



Legislation Details (With Text)

File #:	23-1350	Version:	1	Name:	
Type:	ITEMS FOR INDIVIDUAL CONSIDERATION		Status:	Denied	
File created:	5/10/2023		In control:	Mayor and City Council Office	
On agenda:	5/24/2023		Final action:		
Title:	A resolution directing the city manager to procure the services of an independent consultant to conduct a feasibility study of the various alternatives for the future of Interstate Highway (IH) 345, including the Removal Alternative (also known as the Boulevard Option), with such study to be completed within one year of the execution of the consulting services contract; postpone placing a resolution in support of the Hybrid Alternative recommended by the Texas Department of Transportation (TxDOT) for IH- 345 on a City Council agenda until after the consultant and/or City staff present their findings to the City Council; and investigate the availability of federal infrastructure funds for an event in which the City pursues an alternative not supported by TxDOT - including, but not limited to, the Removal Alternative (Boulevard Option) - for the future of IH-345 - Financing: No cost consideration to the City (see Fiscal Information) (via Councilmembers West, Willis, Blackmon, Moreno, and Ridley)				
Sponsors:					
Indexes:	100				
Code sections:					
Attachments:	1. Memorandum, 2. Resolution				

Date	Ver.	Action By	Action	Result
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STRATEGIC PRIORITY: Government Performance & Financial Management

AGENDA DATE: May 24, 2023

COUNCIL DISTRICT(S): All

DEPARTMENT: Mayor and City Council Office

EXECUTIVE: T.C. Broadnax

SUBJECT

A resolution directing the city manager to procure the services of an independent consultant to conduct a feasibility study of the various alternatives for the future of Interstate Highway (IH) 345, including the Removal Alternative (also known as the Boulevard Option), with such study to be completed within one year of the execution of the consulting services contract; postpone placing a resolution in support of the Hybrid Alternative recommended by the Texas Department of Transportation (TxDOT) for IH- 345 on a City Council agenda until after the consultant and/or City staff present their findings to the City Council; and investigate the availability of federal infrastructure funds for an event in which the City pursues an alternative not supported by TxDOT - including, but not limited to, the Removal Alternative (Boulevard Option) - for the future of IH-345 - Financing: No

cost consideration to the City (see Fiscal Information) (via Councilmembers West, Willis, Blackmon, Moreno, and Ridley)

BACKGROUND

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.

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.

On April 28, 2021, the City Council adopted the City of Dallas Strategic Mobility Plan known as Connect Dallas by Resolution No. 21-0691. 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. IH-345 is included in the "Mobility 2045 Update."

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. 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 D2; environmental impacts; and stakeholder input from community and local governments. 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 (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.

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.

On October 19, 2022, Ceason Clemens, Dallas District Engineering for TXDOT, and Michael Morris, Director of Transportation for NCTCOG, briefed City Council by presentation on the results of the IH-345 feasibility study. The presentation discussed how TxDOT identified the recommended alternative -the Hybrid Alternative -from the alternatives considered.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

The Transportation and Infrastructure Committee will be briefed regarding this item on May 15, 2023.

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

FISCAL INFORMATION

This five-signature memo has no cost consideration to the City. If approved, potential future cost

considerations include, but are not limited to, the cost of a service contract for an independent consultant, which would be brought forward for City Council consideration at a later date.