

May 24, 2023

WHEREAS, Interstate Highway (IH) 345 runs approximately 1.4 miles along the east side of downtown Dallas between IH-30 and Spur 366/Woodall Rodgers Freeway connecting IH-45 and US Highway 75; and

WHEREAS, on February 27, 2019, the City Council authorized Resolution No. 19-0321 that noted the incorporation of feasibility studies and design plans for the construction of IH-345 concurrent with the IH-30 reconstruction project and noted that alternative scenarios for IH-345 should enhance mobility for residents of Southern Dallas and consider growth projections related to travel patterns; and

WHEREAS, on April 28, 2021, the City Council adopted the City of Dallas Strategic Mobility Plan known as Connect Dallas by Resolution No. 21-0691; and

WHEREAS, on June 9, 2022, the North Central Texas Council of Government's (NCTCOG) Regional Transportation Council adopted the current Metropolitan Transportation Plan (MTP), known as "Mobility 2045 Update" which recommends projects, programs, and policies that aim to meet the Mobility Plan goal themes of Mobility, Quality of Life, System Sustainability, and Implementation; and

WHEREAS, IH-345 is included in the "Mobility 2045 Update;" and

WHEREAS, the Texas Department of Transportation (TxDOT) worked with the City of Dallas, Dallas County, NCTCOG, and other stakeholders to conduct a feasibility study to determine the future of IH-345; and

WHEREAS, TxDOT's feasibility study analyzed five potential alternatives by considering regional traffic data; current and future development plans, including Dallas Area Rapid Transit's (DART) future downtown subway known as 02; environmental impacts; and stakeholder input from community and local governments; and

WHEREAS, the potential alternatives analyzed by TxDOT's study included, among others, the Depressed Alternative, which would reconfigure the design of IH-345 to put the interstate mainlines below ground with discontinuous frontage roads along either side and city streets over the top at ground level; the Removal Alternative (also known as the Boulevard Option), which would remove the interstate mainlines, enhance the city street grid system, and add shared-use paths along city streets where feasible; and the Hybrid Alternative, developed to combine elements of the Depressed and Removal Alternatives, which would reconfigure the design of IH-345 to put the interstate main lanes in a below grade/trench configuration and provide existing and new street connections above the interstate; and

WHEREAS, in August 2022, TxDOT issued a feasibility report to document the findings of TxDOT's feasibility study and identify TxDOT's recommend alternative - the Hybrid Alternative; and

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WHEREAS, on October 19, 2022, Ceason Clemens, Dallas District Engineering for TX DOT, and Michael Morris, Director of Transportation for NCTCOG, briefed City Council by presentation on the results of the IH-345 feasibility study; and

WHEREAS, the presentation discussed how TxDOT identified the recommended alternative -the Hybrid Alternative - from the alternatives considered; and

WHEREAS, it is the desire of the City of Dallas to engage an independent consultant to conduct a feasibility study regarding alternatives for the future of IH-345, including but not limited to the feasibility of the City pursuing the Removal Alternative (Boulevard Option), in light of the recommendation and intention of TxDOT and NCTCOG to pursue the Hybrid Alternative.

Now, Therefore,

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

SECTION 1. That the City Manager shall procure the services of an independent consultant to conduct a feasibility study regarding alternatives for the future redevelopment of IH-345, and more specifically to determine the feasibility of the City pursuing the Removal Alternative (Boulevard Option), among other alternatives such as the Depressed Alternative, in light of the recommendation and intention of TxDOT and NCTCOG to pursue the Hybrid Alternative.

SECTION 2. That among other things, the feasibility study conducted by the independent consultant shall:

- Consider relevant City plans and policies, including the Economic Development Policy, Downtown Dallas 360 Plan, Comprehensive Environmental & Climate Action Plan, Dallas Bike Plan, Vision Zero, and Racial Equity Plan, and whether each of the alternatives for IH-345's future furthers the aims of such plans and policies;
- Consider current average commute times and traffic mobility between southern Dallas and the Pleasant Grove neighborhood, among other areas, and employment centers in northern Dallas; the anticipated effect each alternative for IH-345 would have on such commute times and traffic mobility; and whether any anticipated increase in commute times and/or decrease in traffic mobility would pose potential violations of Title VI of the Civil Rights Act of 1964;
- Analyze potential uses, and ownership and/or control of, land parcels in the event the Removal Alternative (Boulevard Option) is selected;
- Confirm the estimated project funding amounts for the Hybrid Alternative and the Removal Alternative (Boulevard Option);
- Analyze the anticipated impact of the Hybrid Alternative and the Removal Alternative (Boulevard Option) on surrounding areas; and
- Confirm the anticipated project timelines for the Hybrid Alternative and the Removal Alternative (Boulevard Option).

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SECTION 3. That the feasibility study conducted by the independent consultant shall be completed within one year of the execution of the consulting services contract between City and the independent consultant.

SECTION 4. That the City Manager shall postpone placing a resolution in support of the Hybrid Alternative recommended by TxDOT for the future of IH-345 on a City Council agenda, until after the consultant and/or staff present their findings to the City Council.

SECTION 5. That the City Manager shall investigate the availability of federal infrastructure funds for an event in which the City pursues an alternative not supported by TxDOT for the future of IH-345.

SECTION 6. 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.