

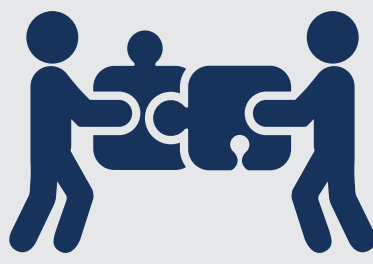






I-345 CONNECTS

WHAT MATTERED TO YOU (FEASIBILITY STUDY)



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

I-345 Feasibility Study Goal	Challenge	Solution (Schematic Engineering Phase Updates)
 Community Cohesion	Highway perceived as a barrier between communities	<p>Coordinate with the City of Dallas for future capping areas and amenities over I-345 (to be provided by others, not TxDOT). City of Dallas identified possible use of potential surplus right of way (ROW). Subcommittee coordination with the City of Dallas for preliminary cross street configuration, including multi-modal accommodations. Incorporated 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. Reconnect the city street grid over the highway.</p> <p>See the project schematic, proposed 3D rendering/drive-thru video, cross street typical sections, potential capping areas, potential surplus ROW and land use, and City of Dallas coordination exhibits.</p>
 Pedestrian Safety	Concerns about existing pedestrian and bicycle connectivity and safety	<p>Subcommittee coordination with the City of Dallas for preliminary cross street configuration, including multi-modal accommodations. Wider sidewalks and separate bike paths to separate bicyclists and pedestrians from vehicle traffic. Accommodate sidewalks along discontinuous frontage roads, where reasonable and feasible within existing ROW. Incorporated 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.</p> <p>See the project schematic, proposed 3D rendering/drive-thru video, cross street typical sections and City of Dallas coordination exhibits.</p>
 Connection	Risk of losing connectivity between south and southern Dallas and north Dallas	<p>Maintains the same number of south- and northbound mainlanes to connect I-345 to I-30 and Woodall Rodgers Freeway (Spur 366). Improve auxiliary lanes between I-30 and Woodall Rodgers Freeway to improve safety, weaving and wayfinding. Incorporated 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.</p> <p>See the project schematic and proposed 3D rendering/drive-thru video.</p>
 Agency Coordination	Multiple agencies with ongoing projects and goals	<p>Refine the proposed design based on feedback from previous studies, City of Dallas, DART, and NCTCOG coordination. Coordination with the City of Dallas through subcommittees, monthly meetings and city council briefings. Stakeholder coordination, including identifying potential development and traffic generators. Incorporated 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.</p> <p>See the project schematic, proposed 3D rendering/drive-thru video, cross street typical sections, potential capping areas, potential surplus ROW and City of Dallas coordination exhibits.</p>
 Economic Development Potential	Identify potential surplus ROW and areas for capping	<p>Coordinate with the City of Dallas for future capping areas and amenities over I-345 (to be provided by others, not TxDOT). City of Dallas identified possible use of potential surplus ROW. Incorporated 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.</p> <p>See the cross street typical sections, potential capping areas, potential surplus ROW and City of Dallas coordination exhibits.</p>