



PUBLIC MEETING ATTENDANCE

DECEMBER

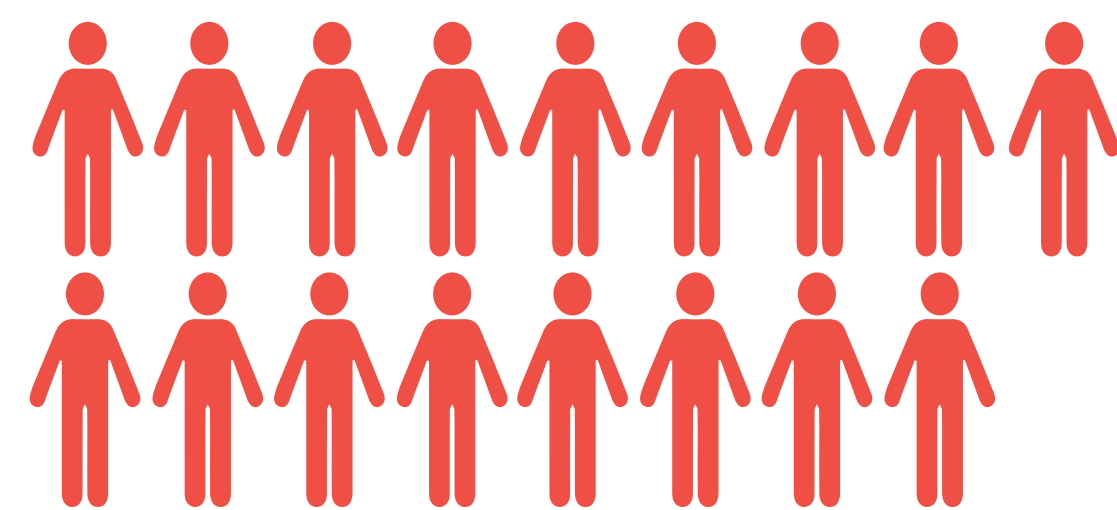
2



206 people
in attendance at St. Philip's School and Community Center

DECEMBER

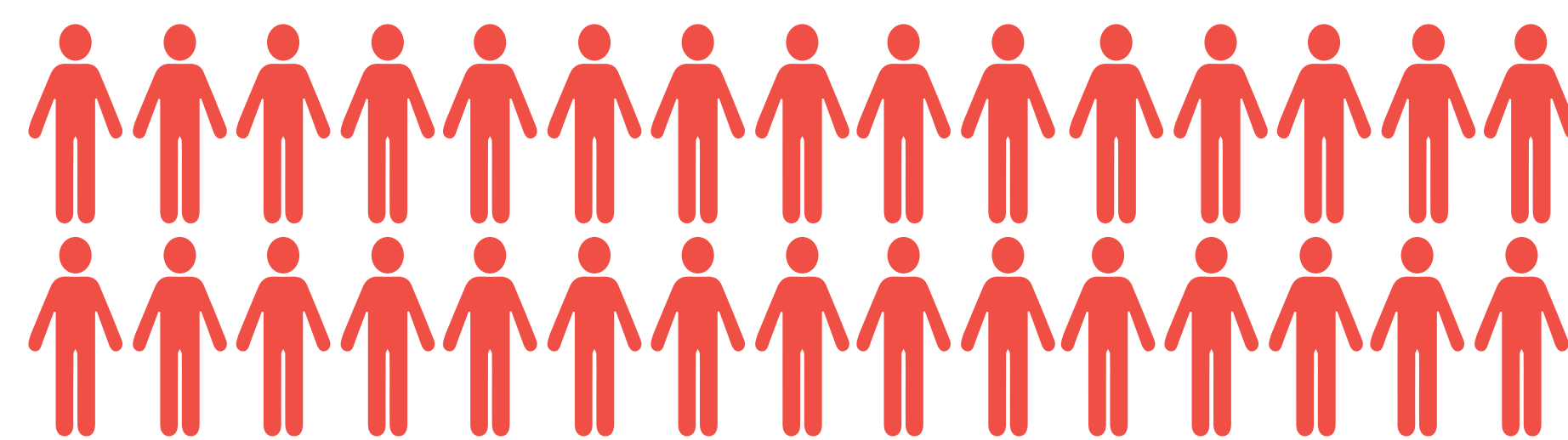
3



178 people
in attendance at CityPlace Conference Center

DECEMBER

5



302 people
in attendance at the Sheraton Hotel

PUBLIC MEETING SERIES 1

1362

of surveys received

130

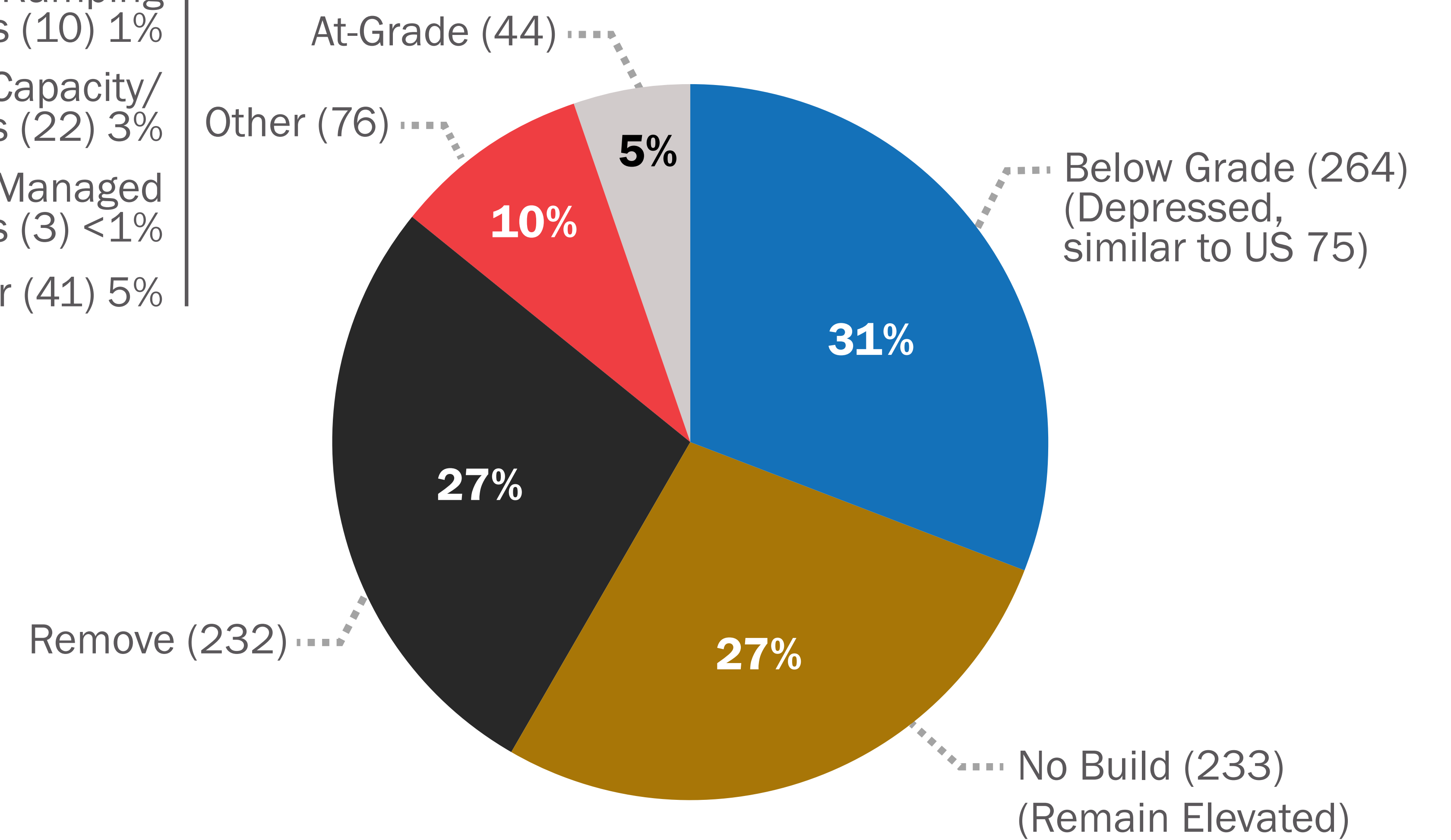
of written comments received

15

of verbal comments received

PREFERRED ALTERNATIVES

- Elevate with Ramping Improvements (10) 1%
- Add Capacity/Widen Lanes (22) 3%
- Express/Managed Lanes (3) <1%
- Other (41) 5%



Total Responses: 849

KEY TAKEAWAY

There was a pretty even three-way split for public preference on alternatives to evaluate in the feasibility study. More than 70% of respondents suggested further analysis of the alternatives presented in the 2016 CityMAP Study.



KEY TAKEAWAY

More than 65% of respondents stated that they preferred a highway alternative versus a removal alternative. Of those that preferred a highway alternative, over 50% of respondents stated that they preferred a below grade (depressed/hybrid) alternative.

POSITION LETTERS

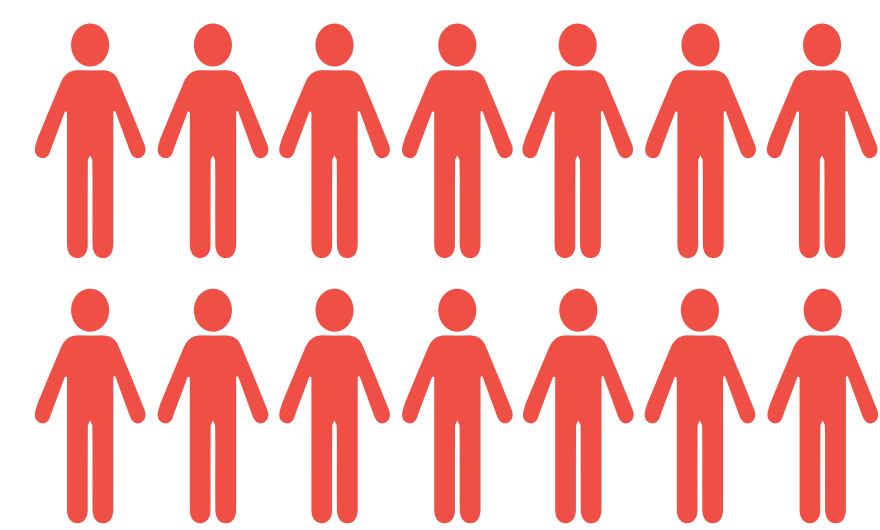
4

- Deep Ellum Foundation** - Hybrid Alternative
- Greater Dallas Planning Council** - Hybrid Alternative
- Southeast Dallas Now** - Hybrid Alternative
- Downtown Dallas Inc.** - Items for further consideration

PUBLIC MEETING ATTENDANCE



7,400 views online
(includes TxDOT Public Meeting Webpage view, Keepitmovingdallas.com Webpage Views and YouTube Presentation views)



140 total people
in attendance at the Shed at Dallas Farmers Market and at the St. Philips School and Community Center

PUBLIC MEETING SERIES 2

1023

of surveys received

175

of comments received via comment form

47

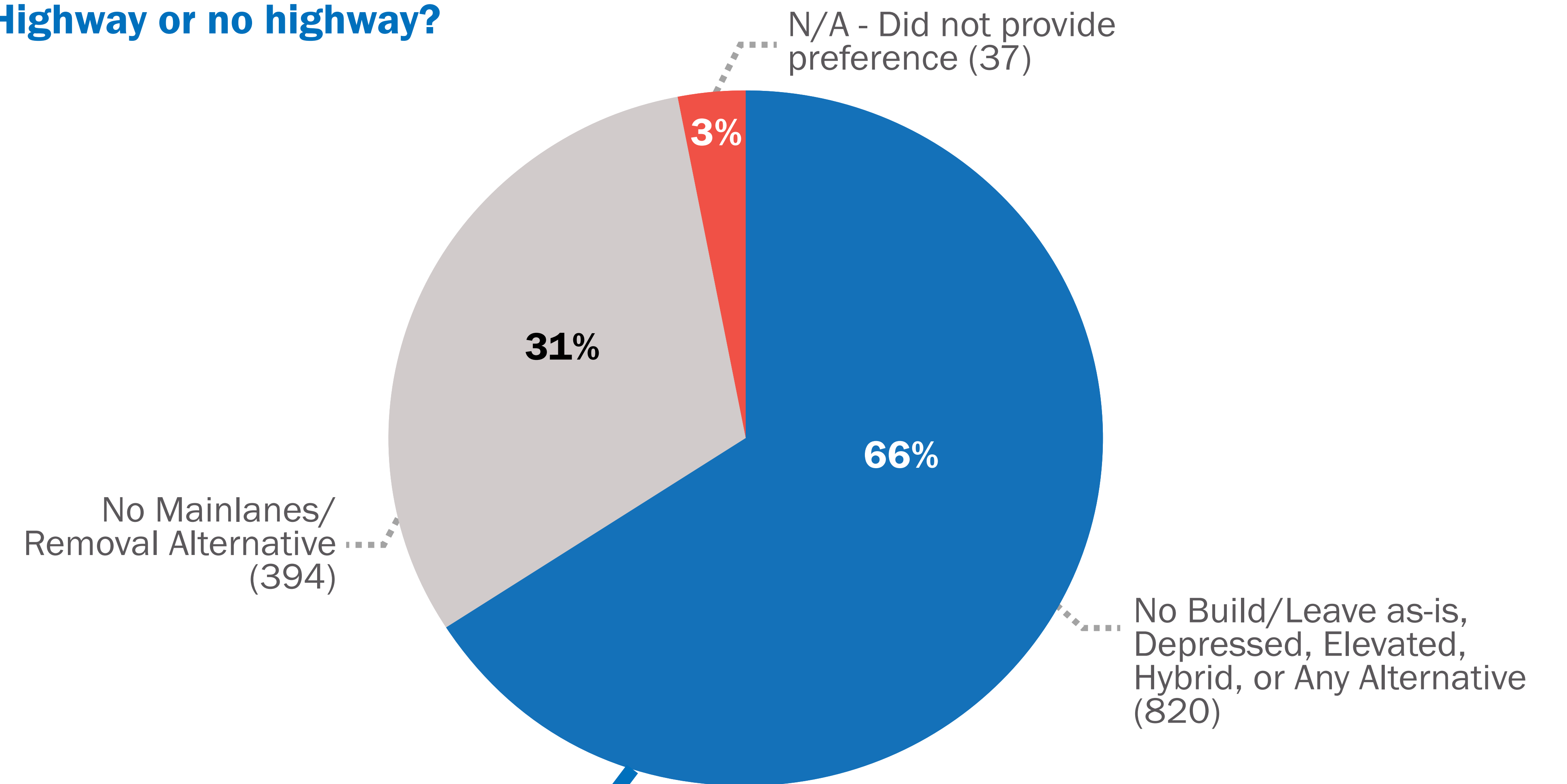
of voicemail comments received

6

of email comments received

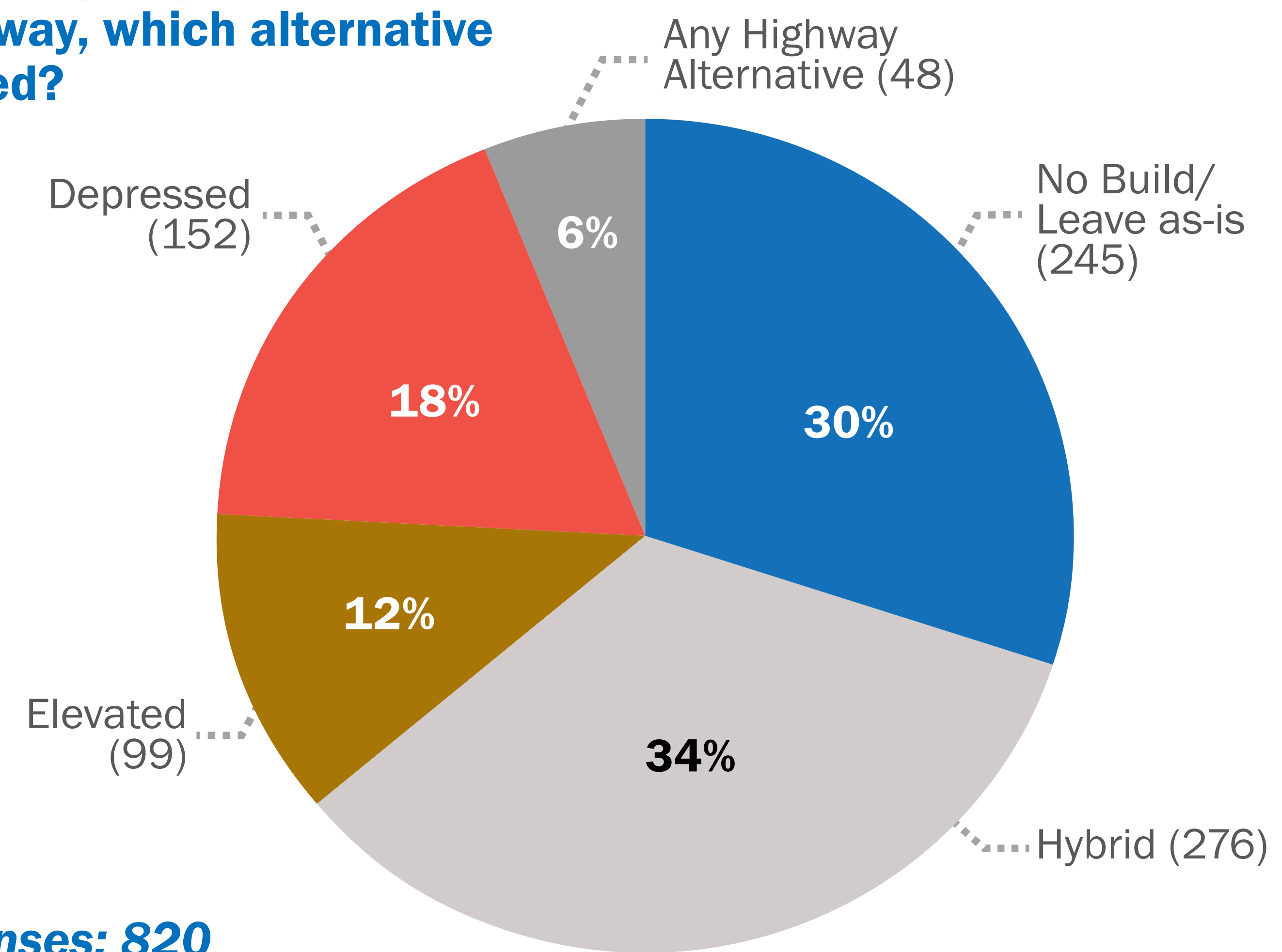
INPUT RECEIVED FROM SURVEY ON ALTERNATIVES*

Highway or no highway?



Total Responses: 1,251

Out of the 66% (820) above that want a highway, which alternative was preferred?



Total Responses: 820

*Includes input received through the SCOUT survey, comment form, online comment form (surveymonkey.com), email, and verbal comments



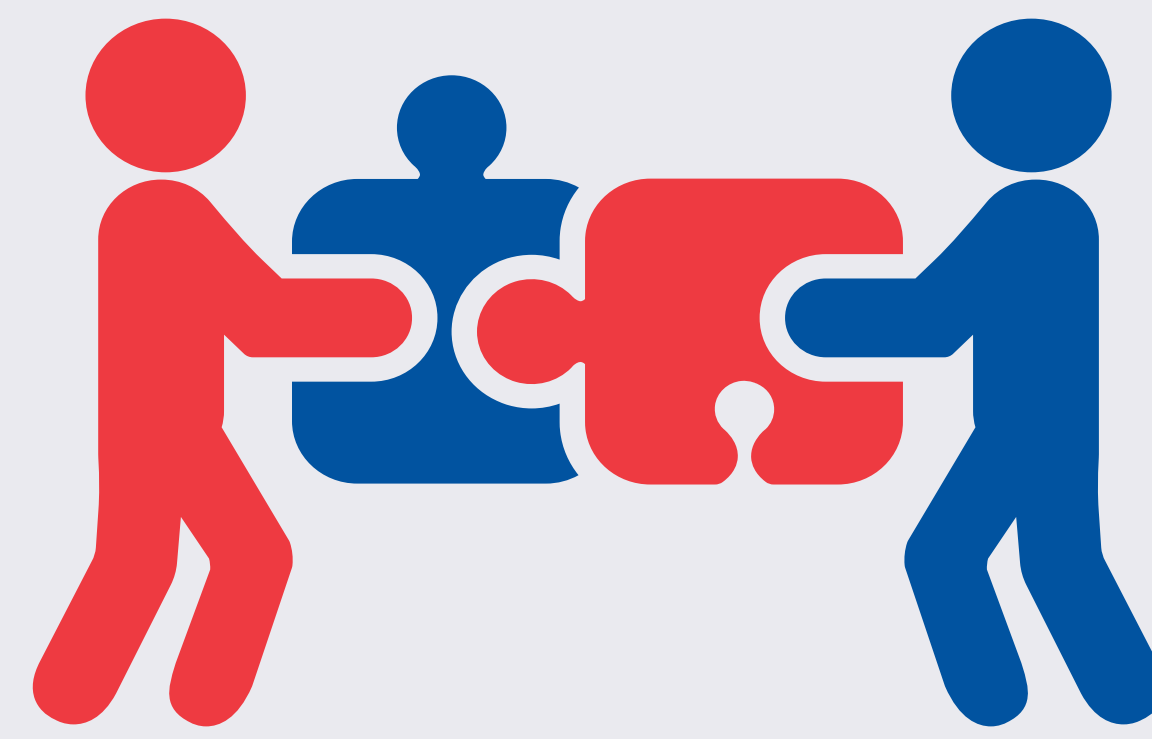
TOPICS THAT MATTERED TO YOU

Common themes from second series of public meetings

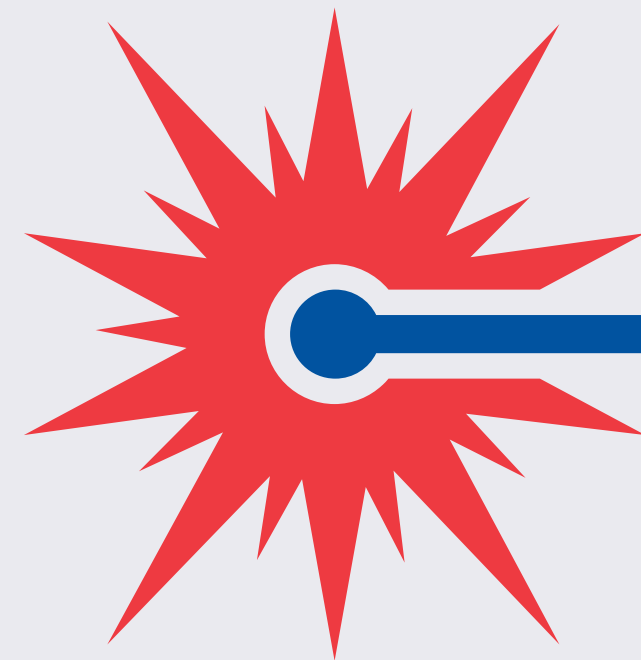


Community Cohesion

Better connections to areas east and west of I-345, and potential areas for capping



Traffic Concerns



Impacts to access between South and Southern Dallas and North Dallas



Pedestrian Safety

Economic Development Potential



Potential surplus right of way and areas for capping



KEY TAKEAWAY

The following were the conceptual alternatives that were developed at the beginning of the study and presented at the previous public meetings.

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.

EI

**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.



Feasibility Study

No Build / Leave I-345 As-Is Alternative



Existing bridge is safe and has an estimated usable service life of approximately 25-years.



Due to its service life, the existing bridge undergoes routine inspection and maintenance.



The public gave feedback of concerns for pedestrian safety with the no build alternative



The no build alternative/existing bridge is perceived as a barrier between communities



Preliminary, subject to change. This is a representative rendering that was shown at the June 2021 public meetings and is included in the evaluation matrix.

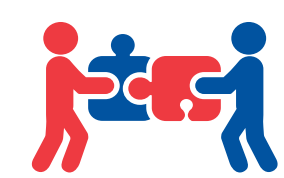


Feasibility Study

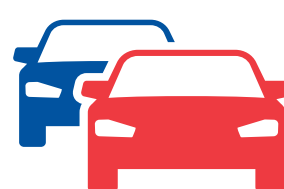
Elevated Alternative



While the proposed elevated alternative has a smaller footprint than the existing bridge, similar to the existing this alternative could be perceived as a barrier between communities



Negligible impacts to regional mobility



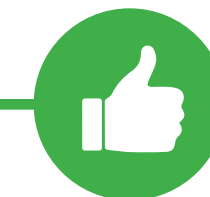
Smaller footprint than existing roadway and some surplus ROW



66% of survey participants want some type of highway for I-345



Provides mainlanes to connect South and Southern Dallas and North Dallas

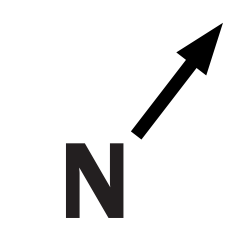


Provides 10' shared use paths for pedestrian/bicycle access/with safety lighting



LEGEND

- Proposed Mainlanes
- Proposed At-Grade Roadway
- Proposed Bridge
- Proposed Ramps/Direct Connectors
- Proposed Frontage Road
- DART



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Feasibility Study

Depressed Alternative



Allows for strategic decking/air-right development opportunities in a below grade/trench configuration, consistent with the City of Dallas Design Guidelines



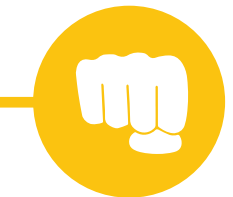
Provides 10' shared use paths for pedestrian/bicycle access/with safety lighting



Severs Good Latimer Expy. and Canton St. This is not compliant with the City of Dallas Design Guidelines. Per public feedback, it is critical to maintain these connections across I-345 to connect the communities



66% of survey participants want some type of highway for I-345



Negligible impacts to regional mobility

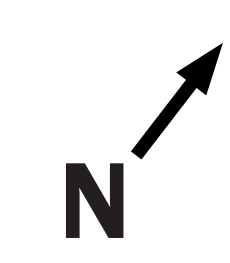


Provides mainlanes to connect South and Southern Dallas and North Dallas



LEGEND

- Proposed Mainlanes
- Proposed At-Grade Roadway
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Feasibility Study

Removal Alternative



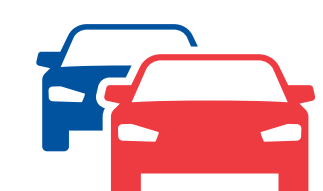
Alternative with the most surplus right of way



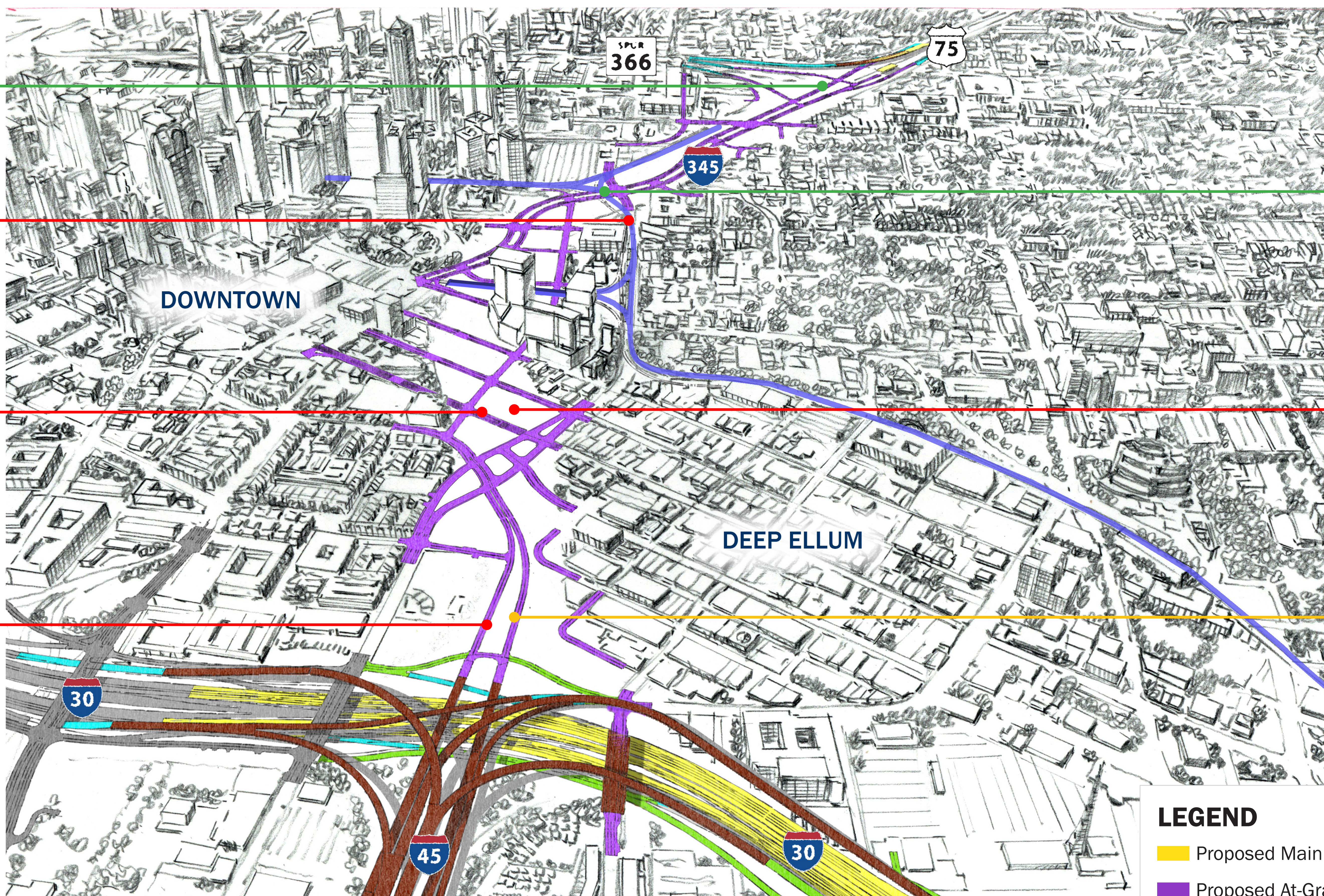
At-grade crossing with DART will require signals and impede traffic flow and pedestrian/bicycle movement



Most significant impacts to regional mobility (19k hours of additional weekday congestion compared to No Build)



Eliminates mainlanes to connect South and Southern Dallas and North Dallas



Provides 10' shared use paths for pedestrian/bicycle access/with safety lighting.



Only meets half of the connectivity criteria and impacts freeway to freeway connectivity



33% of survey participants said they wanted the highway removed

LEGEND

- Proposed Mainlanes
- Proposed At-Grade Roadway
- Proposed Bridge
- Proposed Ramps/Direct Connectors
- Proposed Frontage Road
- DART



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Feasibility Study

Hybrid Alternative



Allows for strategic decking/air-right development opportunities in a below grade/trench configuration, consistent with the City of Dallas Design Guidelines



Provides 10' shared use paths for pedestrian/bicycle access/with safety lighting



Maintains Good Latimer Expy. and Canton St.



66% of survey participants want some type of highway for I-345



Provides mainlanes to connect South and Southern Dallas and North Dallas



Negligible impacts to regional mobility



LEGEND

- Proposed Mainlanes
- Proposed At-Grade Roadway
- Proposed Bridge
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