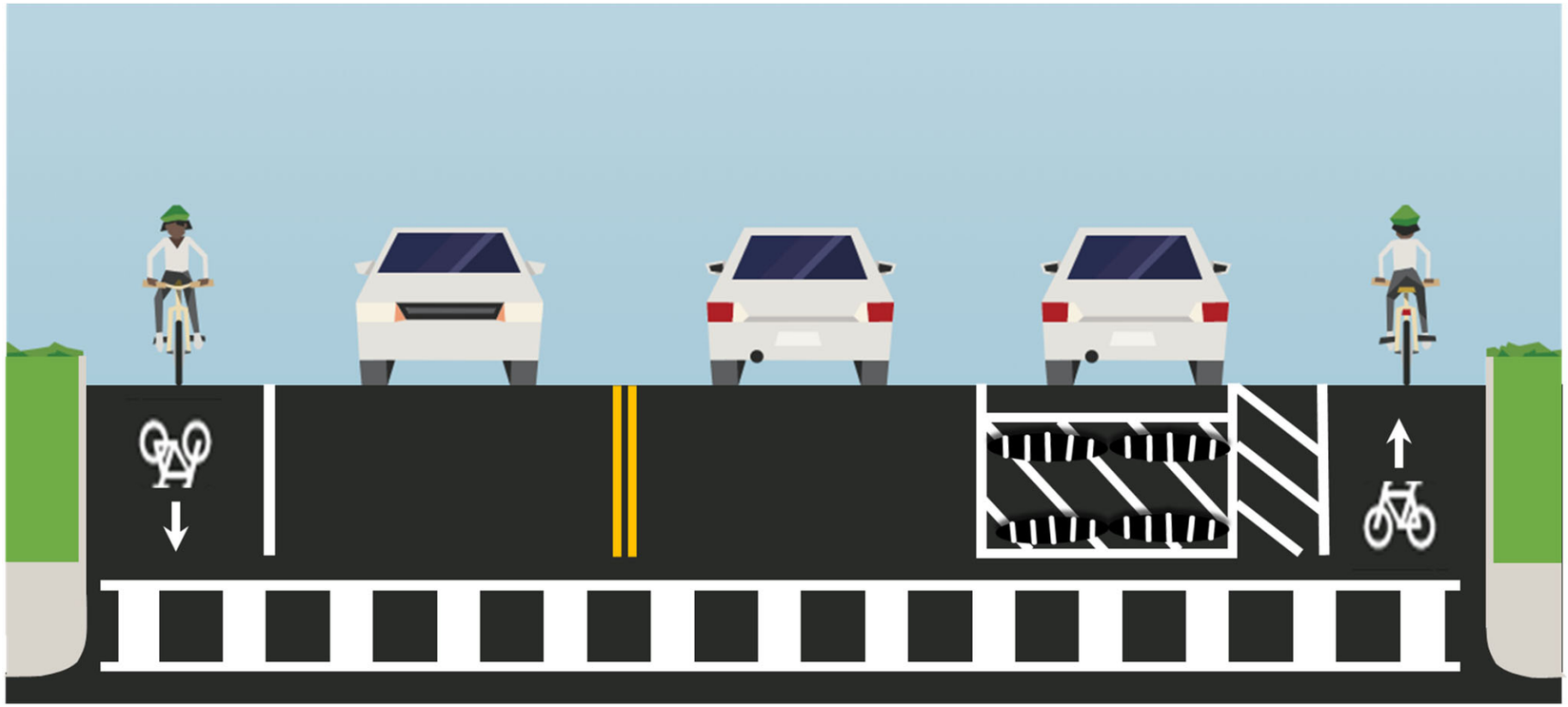
Option 2: Protected street parking on both sides with shared bike lanes



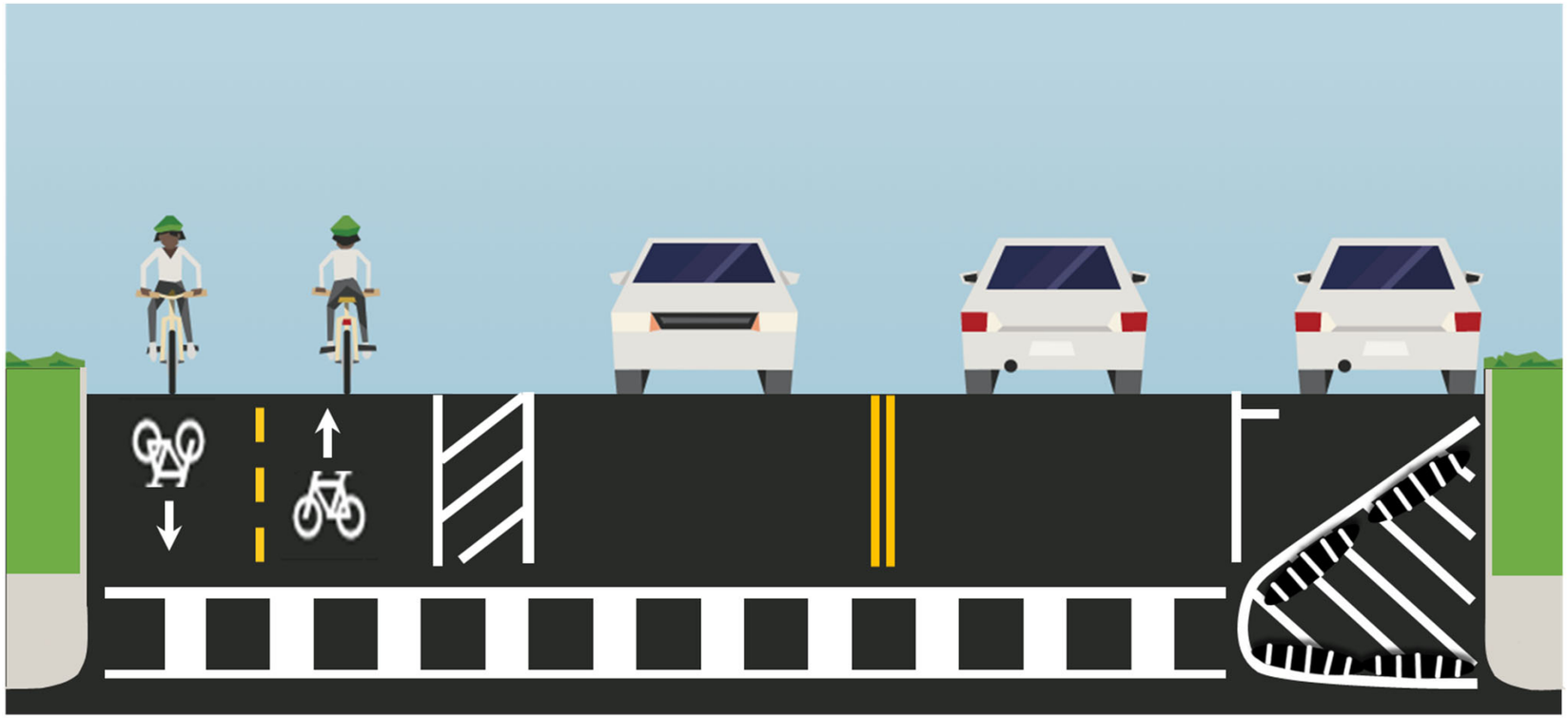
Option 3: One side parallel parking AND designated bike lanes (not parking-protected)



Option 4: One side parallel parking AND designated bike lanes (parking-protected)



Option 5: One side parallel parking AND one side designated cycle track bike lanes



Directional Bike Lanes vs. Two-Way Cycle Track

Directional Bike Lanes

- Not buffered or separated from adjacent travel lane unless by parked vehicles or if there is enough space for bollards.
- Increases predictability of bicyclist and motorist positioning and interaction.
- Per NACTO's *Bikeway Design Guide*, bike lanes that are not buffered or separated from travel lanes are appropriate on streets with speed limits of 25-35 mph and with fewer travel lanes.

Two-Way Cycle Track

- Buffering or physical separation from travel lanes is required, which also makes it more comfortable for users.
- Typical applications:
  - On streets with few driveway and cross-street conflicts on one side.
  - On streets where there is not enough room for a one-way cycle track on both sides of the street (e.g., Abrams).
- Bicycle signals should be provided at Skillman for bicyclists traveling contra-flow, which has not been budgeted for.

Other Potential Project Elements

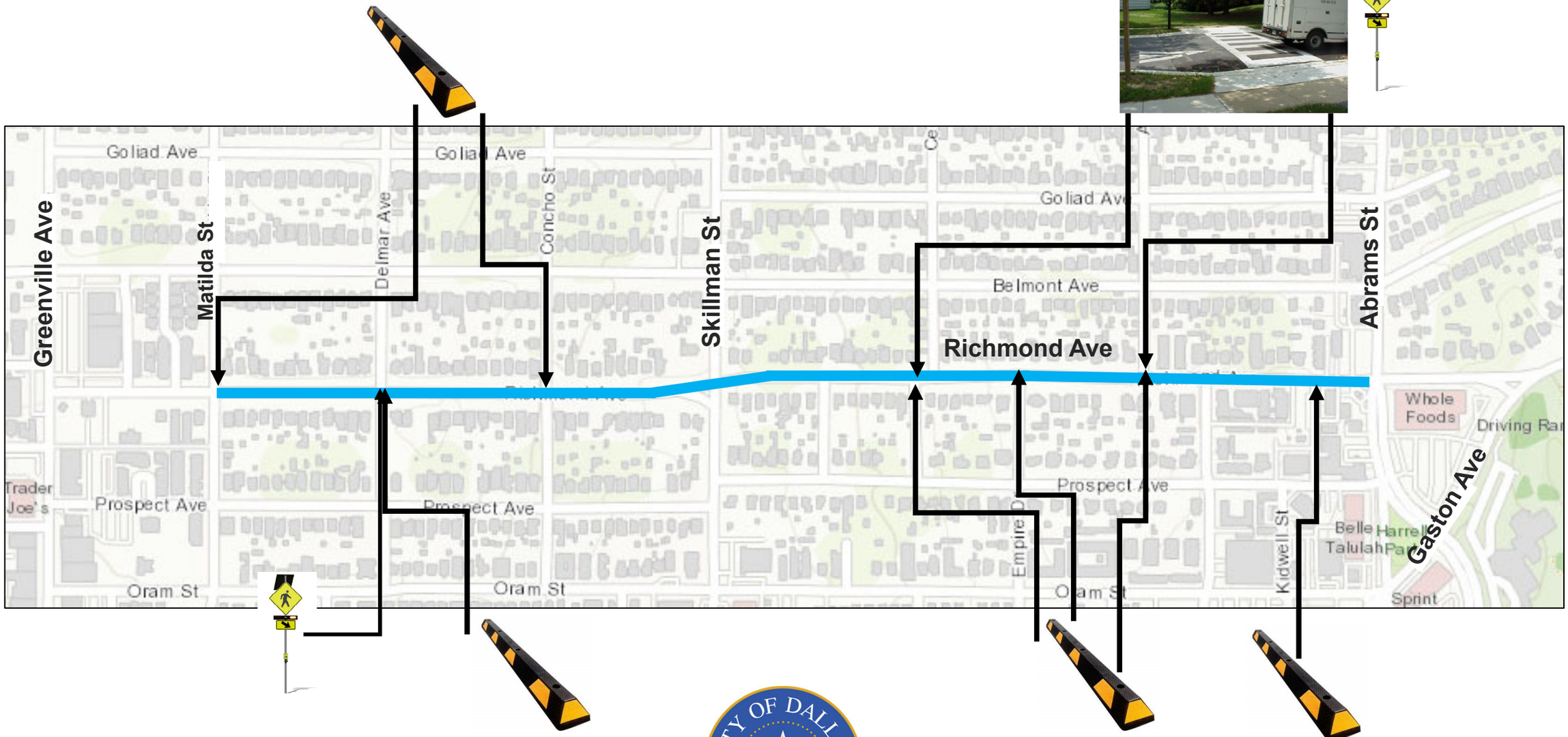
Rectangular Rapid Flashing Beacons (RRFB) – RRFB's are directional, high-intensity lights that are visible at all hours.

Speed Table - Flat-topped speed humps covering the entire width of the roadway. When outfitted with crosswalk markings and signage, the speed table becomes a raised crosswalk

Curb Bump outs - A traffic calming measure which widens the sidewalk for a short distance. This reduces the crossing distance and allowing pedestrians and drivers to see each other when parked vehicles would otherwise block visibility

These potential devices have not been approved for use and the proposed locations and devices on the following slide are for illustrative and discussion purposes only.

Other Potential Project Elements

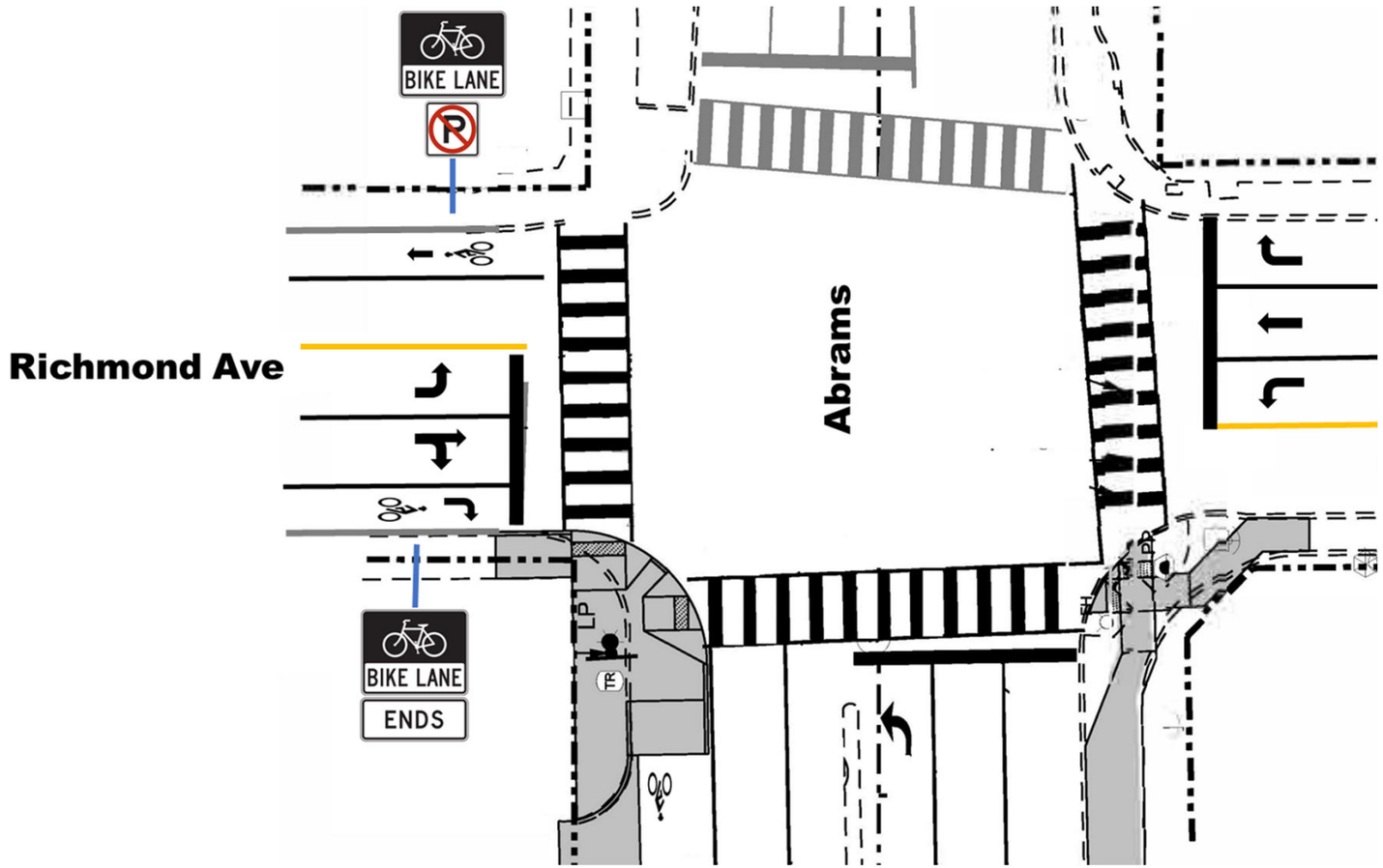


Bicycle Facility Transition at Abrams

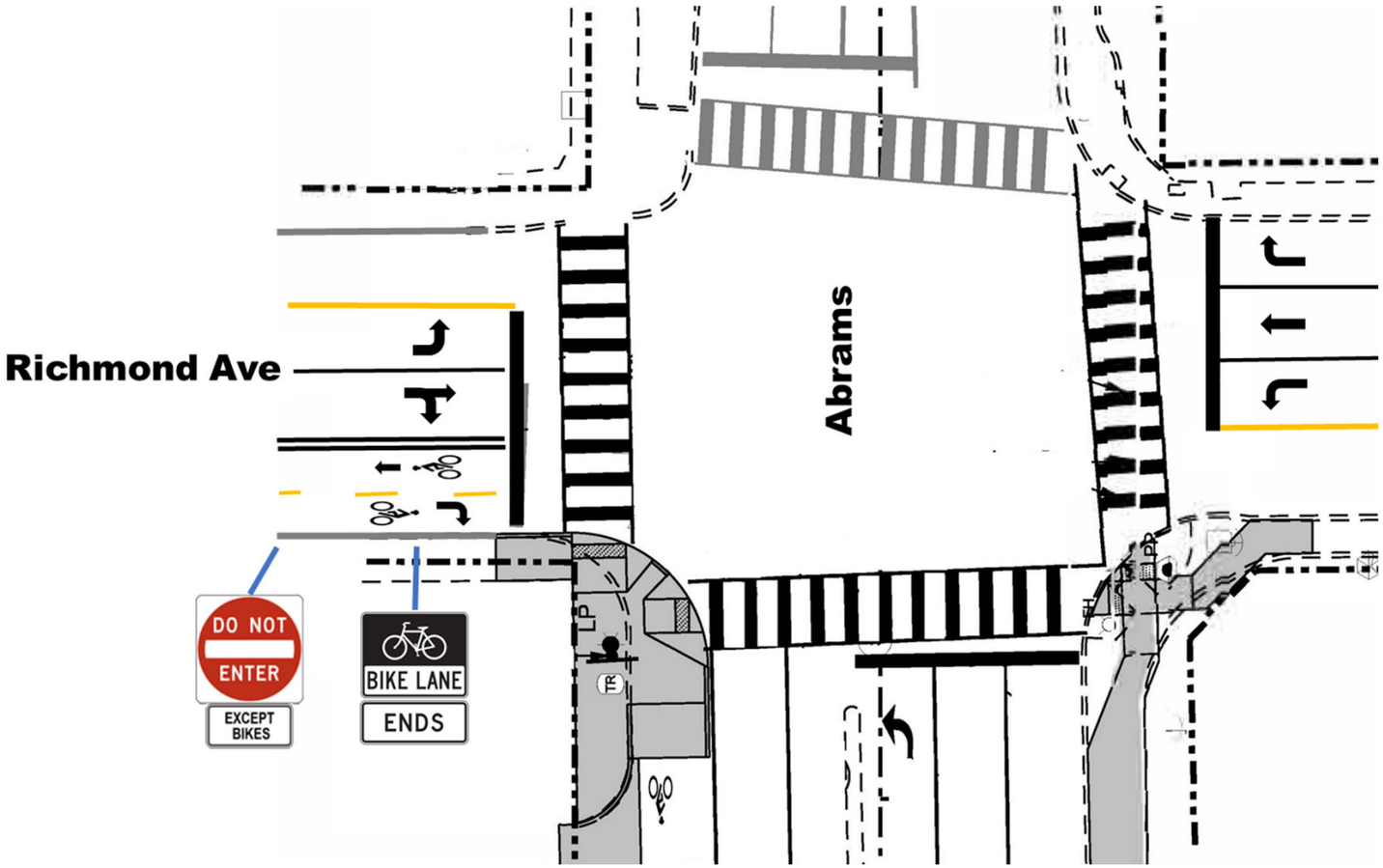
1. Transition if there are directional bike lanes on both sides of Richmond
2. Transition if there is a two-way cycle track on one side of Richmond

The graphics on the following slides are for illustrative purposes only, to demonstrate how the transition for bicyclists would likely occur for the various options presented. In both cases, bicyclists are expected to cross the street using the crosswalk.

Transition if there are directional bike lanes on both sides



Transition if there is a two-way cycle track on one side



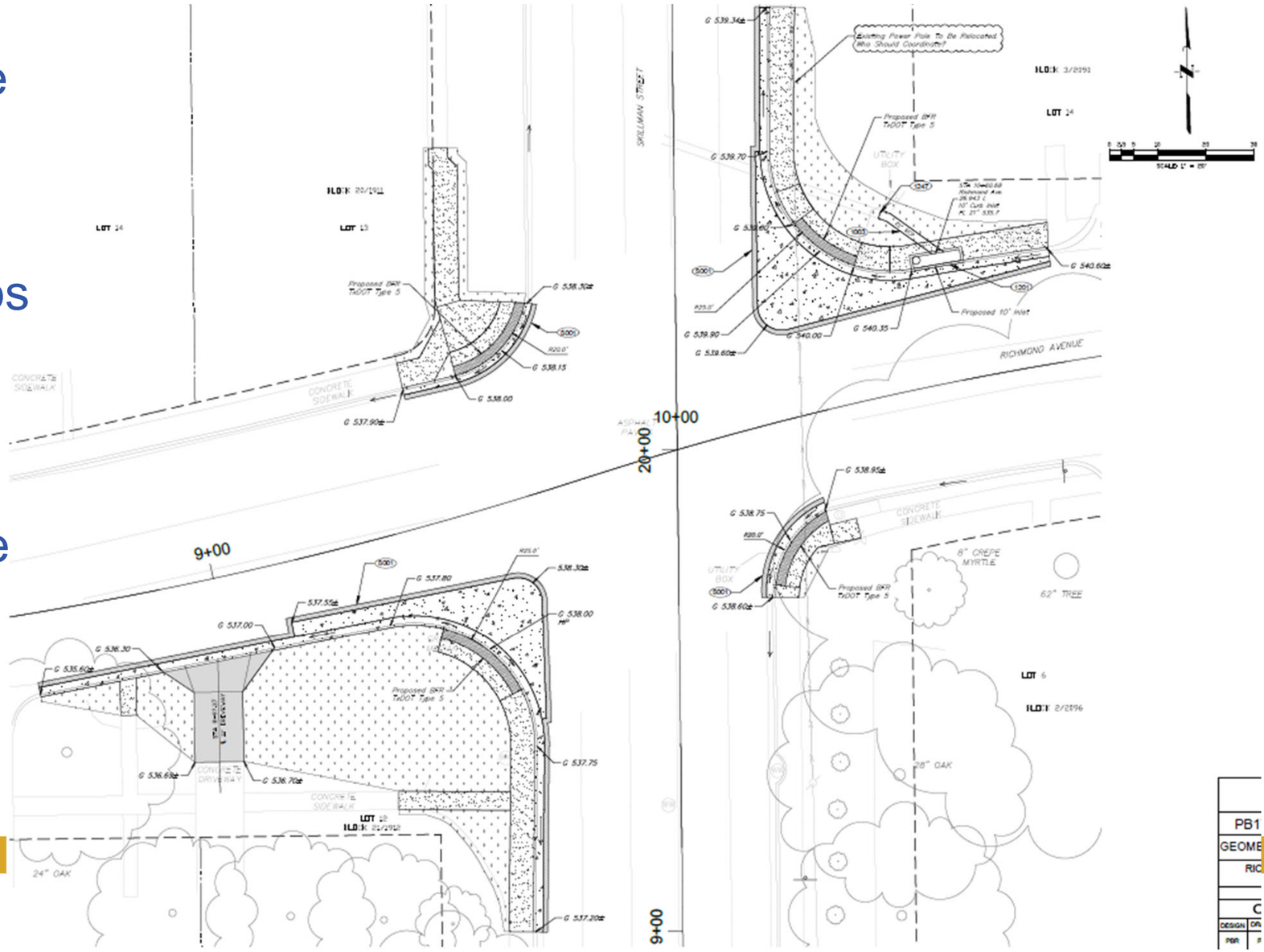
Richmond/Skillman Intersection

Looking East

Looking West

Richmond/Skillman Intersection

- Elimination of Free Right Turn Lanes
- Installation of New Barrier Free Ramps
- Installation of New Traffic Signal
- One Through Lane Each Direction on Richmond
- Bicycle Lanes



Your Input

- *What preliminary option do you prefer?*

How to Get Involved: http://www.dallascitynews.net/richmond-avenue-skillman-street-project

Survey (English)
http://bit.ly/RichSurvey1029

Survey (Spanish)
http://bit.ly/RichSurvSpan1029

Deadline to Provide Input:
November 19, 2020
(10 working days)

Next Steps

- Collect community feedback
- Identify preferred improvement option
- Community Input + Cost Estimates + Engineering Judgement --> Recommended Bond Project Improvements
- Take back to community
- Design/Engineering (approximately 4 months)
- Construction (approximately 12 months)

Contact Information

Project Manager:
Dhiyaa Tohme, dhiyaa.tohme@dallascityhall.com

Public Relations Coordinator:
Ryan Wagoner, ryan.wagoner@dallascityhall.com

City Engineer:
Chris Turner-Noteware, christina.turner@dallascityhall.com

Project Website

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