

# FREEWAY

Flower

Volume 1, Issue 1 November 2001  
An IH 30/IH 35E Transportation Newsletter

## Introducing PROJECT PEGASUS

In the mid- 20<sup>th</sup> century, the Magnolia Building was one of the tallest buildings in Downtown Dallas. With the flying red Pegasus on top, a future Dallas landmark was born. Through recent community efforts, the Pegasus has been restored to continue its aerial reign as a shining beacon in the nighttime Dallas sky.



Similarly, the aging freeways which bypass Downtown Dallas need to be rebuilt and restored to operate more smoothly and efficiently. With this in mind, the Texas Department of Transportation (TxDOT) is now initiating the challenging task of re-designing IH 30 and IH 35E in Downtown Dallas. TxDOT wants to take advantage of this special design opportunity and work along side the community to develop the new design. Symbolizing this re-defining opportunity and as a means of distinguishing the project, TxDOT is launching "PROJECT PEGASUS..... Transforming Our Downtown Freeways."

PROJECT PEGASUS is intended to totally re-design and therefore restore mobility to the two major Interstate Highways directly serving Downtown Dallas. The study area includes IH 30 from Sylvan Avenue to IH 45 and IH 35E from Eighth Street to Empire Central Drive (north of SH 183). The interchange of IH 30 and IH 35E is locally known as the "Mixmaster" and the depressed portion of IH 30 south of downtown is known as the "Canyon." The section of IH 35E from the Mixmaster to SH 183 is referred to as "Lower Stemmons."

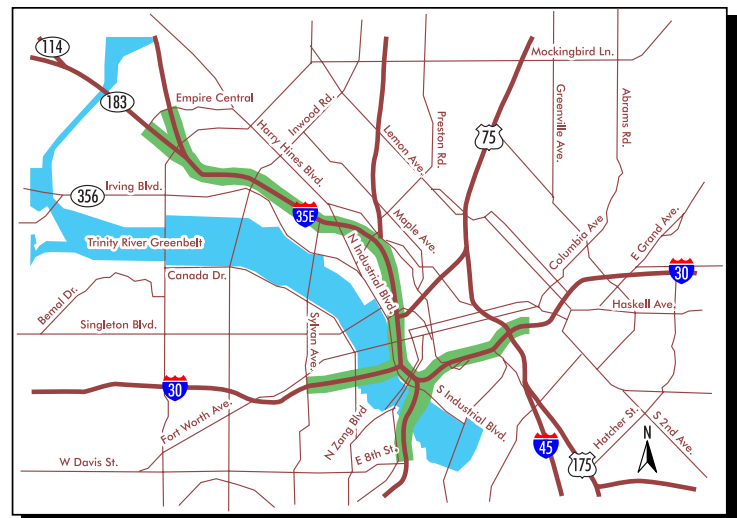
As part of the PROJECT PEGASUS Team, we need your thoughts, ideas and solutions to create a freeway design for the 21<sup>st</sup> century that will mobilize these vital freeway corridors and reflect the interests of the local community. 🐎



PROJECT  
PEGASUS

Transforming Our Downtown Freeways  
CANYON • MIXMASTER • LOWER STEMMONS

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



# What is the Problem?

## What are We Trying to Solve?

The Canyon, Mixmaster, and Lower Stemmons are critically congested and operate under stop-and-go traffic conditions every business day. Traffic accidents and congestion delays occur on a frequent basis. The Mixmaster has received national notoriety, and the dubious distinction, by being named one of the top ten "Worst Commuting Bottlenecks" in the nation by the American Automobile Association. The problems on the roadways are the result of many causes – high population growth, changing employment patterns, lack of other routes, an increase in two-worker household trips and a high percentage of people driving alone. These problems result in many effects – including slow travel speeds, extended hours of congestion and increases in accidents and air pollution.

Designed in the 1950's, the Canyon, the Mixmaster, and Lower Stemmons freeways were built between 1958 and 1962. At that time, Downtown Dallas was the primary destination of the majority of local freeway travelers. Today, 4 out

of every 5 travelers now remain on the freeways and bypass Downtown Dallas. Traffic problems are made worse by the layout of the main travel lanes, service roads, ramps, and surface streets in the area that do not properly provide for these major traffic demands. Forced lane changes, abrupt and unexpected merges, short weaves, and quick exits compound the problems. Since their initial construction, no significant improvements have been made to the roadways.



Congestion in this area slows travel for many miles along other freeways feeding into downtown, such as IH 35E, IH 45, US 75, and IH 30. If nothing is done, bumper-to-bumper conditions currently occurring are predicted to worsen to nearly 9 hours of congestion each weekday. In other words, there would be

continuous congestion each workday, regardless of the direction a person is traveling. Without a transportation solution to this freeway congestion, improvements to adjacent sections of IH 30 and IH 35E that feed into downtown will not be effective. The time to start improving these freeways is now. 🐦

## What will this Project Accomplish?

The primary objective of PROJECT PEGASUS is to relieve traffic congestion along IH 30, IH 35E and throughout the Mixmaster Interchange. The goals for the project include:

- Maximizing the traffic capacity of the freeway system by integrating High Occupancy Vehicle (HOV) lanes and Intelligent Transportation Systems (ITS) elements into the design,
- Minimizing the need for additional right-of-way,
- Providing more efficient transportation facilities by decreasing congestion and travel times,
- Improving interregional connections to existing and proposed roadways and transit facilities,
- Enhancing travel and accessibility to Downtown Dallas, major employment areas and activity centers within the corridors,
- Enhancing Employer Trip Reduction (ETR) within the corridor and bicycle and pedestrian movements that cross the facilities,
- Integrating urban design elements to reflect the character and location of the surrounding communities; and
- Developing a technically and financially feasible solution. 🐦

# We Need Your Input!

Consensus is key, which is why public participation is a vital part of PROJECT PEGASUS. We need input from everyone – commuters, businesses, property owners, civic group and residents. Our goal is to get community feedback to help guide the development of a Locally Preferred Alternative (LPA) for the Mixmaster, Canyon and Lower Stemmons corridors. Numerous opportunities for input will be provided throughout the project's development. The following is a list of the activities to provide outreach and interact with the community:

- **Website** – A website for the project has been developed – [www.projectpegasus.org](http://www.projectpegasus.org). This site will have more information than can be contained in our newsletter. Project history, maps, alternative developments and summaries of Public Meetings are just some of the information the site will contain. There is also a place on the site to e-mail us your comments or ideas.
- **Public Meetings and Hearings** – Four series of Open Houses with accompanying Public Meetings/Hearings are planned. These meetings will give you an opportunity to follow the progress of the study, to ask questions of the study team and to provide your comments to us. These events will occur at key points within the project when significant information can be provided and in turn, your comments can help further guide the development of the design.
- **Project Newsletter** – This is the first edition of the project newsletter. Other project newsletters will be published to keep people informed of the project development, progress and the dates, time, and locations of future events.
- **Project Mailing List** – If you would like to be added to the list for the newsletters and notices of events, go to our website at [www.projectpegasus.org](http://www.projectpegasus.org) or fax your name and address to (214) 638-5632 or call (214) 583-8493.

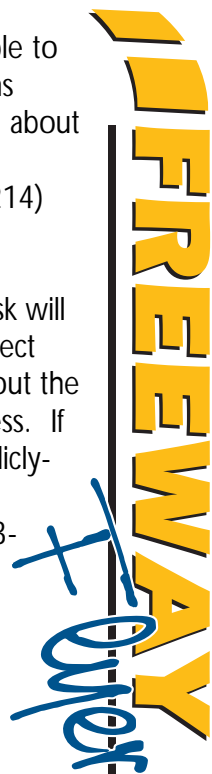
- **Community Work Group** – The Community Work Group is intended to provide broad-based representation of the community at-large. The primary role of this work group is to exchange information, concerns and ideas between interest groups and the study team relative to the project's design. Additionally, the work group will monitor the study process from the community perspective and review study materials as they are developed. All Community Work Group meetings will open to the public, with times and locations posted on the website. If you are interested in being a member or would like to nominate someone, please call (214) 583-8493 for a nomination form.

- **Presentations** – The study team is also available to make presentations to community organizations upon request. If you would like a presentation about PROJECT PEGASUS, please e-mail [pp\\_presentation@projectpegasus.org](mailto:pp_presentation@projectpegasus.org) or call (214) 583-8493.

- **Project Display/Kiosk** - A portable project kiosk will be on display at public locations within the project study area to help people remain informed about the project's existence, purpose, need, and progress. If you would like the kiosk displayed at your publicly-accessible business or building, please e-mail [pp\\_kiosk@projectpegasus.org](mailto:pp_kiosk@projectpegasus.org) or call (214) 583-8493. 📍

## TYPICALLY USED ACRONYMS

CBD =	Central Business District
DART =	Dallas Area Rapid Transit
ETR =	Employer Trip Reduction
FHWA =	Federal Highway Administration
HOV =	High Occupancy Vehicle Lanes
ITS =	Intelligent Transportation Systems
LPA =	Locally Preferred Alternative
MTIS =	Major Transportation Investment Study
NCTCOG =	North Central Texas Council of Governments
NTTA =	North Texas Tollway Authority
TxDOT =	Texas Department of Transportation



# Wasn't This Studied Before?

The Canyon, Mixmaster and Lower Stemmons corridors were studied as part of the Trinity Parkway Corridor Major Transportation Investment Study (MTIS) conducted from 1996 to 1998. The purpose of the MTIS was to develop a solution to the congestion on IH 30, IH 35E, and the IH 30/IH 35E interchange near Downtown Dallas. The project evaluated different travel modes and over 40 improvement alternatives. The final MTIS recommendation included over \$1 billion in multi-modal, transportation improvements including: modifications to the Mixmaster interchange and IH 30 and IH 35E freeways; extending Spur 366 (Woodall Rodgers Freeway); adding continuous HOV lanes; constructing a new location parkway/reliever route; constructing a light rail line; bicycle and pedestrian improvements; installation of ITS; and development of ETR programs.

The MTIS recommendation was unanimously approved by the Dallas City Council, Dallas County Commissioners Court, the Dallas Area Rapid Transit (DART) Board, and North Central Texas Council of Governments (NCTCOG) Regional Transportation Council, and endorsed by the US Army Corps of Engineers.

Several elements of the recommendation are being studied further by the agencies that will be responsible for building, operating, and maintaining them. For example, DART is studying the light rail element and the North Texas Tollway Authority (NTTA) is studying the parkway/reliever route. Through PROJECT PEGASUS, TxDOT will address improvements to the Mixmaster, Canyon, and Lower Stemmons, ITS, bicycle and pedestrian, and ETR program. Generally, PROJECT PEGASUS includes the following major elements:

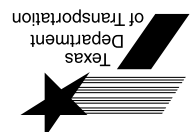
- Adding lanes along IH 30 and IH 35E;
- Improving entrance and exit ramps;
- Reconfiguring the IH 30/IH 35E Mixmaster including the addition of direct ramps from northbound IH 35E to westbound IH 30 and eastbound IH 30 to southbound IH 35E;
- Adding controlled access frontage roads and collector-distributor roadways in numerous locations; and
- Constructing a continuous HOV system along IH 30 and IH 35E.

In the next 36 months, TxDOT will be focusing on refining the recommendations of the MTIS through public and agency involvement, preliminary engineering, environmental studies, and urban design/aesthetic studies. 🦋

Carter Burgess



PRESORTED  
STANDARD  
US POSTAGE  
PAID  
PERMIT #2454  
Dallas, Texas



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