

# Other On-Going Studies and Projects

**PROJECT PEGASUS** is just one of the transportation studies that are being developed in this area. Other studies and projects include:

- **Trinity Parkway** - The North Texas Tollway Authority (NTTA) is studying the Trinity Parkway. The Trinity Parkway is proposed to be a ten-mile connector that will connect SH 183 to IH 45 and US 175 along the Dallas floodway levee system. NTTA is currently preparing an Environmental Impact Statement (EIS). For more information, go to [www.ntta.org](http://www.ntta.org).
- **Woodall Rodgers Extension** - TxDOT is proposing to extend the Woodall Rodgers Freeway across the Trinity River to Singleton/Beckley Avenue. The Continental Avenue Bridge would then become a pedestrian bridge. Construction is expected to begin in early 2005 and will be completed in early 2008.
- **DART Northwest Corridor** - DART is proposing a new LRT line to Carrollton from the Dallas Central Business District with an alignment generally following the Union Pacific Railroad and Harry Hines Boulevard rights-of-way. DART is currently preparing a Draft EIS which should be available for review this summer. For more information, go to [www.dart.org](http://www.dart.org).
- **DART East Corridor Major Investment Study** - DART has initiated a Major Investment Study (MIS) to identify and evaluate transportation improvement strategies along and adjacent to the I-30/US 80 corridors. The study area is roughly bounded by Ferguson Road/Santa Fe RR/Garland Road in the north, Scyene/Military Parkway in the south, downtown Dallas in the west and Rockwall County Line/SH 352 in the east. The MIS is expected to be completed in late 2002. For more information, go to [www.dart.org](http://www.dart.org).
- **Southern Gateway Study** - TxDOT is conducting the Southern Gateway Study, which will develop solutions to improve safety and traffic conditions on IH 35E from 8<sup>th</sup> Street to Danieldale Road and on US 67 from IH 35E to Belt Line Road. The study involves two phases. For more information, go to [www.thesoutherngateway.org](http://www.thesoutherngateway.org).

For more information visit [www.projectpegasus.org](http://www.projectpegasus.org) or call the TxDOT Hotline at 214-374-4100

**Carter Burgess**



PRESORTED  
STANDARD  
US POSTAGE  
PAID  
PERMIT #2454  
Dallas, Texas

P.O. Box 133067  
Dallas, TX 75313-3067



Transforming Our Downtown Freeways  
CANYON • MIXMASTER • LOWER STEMMONS

# THE FREEWAY Flyer

Volume 1, Issue 2 • May 2002  
An IH 30/IH 35E Transportation Newsletter

## PROJECT PEGASUS Moving Ahead

### LET US KNOW WHAT YOU THINK!

Public participation is an integral part of the study process. The **PROJECT PEGASUS** Team needs input from you to make this project a success.

The Texas Department of Transportation (TxDOT) invites you to attend the second series of public meetings and open houses for **PROJECT PEGASUS**. These meetings will discuss the study team's progress as well as gather public input, comments, and/or suggestions regarding the study process. The meetings will present the various roadway alternatives being studied and discuss potential impacts resulting from the alternatives.

The same information will be presented at both meetings.

- Tuesday, May 28, 2002  
Ramada Hotel Dallas Convention Center  
1011 S. Akard Street, Dallas, TX 75215  
Open House: 5:30 pm to 7:00 pm  
Public Meeting: 7:00 pm
- Thursday, May 30, 2002  
Crowne Plaza Market Center  
7050 N. Stemmons Freeway,  
Dallas, TX 75247  
Open House: 5:30 pm to 7:00 pm  
Public Meeting: 7:00 pm

## Alternative Development

Numerous alternatives are being developed for this project. These concepts will be presented during the May 2002 Public Meetings. All concepts are refinements to the Trinity Parkway Corridor MTIS recommendations. There are numerous challenges and constraints to the development of the alternatives for this project. These include:

- High Traffic Volumes
- NAFTA Truck Traffic
- Balancing Transportation Needs with Local Access
- Constrained Right-of-Way
- Parks and Historic Buildings/Structures
- Design Standards have Changed Since the Roadways were Originally Built
- Potential Construction Impacts
- Affordability
- Urban Design Incorporation



# PROJECT PEGASUS Public Meetings



TxDOT conducted Open Houses and Public Meetings November 15<sup>th</sup> and 20<sup>th</sup>, 2001 to discuss the proposed improvements for IH 30 and IH 35E near Downtown Dallas. Attendees had an opportunity to view all the various exhibits and documents on display at the meeting and to discuss and ask questions concerning the proposed project with project team members. The open house was followed by a formal presentation and question/answer session.

The presentation covered the purpose of the meeting, TxDOT's role in the proposed project, a review of transportation planning completed to date, the public involvement process, the project schedule, the purpose, needs, and goals, and the evaluation criteria considerations. A summary of the comments received are in the following table.



## Comments Received at the November 2001 Public Meetings

Traffic, Mobility & Access
Do estimated freeway volumes for R.L. Thornton assume the Trinity Parkway is in place?
Are you taking into account mass transit?
There are several city facilities within the IH 30 area that have no way of interconnecting.
Are shoulders on both sides of the road planned for both directions?
Will entrance/exit ramps be built for the north and southbound lanes of IH 30, missing connections built for IH 30 and IH 35E, and entrance/exit ramps for Beckley? Ramps would help the development in Oak Cliff.
Community and Environment
Are there possibilities of creating public and/or green spaces for these areas? Do you propose taking the portions of the Canyon with no walls and installing walls?
If this project is found non-compliant with air quality, is funding in jeopardy?
Will there be any impacts to the businesses in the Old Trinity area?
Bundle and cover the Canyon and Mixmaster in a unique and vibrant way – an urban park that brings development south.
Costs, Schedule & Implementation
When does right-of-way acquisition begin? Where and how long will construction go on?
Alternatives/Alignments
Take advantage of this opportunity to do something special with IH 30 and IH 35E bridges over the Trinity River, perhaps as a possible "Gateway" into Dallas.
The Canyon project stops at Malcolm X Boulevard. Can it be extended to Haskell?
Reconsider moving IH 30 to the Old Santa Fe Railroad alignment.
Enhance Grand Boulevard to Fair Park.
Analyze what was done for Central Expressway and possibly do the same for Irving/Industrial.
General
Support for the construction of the Trinity Parkway and equally important is the extension of Woodall Rodgers and how it relates to IH 35E.
When will the NTTA will make their decision on the tollway alignment?
Consider property values.
Get more pedestrian-oriented development downtown.
Do not build tollway between the levees.

THE FREEWAY ~~+~~ OVER

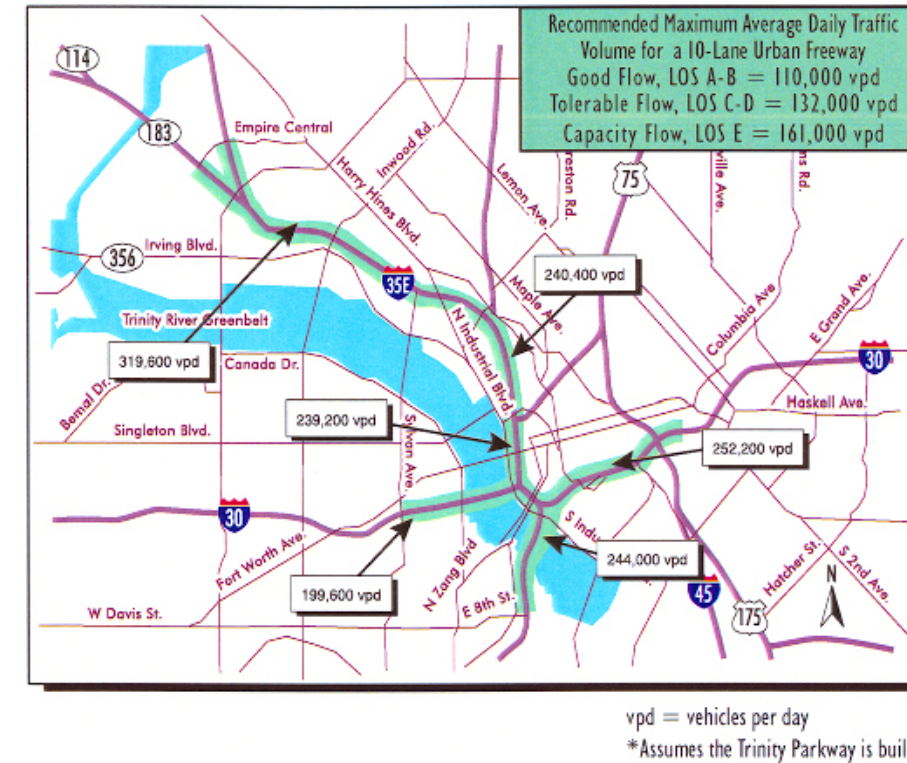
# Traffic Volumes



The travel demand along the IH 30/IH 35E corridors is beyond the current capacity of the freeways. This is most evident in the morning and evening rush hours on weekdays, with heaviest traffic flows northbound and westbound in the morning hours, and southbound and eastbound in the evening hours. On average days, traffic on the freeways is congested for more than six hours daily, with average speeds of approximately 20 mph. Without any transportation capacity improvements in this area the congestion will get only worse.

The figure below shows the projected traffic volumes for the freeways in the Year 2026. It assumes the DART LRT system is complete and the Trinity Parkway is in place. The volumes are well over acceptable maximums.

## Projected Freeway Traffic in 2026\*



Level of Service (LOS) is a qualitative rating system for roadways based on operating conditions, with "A" being the best and "F" worst. As indicated in the above figure, all the projected 2026 traffic volumes for IH 30 and IH 35E will exceed the LOS E and are classified as LOS F. LOS F means vehicles will be traveling at less than 30 mph and have limited maneuverability during both morning and evening rush hours.

**PROJECT PEGASUS** is trying to develop solutions to minimize congestion and improve traffic flow on IH 30 and IH 35E. This strategies include adding new travel and high occupancy vehicle lanes, improving entrance and exit ramps, adding Intelligent Transportation Systems (ITS) elements, and improving bicycle and pedestrian access across the corridors.

THE FREEWAY ~~+~~ OVER

## We Need Your Input!

We need input from everyone – commuters, businesses, property owners, civic groups and residents to develop a transportation solution for **PROJECT PEGASUS**. Numerous opportunities for input will be provided throughout the project's development:

- www.projectpegasus.org – For general information, project status, and contact information.
- Public Meetings and Hearings
- Project Newsletter
- Project Mailing List – Go to www.projectpegasus.org or fax your name and address to (214) 638-5632 or call (214) 583-8493 to be added to the list.
- Community Work Group Meetings
- Presentations – If you would like a presentation to your community organization, please e-mail pp\_presentation@projectpegasus or call (214) 583-8493.
- Project Display/Kiosk – If you would like the kiosk displayed at your publicly-accessible business or building, please e-mail pp\_kiosk@projectpegasus or call (214) 583-8493.