



I-345 CONNECTS CITYMAP GOALS



FROM I-30 TO WOODALL RODGERS FREEWAY (SPUR 366) | CSJ: 0092-14-094 | MARCH 19 & 21, 2024

TxDOT completed the CityMAP study in 2016. Termed the Dallas City Center Master Assessment Process (CityMAP), CityMAP provided the opportunity for public input to communicate the development of options for informed collective decision-making for the major highways leading into the core of downtown Dallas, including I-345.

The I-345 Feasibility Study started with the CityMAP alternatives to ultimately recommend one alternative to proceed in to this phase, I-345 Connects. Throughout the processes, through all the phases, TxDOT will continue to consider the CityMAP goals including:

Mobility

How we are meeting this goal:

- ✓ Updating the feasibility study traffic analysis with new traffic counts (2023) and the latest North Central Texas Council of Governments (NCTCOG) traffic model (2045)
- ✓ Preparing an Interstate Access Justification Report (IAJR) following FHWA and TxDOT guidelines, including traffic operations and safety analysis, which will be available at the public hearing (expected November 2024)
- ✓ Evaluating improved wayfinding and signage
- ✓ Incorporating the City of Dallas Comprehensive Environmental & Climate Action, Racial Equity, Economic Development, Street Design, Bicycle, Parking, Forward Dallas, Housing, Strategic Mobility, and Dallas 360 plans
- ✓ Improving city streets crossing over I-345
- ✓ Adding wider sidewalks, with buffers to traffic, and bicycle lanes consistent with the City of Dallas Complete Streets Manual
- ✓ Accommodating future street car on any city street
- ✓ Maintaining highway access from South/Southern Dallas to North Dallas
- ✓ Evaluate proposed access in coordination with stakeholders, City of Dallas, NCTCOG and public meeting comments to refine the schematic prior to approval (expected March 2025)

Connectivity

How we are meeting this goal:

- ✓ Refining the proposed design based on feedback from previous studies, City of Dallas, DART and NCTCOG coordination
- ✓ Maintaining the same number of south- and northbound mainlanes to connect I-345 to I-30 and Woodall Rodgers Freeway (Spur 366)
- ✓ Coordinating with the City of Dallas for future capping areas and amenities over I-345 (to be provided by others, not TxDOT)
- ✓ Subcommittee coordination with the City of Dallas for preliminary cross street configuration, including multi-modal accommodations
- ✓ Incorporating the City of Dallas Comprehensive Environmental & Climate Action, Racial Equity, Economic Development, Street Design, Bicycle, Parking, Forward Dallas, Housing, Strategic Mobility, and Dallas 360 plans

Sustainability

How we are meeting this goal:

- ✓ Incorporating the City of Dallas Comprehensive Environmental & Climate Action, Racial Equity, Economic Development, Street Design, Bicycle, Parking, Forward Dallas, Housing, Strategic Mobility and Dallas 360 plans
- ✓ Lowered mainlanes with reconnected cross street connections removes the perceived barrier and promotes community cohesion between downtown and Deep Ellum
- ✓ Maintaining connection between South/Southern Dallas and North Dallas that provides flexibility for jobs
- ✓ Coordinate with City of Dallas, DART and NCTCOG to not preclude other agency projects adjacent or interfacing with I-345.

Economic Development

How we are meeting this goal:

- ✓ Coordinating with the City of Dallas for future potential capping areas and amenities over I-345 (to be provided by others, not TxDOT)
- ✓ City of Dallas identified possible use of potential surplus ROW
- ✓ Incorporating the City of Dallas Comprehensive Environmental & Climate Action, Racial Equity, Economic Development, Street Design, Bicycle, Parking, Forward Dallas, Housing, Strategic Mobility and Dallas 360 plans
- ✓ Optimizing surplus row parcels based on feedback from the city for future usage
- ✓ Revising street grid based on city feedback to optimize future land use

Scan the QR code to view the CityMAP website.

