

February 27, 2019

WHEREAS, in 2014, the Texas Department of Transportation (TxDOT) began a multi-year process, called the City Center Master Assessment Process (CityMAP), to receive feedback and input from stakeholders regarding the reinvention of major City Center highways in Dallas including reconstruction of Interstate 30 (I-30) from the Downtown "canyon" to Dolphin Road; and

WHEREAS, the CityMAP included feedback from more than 200 stakeholders representing residents, elected officials, government staff, advocacy groups, developers, business owners, and institutions in the study area; and

WHEREAS, the CityMAP made specific recommendations regarding the I-30 reconstruction including recommendations for improved multi-modal overpasses, reconfigured on and off ramps, additional overpasses, decking along the I-30 corridor; redesigned and rationalized street grid process; and lowered cross sections in East Dallas; and

WHEREAS, in June 2015, City Staff in conjunction with Downtown Dallas Inc. began a comprehensive long-term planning process to update the Downtown Dallas 360 strategic plan with The 360 Plan to further advance the original vision and guide the future of the City Center, including areas adjacent to the I-30 reconstruction project; and

WHEREAS, the 360 Plan planning process included feedback from more than 250 stakeholders during 150 stakeholder meetings with representatives from neighborhood groups, residents, business owners, and other community partners in the study area; and

WHEREAS, the 360 Plan made specific recommendations regarding I-30 including recommendations for: on and off ramps; overpasses; deck parks; bridges; frontage roads; width and depth of I-30; and recommendations for accommodating development along the edges of I-30; and

WHEREAS, on January 27, 2016, City Council adopted the City of Dallas Complete Streets Design Manual, a policy guide and reference for street design standards by Resolution No. 16-0173; and

WHEREAS, the City of Dallas Complete Streets Design Manual includes many of the same recommendations found in CityMAP, The 360 Plan, and the High Speed Rail Station Zone Assessment, and

WHEREAS, on June 13, 2016, the Transportation and Trinity River Project Committee was briefed by TxDOT staff on the recommendations from the CityMAP; and

February 27, 2019

WHEREAS, on November 6, 2017, the Mobility Solutions, Infrastructure and Sustainability Committee was briefed on the High Speed Rail Station Zone Assessment; and

WHEREAS, Texas Central Rail Partners identified an area abutting I-30 where High Speed Rail between Dallas and Houston will terminate; and

WHEREAS, Texas Central Rail, in conjunction with the City of Dallas, sponsored a study to make recommendations for the area surrounding the station, called the High Speed Rail Station Zone Assessment; and

WHEREAS, the High Speed Rail Station Zone Assessment plan made specific recommendations regarding I-30 including recommendations for reconstruction of Griffin Street, construction of a deck park, and improved multimodal overpasses; and

WHEREAS, on December 13, 2017, City Council adopted The 360 Plan by Resolution No. 17-1940; and

WHEREAS, in April 2018, TxDOT provided City staff with preliminary conceptual design plans for the reconstruction of I-30 starting at the I-35E/I-30 Horseshoe interchange in Dallas and ending at South Barry Avenue/Munger Boulevard; and

WHEREAS, the preliminary conceptual design plans for the reconstruction of I-30 that TxDOT provided to City staff do not yet include some of the items identified as important in the studies and manuals identified above; and

WHEREAS, on January 28, 2019, the Mobility Solutions, Infrastructure, and Sustainability Committee was briefed on guiding principles related to the construction of the I-30 corridor that are informed by CityMAP, The 360 Plan, the High Speed Rail Station Zone Assessment, and the City of Dallas Complete Streets Design Manual; and supported a resolution that identified the following eight guiding principles for reconstruction of I-30 through Dallas. The redesign should: (1) accommodate multi-modal connections across, and mass transit options along, the I-30 corridor; (2) incorporate "Complete Streets" and other urban design elements to frontage roads; (3) not be any higher or wider than the current I-30 and should include "at-grade" crossings to improve neighborhood connectivity; (4) include better multi-modal connection to the High Speed Rail station area; (5) maintain the street grid where appropriate; (6) maximize development potential of abandoned right-of-way through ramp reconfiguration; (7) provide for strategic placement of deck parks; and (8) allow for alternative scenarios for I-345 redesign and include design and plans for construction of I-345 concurrent with the I-30 reconstruction project; and

WHEREAS, TxDOT welcomes input and feedback from the City and impacted stakeholders on the future of the I-30 corridor.

February 27, 2019

Now Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That City staff shall communicate to Texas Department of Transportation the City's expectation that the I-30 redesign incorporate the guiding principles identified within CityMAP, The 360 Plan, the High Speed Rail Station Zone Assessment, and the City of Dallas Complete Streets Design Manual.

These guiding principles include that the I-30 corridor redesign should: (1) accommodate multi-modal connections across, and mass transit options along, the I-30 corridor; (2) incorporate "Complete Streets" and other urban design elements to frontage roads; (3) not be any higher or wider than the current I-30 and should include "at-grade" crossings to improve neighborhood connectivity; (4) include better multi-modal connection to the High Speed Rail station area; (5) restore the surface street grid wherever possible; (6) maximize development potential of abandoned right-of-way through ramp reconfiguration; (7) provide for strategic placement of deck parks; and (8) allow for alternative scenarios for I-345 redesign and include feasibility studies and design plans for construction of I-345 concurrent with the I-30 reconstruction project. Alternative scenarios for I-345 should enhance mobility for residents of Southern Dallas and consider growth projections related to travel patterns.

SECTION 2. That City staff shall continue to work with TxDOT and other partners and stakeholders to identify specific design recommendations for the I-30 reconstruction project. These recommendations will be based on professional engineering and urban design principles and practices which reflect the framework for geometric design that is more flexible, multi-modal and performance-based to make unique design solutions that meet the needs of all highway and street users.

SECTION 3. That City staff TxDOT would be judiciously prudent during design and right-of-way acquisition to minimize the use of eminent domain proceedings.

SECTION 4. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

