

May 11, 2022

WHEREAS, the City of Dallas recognizes the emerging evolution of transportation infrastructure within the City as well as the importance of providing an integrated transportation system that balances the needs of pedestrians, transit, bicycles, and automobiles; and

WHEREAS, on June 8, 2011, City Council adopted the 2011 Dallas Bike Plan by Resolution No. 11-1567; and

WHEREAS, updating the 2011 Dallas Bike Plan was a recommendation in the *Connect Dallas* Strategic Mobility Plan (SMP) that was adopted by City Council in April 2021 (Resolution 210-691); and

WHEREAS, on December 8, 2021, City Council authorized a five-year professional services contract with Gresham Smith, to update the 2011 Dallas Bike Plan, in the amount of \$449,045.00; and

WHEREAS, the Regional Transportation Council awarded federal funding to the City of Dallas to update the Dallas Bike Plan through the COVID-19 Infrastructure Program Round 3 Call for Projects; and

WHEREAS, to facilitate the more expeditious development of the Dallas Bike Plan update, the federal funds awarded for the plan update will be exchanged for the local match of another federally funded project; and

WHEREAS, based on current timelines and City priorities, using federal funding would have delayed this project an additional nine months; and

WHEREAS, in the best interest of the City and to expeditiously complete this priority project, staff has identified alternative ways to fund the project; and

WHEREAS, to facilitate the more expeditious implementation of segments of the bike plan concurrent with the Dallas Bike Plan update, it is now necessary to amend the agreement for the update to the 2011 Dallas Bike Plan with Gresham Smith to add additional high priority bicycle projects; and

WHEREAS, the broader scope includes performing studies and gap analysis that will identify deficiencies and create a design plan to improve bike connectivity in the following areas: Jackson Street Cycletrack (design); Gap Project Connecting 5-Mile Trail to Ledbetter Station (design); Lawnview Gap Connection (study); Vernon/Tyler Gap (design); Sylvan Avenue Gap Connection (design); and Meandering Way Gap Connection (study).

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Now, Therefore,

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

SECTION 1. That the City Manager is hereby authorized to execute Supplemental Agreement No. 1 to the professional services contract with Gresham Smith, approved as to form by the City Attorney, to expand the project scope to include additional priority bike project design and study elements in an amount not to exceed \$368,236.00, from \$449,045.00 to \$817,281.00.

SECTION 2. That the Chief Financial Officer is hereby authorized to disburse funds in an amount not to exceed \$368,236.00, to Gresham Smith, in accordance with the terms and conditions of the contract, from the Bike Lane Fund, Fund 0791, Department TRN, Unit W660, Object 4110, Activity PB11, Program BIKELANES, Encumbrance/Contract no. TRN-2021-00016981, Vendor 50371.

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.