



Legislation Text

File #: 21-766, **Version:** 1

STRATEGIC PRIORITY: Mobility Solutions, Infrastructure, and Sustainability

AGENDA DATE: June 9, 2021

COUNCIL DISTRICT(S): 2, 14

DEPARTMENT: Department of Transportation

EXECUTIVE: Majed Al-Ghafry

SUBJECT

A public hearing to receive comments to amend the City of Dallas Thoroughfare Plan to **(1)** change the dimensional classification of Nowitzki Way from Houston Street to Field Street from a special six-lane undivided roadway within 122 feet of right-of-way to a special five-lane divided roadway with two-way cycle track on the southside of the roadway in 122 feet of right-of-way; **(2)** change the dimensional classification of Field Street from Nowitzki Way to Ashland Street from an existing roadway to a special six-lane divided roadway with two-way cycle track in 100 feet of right-of-way; and **(3)** change the dimensional classification of Harwood Street from Cedar Springs Road to Woodall Rodgers Freeway from standard four-lane undivided roadway in 60 feet of right-of-way to a special three-lane roadway with two-way cycle track on the westside of roadway in 60 to 62 feet of right-of-way; and, at the close of the public 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 Department of Transportation is requesting amendments to the City of Dallas Thoroughfare Plan to facilitate the completion of the Union Bikeway Connector Project. The Union Bikeway Connector will connect the Katy Trail, via the bike lanes on Houston Street, to Nowitzki Way, Field Street, Ashland Street, and Harwood Street, terminating at Klyde Warren Park. The City of Dallas was awarded a federal grant to design and construct the Union Bikeway Connector. This dedicated bike facility will dramatically improve bicycle connectivity between two of Dallas' most highly valued public assets. The Union Bikeway Connector project will improve safety and promote alternate modes of transportation in a dense mixed-use area of Dallas.

On April 12, 2017, Dallas City Council approved a resolution of support for the Union Bikeway Connector. Then in June 2017 the North Central Texas Council of Government's Regional Transportation Council awarded funding through the 2017 Transportation Alternatives Set-Aside Program for the Union Bikeway Connector.

Staff held a public meeting in December 2020, to brief the community about the Union Bikeway Connector which explained the proposed changes on each of the roadways and schedule of the Project. Design of this Project began in 2019 and should be complete in the summer of 2021. Construction of the Union Bikeway Connector is planned to begin in the fall of 2021 and should be completed in the summer of 2022. The requested designation of the side of the street in the proposed Thoroughfare Plan amendment reflects the design of the Union Bikeway Connector that was discussed with the public.

The Union Bikeway Connector, Thoroughfare Plan amendments promote all four of the *forwardDallas!* Guiding Principles for Transportation and Infrastructure: Efficiency, Safety, Choice, and the Environment. It was recommended as a Bicycle District Connector in The Downtown Dallas 360 Plan.

Staff recommends approval to the City of Dallas Thoroughfare Plan to change the dimensional classification of: (1) change the dimensional classification of Nowitzki Way from Houston Street to Field Street from a special six-lane undivided roadway (SPCL 6U) within 122 feet of right-of-way to a special five-lane divided roadway (SPCL 5D) with two-way cycle track on the southside of the roadway in 122 feet of right-of-way; (2) change the dimensional classification of Field Street from Nowitzki Way to Ashland Street from an existing roadway (EXST) to a special six-lane divided roadway (SPCL 6D) with two-way cycle track in 100 feet of right-of-way; and (3) change the dimensional classification of Harwood Street from Cedar Springs Road to Woodall Rodgers Freeway from standard four-lane undivided roadway (S-4-U) in 60 feet of right-of-way to a special three-lane roadway (SPCL 3U) with two-way cycle track on the westside of roadway in 60 to 62 feet of right-of-way.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

On April 8, 2021, the City Plan Commission Thoroughfare Committee acted on this item. In a motion, the Committee amended the applicant's request and recommended approval of: 1- change the dimensional classification of Nowitzki Way from Houston Street to Field Street from a SPCL 6U within 122 feet of right-of-way to a SPCL 5D with two-way cycle track on the southside of the roadway in 122 feet of right-of-way; 2- change the dimensional classification of Field Street from Nowitzki Way to Ashland Street from an EXST to a SPCL 6D with two-way cycle track in 100 feet of right-of-way; and 3- change the dimensional classification of Harwood Street from Cedar Springs Road to Woodall Rodgers Freeway from S-4-U in 60 feet of right-of-way to a SPCL 3U with two-way cycle track in 60 to 62 feet of right-of-way.

On May 6, 2021, the City Plan Commission acted on this item and followed City Plan Commission Thoroughfare Committee's recommendation for items 1 and 2 and followed staff's recommendation for item 3.

FISCAL INFORMATION

This action has no cost consideration to the City. Future estimated cost includes approximately \$300,000.00 to be funded by the portion of the General Fund allocated to bike lanes and \$554,682.00 to be Grant Funded (F587).

MAP

Attached