

Comment Number	Commenter Name	Date Received	Source	Comment	Response
1.	Liz Holloway (Luke)	5/6/2022	Email Comment	I would like for 345 to be torn out completely to make the neighborhood whole again.	Comment noted.
2.	Thomas Allen	5/6/2022	Email Comment	I will not attend either of the upcoming public hearings on this matter, but I would like to add a comment. I had to travel from Lancaster to my urologist across from Baylor on Gaston this past Monday. I was in an emergency. The receptionist said they could see me in 40 minutes. There was no other route I could have taken to get there in 40 minutes, even during rush hour. My trip was between 8:00 a.m and 8:45 a.m. I missed my appointment by about 5 minutes but they saw me anyway. It was truly a medical emergency. I took I -345 to I-30, and I -30 to 2nd avenue, and from there I wound my way back to Gaston. There was no faster route, even with the rush hour traffic.	Comment noted. The feasibility study concluded that the recommended alternative does not significantly impact travel times compared to the No Build/Leave I-345 As Is alternative.
				Many of the comments are based on quality of life issues. People want easier access to entertainment. They forget that I-345 serves a vital function of moving people to places of necessity. I would say access to emergency rooms and hospitals should be a high priority.  On my way to the doctor, I looked at other vehicles that were in the road moving from South to North. Several of the vehicles were service trucks, such as lawn services, bricklayers trucks, and other types of trucks providing a variety of services. There is no way they could have more efficiently traveled to their destinations than on I-345.  I can assure you that if there had been a quicker route to Baylor hospital in an emergency I would have taken it. I have considered Corinth street, but it has been my experience that the lights are poorly synchronized and only allow traffic to move at 35 mph. Many times, people are waiting for a signal change when there is no competing traffic. Using Corinth adds at least 15 minutes to my time. It certainly would not have worked in an emergency.  DART was not an alternative either. I was in a dire emergency. I had no time to call for an ambulance.	Comment noted.
3.	Public Storage - Carolynn Ruth	5/10/2022	Email Comment	Hello, Public Storage owns the properties at 2439 Swiss Avenue (PS# 25508) and 1611 Chestnut Street (PS# 29269) in Dallas. We just received the attached notice of public meeting. Do the project plans contemplate acquiring any portion of either of Public Storage's property, whether in fee or easement, or for a temporary construction easement?	There is no new proposed right of way (ROW) with the recommended alternative.
				Please send me drawings or plans showing the project design near Public Storage's property, and a plat of any potential or proposed taking of Public Storage's property.	Final ROW footprint will not be established until the schematic/environmental analysis.
				I should be your primary contact for all matters regarding this project; all of my contact information is below.  Carolynn Ruth   Senior Real Estate Support Manager Public Storage – Trusted Since 1972 office: 818.244.8080 x1410   cruth@publicstorage.com	Comment noted. Your contact information has been added to the study mailing list.
4.	Dolores Serroka	5/11/2022	Email Comment	Would you please provide information as to the current issues and proposed changes. Ideally a readable nap with possible changes outlined.	Please see <a href="http://www.keepitmoving.com/I345">www.keepitmoving.com/I345</a> to view the public meeting materials, including a map of the recommended alternative and a list of refinements.
5.	Thomas Allen	5/11/2022	Email Comment	I am sensitive to the fact that the elevated freeway is considered urban blight by some populations, but I urge you to look back in history to determine why it was elevated in the first place. There was a concern that an at grade freeway would break up established neighborhoods. I still remember the loud complaints by pastors and social activists that their walkable neighborhoods would be destroyed by an at grade freeway. It was elevated in response to their demands. There was no racism at all.	Comment noted.
				I assure you, an elevated freeway is much more pedestrian friendly than an at grade freeway. I invite you to come to my town and see how people treat at grade thoroughfares. They don't go to the controlled intersections and observe the signals for the cross walks. They just cross wherever it appears there is straight line.	Comment noted.
				An elevated freeway could be made more pedestrian friendly. The ground underneath the freeway could be leased to entrepreneurs and food vendors. The licensees could provide the lighting necessary to make the place safe from thieves, robbers, and violent people. If it were populated with businesses, it would not be such an attractive target for gangs and graffiti artists.	Comment noted. Safety is TxDOT's top priority.

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				Think about why I-345 exists. It exists to move people from the North side of town and vice versa. It also exists to provide a straight route from Oklahoma to Houston, though most people would choose the loop 635 instead of I-345. For those living inside the loop 635, though, the shortest route is the straight route on I-345. A straight routewastes less time and energy than traversing local streets or taking the loop 635 around the town. There are a lot of destinations near downtown that are most efficiently reached by a straight route rather than neighborhood streets. I understand the aesthetic appeal of an at grade, park like atmosphere.	Comment noted.
				But, that is not why downtown Dallas exists in the first place. It is, first and foremost, a seat of county government. Everyone must do county business downtown occasionally. It is also the place of the Federal building. People all over the metroplex must have convenient access to downtown for government business. It is not just a place to relax and recreate. It is not primarily a place to live. It was created as a seat of government and it must always serve that function first. When you think about catering to the whims of those who want to transform Downtown Dallas into a park, you are forgetting about the purpose of a county seat.	Comment noted.
6.	Amy Martin	5/11/2022	Email Comment	Greetings! I am confused about a couple of matters: 1) TXDOT materials state that the I-345 overpass is nearing the end of its lifespan. So overpasses only last 50 years? Yet across the country there are hundreds even older still being used, especially in the Northeast. That means this one was poorly made. My state tax dollars at work. 2) Plans seem to indicate that traffic proceeding from I-30 westbound to US 75 is expected to go through a congested downtown adjacent area and stop at several traffic lights. I lived in Dallas when the connection was the similar Good- Latimer Expy. It was horrible! You could literally see clouds of exhaust contained by all the buildings. I do hope you plan to do an Environmental Impact Statement on air quality of that burgeoning residential area and a safety impact study on potential pedestrian accidents since drivers will be PO'd at having to be so slowed down. It seems to me this is just another Dallas developer scheme. Removing the overpass will allow the skyscrapers of downtown to march into Deep Ellum. Have the residents and historic preservationists of Deep Ellum been made aware of this? I've been to many cities with overpasses separating downtown areas from adjacent communnities who took creative approaches to ensuring the entities felt connected. It all reeks of BS.	The existing bridge was constructed in 1973 and is estimated to have an additional service life of approximately 25-years (2045). The existing bridge was recently rehabilitated with a \$30 million project. It is regularly inspected and will be maintained for the duration of its service life. Traffic from I-30 westbound to US 75 would not stop at traffic lights. As part of the recommended alternative, there is a proposed direct connector from I-30 westbound directly to the I-345 mainlanes to proceed north on the mainlanes to US 75. The next phase of I-345 will include an environmental analysis following the National Environmental Policy Act (NEPA) guidelines. Air quality will be part of this phase along with a detailed traffic/safety analysis. Comment noted. As part of the I-345 Feasibility Study, there have been three series of public meetings (December 2019, June 2021, and May 2022). The public, including Deep Ellum, was notified of the public meetings and opportunity to comment.
7.	Terry Watson	May 24/26	Public Meeting	The recommended alternative eliminates the interchange system between Elm/Main/Commerce and I-30 (both legs) and I-45. This cbd access change will affect other ramps and surface streets by increasing demand. This may require some mitigation that may fall into the City. Plans should quantify this impact and address mitigating actions and specify how this will be accommodated and who will pay for it. I like the recommended alternative.	Comment noted. Comment noted.
8.	Matthew Havener	May 24/26	Public Meeting	I think I-345 should be torn down and replaced with parks and housing/commercial.	Comment noted.
9.	Al Daniels	May 24/26	Public Meeting	Not impressed! Main lanes are only 3 lanes each way. Should be 4 lanes each way. No frontage roads. You have lots of available real estate, use it. Add frontage roads on both sides with fly-overs and build over main freeway when right of way is narrow. Add express lanes in middle for motorists that want to by pass downtown and go to south Dallas or Houston. Would like to see more bridges over I345 which would open up the neighborhood on both sides.	Comment noted. Comment noted. Comment noted. Comment noted.
10.	Hexel Colorado	May 24/26	Public Meeting	Things I like about Hybrid Alternative: *Removes ramps (counted at least 4 on map) from within downtown & Deep Ellum *Does not have frontage road for most of length of highway *Maximizes surplus right-of-wayfor city & development	Comment noted.

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				My Concerns: *PLEASE PRIORITIZE Pedestrians + bikes OVER cars. *DO NOT add more main lanes – prevent induced demand *Worried about length of time – possible construction years prolonged *Potential Poor or inadequate planning design for pedestrian and bicycle access – I can give examples of roads that are *technically* accommodating walk/bike, but are terrible for actual walking/biking	Comment noted. The recommended alternative proposes three-thru lanes in each direction (existing I-345 currently has three-thru lanes today), with auxiliary lanes to improve operations/weaving between ramps/access points.
11.	Steve Gregory	May 24/26	Public Meeting	Add southbound exit/direct access to Good Latimer	Comment noted.
				Need to create direct access from northbound service road to Woodall Rogers	Comment noted.
				Need to create access along 345 to southbound 45 + access from service roads to I30 east + west	Comment noted.
12.	John Milford	May 24/26	Public Meeting	I really like the enhanced hybrid design. Just hope the city would actually commit to capping off the available sections for plant life + pedestrian safety. We need plant life in the downtown area.	Comment noted. Safety is TxDOT's top priority.
				Additionally, I have great respect for those that will be planning the various phases + those that implement it.	Comment noted.
13.	Sean M. Buckley	May 24/26	Public Meeting	The alternative proposed does not connect the community + still serves as a barrier and a dividing point between downtown + deep ellum.	Comment noted. The recommended alternative is a depressed/below-grade highway, like US 75.
				The roads that will cross the freeway do not look in any manner inviting, pedestrian/bicycle friendly, or visually appealing. It is almost like this is an afterthought.	Comment noted.
				The preference is to remove I-345 and turn it into a boulevard so the areas are better connected.	Comment noted.
				A boulevard would still connect Northern + Southern Dallas but also provide better community cohesion w/ safer pedestrian + bicycle access + be visually appealing.	Comment noted. Safety is TxDOT's top priority.
14.	Lisa Ricci Rofsky	May 24/26	Public Meeting	It is my opinion that I-345 should be removed and future traffic from south to North and North to South should be considered now as DFW + South Dallas emerge as an area of extreme growth. Future major highways should be put in place now since I-345 repaired or depressed will not handle this traffic.	Comment noted.
				That said, it is not a consideration at present	Comment noted.
				The I-345 Depressed Alternative is the best option to stitch the city back together for some walkability.	Comment noted.
15. CC	Michael Pene	May 24/26	Public Meeting	The Road hs to be decreased if there is no removal.	Comment noted.
				The highway, especially as it remains wide is a huge drain on resources. It doesn't pay taxes.	Comment noted.
				How can we consider the most expensive option the best? How is this fiscally conservative? It's big government. Giant highways are just handouts to the wealthy- drivers and consultants, Road and bridge lobby?	Comment noted. Many factors were considered in the alternative evaluation matrix equally, including mobility, connectivity, sustainability, economic development, and cost to determine the recommended alternative.
				I live in this neighborhood and have almost been killed at 345 dozens of times.	Safety is TxDOT's top priority. TxDOT strives to reduce crashes and fatalities by continuously improving guidelines, innovations, awareness, and education.  The proposed I-345 recommended alternative meets the latest design criteria. A full safety analysis will be performed prior to construction in the next phase of the project as part of the Interstate Access Justification Report (IAJR).  In the interim, TxDOT will evaluate the need for improvements to the existing I-345 corridor to improve safety.
				The highways kill businesses and kill people.	Comment noted. Safety is TxDOT's top priority.
16.	Linda Downey	May 24/26	Public Meeting	Realizing that there is not a "perfect" solution the following are my biggest concern in evaluting project decision -environmental impact -connectivity/walkability -increase efficiency/safety -decrease drive time	Comment noted. Safety is TxDOT's top priority.

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17.	Alex Perez	May 24/26	Public Meeting	I prefer the Removal of I-345 and this would be my first choice. As someone who regularly crosses I-30 and US75 as a pedestrian, I still see the hybrid option as unfriendly to pedestrians and- in some sections- as creating more of a barrier between downtown and East Dallas. The economic benefit of creating a more vibrant and pedestrian-friendly urban core outweighs the current proposals. There are too many "what ifs" to the suggestion that the hybrid version would be capped. I do like that that option eliminates the service road. I would prefer that I-345 is eliminated all together.	Comment noted.
18.	Jim Pike	May 24/26	Public Meeting	A major concern all have voiced-  Connecting East Dallas/Deep Ellum/Live Oak to downtown. The plan to lower it below grade sounds great, but it appears Cesar Chavez will block pedestrian access to connect the two sides, as desired. Decking over 345 would seem also bad due to Cesar Chavez. That road (C.C.) is blocking access for about 6 blocks between Bryan St. and Gaston/Pacific Ave.	Comment noted.
19.	Quanitea Overton	May 24/26	Public Meeting	Hello I wanted to know if the traffic from I75 has been taken into account with the current changes.	US 75 was included in the I-345 preliminary traffic analysis from Woodall Rodgers (Spur 366) to I-635.
				Also will the aesthetic from I75 be cohesive to 345.	The recommended alternative is a depressed/below-grade highway, like US 75. The aesthetics will be determined in a later phase of the project.
20.	Ross Allen	May 24/26	Public Meeting	I am still a fan of full removal, but the hybrid alternative is a decent compromise. I would like to see ample space and concern given to pedestrians and bicycles for the roads that cross the depressed highway. Central Expressway's pedestrian access is abysmal. The I-345 hybrid alternative could provide oversized sidewalks, protected bikelanes, and ample attention to pedestrians in general. It could bring a strong connection back to downtown + Deep Ellum. Don't repeat the terrible crossing experience of 75/Central Expressway!!!	Comment noted.
21.	Caleb Jiang	May 24/26	Public Meeting	I am extremely concerned about the project cost of the preferred hybrid alternative and hope TxDot reconsiders the removal or no-build alternative evaluation matrix on slide 31, it is clear that the removal alternative is the most cost efficient way of meeting most of the project goals other than meeting the needs of out of towners, who can use 12 or 635 instead. I do not think the \$650m-I6 cost of the depressed or elevated alternatives is an efficient use our limited tax dollars.	Comment noted.
22.	Susan Ernst	May 24/26	Public Meeting	Great Compromise- Thanks for all your hard work.	Comment noted.
23.	Anna Lisa deBoisblanc	May 24/26	Public Meeting	I live and work downtown. My main interest and focus is walkability and safety. With the completion of Carpenter Park and the recommended Depressed/Alternative Rate, I hope that the Vision Zero Initiative recently advanced in the City Council will be considered when pedestrian/bike paths are executed into the final plan. I Appreciate the time that these presentations of the feasibility study take to complete and the stuff was very helpful in helping me with questions.	Comment noted. Safety is TxDOT's top priority.
24.	Joseph Chakkalal	May 24/26	Public Meeting	Overall its a great plan but there are a few concerns. 1) The SB ramp from Woodall Rodgers to I-345 is currently 2 monster sized ramps to serve I-45 and I-30. Instead have one large ramp then do a braid ramp to the I-45 lane after Ross Ave to reduce visual blight of having 3 large ramps. 2) The NB ramp to Bryon will be overwhelmed and cause impact to the residential area. There has to be a better alternative to serve Live Oak Ave 3) The is an imbalance of ramps from I-45 NB to I-30 frontage road WB Consider adding an equivalent ramp to I-45 SB and I-30 frontage road EB to I-345 NB for better traffic flow in the Malcolm X boulevard area.	Comment noted. The next phase of I-345 will include a detailed traffic analysis. The ramping/access proposed in the recommended alternative is preliminary and subject to change based on additional traffic analysis, coordination with the City of Dallas, and public input.
25.	Connor Hurra	May 24/26	Public Meeting	I liked the CityMap study, but I think removal is the best option. Investment in public transportation, air quality, and walkability are better because freeways can't keep up with growth. Bus lanes and trains are more scalable and don't get congested. The removal option is good because regional traffic doesn't belong in dense urban areas. Investment in DART and Walkability also helps the most vulnerable. I have no faith that I-345 can keep up with growth. It is time to undo the mistake, remove it, and replace car trips with train trips.	Comment noted.

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26.	Joshua Blubaugh	May 24/26	Public Meeting	I am concerned with how many “ifs” have been proposed with the Hybrid option. While there is some improvement with connectivity, there are no public spaces assured to the citizen that truly connects East and West. Complete removal is a bolder and futuristic option and other cities have successfully removed highways without increasing traffic.	Comment noted.
27.	Matthew Lagos	May 24/26	Public Meeting	I commend the thorough and exhaustive work done to this point.	Comment noted.
				I like the Hybrid Alternative most as it reconnects downtown and Deep Ellum while maintaining growing traffic congestion from southern and eastern areas of Dallas County.	Comment noted.
				My only concern is how new frontage roads and intersections collaborate with DART Light Rail near Good-Latimer Expay and Live Oak.	The recommended alternative does not propose any new frontage road crossings at the existing DART line just south of Good Latimer Expressway. The southbound frontage road is depressed/below-grade from the proposed Hawkins Street crossing to Good Latimer Expressway. The proposed frontage roads are discontinuous and there is no proposed northbound frontage road between Live Oak Street and Good Latimer Expressway.
				The current configuration and traffic signals at Routh St., Good-Latimer and N. Central/Cesar Chavez cause major traffic congestion during high-peak traffic times.	Comment noted.
28.	Luther Harris	May 24/26	Public Meeting	I Believe Texas Department of transportation should consider adding a Direct Connector ramp from I-45 to Cezar Chaves to replace the downtown exits on I-345.	Comment noted.
				I also believe that TXDOT should consider moving the project limits south toward the Botum Jon and bury parts of currently I-45 to help the neighbors of South Dallas.	The limits of the I-345 Feasibility Study are from I-30 to Woodall Rodgers (Spur 366). A separate project, SM Wright, is under construction for I-45 from south of Lamar Street to Cesar Chavez Boulevard.
				Rebuilding I-45 and 345 should require at least some traffic considerations to at least improve traffic conditions.	Comment noted.
29.	Bryan Tony	May 24/26	Public Meeting	Still prefer removal alternative. If not: Keep 10” shared-use Paths BikeFriendly ———> work w/ BikeDFW and other groups to design Work with those who may be interested in potential capping early on to design simultaneously Prioritize people over cars throughout Display increases in travel time in terms of average # of minutes vs. % increases Make as cost-efficient as possible Follow City of Dallas design principles, plans, and standards	Comment noted.
30.	Jason Hays	May 24/26	Public Meeting	The recommended alternative is a mindful solution to the various proposed options. This provides both form & function and serves veste parties needs.  Good work by the TXDOT team listening to the public.	Comment noted.
31.	Ed Zahra	May 24/26	Public Meeting	Hybrid plan	Comment noted.
				Have a concern for extreme road noise from depressed lanes. Go to park lane @ central/Macy’s Garage Macy’s Garage to deac high volume of road noise.	The next phase of I-345 will include an environmental assessment following the National Environmental Policy Act (NEPA) guidelines. Noise impacts will be part of this phase.
				It will be a detriment to that area/Carpenter Park	Comment noted. A meeting was held with Parks for Downtown Dallas on August 2, 2022.
32.	Mike Cayce	May 24/26	Public Meeting	Great option to depress freeway with the capability to cap the freeway!!	Comment noted.
				However, PLEASE utilize noise reduction/reducing pavement and other measures to mitigate noise pollution up to AND including considerations for residential towers that will extend high above the freeway corridor.	The next phase of I-345 will include an environmental assessment following the National Environmental Policy Act (NEPA) guidelines. Noise impacts will be part of this phase.
33.	LaSheryl Walker	May 24/26	Public Meeting	How will the new design impact access to downtown from South Dallas proper meaning from MLK Blvd, Malcolm X, Pennsylvania, R.B. Cullum etc. Access should be convenient for residents that live in these areas.	The I-345 recommended alternative proposes a new exit ramp from northbound I-45 to Malcolm X Boulevard.
34.	LaSheryl Walker	May 24/26	Public Meeting	My question is how are the aesthetics of the freeway going to look southbound in comparison to the northbound.	The recommended alternative is a depressed/below-grade highway like US 75. The aesthetics will be determined in a later phase of the project.
				Right now there is a definite distinguished look as you approach the south from the north. We can clearly tell the difference when you enter a certain part of the freeway. The beauty changes and there is no beauty, designs, greenery, etc.	Comment noted.



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35.	Norris Taylor	May 24/26	Public Meeting	The stretch of Hwy called 345 is and can be very confusing. It could potentially cause accidents. Why not, not called that stretch of Hwy, 75 or 45 and just let it connect. It doesn't make any sense whatsoever to have a mile and a half of the same Road named something completely different.	Comment noted.
36.	Zachary Thompson	5/24/2022	Email Comment	<p>In regard to TxDOT's third and final round of public meetings for the I-345 corridor study, I am resubmitting my email dated June 16, 2021, below. Please confirm receipt of my email.</p> <p>What audacity of white privilege to displace the black community by constructing IH345 in the 1970s and now using the same white privilege in advocating to remove I345. This is an insult to the black Dallas community. This is the latest tone-deaf attempt at disrupting travel for more than 180,000 vehicles traveling I345—mainly black and brown residents traveling to work in the northern Dallas and Collin counties.</p> <p>As we review studies of those advocating to tear down IH345, black and brown citizens continue to see the same false-hope studies of the past. One only needs to look at previous studies that have not worked for the black community. A good example of poorly envisioned projects in black areas is the ill-fated Trinity Forest Golf Course and the Byron Nelson in Southern Dallas. Now, the Byron Nelson is in far Collin County. The black community cannot forget the famous go to slogan "growing businesses in South Dallas," yet, we are still waiting to see job growth and businesses moving to Southern Dallas. Businesses continue to move to Collin County cities not the City of Dallas or Dallas County.</p> <p>I am life long Dallas resident, property owner in South Dallas and North Dallas, I do not support the tearing down of IH345. I travel on IH 345 on my way to North Dallas. To disrupt the daily travel of over 180,000 daily commuters from IH345 to City streets is not in the best interest of taxpaying citizens who live in southern Dallas. The residents of South Dallas and Pleasant Grove have to travel IH345 to North Dallas to go to Work. Do not repeat what happened in the 1970s when no one listen to the Black and Brown communities.</p> <p>If my schedule permits, I will try to make to upcoming public meetings. Please include my written comments in the public meeting documentation. Please confirm receipt of my e-mail.</p>	Comment noted.
37.	Emily Gironda	5/24/2022	Survey Monkey	<p>Please, please, please tear down I-345.</p> <p>We deserve a city built to HUMAN scale, not vehicles. The center of Dallas has no soul--it's just highway after highway. Removing I-345 gives us a chance at connected neighborhoods.</p>	Comment noted.
38.	Serkiah	5/24/2022	Survey Monkey	<p>I like the hybrid idea. Also make it to where it can be covered. So, that developments (like housing, retail, office, etc) can be put on top and make the connection with Deep Ellum and Downtown seamless. By doing that, you'll have more ppl closer to DART and to jobs Downtown. South Dallas will still have direct access to Downtown via the new covered freeway. That way everyone gets what they want. That's a healthy compromise.</p> <p>I think it will be a missed opportunity if capping isn't considered. It doesn't have to be built when the freeway is reconstructed. But it'll be great if that that option is designed into the redo.</p>	Comment noted.
39.	Andrew	5/24/2022	Survey Monkey	Remove the freeway and replace with boulevard.	Comment noted.
40.	Vanessa Martinez	5/24/2022	Survey Monkey	Keep it the way it is.	Comment noted.
41.	Gary	5/24/2022	Survey Monkey	I applaud your excellent and thorough planning and I like the proposed solution. I commute daily from Ellis County through the downtown and think your solution is a good alternative.	Comment noted.
42.	Preethi Pillaipakkam	5/24/2022	Survey Monkey	Don't tear it down. I345 is already built, it keeps traffic flowing above the city as opposed to through city streets. We spent money building it. Don't waste tax \$\$ tearing down something that's built and working.	Comment noted.
43.	AJ	5/24/2022	Survey Monkey	Hybrid Alternative or similar works. Removing that highway would be stupid and impact my or other local drivers.	Comment noted.
44.	Evan Oliai	5/24/2022	Survey Monkey	<p>Tear the highway down.</p> <p>345 has divided neighborhoods for little mobility gain during a time of racist policy and reconnecting Downtown and Deep Ellum is a slam dunk for increased economic growth and activity for the area all while reducing car dependence at the same time.</p>	<p>Comment noted.</p> <p>Comment noted.</p>
45.		5/24/2022	Survey Monkey	Leave it like it is and do repair work. It is the easiest way for me to get to work in downtown.	Comment noted.

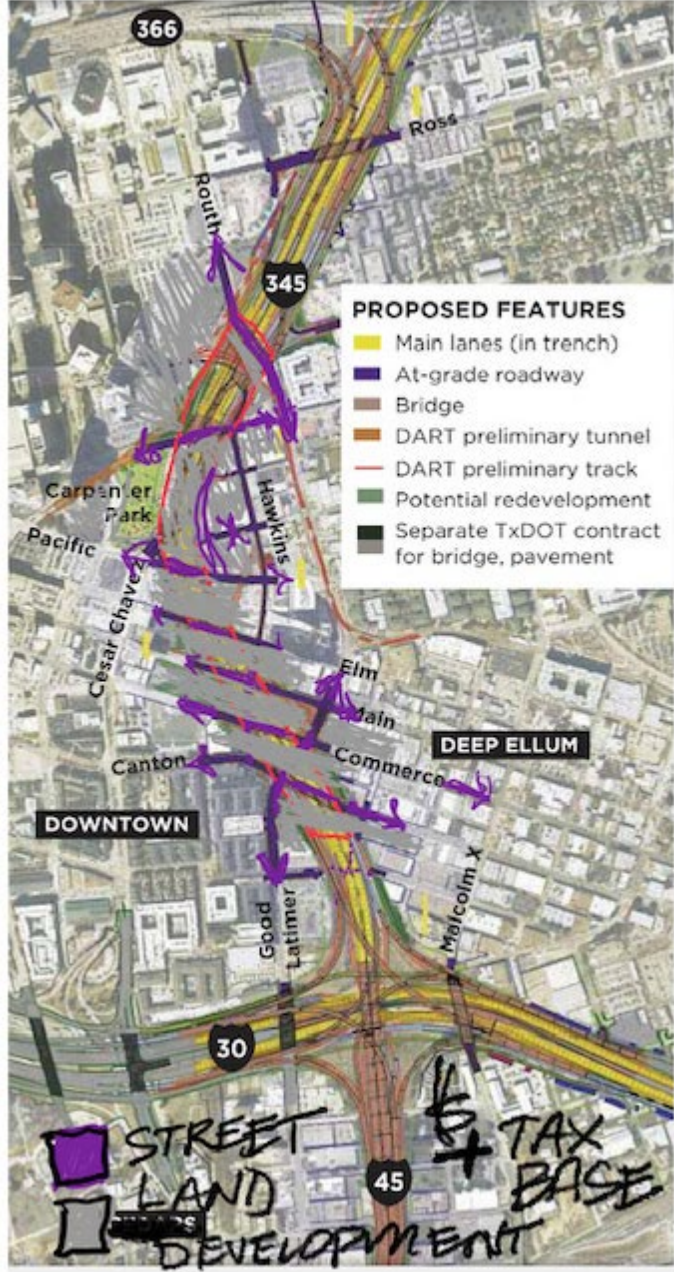
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46.	Lauren Daniel	5/25/2022	Survey Monkey	Are y'all going to make it a toll road? If yes, DON'T. Not worth it. We don't need another one.	Tolling was not considered as part of the I-345 Feasibility Study. The I-345 corridor is not planned/projected to be tolled in the future.
47.		5/25/2022	Survey Monkey	Tear down 345 and make a surface grade boulevard. Metros all over country are doing this.  But I know my comment doesn't actually matter. TXDOT and NCTCOG will do whatever they want.	Comment noted.
48.	Jaimi Barrett	5/25/2022	Survey Monkey	Leave as is	Comment noted.
49.	Joel Constantine	5/25/2022	Survey Monkey	It's time to roll back the mistakes of the past and tear down I-345. Cities that get rid of highways show incredible economic growth and an increase in lively, public life.  The area in and around I-345 is disgusting, loud and uninviting and makes traveling from downtown to deep Ellum difficult  It also encourages heavy car traffic on Elm, main and commerce as drivers attempt to cut through downtown, making it dangerous and loud	Comment noted.
50.	Teresa Phillips	5/25/2022	Survey Monkey	I use 345 every day to transition from I-30 to 75 and exit at Lemmon Ave. I have no idea how I would get to my destination without 345. I've attempted other routes but they are dangerous, confusing and add 30 or more minutes to my drive. Thank you.	Comment noted.
51.	Colten Pilgreen	5/25/2022	Survey Monkey	After reviewing the proposed solutions for I-345, I think the best proposed solution is a no build proposal, with an eventual removal after the bridge structure has reached its end of service life.  I know the feasibility study was trying to predict traffic concerns for 2045, but I don't think the best way to do that is by adding Highway Lane Miles. If we review traffic data in regard to the Katy Freeway in our sister city of Houston, you can determine that traffic actually got worse on the Katy Freeway corridor once lanes were added. Giving the public the option of added lanes is a false sense of security because they will alter their own patterns to fill the new lanes, and travel across the highway will never actually improve.  I think the best way to improve traffic from the various reaches of Dallas is to add more public transit options (i.e. Light Rail, Dart, Buses) Those are the concerns as far as traffic is involved, but if we turn to the concerns related to society, this does nothing to improve communal relations between Deep Ellum and Downtown/Uptown. I would actually say that the Hybrid solution actually creates an even bigger rift between the two communities, it's essentially creating a concrete car filled moat, whereas now a pedestrian can simply walk under the bridge. If the hybrid solution was to become the implemented solution, I would insist that there be land bridge connections very similar to that of Klyde Warren park, but have the park stretch into both sides of the community. Thank you for listening to my concerns, and I hope they help inform someone's decisions in regards to I-345	Comment noted.
52.	Chris Fisher	5/25/2022	Survey Monkey	Loving the hybrid option that maintains the highway for connectivity of North/South Dallas, but allows for opportunities to cap and create parks or business districts that connect downtown with East Dallas. Great job!	Comment noted.
53.	James Fudge	5/25/2022	Survey Monkey	I still prefer the option to remove I345 entirely	Comment noted.
54.	Pamela Daniels	5/25/2022	Email Comment	The redesign is amazing. I live in Dallas (75206) and urge TxDot to take this on and run with it.  Russell Daniels	Comment noted.
55.	Greg Franklin	5/25/2022	Survey Monkey	I like the compromise. Instead of structures, why not parkland?	Comment noted. The recommended alternative is a depressed/below-grade alternative that provides opportunity for capping. The capped areas over the mainlanes could be used for deck plazas, like Klyde Warren, or potential development, including buildings, as the City identifies funding and priority locations.
56.	Jim Rain	5/25/2022	Survey Monkey	I STRONGLY OPPOSE the Preferred Alternative. It does nothing useful to heal the gash that separates Old East Dallas, Deep Ellum, and downtown. This is about as "incomplete" a complete streets plan as one could imagine. It prioritizes automobiles almost totally over pedestrians and bicycles. It is terrible.  Removal remains the best option.  Otherwise, remove Cesar Chavez. It is duplicative of the I-345 main lanes and exacerbates the barrier at the north end of the project.	Comment noted.
57.	Brandon Butler	5/25/2022	Survey Monkey	I'm for just improving it but not tearing it down. With the influx of new residents to Dallas, it would be a nightmare to not have this roadway.	Comment noted.
58.	Jason Medina	5/25/2022	Survey Monkey	<a href="https://youtu.be/O6WtYTthkU">https://youtu.be/O6WtYTthkU</a>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
59.	Mike Grable	5/25/2022	Survey Monkey	I live in Old East Dallas and support removal of this highway, which never should have separated downtown from Deep Ellum and Old East Dallas in the first place. Placing the highway below-grade and *not* funding the decking above it is a vastly inferior solution. Of course, keeping the highway elevated, or in any way at or above grade, is the worst possible set of options.	Comment noted.
60.	Luis Basalo	5/25/2022	Survey Monkey	I think that construction of this option will calcify the dominance of cars in Downtown Dallas for decades. This folly prioritizes the desires of vehicle users over all else. Cars are the most environmentally damaging form of transport ever invented, and this highway forces guests that use them right through urban areas that do not desire them, and are actively trying to mitigate their negative consequences. This suggestion is a deliberate prioritization, by TXDOT, of cars over all forms of transport that Dallas so desperately needs. Yes, Travel Times for Suburbanites will increase, but the only way to get rid of this is to develop alternatives for suburbanites that do not involved taking up 100 square feet of space per person and spewing out pollution. Maybe the increase in travel times is something that would catalyze development of better alternatives that our grandchildren will thank us for. America is a great country that makes tough decisions and sacrifices for future generations. Imagine if our leaders had such short term values during world war 2 and didn't make the sacrifice to fight. What world would we live in? We need to start making changes to create a better world that our kids will appreciate. One that is not resource deprived and subject to the worst effects of climate change. The priorities of Car-Owners should not be the priority, it should be future generations livelihoods. If it cannot be removed, please let us know the payback period on the new suggestion. If it is worse than 15 years, just leave it alone and avoid the folly of the calcification of vehicles	Comment noted.  Funding has not been identified for the I-345 project.
61.	Aaron Harms	5/25/2022	Survey Monkey	I-345 should simply be torn down. It is a drain on the Dallas economy, enabling bypass traffic rather than urban renewal.	Comment noted.
62.	Marina	5/25/2022	Survey Monkey	please do not spend all the money to just depress the highway. Please just keep it as it is. You're also going to tear up the basket ball court at the park that was literally just finished. PLEASE do NOT move forward and leave this alone. There's so much better things Dallas could do	Comment noted.
63.	Ben Lima	5/25/2022	Survey Monkey	Please remove IH345 and replace with surface streets	Comment noted.
64.	John McBride	5/25/2022	Email Comment	I saw the article today about the plan to trench 345. It looks like a good start. I would recommend engineering it to support multiple deck parks. The entire span from Carpenter park to Commerce, Canton, or even Good Latimer would be best used as park space.	Comment noted.
65.	Louis Verrett	5/25/2022	Survey Monkey	It appears that a tunnel would have been the ideal solution.	Comment noted.
66.	Cheryl Hollingsworth	5/25/2022	Survey Monkey	We need to keep the highway as is or improve on it. Do NOT get rid of it! And do not make the cross streets go over the road. I drive it every weekend to go between Mesquite and Irving. I live in south Mesquite, so I take 175 to 45 to 35 by way of this road. The road needs to be improved but not removed or changed. Whenever I've had to take 45 to 30 to 35, it is a mess! That exchange was VERY poorly planned. It was fine before, but now I can't take it. It is confusing and very congested. You would need to triple the size of I-30 through downtown. There are not enough lanes on I-30 through downtown to get rid of this other road. Please do not get rid of it!	Comment noted.
67.	Ben Coffee	5/25/2022	Survey Monkey	I believe that the best path forward is to tear out the freeway and replace it with boulevards and reclaim the land for commercial uses. I-345 should never have been built in the first place.	Comment noted.
68.	Jackson Hurst	5/25/2022	Survey Monkey	I approve and support TxDOT's I-345 Feasibility Study from I-30 to Woodall Rogers Freeway (Spur 366). The aspect that I love about TxDOT's I-345 Feasibility Study from I-30 to Woodall Rogers Freeway (Spur 366) is that Cesear Chavez St will be connected to Live Oak Boulevard which will improve safety and reduce congestion.	Comment noted. Safety is TxDOT's top priority.
69.	Pat OConnell	5/25/2022	Survey Monkey	Removing I-345 and flushing highway traffic onto city streets would have been a horrible idea, increasing travel times and traveler tension, creating a barrier between locations north and south of town, and increasing overall area anger, violence, and crime. So I'm glad most of those who actually knew about these previous meetings voted for maintaining high-speed connectivity between south and north Dallas and beyond. The below-grade hybrid idea as shown seems to maintain the connectivity a big, modern city like Dallas needs. I can't tell how well the hybrid plan manages exits/access to city streets and downtown areas. Currently it's not good: I-345 makes it hard to get into Deep Ellum and to get out of downtown onto I-45 going south. So this is an opportunity to truly bring more visitors into the downtown areas ina productive way.	Comment noted.
70.	Mohamed Chriyaa	5/25/2022	Survey Monkey	Please tear and rebuild as it desperately needs repairs. No time to act like now.	Comment noted.



Comment Number	Commenter Name	Date Received	Source	Comment	Response
71.	S. Wesch	5/25/2022	Survey Monkey	I support the hybrid option shown for I-345. It is the best and most reasonable solution.	Comment noted.
72.	Don	5/25/2022	Survey Monkey	I first thing you guys should do is fix 635 first. How long have you guys been working on that? It's one of the most dangerous highways in the US because the city won't finish it. The city is the king of starting something and waiting to the last min or deadline to finish. If the city works on this our great great grandkids will be building it. FIX 635 FIRST!!!	Comment noted.
73.	Irby I Foster	5/25/2022	Survey Monkey	Several TXDOT recent projects inside the City of Dallas limits have had inconsistent street lighting and safety lighting practices when built. While some cities do not have continuous lighting, the City of Dallas does and has requested it, in addition to safety lighting. Safety lighting should always be TXDOT's baseline street lighting, then when continuous lighting is requested, it should be added to supplement safety lighting.	Comment noted. Safety is TxDOT's top priority.
				The I-345 project needs to take into account that the City of Dallas is a continuous lighting city, meaning all freeways, underpasses, ramps, and feeders should be lighted by street lights. Further, since there will be pedestrian activity included in the design of this project, an ADA consideration should be that all public walkways be lighted for the interaction of traffic and pedestrians. Further, all existing ramps, roadways, feeders or other freeways that are inside the project limits, I-30 to Woodall Rodgers Freeway, should have existing street lighting and underpass lighting updated as part of this project. Currently, all the underpass lighting for I-30 under I-345 does not operate. It should be updated to operate and changed to LED since it is inside the limits of the project scope. Currently, all the underpass lighting for Woodall Rogers Freeway is not working.	Comment noted.
				It should be updated since it is inside the project scope, and updated to operate, and changed to LED. All high mast towers should be replaced and upgraded to current electrical code with new wiring, controls, and light LED fixtures to ensure long life to service the expected life of the new roadway. Finally, during construction, since the roadway is currently lighted prior to construction, the roadway lighting should be maintained throughout the project. Since there are a number of businesses and agencies that fly helicopters into and out of the downtown area, and since the City of Dallas maintains an heliport within the downtown area, all high mast towers should be equipped with obstruction lighting. Many of the current high mast tower do not have obstruction lights. To recap, the City of Dallas is a continuous lighting city. All ramps, freeway, service roads, feeders and walkways should be lighted as part of this project. All existing street lighting, underpass lighting stationed or mounted to roadways not being re-built should be upgraded since they are within the scope of this project. All lighting within the scope of the project should be upgraded or replaced. All high mast towers should be equipped with obstruction lights. Street lighting should be maintained during construction.	Comment noted.
74.	Jonathan Stephens	5/26/2022	Survey Monkey	This design is totally unacceptable and does nothing to improve the surrounding area. This design was clearly not well thought out or even thoughtful. This does nothing to connect the neighborhoods and I pray that this farce of a design will not be allowed by the city.	Comment noted.
75.	Bob Hustler	5/26/2022	Survey Monkey	I no longer use this section of road, but after 30+ years living in Dallas I could never understand why I45 ended and US75 was not a continuation of I45. Then I learned that I45 actually ended a mile or more from US75 and that the connection was called I345, despite the fact that it was only a couple of miles long. It makes no sense whatsoever and I can only surmise that the reason is political, rather than logical. As for an alternative, I would prefer to keep it elevated, but make the space underneath it more useable. Install bright lights 24/7 and allow roads and other developments underneath it. Have more of a wall structure than simple pillars. Have 'roofing' under the bridge surface. Perhaps install lighting like they do in Vegas so it always is bright and looks like you are outside. Allow some commercial use of the space such as stores, pubs or other destination places. Instead of building 'deck parks' over the highway, make the area UNDER the highway attractive and inviting. And, make I345 and US 75 an extension of I45 at least to the Oklahoma border.	Comment noted.
76.	Michael Pepe	5/26/2022	Survey Monkey	A new, expanded, or modified highway would be a massive waste of money. It would be a duplication of roadways, and a massive drain on our economy. The fiscally responsible thing would be to remove the highway and return some of the land to private development and make useful for shopping and housing. Removal only.	Comment noted.
77.	Connor Hulla	5/26/2022	Survey Monkey	I think we should remove the freeway. I really liked what was said in the CityMap study, and investments in walkability and DART should be pursued over freeways in downtown.	Comment noted.
78.	Suzi Goebel	5/26/2022	Survey Monkey	I do not support the highway expansion plan. It will be bad for the environment and make traffic worse.	Comment noted.
79.	Andrew Hanson	5/26/2022	Survey Monkey	I do not support this expansion, This is a terrible idea for our city. Tearing it down would be better than this. Highway expansion projects haven't shown to slow congestion one iota, who came up with this garbage?	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
80.	haziq	5/26/2022	Survey Monkey	PLEASE NO EXPANSION OF HIGHWAYS. WE HAVE PLENTY.	Comment noted.
81.	Eric Sheppard	5/26/2022	Survey Monkey	I do not support the recommendation. As a resident of downtown I believe the best outcome is an at grade Boulevard similar to Rochester.	Comment noted.
82.	Jose	5/26/2022	Survey Monkey	As someone who uses 345 on a daily bases, I believe that the removal alternative is the best option for the community, pedestrians, and economic development. Making I-345 a replica of 75 will not resolve traffic issues and will instead have a negative impact on economic development and make it significantly less safe for pedestrians. It will build a moat between downtown and Deep Ellum instead of connecting the two districts.	Comment noted. Safety is TxDOT's top priority.
83.	Diana L.	5/26/2022	Survey Monkey	There must be some type of connection for the communities south of Dallas!!!! South Dallas is always an after thought to the city officials and neighborhoods with money.	Comment noted.
84.	Patrick Doll	5/26/2022	Survey Monkey	Tearing down I-345 in its entirety would be a great thing for Dallas. It's about time downtown is connected to Deep Ellum. Burying the highway is simply a half-measure at 10x the cost, and it represents a faux-compromise solution that is the worst of both approaches.	Comment noted.
85.	David Benners	5/26/2022	Email Comment	Hi TXDOT- I appreciate your willingness to work with Dallasites to find an option that will improve the city. Keeping traffic moving makes sense.  But what about a hybrid model that combines lowering I345 and over time, fully "trenching" it? Instead of a bunch of bridge parks maybe this would turn into new "land" that could be developed and increase the city's tax base. (see attached) Capping/trenching could be done in phases to keep traffic flowing. The result would be similar to Boston's Big Dig project.	Comment noted. The recommended alternative is a depressed/below-grade or "trenched" alternative that provide opportunity for capping over the top of the proposed mainlanes.

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				 <p>Thanks for considering, David Benners, AIA D B A 918 Dragon St. Dallas, TX 75207</p>	
86.	Jose Perez	5/26/2022	Survey Monkey	<p>Please do not spend billions of dollars and years of more traffic for a solution that neither relieves traffic or provides space for the central Dallas community. Please be considerate of Dallas residents and remove the highway altogether. No more wasted money. No more wasted time.</p>	Comment noted.
87.	Jason	5/26/2022	Survey Monkey	<p>This is not the plan that we need for I-345. The fly overs above I-345 are more dangerous than what is currently there now. The widening of I-345 looks worse than what 75 currently is. Which is atrocious.</p>	Comment noted.

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				There is no way that this will stich downtown to deep ellum and will instead make the pedestrian connection worse. Traffic will increase and accidents (vehicular and pedestrian) will surely increase.	Comment noted. The feasibility study concluded that the recommended alternative does not significantly impact travel times compared to the No Build/Leave I-345 As Is alternative. A detailed safety analysis will be conducted in the next phase of the project.
				The tear down option is the best route for the greater good of Dallas. But, if you have to have an unnecessary highway, please consider the underground (buried) route. It will increase the cost, yes, but this is the only chance to be able to stich this part of Dallas together. There is only one oppportunity to get this right and right the previous wrongs. Please reconsider.	Comment noted.
88.	Kristi	5/26/2022	Survey Monkey	my preference is: "Depressed alternative"	Comment noted.
89.	Mark Kim	5/26/2022	Survey Monkey	The recommended plan is horrific. It seems like you've already decided what you want to do and are looking to force this plan on people.	Comment noted.
				I'm not completely against a depressed plan per se, but the design is too wide with too many lanes with little thought put to alternative modes of transport other than cars. You've over simplified the public input process by breaking it down to a few narrow options. Okay if a depressed option is decided please present a menu of options on the design because people may or may not support it based on that. It simply cannot be broken down into a simplistic remove, remain, or depressed.	Comment noted.
90.	John Jenkins	5/26/2022	Survey Monkey	The only acceptable compromise will be to bury it. We intend to fight this from the drawing board to the bulldozer.	Comment noted.
91.	Matthew Havener	5/26/2022	Survey Monkey	Please tear down I-345. If this freeway didn't exist today, building it would be unthinkable.	Comment noted.
92.	Rex Weigand	5/26/2022	Email Comment	Thanks for the opportunity to provide feedback.  My family and I are 15 year residents of Dallas. We routinely use the subject road for travel to Cedar Creek Lake and to a location in Leon County. We further recognize from your data that many thousands of people use the road daily both northbound and southbound. I can see no added value in the below grade approach that you are apparently proposing. I have heard and studied the arguments. The "connection" buzzword linking neighborhoods can not be critically evaluated from an engineering standpoint. Nor is there any other metric that reasonably argues for such a massive undertaking.  The highway should remain as is with ongoing maintenance funding.	Comment noted.
93.	Jake	5/26/2022	Survey Monkey	Please do not build a larger freeway cutting off two vibrant, revitalizing neighborhoods of downtown. We need fewer car-centric investments, not more.	Comment noted.
				While I am an advocate for removing I-345, almost any alternative would be better than an expansion of the existing highway.	Comment noted. The recommended alternative proposes three-thru lanes in each direction (existing I-345 currently has three-thru lanes today), with auxiliary lanes to improve operations/weaving between ramps/access points.
				Cities were not intended to be divided by gigantic highways. They severely disrupt connectivity and reduce surrounding land values. Other US (and global) cities are removing their urban highways, not amplifying them.	Comment noted.
				Please do not continue the mistakes of the past which have led Dallas to be so dependent on the car and realize all the negative side effects that come with this (traffic, pollution, pedestrian deaths, transportation unaffordability, urban neighborhood destruction, etc.)	Comment noted.
94.	Yolanda Jones	5/26/2022	Survey Monkey	I would love for this bit of road to be converted into a safe, green area, especially with it being so close to downtown.	Comment noted. Safety is TxDOT's top priority.
95.	Sam Stribling	5/26/2022	Survey Monkey	The "recommended alternative" resembles a rat's nest of concrete more suitable as a filming location for Robocop a solution to our problems of traffic a neighborhood interconnection. This remains a gaping scar directly through what should be a continuous and vibrant extension of downtown. It will waste billions and we will only end up revisiting the exact same problem in 50 years and wonder why we didn't do it correctly the first time. Thumbs down.	Comment noted.
96.	Matthew Serafino	5/26/2022	Survey Monkey	You got to be kidding me, a highway expansion in downtown Dallas 2022??? We have a million miles of highway that wrap around downtown like a noose it's neck cutting it off from the rest of the city.	Comment noted. The recommended alternative proposes three-thru lanes in each direction (existing I-345 currently has three-thru lanes today), with auxiliary lanes to improve operations/weaving between ramps/access points.
				Maybe try building a train.	Comment noted.
97.	Robert Evan Cox	5/26/2022	Survey Monkey	Hi, I do not think I-345 should be expanded, instead the right response is to tear it down and create a pedestrian friendly space with limited/slower car capacity. -R. Evan Cox, Dallas resident (Lakewood area)	Comment noted.



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98.	Charles Shelburne	5/26/2022	Survey Monkey	In order of preference, 1. Hybrid, 2. Depressed or 3. Improved (Narrowed) elevated is preferred and should be priced and refined for further study. Removal or leaving as - is creating new challenges and should be removed from further study.	Comment noted.
99.	Nathaniel Barrett	5/26/2022	Survey Monkey	The hybrid proposal is a shameful waste of resources and an opportunity to restore some life into Deep Ellum. Please reconsider and tear down I-345 and replace with an at-grade boulevard.	Comment noted.
100.	Derek Klein	5/26/2022	Survey Monkey	I DO NOT support the recommendation to expand I345. Expansion is the worst option as it doesn't support business growth, walkability, and environmental concerns.	Comment noted.
				Downtown Dallas needs to become more pedestrian friendly and connect to other neighborhoods like Deep Ellum not create more barriers.	Comment noted.
101.	Jason clark	5/26/2022	Survey Monkey	The recommended alternative looks bad. If we have the option to connect central downtown and deep Ellum, wouldn't it hat drive a lot of economic opportunity?	Comment noted. The recommended alternative provides capping opportunity and potential for surplus ROW for economic development.
				Dallas has many other alternative routes for people to drive around the city.	Comment noted.
				Please do not implement this alternative. I would prefer removal.	
102.	Drew	5/26/2022	Survey Monkey	Please, do not waste money on expanding or burying I-345.	Comment noted. The recommended alternative proposes three-thru lanes in each direction (existing I-345 currently has three-thru lanes today), with auxiliary lanes to improve operations/weaving between ramps/access points.
				The most cost effective option is to tear it down and replace it with surfaceroads and development (housing, businesses, etc.). This will improve the neighborhood, increase the tax base, and begin to right the wrongs committed against the community when the highway was originally built.	Comment noted.
				People passing through downtown Dallas will find another way.	Comment noted.
103.	Karen Jacobs	5/26/2022	Survey Monkey	This is the right way forward for this project. It maintains traffic in north/south directions while connecting downtown and Deep Ellum.	Comment noted.
104.	Barbara Senter	5/26/2022	Survey Monkey	Keep Hwy 345 in Dallas and repair it. It will create a HUGE traffic jam to reconstruct that portion of the freeway. I commute from Waxahachie to Dallas daily.	Comment noted.
105.	Jana Wentzel	5/26/2022	Survey Monkey	The highway removal alternative should be re-examined, perhaps in tandem with the preferred highway alternative. Both should be compared to the goals and vision of the City of Dallas and the purpose of TxDOT which is to move people... not cars.	Comment noted.
				Modern research and analysis has repeatedly pointed to the negative effects of highways in destroying communities, deepening inequity, and harming the environment. In this light, simply burying the highway is akin to burying your head in the sand.	Comment noted.
				Now is a better time than ever for our roadway design to pivot and not continue to make the same mistakes and hope for a better outcome.	Comment noted.
106.	Norman Howden	5/26/2022	Survey Monkey	Burying the highway in one way or another makes sense. I345 is a vital north south link.	Comment noted.
107.	Colbey Walker	5/26/2022	Survey Monkey	Remove I-345. We do not need to spend any more money on highways in city limits, unless it is to remove them.	Comment noted.
				They create barriers to human and wildlife movement, they slow traffic (through induced demand), and they're each legacies of racism and discrimination as they're built on formerly thriving neighborhoods and communities of color.	Comment noted.
				Removing I-345 has no material impact on travel times and will create millions of dollars in economic impact, allowing for new construction on current highway footprint and slowing traffic to increase commerce in these parts of town. Removing the highway will enable more environmentally friendly transportation options- walking, biking, and other forms of micro mobility- and will have a net positive environmental impact at a time when we must be doing all we can to save our planet. Remove I-345.	Comment noted. The removal alternative has significant impact on regional travel times. Compared to the no-build/leave I-345 As Is scenario, it adds 19k hours of congestion per weekday.
108.		5/26/2022	Survey Monkey	PLEASE dismantle this highway. Get rid of it. Nobody is benefitting from this recommendation.	Comment noted.
109.	Bob	5/26/2022	Survey Monkey	<a href="https://youtu.be/ShS4eCfWUdM">https://youtu.be/ShS4eCfWUdM</a>	Comment noted.
110.	Joshua Lang	5/26/2022	Survey Monkey	As someone that walks underneath I-345 on a regular basis, I do not think the alternative hybrid approach makes the area more pedestrian friendly, in my opinion it makes it less pedestrian friendly as it removes the shade that I-345 provides and seems to expose pedestrians to more traffic.	Comment noted.
				When I heard "below grade like Woodall Rodgers," I expected the highway to be covered like Klyde Warren Park. If the highway is not covered, IT SHOULD GO as it is still a barrier between connecting Downtown with Deep Ellum.	Comment noted. The recommended alternative is a depressed/below-grade or "trenched" alternative that provides opportunity for capping over the top of the proposed mainlanes.
				TXDOT and the US Highway System is concerned with traffic going through the city, instead of the city itself.	Comment noted.

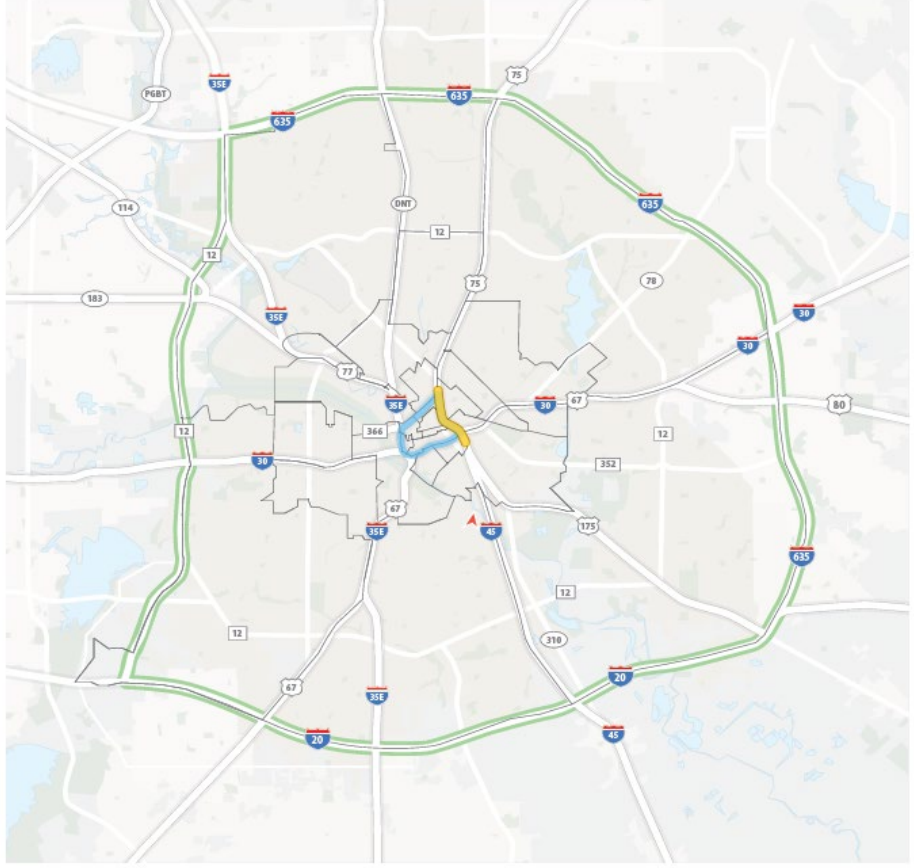
Comment Number	Commenter Name	Date Received	Source	Comment	Response
				If there are more neighborhoods downtown, more people will work downtown.	Comment noted.
				Why can't people who work in NE Dallas move to NE Dallas and not have to worry about driving through Downtown.	Comment noted.
				But if TXDOT wants to keep the highway, I recommend making Ross Avenue more appealing to pedestrians as it passes underneath the highway and adding a Klyde Warren like park between Elm and Commerce and removing Main Street as a road across the highway because 1) there are already parks flanking Main Street on the downtown side of I345, 2) this would connect Deep Ellum and Downtown in a more pedestrian manner, and 3) Main Street in Deep Ellum has a lot of pedestrian traffic and it doesn't need cars driving down it as a quick path to downtown.	Comment noted.
111.	Chad Watt	5/26/2022	Survey Monkey	[Left Blank]	No comment provided.
112.	David de la Fuente	5/26/2022	Survey Monkey	Do not expand 345. Remove 345 completely.	Comment noted.
113.		5/26/2022	Survey Monkey	Terrible plan to expand and trench highway. It will remain a barrier for the core and should be removed.	Comment noted.
				Alternative traffic could be accommodated with existing roads and an expansion of Loop 12.	Comment noted.
114.	Stephen Houston	5/26/2022	Survey Monkey	Leave I345 as it is now. 05/26/2022	Comment noted.
115.	Matthew Otte	5/27/2022	Survey Monkey	No more highways in downtown. The last thing the city needs is more roadways going through downtown neighborhoods.	Comment noted.
116.	Anon	5/27/2022	Survey Monkey	Hategroup organising to raid this comment section: <a href="https://old.reddit.com/r/fuckcars/comments/uy3ti4/action_opportunity_txdot_is_trying_to_figure_out/">https://old.reddit.com/r/fuckcars/comments/uy3ti4/action_opportunity_txdot_is_trying_to_figure_out/</a>	Comment noted.
117.	Denise Connelly	5/27/2022	Survey Monkey	Get rid of the overpass and let Deep Ellum and downtown connect with a nice Blvd. With plenty of space for walkers and cyclists.	Comment noted.
118.	Natalie Nieves-Guerrero	5/27/2022	Email Comment	Good morning Melissa, My name is Natalie Nieves and I work for Councilmember Bazaldua.	Comment noted.
				I received a few calls today from residents in our District who said they were not notified of the past two public meetings. Are there plans to do additional meetings or is there another way for them to provide public input?	The May 2022 public meetings were the last for the I-345 Feasibility Study phase of the project. The next phase is schematic/environmental analysis which will include additional public involvement and opportunity to comment following NEPA requirements.
				The two neighborhoods who have concerns are Colonial Hill and Queen City. Please let me know if you have any questions.	Comment noted.
119.	Mark Gomez	5/27/2022	Survey Monkey	This hybrid proposal doesn't seem to increase walkability or increase connectivity. It seems to do the opposite. As the proposal shows in the video, these intersections would be similar to Knox/Henderson over 75, or Shops of Park Lane to North Park, or West Village to City Place. None of these intersections are pleasant to walk across over 75. The only thing that would make this minimally better would be to make sure that the sidewalks are very wide, include shade structures, and bike lanes. Still, I think what we currently have is better since we have the dog park, the basketball court at Carpenter Park, basketball court and mini soccer fields proposed for under the bridge, and shading. I think this hybrid proposal would do more damage than good.	Comment noted.
120.	Jacob Fergus	5/27/2022	Survey Monkey	Remove 345. Land downtown should be used for business and living, not destructive car transit. TXDOT could sink at least a billion on 635 widening, we don't need that chaotic construction downtown, we need the open space for development.	Comment noted.
121.	Wesley Jeanes	5/27/2022	Survey Monkey	I support fully and with enthusiasm the TXDOT decision to move forward with the I-345 hybrid concept, as modified. I have always thought that depressed express through lanes in a trench was the most logical solution and choice in this matter. In my view, the arguments of some factions for the total removal of I-345 makes no sense whatsoever from a regional transportation viewpoint. The connection of US 75 and US 45 via I-345 is an important and integral part of the Dallas highway system. Moreover, the use of depressed lanes in a trench has been proven as effective in Dallas by the depressed express lanes on I-635 between I-35 and I-75.	Comment noted.
122.	Mike Hainline	5/27/2022	Survey Monkey	[Left Blank]	No comment provided.

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123.	Emmanuel Amponsah	5/28/2022	Survey Monkey	This alternative plan for 345 somehow feels worse than what already exists. I thought one of the goals of this project and study was to connect downtown and its neighborhoods. I do not see how this plan addresses that problem. From the visualization it almost looks like this makes the issue worse. We should be focused on making downtown more people-centric. We have to start somewhere. Removal without a continued investment in our public transit system would make traffic worse, that is true. But, removal is the only way forward. In 20 years when people are living in uptown/oak lawn, Deep Ellum to Lower Greenville, and Trinity Groves and Bishop Arts, but not downtown, maybe the city will finally understand the cost of surrounding your urban center in freeways.	Comment noted.
				This is a chance for Dallas to make a huge change that will pay dividends for future generations. This is a chance for us to make Dallas better. This is a chance for us to make Dallas safer, more environmentally friendly, more walkable, more people-centric, more livable, and overall better. This proposed plan does not do that. It keeps us at the status quo and offers no real changes.	Comment noted. Safety is TxDOT's top priority.
				If people in North Dallas don't have to worry about freeways cutting up their neighborhoods, why do people in South Dallas, near the city core, have to? If Dallas wants to be more equitable, this plan does not accomplish that. If Dallas wants to make up for destroying neighborhoods in the past to build freeways, this plan does not accomplish that. If Dallas wants its urban core to be more walkable, this plan does not accomplish that.	There is no new ROW proposed.
				As someone who loves this city and wants to see it grow and get better, decisions like this make me question whose interests are being represented here. I've walked from downtown to Deep Ellum many times and I somehow think this plan would reduce how often I make that commute. This plan is not for Dallas. We need better, and I urge the city council to push back against this.	Comment noted.
				The fact that we are wasting valuable downtown space on freeways is baffling. The only loser with this plan is the public, the walker, the commuter without a car, the kids who live in downtown, the young professionals, the mid-career people, the retirees, the elderly. Dallas loses with this proposal, therefore we need better!	Comment noted.
124.	Josh Skolnick	5/28/2022	Survey Monkey	I am opposed to this plan. It seems to change the experience of crossing from East Dallas or Deep Ellum from "crossing under an overpass" to "crossing over an underpass."	Comment noted.
				It would barely change the experience at an enormous cost.	Comment noted.
				This is a time to think big. Northern suburbs are getting more businesses and residents. To compete, Dallas has to take the next step toward being a truly global metropolis, with a large, walkable, inviting downtown, grand boulevards, and space to grow. Staying in neutral won't cut it now that businesses and people can work from anywhere. A more ambitious plan could knit together neighborhoods and open up land to development with a look, feel, and density of globally leading cities. This isn't it.	Comment noted.
125.	Mitchell Voss	5/29/2022	Email Comment	I am a proponent of the sunken highway with deck parks. I'd even donate to the park, this is what's best for Dallas! Look at what Kyle Warren Park did for the area north of Ross already - Downtown in that Ross corridor is vibrant and a deck park over I-345 will ensure downtown Dallas' revival and continued momentum in gaining corporate relocations, but rather in the CBD not Plano, Frisco or other less sticky markets where corporations may come and go.	Comment noted. The recommended alternative is a depressed/below-grade or "trenched" alternative that provides opportunity for capping over the top of the proposed mainlanes.
126.	Eric Koenigs	5/29/2022	Email Comment	While I applaud the sound decision by your team for the hybrid model recommendation, I'm disappointed to see Ross Ave would still be impacted by the 345 bridge spans for traffic from Woodall Rodgers. That is a major thoroughfare for East Dallas, Lakewood and Lake Highlands residents entering downtown as well as being the street housing some of downtown's most cherished venues, including AT&T Performing Arts Center (Winspear, Wylie, Nasher, etc), Chase Tower and others. Ross Avenue directly east of downtown, in the 345 impact zone, contains some of the most walkable neighborhoods that would enter into downtown via walking or other alternative modes of transportation. This neighborhood has been the most vocal proponent of making this route safer and conducive for non-vehicular transportation over the past few decades. It's an insult they would not get the long-sought improvement.	Comment noted. Safety is TxDOT's top priority.
				Additionally, the area immediately west of 345 on Ross Avenue is some of the most valuable real estate that could be redeveloped downtown where several surface parking lots exist today, these bridge spans would negatively impact such development potential while continuing the physical barrier between downtown and its adjacent neighborhoods. This effort is attempting to resolve.	Comment noted. The ramping/access proposed in the recommended alternative is preliminary and subject to change based on additional traffic analysis, coordination with the City of Dallas, and public input.
127.	Kevin Goble	5/29/2022	Survey Monkey	So relieved TxDOT has decided to proceed with the Hybrid Alternative as their Preferred Alternative for I-345 moving forward.	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				My only real complaint with the Hybrid Alternative proposal was that it looked to sever Good Latimer, which I found unacceptable. Fortunately the latest iteration seems to preserve Good Latimer and other ROW.	Comment noted. The depressed alternative did sever Good Latimer Expressway and Canton Street to implement discontinues frontage roads but was eliminated from further consideration. The hybrid and recommended alternative maintain the Good Latimer Expressway connection. There is no new proposed ROW.
				The fact that TXDOT has invisioned infrastructure which offers the possibility to cap most of the I345 project with parks or even buildings makes this Preferred Alternative a no brainer to support for the City of Dallas. It was a long time coming and is the perfect compromise between keeping the highway and removal. I hope the project moves ahead with full support from all stakeholders.	Comment noted.
128.	Larry Taylor	5/30/2022	Survey Monkey	What an awful "compromise" design. You should reduce cross-town traffic, for example, eliminate Main over I-345 and use Elm & Commerce as the feeders to and from Deep Ellum.	Comment noted.
				Carpenter Park is a disaster. I absolutely cannot figure out why this is better than what we have today.	Comment noted.
129.	Ruben Landa	5/31/2022	Email Comment	Good morning, GDPC Board. I hope everyone had a great Memorial Day weekend. If you have are not aware, TxDOT announced that HNTB has recommended \$1 Billion Hybrid Alternative for I-345 corridor in Downtown Dallas.	Comment noted.
				This is consistent with the GDPC position and we are very happy to hear this news. The following is the video showing the hybrid alternative and article from Texas Government Insiders.	Comment noted.
130.	Temple Anderson	6/1/2022	Survey Monkey	The removal option is the best option for Dallas.	Comment noted.
				The hybrid alternative is not acceptable.	Comment noted.
131.	Virginia Lynn	6/1/2022	Survey Monkey	As a Texas resident, I support any proposal that returns space to be used by residents and visitors instead of people speeding through and not stopping.	Comment noted.
				Please remove or bury this segment and do not widen. We have enough freeways and enough lanes.	Comment noted. The recommended alternative proposes three-thru lanes in each direction (existing I-345 currently has three-thru lanes today), with auxiliary lanes to improve operations/weaving between ramps/access points.
				Please incorporate safe multimodal transportation into the redesign.	Comment noted. Safety is TxDOT's top priority.
				Allow people options for transportation instead of giving them only one (inefficient and detrimental) mode of transportation.	Comment noted.
132.	Tony Pham	6/3/2022	Survey Monkey	how is this a viable recommendation from TxDOT for I-345 when it still physically divides downtown Dallas from Deep Ellum?	Comment noted. The recommended alternative is a depressed/below-grade or "trenched" alternative that provides opportunity for capping over the top of the proposed mainlanes.
				when maintenance is only going to be so expensive (not to mention the proposal to have future EXPENSIVE cap parks!)	Comment noted.
				if anything, this is a one step forward, two step back solution that only exacerbates car-dependency in Dallas	
133.	Ronnie Eichler	6/5/2022	Survey Monkey	Removing I-345 without any replacement, only to allow the traffic onto the local city streets was probably the dumbest idea I've seen.	Comment noted.
				My preference would be for some kind of underground/tunnel structure much like has been done in other cities such as Boston, Seattle, etc.	Comment noted.
134.	Austin Brakebill	6/7/2022	Survey Monkey	I live in Old East Dallas, separated from downtown by 345. I want it and all traces of it gone. Boulevards and reconnecting the street grid is the most important aspect.	Comment noted.
135.	Dusty Fletcher	6/8/2022	Survey Monkey	I am surprised/disappointed to not see any Express Lanes. If the biggest traffic issue is moving people up North it seems like limited access lanes (Express Lanes) would achieve that result.	Comment noted.
				Maybe the hybrid alternative limits access to side streets and that helps keep people moving?	The feasibility study concluded that the recommended alternative does not significantly impact travel times compared to the No Build/Leave I-345 As Is alternative.
				Also, southbound travel was unclear. Currently southbound to I-30 exits and southbound to Lamar exits create major traffic issues. Will these have separate lanes, off the main 345/45 highways? Overall, very pleased.	The recommended alternative proposes a southbound I-345 2-lane exit to eastbound/westbound I-30, like existing. However, the exit gore has shifted to the south to improve traffic operations/weaving length between adjacent ramps/access points. The southbound I-45 exit to Lamar Street is outside the limits of the I-345 Feasibility Study; improvements are under construction as part of the separate SM Wright Project.
136.	Alexander Coburn	6/9/2022	Survey Monkey	Having a freeway dividing Downtown from East Dallas prioritizes through-traffic over pedestrians, and reinforces Dallas' car-dependency.	Comment noted.
				For this reason, I believe that I-345 should be removed or put below street level.	
137.	Susan Morgan	6/9/2022	Survey Monkey	I agree, the recommended hybrid approach is the best overall approach. Thanks to TxDOT for conducting a thorough, open, inclusive effort, particularly through COVID. This new-and-improved I345 will serve the city well for many years to come.	Comment noted.



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138.	George	6/10/2022	Survey Monkey	The highway should be completely removed. Stop engineering cars traveling at high speeds into the center of cities.	Comment noted.
139.	Pedro	6/10/22	Survey Monkey	The proposed hybrid option is harmful for the city and state	Comment noted.
140.	Harry Pairatestes	6/10/2022	Survey Monkey	Was Royce West blocking the tear down of I-345 in order to force other politicians and media organizations to support the new Convention Center?	Comment noted.
				Are Dallas Council Members being promised that tax revenues from future development along the I-345 corridor will replenish the Dallas police/fire pension plan?	Future tax revenue from development along I-345 has not been allocated. Please contact the City of Dallas.
141.	Dr J Zarazaga	6/12/2022	Survey Monkey	Increasing lanes of traffic will only increase traffic that drive through our city long term. Other cities have figured out that highways don't belong in cities. They belong around them. Please spend Dallas's transportation money on the other transport modes- crosswalks, sidewalks, bike trails and transit could be extraordinary with a billion dollar investment. We don't need to pay for a tunnel for a pass- through dallas highway. That's not helping us. We live here.	Comment noted.
142.	Patrick Joseph	6/12/2022	Survey Monkey	I strongly believe in allowing residents to move freely between parts of Dallas. Highways hinder this flow, while prioritizing pedestrians and bikers augments this flow. Therefore, the highway should at least be sunk, if not removed, to ensure that people in the most affected communities (those who live directly next to the highway) have access to the beautiful city we all call home. Please make this project happen as soon as possible. The future is in clean and accessible transportation, not in the continued proliferation of cars.	Comment noted.
143.	Nick Corti	6/12/2022	Survey Monkey	Howdy, As a north Texas native and someone who's lived in North Texas, West Texas, Austin, and NYC over the past decade, I've seen a variety of different approaches to freeway design and urban development. I believe this gives me a unique perspective on best practices in city planning and highway design. From what I've seen, a mountain is just as divisive as a canyon – an overpass does just as much to divide a neighborhood as a trench. Looking at the current render, I have to wonder how much of the talk of "uniting" downtown Dallas with Deep Ellum is just lip service.	Comment noted.
				Who will actually want to cross a sidewalk with traffic on one side, and a long dropon to 10 lanes of highway traffic on the other? Will there be unsightly fences and railings to prevent accidents? The only way to make the "Recommended" option walkable will be to deck over everything from Canton to Pacific. Otherwise, we will have dug a massive trench and built bridges that no one walks across, that connect nothing. Like the bridges connecting downtown El Paso across I10, or the Shops at Legacy to Legacy West, they will be empty, liminal monuments to the misunderstood idea of pedestrian traffic.	Railings will be provided on either side of cross streets over the top of the I-345 mainlanes. Detailed design and aesthetics will be determined in a later phase of the project. The recommended alternative is a depressed/below-grade or "trenched" alternative that provides opportunity for capping over the top of the proposed mainlanes.
				Furthermore, I believe that the traffic analysis neglects the elasticity of traffic demand, as well as the movement of jobs that will occur when a half square mile of prime downtown real estate is no longer occupied by pass-through traffic.	Comment noted.
				Will South Dallasites really need to commute all the way to the other side of the city when they can find more jobs and more economic activity downtown?	The traffic analysis utilized the NCTCOG 2045 Mobility Plan which predicts future mode choice, places of employment, demographics, and land use in 2045.
				There doesn't appear to be any analysis of 2nd- and 3rd-order effects.	Comment noted.
				Finally, I'll close by saying that young people, tech companies, and the economic activity they bring look for vibrant, cultural areas to set down roots. No other downtown is as choked off by highways as Downtown Dallas. My friends who work in finance and tech routinely discount Dallas as a viable option because our downtown doesn't live up to its potential.	Comment noted.
				The area between downtown and Deep Ellum could be even more of an economic engine than Uptown and Oak Lawn, but it will forever exist in the shadow of the 345 as long as we prioritize traffic patterns over people. Feel free to contact me if you'd like. Thank you for your time.	Comment noted.
144.	Eric Haney	6/13/2022	Survey Monkey	Remove alternative did not consider a boulevard on a similar route, as has been presented by some stakeholders. Several items about the traffic demand and forecasted congestion worry me as an analytics professional	Comment noted.

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				<p>* Round trip locations used for analysis in the final presentation represent only a small portion of the affected population</p>	<p>Comment noted. The traffic analysis included traffic within the area shown below in green (Loop 12, I-635, and I-20) based upon the NCTCOG 2045 Mobility Plan:</p>  <p>The travel time exhibits presented at the May 2022 public meetings were representative of the data available within the green boundary.</p>
				<p>* TxDOT has a poor track record of predicting traffic, let alone 20 years in the future</p>	<p>Comment noted.</p>
				<p>* Multiple origin-destination combinations shown as impacted by I345 are already better served by other highways and / or city streets</p>	<p>Comment noted.</p>
				<p>No economic impact of removal considered: property values, economic development, shift of job centers south were left out of the discussion</p>	<p>Comment noted. Economic development was one component of the evaluation matrix, including property value impacts, property tax revenue impacts, and potential cap locations. The traffic analysis utilized the NCTCOG 2045 Mobility Plan which predicts future mode choice, places of employment, demographics, and land use in 2045.</p>
				<p>Cost not addressed at all: Highway alternatives would obviously cost significantly more than removal. Where is the alternative that directs all the saved money from removal into things that actually alleviate congestion? I.e. transit, bike / ped infrastructure, shifting land uses closer together</p>	<p>Comment noted. Preliminary construction cost (2020 dollars) was considered as part of the evaluation matrix. A detailed cost estimate will be developed in the next phase of the project: schematic/environmental analysis.</p>
				<p>The construction of I345 destroyed an entire community for an entire generation. If they had not made the mistake then, I do not believe we would even be discussing adding a highway on this route to save people a few minutes. We cannot continue to double down on bad ideas.</p>	<p>Comment noted.</p>
145.	Oscar Slotboom	6/14/2022	Survey Monkey	I support the recommended alternative (hybrid alternative) for I-345. It is imperative that the freeway remains in the corridor. Since the recommended alternative retains the freeway, it is an acceptable option.	Comment noted.
146.	Adam Lamont	6/14/2022	Survey Monkey	I am in favor of removing I-345 and replacing it with a boulevard similar to the plan outlined in the CityMAP plan. Highways through downtown are a bad use of the most valuable land in the city, and the street system of Dallas can redistribute much of the traffic that currently uses I-345.	Comment noted.

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				It is time for Dallas to build for the future and not repeat the same mistakes of 20th century planning. Removing I-345 would allow for a lot more growth in downtown Dallas and is something that I, as a resident planning on living here for the next 60 years, endorse.	Comment noted.
147.	Matt Preisz	6/17/2022	Email Comment	Hello- It's amazing to me that in 2022 that expanding/burying a highway right through the middle of a major city is an option, let alone the recommended one. There are so many reasons why this is a terrible idea: 1. Cost- We should go with the option that provides the best ROI / best use of taxpayer dollars which per TXDOT's own CityMap study is the removal option. Any other option is big government waste.	Comment noted.
				2. Disruption- The construction site will be a boondoggle that residents will have to deal with for years! Also, how many people will lose their homes with this plan?	There is no new ROW proposed with the recommended alternative.
				3. Climate change- We need to be removing or shrinking highways and incent people to use transit, bike, or walking. This is the only way to remove our city's carbon footprint.	Comment noted.
				4. Walkable/bikeable streets- The recommended alternative shows highways over highways that do not look at all safe to bike or walk.	Comment noted. Safety is TxDOT's top priority.
				5. Righting a historical wrong- I-345 when it was built cut right through minority neighborhoods. Removing is the moral thing to do.	Comment noted.
				6. Commute times will be minimally impacted. People will use other routes including our loop highways to get to their destination in the north... this is what they are designed for. These commuters do not need to be driving through the city.	Comment noted.
				7. Affordable housing- The land freed up will allow the city to focus on affordable housing development. This is exactly what is needed to help our current housing crisis. Please, let's not have a 1950s mindset with this project. Highways through cities are a terrible idea and removal success stories are numerous and well documented. This is a once in a lifetime opportunity to improve our city and I implore TXDOT to not waste it. Thank you, Matt Preisz Dallas, TX	Comment noted.
148.	Sam kolbovsky	6/19/2022	Survey Monkey	As a dallas resident, i would suggest to remove 345 entirely. It divides the city and a major highway should go around a city, not through it.	Comment noted.
149.	Connor Hulla	6/20/2022	Survey Monkey	Hi TxDot, leaving another comment after doing more research. In the presentation, it is said the no build option adds 19,000 hours of congestion on a weekday. That sounds bad, but considering that over 180,000 people use that road per day, the amount of congestion added is minimal. That really isn't that much time, so I would like it if TxDot could figure out how much congestion an individual will experience on the weekday during the removal, not just the total sum of all added time each individual vehicle experiences. I tried doing the math with various assumptions, but I read a Dallas Morning news article that estimates there will be 3 minutes of added delay on I-345 per person (using your numbers)And I don't know how accurate that number is, but it sounds about right.	Comment noted. The removal alternative increases travel times in the peak periods (6:30-9am, 3-6:30pm) between 31-60% depending on the trip origin/destination.
				For \$2 billion to trench, I do not believe this is a good use of money. I would absolutely love to see a transportation study on what would happen if TxDot removed the freeway and used the money saved to invest in bus and passenger rail infrastructure instead. I think the money could have a huge impact there, a much bigger impact than the freeway improvements. I also think its important because trains can fit more people, so no matter how much Dallas goes you can add more trains, higher capacity trains to meet the demand.	Comment noted. The preliminary cost estimate for the recommended alternative is approximately \$1 billion.
				But with freeways, you have to physically expand it and thatcan only be done so many times. I would appreciate it if TxDot would consider removal instead of trenching the freeway.	Comment noted. The recommended alternative proposes three-thru lanes in each direction (existing I-345 currently has three-thru lanes today), with auxiliary lanes to improve operations/weaving between ramps/access points.
150.	Matt Jacobs	6/21/2022	Survey Monkey	Lowering the freeway and minimizing its width to rejoin Deep Ellum is a great step forward.	Comment noted.

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				<p>I am very glad to see this balance of maintaining access for the south of Dallas while trying to correct past wrongs. The reduction of ramps will be far safer for downtown pedestrians and reduce merging at this tricky area.</p> <p>From being a daily user, I believe the separate lane to take vehicles from Woodall Rogers separately to the I-30 interchange will produce the most traffic relief of the entire design. This mixing of incoming Woodall rogers traffic with southbound I-345 and I-30 offramp is almost always the choking point. Too much lane crossing at one point.</p> <p>Southbound traffic can be at almost a stop and then open wide up after the I-30 interchange.</p> <p>Stitching the city street grid above the trench is a great step but I wonder if the Hawkins street connection is too forced. From the west is is one way street that does not cross Pearl and ties in awkwardly by the rail interchange which will always be a less desirable area. This would be the last spot people or vehicles would use to cross and seems overly complicated.</p> <p>I think the money could be better spent to support trench decking ( park etc) and wider pedestrian areas at a crossing like Ross to make sure those become reality. A pedestrian path could be incorporated into a deck park near Hawkins rather than a vehicular connection that would have little use.</p> <p>The overall project still seem wide, particularly closest to Woodall Rogers, but I do not have the data to question these decision based on volume or design.</p>	<p>Comment noted. Safety is TxDOT's top priority.</p>
				<p>Is the design speed 55mph or 65mph? I would advocate for 55mph in order to require less deceleration lanes and the fact this area often requires a slowing down anyway due to the merging /exiting traffic of I-30 and Woodall Rogers.</p>	<p>The recommended alternative mainlane design speed is 50mph.</p>
151.	Anna Roscoe	6/21/2022	Survey Monkey	<p>Don't spend money on this expansion. The amount of time in the grand scheme is negligible. Additionally there are public transit systems that should be strengthened with this money. This expansion causes bad health effects and is bad for climate. People will find their way around the city and be just fine. The City of Dallas is losing millions a year in tax revenue from this highway.</p>	<p>Comment noted.</p>
152.	Steven	6/22/2022	Survey Monkey	<p>My family supports the removal of I345 with a plan for removal focusing on four things.1. Affordable Housing 2. Reparations 3. Green Space 4. Access to Public Transit.</p>	<p>Comment noted.</p>
153.	Kristine Bray	6/22/2022	Survey Monkey	<p>I do not support the hybrid option. It's blatantly obvious that highways are not solving traffic, no matter how many lanes we give them, and they bring deaths, environmental destruction, and huge financial costs in construction, maintenance, and impact on the surrounding area. Rip it out.</p>	<p>Comment noted.</p>
154.	Aaron Abelson	6/22/2022	Survey Monkey	<p>I am a resident of Dallas (75209) and work in Downtown Dallas (75201) and I do not support the selected hybrid alternative. TXDOT and the City should be creating more connections and links between neighborhoods, not creating new infrastructure gashes that only serve to move cars and further disconnect communities. We have seen Dallas and other cities fail to create depressed highways that do not disrupt the urban fabric.</p> <p>With the economic development, community development, and racial healing opportunities that removing I-345 would offer, it is sad and misguided to be moving forward with this alternative.</p>	<p>Comment noted.</p>
155.	Eric Pruett	6/22/2022	Survey Monkey	<p>I prefer the removal option. No other option provides additional buildable land to balance municipal budgets, improves the city, and improves safety. People are willing to spend 5 more minutes driving if they get a better city in return.</p>	<p>Comment noted. Safety is TxDOT's top priority.</p>
				<p>And traffic models are bogus pseudoscience as they assume no change in behavior from changing conditions, which we know is false from many behavioral changes in the last three years.</p>	<p>Comment noted. The traffic analysis does include changes in behavior based on the NCTCOG 2045 Mobility Plan which predicts future mode choice, places of employment, demographics, and land use in 2045. The cities provide this information to NCTCOG.</p>
156.	Lester Rader	6/22/2022	Survey Monkey	<p>I do not support TxDOT's hybrid proposal to bury I-345. I would like to see the elevated highway removed and converted into an at-grade boulevard.</p>	<p>Comment noted.</p>
157.	Kendall Martin	6/22/2022	Survey Monkey	<p>As a fairly frequent visitor of Dallas I support the full removal of i345. I don't see how a change to hybrid or simply shifting the elevated highways route does anything to change the existing structure.</p> <p>I've seen the fantastic impacts that a restructured roadway and pedestrian centered area can have on a city and I think that that is the best option for a revitalized Dallas moving forward. There are so many great things in Deep Ellum and if that area were permitted to expand and connect with the residential area nearby I think that that portion of Dallas would really be able to flourish.</p>	<p>Comment noted.</p>
158.	Adam Pressler	6/22/2022	Survey Monkey	<p>I strongly oppose the proposed plan for 345. Spending additional money to improve car traffic lanes, especially by digging a trench, is madness. The physical separation of downtown from the rest of the city needs to be ended.</p> <p>If that cannot be accomplished in the proposed plan, we should do nothing and wait until we have more public support.</p>	<p>Comment noted.</p>



Comment Number	Commenter Name	Date Received	Source	Comment	Response
159.	Blaze Keaton	6/22/2022	Survey Monkey	I support the removal of I345 with a plan for removal focusing on four things.1. Affordable Housing 2. Reparations 3. Green Space 4. Access to Public Transit.	Comment noted.
160.	Adam Keith	6/23/2022	Survey Monkey	Dear Sir/Madam, I want to say how informative and beneficial it was speaking with your staff at the meeting at City Hall on June 29th. De La Vega Development is an indirect stakeholder to this project, as we are developing a 27 acre mixed use development on the East side on Central Expressway just north of Haskell.	Comment noted.
				We would like it to be on record that we fully support the City's recommendation and would like to further add that Dallas needs more amazing projects like this.	
161.	Keshav Prathivadi	6/23/2022	Survey Monkey	I don't support any alternative other than removal of I-345. It has divided the city grid and severed Deep Ellum from the Downtown and Uptown. Moreso, it has used up valuable real estate that could otherwise be put toward reconnecting the city grid and expanding the footprint, walkability, and development of downtown.	Comment noted.
				The Hybrid alternative retains the status quo while plunging us into another 10 years of construction and congestion that provides no real benefit.	Comment noted. It is estimated the recommended alternative would have a five-year construction duration.
				I-635, Loop 12, and other highways away from the city exist for a reason and should be used by motorists passing through the region. There is no need for this large volume of cars not entering downtown to pass right through it, sever two vibrant parts of the city, and stall new critical development, housing, and transit that could come in its place.	Comment noted.
				I firmly oppose any expansion or hybrid alternative for I-345. Removal should be the only option.	Comment noted.
				Cars coming this close to downtown should only be for people who are going downtown.	Comment noted.
162.	David Parsons	6/23/2022	Survey Monkey	I do not support the hybrid alternative.	Comment noted.
163.	Kenneth Martin	6/23/2022	Survey Monkey	I do not support the preferred hybrid alternative. Please remove I345. We need more access to public transit, more green space, reparations for those affected by structural racism, and more affordable housing.	Comment noted.
164.	Jesse Smith	6/23/2022	Survey Monkey	The hybrid option is better than the current version, but complete removal is the best option. We need to prioritize jobs, housing, and green space, and the removal option is superior in all aspects with a minimal impact, if any, on traffic. Jobs need to grow toward Southern Dallas, the status quo of forcing Southern Dallas residents to drive or travel via mass transit to jobs in North Dallas is unsustainable and inequitable.	Comment noted.
165.	Brandon Toombs	6/23/2022	Survey Monkey	Not in favor of the hybrid alternative. Remove this road. Building cities to support car life has proven a failure.	Comment noted.
166.	R. Chris Klein	6/23/2022	Survey Monkey	TXDOT's proposed solution does not solve the myriad of problems that 345 have created. The proper solution is to remove it entirely and go back to where the Deep Ellum was prior to 345. The South Dallas commuter concerns are easily addressed with a proper street grid and the expansion of job opportunities in the southern sector. People will adjust to the grid as they have done in San Francisco and other cities where highways have been removed. Let's put a 50 year solution in place not a 20 year bandaid. We have an opportunity to do something right for the greater good. Remove 345.	Comment noted.
167.	Deep Ellum Foundation	6/24/2022	Email Comment	The Deep Ellum Foundation has evaluated the Refined Hybrid design recommended by TxDOT and presented during the May 26, 2022, public meeting as well as online. We appreciate TxDOT's work to date on the I-345 project and look forward to continuing to work with TxDOT, the City of Dallas, the NCTCOG and other stakeholders as this project goes through future revisions and refinement. While we support moving forward on refining hybrid generally, there is still significant work to be done on our caveats outlined in the letter dated October 6, 2021, before we fully support this option. More specifically, we urge TxDOT to address the following while the project is still in refinement:	A meeting was held July 18, 2022, with the Deep Ellum Foundation (DEF) to discuss this letter in further detail. TxDOT will continue to work with DEF, in coordination with the City of Dallas, as the project proceeds into the next phase of refinement: schematic/environmental/analysis

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				1. Determine locations of future decking options and provide structural work so other entities can install the decking. A key reason for reconfiguring 345 is to stitch Deep Ellum and Downtown back together. A depressed highway without decking does not achieve those goals enough to justify the disruption caused by reconstructing this highway.	Comment noted.
				2. Ensure key connections (e.g. Commerce, Main, Elm, Pacific, Canton) across a depressed 345 are both usable and friendly to multimodal transportation, particularly pedestrian and cyclists. This should include features such as wide sidewalks, proper safety features, minimizing dedicated right-turn lanes and pedestrian conflicts, aesthetic features such as landscaping as one example. We will also want to make sure it can accommodate potential street car expansion, mostly likely on Main Street.	Comment noted. Safety is TxDOT's top priority.
				3. Eliminate or severely limit dead-end connections to minor limited-use streets. When not feasible, evaluate pedestrian crossings instead of vehicular crossings. We look forward to drilling down into the specific crossings in more detail with TxDOT.	Comment noted.
				4. Consider all potential options to minimize impact on Carpenter Park. Carpenter Park is Downtown's largest public space and on the doorstep to Deep Ellum. Deep Ellum does not have its own greenspace park and would benefit greatly by having better access to a completely intact or almost entirely intact Carpenter Park that is easily accessible to Deep Ellum.	Comment noted. A meeting was held with Parks for Downtown Dallas August 2, 2022.
				5. Seriously consider reducing through lanes on the depressed highway. We believe a reduction of through lanes will be manageable by the system and provide significant benefits toward the other goals of this project, including the ones outlined in this letter (e.g. reconnecting Deep Ellum and Downtown, minimizing impacts on Carpenter Park, improving multimodal connectivity, increasing feasibility of decking, improving the pedestrian experience).	Comment noted. The recommended alternative proposes three-thru lanes in each direction (existing I-345 currently has three-thru lanes today), with auxiliary lanes to improve operations/weaving between ramps/access points.
				6. Expedite NCTOG funded interim parking facilities and improvements under the current 345. The district and greater downtown area has an urgent need for the parking facilities and improvements to make this idle space better, safer and more inviting. Since this is an interim use until the proposed 345 project commences, the sooner the NCTOG funds are deployed, the greater utilization the district and City will get out of those improvements.	Comment noted. Safety is TxDOT's top priority.
				As members of Downtown Dallas Inc.'s Mobility Committee, the Deep Ellum Foundation supports the recommendations being offered by DDI contemporaneously in its separate letter to the Texas Department of Transportation. Thank you. On behalf of the Deep Ellum Foundation, Jon Hetzel, President jhetzel@madisonpartnersllc.com, 214-217-4306	Comment noted.
168.	Marcus Wood	6/24/2022	Email Comment	Ms. Lo The online and handout May 24, 2022 Public Meeting Series 3 Alternative Evaluation Matrix describe the preliminary estimated costs as: □ Depressed \$1B □ Elevated \$650M □ Removal \$400M □ Hybrid \$1B Are those the latest, current estimates? I recall somewhat different, higher numbers on the poster board at the May 24th Meeting.  Additionally, if I-345 were removed and reconstructed as a boulevard street system would such project qualify as an Interstate Highway funded project? Would not the City of Dallas be responsible for a larger portion of such costs and ongoing maintenance? Would the dollars raised by the sale of no longer needed right-of-way go to City of Dallas, NCTCOG, TxDOT, or Texas General fund? I hope you might be able to respond before I submit comments by the June 27th deadline. Thanks Marcus Wood	Yes, those are the latest cost estimates shown on the evaluation matrix at the May 2022 public meetings.  If I-345 were to be removed and become a boulevard street system, there would be many discussions between City of Dallas, TxDOT and NCTCOG in the future regarding construction funding responsibility. However, if I-345 becomes a boulevard street system, the interstate would come off of the TxDOT highway system, and the City of Dallas would be responsible for the maintenance of city streets.
169.	Emily	6/24/2022	Survey Monkey	I don't support the preferred hybrid alternative!!!!	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
170.	Katie	6/24/2022	Survey Monkey	Does this have enough pedestrian friendly options? The simulation still looks like a nightmare to cross and like it cuts off Deep Ellum from Downtown.	The recommended alternative is a depressed/below-grade alternative like US 75. A 10' shared use path is proposed on either side of the proposed cross streets to facilitate pedestrian and bicycle access in coordination with the City of Dallas. The recommended alternative is preliminary and subject to change.
171.	Becky Rader	6/26/2022	Survey Monkey	I do NOT support this hybrid alternative.	Comment noted.
172.	Downtown Dallas Inc.	6/27/2022	Email Comment	<p>Dear Ms. Lo,</p> <p>On behalf of the Downtown Dallas, Inc. (DDI) Mobility Committee, we are pleased to present the attached comments regarding the I-345 Feasibility Study as presented at the May 26, 2022, public meeting.</p> <p>The DDI Mobility Committee, comprised of a diverse group of technical experts, stakeholders, and residents, has reviewed the "Refined Hybrid" recommended design alternative, and provided feedback that has influenced the comments in the attached document. The Committee is encouraged by the progress made over the past year to determine a recommended approach to replace the I-345 corridor in Downtown Dallas. However, further refinements are needed to ensure that the "Refined Hybrid" design appropriately meets the urban design guidelines of the 360 Plan and the City's Complete Streets strategies. Specifically, the Committee recommends seven priorities as TxDOT moves into further project development, with particular focus on restitching the urban fabric between Downtown and Deep Ellum through enhanced pedestrian amenities, multi-modal connections, and improved mobility.</p> <p>We look forward to our continued partnership as TxDOT moves into further development of the "Refined Hybrid" design and we welcome further discussion of the priorities presented in the attached document. Should you have any questions regarding the attached comments, please contact Jacob Browning, DDI's director of urban planning, at (214) 744-1270 or <a href="mailto:browning@downtowndallas.com">browning@downtowndallas.com</a>.</p> <p>Sincerely,                      Jennifer Scripps                      President and CEO Chair                      Allan Zreet, FAIA                      DDI Mobility Committee</p> <p>The Downtown Dallas, Inc. (DDI) Mobility Committee has reviewed the "Refined Hybrid" recommended alternative as presented at the May 26, 2022, public meeting. The Committee is encouraged by the progress made since last summer, and urges TxDOT to address the following refinements prior to moving into advanced design phases:</p>	<p>A meeting was held July 20, 2022, with Downtown Dallas, Inc. to discuss this letter in further detail. TxDOT will continue to work with DDI, in coordination with the City of Dallas, as the project proceeds into the next phase of refinement: schematic/environmental/analysis</p>
				<p>1. Prioritize pedestrian movements across the depressed I-345 main lanes.</p> <p>Utilize Complete Streets strategies (see City of Dallas Complete Streets Design Manual) to prioritize pedestrian movement along the reconstructed street grid, with designs incorporating wide sidewalks, bike/micromobility lanes, high guardrails, landscaping, removal of "flying" right turns, and other elements to ensure a safe, comfortable crossing of the I-345 corridor. Specifically, this infrastructure should minimize pedestrians' perception of crossing over a multi-lane highway. Particular elements include:</p> <ul style="list-style-type: none"> <li>• Designs for the Elm, Main, Commerce, and Pacific bridges should incorporate enhanced sidewalks with structural accommodations for physical separation from the adjacent travel lanes via vertical planters, pedestrian lighting, and other amenities. The design should also accommodate sufficient width and structural capacity to allow for landscape and a physical buffer and pedestrian amenities between the pedestrian and the bridge guardrail. For example, a 20' sidewalk incorporating a 5' amenity zone, 10' clear sidewalk pathway, and a 5' amenity buffer to the edge of the bridge/guardrail would allow for sufficient pedestrian safety. An example of this concept would be the 5th Street NW crossing of I-85/I-75 in Atlanta, Georgia, that connects the main campus of Georgia Tech to commercial, conference, and hotel facilities on the other side of the freeway.</li> <li>• Avoid infrastructure that prioritizes vehicular movement over pedestrian safety, such as the "flying" right movements from westbound Pacific onto northbound Cesar Chavez and from Ross onto the north- and southbound frontage roads.</li> </ul>	Comment noted. Safety is TxDOT's top priority.

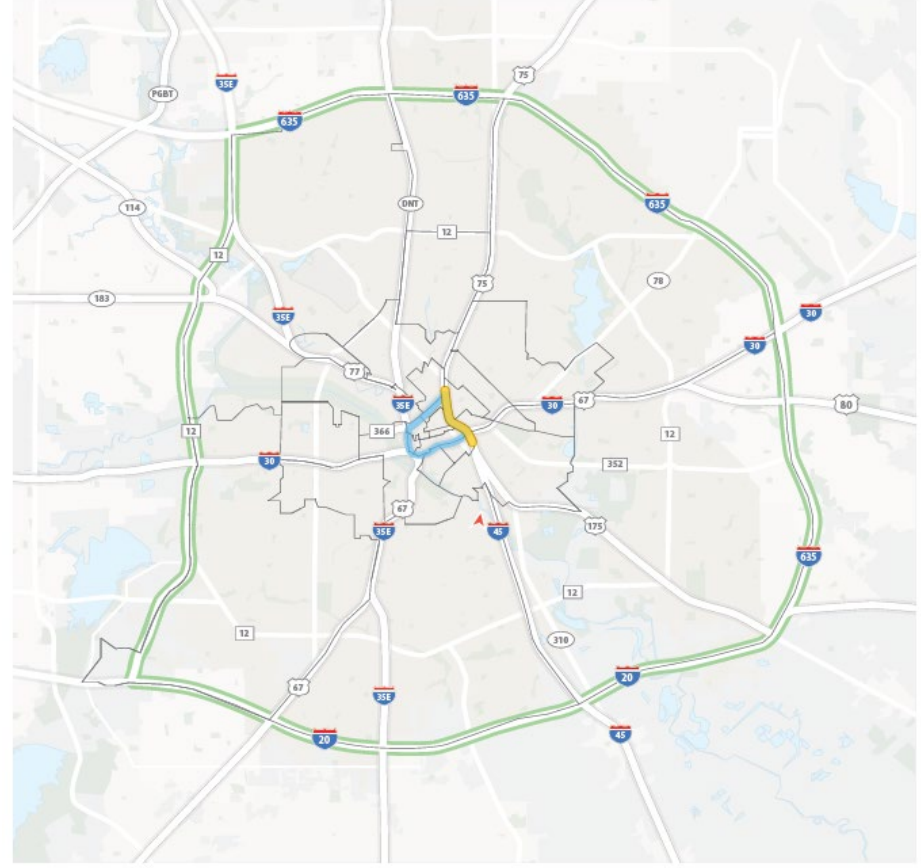
Comment Number	Commenter Name	Date Received	Source	Comment	Response
				<p>2. Ensure the appropriate infrastructure is installed to support all future decking opportunities. Infrastructure – piers, load-bearing walls, etc. – that allows for decking over I-345 shall be incorporated into final designs, especially along the corridor between Live Oak and Canton Streets, upon which the majority of potential surplus right-of-way that can sustain future development is located. We advocate for the inclusion of infrastructure that will support commercial development similar to that found on the North High Street cap crossing of I-670 in Columbus, Ohio, or additional plazas or green space similar to that noted above for 5th Street in Atlanta, Georgia. We also understand that developing decks is the sole responsibility of the private sector (or through a public-private partnership involving the City of Dallas); however, the TxDOT-provided infrastructure will allow for decking opportunities that provide greater comfort for those crossing I-345, especially those on foot or bicycle, while also working to reknit the Downtown and Deep Ellum neighborhoods.</p>	<p>Comment noted.</p>
				<p>3. Accommodate multi-modal connections across the I-345 corridor. New bridge infrastructure over the depressed I-345 facility should reasonably accommodate multiple transportation modes to better connect Downtown Dallas with Deep Ellum. The design should accommodate potential streetcar expansion – with the Main, Elm, Commerce, and Ross bridges rated to sustain the appropriate streetcar infrastructure – and high-frequency bus routes while balancing pedestrian and vehicular movements.</p>	<p>Comment noted.</p>
				<p>4. Minimize impacts to Carpenter Park. Opened in May 2022, Carpenter Park is now Downtown’s largest public space and contains several amenities – a pavilion, dog park, basketball court, and a revered public art piece – underneath the current I-345 overhead infrastructure, which will all be affected by the construction of the proposed design. Alternatives should be explored that utilize the existing right-of-way to shift the I-345 main lane and Cesar Chavez alignments eastward to lessen, to the full extent possible, the construction impacts to Carpenter Park by allowing for the preservation of existing park structures, amenities, and the eastern section of the Portal Slice sculpture during construction (also see number 5 below). Upon completion of construction, TxDOT must ensure that all park amenities are reconstructed and/or replaced to the condition they were at the time of removal – in deference to the more than \$25 million invested to make this a vibrant public space.</p>	<p>Comment noted. A meeting was held with Parks for Downtown Dallas August 2, 2022.</p>
				<p>5. Improve geometries of the Cesar Chavez Boulevard and Live Oak Street intersection and ramps. Circulation along Cesar Chavez Boulevard, especially near its intersection with Live Oak Street, should be realigned to better improve traffic maneuvers along this stretch of the I-345 corridor. The geometry and overall width of the Cesar Chavez north-south couplet (between Pacific and Live Oak) could be reduced, forcing most of this segment to the eastern edge of the I-345 facility, occupying real estate made available by the current facility’s removal. This realignment will provide a more pleasant experience for those visiting Carpenter Park, while also allowing for less construction-related impacts to existing park structures. This item will necessitate a re-examination of traffic movement at the intersection of Cesar Chavez with Live Oak and Hawkins.</p>	<p>Comment noted.</p>
				<p>6. Avoid dead-end or disconnected surface streets and/or sidewalks. Dead-end streets fail to provide a consistent and well-connected pedestrian and vehicular network. Improved connections should be considered to improve the traffic and pedestrian flow along and through the I-345 corridor; examples include:</p> <ul style="list-style-type: none"> <li>•Extend Florence to Cesar Chavez</li> <li>•Connect Swiss to Pacific</li> <li>•Where vehicular connections are not feasible, consider providing sidewalk and pedestrian connections to produce connections that create typical four-sided development blocks, with an emphasis on surface connections between Canton and Live Oak.</li> </ul>	<p>Comment noted.</p>



Comment Number	Commenter Name	Date Received	Source	Comment	Response
				<p>7. The design scenarios shall incorporate the appropriate elements found within the 360 Plan and CityMAP. Adopted by City Council in December 2017, the 360 Plan envisions a complete and connected City Center (a 2.5-mile area around Downtown), calling for better freeway integration into the local context, including the enhancement of pedestrian crossings, closure of certain interchanges and ramps, and reconstruction of particular segments of roadway. CityMAP provides several scenarios for freeway reconstruction opportunities in and around Downtown, specifically particular segments of I-345. CityMAP does provide valuable information and recommendations regarding land use, economic and housing development, and traffic impacts to the Downtown area.</p>	<p>Comment noted.</p>

Comment Number	Commenter Name	Date Received	Source	Comment	Response
173.	Parks for Downtown Dallas	6/27/2022	Mailed Comment	<p>Dear Ms. Lo,</p> <p>This is a response on behalf of Parks for Downtown Dallas (PfDD) to TxDOT's proposed solution for modernizing 1-345 through Downtown Dallas. Our trustees are very concerned that the hybrid alternative does more harm than good, and urge TxDOT to work with the many stakeholders involved to develop a different approach that prioritizes neighborhood connections, pedestrian mobility and safety.</p> <p>The current state of the 1-345 overhead, while hardly ideal, is preferable to the proposed solution which is essentially a very large trench. Today the street system connecting Downtown to Deep Ellum and near East Dallas is clearly defined and could be enhanced. The proposed hybrid alternative may accommodate vehicular traffic, but it does not connect the neighborhoods to the east and west of I-345. This plan would create an entirely different urban experience, cut off some streets, and further bifurcate Downtown from Deep Ellum and East Dallas - especially for pedestrians and cyclists.</p> <p>Our understanding is that there is no budget for decking part or all of a depressed roadway, and that any such funding would have to come from sources other than TxDOT. Without extensive decking and landscaping, this plan would produce a wider, noisier version of Woodall Rodgers Freeway prior to the design and construction of Klyde Warren Park. Most urban planning experts agree that Woodall Rodgers constituted a distinct barrier between Downtown and Uptown.</p> <p>In the absence of a funding plan for decking and landscaping a trenched roadway, or for a completely depressed tunnel, PfDD urges consideration of the following points:</p> <ul style="list-style-type: none"> <li>▶ Replacing the current overhead roadway with another could be less expensive, less disruptive and more unifying of Downtown and the neighborhoods to the east.</li> </ul> <p>Continued ...</p> <ul style="list-style-type: none"> <li>▶ No effort has been made to improve and beautify the spaces under I-345. Such improvements are commonplace in other U.S. cities and around the world- some being quite spectacular. Simply extending North Central Expressway's landscaping through Downtown would make a dramatic difference in how these neighborhoods connect and are perceived.</li> <li>▶ Whether a new overhead or a depressed roadway is built, there need to be far fewer traffic lanes. This responds to concerns many stakeholders have voiced and still moving sufficient traffic from the southern sector to the north, and vice versa.</li> <li>▶ Exits from I-345 to Downtown and adjacent neighborhoods can and should be eliminated. There are other vehicular access points possible or currently available.</li> <li>▶ A strong sense of arrival to Downtown from North Central Expressway is critically important and needs to be emphasized. The proposed plan appears to exit southbound North Central traffic to a service road that runs 7/8 of a mile before arriving at the intersection of Live Oak Street and Cesar Chavez Boulevard. Unless this service road is designed as a boulevard with extensive landscaping, it will be the equivalent of no sense of arrival.</li> <li>▶ The proposed plan requires considerable demolition of Carpenter Park which PfDD recently completed in partnership with the City of Dallas Park and Recreation Department. This can be completely avoided by embracing the ideas set forth above.</li> </ul> <p>Overall our trustees feel that much discussion and actual joint planning with stakeholders is essential before any final direction is established for replacing I-345. We welcome the opportunity to participate in such a process.</p> <p>Yours sincerely,                      Robert W. Decherd                      Chairman                      Amy M. Meadows                      President and Chief Executive Officer</p>	<p>A meeting was held August 2, 2022, with Parks for Downtown Dallas to discuss this letter in further detail. TxDOT will continue to work with Parks for Downtown Dallas, in coordination with the City of Dallas, as the project proceeds into the next phase of refinement: schematic/environmental/analysis</p>

Comment Number	Commenter Name	Date Received	Source	Comment	Response
174.	James Holloway	6/27/2022	Survey Monkey	The hybrid option is more than twice as expensive (est. \$900m-\$1.2b vs. est. \$400m), will take significantly longer to build, causing traffic disruptions for the next 5 years, will cost Dallas almost \$1b in lost new property values (\$1.6b vs \$2.5b), and will cost significantly more over the next 30 years for maintenance. The hybrid plan is most beneficial to those in northern Collin county who can't imagine the idea of taking a boulevard as part of their 2 hour commute. The existing surface street structure can already handle the traffic on I-345, and this isn't even considering the additional capacity of a new boulevard. I'm simply repeating numbers you have already heard. You know the hybrid option is more expensive and will generate less revenue for the city and county. This lifelong Dallas resident, and now Dallas property owner, implores you to make a bold choice for the residents of the City of Dallas and Dallas County and adopt the plan for full removal of I-345.	Comment noted.
175.	Todd awe	6/27/2022	Survey Monkey	Not in favor of the proposed plan	Comment noted.
176.	sarah	6/27/2022	Survey Monkey	The hybrid trench does nothing to mend these neighborhoods that were disconnected by the construction of the original highway.	Comment noted.
				Pedestrian safety and mobility should be the 1st priority, and this trench makes it worse	Comment noted. Safety is TxDOT's top priority.
				If TxDOT is going to spend a 1 billion+ on this project, they should construct something that is better for the environment, improves the pedestrian experience, and reduces the number of traffic lanes.	Comment noted. The recommended alternative proposes three-thru lanes in each direction (existing I-345 currently has three-thru lanes today), with auxiliary lanes to improve operations/weaving between ramps/access points.
177.	Adam Mock	6/27/2022	Survey Monkey	I live in Carrollton, but both my wife's family and my own extended family live south, towards Houston. In all honesty this is going to slow things down for us, especially visiting my own aunts, uncles, and cousins who live more directly on 45. But that really doesn't matter. Downtown Dallas feels dead, constricted by a corset of highways it's long since outgrown. This is especially true in the business districts, wherein people work, people park to get to work, people eat occasionally while they work, but there is nothing outside of that. It's not a living city, it's an artificial thing given animation by a temporary flow of people, and it doesn't seem to care to be any more than that. I feel like the recommended option doesn't go far enough to bridge the main body of downtown with the medical district and deep Ellum, things which might bring a little more life to the inner parts of downtown, but I'd still prefer that to just restoring what we have.	Comment noted.
178.	Victoria Lopez	6/27/2022	Survey Monkey	I support the removal of I345 and do not support the hybrid plan	Comment noted.
179.	H. RALPH HAWKINS	6/27/2022	Survey Monkey	• We cannot support any preferred alternative at this time due to a fatally flawed process that did not attempt to improve upon any scheme after the first round of public comment. Nor was there sufficient data nor analysis to compare various schemes beyond a terribly flawed and intentionally distorted travel time metric. There was no real analysis of economic development potential, nor affordable housing units created, nor air quality impacts, etc.	Comment noted. The recommended alternative (May 2022) was a refinement of the hybrid alternative (June 2021) based off public input and coordination with the City of Dallas, DART and NCTCOG. Economic development was one component of the evaluation matrix, including property value impacts, property tax revenue impacts, and potential cap locations. The next phase of the I-345 will include an environmental analysis following the NEPA guidelines. Air quality will be part of this phase.
				• We believe the process should start again with independent consultants experienced in similar projects in order to fully refine and develop each conceptual scheme so that each option is the best version of that concept. Each concept should also be carried through the FEIS process so that there is sufficient apples-to-apples data for each scheme WITHOUT a preferred alternative, similar to NYDOT's recent process for I-81 in Syracuse, NY.	Comment noted.
				• Each scheme must have sufficient data related to project costs, mobility concerns, economic development potential, environmental and air quality impacts, and adhere to city of Dallas's housing and climate goals.	Comment noted. The no-build/leave I-345 As-Is and the four build alternatives were evaluated in the evaluation matrix based on mobility, connectivity, sustainability, economic development, and cost. A preliminary environmental constraints report was prepared. There is no new proposed ROW. The next phase of I-345 will include an environmental analysis following the NEPA guidelines. Air quality will be part of this phase.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				<ul style="list-style-type: none"> <li>The scope of the project is currently limited by I-30 to the South and Woodall Rodgers to the North. Both TxDOT's CityMAP plan and the Toole Design Group's study suggested expanding the scope further south to bring improvements and development potential to South Dallas and The Cedars. The scope of the project should be expanded south of MLK to the limits of the I-45 reconstruction so that the neighborhood can be restitched together benefitting the revitalization efforts around the Forest Theater.</li> </ul>	<p>Comment noted. The traffic analysis included traffic within the area shown below in green (Loop 12, I-635, and I-20) based upon the NCTCOG 2045 Mobility Plan:</p> 
				<ul style="list-style-type: none"> <li>Carpenter Park must not be negatively impacted and instead the new infrastructure framework should centralize Carpenter Park as the centerpiece of revitalization for the eastern edge of downtown.</li> </ul>	<p>Comment noted. A meeting is scheduled August 2, 2022 with Parks for Downtown Dallas.</p>
180.	Pedro Infante	6/27/2022	Survey Monkey	Removal option	Comment noted.
181.	Jason Ennis	6/27/2022	Survey Monkey	Tear it down no replacement. Surface streets can provide better transport. Keep all options moving forward, improve upon all options, hire independent and experienced consultants to do the work	Comment noted.
182.	Reggie	6/27/2022	Survey Monkey	Complete removal is the only plausible solution. I don't want to have to cross More lanes of overpasses and freeways and traffic to get to a park. Rerouting the Traffic to Woodall rogers would not change the traffic congestion.	<p>Comment noted.</p> <p>Comment noted. The removal alternative has significant impact on regional travel times. Compared to the no-build/leave I-345 As-Is scenario, it adds 19k hours of congestion per weekday.</p>
183.	Curtis Rogers	6/27/2022	Survey Monkey	TxDOT should go back to review the option to remove I-345 and replace with a boulevard community. The tunnel and cap option not only burdens the city with massive costs, but it also removes much of the opportunities for housing development. The existing traffic along this route has alternatives routes, and future residents of the area will make better decisions around this change.	Comment noted.
184.	Matthew Havener	6/27/2022	Survey Monkey	Remove 345 please. The land would better serve Dallas residents as housing and retail	Comment noted.



Comment Number	Commenter Name	Date Received	Source	Comment	Response
185.	Patrick Kennedy	6/27/2022	Survey Monkey	All options should be left on the table, improved upon, and provided with real environmental, economic, and transportation data. All options should be improved upon, but they haven't been.	Comment noted. The recommended alternative (May 2022) was a refinement of the hybrid alternative (June 2021) based off public input and coordination with the City of Dallas, DART and NCTCOG.
				You have not shown adequate housing development potential, new tax base per each concept, nor real environmental impacts such as air quality and local area emissions such as PM2.5 and its effect on local residents.	Comment noted. Economic development was one component of the evaluation matrix, including property value impacts, property tax revenue impacts, and potential cap locations. The next phase of the I-345 will include an environmental analysis following the NEPA guidelines. Air quality will be part of this phase.
				Decision-makers are being provided bad information and we will be informing them as such.	Comment noted.
186.	Josh Campbell	6/27/2022	Survey Monkey	All options provided can be improved upon. Experienced Independent consultants should perform the work.	Comment noted.
				All schemes should be evaluated with Dallas city goals in mind to REDUCE car dependence and low density sprawl.	Comment noted. Coordination is ongoing with the City of Dallas.
				They also must be evaluated based on their ability to stitch the city back together and provide equitable and restorative justice to the communities that were racially segregated and destroyed by the original construction of 345.	Comment noted.
187.	Richard Devero	6/27/2022	Survey Monkey	It is embarrassing that downtown Dallas is continuing to be sold as a conduit to move cars through as quickly as possible to the northern suburbs.	Comment noted.
				There is no reason Downtown, Deep Ellum, Farmers Market and East quarter should be separated by 10 lanes of traffic. Our downtown should be competing with cities like Chicago but we continue to plan for cars over people.	Comment noted. The recommended alternative proposes three-thru lanes in each direction (existing I-345 currently has three-thru lanes today), with auxiliary lanes to improve operations/weaving between ramps/access points.
188.	Scott Chiu	6/27/2022	Survey Monkey	For Dallas to be considered a world class city, it needs greater livability, denser development and greater (some) walkability. Removing the impediment to all three that is I-345 would improve upon all three and set Dallas on a path toward becoming a truly world class destination.	Comment noted.
189.	Chase Roberts	6/27/2022	Survey Monkey	In favor of removal only, not a hybrid model	Comment noted.
190.	Will Blasingame	6/27/2022	Survey Monkey	The removal option should be re-examined. All options should be in the table and consultants should evaluate.	Comment noted.
				At the very least the hybrid option should guarantee decks.	Comment noted. The City of Dallas will be responsible to identify funding and priority locations.
191.	Jon Killen	6/27/2022	Survey Monkey	I think REMOVAL is the optimal solution. It doesnt appear that CITYMap #s for the Removal Option carried over to the most recent round of public input and i'm not sure why.	Comment noted. The CityMAP study utilized the preliminary NCTCOG 2040 Mobility Plan, which included the Trinity Parkway. The I-345 Feasibility Study traffic analysis utilized the approved NCTCOG 2045 Mobility Plan, 2017-2018 origin-destination data, and 2018 traffic counts.
192.	Taylor Adams	6/27/2022	Survey Monkey	Boulevard it.	Comment noted.
193.	Colin Ashby	6/27/2022	Survey Monkey	The hybrid plan should be scrapped and should be replaced by surface streets that integrate the community. There is no reason to keep funding massively expensive road projects that segregate and stifle community.	Comment noted.
194.	Tim Volk	6/27/2022	Survey Monkey	Please remove the highway. Do not bury it.	Comment noted.
				The city of Dallas can be so much more vibrant without a highway tearing apart its urban core. It will greatly improve development, housing and retail, which will grow the city's tax base.	Comment noted.
195.	Jay Langhurst	6/27/2022	Survey Monkey	Dallas needs an opportunity to retain character and a sense of place in our downtown, keeping it bounded in massive highways within close proximity on all sides is not necessary and reminds me why the downtown of Fort Worth and many other substantial Texas cities remains more approachable and inviting than Dallas	Comment noted.
196.	Andrew Wallace	6/27/2022	Survey Monkey	I-345 must absolutely be removed. It's mere existence is an affront to Dallas as its creation was used to displace thousands of Dallas residents and syphon away resources to be squandered away in the great nothingness of the suburban sprawl on the periphery of Dallas.	Comment noted.
				TxDOT should pause and step back and allow an unbiased third party to assess the options put forth and tweak them to come up with the best solution for Dallas. It will be obvious that the removal option is best for us if simply because it is the worst for the suburbs.	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				Freeing up those nearly 250 acres would provide the space for thousands of jobs and homes that would be served by sidewalks and DART that the people of Dallas would benefit from instead of chaining those jobs to the end of a highway. Keeping the highway is in direct conflict with Dallas' CECAP and our forthcoming forwardDallas land use plan.	Comment noted. There is potential for surplus ROW. With the removal alternative, there is 25 acres of potential surplus ROW. The recommended alternative has 9 acres of potential surplus ROW with an additional 9 acres of potential capping areas.
				I-345 is an environmental catastrophe that poisons our lungs and pollutes our city with enough tire and brake particulate to choke us and fans the flames of our urban heat island.	Comment noted.
				In its relation to land use, it is an unmitigated disaster that forces hundreds of thousands of people into car dependence and stamps out any real possibility of walkability between Downtown and East Dallas.	Comment noted.
				As engineers, your work is supposed to revolve around the health, safety, and welfare of the people you design for. Instead, you're flushing that down the toilet and lining the pockets of car company executives, oil company executives, and concrete plant executives.	Comment noted. Safety is TxDOT's top priority.
				I implore you to think about the people of Dallas for once and what's best for us. Remove the millstone of I-345 from our necks.	Comment noted.
197.	Justin Warren	6/27/2022	Survey Monkey	As a resident of South Dallas, I strongly prefer to see I-345 removed in order to improve and expand the footprint of downtown Dallas. For too long this city has deferred to residents in the north, which has led to an abundance of resources that each year drifts further and further away from the city center. Removing I-345 and reclaiming this land for the urban core is just one way to course correct and make downtown the hub it should always have been – and restore some modicum of balance between North and South Dallas once again.	Comment noted.
198.	Tyler Kurtz	6/27/2022	Survey Monkey	I do not believe the recommended alternative goes far enough to provide better accommodations for pedestrians and cyclists. I would like to see the "Removal" option implemented instead.	Comment noted.
				First, in addressing traffic concerns, I am unsure how NCTCOG arrived at their estimations of 2045 Congestion levels.	TxDOT and NCTCOG have been coordinating the traffic analysis efforts throughout the I-345 Feasibility Study. TxDOT provided NCTCOG the removal alternative subarea traffic model to run in the NCTCOG 2045 Mobility Plan regional model. The weekday congestion compared to the no build/leave I-345 As-Is scenario were provided by NCTCOG.
				I would like to point you to the study performed on I-345 by the Toole Design group where they found that the existing city streets (Good Latimer, Cesar Chavez, Harwood, Ervay, Lamar, and Riverfront) can handle the capacity of traffic from I-345 with minimal disruptions. This is in addition to the conservative estimate of 10% of that existing traffic evaporating due to the highway removal. Please see the study here: <a href="https://assets.dmagstatic.com/wp-content/uploads/2021/04/Toole-IH345-Framework-Plan_20201125-reduced.pdf">https://assets.dmagstatic.com/wp-content/uploads/2021/04/Toole-IH345-Framework-Plan_20201125-reduced.pdf</a>	Comment noted. TxDOT does have a copy of the Toole report.
				Secondly, and arguably more importantly, we must address the serious lack of pedestrian and cyclist friendly areas in our city. The current recommended solution does not go far enough to improve these facilities and we should instead go with the highway removal option. The current pedestrian and cycling improvements on the recommended option appear to be afterthoughts. While a 10ft shared use path is preferable to nothing, it can also be dangerous without other improvements.	Comment noted.
				It was not specifically mentioned, but in addition to these shared use paths, Active Enhanced Crosswalks should also be included to ensure pedestrian and cyclist safety. This may include a rectangular rapid flash beacon (RRFB) or pedestrian hybrid beacon (PHB) at crossings.	Comment noted. Safety is TxDOT's top priority.
				In addition to these safety measures, separated bike lanes would also be beneficial in increasing safety and decreasing traffic. Many commuters and others would love to cycle more in Dallas, but current facilities do not allow them to feel safe while doing so. Sharing the road with motor vehicles is extremely dangerous for the cyclist, and riding on the sidewalk, even a 10ft shared use path as proposed, can be dangerous for cyclists and pedestrians using this path. Separated bike lanes will help eliminate some of the traffic that will be using these roads by allowing people to feel safe while biking to where they need to go. I hope that pedestrian and cyclist mobility are further prioritized in this project.	Comment noted. Safety is TxDOT's top priority.
199.	Michael Rupprecht	6/27/2022	Survey Monkey	Induced demand was not considered in this analysis.	Comment noted. The traffic analysis utilized the NCTCOG 2045 Mobility Plan which predicts future mode choice, places of employment, demographics, and land use in 2045.
				Neither was the opportunity to build public transportation.	Comment noted. TxDOT coordinated with City of Dallas, DART and NCTCOG to consider future projects.
				Travel times/congestion would not increase under the removal option nearly as much as is characterized in the document due to those two factors.	The removal alternative has significant impact on regional travel times. Compared to the no-build/leave I-345 As-Is scenario, it adds 19k hours of congestion per weekday.
				We could spend the billion dollars we're wasting on pushing I-345 down to below ground level on a rail line and sell the land we saved to private developers and reap the rewards from that, both immediately from the land sales and in the long term from the increased property taxes and increased business and desirability of the downtown area from the greater walkability that would come with it. Streets would be safer and the area would be more welcoming.	Comment noted. Safety is TxDOT's top priority.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				The hybrid alternative is a waste of money based on bad science that is unsustainable, and it's the wrong way forward. Plenty of other cities have figured out that freeways are bad for the cityscape and bad for the environment; why haven't we?	Comment noted.
200.	Steven Rogers	6/28/2022	Survey Monkey	PLEASE reconsider the option to remove I-345 and replace it with a boulevard community! I'm a homeowner in Bryan Place and for years have hoped this would go through. It would be the best option for Dallas and it's residents, not commuters passing through.	Comment noted.