Virtual & In-Person Public Meeting

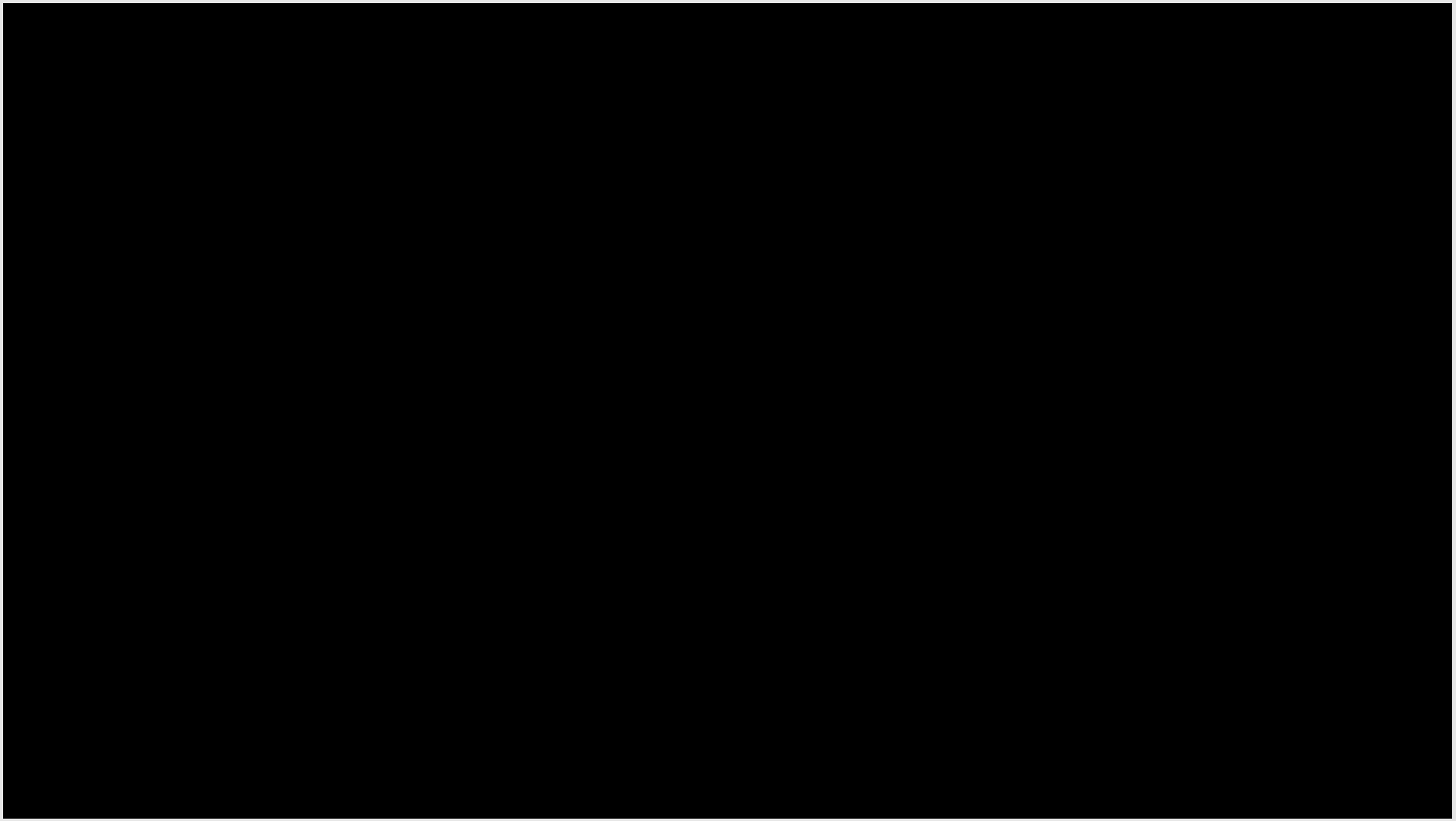
Interstate Highway (I) 345 Feasibility Study

From I-30 to Woodall Rodgers Freeway (Spur 366)

June 22, 2021

Dallas County, Texas

TxDOT Introduction



John Hudspeth, P.E.
Director of Transportation Planning and Development, TxDOT Dallas District

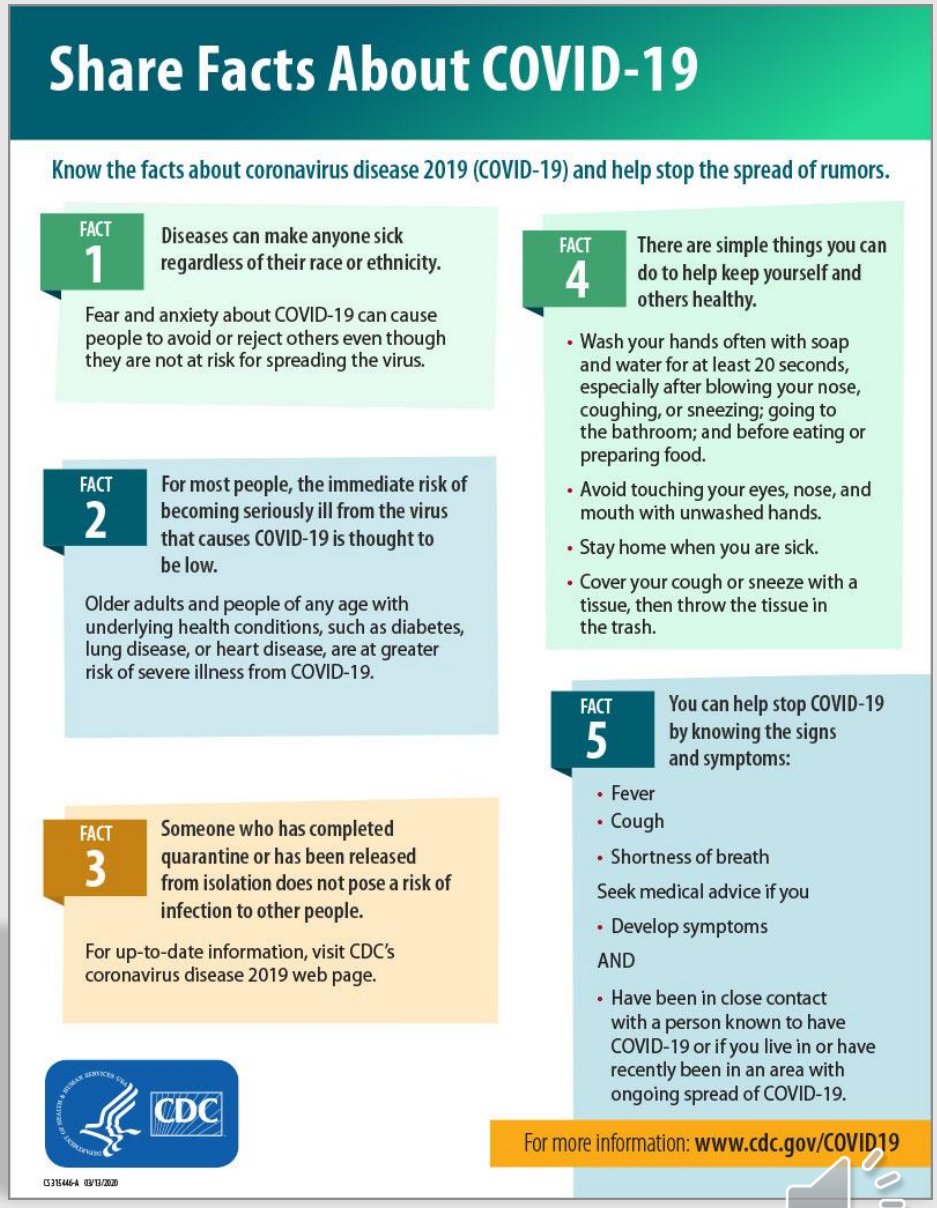
Virtual Public Meeting in Response to Public Health

In response to the COVID-19 outbreak, TxDOT is conducting virtual public meetings in addition to in-person public meetings.

The virtual public meeting and TxDOT website will provide the same information as an in-person meeting would have provided.

Study Information Website:

www.345study.com



Share Facts About COVID-19

Know the facts about coronavirus disease 2019 (COVID-19) and help stop the spread of rumors.

FACT 1 Diseases can make anyone sick regardless of their race or ethnicity.

Fear and anxiety about COVID-19 can cause people to avoid or reject others even though they are not at risk for spreading the virus.

FACT 2 For most people, the immediate risk of becoming seriously ill from the virus that causes COVID-19 is thought to be low.

Older adults and people of any age with underlying health conditions, such as diabetes, lung disease, or heart disease, are at greater risk of severe illness from COVID-19.

FACT 3 Someone who has completed quarantine or has been released from isolation does not pose a risk of infection to other people.

For up-to-date information, visit CDC's coronavirus disease 2019 web page.

CDC

CS 315446-A 03/13/2020

FACT 4 There are simple things you can do to help keep yourself and others healthy.

- Wash your hands often with soap and water for at least 20 seconds, especially after blowing your nose, coughing, or sneezing; going to the bathroom; and before eating or preparing food.
- Avoid touching your eyes, nose, and mouth with unwashed hands.
- Stay home when you are sick.
- Cover your cough or sneeze with a tissue, then throw the tissue in the trash.

FACT 5 You can help stop COVID-19 by knowing the signs and symptoms:

- Fever
- Cough
- Shortness of breath

Seek medical advice if you

- Develop symptoms

AND

- Have been in close contact with a person known to have COVID-19 or if you live in or have recently been in an area with ongoing spread of COVID-19.

For more information: **www.cdc.gov/COVID19**

Feasibility Study

Public Meeting Purpose:

- Provide information on the study process.
- Receive input on the conceptual alternatives for the future of I-345.

How to Submit Your Comments

- Please submit your comments regarding this Public Meeting using any of the four methods below by **Thursday, July 22, 2021,** to be included in the Public Meeting Summary

Comment Online

Click the provided link on the website at www.345study.com

Email Us

345study@txdot.gov

Mail-In Comments

TxDOT Dallas
District Office
Attn: Travis Campbell, P.E.
4777 E. Highway 80
Mesquite, TX 75150

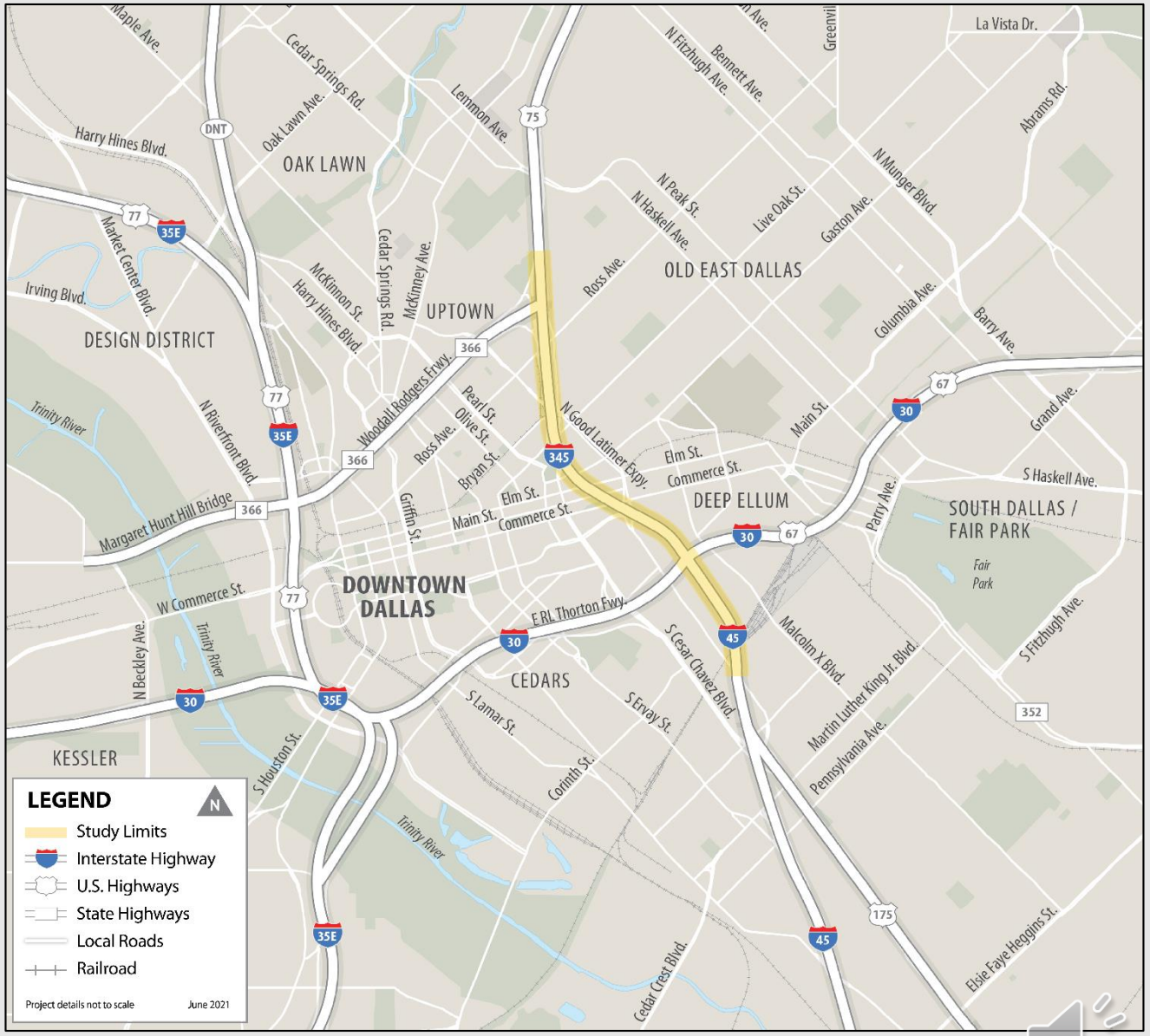
Leave a Voicemail

(833) 933-0432

Questions about the study?
Please contact TxDOT Project Manager, Travis Campbell, P.E. at 345study@txdot.gov.

Study Location

From I-30 to Woodall Rodgers Freeway (Spur 366)



Study Approach and Timeline

1 Define
the study approach

- Perform data collection
- Begin meeting with elected officials, stakeholders and study partners (listening sessions)
- Define work groups
- Conduct work group kick-off meetings
- Define traffic and safety study limits and build existing conditions models
- Conduct first series of public meetings
- Conduct first survey

2 Develop
and screen prelimary concepts

- Assess feedback and develop conceptual alternatives
- Develop existing and future no build traffic results
- Develop initial build alternatives
- Develop preliminary evaluation matrix
- Continue listening sessions
- Begin work group update meetings
- Perform conceptual alternative traffic analyses
- Conduct second series of public meetings

WE ARE HERE

- Conduct second survey

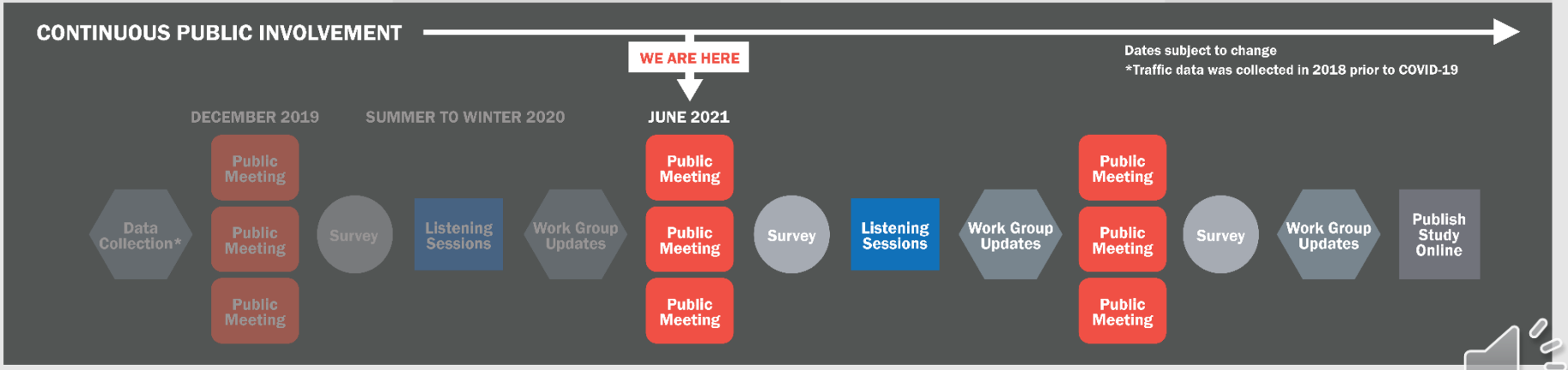
3 Refine
reasonable alternatives

- Assess feedback and refine conceptual alternatives
- Utilize detailed conceptual alternative traffic analyses
- Refine evaluation matrix
- Continue listening sessions
- Conduct work group update meetings
- Conduct third series of public meetings*
- Conduct third survey

An additional series of public meetings will be held if needed.

4 Deliver
collaborative and defendable study results

- Assess feedback and modify conceptual alternative as applicable
- Finalize analyses and determine TxDOT recommended alternative
- Conduct work group update meetings
- Publish study online



Project Development Process

We are Here

Open to Traffic

Construction

Identify Funding & add to TxDOT's Unified Transportation Plan (UTP)

Final Construction Plans, Cost Estimate & Utilities Coordination

Approved Design Schematic, Environmental Assessment & add to the NCTCOG Metropolitan Transportation Plan (MTP)

CityMap
Complete

Feasibility Study
Alternative Recommendation

CityMAP Goals and I-345 Feasibility Study Goals

CityMap Goals

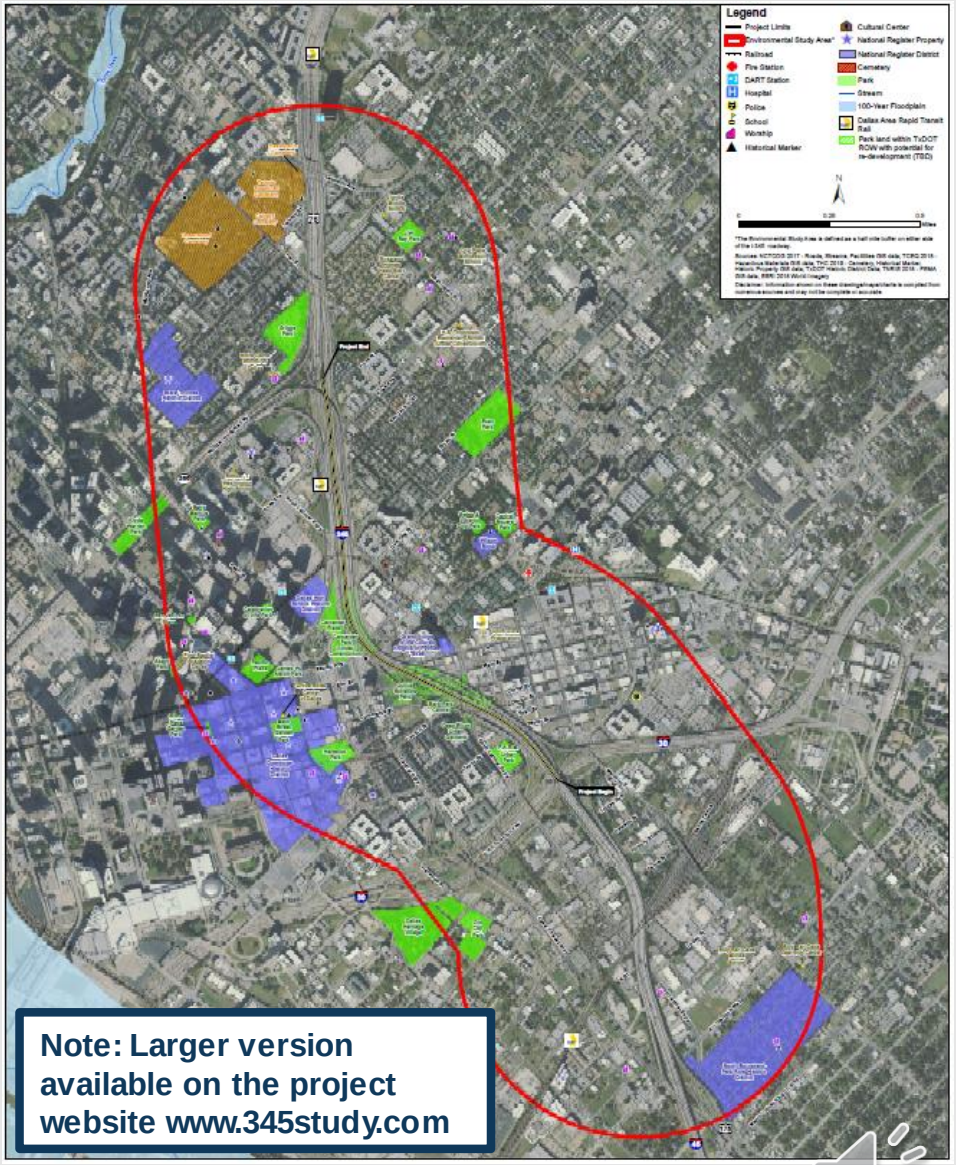
- Mobility
- Connectivity
- Sustainability
- Economic Development

I-345 Feasibility Study Goals

- Carry forward CityMap Goals of Mobility, Connectivity, Sustainability and Economic Development
- Have an inclusive, transparent and collaborative public involvement process
- Work collaboratively with stakeholders
- Review recommendations from previous studies
- Provide the best solution that maintains safety, mobility and operability
- Defendable results
- Incorporate TxDOT and community goals
- Work towards recommended alternative

Constraints Map

- The design team carefully considers social and environmental constraints during the study process
- Key constraints within the I-345 study area:
  - One cemetery
  - Two schools
  - Two DART rail stations and three DART railway crossings
  - Three places of worship
  - Two National Historic Register Properties
  - Four Texas Historical Markers
  - One future park and six existing parks
  - Eighteen potential hazardous material sites



Note: Larger version available on the project website www.345study.com

Previous Public Involvement, December 2019 Public Meetings Summary

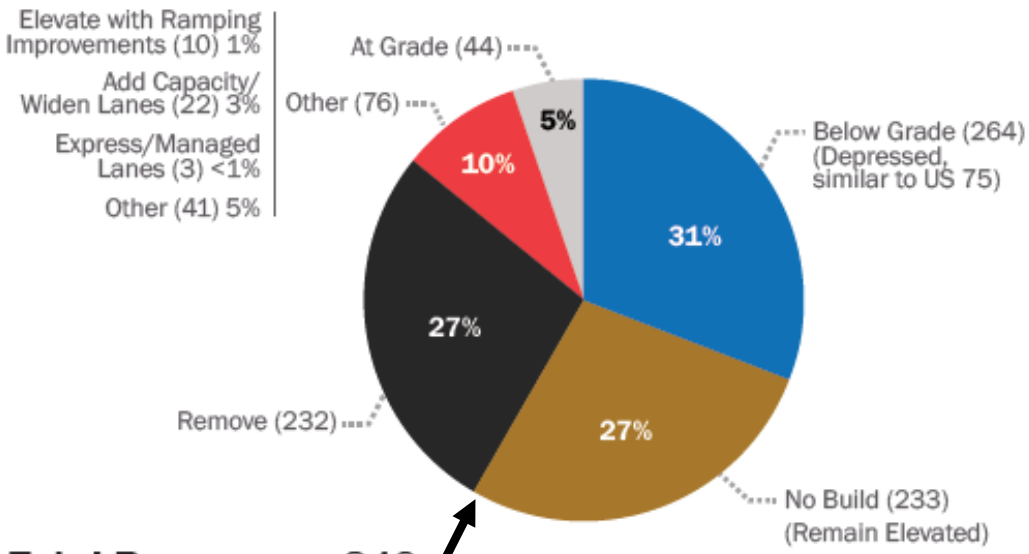
PUBLIC MEETING ATTENDANCE

DECEMBER 2	**206 people** in attendance at St. Philip's School and Community Center
DECEMBER 3	**178 people** in attendance at CityPlace Conference Center
DECEMBER 5	**302 people** in attendance at the Sheraton Hotel

PUBLIC MEETING SERIES 1

1362	130	15
# of surveys received	# of written comments received	# of verbal comments received

Preferred Alternatives



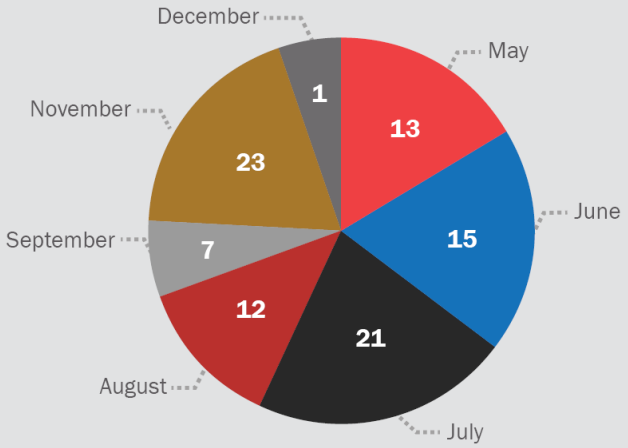
Total Responses: 849

The key takeaway from the first round of public meetings is that based on public input, there was still interest in all of the alternatives presented in CityMAP.

Stakeholder Meetings

92
one-on-one stakeholder meetings

Meetings Per Month in 2020



The themes listed below were the most mentioned during the stakeholder meetings:

- Where people are coming/going on I-345
- Cost
- Development of land
- Connecting neighborhoods
- Integration with local projects
- Toll lanes/managed lanes
- DART/D2
- Minority community involvement
- Previous studies, such as CityMAP
- Timeline
- Hybrid Options
- Equal representation/Equity
- Health/safety
- Environmental impacts

Conceptual Alternatives

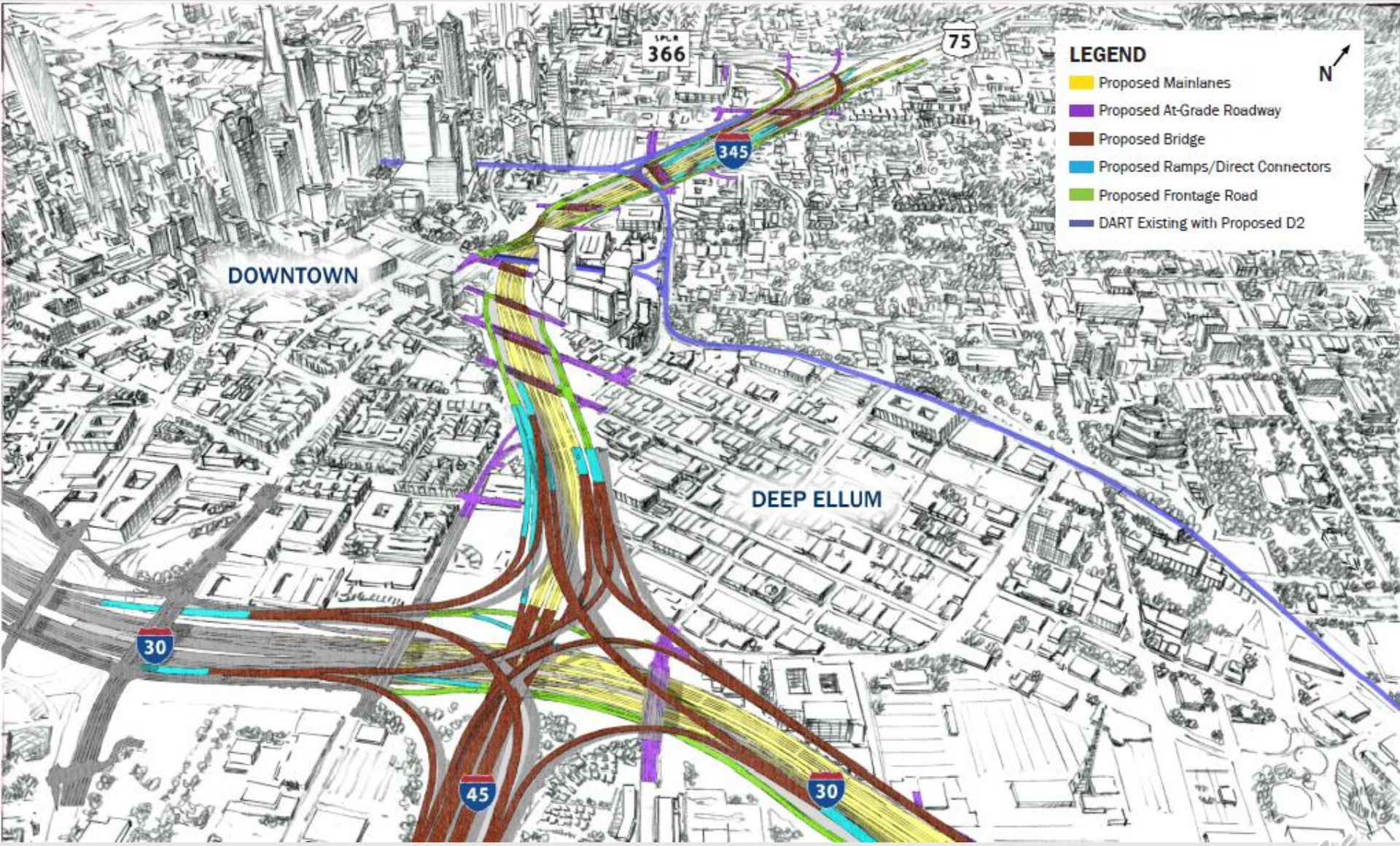
The five alternatives that are being considered include:

NB	**No Build/ Leave I-345 As-Is**	No additional improvements would occur to the existing I-345 other than maintenance.
D	**Depressed Alternative**	Similar to US 75, mainlanes are low with discontinuous frontage roads along either side and cross streets over the top. The city street grid is enhanced and includes pedestrian and bicycle facilities along the frontage roads and local streets.
R	**Removal Alternative**	The existing mainlanes would be removed and the city street grid is enhanced. This alternative includes pedestrian and bicycle facilities.
El	**Elevated Alternative**	Similar to what exists now, with a smaller footprint of an elevated highway with aesthetic improvements, revised access and signage for drivers, enhanced city street grid, and pedestrian and bicycle facilities under the highway.
H	**Hybrid Alternative**	Similar to US 75 and the proposed depressed alternative, where mainlanes are low. There is limited access from the mainlanes to the local streets that are reconnected over the top. No proposed frontage roads. Access to the area is from local streets, I-30 or Woodall Rodgers Freeway. The city street grid is enhanced and includes pedestrian and bicycle facilities.

No Build/Leave I-345 As-Is Alternative

Preliminary, subject to change. This is a representative rendering. FOR MORE DETAIL ON THE ALTERNATIVES SEE STATION 4.

Depressed Alternative



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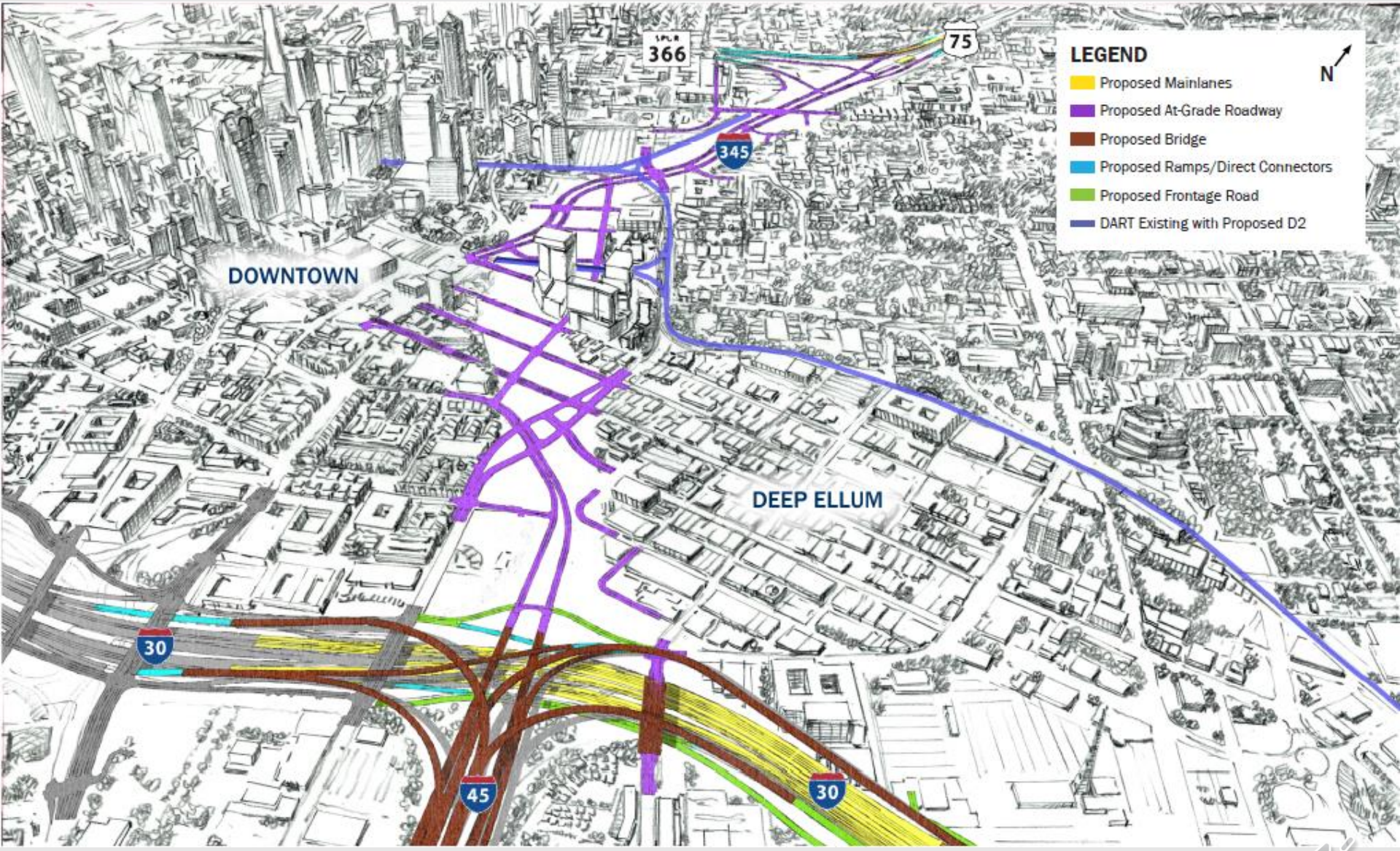
Removal Alternative



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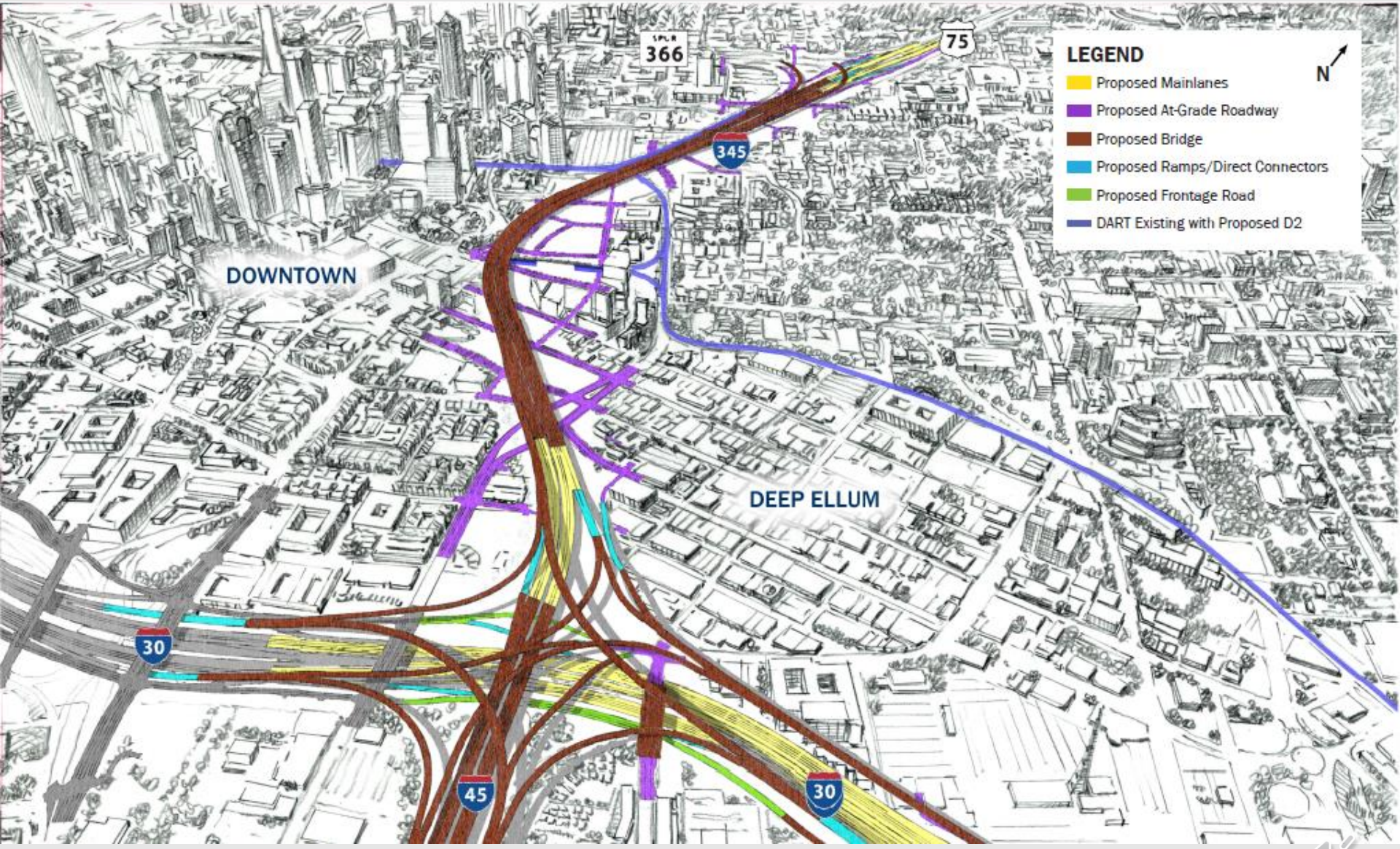
Elevated Alternative



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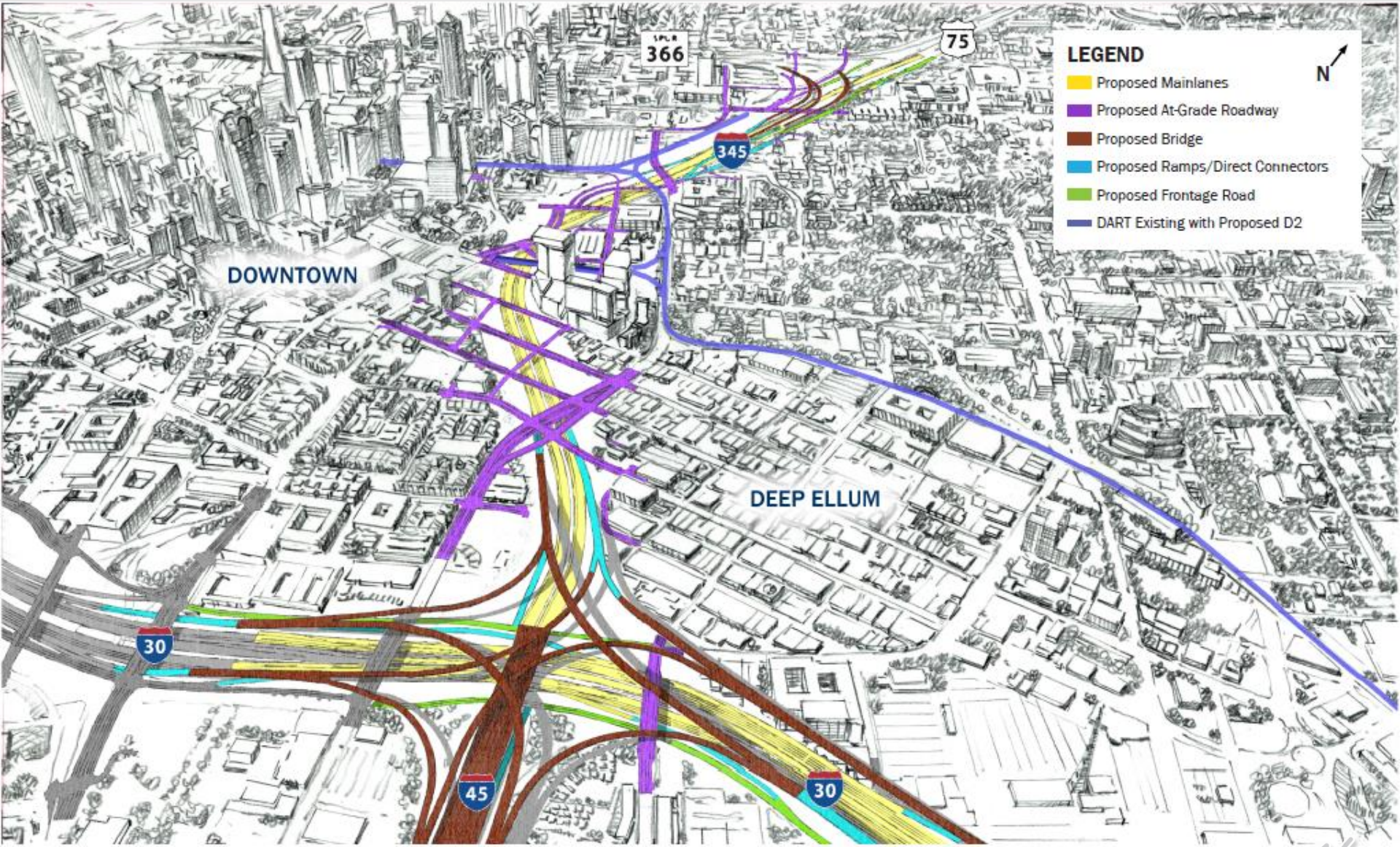
Hybrid Alternative



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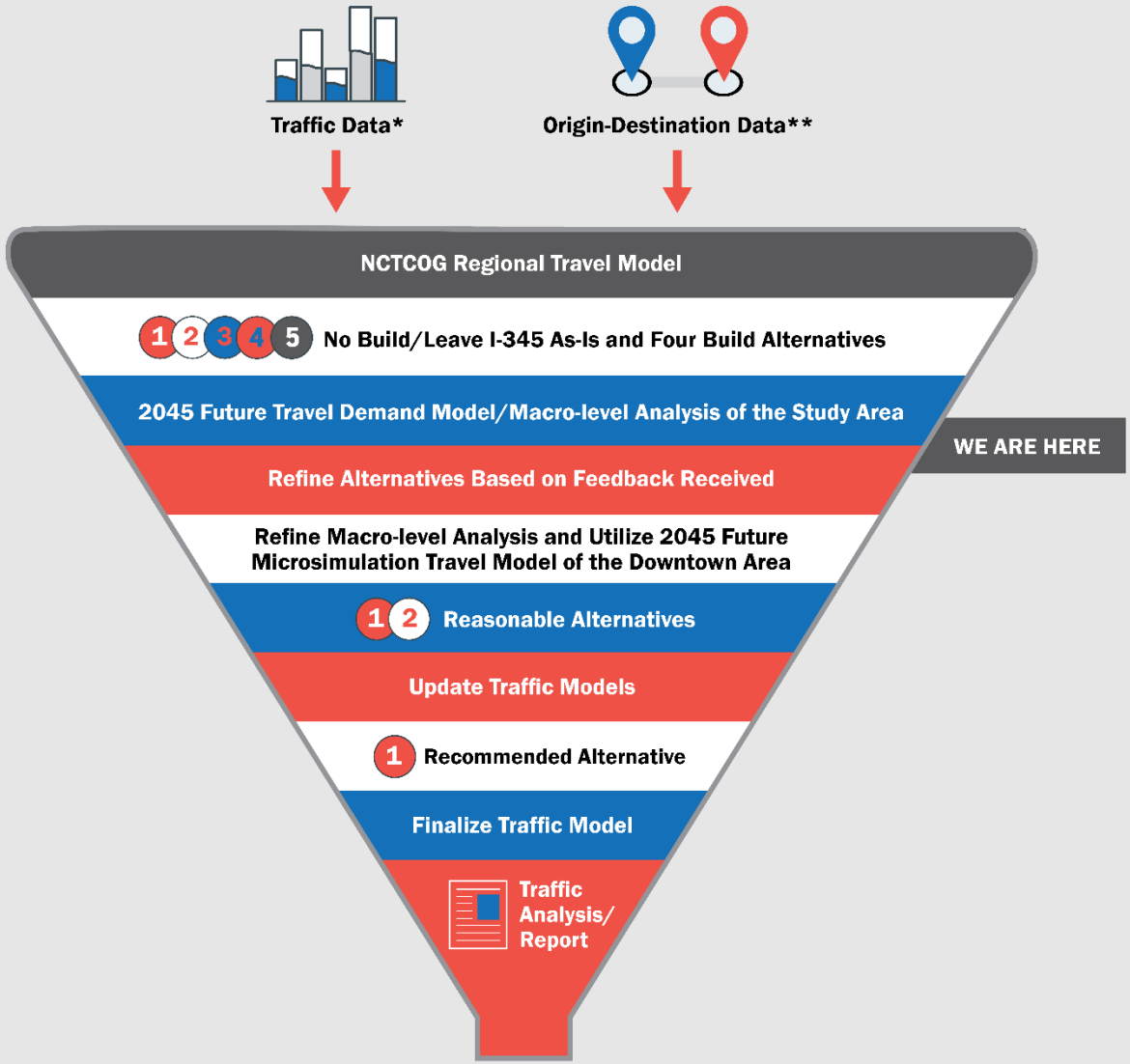
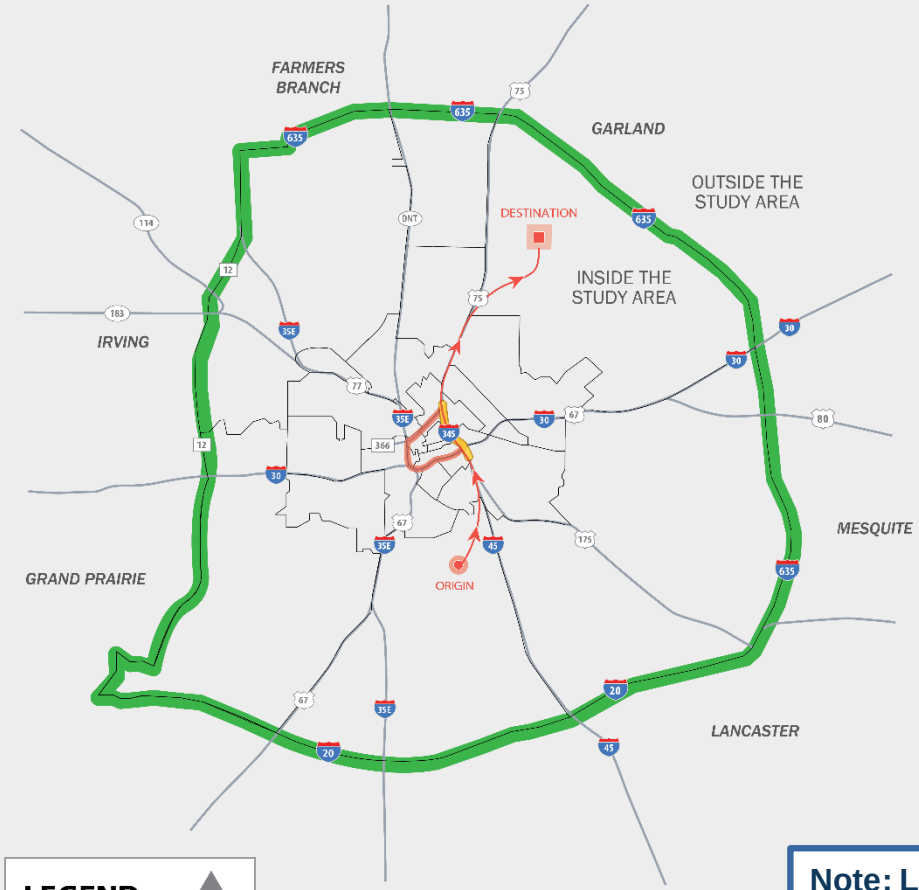
Traffic Approach Process



*Traffic Data, including traffic counts, was collected in 2018.
**Origin-Destination data was collected over a six month period from fall 2017 to spring 2018.

Origin and Destination Traffic Data

Example Origin and Destination Route



Note: Larger version available on the project website www.345study.com

WHAT?

What is Origin-Destination data?

Origin and destination data represents movement through a geographic space, from an origin (starting point) to a destination (ending point). Origin and destination data is sourced from smart phones and in-vehicle navigation systems.

TxDOT does not know exactly where a trip originates or is destined to. The data is based on zones as outlined in the map within the study area. TxDOT respects the privacy of the traveling public.

WHO?

Who collected this data?

TxDOT purchased the data from a company called StreetLight that collected and analyzed the data. An interactive dashboard was developed to visualize the data.

WHERE?

Where was this data collected?

The data was collected within the study area (see the green outline in the graphic to the left). It was collected at points throughout the area along mainlanes, ramps, and cross streets. Data was collected on major freeways and arterials within the study area, not just for the limits of the I-345 Feasibility Study.

WHEN?

When was this data collected?

Data was collected over a six-month period from fall 2017 to spring 2018. The data includes weekday and weekend data, as well as daily, mid-day, morning and evening peak periods.

WHY?

Why is this information important to the I-345 Feasibility Study?

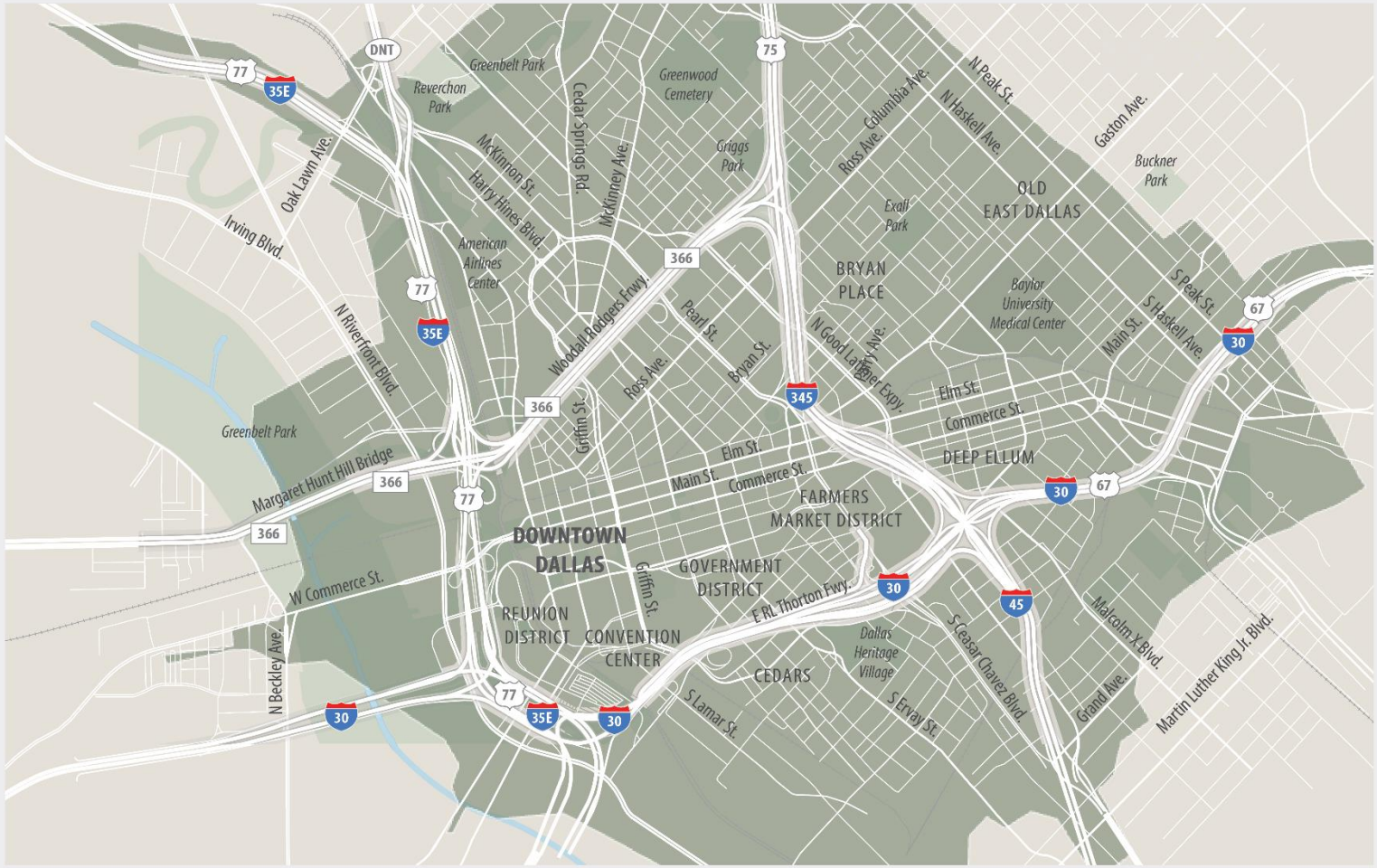
A key to evaluating the alternatives is to understand the travel patterns of current users of I-345 within the study area, and into and out of the study area. The information is not limited to the I-345 study limits. Changes within the I-345 study limits could potentially impact other freeways and arterials within the study area. It is important to understand where people are coming from and going to as the study progresses.

With the calibrated study area, TxDOT can analyze, visualize and compare the travel patterns in the study area. There are many points and zones within the data that can provide valuable trip information to aid the study in understanding how the public is using I-345.

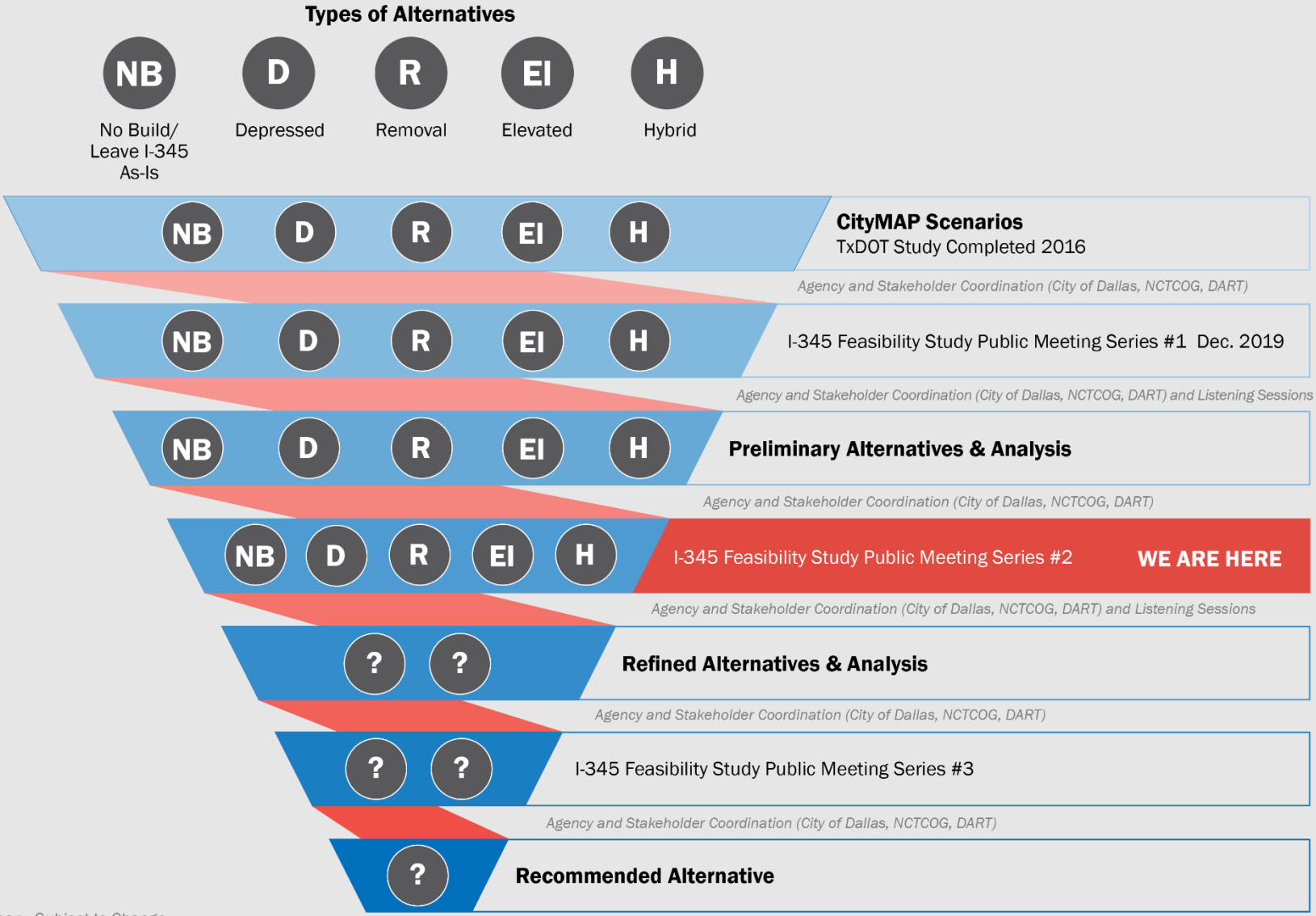
Following this introduction are representative examples of the data that can be sourced from the dashboard tool. TxDOT is only presenting three selection points at this public meeting; however the study has access to hundreds of data points.

Traffic Volume Analysis

The traffic volume analysis demonstrates where traffic is expected to increase or decrease within the area shown in green.



Evaluation Matrix Process



Preliminary, Subject to Change

Alternative Comparisons Summary Matrix

*Note: No proposed ROW would be required with any of the proposed alternatives. This includes no impacts to natural resources (wetlands, streams, farmland, wooded areas or floodplains) or cemeteries.

**N/A = Not applicable

Criteria Rating Scale in comparison to the No Build/Leave I-345 As-is

Does not achieve criteria	Sometimes meets criteria	Neutral/No Change	Mostly meets criteria	Highly meets criteria

Criterion		Objective	No Build/ Leave I-345 As-Is	Depressed	Removal	Elevated	Hybrid	Key Takeaway
Mobility	Vehicles	Minimize impacts to corridor mobility on the freeways and local roads						Due to the changes in access with each proposed build alternative, traffic patterns will change traffic volumes on various freeways and local roads.
	Bicycle/Pedestrian	Improve bicycle/pedestrian mobility						All proposed build alternatives would improve bicycle and pedestrian mobility.
	Transit	Accommodate existing transit facilities and known future proposed transit projects						All proposed build alternatives would accommodate existing transit and the proposed DART D2 alignment. The Removal alternative would have an at grade crossing with the existing transit facility because of the increased traffic on local roads. With the Removal alternative, DART might have to consider grade separations to improve transit and vehicle operations and safety.
Connectivity	Access between freeways	Freeway to freeway connections						The Depressed, Elevated and Hybrid alternatives maintain the I-345 freeway system between I-30 and Woodall Rodgers Freeway (Spur 366). The Removal alternative severs the freeway connection.
	Access between freeways and local roads	Freeway to local road connections						I-345 has 16 existing access points (ramps). The Depressed alternative maintains 13 of the 16 access points. The Removal alternative severs the connection of I-345 to local roads. The Elevated alternative maintains 7 and the Hybrid alternative maintains 9 of the 16 access points.
	Access between local roads	Local road connections						In all proposed build alternatives, no new connections are proposed, however, the Taylor Street connection is severed. The Depressed alternative, in addition to Taylor Street, severs Carlton Street and Good Latimer Expressway. The Removal alternative, in addition to Taylor Street, severs Carlton Street.
Sustainability	Bicycle/Pedestrian	Improve bicycle/pedestrian facility connections						All proposed build alternatives improve bicycle and pedestrian connections along proposed cross streets or frontage roads where applicable. The Depressed alternative does not maintain a connector across Good Latimer Expressway on the southern end of the study limits.
	Agency Coordination	Respond to City of Dallas design guidance and DART D2 future plans						The alternatives were coordinated with the City of Dallas, NCTCOG and DART. The Hybrid alternative is the only proposed build alternative that meets all of the criteria received to date.
	Right of Way (ROW)*	Avoid additional ROW and displacements	N/A**					All proposed build alternatives avoid additional ROW and would not result in any displacements.
	Parks outside State ROW	Avoid impacts to parks, recreational areas, and public usage facilities like parking, including existing and future amenities, outside existing State ROW	N/A					No additional ROW would be required and there would be no impacts to parks or recreational areas located outside of State ROW.
	Parks and public usage inside State ROW	Avoid impacts to parks, recreational areas, and public usage facilities like parking, including existing and future amenities within existing State ROW	N/A					The Elevated alternative would not result in permanent impacts to the existing public facilities within State ROW. The Depressed, Removal and Hybrid alternatives would result in permanent impacts to public facilities within the State ROW, including Julius Schepps Park, Lark Park Central, and Carpenter Park extension and existing parking lots.
	Communities	Minimize impacts to existing adjacent communities (Downtown/Deep Ellum)						The No Build/Leave I-345 As-Is alternative is perceived as a barrier between Downtown and Deep Ellum. The Depressed and Hybrid alternatives would depress the mainlanes and improve the local road connections at grade, including adjacent bicycle and pedestrian accommodations. The Removal alternative replaces the existing highway with local streets, including adjacent bicycle and pedestrian accommodations. The Elevated alternative would be similar to the No Build/Leave I-345 As-Is alternative, but when reconstructed would allow for better connectivity under the mainlanes, including bicycle and pedestrian accommodations.
		Minimize impacts to existing communities beyond downtown						The No Build/Leave I-345 As-Is, Depressed, Elevated and Hybrid alternatives maintain the connection from South Dallas to North Dallas. The Removal alternative removes the connection and the communities would have to adjust travel patterns to alternate routes.
	Sustainable Design	Minimize maintenance costs through sustainable design elements						The No Build/Leave I-345 As-Is alternative requires significant maintenance to extend the life of the existing structure. The Removal alternative would have the least maintenance costs being an at-grade solution but, will increase maintenance on local roads due to the increase in traffic volumes on the local roads. The Elevated alternative would have maintenance costs to inspect and repair any structural deficiencies over time. The Depressed and Hybrid alternatives could have significant maintenance costs to accommodate current DART D2, which requires storm water detention and a pump station. Any potential capping could also add maintenance costs dependent on the type of proposed amenities (TBD).
	Potential Surplus ROW	Amount of potential surplus ROW that could result in development (to be determined) (in acres)	N/A					All of the proposed build alternatives have potential for surplus ROW.
Economic Development	Property Values Impacts	Property values at buildout due to potential for economic development (2020 dollars)						All of the proposed build alternatives have potential to increase property values at buildout; however, increased property values could result in higher property taxes which may negatively affect some residents and businesses.
	Property Tax Revenue Impacts	Annual incremental property tax revenue at buildout (2020 dollars)						All of the proposed build alternatives have potential to result in annual incremental property tax revenue at buildout; however increased property taxes could negatively affect some residents and businesses.
	Potential Cap Locations	Provides opportunity for potential development of parks over freeway						Ratings include both surplus ROW and potential development on top of the freeway.
Construction Cost	Cost ($)	Preliminary, approximate construction cost (2020 dollars)	N/A	$$$	$	$$	$$$	There is significant cost associated with the Depressed and Hybrid alternatives. The higher cost is associated with depressing the highway and relocation of existing utilities.

Note: Larger version available on the project website www.345study.com

City of Dallas Design Guidance for the Development of I-345

CITY OF DALLAS

The City of Dallas requests that the following design criteria be applied to the scenarios that TxDOT develops for future improvements or reconstruction of I-345. The criteria were developed with the goal of incorporating safety, environmental sustainability, economic vitality, and housing considerations as part of all scenarios.

Design Criteria

1. Minimize the footprint of I-345 and related ramps, to the extent possible in applicable scenarios, to maximize future development potential along the corridor and reconnect neighborhoods. For the elevated scenario, consider running Cesar Chavez under I-345 north of Pacific to minimize right-of-way and create new opportunities for economic development along I-345.
2. Incorporate a D2 subway connection across TxDOT right-of-way in the I-345 scenarios, in line with the March 24, 2021 City Council resolution.
3. Avoid creating any new barriers between neighborhoods and seek opportunities to reconnect Downtown with Deep Ellum and Bryan Place, the State-Thomas neighborhood with the Arts District, the Cedars area with Fair Park, and Carpenter Park with surrounding neighborhoods.
4. Seek to limit the presence of on/off ramp connections to the city street grid along the I-345 corridor between Live Oak Street and Canton Street in applicable scenarios, to increase walkability between Downtown and Deep Ellum.
5. On/off ramps should follow an urban configuration and tie into or become part of the city street network.
6. I-345 scenarios should tie seamlessly into Woodall Rodgers Freeway, US 75, I-30, and I-45 with the least impact possible to neighborhood connectivity and surrounding development.
7. Incorporate complete streets and urban design elements on all new and reconstructed city streets.
8. In line with the City's Vision Zero resolution, seek to enhance safety for all modes of transportation in all scenarios.
9. Allow for strategic decking/air-right development opportunities in a depressed configuration.
10. Integrated Stormwater Management (iSWM) standards should be used to mitigate stormwater concerns. Any required underground water storage infrastructure should be seamlessly integrated into the surrounding area and be environmentally friendly.

Comments

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- Comments must be received or postmarked on or before **Thursday, July 22, 2021,** to be included in the Public Meeting Summary

Comment Online

Click the provided link on the website at www.345study.com

Email Us

345study@txdot.gov

Mail-In Comments

Texas Department of Transportation
Travis Campbell, P.E.
4777 E. Highway 80
Mesquite, TX 75150

Leave a Voicemail

(833) 933-0432

Thank You!

This concludes the presentation.