

# Memorandum



CITY OF DALLAS

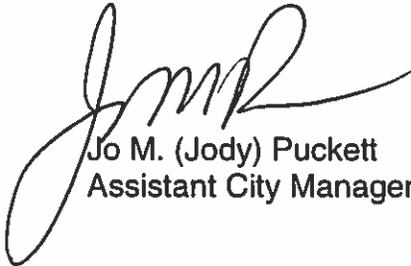
DATE July 28, 2017

TO Honorable Mayor and Members of the City Council

SUBJECT **Trinity Parkway Alternative 3C**

On Wednesday, August 2, 2017, you will be briefing on the Trinity Parkway Alternative 3C. The briefing materials are attached for your review.

Please feel free to contact me if you have any questions or concerns.



Jo M. (Jody) Puckett  
Assistant City Manager (I)

c: T.C. Broadnax, City Manager  
Larry Casto, City Attorney  
Craig D. Kinton, City Auditor  
Rosa A. Rios, City Secretary  
Daniel F. Solis, Administrative Judge  
Kimberly Bizzor Tolbert, Chief of Staff to the City Manager  
Majed A. Al-Ghafry, Assistant City Manager

Raquel Favela, Chief of Economic Development & Neighborhood Services  
Jon Fortune, Assistant City Manager  
Joey Zapata, Assistant City Manager  
M. Elizabeth Reich, Chief Financial Officer  
Nadia Chandler Hardy, Chief of Community Services  
Theresa O'Donnell, Chief of Resilience  
Directors and Assistant Directors

# Trinity Parkway Alternative 3C

Dallas City Council

August 2, 2017

Jody Puckett,  
Assistant City Manager (I)  
City Manager's Office



**City of Dallas**

# Presentation Overview

- Provide background on Trinity Parkway Alternative 3C
- Provide a current status on activities related to Trinity Parkway Alternative 3C

# Background

- Cooperating Agencies related to Parkway
  - Federal Highways Administration (FHWA) - Lead
  - U.S. Army Corps of Engineers (Corps)
  - Environmental Protection Agency (EPA)
- Project sponsors for Parkway
  - North Texas Tollway Authority (NTTA)
  - Texas Department of Transportation (TxDOT)
  - City of Dallas (City)
- Corps is the lead agency for the Dallas Floodway

# History

- “River Freeway” first identified in 1967 Dallas/Ft. Worth Regional Transportation Plan (NCTCOG)
- Was included in the “Consolidated Plan for the Open Space Development of the Trinity River System”
  - Adopted by Dallas City Council in 1970
  - Extension of Spur 366 (Woodall Rogers), traveling north along the east levee up to the confluence, then heading along the west fork of the Trinity River

# Additional History

- Further studied in the “Trinity Parkway Corridor Major Transportation Investment Study” (MTIS) (TxDOT, finalized 1998)
  - Recommendation of study was an 8/6 lane, 45 mph split parkway, inside the levees, from SH 183 & IH-35 to US 175
  - Study also stated that some or all of the Parkway could be tolled
  - Council approved the MTIS recommendations in September 1997

# Additional History

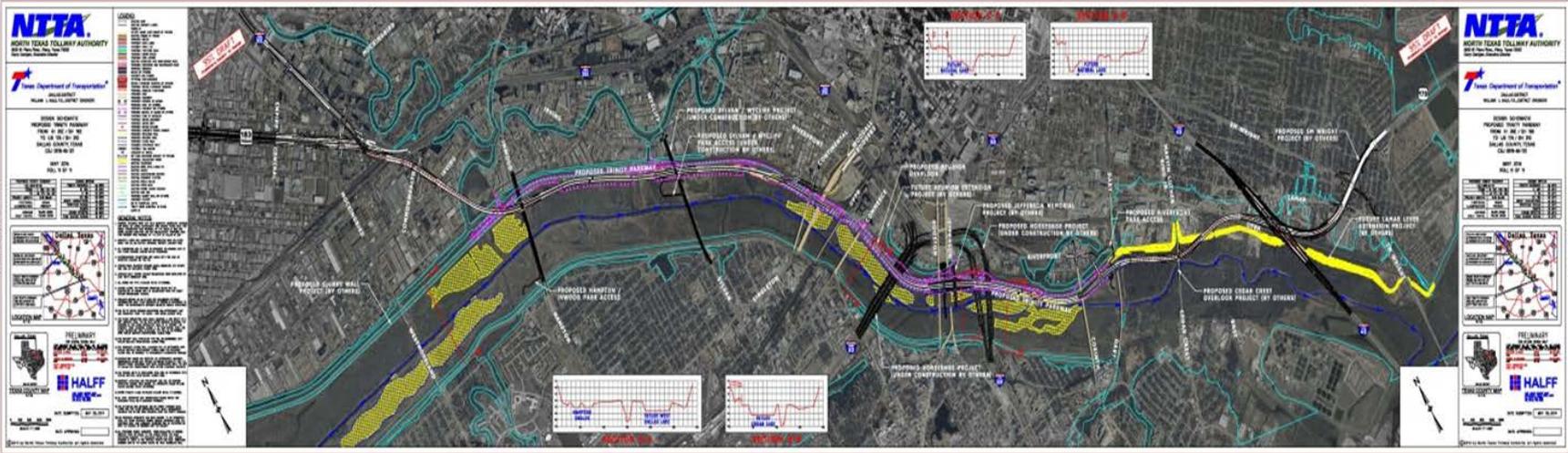
- Proposition 11 of the 1998 Bond Program included \$84 million for the Trinity Parkway (out of total \$246 million)
- In January 1999, City entered into an interlocal agreement with NTTA and TxDOT to pursue the Trinity Parkway
  - City committed to pay \$84 million to fund evaluation, design and construction, with NTTA commitment to reimburse a portion not attributed to right-of-way beginning on January 1, 2026, over a 20 year term
  - City could not advance any alternative to or conflicting proposal for the Trinity Parkway without NTTA consent

# Additional History

- Combined Riverside Alternative 3C (formerly 3A & 3B)
- Alternative 3B was approved as the locally preferred alternative on April 13, 2005 by the City Council
- Corps determined 3A and 3B would not be allowed, due to their impact on the levees
- Corps requirement to move Parkway an additional 50 ft. from the toe of the levee resulted in alternative 3C, which was briefed to the Trinity River Corridor Council Committee in May 2009
- NTTA provide vehicular access from bridges crossing Trinity River
- NTTA could excavate lakes in order to use dirt for embankment

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# Trinity Parkway Alternative 3C



# Additional History

- Final EIS was released for public comment and a public hearing was held on April 24, 2014
- Between Fall 2014 and Spring 2015, the “Dream Team” was working on ways to implement a softer, gentler Trinity Parkway to be presented to the City Council for consideration
- In April 2015, the “Dream Team” presented the Trinity Parkway Design Charrette (Charrette) to the City Council
- On April 2, 2015, the FHWA released the Record of Decision (ROD) for the Trinity Parkway selecting Alternative 3C

# Additional History

- Corps released the ROD for the Modified Dallas Floodway Project and Balanced Vision Plan including with and without Trinity Parkway Alternative 3C
- Following these actions, City Council directed staff (resolution on April 16, 2015) to reconcile the Charrette and the ROD through a technical review process
- May 2015 – June 2015 Public Input Meetings related to the Charrette
- Summer 2015 – Spring 2016 Technical Team and Advisory Committee perform analysis

# Additional History

- On March 21, 2016, results presented to the Transportation and Trinity River Council Committee outlining the technical review and possible scenarios through the Trinity Parkway Design Charrette Technical Proposal (Technical Proposal)
  - Generally, the assessment recommended a phasing approach that would provide an opportunity to continue with work under the existing RODs
  - Would require future design submittals and financial feasibility by NTTA

# Additional History

- In March 2016, Regional Transportation Council approves the Mobility 2040 Plan showing a four lane roadway in 2037 and at 6 lanes by 2040
- April 2016 – October 2016 senior leadership at the City and partner agencies begin working on a draft interlocal agreement to incorporate the Technical Proposal into the next phase of the work related to the Trinity Parkway

# Additional History

- CityMap was released in June 2016 which set the vision for TxDOT and City partnership on roadways in Dallas
- In September 2016, TxDOT released an addendum that presented traffic assumptions with and without the six (6) lane Trinity Parkway using 2040 Mobility
- These scenarios are summarized based on traffic count information directly from CityMap

# CityMap Traffic Count Summary

TRAFFIC COUNTS					
SCENARIOS					
	2017 Existing	2040 No-Build	2040 MTP (Preliminary)	CityMAP w/ Prkwy	CityMAP w/out Prkwy
<b>IH 30 (4-2R-4)</b>					
Canyon (Horseshoe to IH345)	153,000	175,000	177,000	182,400	183,000
IH 345 to Fitzhugh Ave	235,000	259,000	295,000	253,000	251,000
Fitzhugh to Samuell Blvd	223,000	255,000	282,000	240,000	241,000
Thoroughfares					
Elm St	12,000	22,000	13,000	15,000	15,000
Commerce St	11,000	18,000	14,000	17,000	17,000
<b>IH 30 (5-2R-5)</b>					
Canyon (Horseshoe to IH345)	153,000	175,000	177,000	205,000	205,000
IH 345 to Fitzhugh Ave	235,000	259,000	295,000	284,000	283,000
Fitzhugh to Samuell Blvd	223,000	255,000	282,000	281,000	279,000
Thoroughfares					
Elm St	12,000	22,000	13,000	16,000	16,000
Commerce St	11,000	18,000	14,000	17,000	17,000
<b>IH 35E Lowest Stemmons</b>	293,000	337,000	268,000	266,000	273,000
<b>IH 35E Southern Gateway (8th to Zang)</b>	234,000	258,000	290,000	288,000	287,000

Information from the Dallas City Center CityMAP Master Assessment Process



# Rejecting Trinity Parkway Alternative 3C

- Should the City Council reject the Trinity Parkway Alternative 3C, the following actions may be pursued:
  - Proceed with notification of partner agencies rejecting support for Trinity Parkway Alternative 3C
  - Proceed with the Modified Dallas Floodway Project under the approved “without Parkway” alternative

Note: Future work related to the Corps’ ROD (with or without Trinity Parkway) requires permitting, implementation in phases with flood risk management being first, and submittal of designs for review

# Questions?



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# Appendix

- CityMap
- Expenditure Summary



# CityMap - <http://dallascitymap.com/>

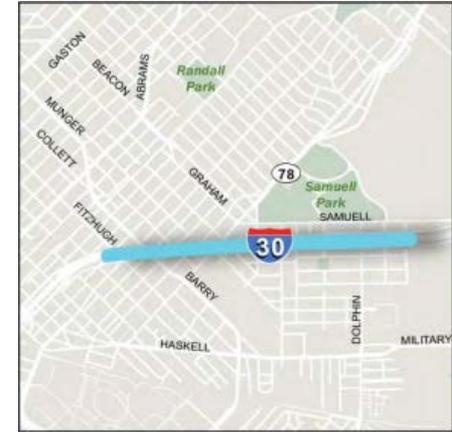
Canyon (Horseshoe to IH345)



IH345 to Fitzhugh Ave



Fitzhugh Ave to Samuel Blvd



Thoroughfares Elm St and Commerce St



IH 35 E Lowest Stemmons



IH 35 E Southern Gateway (8th to Zang)



"Lowest Stemmons Freeway" is the section from 1-30 to Oak Lawn Ave

# Trinity Parkway Expenditure Summary

- 1998 Proposition 11 allocated \$84M toward the Trinity Parkway of which approximately \$36M remains unspent and reprogrammed
  - Expenditures to date include funding for the EIS, land acquisition (most of which has been transferred to TxDOT for the SM Wright Project), access improvements in the Dallas Floodway, Charrette work
- NCTCOG RTC and TxDOT funding allocated funds towards advancing design
  - Approximately \$40.5M expended on the 35% plans