



I-345 Feasibility Study

Feasibility Report – August 2022

Appendix B – City of Dallas Design Criteria (2021)

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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.