



# PUBLIC HEARING DOCUMENTATION

## **IH 30**

From Sylvan Avenue to IH 45

And

## **IH 35E**

From Eighth Street to Empire Central Drive

Dallas County, Texas

CSJ: 0009-11-181, 0196-03-199, 0196-03-205, 0442-02-132, 1068-04-116

U.S. Department of Transportation – Federal Highway Administration

And

Texas Department of Transportation

July 2005

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- Certification Statement
- Public Hearing Summary and Analysis/Recommendation
- Public Comment and Response Report

The following documents are on file at the TxDOT Dallas District Office:

- Public Hearing Transcript
- Copy of Written Comments
- Copy of Attendance Sheets
- Copy of Public Hearing Presentation Slides
- Environmental Assessment and Section 4(f) Evaluation
- Preliminary Design Schematics



# CERTIFICATION

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Project Number: STP \_\_\_\_\_

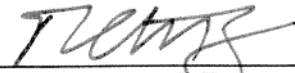
County: Dallas County

CSJ: 0009-11-181, 0196-03-199, 0196-03-205, 0442-02-132, 1068-04-116

Highway Number  
and Project Limits: IH 30 From Sylvan Avenue to IH 45 and IH 35E From Eighth Street to  
Empire Central Drive

This is to certify that:

1. A Public Hearing was held covering the project location and design on February 22, 2005.
2. Consideration has been given to the economic, social and environmental effects of the project's location and design.
3. The statutory provisions of the Civil Rights Act of 1964 have been considered in determining the economic, social and environmental effects.
4. The project's consistency with the goals and objectives of such urban planning as has been promulgated by the community has been considered.

  
\_\_\_\_\_  
William L. Hale, P.E.  
Dallas District Engineer

3/22/05  
\_\_\_\_\_  
Date

# PUBLIC HEARING

## SUMMARY AND ANALYSIS / RECOMMENDATION

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**District / County:** Dallas District / Dallas County

**Highway / Limits:** IH 30 From Sylvan Avenue to IH 45 and IH 35E From Eighth Street to Empire Central Drive

**CSJ #s:** 0009-11-181, 0196-03-199, 0196-03-205, 0442-02-132, 1068-04-116

**Proposed Improvements:** The Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT) propose to reconstruct and widen IH 30 and IH 35E near downtown Dallas in Dallas County, Texas. The proposed improvements collectively referred to as Project Pegasus extend along 11 miles of urban freeway. The proposed improvements include construction of high occupancy vehicle/managed lanes, collector-distributor roads, and frontage roads.

**Purpose and Need:** The primary purposes of the project are to improve safety and traffic operations and reduce traffic congestion along IH 30, IH 35E, and the interchange of IH 30 and IH 35E near downtown Dallas.

**Environmental Document Approval:** FHWA approved the Environmental Assessment and Section 4(f) Evaluation as satisfactory for further processing on December 30, 2004.

**Notices and Articles:** Notices were published in the following newspapers:

- *Dallas Morning News* – legal notices in classified section on January 23, 2005, and February 5, 12, and 19, 2005;
- *Dallas Morning News* – general advertisement (Metro Section) on February 17, 2005;
- *El Sol de Texas* – legal notices in the classified section (in Spanish) on January 21, 2005, and February 4, 11, and 18, 2005;
- *Oak Cliff Tribune* – general advertisement in the February 17, 2005, edition;
- *Oak Cliff Tribune* – legal advertisement on January 20, 2005, and February 3, 10, and 17, 2005;
- *Dallas Weekly* – general advertisement in the February 22, 2005, edition; and
- *Dallas Weekly* – legal advertisement on January 26, 2005, and February 2, 9, 16, 2005.

In addition, over 1,600 public hearing notices were mailed to persons on the Project Pegasus mailing list, which includes local elected officials and adjacent property owners and businesses. TxDOT also issued a press release to almost 50 media contacts including print, radio, and television. The notice of the Public Hearing was also posted on the project website ([www.projectpegasus.org](http://www.projectpegasus.org)) and members of the project's Community Work Group were notified through e-mail.

**Public Hearing Date and Place:** An Open House and Public Hearing were held on February 22, 2005 at the Crowne Plaza Market Center, located at 7050 N. Stemmons Freeway, Dallas, Texas 75247. The Open House was held from 5:30 p.m. to 6:30 p.m. and the Public Hearing began at 6:30 p.m.

**Attendance:** The registration attendance totaled 67 and five people registered to speak. Sixteen staff members from TxDOT and 15 consultants from the project study team also attended. No elected officials attended the Open House or Public Hearing.

**Conducted By:** The presiding official for the Public Hearing was Mr. Brian Barth, P.E., Director of Transportation Planning and Development with the Dallas District of TxDOT.

**Exhibits:** Plans illustrating the proposed improvements were displayed for public view and comment. These plans included schematic plan and profile drawings and typical sections. Copies of the TxDOT State Purchase of Right of Way booklet (in English and Spanish), and Relocation Assistance booklet (in English and Spanish) were made available to attendees. Project documents were also available for review including the Environmental Assessment and Section 4(f) Evaluation, Public Involvement Catalog, Community Work Group notebook, Interstate Access Justification Report, Design Exception Report, ACTT Workshop Report, Final Technical Memorandum – Evaluation of Conceptual Alternatives, Final Technical Memorandum – Evaluation of Refined Alternatives, and Urban Design Report. Displays included six exhibits illustrating the proposed design, location of proposed ramps, interchanges, and frontage roads, ten exhibits showing vertical profiles, an exhibit depicting project area land use and an exhibit explaining the Stemmons Park Section 4(f) involvement. Information areas were also set up for environmental issues/public involvement, right-of-way acquisition process, and urban design as well as an area to view a video entitled “The Mobility Challenge.”

**Comments from Elected / Local Officials:** No comments were presented by elected officials.

**Comments from Public:** A total of eighteen comments were received — seven verbal and 11 written. Seven of the written comments were received after the Public Hearing and within the 10-day comment period following the Public Hearing.

**Verbal Comments:** Verbal comments were received from seven people at the Public Hearing. These comments covered a wide range of issues, including the need for the project, participation by minority contractors, various specific design elements, the proposed Trinity Parkway, community involvement, inclusion of bicycle and pedestrian facilities, and urban design. One speaker requested more convenient access to the Environmental Assessment with at least a 60-day extension of the public comment period.

**Written Comments:** Four written comments were received at the Public Hearing and seven written comments were received after the Public Hearing. Written questions and comments addressed tree planting, design alternatives, effect of traffic diversion on local streets, property access, property acquisition, public hearing advertising, urban design, consideration for older drivers, and signage.

**Summary of How Comments/Issues were Addressed:** The verbal and written comments indicate general public support for the construction of the proposed improvements. Six commenters were in favor of the project, 11 had questions/suggestions about specific design elements, and one posed questions. There were no comments in opposition to the project. TxDOT analyzed and responded to all comments. TxDOT evaluated each question and suggestion regarding modifications to the preliminary engineering design. In every case the design issue/question had been previously identified and investigated and the most feasible engineering solution had already been incorporated into the schematic plan and profile drawings

displayed at the Public Hearing. No changes to the Public Hearing schematic are recommended.

**Recommendation:** All comments have been satisfactorily addressed. The project is recommended for approval as a Finding of No Significant Impact (FONSI).

# PUBLIC COMMENT AND RESPONSE REPORT

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## **ANALYSIS OF VERBAL COMMENTS RECEIVED AT THE PUBLIC HEARING**

### VERBAL COMMENT #1 - Frank Ward

Mr. Ward asked about the need and importance of the project. He also inquired about job creation and the percentage of minority participation in the construction and every phase of the project. Mr. Ward stated that the percentage of minority participation should be 50 percent.

### RESPONSE TO VERBAL COMMENT #1

The need and importance for safety and mobility improvements along IH 30 and IH 35E within the project limits is fully documented in the Environmental Assessment and was addressed at the Public Hearing. The need for the project was previously addressed in a variety of Project Pegasus public information activities including public meetings, the project website and newsletters. Opportunities do exist for participation by minority contractors and are established by state and federal procurement regulations.

### VERBAL COMMENT #2 - Anna Albers

Ms. Albers expressed concern that there would be no connection from westbound Woodall Rodgers to the Dallas North Toll Road (DNT) or to Oak Lawn Avenue. She questioned the traffic study and requested that further attention be given to the effect of traffic diversion onto city streets. In addition, she wanted to see the design for Project Pegasus re-evaluated in light of the Trinity Parkway and Trans-Texas Corridor projects. She commented on the traffic relief for IH 35E that could be provided by the Trans-Texas Corridor and thought that the need for the Trinity Parkway could be satisfied by double-decking IH 35E and possibly IH 30 through the downtown area. She also thought that construction of the Project Pegasus improvements should begin as soon as possible and not have to follow construction of the Trinity Parkway. Ms. Albers said that Industrial Boulevard and Harry Hines Boulevard could function as relievers, and that they could be enhanced with multidirectional lanes, such as used on Live Oak, Ross, and Gaston during reconstruction of Central Expressway. She thought it would have been beneficial to continue the Community Work Group meetings rather than ending them a year and a half ago after the design had been submitted to FHWA without review by the community. Several changes were made such as the double decking of the northbound IH 35 access roads and she thought it would have been beneficial to help answer her questions prior to the plans being finalized and sent forward to FHWA. She also wanted more convenient access to the Environmental Assessment and additional time to review the document. She requested that the public comment period be extended for at least sixty days. Finally, Ms. Albers expressed her deep appreciation for the opportunity to serve on the Community Work Group.

### RESPONSE TO VERBAL COMMENT #2

The TxDOT study team worked with local, regional, state and federal transportation planners and engineers to develop and analyze various solutions for providing a connection from westbound Woodall Rodgers to the DNT or to Oak Lawn Avenue. Design options within this area of IH 35E are severely limited by the presence of

passenger rail lines on the east, large office buildings on the west, and a National Register of Historic Places eligible building. Due to these constraints, the study team was unable to achieve the requested connection in a manner that met federal and state traffic safety and design standards.

The proposed improvements are designed to accommodate the heaviest traffic volumes. According to the regionally approved travel demand computer model, a connection from westbound Woodall Rodgers to northbound DNT was forecasted to have only 3,800 vehicles per day (vpd) in the year 2026. In comparison, the 2026 travel forecast shows over 45,000 vpd from westbound Woodall Rodgers to northbound IH 35E and 21,200 vpd from northbound IH 35E to the DNT and Oak Lawn Avenue; the proposed design provides for these major traffic movements in a way that complies with traffic safety and design standards. This design decision was also supported by origin/destination, travel speed and volume confirmation studies performed on-site during peak hour traffic by the Texas Transportation Institute. The traffic analysis conducted for the project did consider how the freeway frontage roads and city streets work with the proposed freeway improvements to ensure that no bottlenecks result from the proposed design. Additionally, the project was continuously coordinated directly with the City of Dallas Public Works and Transportation Department, North Texas Tollway Authority, Dallas Area Rapid Transit, and the FHWA via monthly/bi-monthly staff and agency work group meetings.

Transportation alternatives required to safely accommodate the forecasted travel demand were considered previously during the two-year Trinity Parkway Corridor Major Transportation Investment Study (MTIS) conducted for both IH 35E and the Trinity Parkway. The possibility of double-decking IH 35E, building rail transit facilities, using local arterial streets as reliever routes, the potential influence of other planned facilities and the proper sequencing of the proposed IH 35E improvements were all given consideration in the Project Pegasus and the prior MTIS planning and design process. The Trans-Texas Corridor is currently under study and its location relative to the Dallas-Fort Worth Metroplex is not yet known. The IH 35 portion of the Trans-Texas Corridor is envisioned to help facilitate the movement of goods and people from the Oklahoma border to the Mexican border and Texas gulf coast. The congestion occurring on a daily basis on IH 30 and IH 35E is primarily due to persons traveling to and from work within the Metroplex.

The Project Pegasus Community Work Group met every other month for approximately two years and participated in the development of major design features. The proposed design was presented at the project's January 2003 Public Meetings and posted on the project website. A Value Engineering workshop conducted in March 2003 did alter the design in several locations. However, these design changes were presented and discussed with the Community Work Group and posted on the project website as of March 2003. The design was submitted to TxDOT-Austin and FHWA for review in July 2003.

Public distribution of the EA and the timeframe for public comment are in full compliance with current state and federal public involvement rules and practices.



VERBAL COMMENT #3 - Mike Kutner

Mr. Kutner introduced himself as President of Friends of the Old Trinity Trail. He addressed the proposed trail's connection with IH 35E at Oak Lawn, Market Center and Motor Street. His organization would like to see wider and higher access points. At Oak Lawn, they would like the trail to go under the bottom deck of IH 35E where the Turtle Creek channel comes through. Mr. Kutner stated that the proposed trail has been designated as a park from IH 35E to Motor Street and requested that Stemmons Park mitigation funds be spent in that area instead of another part of Dallas. He also commented on the need to provide for sidewalks so that pedestrians could access the trail, DART, TRE, and all the businesses along both sides of the Stemmons Freeway. He asked that the project provide space for good urban design so that it will be a pleasant place for people to use for commuting to and from work or for recreation. He stated that construction of the Old Trinity Trail could begin by around August 2006.

RESPONSE TO VERBAL COMMENT #3

The design of the Project Pegasus improvements, along with the Stemmons Park mitigation measures developed in cooperation with the City of Dallas and Friends of the Old Trinity Trail, accommodate and enhance the proposed Old Trinity Trail. The design at IH 35E and Oak Lawn would provide adequate vertical and horizontal clearances for the proposed trail within the channel that runs under the freeway, frontage roads, and Oak Lawn Avenue. After the acquisition of approximately 0.7 acres of unimproved Stemmons Park land (which was addressed in the Section 4(f) evaluation), Stemmons Park would still have about 4.2 acres of land within which proposed trailhead improvements or other amenities could be constructed.

During the development of the preliminary design for the Pegasus Project, the TxDOT-Dallas District has collaborated with the City of Dallas and the Friends of the Old Trinity Trail to ensure that the proposed trail and planned trailhead amenities are fully compatible with the proposed Project Pegasus improvements. As part of the mitigation for Stemmons Park, TxDOT will continue to coordinate the Project Pegasus design with community plans for the Old Trinity Trail and accommodate the proposed trail under IH 35E as both projects move toward construction.

The Old Trinity Trail is a proposed hike-and-bike facility being developed as a public and private partnership project led by the City of Dallas and the Friends of the Old Trinity Trail. The proposed trail would be developed within the channel of the Old Trinity River – known locally as the Old Trinity Meanders. The city-owned channel is managed for flood control purposes. This channel (the Old Trinity Meanders) was designated a park between Stemmons Freeway and Motor Street by the Dallas City Council on December 8, 2004. The Council's action stipulated that the park designation for this property was "subject to the primary use for storm water management purposes." The designation was not given to any particular parcel of land, but rather more generally to the portion of the channel that is currently owned by the City of Dallas Street Services Department for storm water management purposes. The Street Services Department will continue its current storm water maintenance activities. The park designation was made specifically in support of the planned development of the Old Trinity Trail. The City Council action further stipulated that "future park improvements will be constructed in a manner to insure no negative impact on the flood protection levels."

The channel is not considered to be a Section 4(f) resource because its primary purpose is not recreational. Although the City of Dallas owns most of the land on which the Old Trinity Trail would be constructed, some non-city-owned land is expected to be utilized through right-of-way agreements with landowners or through landowner donations. The Trail itself would be managed and maintained by the City. A resolution concurring with and supporting the Stemmons Park Section 4(f) mitigation agreement was adopted by the Friends of the Old Trinity Trail on May 16, 2005, and is attached to this Summary and Analysis report. A copy of the Dallas City Council action referred to previously is also attached.

The proposed design also provides 14-foot wide curb lanes on the frontage roads and all city street crossings under or over IH 30 and IH 35E to accommodate bicycles and pedestrians. Additionally, a pedestrian underpass is proposed south of Hi Line Road to help provide access to the DART Victory Rail Station. Minimum five-foot sidewalks have been provided in the preliminary design on the majority of city street crossings under or over IH 30 and IH 35E including Oak Lawn, Market Center and Motor Street. Sidewalks along the freeway are not proposed. TxDOT's policy on sidewalks requires the State to replace existing sidewalks or restore sidewalk continuity; typically, new sidewalks along the roadways are the responsibility of the local government.

A conceptual urban design study was also performed to develop potential aesthetic plans for integrating the freeway design with the adjacent communities. These preliminary concepts and themes have been developed but will require additional study to determine their final characteristics. These concepts are intended to serve as broad themes for the corridors. The implementation of some urban design elements would require participation and cost sharing from the local government, property owners, or community-based organizations.

VERBAL COMMENT #4 - Erik Slotboom

Mr. Slotboom spoke in favor of the project. His one complaint involved the design of a loop connector on westbound Woodall Rodgers going to southbound IH 35E. He thinks that a loop connector is an obsolete design and should not be used in this project. He would prefer that the design provide for a direct-connect ramp over the interchange connecting at Commerce Street.

RESPONSE TO VERBAL COMMENT #4

The ramp spacing on both Woodall Rodgers and southbound IH 35E and a nearby, adjacent building eligible for listing on the National Register of Historic Places just north of Woodall Rodgers/Continental Avenue does not allow a direct connection ramp design to be utilized to serve westbound Woodall Rodgers to southbound IH 35E traffic.

VERBAL COMMENT #5 - Robert Prejean

Mr. Prejean addressed urban design issues along the Canyon area of IH 30. He believes that it is important to restore Mill Creek and the parkway through this area. He cited reasons of historic and economic value, as well as good urban design and downtown linkage. He also mentioned making the area along IH 30 between Malcolm X Boulevard and Fair Park into a grand boulevard. He encouraged TxDOT to seek

partnerships with the City and other groups to accomplish these urban design improvements.

RESPONSE TO VERBAL COMMENT #5

Comments noted and considered. Please see the urban design response to Verbal Comment #3.

VERBAL COMMENT #6 - Steve Bancroft

Mr. Bancroft thanked TxDOT and others involved with the project for doing a good job. He wished there had been a way to connect the Design District area to the Arts District. He would have preferred the design accommodate a connection from Oak Lawn Avenue to Woodall Rodgers in the southbound direction.

RESPONSE TO VERBAL COMMENT #6

The location of the southbound diverge from IH 35E and Woodall Rodgers is dictated by the ramp locations and minimum distances between ramp gores starting at Continental and moving upstream (north). Therefore, moving this diverge farther south would not meet FHWA and TxDOT minimum design standards and would negatively affect main lane traffic operations. Thus, when the Woodall Rodgers diverge is left in place, minimum ramp spacing does not allow the exit ramp to Oak Lawn Avenue to be placed between the southbound entrance ramp from Wycliff Avenue and the Woodall Rodgers diverge. Additionally, this would introduce another ramp terminal onto the mainlanes and further jeopardize the functionality of the freeway.

VERBAL COMMENT #7 - Warren Rutherford

Mr. Rutherford thanked all of those involved with the project for their consideration and the openness with which they have conducted this effort.

RESPONSE TO VERBAL COMMENT #7

Comment noted.

## **ANALYSIS OF WRITTEN COMMENTS RECEIVED AT THE PUBLIC HEARING**

### WRITTEN COMMENT #1 - Benjamin Zuniga

Mr. Zuniga complimented TxDOT for a good job. He supports planting more trees along the roadways and wishes that the project could be extended north to Carrollton.

### RESPONSE TO WRITTEN COMMENT #1

Comment noted and considered. TxDOT is also currently developing plans on several other sections of IH 35E to the north and through Carrollton. These efforts include developing the schematic and Environmental Assessment to widen and reconstruct IH 35E from Empire Central to IH 635. On IH 35E from Loop 12 to IH 635, the FHWA has approved the schematic and Environmental Assessment to widen the freeway and TxDOT is currently preparing right-of-way maps and construction plans for the project. From IH 635 to US 380, TxDOT is currently preparing the schematic and Environmental Assessment for the proposed IH 35E corridor improvements.

### WRITTEN COMMENT #2 - Kenny Meazell

Mr. Meazell wrote that the proposal to make Fleming one way would severely limit access to his property located on 7<sup>th</sup> Street.

### RESPONSE TO WRITTEN COMMENT #2

The conversion of Fleming from two-way to one-way was coordinated with the City of Dallas to help improve access to Jefferson Boulevard. This conversion will be discussed further with the City during detailed design. Any circuitous effects of access changes for individual properties may be compensable as determined during the right-of-way acquisition phase of project development.

### WRITTEN COMMENT #3 - Vijay Barnabas

Mr. Barnabas wrote that he understood the proposed design would not allow for access from Woodall Rodgers to the DNT or Oak Lawn Avenue, and that this traffic would have to use local streets. He asked what studies had been done to determine the impact of off-loading traffic that currently uses Woodall Rodgers to access the DNT and Oak Lawn Avenue onto surface streets such as Harry Hines, Field, etc. He wonders if these local streets are designed to carry the increased traffic volume, and if required, who would pay to have the streets upgraded. He also asked what media were used to notify the public of this Public Hearing.

### RESPONSE TO WRITTEN COMMENT #3

Please see the response to Verbal Comment #2. Public Hearing notices and advertisements were published on multiple dates in the Dallas Morning News, El Sol de Texas, the Oak Cliff Tribune and the Dallas Weekly. In addition, over 1,600 public hearing notices were mailed to persons on the Project Pegasus mailing list, which includes local elected officials and adjacent property owners and businesses. TxDOT also issued a press release to almost 50 media contacts including print, radio, and television. The notice of the Public Hearing was also posted on the project website ([www.projectpegasus.org](http://www.projectpegasus.org)) and members of the project's voluntary Community Work Group were notified through e-mail.

WRITTEN COMMENT #4 - Thomas Kriehn

Mr. Kriehn suggested that the Trinity Parkway project be cancelled, preferring instead the construction of transit and pedestrian facilities in the downtown area. He also called for prohibiting single-occupancy vehicles on freeway lanes.

RESPONSE TO WRITTEN COMMENT #4

Please see the response to Verbal Comment #2 regarding the consideration of transportation alternatives.

**ANALYSIS OF WRITTEN COMMENTS RECEIVED AFTER THE PUBLIC HEARING**

WRITTEN COMMENT #5 - Lyman S. deCamp

Mr. deCamp believes that the absence of a direct-connector ramp for access from westbound Woodall Rodgers to northbound DNT represents a serious design flaw. He does not think that Woodall Rodgers traffic would use local streets and Harry Hines to access the DNT. Mr. deCamp proposes a specific traffic engineering solution that he believes would allow traffic on the Woodall Rodgers westbound to IH 35E northbound two-lane ramp to access the connector-distributor road and thereby the DNT.

RESPONSE TO WRITTEN COMMENT #5

Please see the response to Verbal Comment #2.

WRITTEN COMMENT #6 - Carl R. Squibb

Mr. Squibb expressed his unhappiness with the lack of alternatives to the taking of his family's property located at 430, 434, and 538 South Industrial Boulevard. He is concerned about the effect of the taking on the property's long-term lease. Mr. Squibb expects to be fairly compensated in the event that his property would be acquired.

RESPONSE TO WRITTEN COMMENT #6

The avoidance and minimization of business displacements was a primary project objective throughout the Project Pegasus planning and design effort. The property impacts along South Industrial Boulevard are needed to accomplish safety and mobility improvements at the interchange of IH 35E and IH 30. The loss of property leases may be a compensable effect as determined during right-of-way acquisition, which is a future phase of project development.

WRITTEN COMMENT #7 - John Benda

Mr. Benda objects to the location and design of the planned Industrial Boulevard on-ramp to southbound IH 35E, and to an alternative ramp location suggested by the City of Dallas. He cites traffic safety and congestion concerns and a conflict with a historic structure. As owner of the property located at 612 South Industrial Boulevard, Mr. Benda contends that the proposed right-of-way taking for the on-ramp would damage the entire 2.77-acre property. He suggests relocating the on-ramp to the opposite side of South Industrial Boulevard, at an alternative site that he also owns. He believes that the suggested alternative site would be safer, less expensive, and would avoid conflicts with the historic structure.

RESPONSE TO WRITTEN COMMENT #7

The location of the Industrial Boulevard entrance ramp to the IH 35E southbound collector-distributor road is controlled by the overall design requirements of the interchange as a whole, including the high-volume, direct connection from IH 30 to IH 35E. It is not possible to construct a right-hand entrance ramp from a geometric standpoint without eliminating another major ramp. The IH 30 eastbound entrance ramp onto southbound IH 35E merges with IH 30 westbound and then continues west along a separate southbound bridge structure over the Trinity River. As proposed, the ramp from Industrial Boulevard to IH 35E southbound merges with the southbound collector-distributor road prior to reaching the levee, and the weaving distance on the collector-distributor road controls this ramp location. The entrance ramp and the IH 35E southbound collector-distributor cannot be moved to the west because it would reduce the necessary weaving distance on the southbound collector-distributor road. If the ramp location is maintained and the elevation of Industrial Boulevard is raised, the slope of the ramp would be too steep because the elevation of the southbound collector-distributor would also have to be raised as well in order to maintain a minimum vehicular/bridge clearance over Industrial Boulevard.

WRITTEN COMMENT #8 - Paula Craig

Ms. Craig believes that the proposed closing of the Continental Street bridge to downtown and Oak Lawn would have a detrimental effect on older drivers. She writes that the loss of smaller, dependable routes – which are easier and safer to use for senior drivers who have diminished eyesight, hearing and reaction times – would result in more seniors having to drive on fast, lane-changing freeways. She asks that the project plans take into consideration the demographic shift toward a greater number of older drivers.

RESPONSE TO WRITTEN COMMENT #8

Continental Street under IH 35E will remain open as part of the proposed design for this project. Another TxDOT proposed project would extend the Woodall Rodgers freeway from IH 35E to Singleton Avenue. The Woodall Rodgers extension is designed to accommodate projected traffic volumes for the nearby Continental Avenue Viaduct, which would be closed to vehicle traffic after completion of the extension. The Continental Avenue Viaduct was originally constructed circa 1930 and is eligible for the National Register of Historic Places for its design and engineering significance. The closure of the Continental Avenue Viaduct would be in concert with the City of Dallas' objective to utilize and preserve it as a permanent bicycle/pedestrian facility and/or promenade integrated within the city's current and future bicycle/pedestrian plan.

The proposed Woodall Rodgers Extension would provide the same access movements currently accommodated by the Continental Viaduct. If this Woodall extension is not installed, all drivers utilizing the Viaduct can expect higher volumes on the Viaduct in the future, especially when the Mixmaster and downtown freeways undergo (lane closure) reconstruction. When comparing easier and safer drives, it should be noted that the Continental Viaduct is a two-way facility where opposing traffic is separated by only a single pair of painted, yellow stripes.

WRITTEN COMMENT #9 - Marcus Wood

Writing on behalf of the Mixmaster Business Association, Mr. Wood supports Project Pegasus and believes that it should be completed as quickly as possible as soon as the Trinity Parkway is open.

RESPONSE TO WRITTEN COMMENT #9

Comment noted and considered.

WRITTEN COMMENT #10 - Marcus Wood

Writing on his own behalf, Mr. Wood had a few suggestions specifically about the area south of Continental. Mr. Wood believes that there needs to be a coordination of design/engineering involving the roadways, flood protection, and private property redevelopment. Mr. Wood notes what he believes is an inconsistency on Industrial Boulevard for westbound and southbound traffic on IH 30 and IH 35E. At IH 30 there is a direct right hand on-ramp, but at IH 35E the design calls for a more expensive circular ramp. Mr. Wood believes that a right hand on-ramp at IH 35E would provide a low cost, direct on-ramp from Industrial to IH 35E, the same as at IH 30. He wants Project Pegasus to move forward as quickly as possible and given high priority along with the Trinity Parkway.

RESPONSE TO WRITTEN COMMENT #10

Comment noted and considered. See response to Written Comment #7 (John Benda).

WRITTEN COMMENT #11 - Michael K. Koesling

Mr. Koesling thanked TxDOT for a good job in coordinating Project Pegasus. He supports both Project Pegasus and the Trinity Parkway project as vitally important to Dallas. He reiterated a previously expressed concern about losing direct ramps for Reunion Boulevard, but understood why this was necessary. He also reconfirmed his request for future main lane signage on IH 30 and IH 35E to specify "Reunion Boulevard" and also the incorporation of additional way-finding signage along the frontage roads.

RESPONSE TO WRITTEN COMMENT #11

Comment noted and considered. The Project Pegasus improvements include improved signage along the main lanes and frontage roads providing enhanced way-finding to major downtown Dallas destinations. The post-Public Hearing Project Pegasus preliminary signing schematic will specify future signage to include "Reunion Boulevard" as previously coordinated and discussed with Mr. Koesling.

ATTACHMENTS

- Resolution by Friends of the Old Trinity Trail (March 16, 2005)
- Dallas City Council Action (December 8, 2004)

**RESOLUTIONS BY THE UNANIMOUS WRITTEN CONSENT  
OF THE EXECUTIVE COMMITTEE OF THE BOARD OF DIRECTORS  
OF  
FRIENDS OF THE OLD TRINITY TRAIL**

May 16, 2005

The undersigned, being all of the members of the Executive Committee of the Board of Directors of Friends of the Old Trinity Trail, a Texas non-profit corporation (the "Corporation"), hereby declare that when they have signed this consent, or a counterpart hereof, the following resolutions shall then be consented to, approved of, and adopted to the same extent and to have the same force and effect as if adopted at a special meeting of the Executive Committee duly called and held for the purpose of acting upon proposals to adopt such resolutions:

WHEREAS, the Texas Department of Transportation ("TxDOT") has undertaken proposed freeway improvements known as Project Pegasus, which include improvements to Interstate Highway 35E from Eighth Street to Empire Central;

WHEREAS, the implementation of such proposed improvements will require TxDOT to acquire approximately 0.7 acres of land located in Stemmons Park (the "Stemmons Park Land"), which is currently owned by the City of Dallas, as soon as legal requirements can be met and at a purchase price equal to the fair market value as determined by TxDOT's right-of-way acquisition process;

WHEREAS, in a letter dated May 3, 2005, from TxDOT to the City of Dallas Park and Recreation Department, a copy of which is attached hereto as Exhibit A (the "TxDOT Letter"), TxDOT acknowledges the 2004 Old Trinity Trail Master Plan and proposes to continue to work with the City of Dallas to accommodate the proposed Old Trinity Trail (the "Trail") under Interstate Highway 35E;

WHEREAS, TxDOT has further encouraged the City of Dallas to use the proceeds from the sale of the Stemmons Park Land to acquire other parkland needed for the creation and development of the Trail;

WHEREAS, TxDOT has pledged to coordinate with the City of Dallas to maintain pedestrian and bicycle access at the intersection of Interstate Highway 35E and Oak Lawn Boulevard in order to avoid or minimize interruption of Trail activities during the construction of Project Pegasus;

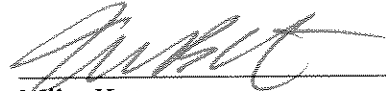



WHEREAS, in a letter dated May 9, 2005, from the City of Dallas Park and Recreation Department to TxDOT, a copy of which is attached hereto as Exhibit B (the "City of Dallas Letter"), the City of Dallas acknowledges and agrees that there is no prudent and feasible alternative to the taking of the Stemmons Park Land by TxDOT and that the City of Dallas is legally bound to utilize funds from the sale of parkland for the acquisition of new parkland, and proposes to work with the community to utilize the proceeds from the sale of the Stemmons Park Land to benefit the Trail as best as possible;

NOW, THEREFORE, BE IT RESOLVED, that the Executive Committee hereby concurs with and supports the proposed mitigation proposal of TxDOT and the City of Dallas as set forth in the TxDOT Letter and the City of Dallas Letter.

**[Remainder of page left intentionally blank.]**

IN WITNESS WHEREOF, the undersigned, being all of the members of the Executive Committee of the Board of Directors of the Corporation, have executed this consent as of the date first above written.

  
\_\_\_\_\_  
Mike Kutner

  
\_\_\_\_\_  
Paul Tipton

  
\_\_\_\_\_  
Barbara Boazman

  
\_\_\_\_\_  
Pam Carvey

**Exhibit A**

TxDOT Letter

RECEIVED

MAY 04 2005

CARTER & BURGESS, INC.  
DALLAS

May 3, 2005

Michael Hellman  
Senior Park Planner  
City of Dallas Park and Recreation Department  
1500 Marilla Street, Room 6FN  
Dallas, Texas 75201

**Reference: Project Pegasus Section 4(f) Mitigation for Stemmons Park**

CSJ: 0009-11-181, 0196-03-199, 0196-03-205, 0442-02-132, 1068-04-116  
IH 30 from Sylvan Avenue to IH 45, IH 35E from Eighth Street to Empire Central  
Dallas County, Texas

Dear Mr. Hellman:

Thank you for helping establish the April 25, 2005 meeting to discuss the Section 4(f) mitigation for the Stemmons Park impacts. As discussed at the meeting, the proposed mitigation for inclusion in the final Section 4(f) Statement for this IH 30/IH 35E reconstruction project (known as Project Pegasus) would be:

- Acquisition of approximately 0.7 acres of land from Stemmons Park by the Texas Department of Transportation (TxDOT) for the proposed freeway improvements to IH 35E. The purchase price would be the fair market value of the land as determined through TxDOT's right-of-way acquisition process.
- The land needed from Stemmons Park would be acquired by TxDOT in a timely manner once the Environmental Assessment for the Project Pegasus receives a Finding of No Significant Impact from the Federal Highway Administration and a right-of-way "Release to Acquire" has been obtained.
- TxDOT acknowledges the Old Trinity Trail Master Plan (dated 2004) and would continue to work with the City of Dallas to accommodate the proposed trail under IH 35E. TxDOT encourages the City to use the proceeds from the sale of the Stemmons Park land to acquire other parkland needed for the development of the Old Trinity Trail.
- During construction of the above captioned project, TxDOT would coordinate with the City of Dallas to maintain pedestrian and bicycle access at the IH 35E and Oak Lawn Boulevard intersection to avoid or minimize interruption of trail activities.

If the City of Dallas concurs with this mitigation proposal, please respond as such in writing at your earliest convenience. Feel free to contact Tim M. Nesbitt, P.E. at 214-320-6245 with any questions.

Sincerely,



H. Stan Hall, P.E.  
Advance Project Development Engineer

**Exhibit B**

City of Dallas Letter



CITY OF DALLAS

May 9, 2005

Mr. Stan Hall, P.E.  
Texas Department of Transportation  
P.O. Box 133067  
Dallas, Texas 75313-3067

RE: Project Pegasus Section 4(f) Mitigation for Stemmons Park

CSJ: 0009-11-181, 0196-03-199, 0196-03-205, 0442-02-132, 1068-04-116, IH 30 from Sylvan Avenue to IH 45, IH 35E from Eighth Street to Empire Central  
Dallas County, Texas

Dear Mr. Hall:

Thank you for your May 3, 2005 letter regarding Project Pegasus' impact to Stemmons Park and the planned Old Trinity Trail. You have indicated that TxDOT will require .7 acres of land from Stemmons Park to accommodate improvements to I-35, known as Project Pegasus. The City of Dallas Park and Recreation Department has worked with TxDOT throughout the planning process for Project Pegasus and agree that there is no prudent and feasible alternative to the taking of .7 acres of land from Pegasus Park. The following is our understanding of how TxDOT and the City will proceed:

- TxDOT would purchase, fee simple based on independent appraisal, .7 acres of land from Stemmons Park. This acquisition would occur as soon as possible upon TxDOT's receipt of a Finding of No Significant Impact from the Federal Highway Administration and a right-of-way "Release to Acquire." TxDOT understands that this acquisition is subject to the public hearing and approval process that the City Council must hold as required by the Texas Parks and Wildlife Code, Chapter 26. The City of Dallas acknowledges the public input received during the planning process for Project Pegasus. The City of Dallas is legally bound to utilize funds from the sale of park land for the acquisition of new park land, and will work with the community to utilize the proceeds from the sale of a portion of Pegasus Plaza to benefit the Old Trinity Trail project as best as possible. Any land acquisition by the City of Dallas will be subject to the approval of the Park and Recreation Board and the City Council.
- TxDOT acknowledges the City's Old Trinity Trail project and will work to accommodate the trail crossing in the reconstruction design for I-35 at Oak Lawn Avenue. Additionally, as the main trail will probably be constructed prior to the TxDOT improvements, TxDOT will work to accommodate trail users and minimize interruption of trail activities during the construction of Project Pegasus.

Please contact me directly at 214-670-4103 should you require additional information or documentation from our office. We look forward to working with TxDOT on Project Pegasus and the Old Trinity Trail project.

Sincerely,

Michael Hellmann, Sr. Park Planner

C: Willis Winters, Leong Lim, Dave Strueber, Pam Monk

**CATEGORY: MISCELLANEOUS**

**AGENDA DATE:** December 8, 2004  
**COUNCIL DISTRICT(S):** 2, 6  
**DEPARTMENT:** Park & Recreation  
**CMO:** Paul D. Dyer, 670-4077  
**MAPSCO:** 44A, B, C, D

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**SUBJECT**

Authorize designation of the Old Trinity Meanders property from Stemmons Freeway to Motor Street as a park subject to the primary use for storm water management purposes - Financing: This action has no cost consideration to the City

**BACKGROUND**

The Friends of the Old Trinity Trail funded and facilitated the master planning process for the Old Trinity Trail. Several community meetings and planning work sessions were held over a period of twelve months. This master plan has been adopted by the Park and Recreation Board and will guide planning and development of the trail as the Park and Recreation Department moves forward with implementation of the 2003 Bond Program.

The Old Trinity Meanders property is owned by the City of Dallas Street Services Department for storm water management purposes. This action will designate the Old Trinity Meanders property, between Stemmons Freeway to Motor Street, as park land, subject to the primary purpose of storm water management. The Street Services Department will continue its current storm water maintenance activities. Park maintenance shall include only those trail and park amenities as constructed in the future for the development of the trail. Future park improvements will be constructed in a manner to insure no negative impact on the flood protection levels.

**FISCAL INFORMATION**

This action has no cost consideration to the City.

**PRIOR ACTION/REVIEW (Council, Boards, Commissions)**

On October 28, 2004, the Park and Recreation Board authorized the use of the Old Trinity Meanders property to be used for park purposes.