

Southern Gateway Deck Park

Overview

The Southern Gateway Deck Park is a 5.5-acre park in the Oak Cliff neighborhood that will be constructed over a section of I-35 and connect the Dallas Zoo to the surrounding neighborhoods. The park will provide green space and recreational areas, while repairing connections that have long been severed by the highway. Work is already underway on the highway improvements that accompany the project, but the timeline for the park's construction is unclear. The park is expected to cost approximately \$40 million, \$7.1 million of which is coming from Dallas City Bond funding.

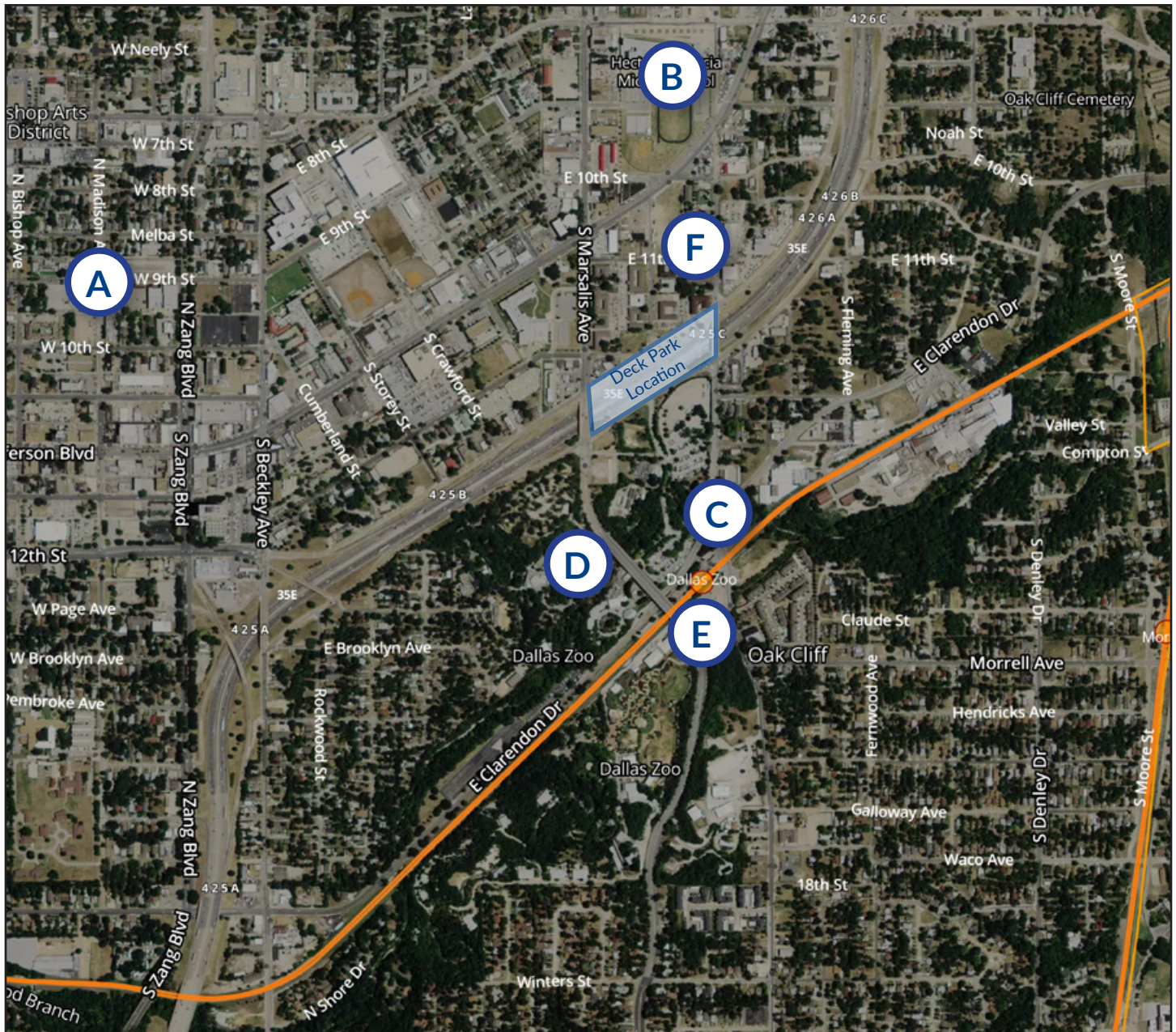


Image: ojb.com

Why It's Important

With construction underway, it might seem like the chance to influence this project has come and gone. But the impact of this deck park will be felt throughout the surrounding neighborhoods, and thinking about this project in true multidisciplinary fashion will allow the City to fully harness the potential of this development. As Dallas' second freeway deck park, following the success of Kyle Warren Park downtown, the Southern Gateway brings the chance to replicate successful formula throughout the City. This park would help connect an established residential neighborhood with the thriving Bishop Arts District, and improve equity in access to recreational amenities. Moreover, this project improves development potential near an existing light rail station, creating opportunities for transit-oriented development growth in new centers.

Issues and Opportunities



A Multimodal improvements should encourage connections between new park and Bishop Arts District

B Many nearby schools that must be engaged in the planning process

C Clarendon Drive is a barrier, creating access challenges for residents south of I-35

D Dallas Zoo is a major attraction, but the park must be planned as a total community amenity instead of an extension of the zoo facility.

E Major improvements needed between the existing DART station and the park to improve transit access.

F Project is likely to spur development interest in the surrounding area, creating concerns and challenges for many existing residents.

Driving Principles

Connect Dallas is built on six driving principles. These principles relate to the City Council's strategic priorities, and guide the selection of the projects, programs, and policies that will ultimately be part of the final plan. To put it simply, if it doesn't fit with the Driving Principles, it doesn't make it into the plan.

The project has been analyzed against each of the principles below to define some challenges the project may face, as well as some strategic that will help the City harness the project's full potential.



Economic Vitality

The Southern Gateway project includes much-needed roadway improvements and improved connections in terms of sidewalks, complete streets, and a general multimodal approach to the corridor, connecting residential to parks (Dallas Zoo) and commercial centers. It also presents more development opportunities for single-family housing, which was a priority explicitly expressed by stakeholders.



Housing

The addition of the park as a significant public amenity is likely to increase property values in the surrounding neighborhoods and create development pressure. The City should work proactively with area stakeholders to establish a neighborhood housing strategy that includes affordable housing incentives for new development, reassessing the area's zoning, and mechanisms to prevent displacement for residents east of I-35.



Innovation

This park, and related connectivity to neighborhoods on all sides, presents an outstanding opportunity for a "smart district" pilot program that includes capturing data via sensors, cameras, and lighting controls to greatly benefit the operations, maintenance, safety, and experience for the park and surrounding area. As an extension of a "smart district" concept, best practices for safety and quality of life improvements should be integrated into execution of requirements for complete streets, CECAP, economic development, and other related plans.



Environmental Sustainability

All constructed roadways and roadway improvements should include high quality multimodal facilities to improve mobility throughout the district (including to and from transit stations) to facilitate movement without a car. Green infrastructure elements should be included in the park's design including stormwater best practices, solar power, and native landscaping.



Equity

Develop targets and procedures to ensure low-income and underrepresented populations are hired and trained as part of the workforce constructing the park. Partner with the Dallas Zoo and local schools to utilize the park for free educational activities and summer events. Draw inspiration from the local neighborhood and culture for the park's design.



Safety

Utilize a portion of the project budget to expand transportation improvements to the wider area, including improved crossings, high-quality bicycle and pedestrian facilities, signal improvements, and traffic calming. Safety in this area is dependent on residents and visitors being able to move between destinations comfortably.

Action Plan

While many facets of the project are out of the City's control, there are certain steps the City can take to ensure the projects' potential is fully realized and that the Driving Principles remain at the forefront. These actions represent the Top 5 actions the City should be focusing on within the next two years in order to ensure success. The actions are not prioritized (action 1 is not more important than action 5) but simply represent a short, feasible list to accomplish as soon as practical.

1

Work with community and neighborhood groups to establish a neighborhood housing strategy to respond to increasing development pressure and rising property values.

Review national best practices and case studies to identify innovative ways to integrate new development into an established neighborhood, connect local residents with increased employment, and allow the neighborhood to reap the rewards of increased economic vitality.

2

Work with the Dallas Innovation Alliance to establish a Southern Gateway Innovation District that incorporates many Smart City elements.

3

Work with the Dallas Transportation Department, TxDOT, and other agencies to identify key transportation improvements to improve mobility throughout the district. Elevate the priority of these improvements and identify funding sources.

4

5

Update the Dallas Zoo Area Land Use Study (2001) and expand its footprint to take in the much of the surrounding neighborhoods on the other side of I-35. Assess the area's future land use map and make amendments, if necessary, to support transit-oriented development.

'The Loop' Commuter Trails

Overview

The Loop is a 50-mile commuter trail network around downtown Dallas that leverages the existing Southern Pacific (SoPac)/Ridgewood, Katy, Santa Fe, White Rock Creek, and Trinity Strand Trail corridors. The Loop is an effort to build connections that would link the existing 38.5 miles of commuter trails to create a cohesive urban trail loop, connecting communities surrounding Dallas' core. The Loop would help realize the 287-mile trail network envisioned in the 2008 Trail Network Master Plan, of which 176 miles have been completed to date. There are four major connections needed to complete The Loop, which total just over 10 miles in length. These connections include the Circuit Trail Connection and Bridge, the Trinity Forest Spine Trail, the Trinity Skyline Trail Link, and the Baker Pump Station Gateway. The projected cost to build the trail links is \$43 million, \$20 million of which has been committed in the City of Dallas' latest bond program.



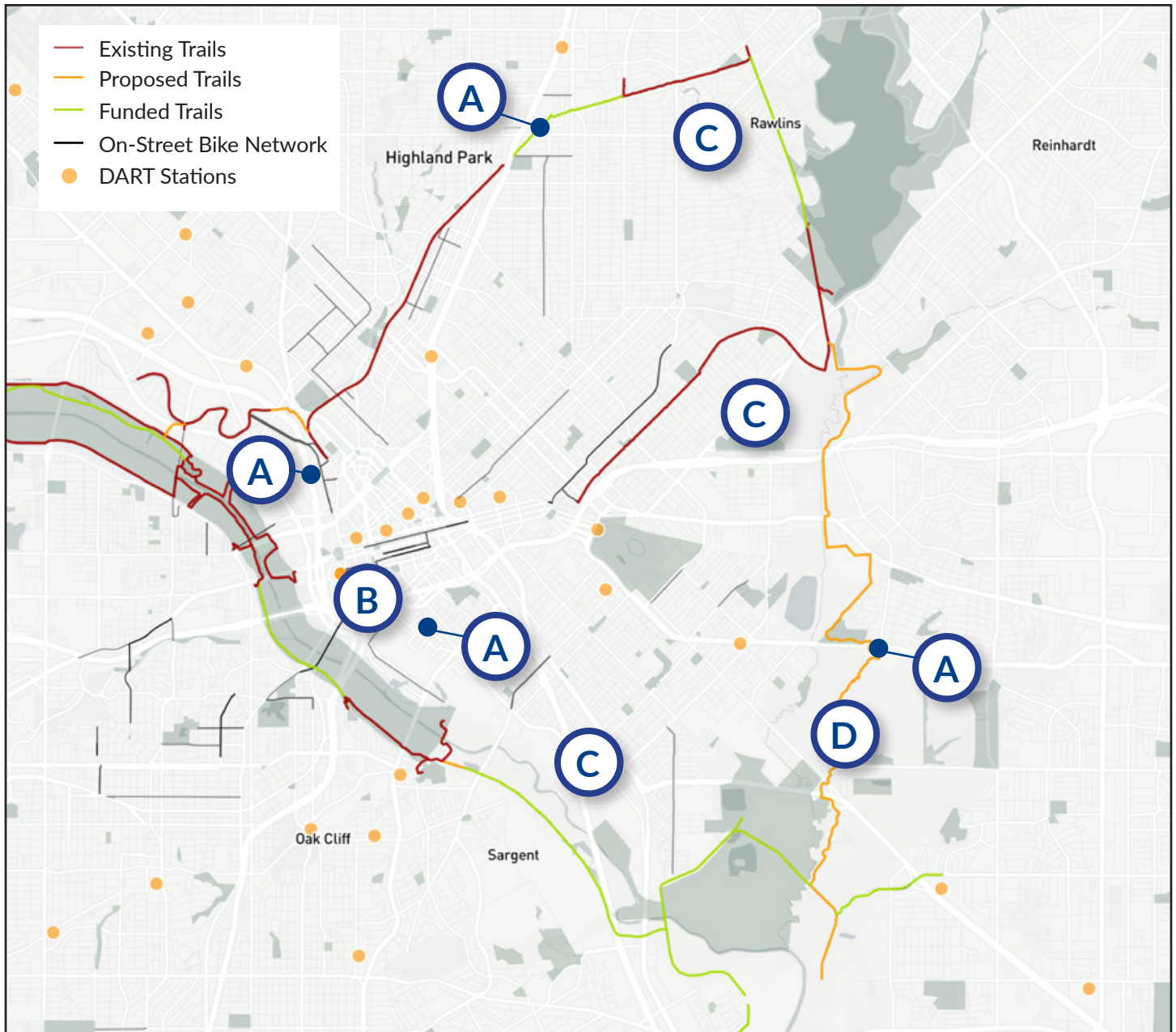
Image: The Circuit Trail Conservancy

Why It's Important

Once completed, The Loop trails will offer a unique regional draw and will serve as an important recreational amenity that can encourage active transportation and foster a multimodal culture in Dallas. However, in order to best serve as a utility for commuters, intuitive connections to light rail stations and bus stops should be prioritized. In addition, because The Loop circumnavigates downtown, frequent high-comfort "spoke" on-street bicycle connections to downtown should be prioritized to maximize network connectivity.

The Trinity Forest Spine Trail would add a trail amenity in an area of the city that is currently poorly served by the existing trail network and has a very high percentage of black and Hispanic residents. While this would result in a more equitable distribution of the trail network, care should be taken to alleviate gentrification and displacement that may correspond with the development of this trail.

Issues and Opportunities



A High quality, intuitive connections should be prioritized at light rail stations to best facilitate the use of these trails for commuters and to encourage transit access to trails in lieu of vehicle access. Clear wayfinding, secure bike racks and storage, lighting, and other station amenities should be considered. The biggest opportunity for a connection will be at the Lawnview station along the proposed Trinity Forest Spine Trail, although stations along or near existing trails on the Loop should be considered for improvement as applicable.

B A high comfort on-street bicycle facility connection with quality wayfinding should be made between the Loop trails and the future High-Speed Rail station.

C Additional connections should be added to the Trinity Forest Spine to the east, to the Ridgewood/SoPac and Katy trails to the north, and to the Trinity Forest trails to the south. More generally, the on-street network should comprehensively support the entirety of the Loop trail system.

D Development of the Trinity Forest Trail will make the area more attractive and could lead to gentrification and displacement of current residents. Robust community engagement should be conducted as this trail is planned and developed to ensure that the trail best meets the needs of current residents and reflects the existing community.

Driving Principles

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Economic Vitality

Once complete, The Loop has the potential to serve as an amenity that attracts businesses from within and outside of Dallas. It will also be a strong attractor for recreational tourism, drawing visitors from adjacent neighborhoods, Dallas, and the region. The Loop will also support economic vitality citywide by offering a new option for those commuting between areas The Loop serves.



Housing

Regionally significant trails can dramatically increase housing values in adjacent areas. When completing the Trinity Forest Spine Trail, measures should be taken to alleviate gentrification and displacement impacts on local community members. Options to explore could include community land banks, zoning changes, rent control, or surveying efforts to track and report on displacement.



Innovation

A fully connected trail system in combination with the latest bicycle and pedestrian counting technologies will allow Dallas to better track travel patterns, preferences, and trends. The trails should also be designed to accommodate E-bikes—a growing market segment that has the ability to make longer commuting distances palatable for a larger segment of riders. The Trinity Forest Spine Trail's design should accommodate a higher design speed and mitigate conflicts between different users.



Environmental Sustainability

A well-connected trail system will improve the viability of bicycling as a transportation option and reduce vehicle trips. The City can maximize network connectivity and increase commuter use by prioritizing intuitive connections between trails and light rail stations, bus stops, and frequent high comfort on-street bikeways. In addition, the City should prioritize green infrastructure techniques such as native landscaping, stormwater management best practices, and solar lighting.



Equity

The Trinity Forest Spine Trail would add a critical multimodal connection in an area of the city with a high minority population that is currently poorly served by the existing trail network. Completing this trail connection provides crucial safe and low-cost mobility connection to jobs, services, and recreation.

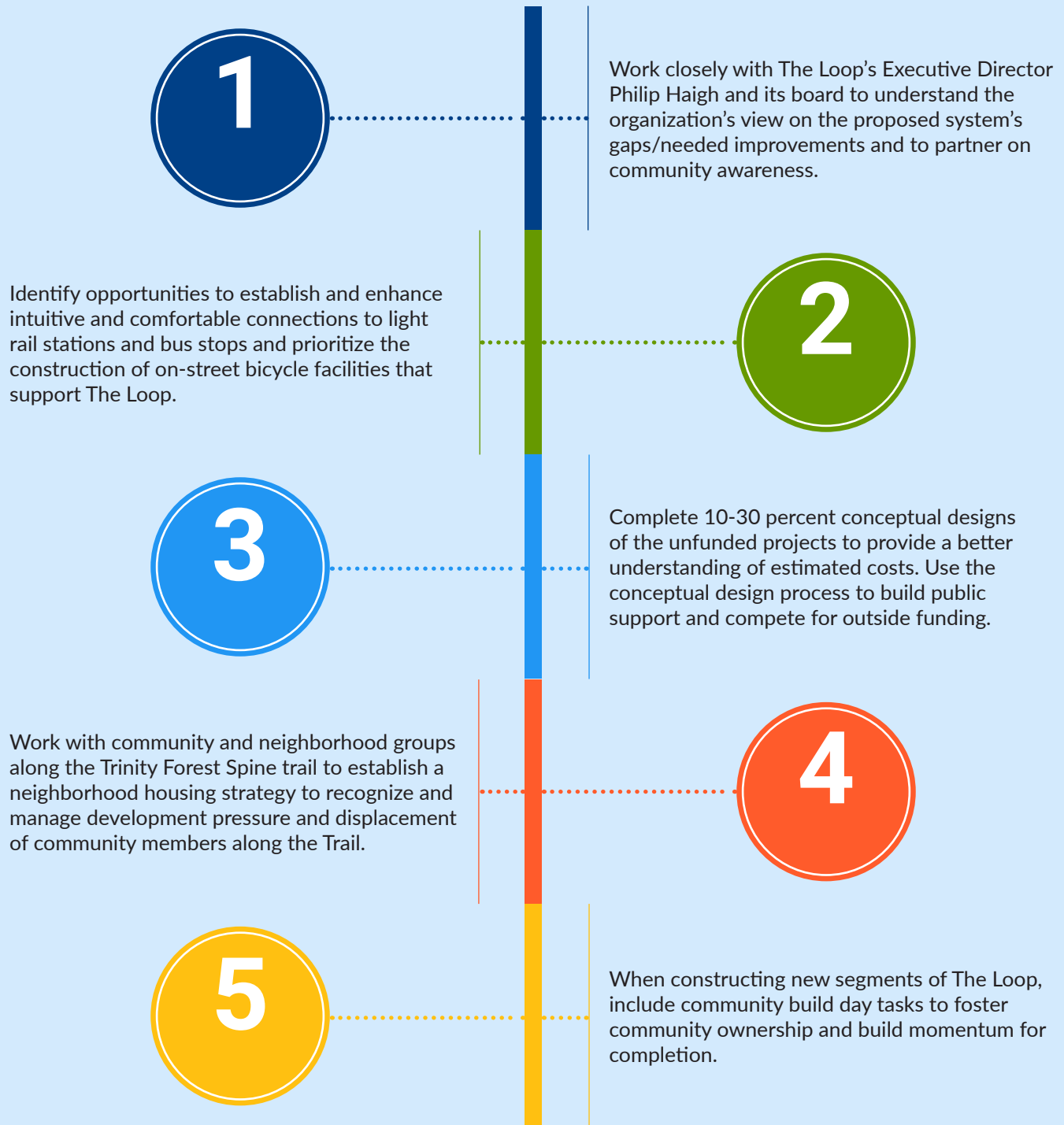


Safety

Off-street trails offer the safest option for a commuter bikeway because they completely separate people walking and biking from motor vehicle traffic. The City should prioritize safety improvements at intersections and at-grade-crossings. As popularity of The Loop grows, congestion and conflicts between those walking and using bikes, e-bikes, and scooters may increase and will need to be managed.

Action Plan

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Inland Port Transportation Management Area

DOWNTOWN DALLAS

Overview

The Inland Port is a rapidly growing area in Southeast Dallas County comprised of manufacturing, warehouse, and distribution jobs. While access for trucks and rail is excellent in the Inland Port, public transportation to the port area is very limited, presenting a barrier to job access for low-income residents in Southern Dallas. The proposed catalytic project would build on DART's efforts to create a Transportation Management Association for the port area, developing a convenient transit service that connects residents of southern Dallas as well as Blue Line riders to the Inland Port.



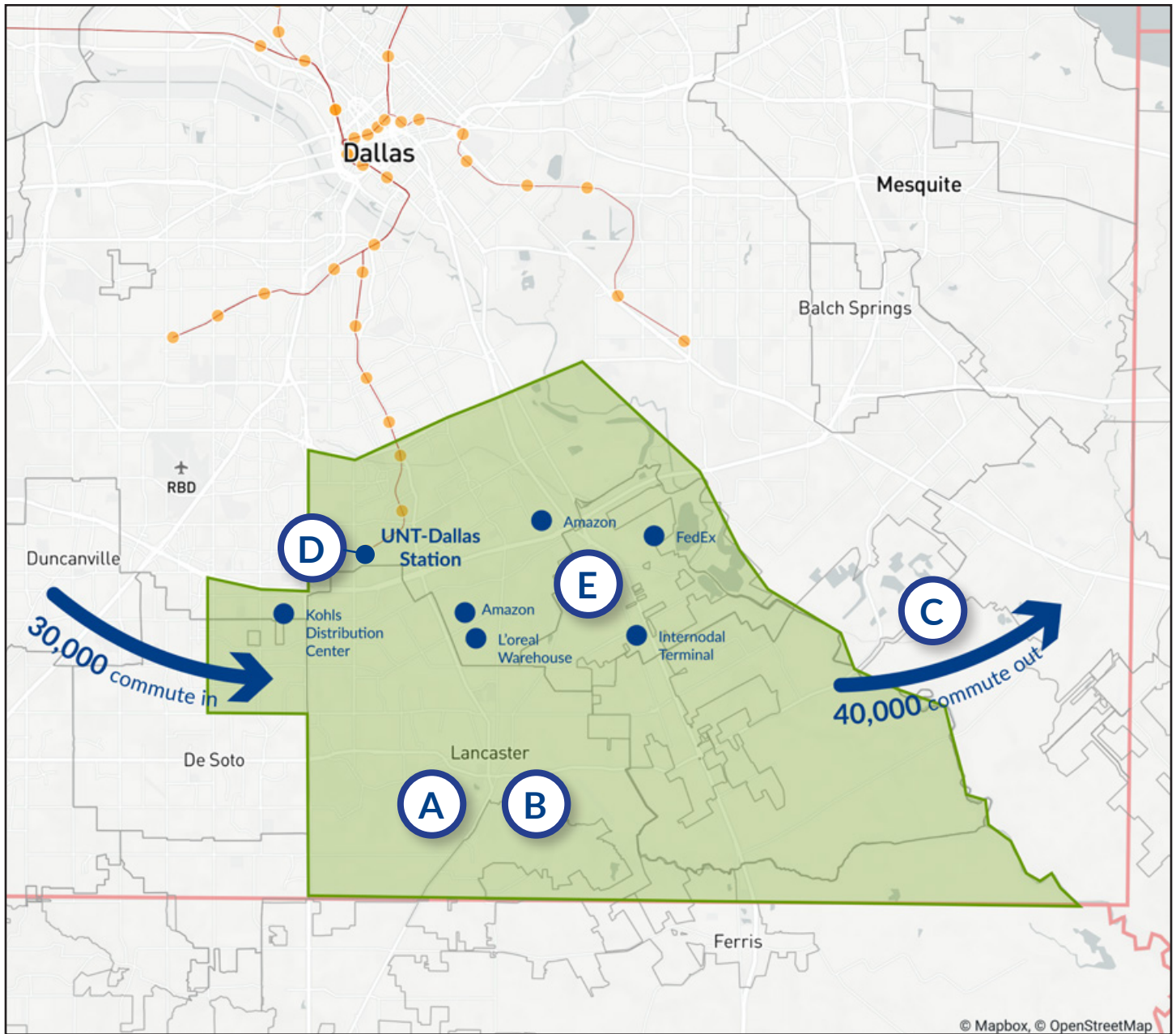
Image: Dallashub.com

Why It's Important

The greater Inland Port area includes the cities of Dallas, Hutchins, Wilmer, Lancaster, and DeSoto—all of which are outside of the DART service area, except Dallas. DART currently operates GoLink, an on-demand microtransit service in partnership with Uber to connect people from the UNT-Dallas Blue Line station to areas of the port within Dallas City Limits. There are approximately 17,000 jobs within the City of Dallas portion of the Inland Port, and an additional 15,000 jobs in the port areas of Hutchins, Wilmer, Lancaster, and DeSoto. A more regional approach is required to facilitate transit access to job sites in the port that are outside of Dallas City Limits.

This project will help the City of Dallas develop a more robust and sustainable workforce to fill the jobs at the Inland Port, ensuring that port remains a desirable place for companies looking to relocate or expand manufacturing and logistics centers. Residents of southern Dallas will benefit from improved access to jobs that are near lower income neighborhoods, potentially reduced cost of transportation for those traveling long distances to other parts of the county, and increased overall employment for those without means of transportation.

Issues and Opportunities



- A** The Inland Port area of influence includes five municipalities, four of which are outside of DART's service area
- B** Approximately 3,200 people both live and work within the area of influence
- C** Most of the 40,000 employed residents of the inland port area of influence work elsewhere
- D** Providing convenient last-mile connections from the UNT Blue Line Station to all areas of the Inland Port will expand commute options for the 29,000 workers traveling from other parts of the Metroplex
- E** A new governance structure that allows for transit service to be operated throughout the inland port area of influence could connect more local residents in southern Dallas to jobs.

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Economic Vitality

Strengthening transportation connections will link residents of South Dallas to job opportunities throughout the Inland Port. It will also reduce barriers for employers to attract and retain employees by removing the obstacles presented when employees lack reliable transportation to and from work.



Housing

Improving connections between the job growth in the Inland Port and residents in the City of Dallas will bolster the South Dallas housing market by strengthening the ability of long-time residents to achieve the economic means to invest in their neighborhoods and generating new demand for housing types that can diversify the availability of housing in South Dallas.



Innovation

The Inland Port provides an opportunity to pioneer mobility solutions for lower-density employment hubs with non-traditional commute hours. Homegrown providers such as on-demand shuttle Southern Dallas Link will provide strong operational learnings in these connections. Working in partnership with educational institutions in the area, such as the nearby Cedar Valley Community College, who are investigating mobility issues for students and surrounding communities provides "boots on the ground" opportunities to utilize data and innovation.



Environmental Sustainability

Shortening commute times and reducing the need for employees to drive single-occupant vehicles to access the Inland Port can lead to significant reductions in greenhouse gas emissions.



Equity

Lack of reliable transportation options can be one of the biggest barriers towards maintaining stable employment. The presence of jobs within the Inland Port does not guarantee that all residents have access to those opportunities. Better connecting the Inland Port to Dallas will expand those opportunities and reduce transportation costs for Dallas residents.

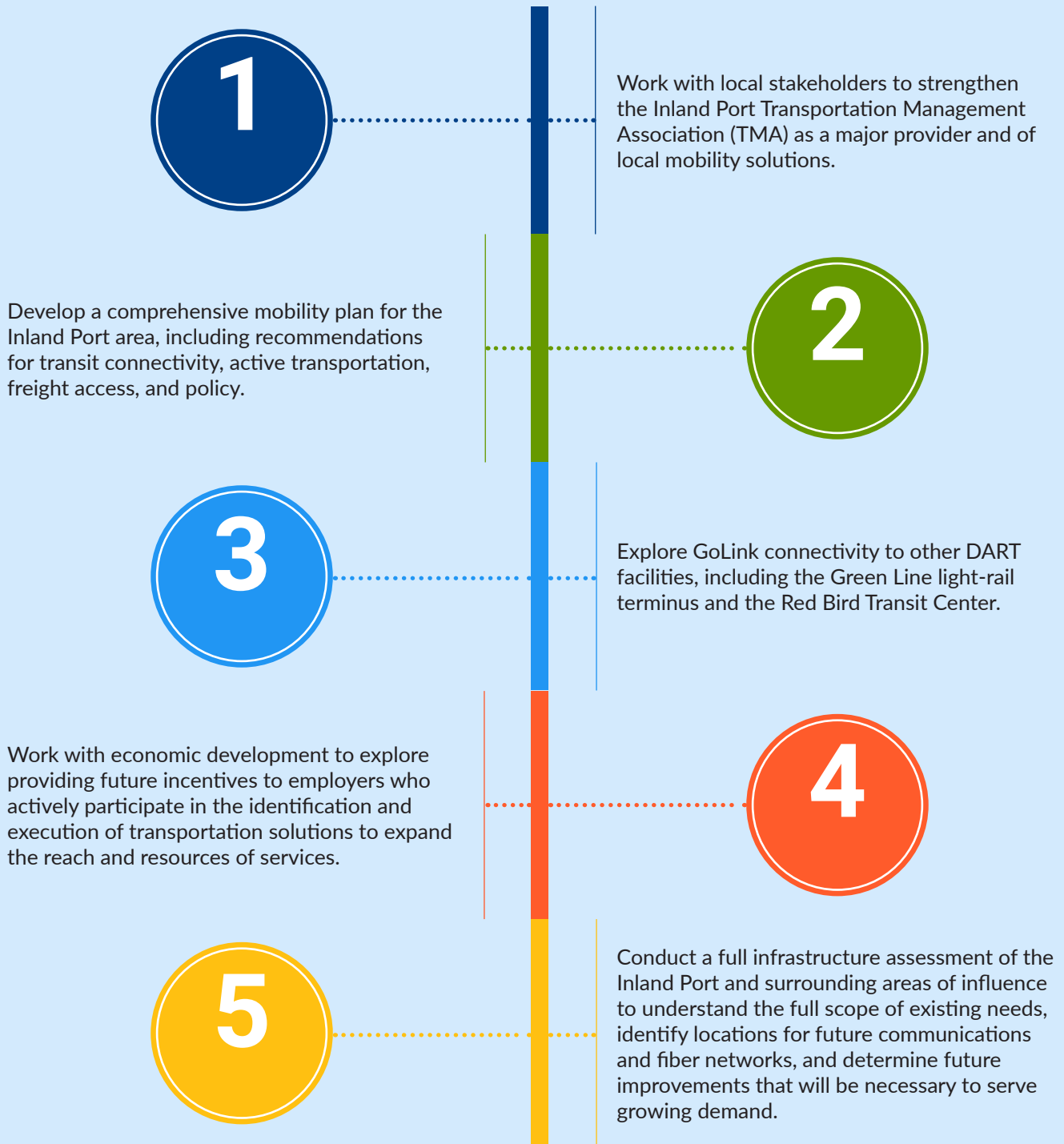


Safety

Providing reliable, safe access to jobs can minimize the need for employees to drive single-occupant vehicles, which have a higher rate of crash prevalence than transit trips.

Action Plan

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Reimagine RedBird

Overview

RedBird Mall, rebranded as “Reimagine RedBird,” is an historic mixed-use development project for southern Dallas. The project consists of a \$22 million investment by the City of Dallas with a mix of bond funding and public/private partnership loans, along with \$15.6 million in tax incentives from the city’s Mall Area Redevelopment TIF District. The redevelopment area includes a 78-acre site that was once which was once southern Dallas’ largest retail center, Southwest Center Mall and associated properties. Reimagine RedBird redevelopment includes a redesign of the enclosed mall site and will include greenspace and outdoor parks, added pedestrian walkways, a 124-room hotel, 300-unit luxury residential project, already announced restaurants/retail, and the repurposing of existing buildings for office, retail, and entertainment uses.



Image: ojb.com

Why It's Important

Reimagine RedBird redevelopment is an opportunity to generate vitality and investment for the Southern Dallas community. The stated project vision is to “return RedBird to a place of quality, where southern Dallas families can come to Live, Shop, Work, Play and have the quality of life and all the amenities that they’ve deserved for so long, with the aim to be ingrained into the fabric of the community.” RedBird redevelopment is well situated near major highways and will provide retail, office space, restaurants, outdoor parks, and pedestrian walkway to create an urban mixed-use feel. The project is expected to be an economic boost to the southern Dallas community and is currently under construction, with a planned completion date of 2021. The project also includes several million in transportation and access improvements in the direct surrounding area.

Issues and Opportunities



- A** Major traffic congestion concerns in RedBird area, and pending improvements to the surrounding major roadways
- B** Major thoroughfares via Camp Wisdom/ Westmoreland to RedBird create major access challenges for surrounding residents and schools
- C** Multimodal improvements and connections needed to major destinations in the surrounding area.
- D** Identified transportation initiatives in conjunction with RedBird Mall development as a premiere shopping, dining, and conference destination
- E** Need to improve pedestrian and bicycle access to the surrounding residential neighborhoods.

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Economic Vitality

The RedBird Mall redevelopment has the potential to host more than 1,000 jobs on-site when fully developed. Transportation improvements are necessary to give all Dallas residents equal ability to access the employment and services offered on site. Transit service should be provided directly into the development, and safe bicycle and pedestrian connections should connect to the surrounding neighborhood.



Housing

With development well in motion at RedBird Mall and surrounding parcels, gentrification concerns are already a frequent topic of conversation in the community. The City should partner with neighborhood associations to strengthen local resources and craft a neighborhood housing strategy that strengthens affordable development incentives and provides assistance to long-time residents looking to invest as homeowners.



Innovation

New transportation investments in the Red Bird area provide a great opportunity to invest in fiber-connected signals, communication technologies, and other methods that are not part of daily practice. These technologies can help to manage transportation and traffic incidents in the area, as well as collect data that assists in overall system management.



Environmental Sustainability

Touted as a walkable mixed-use center, the City should push RedBird developers to include best practices of the walkable urbanism movement in final site design, as suggested in the 2009 ULI report. This means providing abundant pedestrian connections to and within the development, the inclusion of community services, and reorienting the space around the pedestrian rather than providing abundant surface parking. The current site design encourages driving to and throughout the site.



Equity

Providing various community amenities at the site such as pharmacies, grocery stores, a community center, and a farmer's market can help the local community embrace and take ownership of the redevelopment. In addition, transit connections and improved pedestrian infrastructure will provide residents the ability to access the jobs created by the redevelopment.

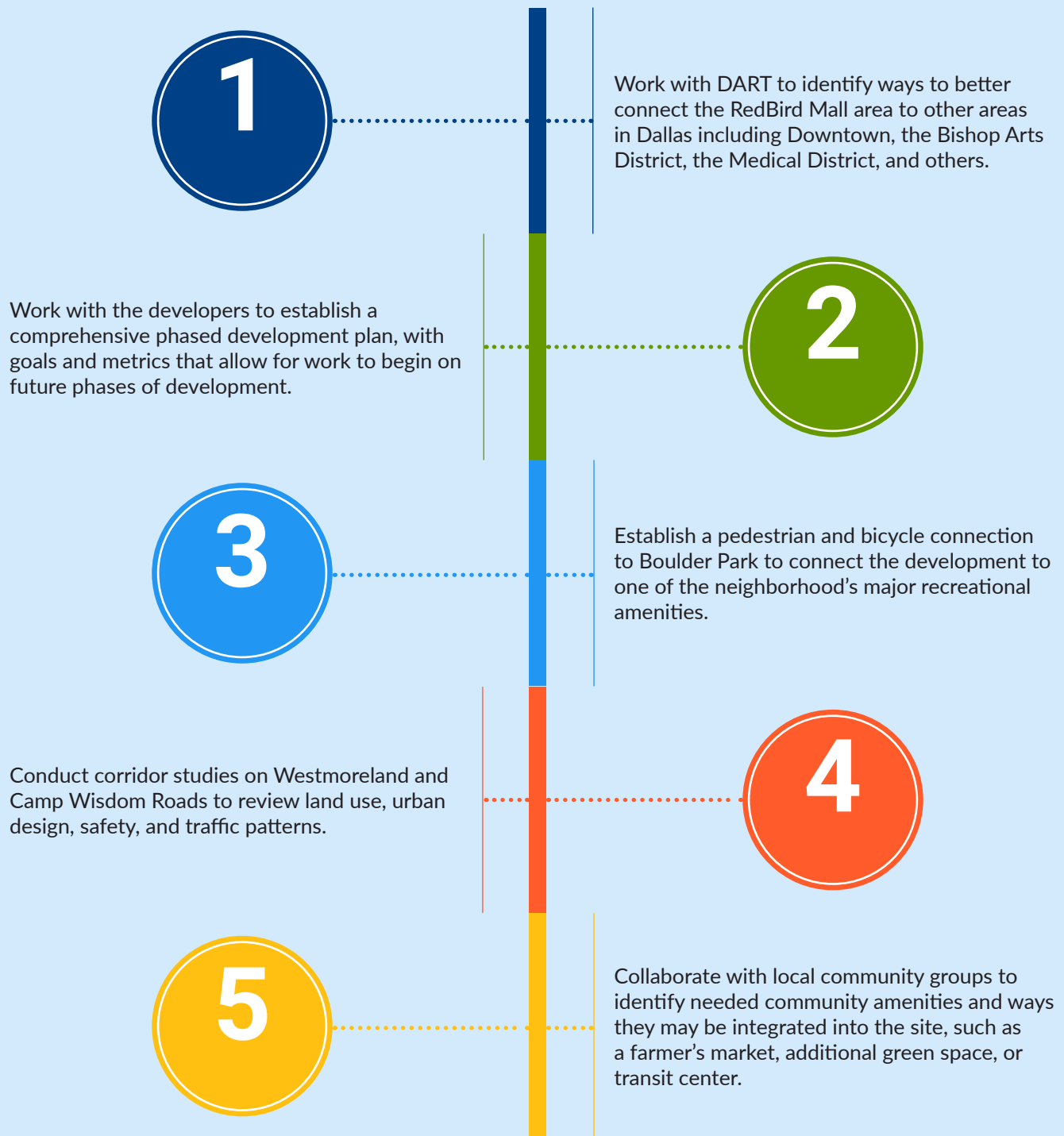


Safety

The additional traffic created by the redevelopment will place increased pressure on an already congested area. The city should work closely with TxDOT to ensure the planned traffic improvements surrounding the site include bicycle and pedestrian accommodations, are appropriately scoped to handle increased demand, and create connections rather than barriers.

Action Plan

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Texas Central High Speed Rail

Overview

The Texas Central High Speed Rail project is a 240-mile privately-funded train link from Dallas to Houston with a stop in the Brazos Valley. The rail line will be a new construction and not utilize existing freight or passenger rail lines. The total journey time is estimated to be 90 minutes, saving the typical traveler more than one hour.



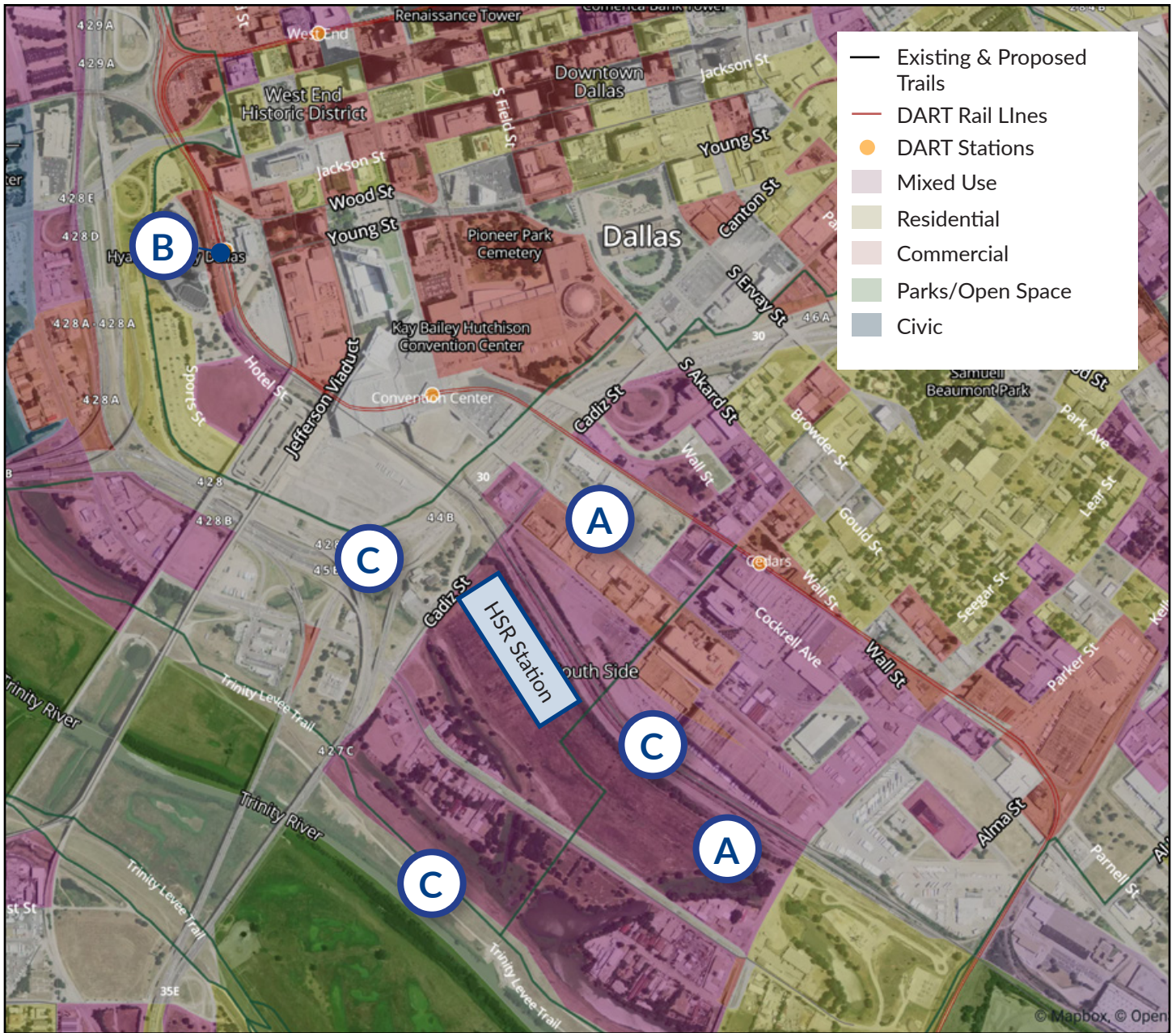
Image: ojb.com

Why It's Important

It is estimated that currently 16 million trips are taken annually between Dallas-Fort Worth (DFW) and Houston, with more than 50,000 people making the journey at least once per week. The DFW-Houston Corridor is projected to grow by an additional 10 million people by 2050. High speed rail will help alleviate the increased car traffic and pressure on the road infrastructure between Dallas and Houston. Texas Central has estimated a ridership of 6 million by 2029.

The railway, which will cost \$12 to \$15 billion to complete, will be privately funded from a number of sources. A draft environmental impact statement was released in December 2017, which identified the Dallas terminal station location just south of I-30 between South Riverfront Boulevard and Lamar Street. This major development just outside of downtown is likely to change the character of the surrounding area and majorly impact development in central Dallas.

Issues and Opportunities



- A** Development patterns may have a tendency to reflect more of an airport feel with parking, hotels, and offices surrounding the standalone station. The City should be careful to guide future development toward dense, urban, mixed use patterns that provides walkable vibrancy befitting a downtown.
- B** Success of the rail line largely depends on rail passengers being comfortable they will not be “stuck” in Downtown Dallas without a vehicle when they arrive. Multimodal access to and from the station should be simple, clear, and comfortable for all users, including those unfamiliar with the city. Wayfinding, links to local transit options, and safe and inviting pedestrian walkways will all be critical elements for the City to explore.
- C** The station location is surrounded by several major barriers, including the Trinity River, I-30 and I-35, and the existing railroad. Improved connectivity should extend beyond these barriers to provide clear pathways, extending the walkability of the area, and the potential development impact of the station.

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Economic Vitality

Texas Central High Speed Rail will support increased economic vitality by increasing the number of people who will be arriving in downtown without a vehicle. The City should heavily invest in pedestrian safety and comfort downtown, as well as amenities such as wayfinding and streetscaping to make the best first impression on new visitors.



Housing

Housing development should become an integral part of the development of the station area. Whether true transit-oriented housing develops will largely depend on the rail line's success as an economic draw. Estimates suggest 23 percent of riders for the service will come from Dallas proper. Linking the station to local transit options creates additional economic incentive for housing development in the area.



Innovation

As the first true bullet train in the US, the Texas High Speed Rail project will provide the opportunity for extensive data collection and knowledge development about how high speed rail will be used in the US. Moreover, an opportunity exists to create seamless linkages between several modes of transportation including potential air taxi options. The City should establish the area as a "smart district" to ensuring that the infrastructure is in place to maximizes the value of this initiative.



Environmental Sustainability

Reductions in car trips between Dallas and Houston create a net reduction in mobile source air toxins. Wayfinding and mobile apps that assist visitors in navigating to transit options, as well as improved micromobility options and connectivity between transit systems can help manage the potential increase in car travel created by visitors arriving to the rail station.



Equity

The rail developers have a Business and Workforce Opportunity Program to promote diversity in the supplier base and access to the more than 10,000 projected jobs to be created by the project. The jobs and training created through the multi-year construction project have the potential to increase access to opportunities long term for many in the Dallas area.

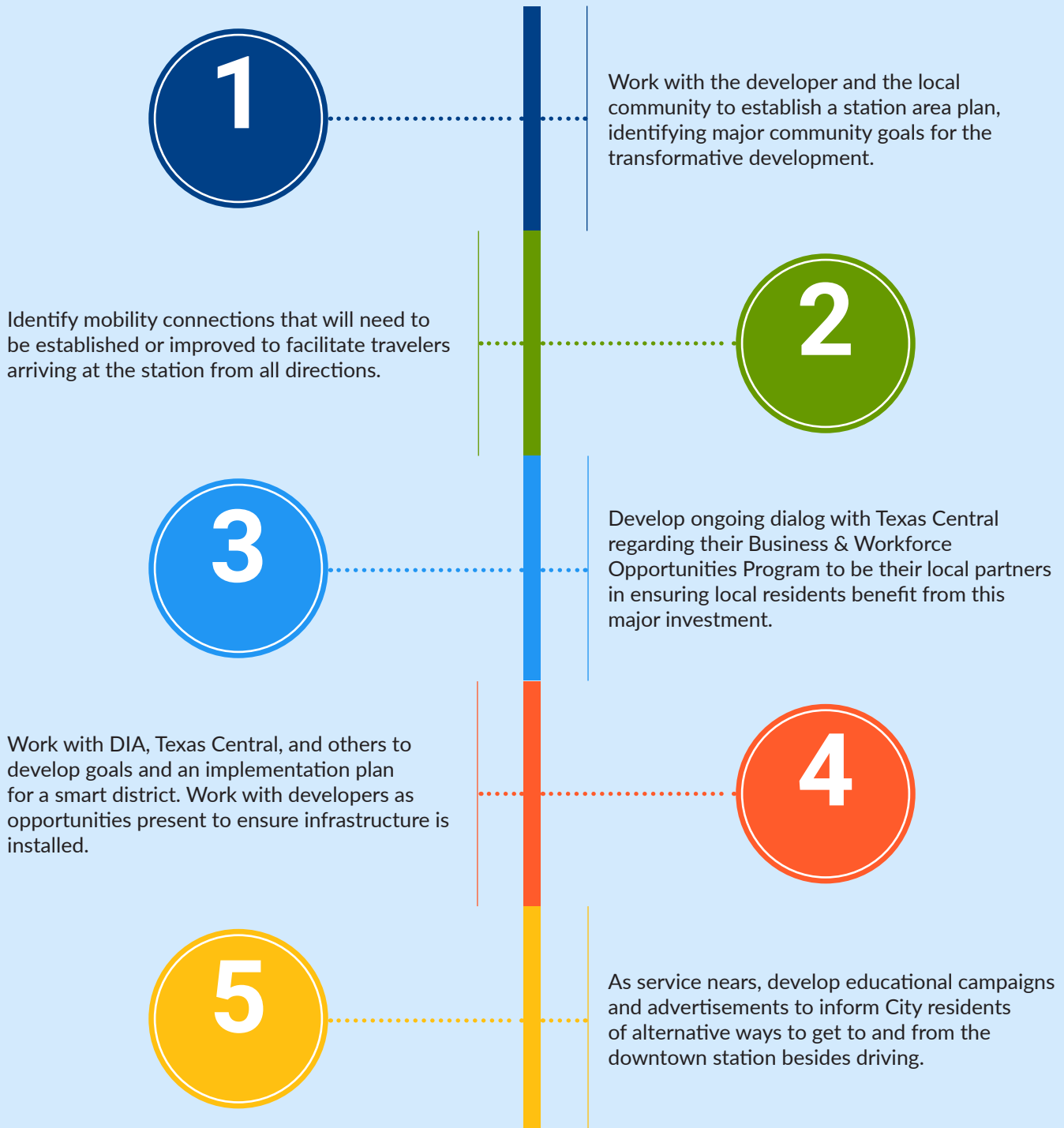


Safety

High speed rail requires a sealed corridor for safety reasons, and also provides a safety benefit by reducing highway car accidents. Additionally, given the increased number of overall trips expected to be generated by the train service, improved pedestrian and biking facilities should be considered, including clear connections to the nearby trail network.

Action Plan

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I-635 LBJ East

Overview

The I-635 LBJ East project is a TxDOT initiative that will fully reconstruct and widen the highway between US 75 and I-30, including the I-30 Interchange, at a length of approximately 11 miles. The general purpose lanes will be widened from 8 to 10 lanes and the existing tolled managed lanes will be grandfathered and rebuilt, remaining as managed lanes. The I-30 improvements will include two to three lane frontage roads in each direction. Additionally, the proposed project includes the construction of multiple noise walls located along the project corridor, where reasonable and feasible. The final design was approved in 2017 and construction of the \$1.6-billion project will begin in late 2019, with completion currently slated for 2024.



Why It's Important

Compared to other major transportation projects in the City, the I-635 LBJ East project is more or less a traditional highway capacity improvement project designed to facilitate the efficient movement of vehicles. With construction beginning soon, Connect Dallas should look towards opportunities to address other mobility needs along this corridor and influence supporting projects that are not addressed directly by the TxDOT improvements. While a significant portion of the corridor impacts the City of Dallas, it also provides direct access to Garland and Mesquite, with regional connectivity across Dallas County. To mitigate the need for further highway expansions, Dallas and neighboring communities can continue to seek ways to reduce car-dependent trips with supporting projects that increase multimodal travel options and create mixed-use centers around transit hubs to reduce distances between trips.

Issues and Opportunities



- A** Consider opportunities to strengthen existing transit hubs along the I-635 corridor, such as the LBJ/Central Station, LBJ/Skillman Station, and South Garland Transit Center.
- B** Integrate land uses with the transportation systems in accordance with the ForwardDallas Vision Plan, which includes expansion of urban mixed-use and urban neighborhood building blocks along I-635 near the Forest Lane, Abrams Road, and Audelia Road corridors.
- C** Pursue opportunities to reduce barriers and increase comfort for pedestrians, bicyclists, and transit users by improving crossings across I-635 and major thoroughfares, strengthening connections to trails, and providing adequate sidewalks.

- D** Work with neighboring municipalities and regional transportation partners (e.g. DART, Dallas County) to develop regional alternative transportation solutions to provide multimodal transportation solutions and reduce vehicle miles traveled.
- E** Consider ways to improve safety and quality of life along the I-635 corridor to reduce traffic-related injuries and deaths, reduce environmental impacts, and strengthen neighborhoods.

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Economic Vitality

The major economic opportunity of this project comes with the reconfiguration of the Skillman/Audelia interchange. This realignment may create newly developable land, which should be properly developed under City leadership. Consideration of public amenities and area needs in the ROW area should be an essential part of any development discussions.



Housing

The presence of the DART light rail stations offer a competitive advantage, creating a unique opportunity for urban housing and a wider variety of retail product types. Redevelopment of older multi-family housing within the area can be an opportunity to introduce a variety of housing types, such as mixed-use development or retirement housing.



Innovation

There are myriad opportunities to incorporate innovation strategies into surrounding improvements to I-635. Dynamic lighting; protected, lit crosswalks; and sensor-driven vehicle-to-infrastructure communications improve safety for pedestrians and cyclists. To enhance underpass connection points, look to lighting, placemaking, and "destination" driven initiatives to create intuitive connections and feelings of safety. Noise and pedestrian sensors can capture data for usage by City departments, in large part for public safety given current crime issues in the area, as well as relevant agencies.



Environmental Sustainability

Redevelopment of older properties adjacent to I-635 provides an opportunity to include publicly-available open space. As areas redevelop, connectivity should also be improved to the available light rail stations to encourage area residents to make better use of alternative transportation modes.



Equity

The residential areas along the I-635 corridor contain a high degree of age and ethnic diversity. Transit-oriented development (TOD) can bring many benefits, but it can also displace many people who would most benefit from increased connectivity. As redevelopment occurs along the corridor, it will be important to monitor and respond to the impacts accordingly. Improving pedestrian infrastructure, strengthening public transportation service, and bolstering the employment opportunities within the local area can support vulnerable residents.

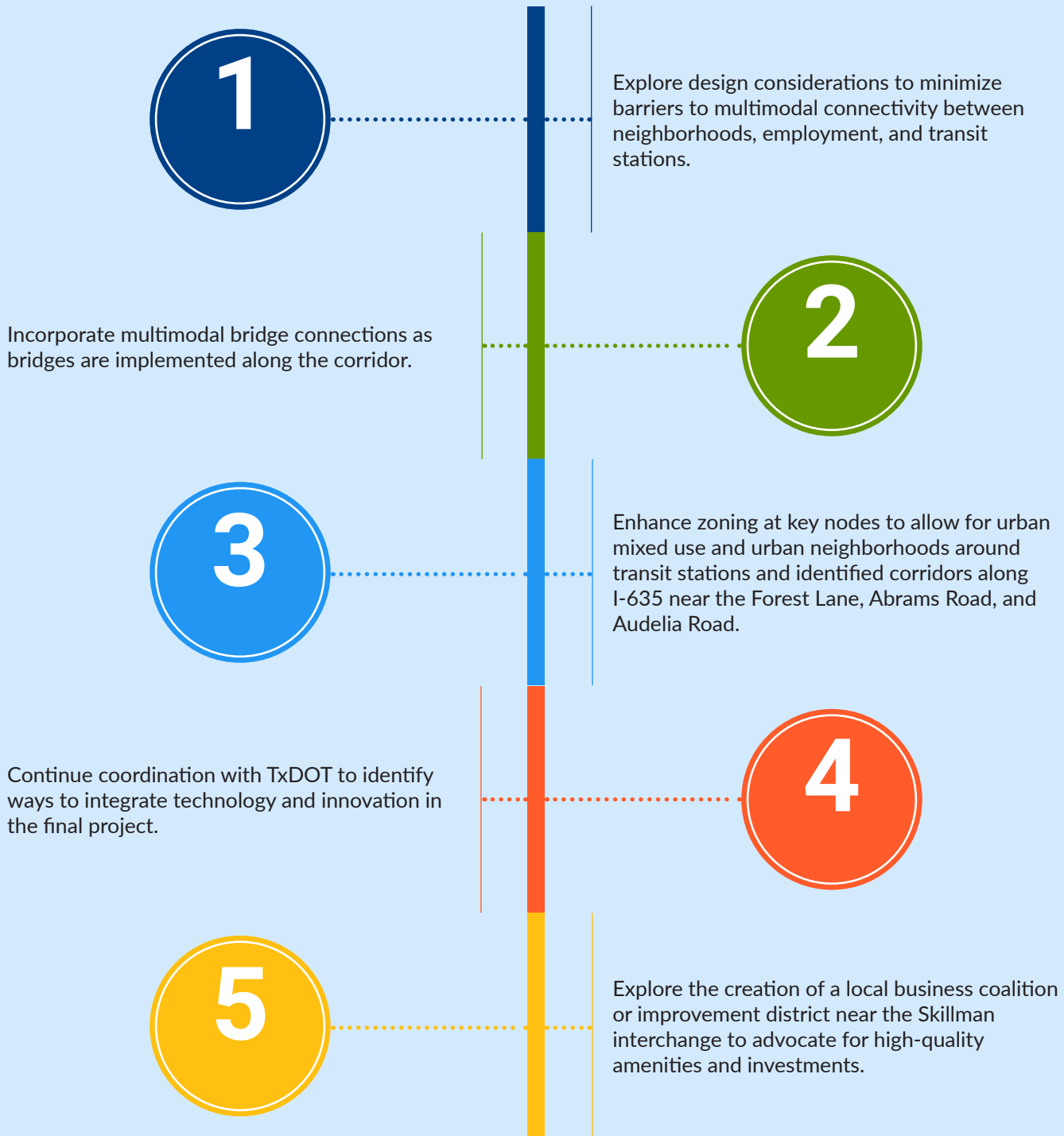


Safety

Any under- or overpasses that are part of the project have the opportunity to greatly enhance bicycle and pedestrian safety, as well as comfort. Reduce transportation conflicts by separating cars, bikes, and pedestrians as much as possible, and increase lighting to instill a feeling of safety. The highway needn't be a barrier if connections are properly designed.

Action Plan

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I-30 Canyon

Overview

The segment of I-30 through Downtown Dallas, known as “the Canyon”, has been prioritized by the Texas Department of Transportation (TxDOT) for reconstruction to improve regional connectivity. Preliminary plans for proposed improvements to the I-30 corridor between I-35E and I-45 includes expansions to the number of highway and frontage road lanes. These plans are part of the overall I-30/US 80 project to provide congestion relief along the highway corridors in east Dallas County. The City of Dallas has identified this highway project as an opportunity to improve multimodal connectivity, reconnect the urban form, and enhance economic development. TxDOT is currently underway with developing preliminary conceptual designs, with finalized design and construction plans expected by 2020 or 2021.

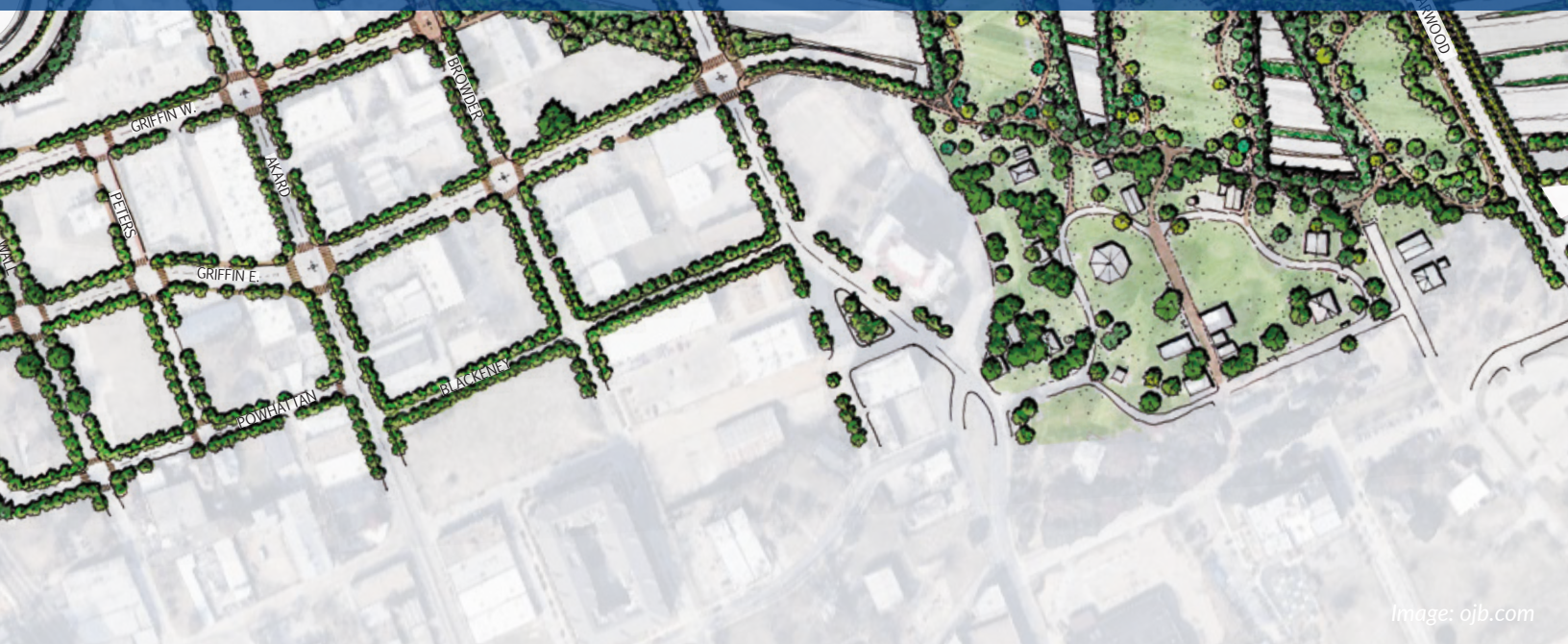
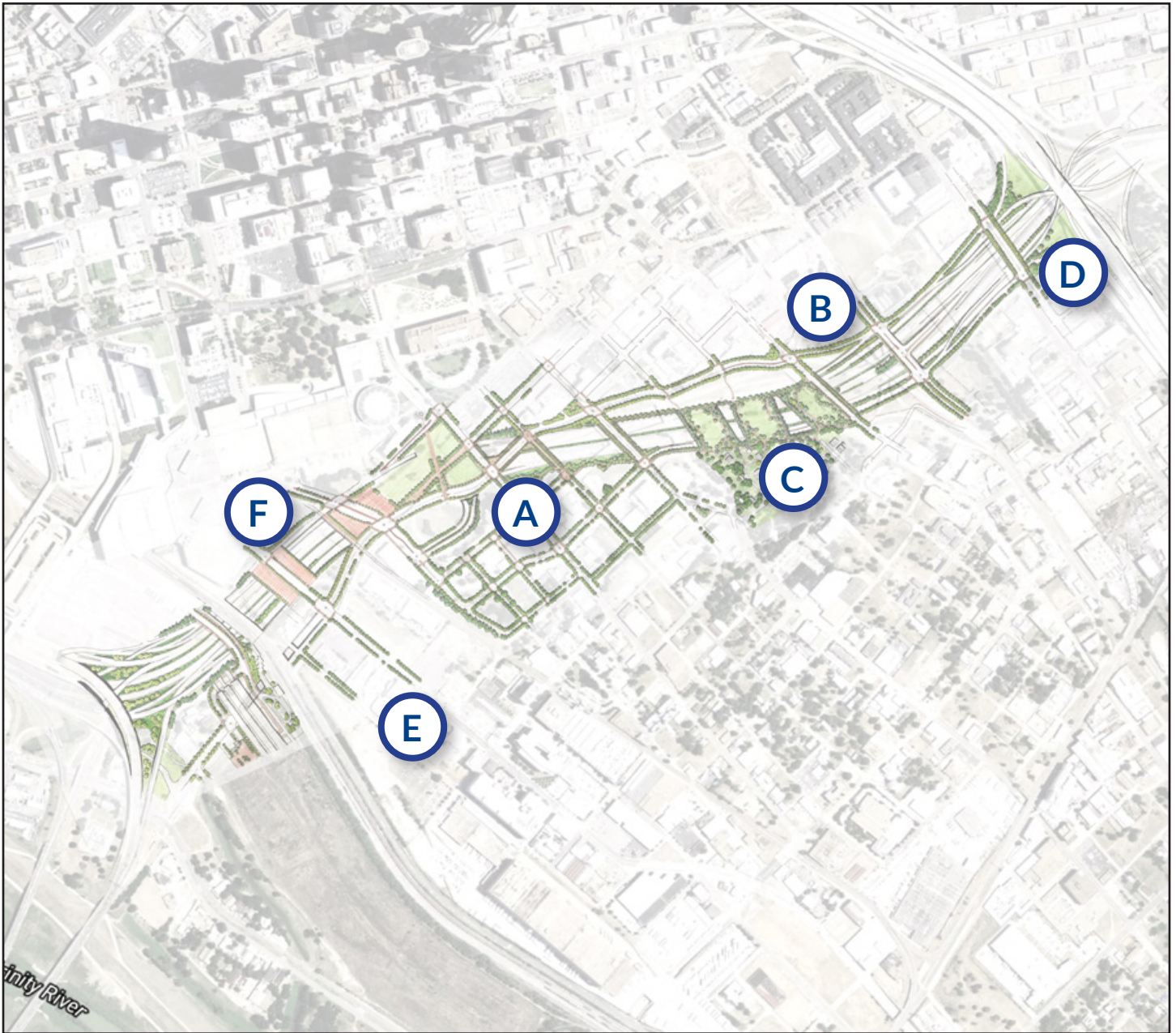


Image: ojb.com

Why It's Important

With the 2016 Dallas City Center Master Assessment Process (CityMAP), the City of Dallas and TxDOT began a collaborative, consensus-building process to determine priorities for the major urban interstate corridors immediately surrounding and entering the urban core. The I-30 Canyon project is one of the first highway projects to move forward following this study and provides a significant opportunity to implement the connectivity and economic development goals identified in CityMAP, the 360 Plan, and the High Speed Rail Station Zone Assessment. Building on the CityMAP design scenario, the City further developed Guiding Principles for this corridor. These said that the final design should include multimodal connections across the interstate, incorporate “complete streets” elements to the frontage roads, keep the width and height the same as the current I-30, maintain the street grid, reconfigure ramps to allow for development potential, and provide for strategic placement of deck parks. In addition to reestablishing improved local network connectivity, this project provides an opportunity to improve neighborhood character and support redevelopment opportunities for areas surrounding the Canyon, such as the Farmers Market, Heritage Village, convention center, and the Cedars neighborhood.

Issues and Opportunities



A Multimodal connections should be accommodated across and along the I-30 corridor, maintaining the urban street grid

B Development potential of abandoned right-of-way should be maximized through ramp reconfiguration

C Provide for strategic placement of deck parks, with potential locations connecting the Convention Center and Farmers Market/Heritage Village

D Allow for alternative scenarios for the I-345 redesign

E Enhance access to existing DART light rail stations, and coordinate design with potential linkages to a High Speed Rail (HSR) station and crossings

F Promote quality urban design to improve neighborhood character and stimulate further redevelopment

Driving Principles

Connect Dallas is built on six driving principles. These principles relate to the City Council's strategic priorities, and guide the selection of the projects, programs, and policies that will ultimately be part of the final plan. To put it simply, if it doesn't fit with the Driving Principles, it doesn't make it into the plan.

The project has been analyzed against each of the principles below to define some challenges the project may face, as well as some strategic that will help the City harness the project's full potential.



Economic Vitality

Establishing safe and inviting links between Downtown Dallas and the Cedars will be vital for both area's continued economic success. As development continues on both sides of the interstate, it will be vital to break down the barriers that divide the two neighborhoods and encourage flow from one area to the other. Re-establishing the street grid is a critical to creating an attractive environment for new development, attracting residents, and establishing the vibrancy that will contribute to lasting success.



Housing

Encourage new mixed use development in this area, to include a range of housing types at all price points. This area presents the perfect opportunity to accommodate a large amount of new residential in a walkable environment, close to employment centers, services, and recreation. Re-establishing connections across the interstate make the area that much more attractive to new residents who may work in Downtown and choose to live and recreate in the Cedars.



Innovation

Construction phases of this project present the opportunity to install fiber within parkways to connect neighborhoods and businesses, connect traffic signals for improved performance, and lay the groundwork for data sensors and collection that will improve city operations in the future.



Environmental Sustainability

Green infrastructure should be incorporated as improvements are made, including stormwater management best practices, permeable pavement (where possible) and landscaping to create a green canopy. Additionally, improving the walkability of the surrounding area will encourage sustainable travel.



Equity

Set new and innovative ways to ensure low-income individuals are trained and hired as part of the project constructing any deck parks elements and infrastructure. This could include construction, solar, or telecommunications requirements. Long-term job skills benefit not only this project, but the long-term regional workforce as infrastructure investments will be a major part of the next few decades.



Safety

Though a connected street grid is generally safer than an arterial system, traffic may intensify as development activity picks up. New roadways and intersections should include dedicated bicycle and pedestrian facilities to ensure safety throughout the system, as well as traffic calming elements where appropriate to ensure vehicles travel at appropriate speeds.

Action Plan

While many facets of the project are out of the City's control, there are certain steps the City can take to ensure the projects' potential is fully realized and that the Driving Principles remain at the forefront. These actions represent the Top 5 actions the City should be focusing on within the next two years in order to ensure success. The actions are not prioritized (action 1 is not more important than action 5) but simply represent a short, feasible list to accomplish as soon as practical.

