

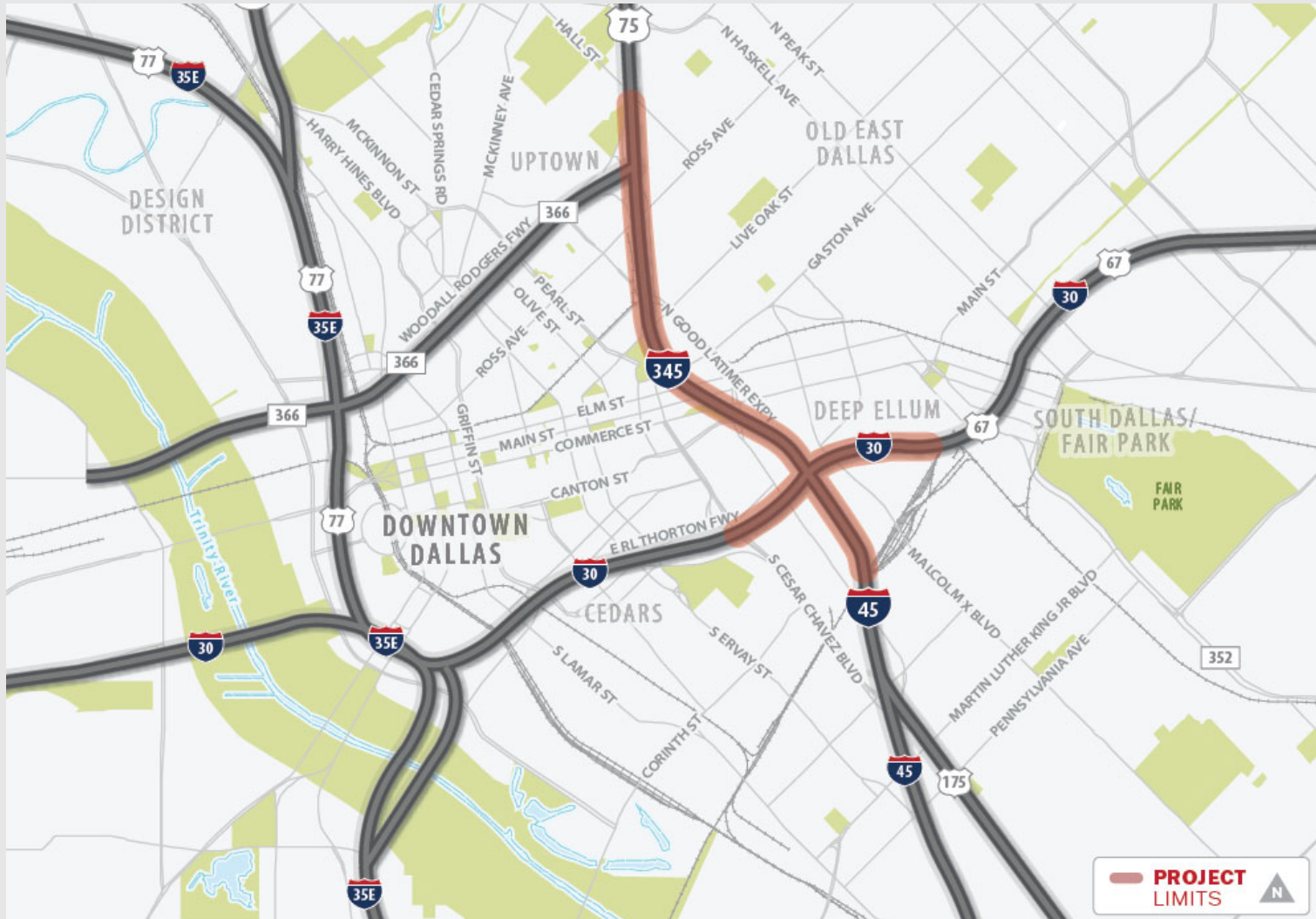


# I-345 Connects - Schematic/ Environmental Phase - Council Briefing





**I-345 CONNECTS PROJECT LIMITS:**  
From I-30 to Woodall Rodgers Freeway (Spur 366)  
**PROJECT LENGTH:**  
Approximately 2.8 miles





**2012**

## Initial Feasibility Study Conducted

9 alternatives developed and examined



**2014**

## CityMAP Study conducted “art of the possible”

Examined 5 potential scenarios



**2018**

## Feasibility Study Initiated

5 alternatives developed based on CityMAP scenarios



**2022**

## Hybrid Option identified as Recommended Alternative

Recommended Alternative to be carried into the I-345 Connects Project Schematic & Environmental Phase



*Dallas City Council approved TxDOT's plan for the I-345 Connects Project and passed a conditional resolution of support for the "Refined Hybrid Option" in May 2023.*



## Section 1 –

- Interface with D2
- Freeway capping opportunities
- Restoration of the surface street grid
- Development of future surplus ROW
- Connect Dallas

Section 2 – Integration of relevant city design elements, plans, and policies

Section 3 – Council briefings every six months

Section 4 – Structural engineering for capping/decking

Section 5 – Truck re-routing

Section 6 – City of Dallas independent study or grant requests

Section 7 – Meet the needs of all multimodal users

Section 8 – Effective immediately (May 24, 2023)



- Subcommittees were formed to address the various elements of the city council resolution.
- Subcommittees formed:
  - Restoration of Surface Street Grid
  - Surplus ROW
  - Connect Dallas
- Subcommittees include representation from appropriate city departments.

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

1. 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. Incorporation of freeway capping opportunities for parks and other uses;
3. Restoration of the surface street grid wherever possible;
4. Maximization of development potential of abandoned right-of-way; and
5. 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.



- Purpose – restoration of the surface street grid (Section 1 of the resolution)
- Objective – develop typical sections/thoroughfare plan for each cross street over I-345
- Goals:
  - Incorporate into the schematic/EA in coordination with freeway capping opportunities
  - Improve neighborhood connectivity and other modes of transportation, including streetcar and pedestrian/bicycles
  - Update City Thoroughfare Plan/Complete Streets Design Manual (if needed)
- City of Dallas departments represented:
  - Economic Development
  - Housing
  - Planning and Urban Development
  - Transportation
  - Public Works



- 20 Sessions held:
  - August 21 – March 5
  
- Discussion highlights:
  - Cross street connections/Typical section
  - Corridor walkability/Pedestrian access
  - Multimodal accommodations, including streetcar and bicycles
  - Potential enhancements/capping (in coordination with other subcommittees)
  
- Action items:
  - City – Cross Street Typical Sections, including lane widths, sidewalk, cycle tracks and future streetcar
  - TxDOT – Accommodations for City typical sections





- Purpose – development of future surplus ROW (Section 1 of the resolution)
- Objective – identify areas/dimensions and utilization of potential surplus ROW along I-345
- Goals:
  - Incorporate into the schematic/EA in coordination with freeway capping opportunities and the street grid
- City of Dallas departments represented:
  - Economic Development
  - Housing
  - Transportation
  - Public Works
  - Parks
  - Environmental
  - Planning & Urban Development



- 9 Sessions held:
  - August 21 – December 1
  
- Discussion highlights:
  - Potential enhancements/capping (in coordination with other subcommittees)
  - Locations/dimensions of surplus ROW and potential use
  
- Action items:
  - TxDOT – Develop exhibits for potential capping/development.
  - TxDOT – Provide parcel specific layouts, with City setbacks, for coordination/feedback from the City.



- Purpose – adhere to *Connect Dallas* Strategic Mobility Plan (Section 1 of the resolution)
- Objective – access along I-345 and with adjacent project corridors
- Goals:
  - Incorporate into the schematic/EA and traffic analysis
  - Evaluate/implement different transportation modes, including streetcar and pedestrian/bicycle
- City of Dallas departments represented:
  - Economic Development
  - Housing
  - Planning and Urban Development
  - Transportation
  - Public Works



- 6 Sessions held:
  - August 22- October 13
  
- Discussion highlights:
  - Assurance I-345 and I-30 East Corridor Schematics are coordinated, and access is a priority.
  - Proposed access for I-30 and I-345 to Fair Park, Baylor Hospital, Deep Ellum, Farmer’s Market, and Central Business District
  - Multimodal accommodations, including streetcar and pedestrian/bicycle (in coordination with other subcommittees and Resolution Section 7)
  
- Action Items:
  - COD to provide any updates to *Connect Dallas* Strategic Mobility Plan
  - TxDOT/City of Dallas to meet with local Stakeholders in advance of public meeting (Spring 2024)



- I-345 Schematic accommodates future D2 (Section 1 of the resolution)
  - Do not anticipate needing a subcommittee unless revisions from other subcommittees impact D2 alignment.
  
- Freeway capping opportunities (Section 1 and Section 4 of the resolution)
  - Surface Street Grid and future surplus ROW needed to be reviewed and set prior to looking at capping opportunities.
  - When the Street Grid and Surplus ROW committees wrap up will then work into capping opportunities.

**RESOLUTION SECTION 4.** That the City of Dallas’ support for the “Refined Hybrid Option” is conditioned on TxDOT incorporating structural engineering for capping and decking into the design phase of the “Refined Hybrid Option” project.



**RESOLUTION SECTION 2.** That the City of Dallas' support for the "Refined Hybrid Option" is conditioned on the development of TxDOT's design phase for the "Refined Hybrid Option" integrating relevant City of Dallas design elements, plans, and policies, including but not limited to:

1. Comprehensive Environmental & Climate Action Plan;
2. Racial Equity Plan;
3. Economic Development Policy; and
4. Street Design Manual.

- The following monthly meetings were held with the City to address Section 2:
  - August 8, 2023 – Kickoff
  - Sept 12, 2023
  - Oct 17, 2023
  - Nov 14, 2023
  - Dec 12, 2023
  - Jan 9, 2024
  - Feb 13, 2024



Plans from Section 2 and specifics to I-345:

1. Comprehensive Environmental & Climate Action Plan (presentation Sept 12, 2023)
  - Environmental Assessment – include in environmental analysis presented at public hearing (Fall 2024)
2. Racial Equity Plan (presentation Sept 12, 2023)
  - Connected Communities – Surplus ROW, capping opportunities, cross street connections
3. Economic Development Policy (presentation Sept 12, 2023)
  - Infrastructure Investment – Walkable communities, access to employment, attractive to business development
  - Zoning – potential changes in coordination with Surplus ROW discussion
4. Street Design Manual (presentation Oct 17, 2023)
  - Safety – cross street typical sections, transportation modes



- Forward Dallas (presentation Oct 17, 2023)
  - Surplus ROW – recommends integrated mixed-use strategy
- Dallas Housing Policy 2033 (presentation Nov 14, 2023)
  - Safety – cross street typical sections, transportation modes
  - Surplus ROW – recommends integrated mixed-use strategy
- Strategic Mobility Plan 2021 (presentation Nov 14, 2023)
  - Compact & Connected – mode choice, streetscape, city street sections
  - Streetcar planning
- Bicycle Plan (presentation December 12, 2023)
  - Coordination with Deep Ellum/DDI planned Jan 9, 2024
- Parking (presentation December 12, 2023)
  - Parking requirements – impacts to city street sections
- Dallas 360 (presentation December 12, 2023)
  - Coordination with Deep Ellum/DDI planned Jan 9, 2024





**RESOLUTION SECTION 3.** That the City of Dallas' support for the "Refined Hybrid Option" is conditioned on TxDOT briefing an appropriate City Council committee at least once every six months throughout the "Refined Hybrid Option" design phase.

- Tentative City Council Briefings:
  - September 2024 (in advance of public hearing)



**RESOLUTION SECTION 5.** That the City of Dallas' support for the "Refined Hybrid Option" is conditioned on TxDOT studying possible truck re-routing from I-345 in connection with the "Refined Hybrid Option" project.

- Feasibility Study reviewed origin/destinations of those that use I-345
  - Most users originated within the City of Dallas and are destined within the City of Dallas.
  
- TxDOT Freight Mobility Plan 2018
  - Blueprint for facilitating economic growth potential in Texas through a solid but flexible strategy for addressing freight transportation needs throughout the state.
  - Currently being updated



**RESOLUTION SECTION 6.** That the City Manager is directed to investigate the availability of, and the City of Dallas' eligibility for, alternate sources of funding, including but not limited to the U.S. Department of Transportation's Reconnecting Communities Pilot Program, for:

1. Studies regarding alternative design options, including other hybrid options and new options, for the future of I-345; and
2. The City of Dallas pursuing an alternative design option; and

That the pursuant to the results of the studies and based on the availability of alternate sources of funding, the City of Dallas reserves the right to fully or partially withdraw its support of the "Refined Hybrid Option" recommended by TxDOT for the future redevelopment of I-345.

- City staff evaluated Reconnecting Communities federal grant but determined a submission would be competing with the NCTCOG's applications for Klyde Warren Park, Southern Gateway, and I-30 Canyon application
- Challenge would be gaining TxDOT approval for any other alternative use of I-345



*\*Timeline and construction cost are subject to change*



## I-345 CONNECTS | FROM I-30 TO WOODALL RODGERS FREEWAY (SPUR 366) PUBLIC MEETINGS



SPRING 2024



### IN-PERSON MEETING 1

**Tuesday, March 19, 2024**

5:30 p.m. to 7:30 p.m. (Open House) | Presentation at 6 p.m.

St. Philip's School and Community Center Gymnasium  
1600 Pennsylvania Avenue, Dallas, Texas 75215

Served by DART bus routes: 001, 013 or the South Dallas GoLink

Please note, there is limited parking in front of the school.

Additional parking is available at the parking lots located across Pennsylvania Avenue.

### IN-PERSON MEETING 2

**Thursday, March 21, 2024**

5:30 p.m. to 7:30 p.m. (Open House) | Presentation at 6 p.m.

Pilgrim Rest Missionary Baptist Church Gymnasium (Third Floor)

1819 N. Washington Avenue, Dallas, Texas 75204

Served by DART bus routes: 003, 023, 105, 207

### VIRTUAL MEETING

**\*Tuesday, March 19, 2024**

at 5:30 p.m. through April 5, 2024, at 11:59 p.m.

[www.345connects.com](http://www.345connects.com)

\*This is not a live event, presentation given at in-person meetings will be posted online.

**SCAN THE QR  
CODE TO VISIT  
THE PROJECT  
WEBSITE**





# Questions

