

Memorandum



CITY OF DALLAS

DATE May 22, 2015

TO Honorable Mayor and Members of the City Council

SUBJECT Information Request Regarding School Bus Stop Arm Citations

At the May 18, 2015, meeting of the Budget, Finance & Audit Committee, the attached information was requested regarding the dismissal rates for school bus stop arm citations heard at the City's Adjudication office. Also requested was a list of the reasons for various dismissals.

Please let me know if you have any questions or need additional information.

A handwritten signature in black ink, appearing to read 'Jill Jordan'.

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

Attachment

c: A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager

Eric D. Campbell, Assistant City Manager
Mark McDaniel, Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council

Summary of Dismissals for School Bus Stop-Arm Citations: 2013 - 2015

Reason for dismissal	2013	2014	2015 - projected	Variance: 2014 to 2015	Notes
TOTAL Cases Heard	5,001	4,577	3,174		
Total of "Dismissed" decisions	3,667	2,658	2,064		
Total of "Upheld" decisions	1,334	1,919	1,110		
Bus Stop Arm not fully Extended (driver in the act of passing)	261	1,172	1,125	-4%	
OTHER - location is incorrect; duplicate citations; ISD staff waves driver onward	2,465	1,123	504	-55%	Location errors corrected; fewer duplicates.
Location on citation is in error			48		Note - this category had been included in "Other" until 2015, when staff requested it be identified separately
Across Median - vehicle was on opposite side of median from bus	51	144	162	13%	
Statute of limitation exceeded (related to ticket date)	449	59	99	68%	This figure relates to citations issued outside of the 30-day window from date of violation, and timeframe between date of hearing compared to date of ticket issuance.
Cited person is not the vehicle owner	42	35	27	-23%	
Administrative Void - error on citation	190	26	24	-8%	
Peace Officer signaled driver to pass	13	26	9	-65%	
Bus not on the street	36	22	21	-5%	
Vehicle plate # Incorrect	41	16	12	-25%	
Video evidence missing	107	11	6	-45%	
Video evidence unclear	5	11	18	64%	
Vehicle owner deceased	4	8	9	13%	
Vehicle was Stolen	3	3	-	-	
Vehicle with Stolen Plate	-	1	-	-	
Vehicle driver is acting law officer		1			

Note that any citations dismissed by Municipal Court are then recorded at the Adjudication office as "dismissed", also.

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CITY OF DALLAS

DATE May 22, 2015

TO Honorable Mayor and Members of the City Council

SUBJECT **Upcoming Addendum Item No. 11 - May 27, 2015 Agenda**

Pursuant to the Arena Master Agreement dated December 10, 1997, regarding the construction and financing of the Arena Project as a sports and community venue project in the City of Dallas, the City entered into a lease agreement with Anland 10, LP (Anland), dated September 28, 2001 for Anland's use of certain property, particularly located near the intersection of North Akard and Payne Streets. This property is subject to a Parking Right's Agreement requiring the property be made available for parking for the American Airlines Center. Concurrently with the execution of this lease agreement, the City and Anland executed an Option Contract, granting Anland an option to purchase the property for \$100,000; provided however, the option be exercised during the thirtieth (30th) year following the execution of the Lease Agreement (the "Option Period"). The Option period is not due to commence until September 18, 2030.

Effective as of July 7, 2014, Anland assigned all of its right, title and interest in the Option Contract to Anland North, and Anland North subsequently transferred and assigned all of its right title and interest in the Option Contract to LCS Land Partners II, Ltd (LCS). LCS has expressed its desire to amend the Option Period and Purchase Price, so as to facilitate their purchase of the property at a date sooner than the thirtieth (30th) year for future development of the site.

This item will amend the Option Contract to: 1) redefine the option period to commence on the effective date of the First Amendment to Option Contract and ending on September 17, 2031; and 2) amend the purchase price from \$100,000 to a new negotiated amount of \$655,000.

LCS's exercise of the option and subsequent closing shall effect a merger of title in the property in favor of LCS and thereby terminate the Lease as to the property. The City and LCS will agree that the property be conveyed subject to the Parking Rights Agreement, unless at the time the option is exercised the property has been released therefrom, in accordance with the terms of the Parking Rights Agreement.

A handwritten signature in black ink, appearing to read 'Ry - S. E.', with a long horizontal line extending to the right.

Ryan S. Evans
First Assistant City Manager

c: A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
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CITY OF DALLAS

DATE May 22, 2015

TO The Honorable Mayor and Members of the City Council

SUBJECT **Agenda Item # 74 – Beckley Avenue/Zang Boulevard Thoroughfare Plan Amendment
May 27, 2015 Council Agenda**

Attached is the Agenda Information Sheet (AIS) for the Beckley Avenue/Zang Boulevard Thoroughfare Plan Amendment. The incorrect Council District 7 is listed on the AIS. The correct Council District for the agenda item is District 1.

Should you have any questions or need additional information, please let me know.

A handwritten signature in blue ink that reads "Theresa O'Donnell".

Theresa O'Donnell, Chief Planning Officer
Planning & Neighborhood Vitality

Attachments

c: A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
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Elsa Cantu, Assistant to the City Manager – Mayor & Council

KEY FOCUS AREA: Economic Vibrancy
AGENDA DATE: May 27, 2015
COUNCIL DISTRICT(S): 7_1
DEPARTMENT: Planning and Neighborhood Vitality
CMO: A. C. Gonzalez, 670-3297
MAPSCO: 44V Z; 45W; 54D

SUBJECT

A public hearing to receive comments to amend the City of Dallas' Thoroughfare Plan to change the dimensional classifications of (1) Beckley Avenue from IH-30 to Greenbriar Lane from a six-lane divided roadway [M-6-D(A)] within 100-feet of right-of-way to a special six-lane undivided (SPCL 6U) roadway with a center turn lane, a cycle track and recommended off-peak parking within 100-feet of right-of-way; (2) Beckley Avenue from Greenbriar Lane to Colorado Boulevard from a six-lane divided roadway [M-6-D(A)] within 100-feet of right-of-way to a special six-lane divided (SPCL 6D) roadway with a cycle track within 100-feet of right-of-way and 72 feet of pavement; (3) Beckley Avenue from Colorado Boulevard to Zang Boulevard from a six-lane divided roadway [M-6-D(A)] within 100-feet of right-of-way to a special six-lane divided (SPCL 6D) roadway with cycle track within 88-feet of right-of-way and 64 feet of pavement; (4) Zang Boulevard from Jefferson/Houston Viaduct to Oakenwald Street from a six-lane divided roadway [M-6-D(A)] within 100-feet of right-of-way to a special four-lane divided (SPCL 4D) roadway with protected bicycle facility and a dedicated streetcar lane within 100-feet of right-of-way and 80-feet of pavement; (5) Zang Boulevard from Oakenwald Street to Beckley Avenue from a six-lane divided roadway [M-6-D(A)] within 100-feet of right-of-way to a special four-lane divided (SPCL 4D) roadway with bicycle lanes within 100-feet of right-of-way and 80-feet of pavement; and (6) Zang Boulevard from Beckley Avenue to Davis Street from a six-lane divided roadway [M-6-D(A)] within 100-feet of right-of-way to a special four-lane divided (SPCL 4D) roadway with parking in 100-feet of right-of-way with 72-feet of pavement; and at the close of the hearing, authorize an ordinance implementing the change - Financing: No cost consideration to the City

BACKGROUND

The Planning and Neighborhood Vitality Department has requested amendments to the Thoroughfare Plan to change the operational characteristics of Beckley Avenue between IH-30 and Zang Boulevard and Zang Boulevard between Jefferson/Houston Viaduct and Davis Street.

BACKGROUND (continued)

The Planning and Neighborhood Vitality Department presented a design approach to the community that places emphasis on creating a multi-modal street system that facilitates walking, bicycling and automobile use integrating the Dallas Modern Streetcar. Adding wider sidewalks and bicycle facilities in this corridor will improve connectivity for pedestrians and bicyclists to the Dallas Streetcar Stations and surrounding development. Staff is proposing to add parking along Beckley Avenue in the off-peak hours when four travel lanes can accommodate the capacity. Staff has also determined that a reduction in the travel lanes on Zang Boulevard from six to four lanes to incorporate permanent parking for the adjacent development is appropriate and can accommodate both existing and projected traffic volumes and enhance parkway amenities.

Staff recommends approval of the amendment to the Thoroughfare Plan to: (1) Beckley Avenue from IH-30 to Greenbriar Lane from a six-lane divided roadway [M-6-D(A)] within 100-feet of right-of-way to a special six-lane undivided (SPCL 6U) roadway with a center turn lane, a cycle track and recommended off-peak parking within 100-feet of right-of-way; (2) Beckley Avenue from Greenbriar Lane to Colorado Boulevard from a six-lane divided roadway [M-6-D(A)] within 100-feet of right-of-way to a special six-lane divided (SPCL 6D) roadway with a cycle track within 100-feet of right-of-way and 72 feet of pavement; (3) Beckley Avenue from Colorado Boulevard to Zang Boulevard from a six-lane divided roadway [M-6-D(A)] within 100-feet of right-of-way to a special six-lane divided (SPCL 6D) roadway with cycle track within 88-feet of right-of-way and 64 feet of pavement; (4) Zang Boulevard from Jefferson/Houston Viaduct to Oakenwald Street from a six-lane divided roadway [M-6-D(A)] within 100-feet of right-of-way to a special four-lane divided (SPCL 4D) roadway with protected bicycle facility and a dedicated streetcar lane within 100-feet of right-of-way and 80-feet of pavement; (5) Zang Boulevard from Oakenwald Street to Beckley Avenue from a six-lane divided roadway [M-6-D(A)] within 100-feet of right-of-way to a special four-lane divided (SPCL 4D) roadway with bicycle lanes within 100-feet of right-of-way and 80-feet of pavement; and (6) Zang Boulevard from Beckley Avenue to Davis Street from a six-lane divided roadway [M-6-D(A)] within 100-feet of right-of-way to a special four-lane divided (SPCL 4D) roadway with parking in 100-feet of right-of-way with 72-feet of pavement and at the close of the hearing, authorize an ordinance implementing the change.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

The City Plan Commission Transportation Committee acted on this item on April 2, 2015, and followed staff recommendation of approval.

The City Plan Commission acted on this item on April 16, 2015, and followed staff recommendation of approval.

FISCAL INFORMATION

No cost consideration to the City

MAP

Attached