



Legislation Text

File #: 21-777, Version: 1

STRATEGIC PRIORITY: Mobility Solutions, Infrastructure, and Sustainability

AGENDA DATE: June 9, 2021

COUNCIL DISTRICT(S): 7

DEPARTMENT: Department of Transportation

EXECUTIVE: Majed Al-Ghafry

SUBJECT

Authorize **(1)** rescinding Resolution No. 20-1529, previously approved on October 13, 2020, for the purpose of addressing the impact of the permanent closure of the at-grade crossing at Linfield Road on pedestrian crossings until the new pedestrian bridge is constructed in the amount of \$500,000.00; **(2)** an agreement with Union Pacific Railroad (UPRR) for the permanent closure of the surface vehicular crossing at Linfield Road; **(3)** the acceptance of funds in the amount of \$1,000,000.00 for the purpose of the UPRR's contribution of \$500,000.00 to address the impact of the permanent closure of the at-grade crossing at Linfield Road on pedestrian crossings until the new pedestrian bridge is constructed and \$500,000.00 for beautification and landscaping of the Railroad's right-of-way; **(4)** the receipt and deposit of contribution funds in an amount not to exceed \$1,000,000.00 in the Transportation Special Projects Fund; and **(5)** the establishment of appropriations in an amount not to exceed \$1,000,000.00 in the Transportation Special Projects Fund - Not to exceed \$1,000,000.00 - Financing: Transportation Special Projects Fund

BACKGROUND

UPRR housed an intermodal operation known as Miller Yard located on the west side of Linfield Road near the Joppa neighborhood in Dallas, Texas. In 2005, UPRR relocated its multimodal operation away from Miller Yard but maintained its status as a multi-use operation. In 2002, a vehicular bridge was constructed to minimize traffic interruptions to the Joppa neighborhood considering that Linfield Road functioned as its main access. As the economy grew, the demand for Miller Yard's operations grew with it, resulting in the need to add a bypass track through Miller Yard at Linfield Road. The addition of faster moving trains, along with slower moving trains within Miller Yard, poses an increased safety risk to pedestrians and vehicular traffic which necessitated the consideration of the permanent closure of the surface railroad crossing. However, since the existing vehicular bridge has steeper grades that do not meet current Americans with Disabilities Act Accessibility Guidelines (ADAAG), the need for an alternate solution for pedestrian crossings was necessary.

Since 2015, UPRR in collaboration with the City of Dallas, the North Central Texas Council of Governments (NCTCOG), and the Joppa community including the South Central Civic League have engaged in numerous community meetings that culminated in a vote whereby the community agreed to permanently close the at-grade crossing with the following provisions:

- Construction of a pedestrian bridge parallel to the existing vehicular bridge that meets current ADAAG guidelines.
- Access improvements to the Carbondale Road ramping arrangements at Loop 12 in coordination between NCTCOG and the Texas Department of Transportation.
- UPRR's contribution of funds to landscape beautification in the vicinity of this crossing along Carbondale Street. (this action).

As a result of the above agreement with the community, on June 13, 2019, NCTCOG's Regional Transportation Council (RTC) approved a total of \$8,000,000.00 of funds towards the design and construction of the pedestrian bridge which will be processed through a separate council resolution upon inclusion into the Statewide Transportation Improvement Plan and the ensuing receipt of State/Federal approval. Further, since UPRR is currently upgrading their tracks in the area, it is necessary to proceed with the permanent closure of the at-grade vehicular and pedestrian crossing (this action).

Since UPRR's train operation at Miller Yard requires stoppage of some trains on the tracks for an extended period of time, access to the temporary pedestrian crossing will be blocked which heightens the safety risks of the pedestrians trying to cross at this location. To address this concern, NCTCOG led discussions with UPRR, the City and Dallas Area Rapid Transit to provide "on-demand" service to the residents whose address is in the Joppa neighborhood (separate council resolution) while the new pedestrian bridge is being constructed. Funding includes: \$500,000.00 for the closure that the City will use for the temporary "on-demand" service during the design and construction period of the new pedestrian bridge; and \$500,000.00 for beautification and landscape that the City will include in the design and construction of the Linfield Crossing and Carbondale projects.

On October 13, 2020, City Council authorized an agreement with UPRR, accepting funds in the amount of \$500,000.00 for the purpose of addressing the impact of the permanent closure of the at-grade crossing at Linfield Road at pedestrian crossings until the new pedestrian bridge is constructed by Resolution No. 20-1529. UPRR wishes to contribute an additional \$500,000.00 for beautification and landscaping of the Railroad's right-of-way, for a total contribution of \$1,000,000.00.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

The Mobility Solutions, Infrastructure and Sustainability Committee was briefed on Union Pacific Railroad's operations on September 25, 2017.

[City Council was briefed by memorandum regarding this matter on October 2, 2020.](https://dallascityhall.com/government/citymanager/Documents/FY%2020-21%20Memos/Joppa-Neighborhood-Service-Plan_Memo_100220.pdf)
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FISCAL INFORMATION

Fund	FY 2021	FY 2022	Future Years
Transportation Special Projects Fund	\$1,000,000.00	\$0.00	\$0.00

MAP

Attached