



Key Bailey Hutchison Convention Center Dallas (KBHCCD) Master Plan: Jefferson Viaduct Study and Recommendation

Transportation and Infrastructure Committee Meeting

March 23, 2026

City of Dallas Team

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Director

Reginald Williams
Assistant Director

Convention and Event Services

Ghassan Khankarli
Director

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Program Management Team

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CEO
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VP
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Tom Reisenbichler
Managing Director, Principal
Amplify Dallas

Clayton Lane
Senior Principal
Nelson/Nygaard –
Amplify Dallas



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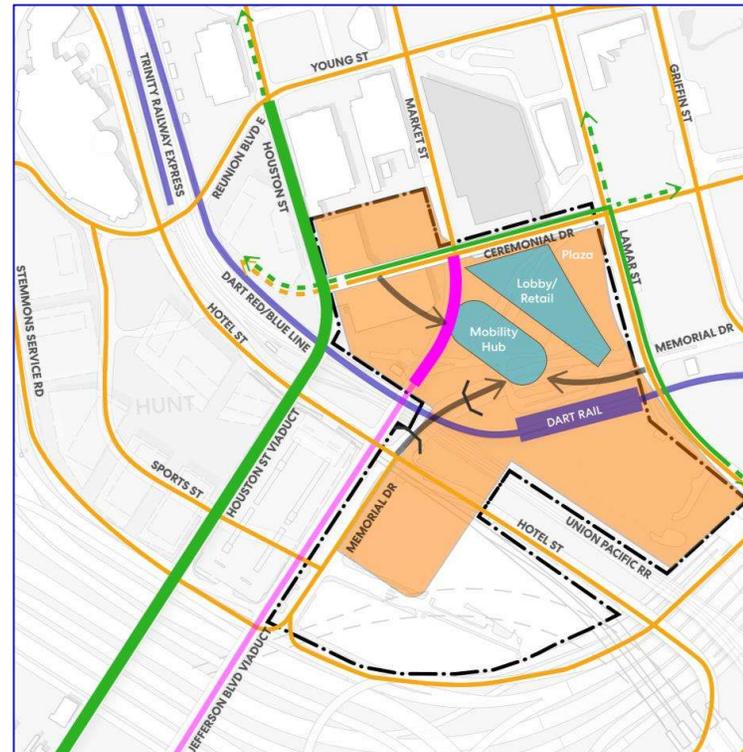
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Jefferson Viaduct Study: Design Objectives

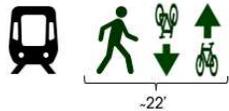
1. Safety
2. Greenway connection to Young St, Union Station & future Mobility Hub
3. Support future traffic growth
4. Support KBHCCD form and function
5. Mitigate impacts on cost, schedule, disruption to properties, and external parties

KBHCCD Design Conflicts with Existing Jefferson Viaduct

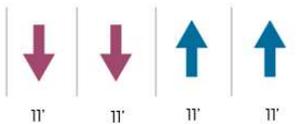
- Support Greenway to Reunion St, but no direct access to Mobility Hub
- ✗ Conflict with the new KBHCCD building footprint and significant cost to raise the building
- ✗ Negative impact on the design, functionality, and user experience due to height (form and function)
- ✓ Greenway Access to Downtown on Houston Viaduct



HOUSTON VIADUCT



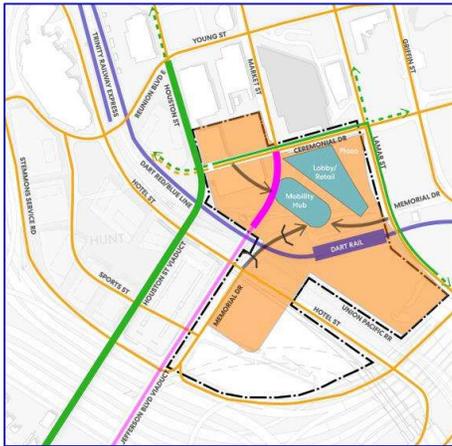
JEFFERSON VIADUCT



Jefferson Viaduct Potential Options - Shortlist

New KBHCCD Building Conflict with Jefferson Viaduct

Jefferson Viaduct to Young



Significant cost to raise the building

Connect to Hotel Street and KBHCCD

Scenario 1a:
Jefferson Connects to Hotel Street



Greenway Connection, Support KBHCCD Design & Function, Mitigate Cost & Schedule Impact, Avoid Disruptions

Go Through KBHCCD

Scenario 3:
Underpass to Ceremonial Drive



Significant ground floor impact; loss of Memorial access

Go Around KBHCCD

Scenario 6a:
Jefferson Merges with Houston + Down Ramp to Hotel St



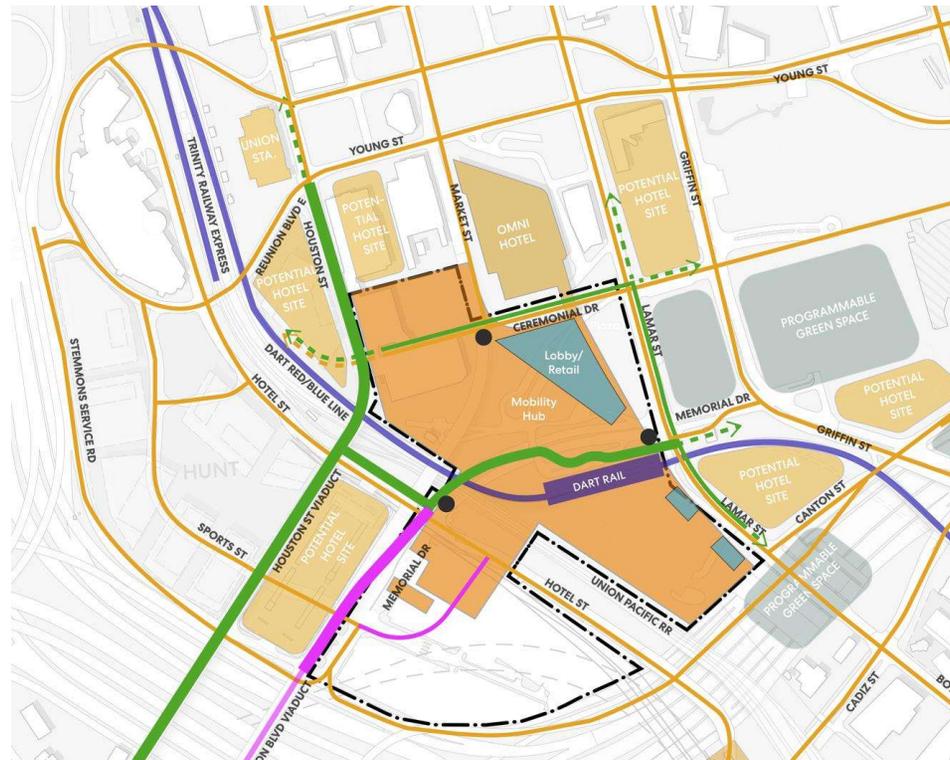
Feasibility risks; potentially high cost; impact on other properties

Jefferson Viaduct – Potential Option Evaluations

	KBHCCD Form & Function	Greenway	Traffic	Feasibility
	Minimizes ground floor impact on structure, access & Mobility Hub	Maintains Houston Greenway + Connection to KBHCCD	Support future traffic growth	Mitigate impacts on cost, schedule, disruption properties, & external parties
KBHCCD Design Conflict with Existing Viaduct: Jefferson Viaduct to Young	X	—	✓	X
Scenario 1a: Connect Jefferson to Hotel	✓	✓	?	✓
Scenario 3: Underpass to Ceremonial	X	✓	?	✓
Scenario 6a: Jefferson & Houston Merge + <u>Downramp</u> to Hotel	✓	—	?	✓

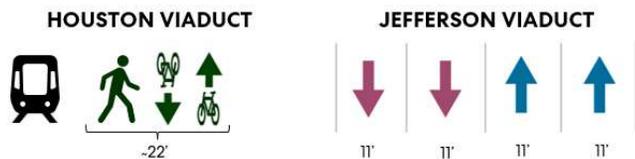
Scenario 1a (preferred) – Jefferson Connection to Hotel St

- ✓ Greenway Access to Downtown on Houston Viaduct, Direct Greenway Access to DART Station, Lamar St
- ✓ Minimize cost & schedule impact,
- ✓ Support KBHCCD function and form (including Mobility hub)
- ? Possible traffic impacts. To be studied by City separately

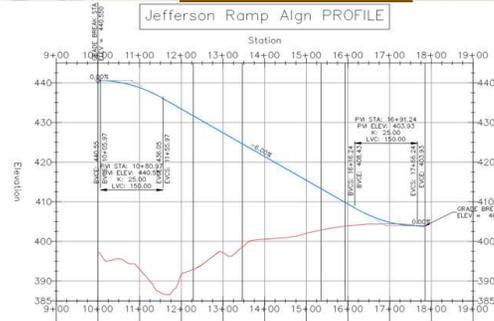
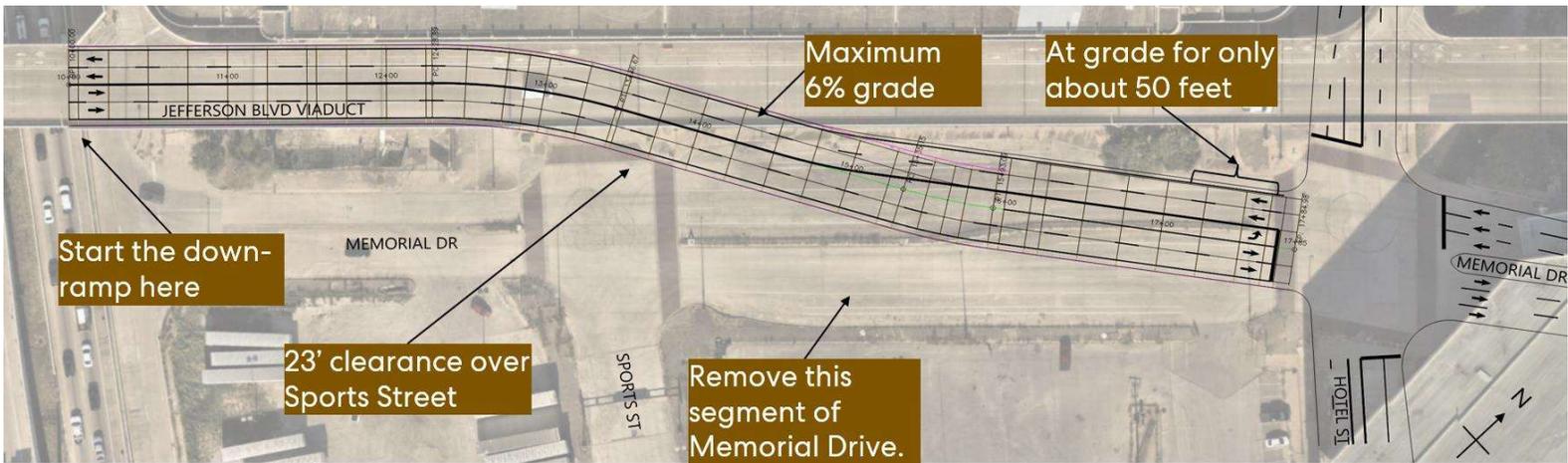


LEGEND

- █ Viaduct Reconstruction
- █ Related Street Modification
- █ Ped/Bike Greenway
- █ Bike Lane
- █ Vehicular Circulation
- Vehicular Access Point

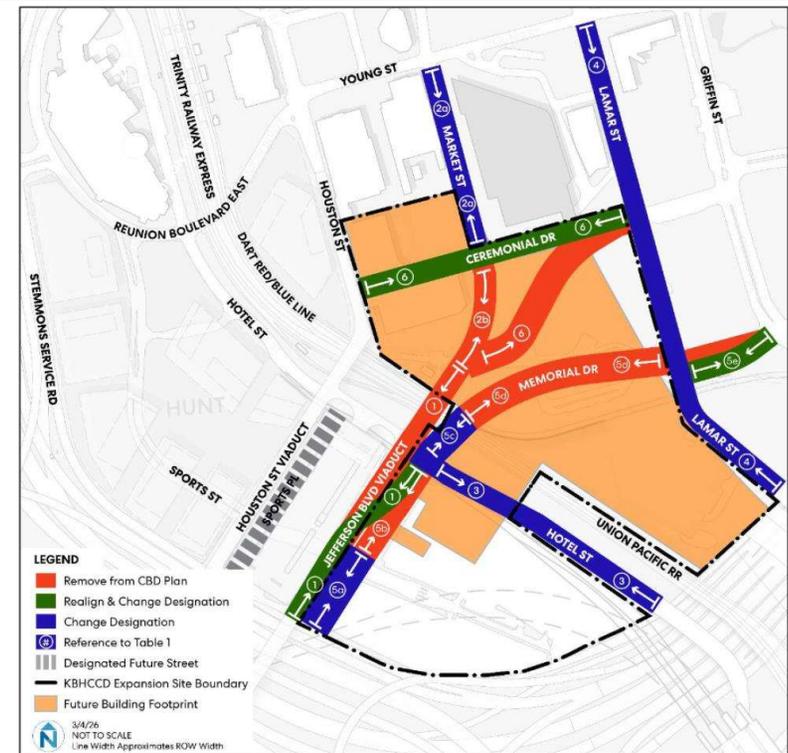


Scenario 1a – Jefferson Connection to Hotel St



Next Steps

1. KBHCCD Master Plan team will submit six Thoroughfare Amendment Applications recommending amendments to the Dallas Central Business District (CBD) Streets and Vehicular Circulation Plan before month-end March 2026.
2. An independent traffic study will be completed by Transportation and Public Works (TPW), in collaboration with Convention and Event Services.
3. KBHCCD Master Plan team will coordinate engagement activities.



Questions & Answers



City of Dallas

**SERVICE
FIRST,
NOW!**



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Appendix



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Proposed Throughfare Amendments Applications

Street	Segment	Description	Designated ROW and Lanes	
			Current	Proposed
1. Jefferson Viaduct	From Stemmons Service Road to Market Street	<ul style="list-style-type: none"> Realign to ramp down and connect into the existing Hotel Street/Memorial Drive intersection Remove the section from Hotel Street to Market Street Take over Memorial Drive ROW from Sports Street to Hotel Street Adjust lane assignments 	ROW: 80 ft. Lanes: 4 NB	ROW: 80-144 ft. Lanes: 2 NB/2 SB
2. Market Street	2a. Proposed Ceremonial Drive to Young Street	<ul style="list-style-type: none"> Lower to ground level to intersect with the realigned Ceremonial Drive Adjust cross-section and lane assignments 	ROW: 80 ft. (65-73 ft. existing) Lanes: 4 NB	ROW: 65-73 ft. Lanes: 2 NB/1 SB
	2b. Existing Ceremonial Drive to proposed Ceremonial Drive	<ul style="list-style-type: none"> Remove from CBD Plan 	ROW: 80 ft. Lanes: 4 NB	Remove from CBD Plan
3. Hotel Street	RL Thornton Freeway to Memorial Drive	<ul style="list-style-type: none"> Adjust lane assignments to convert general purpose lanes into a ped-bike greenway and a center turn lane 	ROW: 60-70 ft. Lanes: 2 NB/2 SB	ROW: 58-88 ft. Lanes: 1 NB/1 SB with CTL
4. Lamar Street	Canton Street to Young Street	<ul style="list-style-type: none"> Adjust designated lanes to match existing Add two-way, physically separated bikeway 	ROW: 86 ft. (70-80 ft. existing) Lanes: 3 NB/3 SB (2 NB/2 SB existing)	ROW: 86 ft. Lanes: 2 NB/2 SB
5. Memorial Drive	5a. Stemmons Service Road to Sports Street	<ul style="list-style-type: none"> Adjust existing ROW to incorporate excess width into KBHCCD site 	ROW: 64 ft. (existing 147 ft.) Lanes: 2 EB/2 WB	ROW: 110 ft. Lanes: 2 EB/2WB
	5b. Sports Street to Hotel Street	<ul style="list-style-type: none"> Remove from CBD Plan ROW added to Jefferson Viaduct 	ROW: 64 ft. (existing 147 ft.) Lanes: 2 EB/2 WB	Remove from CBD Plan
	5c. Hotel Street to UPRR ROW	<ul style="list-style-type: none"> Adjust lane count to right-size for KBHCCD access 	ROW: 110 ft. Lanes: 3 EB/3 WB	ROW: 110 ft. Lanes: 1 EB/1 WB
	5d. UPRR ROW to Lamar Street	<ul style="list-style-type: none"> Remove from Plan and abandon (replaced with internal Convention Center circulation within site) 	ROW: 110 ft. Lanes: 3 EB/3 WB	Remove from CBD Plan
	5e. Lamar Street to Griffin Street	<ul style="list-style-type: none"> Realign to meet KBHCCD Mobility Hub entrance at Lamar Street Add two-way, physically separated bikeway 	ROW: 110 ft. Lanes: 3 EB/3 WB	ROW: 70 ft. Lanes: 2 EB/2 WB
6. Ceremonial Drive	Lamar Street to west of Houston Viaduct	<ul style="list-style-type: none"> Realign to run straight west from Lamar Street to just past Houston Viaduct Adjust ROW, cross-section, and lane count; add bikeway 	ROW: 80 ft. Lanes: 2 EB/2 WB	ROW: 66 & 80 ft. Lanes: 1 EB/1 WB



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