Twitter Thread by patrick.kennedy



patrick.kennedy
@WalkableDFW

OK here goes. I think I have completed the not-at-all-exhaustive timeline of relevant events on IH-345 (thread)...

2011 - city of Dallas and Downtown Dallas, Inc. complete original Downtown 360 plan for downtown Dallas that specifically states, "the inner highway loop is a problem, but there is nothing we can do about it." This was a motivating force.

2012 - TxDOT hosts public meeting on future of IH-345 where nine options were shown (these were nine different construction methods and price tags for keeping the highway elevated. not options): https://t.co/NVHviNqr83

2013 - D Magazine publishes first story (by me) on removing IH-345: https://t.co/dBo1jYXqT1

2013 - https://t.co/07TEwhlgdV goes live and gets 22,000+ hits on the first day. Website designed by @justinc

2014 - D Magazine interviews Reverend Peter Johnson on the history of highway construction through South Dallas: https://t.co/8dWDzV3CPd

2014 - TxDOT begins repairs of IH-345: https://t.co/HBTMend1EJ

DMN architecture critic Mark Lamster writes in support of IH-345 tear down (this is his Metropolis piece, his cover story for DMN is missing): https://t.co/XpiaUkEtq3

The Real Estate Council offers the city $125k to study IH-345 possibilities: https://t.co/brDpn8bPxe

2014 (cont'd) - TxDOT announces CityMAP (Master Assessment Process) of several of the downtown area freeways. This process will be first of its kind to include public input at front of process and evaluate scenarios by environmental and economic impact (not just traffic).

2015 - Coalition for a New Dallas is formed uniting grassroots effort with business and elected leaders in shared mission for the city - https://t.co/5GiCD7h6xo

2015 - TxDOT finishes IH-345 repairs under budget: https://t.co/J9KpItCqb4

2016 - CityMAP report is completed by TxDOT and approved by Texas Transportation Commission (https://t.co/ak8mZgHk57)

2016 - City of Dallas passes resolution to depress D2 rail line through downtown Dallas. Doing so ensures surface network capacity is uninterrupted by additional rail crossings.

2017 - City of Dallas and TxDOT announce intention to study feasibility of removing or depressing IH-345 as presented in CityMAP https://t.co/zhSBgwRHzb

2019 - Dallas mayoral run-off candidates debate IH-345 (Griggs was for removal of antiquated infrastructure, Johnson wanted more information, data - this became impetus of later and recent efforts...) https://t.co/zvO6WOTy05

2019 - TxDOT begins plans for I-30 through downtown, relevant due to the interchange with 45 and 345: https://t.co/Hs9OIqd0TY

Coalition for a New Dallas hosts forum on highways, transit, and Vision Zero - https://t.co/SdHkU8A7tg

2019 - Coalition for a New Dallas hosts design charrette looking at all segments of 30, 45, and 345 in and around downtown Dallas: https://t.co/MnZ8LloBUW

2019 - Property owners and Coalition for a New Dallas engage with Toole Design Group to create a CityMAP 2.0 and facilitate planning I-30, IH-345, and D2 in concert.

2019 - TxDOT announces Feasibility Study of IH-345 options including new concepts developed by Toole Design Group https://t.co/ibcr50zRYy

2019 (back when we still did things like in-person happy hours) - Coalition for a New Dallas hosts panel event on IH-345, racism, and early concepts from design charrettes: https://t.co/ldWXYMqvtc

2020 - Coalition for a New Dallas hosts Racism & Reimagination workshop to discuss what is needed to replace the highway and restitch communities, not just physically but culturally, economically, and historically: https://t.co/s8MGncJOo0

2020 - Coalition for a New Dallas hosts online Racism & Reimagination event during COVID lockdown - https://t.co/ah9DVpo6Qy

2021...