



## Legislation Text

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File #: 22-939, Version: 1

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**STRATEGIC PRIORITY:** Transportation & Infrastructure

**AGENDA DATE:** May 25, 2022

**COUNCIL DISTRICT(S):** 6

**DEPARTMENT:** Department of Transportation

**EXECUTIVE:** Dr. Robert Perez

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### **SUBJECT**

A public hearing to receive comments to amend the City of Dallas Thoroughfare Plan to change the dimensional classification of Herbert Street between West Commerce Street and Muncie Avenue from a special two-lane undivided roadway (SPCL 2U) in 56 feet of right-of-way to a special four-lane undivided roadway (SPCL 4U) in 90 feet of right-of-way with bicycle facilities; and, at the close of the hearing, authorize an ordinance implementing the change - Financing: This action has no cost consideration to the City (see Fiscal Information for potential future costs)

### **BACKGROUND**

The City of Dallas Public Works Department has requested an amendment to the City of Dallas Thoroughfare Plan to change the dimensional classification of Herbert Street between West Commerce Street and Muncie Avenue. Herbert Street is currently on the Thoroughfare Plan as a Community Collector, to be constructed as a two-lane undivided roadway in 56 feet of right-of-way. Herbert Street has been constructed to Thoroughfare Plan standards north of Broadway Avenue to Singleton Boulevard, however, has not been constructed south of Broadway Avenue to West Commerce Street.

In 2011, City Council adopted the West Dallas Urban Structure Guidelines, which envisioned three new north-south streets connecting West Commerce Street and Singleton Boulevard under the UPRR tracks between Sylvan Avenue and Beckley Avenue: Bataan Street, Herbert Street, and Amonette Street. Funding was allocated to the West Dallas Gateway project (also known as the Three Hole Punch project) in the 2012 Bond to construct these three new streets. Since then, the City of Dallas Public Works Department has been coordinating with the North Central Texas Council of Governments and the UPRR on options to construct the project, and there has been consensus for only constructing one new street that will travel under the UPRR tracks to connect West Commerce to Singleton: Herbert Street. The StoryBuilt Traffic Impact Analysis (March 2021) found that traffic can be successfully incorporated into the surrounding roadway network with only the extension of Herbert under the UPRR tracks. Bataan Street was removed from the Thoroughfare Plan on August 25,

2021, and staff have received an application to remove Amonette Street from the Thoroughfare Plan.

The West Dallas Gateway project to construct Herbert Street will also construct extension of Muncie Avenue eastward to connect to Bataan, Herbert, and Amonette Street, thereby connecting the other two streets that were originally intended to traverse the UPRR tracks to the new Herbert Street connection north of the UPRR tracks. From the new intersection with Muncie Avenue, the City of Dallas Public Works Department is requesting that Herbert Street continue south under the UPRR to West Commerce Street as a four-lane undivided concrete roadway with dedicated bicycle lanes, sidewalks, curb, and gutters. The City of Dallas is working toward retaining the required 90-foot right-of-way for the construction of Herbert. Due to right-of-way constraints north of Muncie Avenue as well as the anticipated dispersal of traffic, Herbert Street is proposed to remain a special two-lane undivided roadway north of Muncie Avenue.

No driveways or on-street parking will be affected by this proposed Thoroughfare Plan amendment.

Staff recommends approval of the requested amendment to the City of Dallas Thoroughfare Plan to change the dimensional classification Herbert Street between West Commerce Street and Muncie Avenue from a special two-lane undivided roadway (SPCL 2U) in 56 feet of right-of-way to a special four-lane undivided roadway (SPCL 4U) in 90 feet of right-of-way with bicycle facilities.

### **PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

On March 23, 2022, the City Plan Commission Thoroughfare Committee acted on this item and followed staff recommendation.

On April 7, 2022, the City Plan Commission Thoroughfare Committee acted on this item and followed staff recommendation.

### **FISCAL INFORMATION**

This action has no cost consideration to the City. Future estimated cost includes approximately \$49,000,000.00 for design and construction. Partial funding will be through the 2012 Bond Program and additional funding sources are being sought.

### **MAP**

Attached