



## Legislation Details (With Text)

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**Title:** Authorize a resolution to support the "Refined Hybrid Option" as recommended by the Texas Department of Transportation for future redevelopment of Interstate Highway 345 and the accommodation of the interface with Dallas Area Rapid Transit's D2 alignment - Financing: No cost consideration to the City

**Sponsors:**

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Date	Ver.	Action By	Action	Result
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**STRATEGIC PRIORITY:** Transportation & Infrastructure

**AGENDA DATE:** May 24, 2023

**COUNCIL DISTRICT(S):** 2, 14

**DEPARTMENT:** Department of Transportation

**EXECUTIVE:** Dr. Robert Perez

### SUBJECT

Authorize a resolution to support the "Refined Hybrid Option" as recommended by the Texas Department of Transportation for future redevelopment of Interstate Highway 345 and the accommodation of the interface with Dallas Area Rapid Transit's D2 alignment - Financing: No cost consideration to the City

### BACKGROUND

The Texas Department of Transportation (TxDOT) worked closely with the City of Dallas, Dallas County, the North Central Texas Council of Governments (NCTCOG), and other stakeholders to conduct a feasibility study of Interstate Highway (IH) 345. The 1.4-mile roadway runs along the east side of downtown Dallas between IH-30 and Spur 366/Woodall Rogers Freeway. The existing IH-345 is primarily an elevated bridge structure that connects IH-45 and U.S. Highway 75 carrying more than 180,000 vehicles every day.

The feasibility study incorporated evaluation of traffic counts and patterns; safety data; signal timing; and pedestrian, bicyclist, transit, and freight activity data. The study also considered potential impacts

to the local street grid and existing transportation infrastructure; current and future development plans, including Dallas Area Rapid Transit's (DART) D2 Subway Line; environmental impacts; and stakeholders' input. TxDOT conducted three series of public meetings between December 2019 and May 2022 to gather feedback and share preliminary information about the project.

TxDOT has identified a recommended alternative, known as the "Refined Hybrid Option," that reconfigures the design of IH-345 to put the interstate main lanes in a below grade/ trench configuration and provides existing and new city street connections above the interstate, including pedestrian and bicycle facilities. By doing so, the alternative configuration would reconnect communities-specifically Deep Ellum, Downtown, Arts District, and Uptown-while incorporating the guiding principles of the Council-adopted Strategic Mobility Plan. The proposed option would potentially allow for large portions of the corridor to be capped in the future for parks and other uses.

On June 9, 2022, the NCTCOG's Regional Transportation Council (RTC) 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. The MTP included the IH-345 connection between IH-30 and Spur 366/Woodall Rogers Freeway in its update.

On May 8, 2023, a public panel discussion was held to discuss the IH-345 Feasibility Study and the different options for reconfiguration of IH-345.

This action will authorize a resolution supporting TxDOT's recommended alternative for future redevelopment of IH-345 and encouraging TxDOT to move forward with the next phase of the project to conduct schematic and environmental analysis of the hybrid alternative.

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

On February 9, 2022, the City Council authorized a resolution to support the revised DART addition for a second light rail alignment through Downtown Dallas (D2) by Resolution No. 22-0317.

The Transportation and Infrastructure Committee was briefed on the "IH-345 Feasibility Study" on June 21, 2022.

The City Council was briefed on the "IH-345 Project" on October 19, 2022.

The City Council was provided a memorandum regarding the "IH-345 Resolution of Support" on February 15, 2023.

[The City Council was briefed by memorandum regarding this matter on March 24, 2023.  
<https://dallascityhall.com/government/citymanager/Documents/FY%2022-23%20Memos/IH-345%20Panel%20Discussion%20and%20Next%20Steps%20-%20March%202023.pdf>](https://dallascityhall.com/government/citymanager/Documents/FY%2022-23%20Memos/IH-345%20Panel%20Discussion%20and%20Next%20Steps%20-%20March%202023.pdf)

[The City Council was briefed by memorandum regarding this matter on April 21, 2023.  
<https://dallascityhall.com/government/citymanager/Documents/FY%2022-23%20Memos/IH-345%20Panel%20Discussion%20and%20Next%20Steps%20-%20April%2021%202023.pdf>](https://dallascityhall.com/government/citymanager/Documents/FY%2022-23%20Memos/IH-345%20Panel%20Discussion%20and%20Next%20Steps%20-%20April%2021%202023.pdf)

The Transportation and Infrastructure Committee will be briefed on the "IH-345 Update" on May 15, 2023.

The City Council will be briefed on the "IH-345 Update" on May 17, 2023.

**FISCAL INFORMATION**

No cost consideration to the City.