



HISTORY, EFFECTS, & INFO ON I-345



BEFORE I-345

- Deep Ellum was the Black business center of Dallas starting in the late 1800s and into the first half of the 1900s.
- Buildings like the Knights of Pythias Temple were Black-designed, Black-built, and Black-owned.
- The neighborhood became the premier entertainment district in the city with bars, music, and restaurants.
- I-345 represented a final fatal blow to Deep Ellum as many businesses failed and residents moved out in the 1960s and 1970s. Other road widenings including of Good-Latimer contributed to displacement and decline in the neighborhood.



RECENT HISTORY TIMELINE

TxDOT holds first public meetings about the future of I-345.

2012

DMagazine publishes first article advocating for removal.
Patrick Kennedy publishes ANewDallas.com.

2013

TxDOT publishes CityMAP study that shows potential of I-345 removal

2016

All transportation committee members at City Council indicate support of TxDOT hybrid alternative.

June 2022

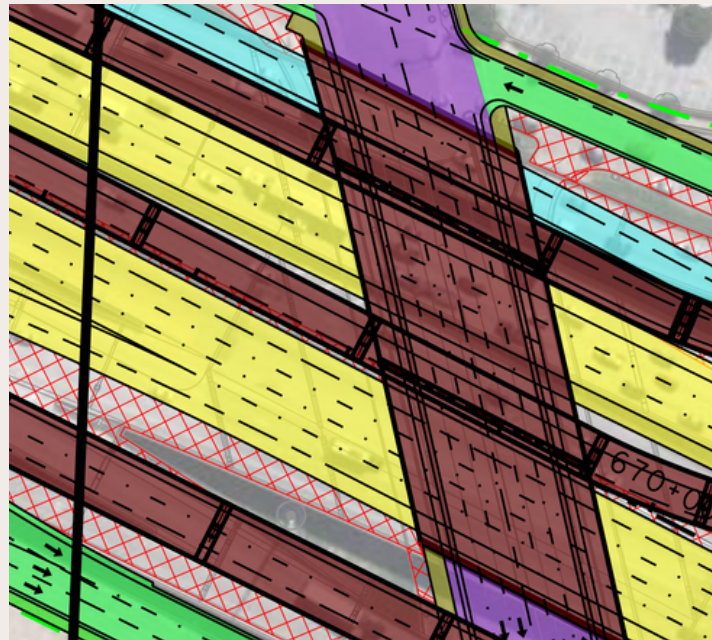
TxDOT endorses the hybrid burial option the preferred alternative.

May 2022

TxDOT releases its 5 future options for I-345. 12 city council members endorse 345 removal.

2021

TXDOT'S "HYBRID" PLAN (MORE READING)



"HYBRID" IN NAME

- TxDOT calls this a "hybrid" plan because it reconnects city streets by building new overpasses over 345.
- This is more expensive and less connected than a removal plan.
- The hybrid frees up 1/4th of the land removal could.



DECK PARKS?

- TxDOT is stuck on the idea of deck parks or development over the highway.
- The costs for these must be paid by the city and will be surrounded by cars.
- Any buildings will be limited in height by structural issues.



STATUS QUO AT BEST

- Exit from I-30 westbound to I-345 goes down to 1 lane.
- Renderings show little non-car infrastructure.
- Exit ramp from 75 southbound to Woodall Rogers is unchanged.

345 IS PART OF THE PROBLEM NOT THE SOLUTION:

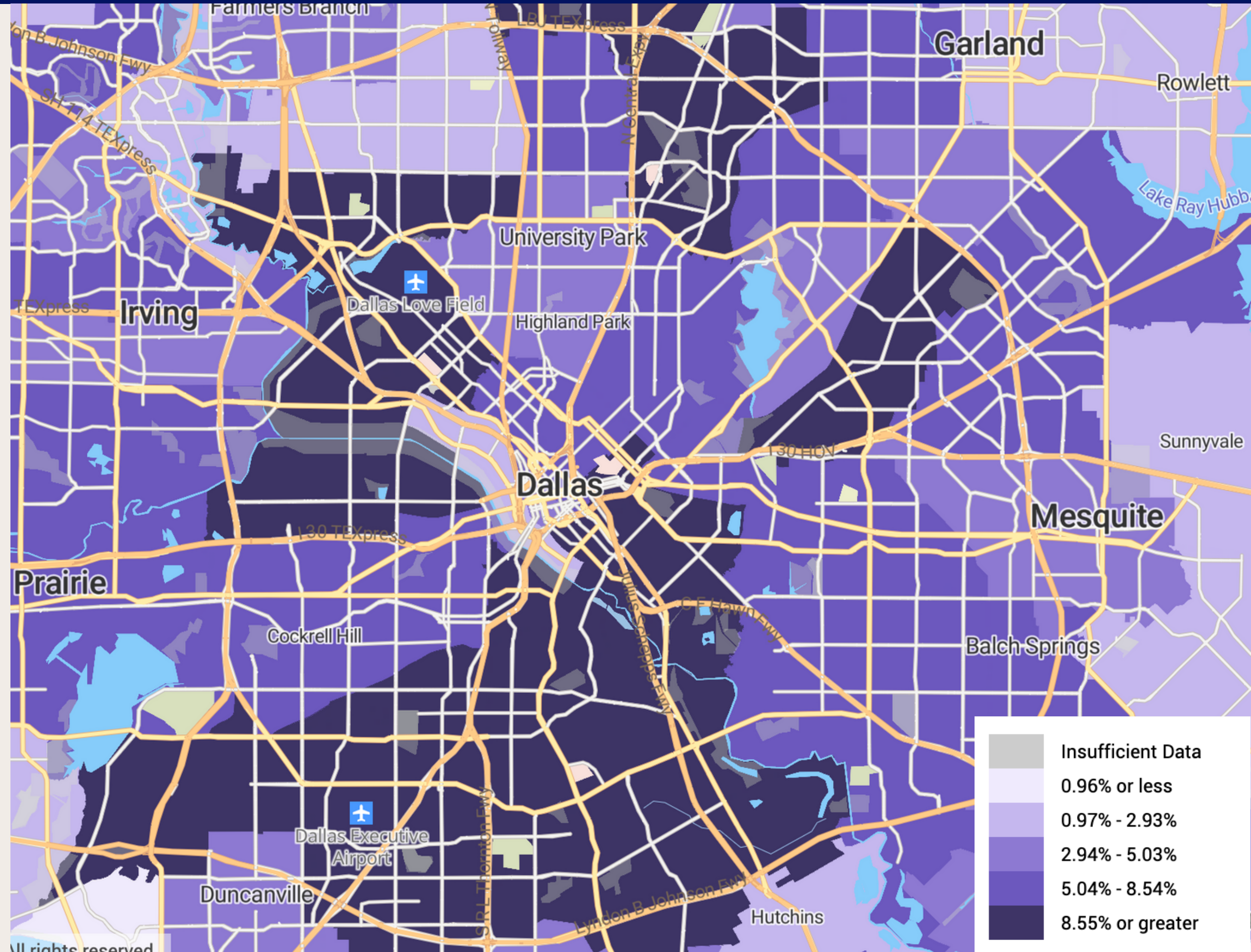
THE STATUS QUO DOESN'T WORK

- Dallas ranks as one of the least economically inclusive cities in the US ([Source](#)).
- Research suggests that the more spread out a city is, the less upward mobility occurs ([Source](#)).
- Number of jobs in southern Dallas has decreased by 17% since 2000 ([Source](#)).

Dallas' built environment and reliance on highways perpetuates poverty. Our poorest and most vulnerable residents rely on public transit, but DART can't serve them effectively because jobs and homes are so spread out. Removing I-345 would be a step towards providing more housing and jobs in the urban core, easily accessible by DART train and bus.

% of households without access to a car.

- South Dallas is the zip code with the highest percentage at 24.33%.
- Highland Park has a rate of 3.15%.
- This map underscores how building exclusively around cars hurts Black Dallas economically.



HOW 345 DIFFERS FROM WOODALL ROGERS

Woodall Rogers runs parallel to the street grid.

Because of this, Woodall Rogers doesn't act as nearly a barrier between Uptown and Downtown. It takes up much less space and leaves little wasted space. I-345 cuts diagonal across the streets leaving whole city blocks unusable.

Woodall Rogers has no surface street equivalent.

With the removal of I-345, Cesar Chavez and Good-Latimer still allow for north-south access for cars while Woodall Rogers is the only way to get east and west in that area.

Klyde Warren filled a need for a park.

The east side of downtown by I-345 already has a park, a great new park! We should look to maximize Carpenter Park by making the area around it nice.



TRAFFIC IMPACT



- 2016 CityMAP study found limited increases in traffic from 345 removal. 2022 TxDOT removal option saw large traffic increases but with questionable design.
- Other cities have seen limited to no increased traffic after removing a highway, though those highways had lower vehicle counts than 345.
- The traffic argument has been one of hypotheticals and possibilities with no one really knowing what effect removal would have.

ENVIRONMENTAL IMPACT

HEALTH IMPACTS

- Highways are tied to a multitude of negative health outcomes because of the noise, and particulate emissions. ([Source](#)).
- The effects are most serious for highways that go through dense urban areas.

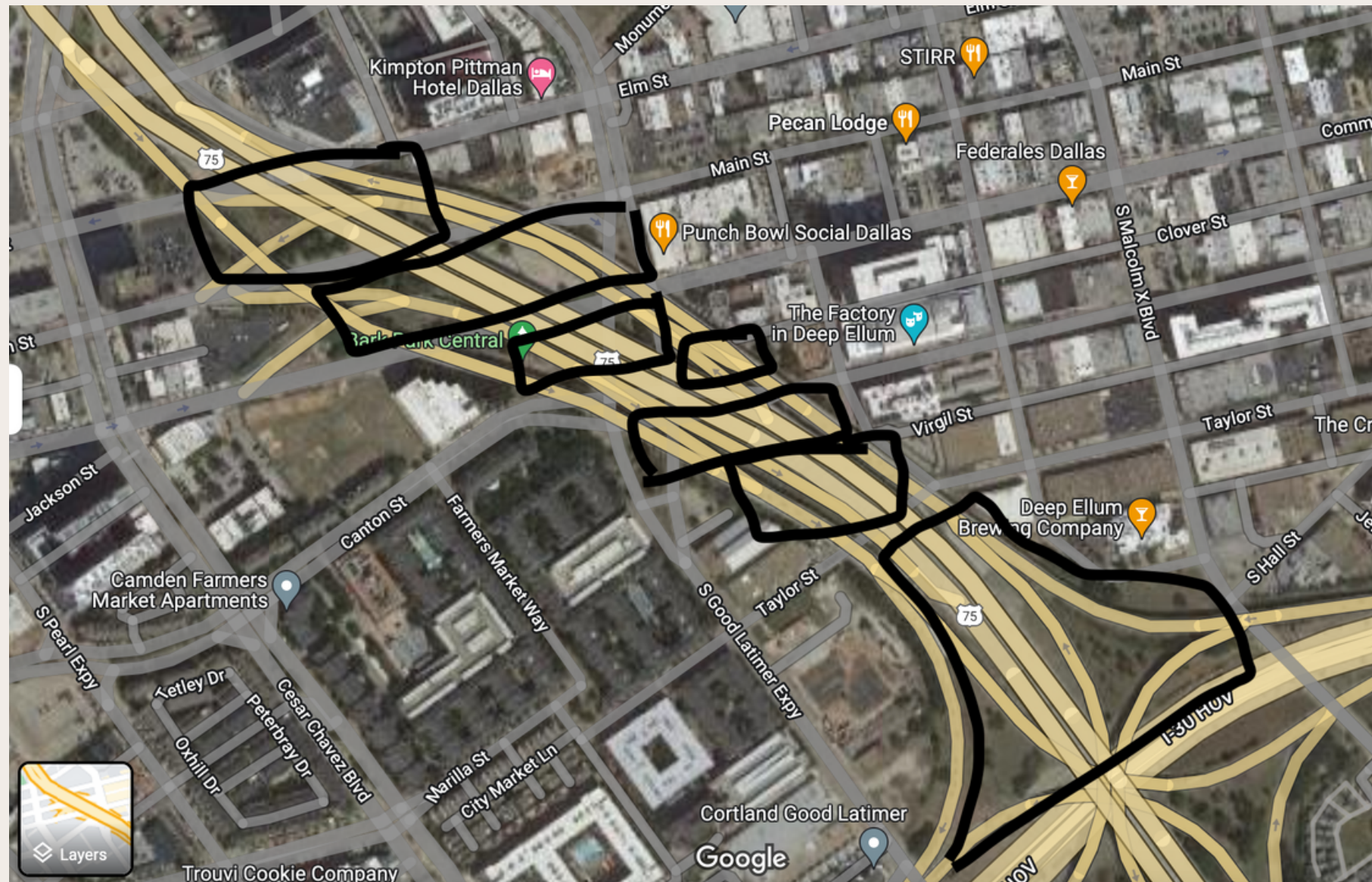
LAND USE

- 345 holds back the growth of downtown and causes more housing to be built on the edge of DFW.
- New housing that occurs on the edge of DFW destroys green space and creates emission-heavy, unsustainable exurbs.

DENSE = GREEN

- More highways means more driving which means more greenhouse gas emissions. ([Source](#))
- The IPCC estimates that we can reduce greenhouse gas emissions by 25% by 2050 if we build "compact, walkable cities." ([Source](#))

LAND FREED BY I-345 REMOVAL



Example of land in the right of way freed for development.

LAND PROCESS

- By law, the city, county, and ISD have the first right to buy any land currently in the right-of-way.
- TxDOT must sell any land in its right of way at market rate. A 2022 appraisal of a one-acre lot adjacent to 345 put the value at \$4 million per acre.
- Any significant land acquisition by the city or county would likely require federal dollars or bond money because of the cost.

THE PROCESS MOVING FORWARD

- TxDOT is seeking a resolution of support from Dallas city council this fall/winter.
- TxDOT is planning on endorsing this as the official recommendation in December, setting off a 5-year planning process.
- 2027 is seen as the earliest possible start for construction.
- TxDOT still needs to secure funding and go through an environmental assessment.
- The hybrid plan is estimated to cost \$ 1 billion, though no in-depth cost analysis has happened. Funding would mostly come from federal infrastructure dollars.
- Funding for I-345 is not currently included in TxDOT's 10 year spending plan.

Final authority for the I-345 decision lies with the NCTCOG, led by Michael Morris.

OUR VISION: AFFORDABLE HOUSING

- **Public Housing:** owned and operated by Dallas Housing Authority through HUD ([More reading](#))
- **Low Income Housing Tax Credit:** rent-restricted units privately owned and operated ([More reading](#))
- **Community Land Trust:** Land publicly owned, buildings privately owned. ([More reading](#))
- **Dallas Public Facility Corporation:** Land publicly owned, building privately developed ([More reading](#))

OUR VISION: REPARATIONS

- Many existing examples of reparations including in the US
- South Africa gave 1 time payments to 19,000 victims of apartheid crimes (Source)
- US gave money to Japanese-American victims of internment (Source)
- State of Florida gave reparations to survivors and descendants of the Rosewood massacre (Source)

- Action must be taken to mitigate potential negative effects of 345 removal for current Black residents. Example: freezing_property_taxes for South Dallas.

HOUSING, NOT HIGHWAYS



Any plan for I-345 removal should focus on providing affordable housing and reparations for the harm I-345 produced.