

February 22, 2023

WHEREAS, Interstate Highway (IH) 345 runs approximately 1.4 miles along the east side of downtown Dallas between IH-30 and Spur 366/Woodall Rogers Freeway connecting IH-45 and US Highway 75; and

WHEREAS, the Texas Department of Transportation (TxDOT) worked closely with the City of Dallas, Dallas County, the North Central Texas Council of Governments (NCTCOG), and other stakeholders to conduct a feasibility study to determine the future of IH-345; and

WHEREAS, the feasibility study included consideration of 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; and

WHEREAS, TxDOT has identified a recommended alternative, known as the "Refined Hybrid Option," that reconfigures the design of IH-345 to put the interstate main lanes in a below grade/trench configuration and provides existing and new city street connections above the interstate; and

WHEREAS, the "Refined Hybrid Option" facility would have a smaller footprint and would not be as visually intrusive as today's elevated structure; and

WHEREAS, the "Refined Hybrid Option" facility would eliminate the existing large physical barrier that impedes multimodal connectivity, would reconnect communities, and would allow for improved pedestrian and bicycle connections by reducing the number of ramps entering or exiting the street grid from a below grade IH-345; and

WHEREAS, the "Refined Hybrid Option" facility would potentially allow for large portions of the corridor to be capped in the future for parks and other uses; and

WHEREAS, on February 27, 2019, City Council authorized a resolution 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 by Resolution No. 19-0321; and

WHEREAS, on April 28, 2021, City Council adopted the City of Dallas Strategic Mobility Plan known as *Connect Dallas* by Resolution No. 21-0691; and

WHEREAS, on June 9, 2022, NCTCOG's 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; and

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WHEREAS, IH-345 is included in the “Mobility 2045 Update;” and

WHEREAS, it is the desire of the City of Dallas to support TxDOT’s “Refined Hybrid Option” recommended alternative for future redevelopment of IH-345.

Now, Therefore,

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

SECTION 1. That the City of Dallas supports the “Refined Hybrid Option” recommended by TxDOT for the future redevelopment of IH-345 to include:

1. the accommodation of the interface with DART’s D2 alignment as described in the City of Dallas Council Resolution (CR) 22-0317 dated February 9, 2022, and other multimodal connectivity including potential City of Dallas streetcar system expansion;
2. the incorporation of freeway capping opportunities for parks and other uses; and
3. the restoration of the surface street grid wherever possible;
4. the maximization of development potential of abandoned right-of-way; and
5. the incorporation of the six driving principles noted in *Connect Dallas* covering (a) Safety, (b) Environmental Sustainability, (c) Economic Vitality, (d) Housing, (e) Equity, and (f) Innovation.

SECTION 2. That City of Dallas staff shall continue to work with TxDOT, partnering agencies, and organizations and stakeholders to identify specific design recommendations for potential refinements to the IH-345 “refined Hybrid Option” reconstruction project as the design progresses. 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 multimodal users.

SECTION 3. 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.