

Memorandum



CITY OF DALLAS

DATE January 23, 2019

TO Honorable Members of the Mobility Solutions, Infrastructure and Sustainability Committee

SUBJECT **I-30 East Project Update**

On Monday, January 28, 2019, you will be briefed on the status of the I-30 East Project, as well as the Department of Transportation's expectations and guiding principles for the project. The briefing materials, including a draft resolution, are attached for your review.

Please contact Michael Rogers, Director of the Department of Transportation, if you have any questions or concerns.

A handwritten signature in blue ink, appearing to read 'M. Al-Ghafry'.

Majed A. Al-Ghafry, P.E.
Assistant City Manager

[Attachment]

c: Honorable Mayor and Members of the City Council
T.C. Broadnax, City Manager
Chris Caso, City Attorney (I)
Carol A. Smith, City Auditor (I)
Biliera Johnson, City Secretary
Preston Robinson, Administrative Judge

Kimberly Bizer Tolbert, Chief of Staff to the City Manager
Jon Fortune, Assistant City Manager
Joey Zapata, Assistant City Manager
Nadia Chandler Hardy, Assistant City Manager and Chief Resilience Officer
M. Elizabeth Reich, Chief Financial Officer
Directors and Assistant Directors

I-30 East Project Update

**Mobility Solutions, Infrastructure
and Sustainability Committee**

January 28, 2019

**Michael Rogers, Director
Department of Transportation**



Purpose

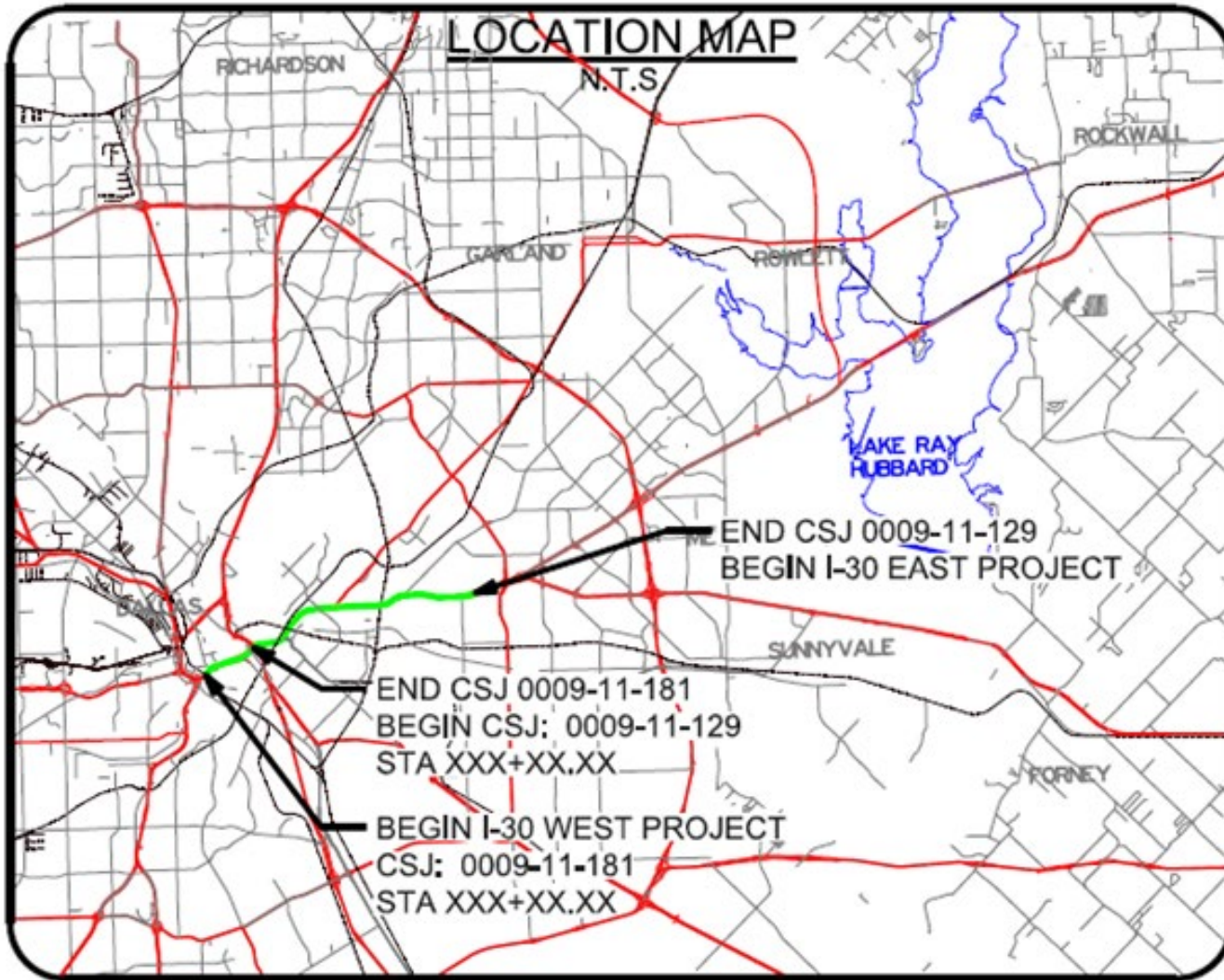
- Provide update on the I-30 East project
- Provide background on foundational studies informing the City's expectations for I-30 East design
- Seek Committee's support for staff response to the Texas Department of Transportation regarding the I-30 preliminary concept design plans



I-30 East Project



I-30 East Project



I-30 from
I-35E to US 80

TxDOT
preliminary
concept plans
cover the I-30/I-
35(E)
“horseshoe” to
Munger (about
3.5 miles)

Foundational Studies

Three studies inform Dallas' expectations for successful re-design of the I-30 east corridor project

- 1. CityMAP**

- 2. The 360 Plan**

- 3. High Speed Rail Station Zone Assessment (SZA)**

- Included in each of the above are concepts consistent with Dallas' Complete Streets Design Manual adopted by resolution of the City Council in January 2016.*



CityMAP

Evaluated scenarios for reconstruction of I-30 that integrate practical transportation and urban design solutions

- Sponsored by TxDOT and included extensive stakeholder input
- Focused on I-30 from Hotel Street to Dolphin Road
- Recommends enhancing urban connectivity by:
 - Improved multi-modal overpasses
 - Reconfigured on and off ramps
 - Additional overpasses
 - Decking
 - Reduced footprint by 15-18 acres
 - Redesigned and rationalized street grid pattern, and
 - Lowered cross sections in downtown and East Dallas



The 360 Plan

Strategic plan for downtown Dallas development that includes recommended design characteristics that should be secured through the I-30 reconstruction effort from I-35(E) to I-345

- Partnership between City of Dallas and Downtown Dallas, Inc. with extensive stakeholder input
- Adopted by the Dallas City Council in December 2017
- Recommends
 - Improved bridges for enhanced pedestrian and bicycle movement
 - Reconfigured on and off ramps
 - Additional overpasses
 - Deck parks at Convention Center and Farmers Market/Heritage Village
 - Narrowed I-30 footprint, and
 - Frontage roads designed as complete streets allowing for engagement by adjacent development



High Speed Rail Station Zone Assessment

Focuses on infrastructure design in the area surrounding the High Speed Rail station

- Sponsored by Texas Central Rail in partnership with the City
- Recommends
 - Improved multimodal overpasses for safe and effective pedestrian, vehicle, and bicycle movements
 - Construction of a deck park located adjacent to the Convention Center to connect Downtown and The Cedars and provide a civic front to the High Speed Rail Station
 - Reconstruction of Griffin street to allow for a more rationalized and efficient street grid network, and
 - Direct and improved access to the HSR station area



Common Recommendations in Studies

CityMap	The 360 Plan	High Speed Rail SZA
<ul style="list-style-type: none"> Improved multi-modal overpasses Reconfigured on and off ramps Additional overpasses Decking Reduced footprint by 15-18 acres Redesigned and rationalized street grid pattern Lowered cross sections in downtown and East Dallas 	<ul style="list-style-type: none"> Improved bridges for enhanced pedestrian and bicycle movement Reconfigured on and off ramps Additional overpasses Deck parks at Convention Center and Farmers Market/Heritage Village Narrowed I-30 footprint Frontage roads designed as complete streets allowing for engagement by adjacent development 	<ul style="list-style-type: none"> Improved multimodal overpasses for safe and effective pedestrian, vehicle, and bicycle movements Construction of a deck park located adjacent to the Convention Center to connect Downtown and The Cedars and provide a civic front to the High Speed Rail Station Reconstruction of Griffin street to allow for a more rationalized and efficient street grid network



Preliminary TxDOT Concept Plans for I-30

- TxDOT provided preliminary concept plans to staff in 2018
- Staff has reviewed the plans internally and is working with Downtown Dallas, Inc.'s Mobility Committee to received feedback from stakeholders on the plans
- Based on this work, and with MSIS Committee support, staff will:
 - Place an item on the City Council's February 28, 2019 agenda for approval of the attached resolution outlining the City's expectations for the project; and,
 - Formulate a response to TxDOT



General Comments on Preliminary TxDOT Concept Plans

- Some design elements identified as important in CityMAP, The 360 Plan, and the Station Zone Assessment are not yet included
- I-30 design is not yet informed by other important transportation projects such as D2, High Speed Rail, streetcar opportunities, and the Strategic Mobility Plan
- Plans do not include I-345
 - Staff is working with the North Texas Council of Governments to explore feasibility of adding I-345 to the I-30 plans



Guiding Principles for I-30 Redesign

- Based on Foundational Studies, City's response to TxDOT should support guiding principles for redesign that will:
 1. Accommodate multi-modal connections across the I-30 corridor
 2. Incorporate "complete streets" and other urban design elements to frontage roads
 3. New I-30 should not be any higher or any wider than the current I-30
 - Include "at-grade" crossings to improve neighborhood connectivity
 4. Include better multi-modal connection to the High Speed Rail station area



Guiding Principles for I-30 Redesign (continued)

5. Maintain the street grid, where appropriate
6. Maximize development potential of abandoned right-of-way through ramp re-configuration
7. Provide for strategic placement of deck parks
8. Allow for alternative scenarios for I-345 redesign
 - Prefer that project include design and plans for construction of I-345 concurrent with I-30 project



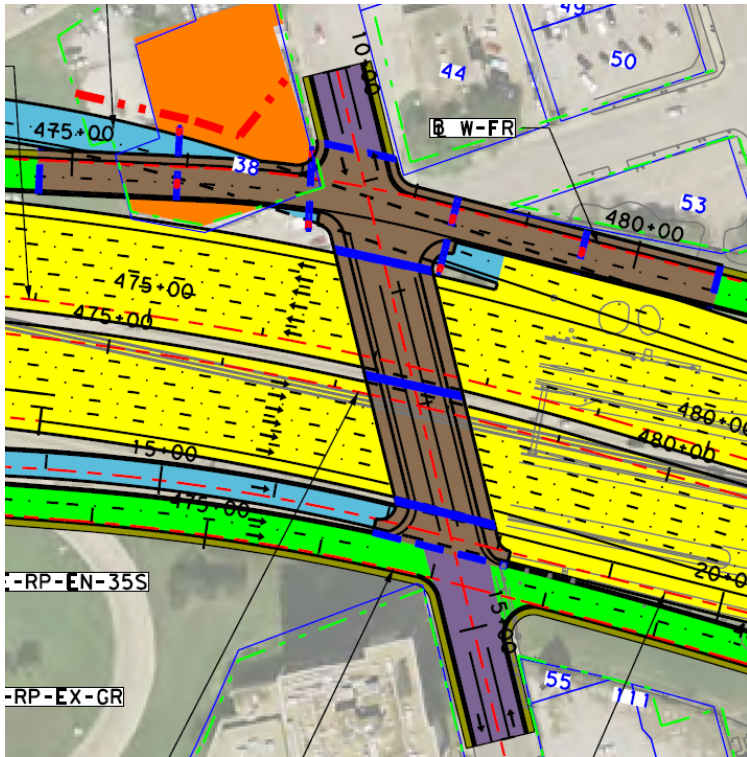
Guiding Principle #1

*Accommodate multi-modal connections
across the I-30 corridor*



Accommodate multi-modal connections across the I-30 corridor

Example of what to avoid

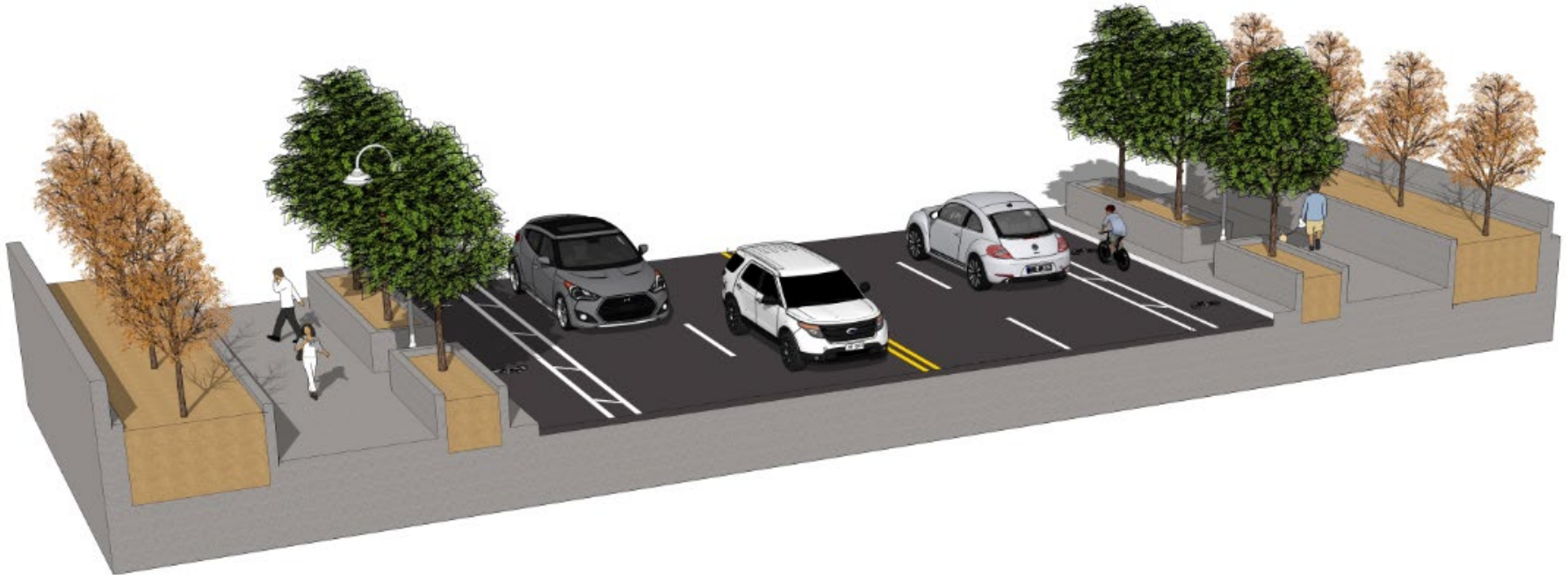


Proposed Akard Bridge



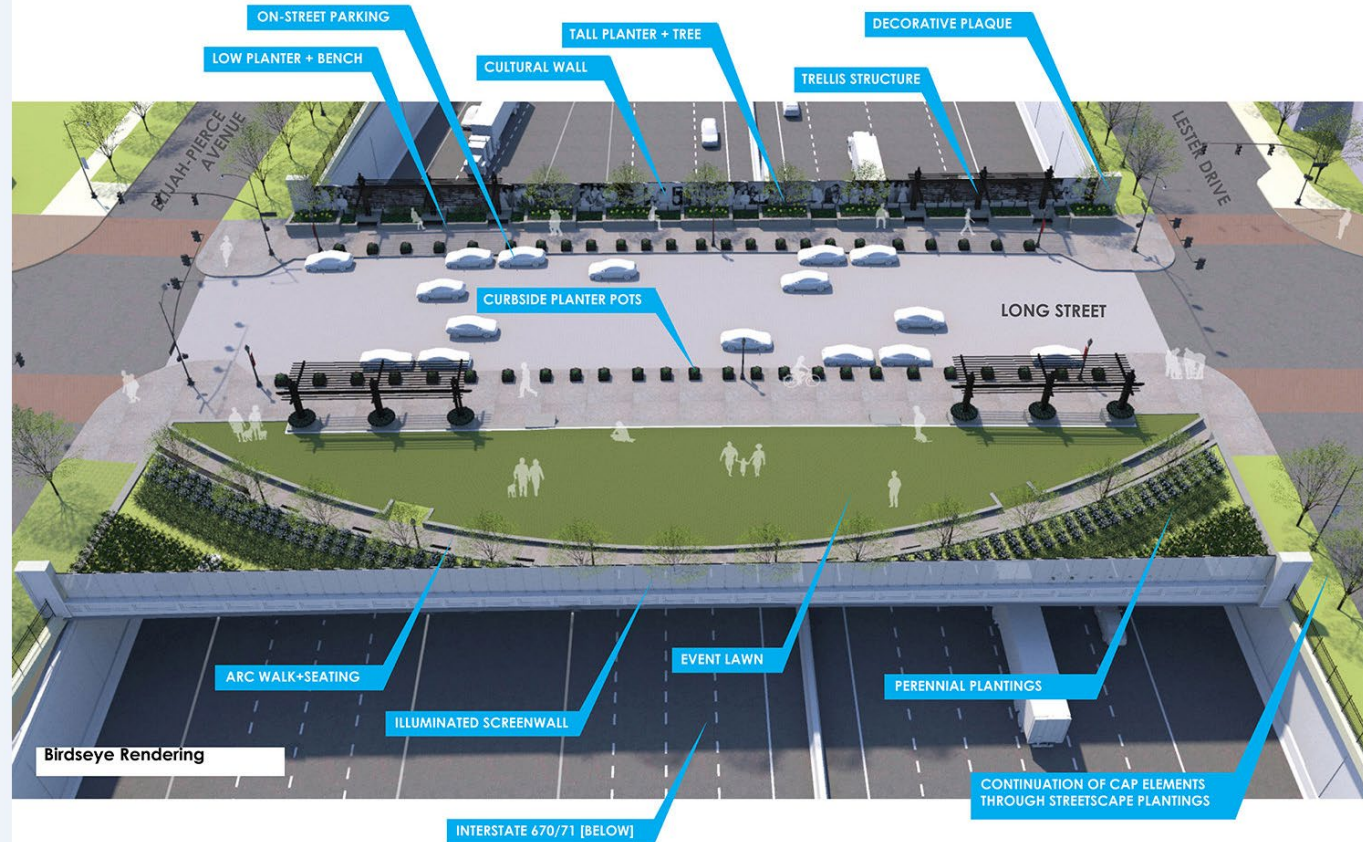
Churchill Way @ US-75

Accommodate multi-modal connections across the I-30 corridor



Example of Multi-modal bridge option over I-30

Accommodate multi-modal connections across the I-30 corridor



Example – Columbus, Ohio, Long Street Bridge

Accommodate multi-modal connections across the I-30 corridor



Example – Atlanta Fifth Street Bridge

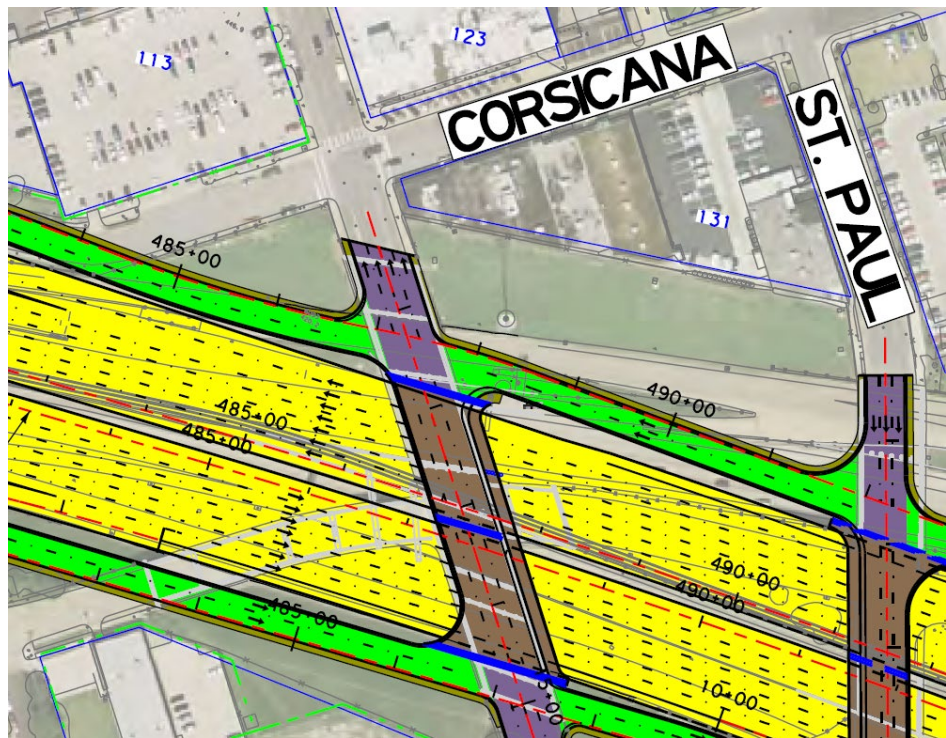
Guiding Principle #2

Incorporate “complete streets” and other urban design elements to frontage roads



Incorporate “complete streets” and other urban design elements to frontage roads

Example of what to avoid



Ervay & St. Paul Frontage Roads



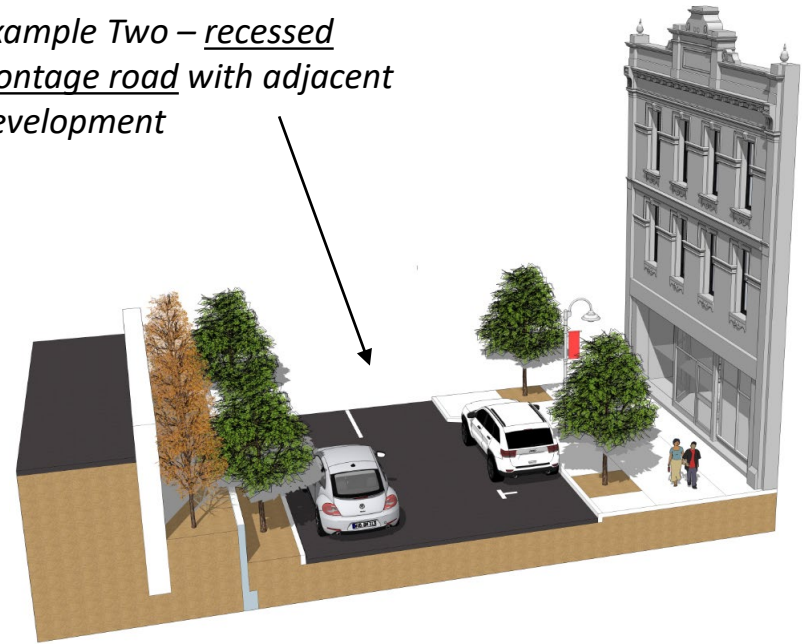
US-75 North of Lovers

Incorporate “complete streets” and other urban design elements to frontage roads

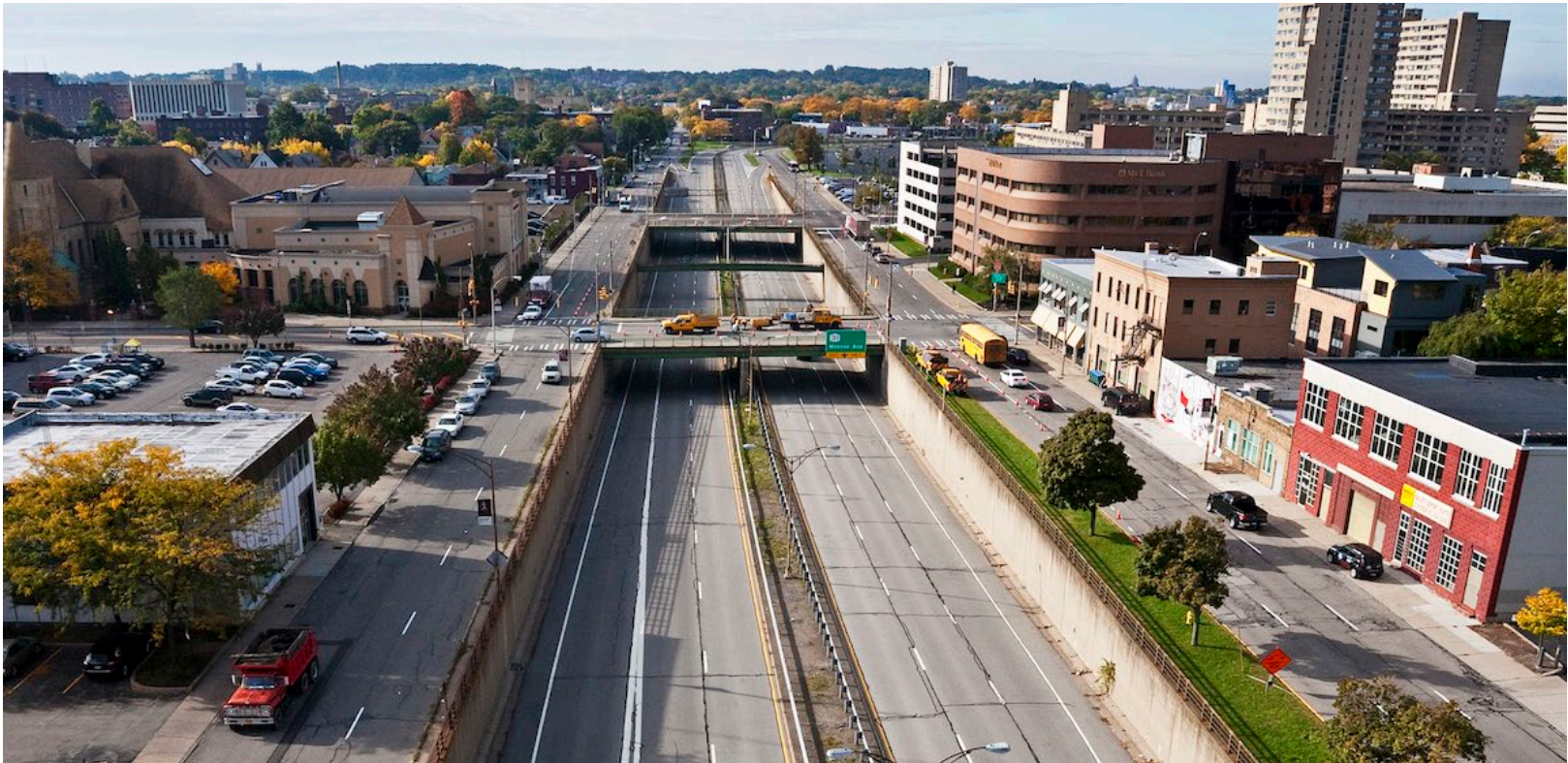
Example One – elevated frontage road with adjacent development



Example Two – recessed frontage road with adjacent development



Incorporate “complete streets” and other urban design elements to frontage roads



Example – Urban edge frontage road – Rochester, NY

Guiding Principle #3

New I-30 should not be any higher or any wider than the current I-30



New I-30 should not be any higher or any wider than the current I-30

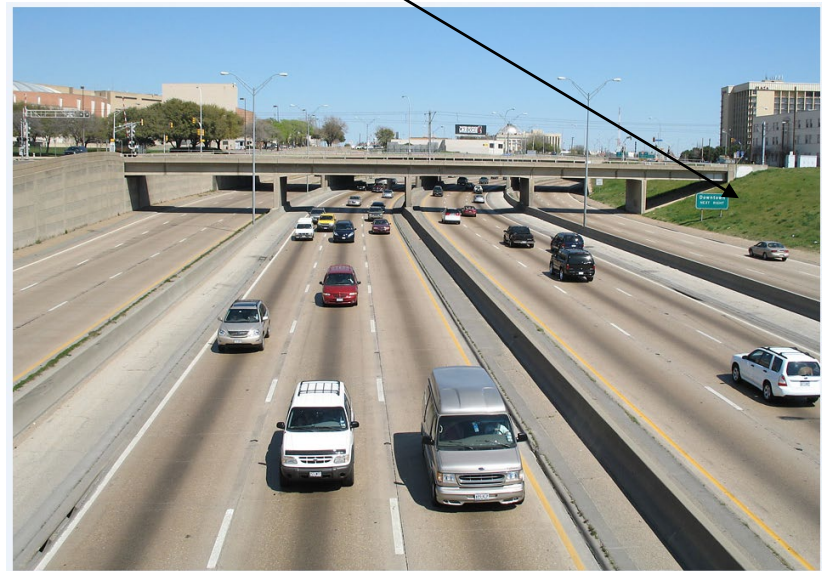
Example of some preferred elements

- Recessed roadway with vertical walls
- Frontage roads cantilevered over roadway to reduce impact



Example of some not-preferred elements

- Sloped embankment that extends the highway's impact



New I-30 should not be any higher or any wider than the current I-30

- Included in the concept of “no-higher/no-wider” is the idea of building the highway below grade
- Elevated highways tends to sever neighborhoods from each other
- CityMAP identified opportunities for recessing I-30 in the East Corridor to help re-engage communities on either side of the highway



New I-30 should not be any higher or any wider than the current I-30

- I-30 at East Grand – Current

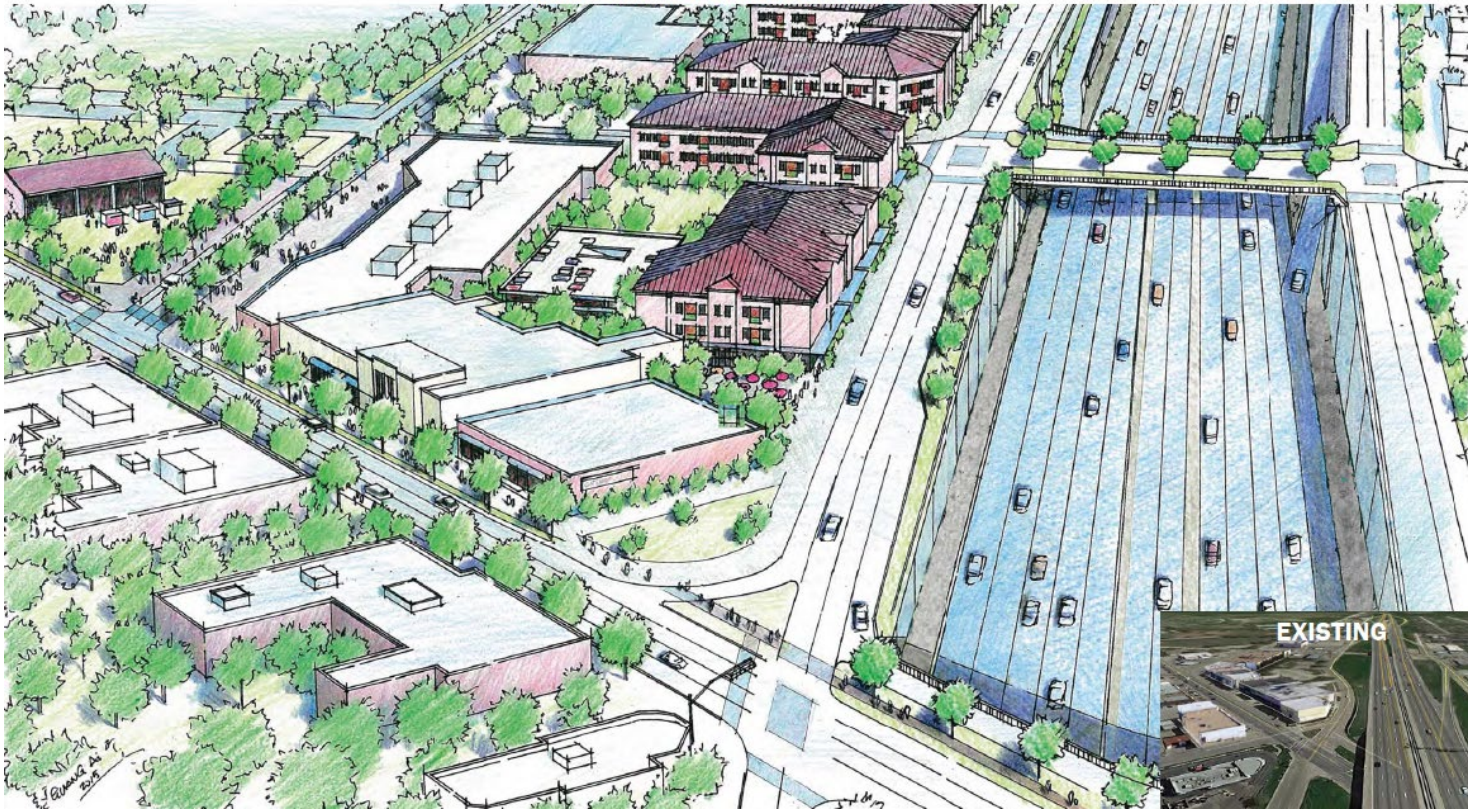


I-30 AT E GRAND AVENUE CURRENT STREET VIEW Source: Google Maps

Source: Page 112 of CityMAP

New I-30 should not be any higher or any wider than the current I-30

EAST GRAND AVENUE POTENTIAL



Source: Page 120 of CityMAP

Guiding Principle #4

Include better multi-modal connection to the High Speed Rail station area



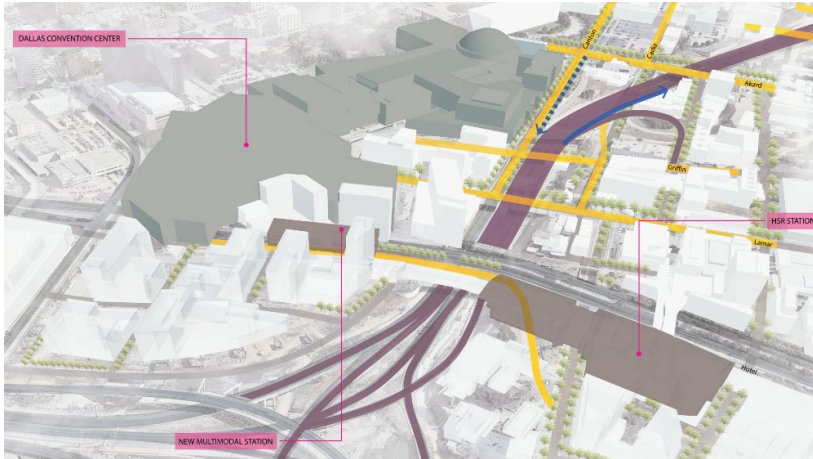
Incorporate better multi-modal connection to the High Speed Rail station area

- TxDOT concept plans developed before High Speed Rail identified its station location
- The High Speed Rail station, the new multimodal hub on the City's Lot E, and the anticipated surrounding development may change ingress and egress needs for this area
- I-30 plans need to be considered in the context of these new factors



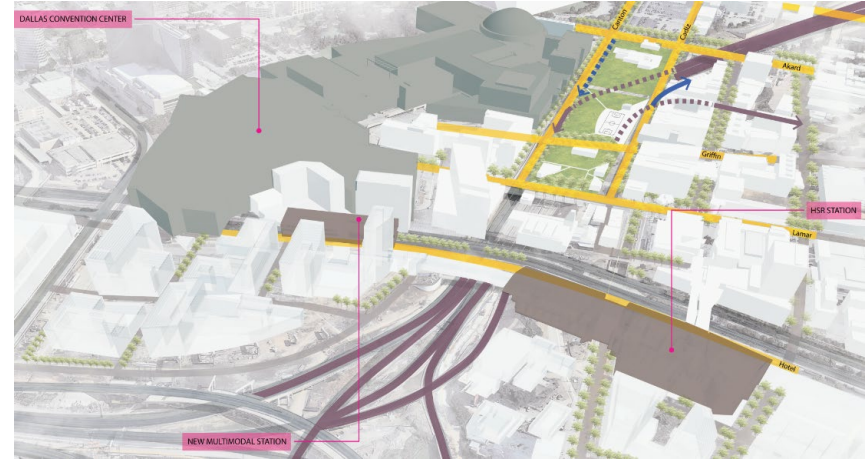
Incorporate better multi-modal connection to the High Speed Rail station area

TxDOT Preliminary Concept Plans



- Eliminates Cadiz connection across I-30
- Proposes cloverleaf style off-ramp to Griffin that eliminates development potential on that site
- Maintains/adds frontage roads designed for speed
- Bridges across I-30 do not adequately provide safe and comfortable multi-modal accommodations

The 360 Plan



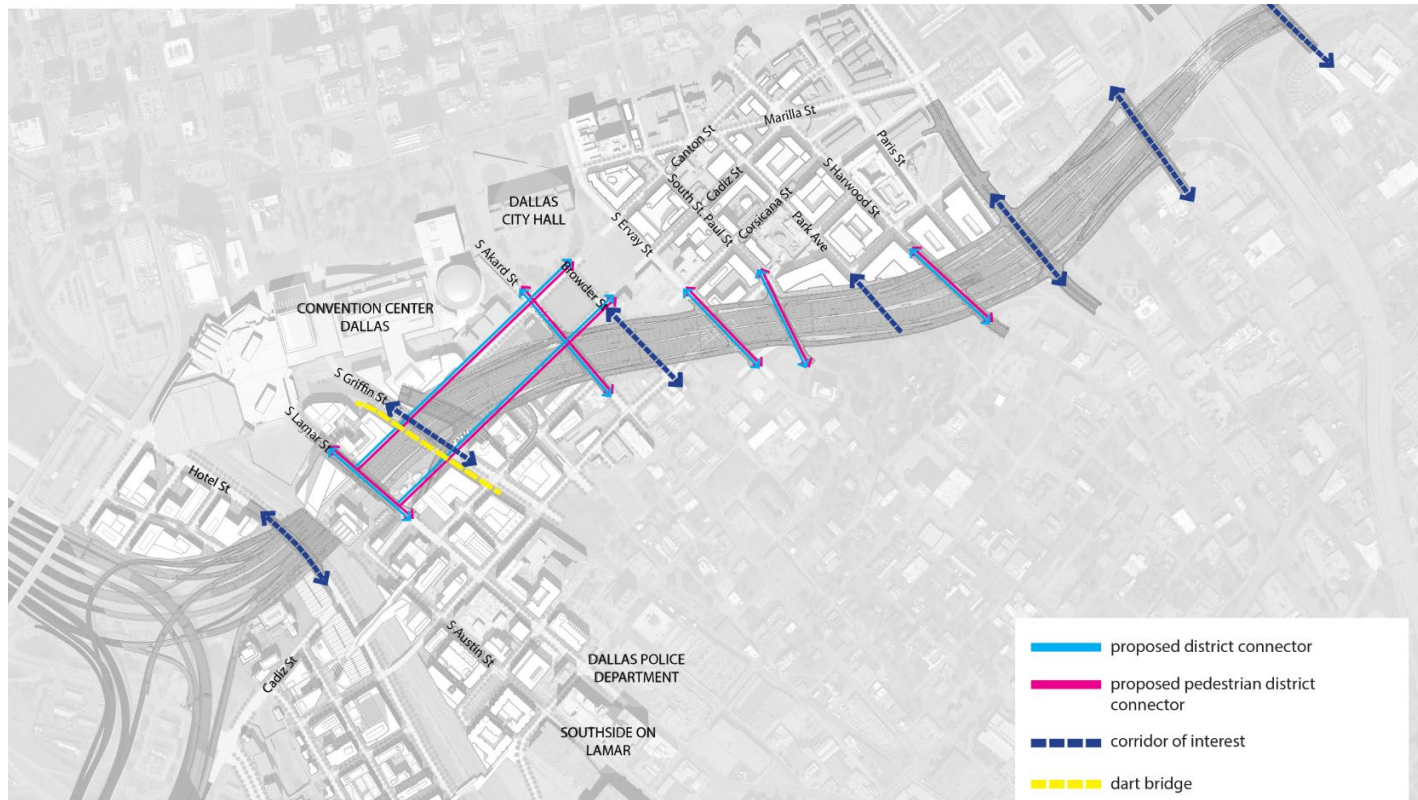
- Cadiz overpass across I-30 maintained
- Reimagines urban style off-ramps linking to reconnected city street grid and freeing land for development
- Frontage roads treated as complete streets which are friendlier to development, pedestrians, and connectivity
- Bridges across I-30 widened to provide safe, comfortable multi-modal connectivity

Guiding Principle #5

Maintain the street grid where appropriate



Maintain the street grid, where appropriate



Source: Dallas 360 Plan

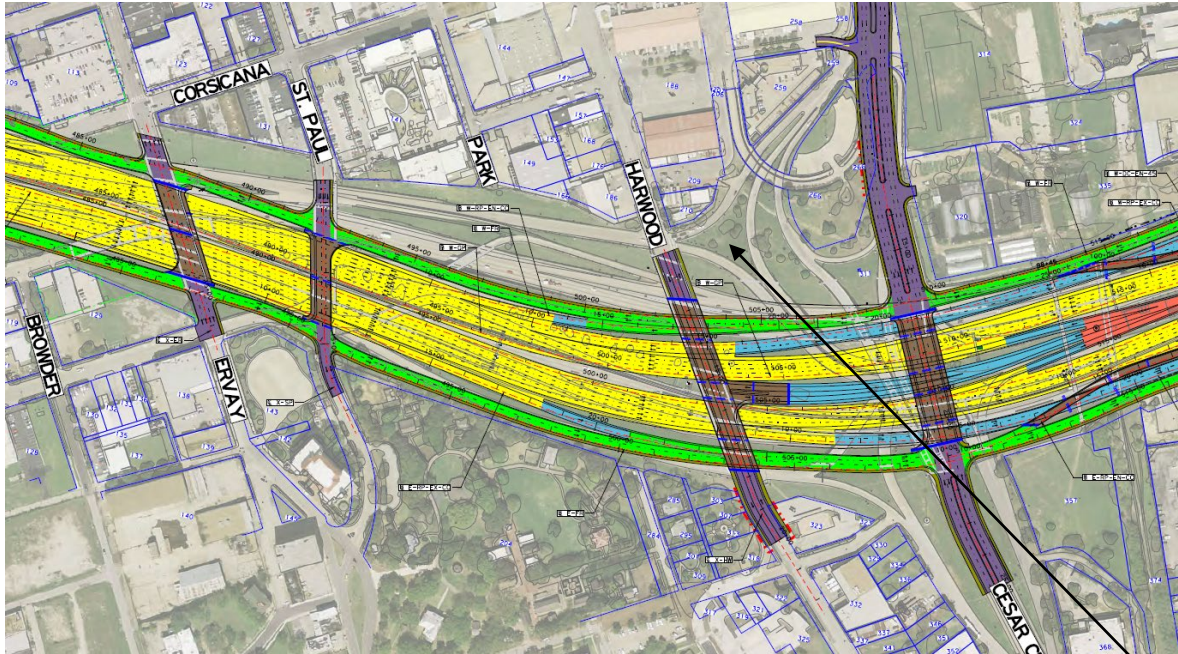
- TxDOT concept plans shut down some of the roads that connect the district
- Propose maintaining the street grids where possible

Guiding Principle #6

Maximize development potential of abandoned right-of-way



Maximize development potential of abandoned right-of-way



- TxDOT concept plans indicate there will be right-of-way abandonments with this project

Areas of potential development

Maximize development potential of abandoned right-of-way



- It is important for the right-of-way to be designed and constructed in a way that maximizes development opportunities

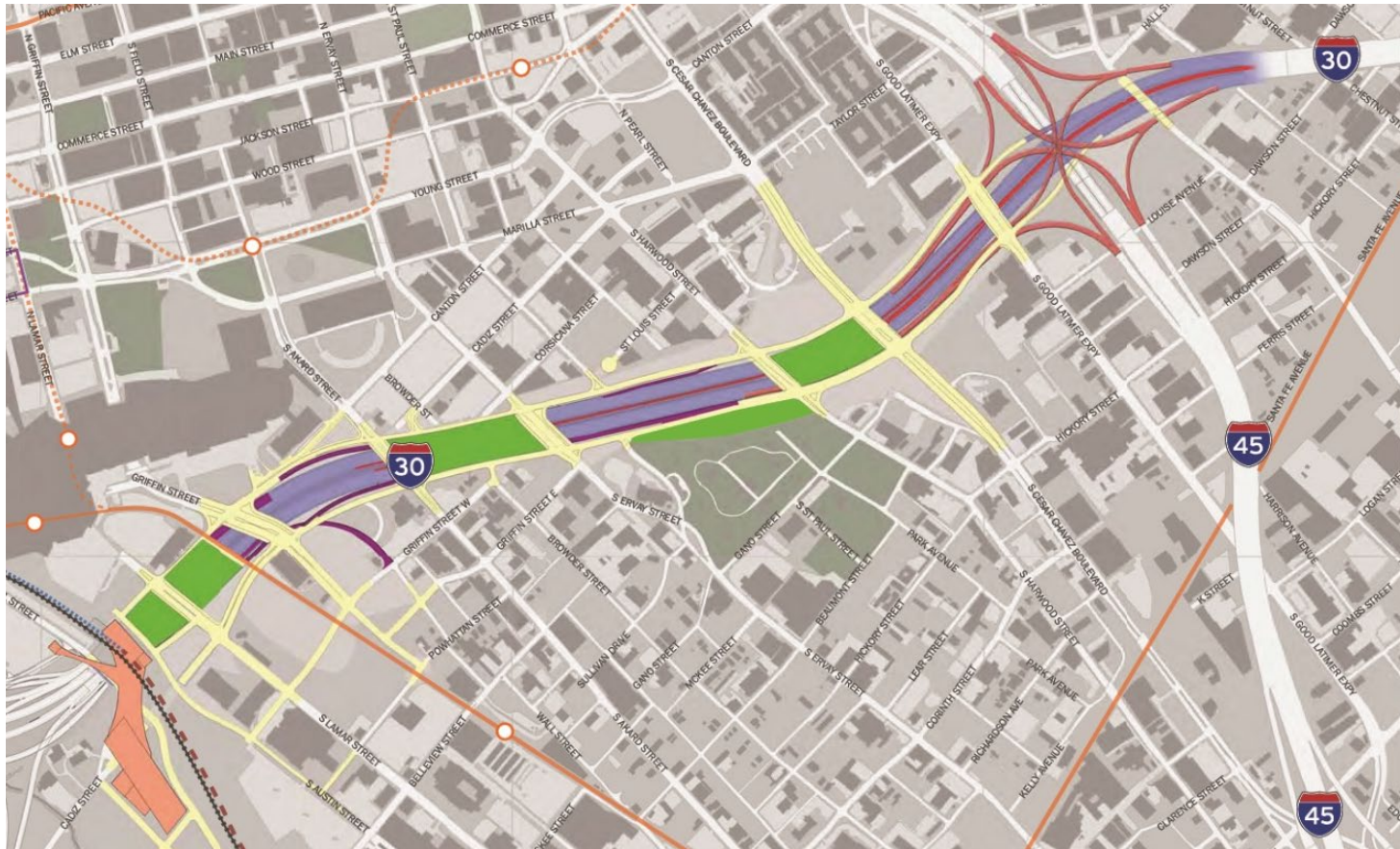
Example of new development areas proposed in The 360 Plan

Guiding Principle #7

Provide for strategic placement of deck parks



Provide for strategic placement of deck parks



- Deck park locations identified in CityMAP
- Further research needed to determine best location for deck parks throughout the corridor

Guiding Principle #8

Allow for alternative scenarios for I-345 redesign (prefer concurrent construction of I-345 with I-30 project)



Allow for alternative scenarios for I-345 redesign

- I-30 design should allow for all I-345 scenarios until one is selected
- I-345 should be constructed in conjunction with the I-30 project to limit disruption

Modify scenario

- Maintains elevated I-345 general purpose lanes
- Removes off-ramp to Main, Elm, Live Oak and Bryan Streets
- Removes on-ramps from Main and Commerce Streets

Removal scenario

- Constructs US-75 general purpose lanes below grade, along with frontage roads from US-75 to Woodall Rodgers at Pearl Street
- Removes elevated I-45 general purpose lanes from I-30 to south of US 175 (S.M. Wright)

Below grade scenario

- Removes elevated I-345 general purpose lanes
- Constructs new general purpose lanes below grade from Canton to Ross



Next Steps

- Receive MSIS Committee's support for the attached resolution outlining Dallas' guiding principles for I-30 project
- With Committee's approval, staff will
 - Place the resolution on the February 27, 2019 City Council agenda for approval by the full City Council
 - Submit a response to TxDOT with guiding principles related to the I-30 redesign
 - Continue seeking input from stakeholders to flesh out specific design recommendations related to the I-30 redesign



I-30 East Project Update

**Mobility Solutions, Infrastructure
and Sustainability Committee**

January 28, 2019

**Michael Rogers, Director
Department of Transportation**



WHEREAS, in April 2018 the Texas Department of Transportation (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, in 2014 TxDOT began a multi-year process, called the City Center Master Assessment Process (CityMAP), to received feedback and input from stakeholders regarding the reinvention of major City Center highways in Dallas including reconstruction of I-30 from the Downtown “canyon” to Dolphin Road; and

WHEREAS, the CityMAP process 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 process 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, the Dallas City Council’s Transportation and Trinity River Project Committee was briefed by TxDOT staff on the recommendations from the CityMAP process on June 13, 2016; 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 December 13, 2017, the City Council adopted The 360 Plan by Council Resolution 17-1940; 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 November 6, 2017, the Dallas City Council's Mobility Solutions, Infrastructure and Sustainability Committee was briefed on the High Speed Rail Station Zone Assessment; and

WHEREAS, on January 27, 2016, the City Council adopted the City of Dallas Complete Streets Design Manual, a policy guide and reference for street design standards by Council Resolution 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, the preliminary conceptual design plans for the reconstruction of I-30 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 City Council's Mobility Solutions, Infrastructure, and Sustainability Committee was briefed by City staff 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

WHEREAS, on January 28, 2019, the City Council's Mobility Solutions, Infrastructure, and Sustainability Committee 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 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.

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 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.

Section 2. That City staff shall continue to work with stakeholders to identify specific design recommendations for the I-30 reconstruction.

Section 3. That City staff shall continue to provide feedback and recommendations to TxDOT on the I-30 reconstruction project based on the feedback and recommendations received from stakeholders and through staff's own research.

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.