

# Editorial: City leaders must push plan to lower Interstate 30



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A great city should have great aspirations. It should seek to rebuild and reshape itself in a way that acknowledges its past, good and bad, and makes way for a better future.

The opportunity facing Dallas is reconstructing and lowering Interstate 30 below grade from downtown past Fair

parkway freeway has divided downtown, South Dallas, East Dallas and Deep Ellum. Now, there is a real chance that it can be rebuilt in much the way Central Expressway was revamped in the 1990s.

People who care about the city and its design have talked about it for years. For example, in 2005, the state government had renderings drawn of a sunken I-30 with a deck park at Exposition Avenue.

That plan is now growing to make this a top Dallas priority. TxDOT board members have been meeting with city leaders and those issues are most important. This newspaper would like to see the idea of lowering I-30 at the top of that list.

The new form, would have the highway moved below grade from Interstate 45 to East Grand Avenue. This would create the reconstruction of at least one, and possibly more, deck parks similar to Klyde Warren Park, which links downtown to

the physical connection between East Dallas and South Dallas, with a walkable link to Fair Park, would change the character of the most important and historic areas of the city. Both East and South Dallas suffered decline after the

loss of the grit of its residents, has managed to maintain and improve many areas. South Dallas remains gripped in a way that is scant. Fair Park, one of the city's greatest assets, is isolated from the wider city and surrounded by

It would begin the process of opening these areas back up and offering the southern half of the central city the same development opportunity the northern half has enjoyed.

It's unclear what the cost would be. But state officials who have briefed city leaders have indicated that funding for this project could be available in coming years. The plan would see the highway constructed in such a way to accommodate future decking.

Of course, a study to sink I-30 should not take place in a bubble. The plan for the Trinity River toll road and the recent discussion of tearing down Interstate 345, the link between I-45 and Central, should be part of the conversation.

But no project would be as beneficial to Dallas, and its core neighborhoods, as lowering I-30 and beginning to put the city back together again.

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