

Trinity Parkway Environmental Impact Statement

Dallas City Council

October 1, 2003

Purpose of Briefing:

- To provide background information on the ongoing Trinity Parkway Environmental Impact Statement (EIS)
- To discuss issues related to adding a new alternative to the EIS
- To show the timeline for the EIS and for construction of the Trinity Parkway
- To receive Council direction on proceeding with further studies (EIS & Urban Design) related to the Trinity Parkway

Background

- Trinity Parkway EIS process began in Summer 1999
- City contracted with NTTA to prepare this EIS (\$5M escrowed to be paid out as invoiced)
- 5 alignments, from US 175 to Hwy 183, being studied:
 - Industrial elevated
 - Industrial at-grade
 - Split landside
 - Split riverside
 - Combined (east levee)
- Current status – EIS process on hold awaiting decision on “Urban Design” parkway

Background

- All alignments were studied as:
 - 55-mph
 - Tolloed
 - 8 lanes from Hwy 183 to IH-30
 - 6 lanes from IH-30 to US 175
- Tiered purpose & need:
 - Primary purpose: to provide traffic congestion relief
 - Secondary purpose: to be determined after alignment is selected, and addressed in subsequent environmental documents

“Urban Design” Parkway

- New alternative proposed by the Urban Design Study, as more compatible with Park setting
- Functions similar to Combined Parkway except:
 - 6 lanes from Hwy 183 to Continental St., 4 lanes from Continental St. to SH 175
 - Reduced number of ramps at Woodall Rodgers, Commerce St., Corinth St.
 - Addition of ramps to Industrial Blvd. at Continental St. and between Corinth St. and DART rail line (Industrial becomes collector-distributor road)
 - Additional analysis and detail work on aesthetics, compatibility with park environment and driver experience

“Urban Design” Parkway

- “Multi-purpose”, to provide balance among:
 - Transportation
 - Recreation
 - economic development
- All purposes are viewed as equally important
- Reduces emphasis on traffic relief, allows approval for higher traffic volumes by FHWA

Issues

- EIS must be changed from the tiered purpose to multi-purpose
- “Urban Design” Parkway must be analyzed to the same extent as other alternatives (e.g. noise, air quality, historical sites, etc.)
- Other alternatives must be analyzed as 6 lane roadways
- Change order needed for current EIS contract with NTTA for Halff Associates to provide additional analyses needed for EIS (~ \$1M)
 - As a result of a lawsuit, the regional Air Quality Conformity Plan must be reevaluated, requiring new demographics
 - Approximately 30% needed for update to demographics in EIS

Issues

- EIS must be in agreement with current regional Air Quality Conformity Plan (AQCP) with regard to lane count of the Trinity Parkway
 - Regional AQCP developed by NCTCOG
 - AQCP must show that our transportation plans will not increase emissions beyond allowable limits
 - If we do not meet AQCP, transportation plans that are not in compliance cannot be built
- Previous AQCP showed Trinity Parkway with 8 lanes
- City should request a change in the AQCP to show Trinity Parkway as 6 lanes

Why include “Urban Design” Parkway in EIS now?

- “Urban Design” Parkway must be evaluated on an equal basis with other alignments (noise, air quality, etc.) to be acceptable to FHWA
- EIS process has been suspended while “Urban Design” Parkway development was in process
 - FHWA recommended suspension while details of alternative were being developed
- Deadline of March 2007 to achieve Record of Decision on EIS documents has an extremely tight schedule which requires work on the EIS modifications to begin now
- If this deadline is not met, EIS must be modified to reflect 2030 demographics

Timeline

- October 2003 – February 2004: Halff completes reevaluations in EIS, begins reviews (FHWA, TxDOT)
- September 2004 – Reviews complete, Public comment period begins (60 days)
- November 2004 – Council decision on locally preferred alignment
- May 2005 – Trinity Parkway Draft EIS and Dallas Floodway Draft Supplemental EIS complete; begin reviews

Timeline

- November 2005 – Reviews complete; Public comment period begins (60 days)
- June 2006 – Design can begin at risk
- November 2006 – Document finalized; final public comment period begins (45 days)
- By March 2007 – Record of Decision signed by Corps and FHWA
- April 2007 – Grading can begin for roadway

Related Urban Design Issues

- Project components have been identified that could benefit from urban design treatments
 - Finalize detailed cross-sections of Trinity Parkway
 - Provide Urban Design treatments for Industrial Blvd., Lamar Blvd. and S.M. Wright Freeway (downgraded to boulevard)
 - Assist Corps with location, species of tree plantings in the floodway
 - Develop general guidelines for portions of remainder of project (park amenities, pedestrian bridges, landscaping, trails, etc.)
- Recommend retaining Chan Krieger & Associates and TDA, Inc. to maintain urban design focus and continuity of project

Council Decisions

- Direct NTTA to include the “Urban Design” Parkway & amend the project purpose in the EIS
- Direct City Manager to request a change in the Air Conformity Plan to reflect the Trinity Parkway as 6 lanes
- Approve change order to Halff to perform additional analyses
- Approve contract with Chan Krieger & Associates and TDA, Inc. for urban design analyses