



“A Gracious and Harmonious Parkway
for the Trinity Park Corridor”

Briefing by Larry Beasley CM
On behalf of the Trinity Charrette Team

Dallas City Council— April, 2015

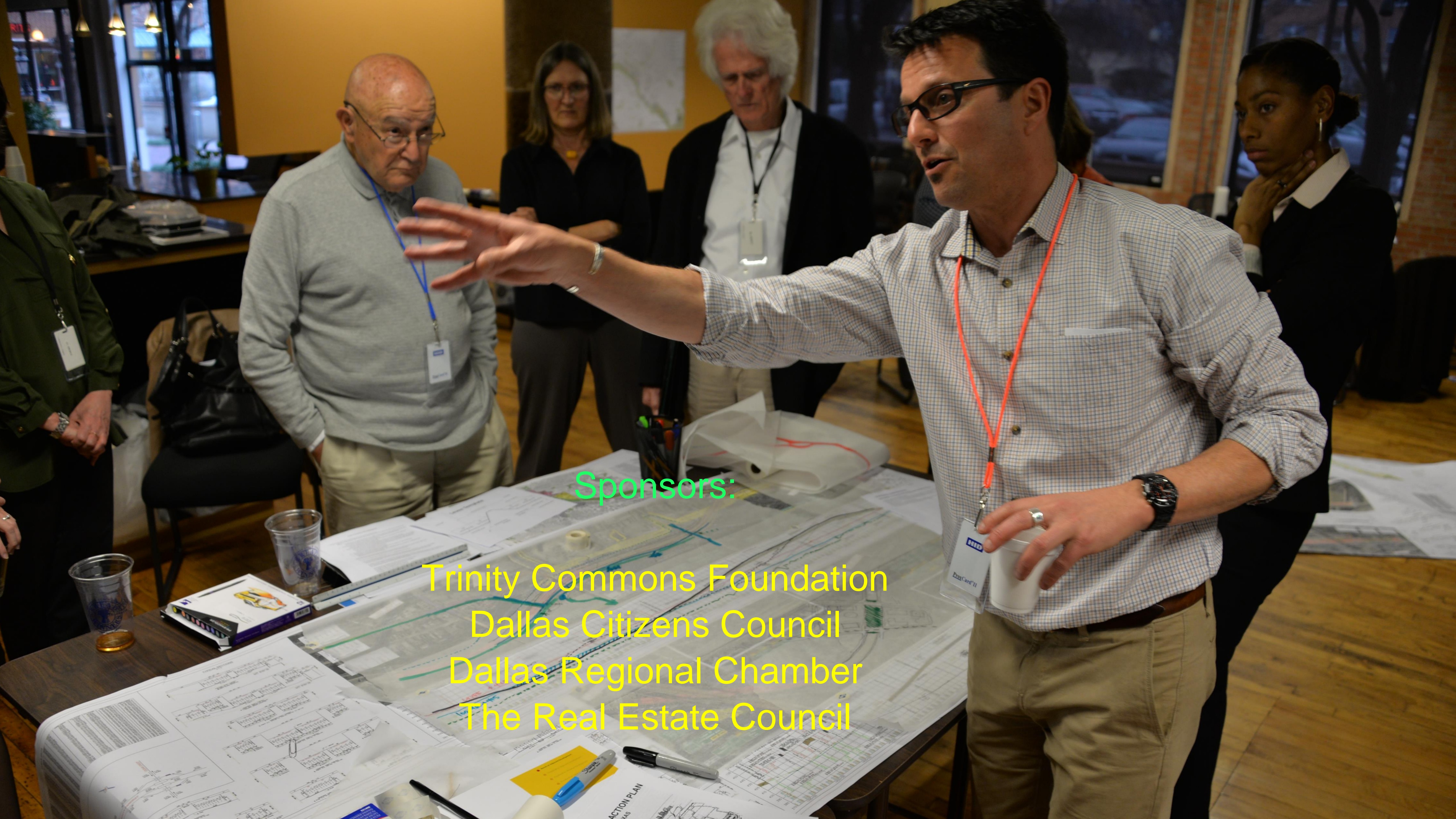




TRINITY PARKWAY DESIGN CHARRETTE REPORT

FINDINGS AND RECOMMENDATIONS OF
AN INDEPENDENT PROFESSIONAL REVIEW OF
THE TRINITY RIVER PARKWAY
APRIL 2015





Sponsors:

- Trinity Commons Foundation
- Dallas Citizens Council
- Dallas Regional Chamber
- The Real Estate Council





Visiting participants:

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Timothy Dekker

Zabe Bent

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**A Balanced Vision Plan
for the
Trinity River Corridor
Dallas, Texas**

December, 2003







A wide, flat green field under a clear blue sky. In the distance, two structures are visible on the horizon: a white, box-like building on the left and a taller, cylindrical structure with a glass-enclosed top on the right. Several thin, horizontal lines, possibly power lines, stretch across the sky.

Three charrette design objectives:

A wide, flat green field under a clear blue sky. In the distance, two structures are visible on the horizon: a small, light-colored rectangular building on the left and a larger, white, spherical structure on a pedestal in the center. The sky is a deep blue with a few small, wispy clouds. The field is a vibrant green, suggesting a well-maintained park or open space.

Three charrette design objectives:

- Maximize visual and physical access to the park



Three charrette design objectives:

- Maximize visual and physical access to the park
- Bring the park and key vacant sites close together to catalyse development



Three charrette design objectives:

- Maximize visual and physical access to the park
- Bring the park and key vacant sites close together to catalyse development
- Facilitate auto bypass of downtown if practical (80% of demand)



ALIA
REAS
IGNED



What kind of auto access?



What kind of auto access?

-Limited access highway – not necessary



What kind of auto access?

- Limited access highway – not necessary
- Typical city street – not practical



What kind of auto access?

- Limited access highway – not necessary
- Typical city street – not practical
- Only minor access – missed opportunity




What kind of auto access?

- Limited access highway – not necessary
- Typical city street – not practical
- Only minor access – missed opportunity
- Delicate parkway – fits the bill



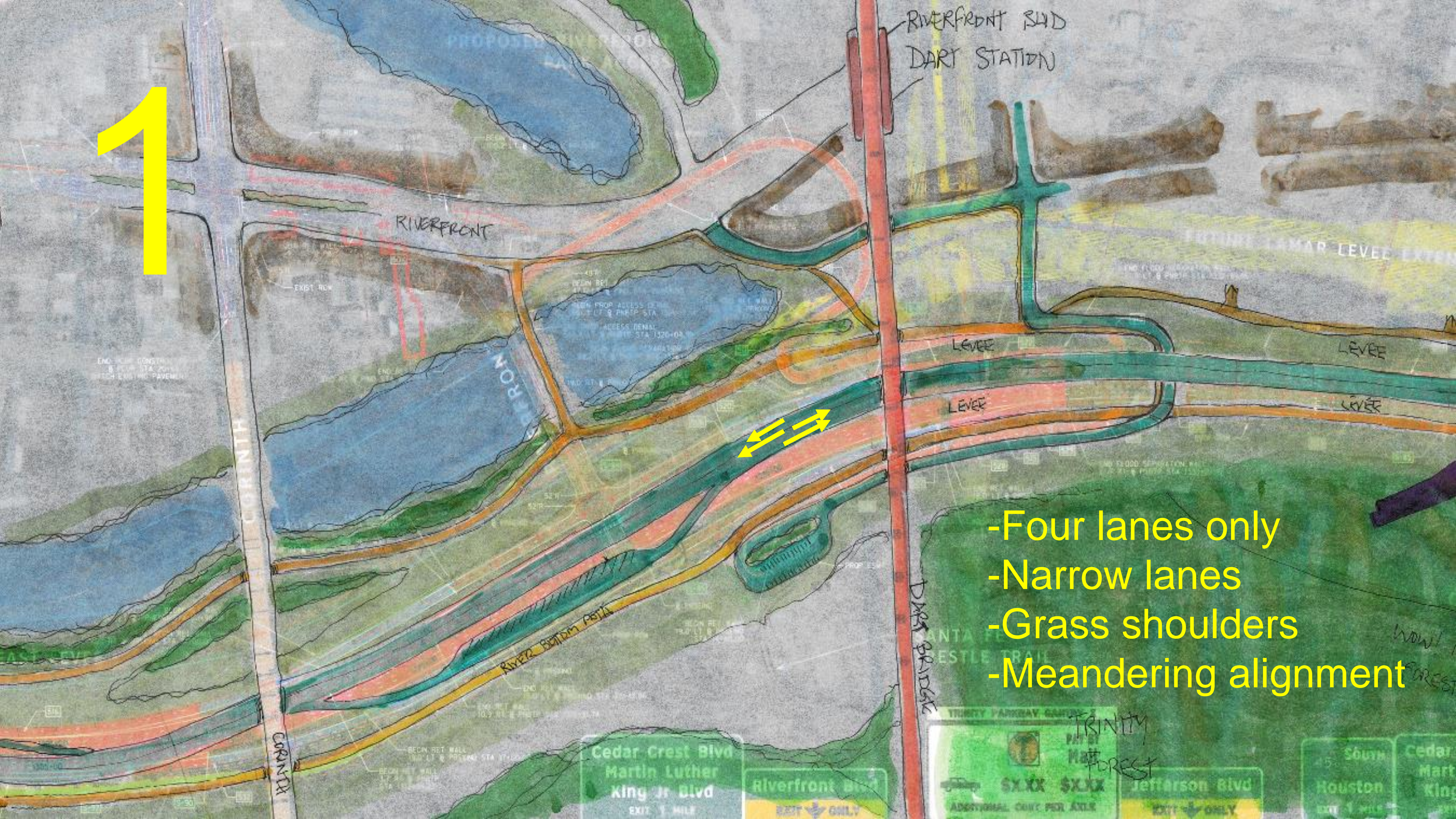


An aerial photograph of a two-lane asphalt road with double yellow lines, winding through a dense forest. The trees are in various stages of autumn, with many showing bright yellow and orange leaves, while some remain green. The road is flanked by concrete shoulders and a drainage ditch. The overall scene is peaceful and scenic.

“Gracious and
harmonious
parkway”



1



- Four lanes only
- Narrow lanes
- Grass shoulders
- Meandering alignment

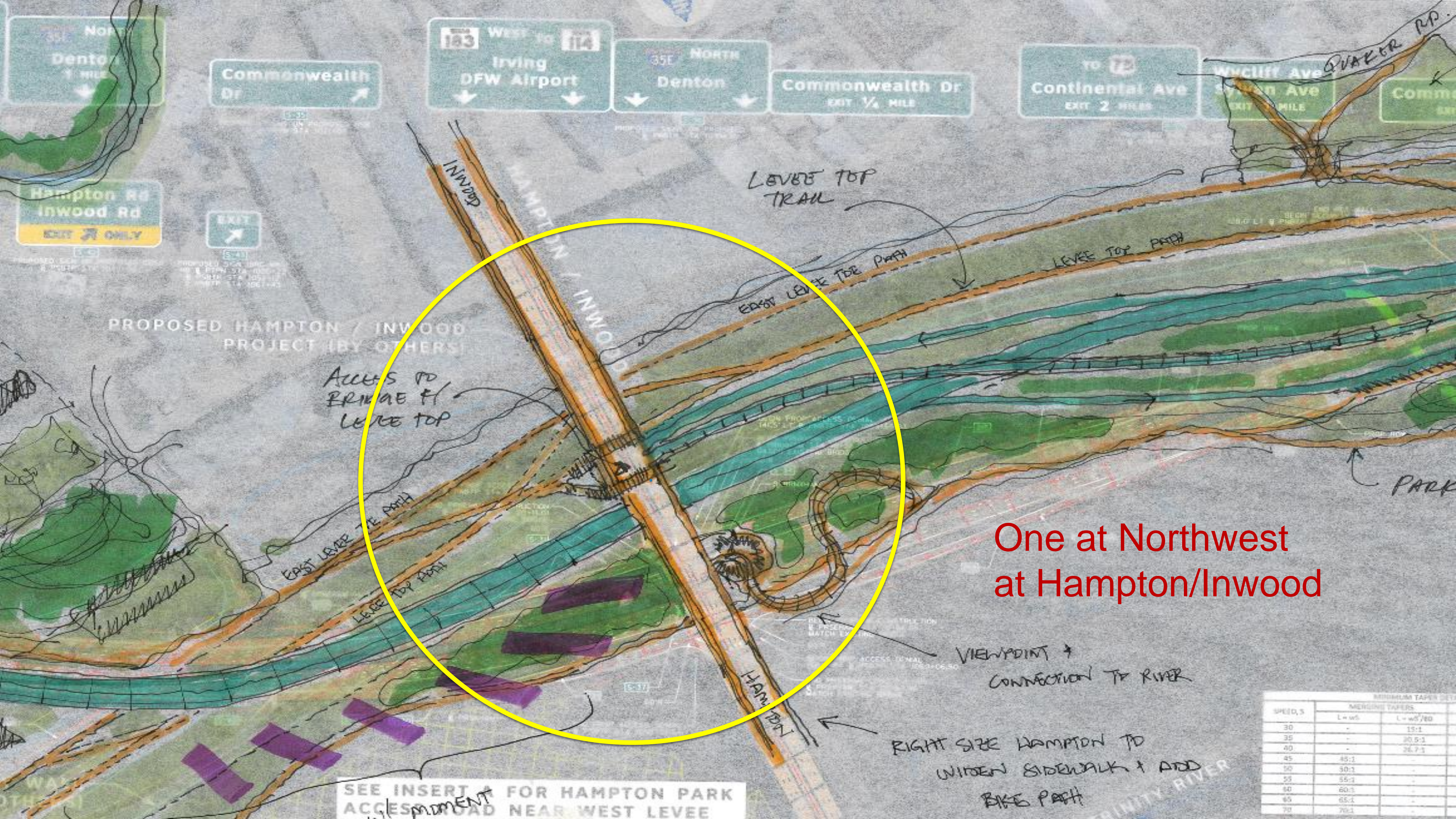






2

Only two pairs of ramps on and off the parkway to Downtown



163 WEST TO 173 Irving DFW Airport
 35E NORTH Denton
 Commonwealth Dr EXIT 1/4 MILE
 TO 12 Continental Ave EXIT 2 MILES

Commonwealth Dr

Hampton Rd
 Inwood Rd
 EXIT ONLY

PROPOSED HAMPTON / INWOOD PROJECT (BY OTHERS)

ACCESS TO BRIDGE FROM LEVEL TOP

LEVEL TOP TRAIL

EAST LEVEL TOP PATH

LEVEL TOP PATH

EAST LEVEL TOP PATH
 LEVEL TOP PATH

VIEWPOINT + CONNECTION TO RIVER

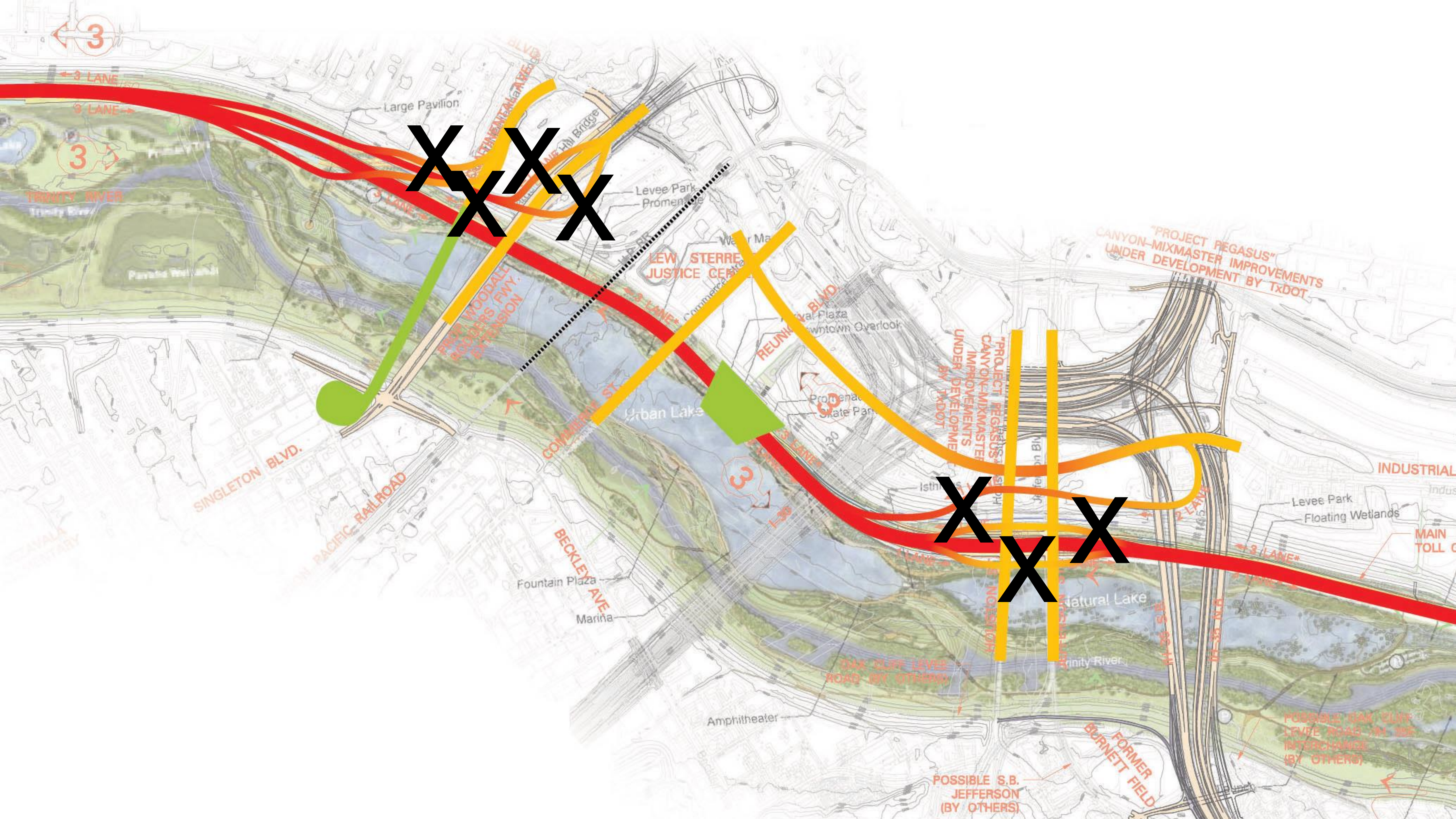
RIGHT SIZE HAMPTON TO WIDEN SIDEWALK + ADD BIKE PATH

SEE INSERT A FOR HAMPTON PARK ACCESS ROAD NEAR WEST LEVEL

SPEED, S	MINIMUM TAPER RATIOS	
	L = w5	L = w5/60
30	-	15:1
35	-	20.5:1
40	-	26.7:1
45	45:1	-
50	50:1	-
55	55:1	-
60	60:1	-
65	65:1	-
70	70:1	-

One at Southeast
at MLK/Cedar Crest





X X X X X

X X X X X

3

3

3

PROJECT PEGASUS
CANYON-MIXMASTER
IMPROVEMENTS
UNDER DEVELOPMENT
BY TxDOT

"PROJECT PEGASUS"
CANYON-MIXMASTER IMPROVEMENTS
UNDER DEVELOPMENT BY TxDOT

INDUSTRIAL

MAIN TOLL ROAD

TRINITY RIVER

SINGLETON BLVD.

PACIFIC RAILROAD

BECKLEY AVE

LEW STERRE JUSTICE CENTER

REUNION BLVD

Levee Park Floating Wetlands

OAK CLIFF LEVEE ROAD (BY OTHERS)

POSSIBLE S.B. JEFFERSON (BY OTHERS)

POSSIBLE OAK CLIFF LEVEE ROAD (BY OTHERS) INTERCHANGE (BY OTHERS)

FORMER BURNETT FIELD

Amphitheater

Fountain Plaza

Marina

Urban Lake

Promenade Skate Park

Isthmus

Natural Lake

Trinity River

Large Pavilion

Levee Park Promenade

Water Marina

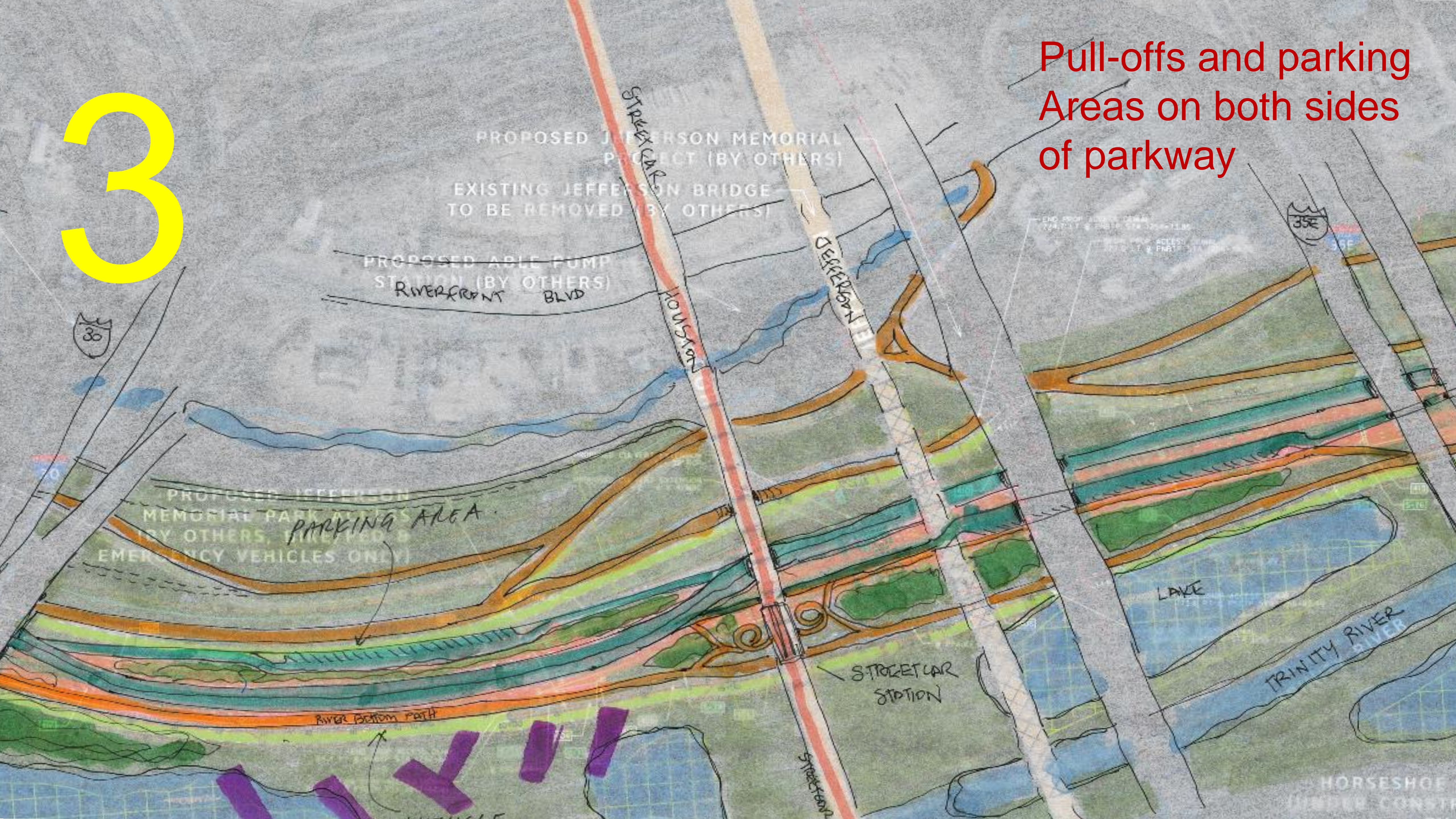
Plaza Downtown Overlook

Levee Park Floating Wetlands



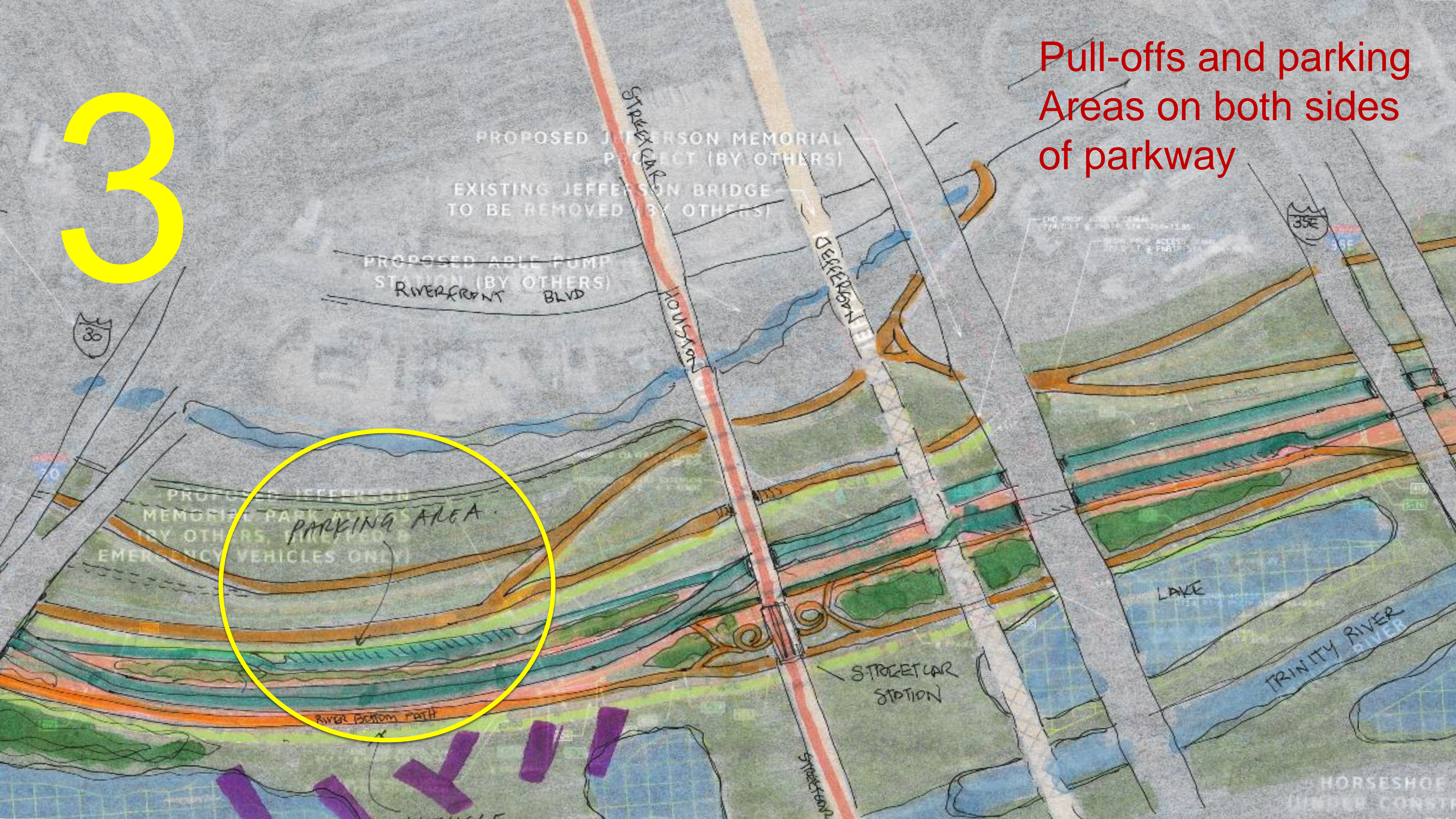
3

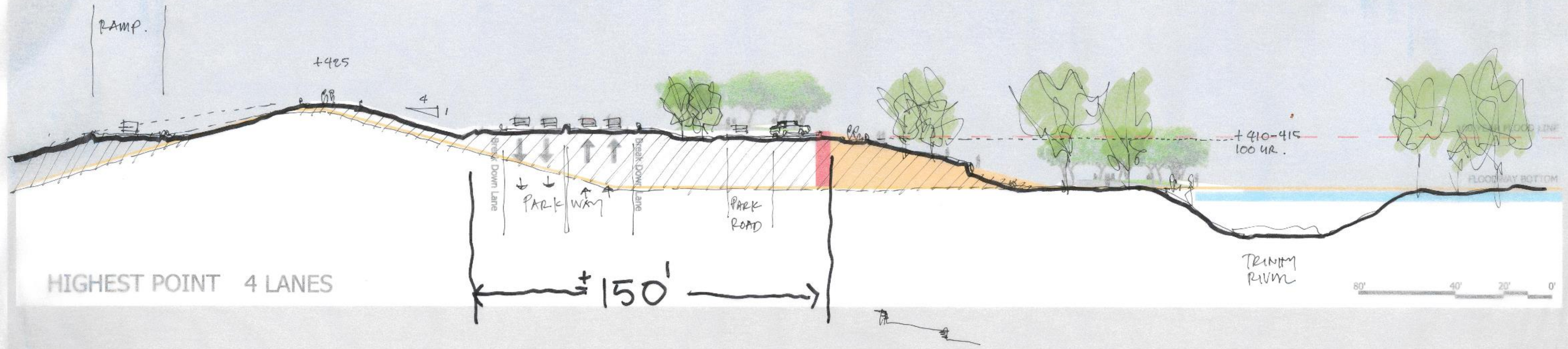
Pull-offs and parking
Areas on both sides
of parkway



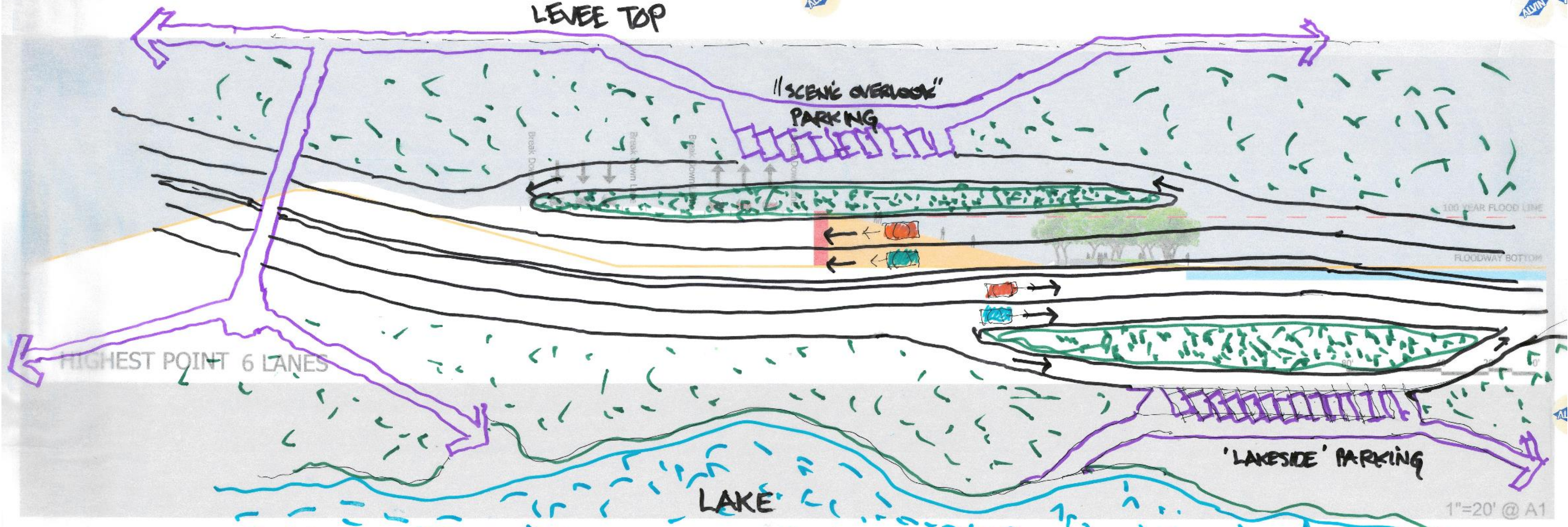
3

Pull-offs and parking
Areas on both sides
of parkway

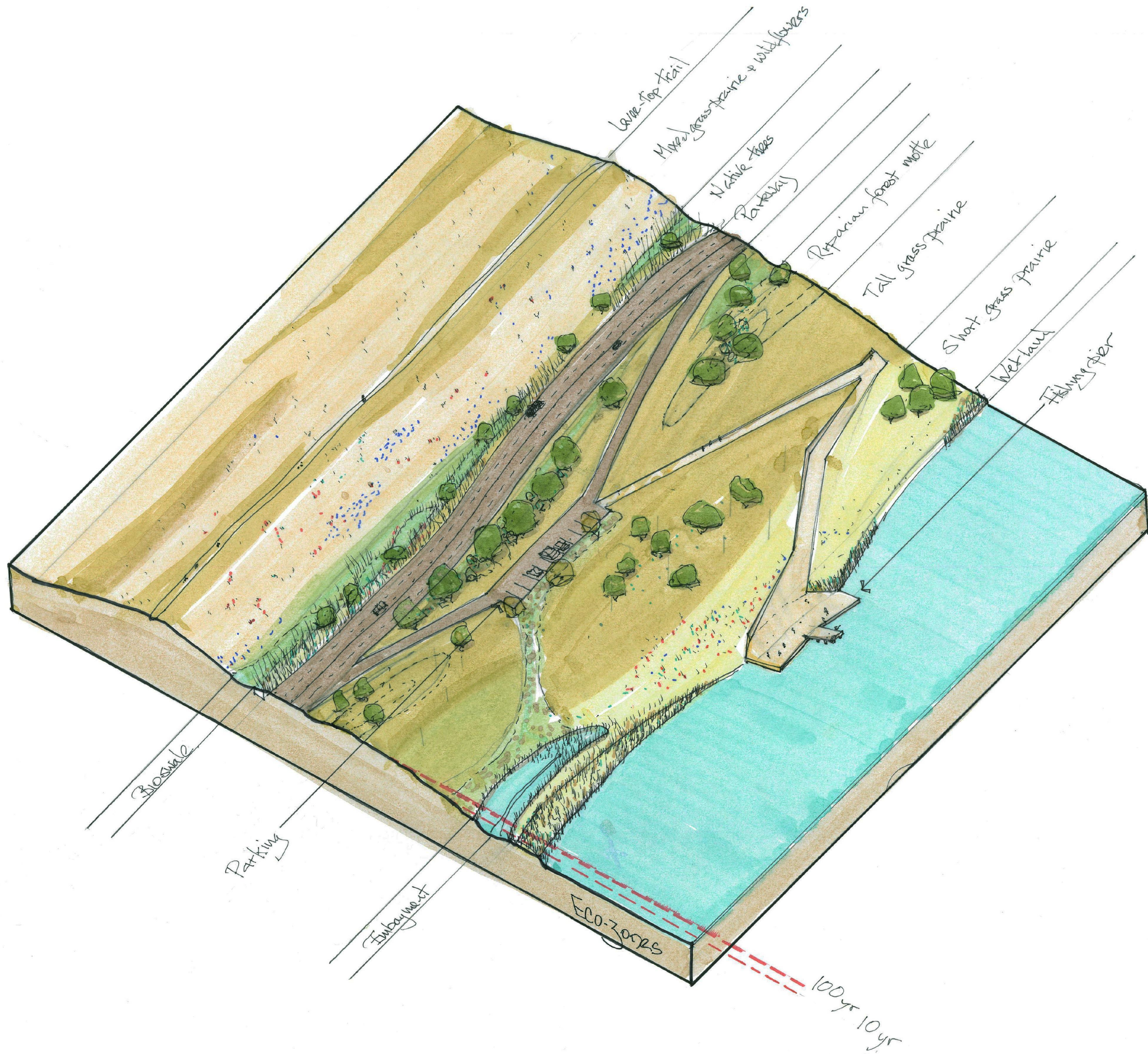




1"=20' @ A1



1"=20' @ A1







Oops!

-Our meanders much more gentle

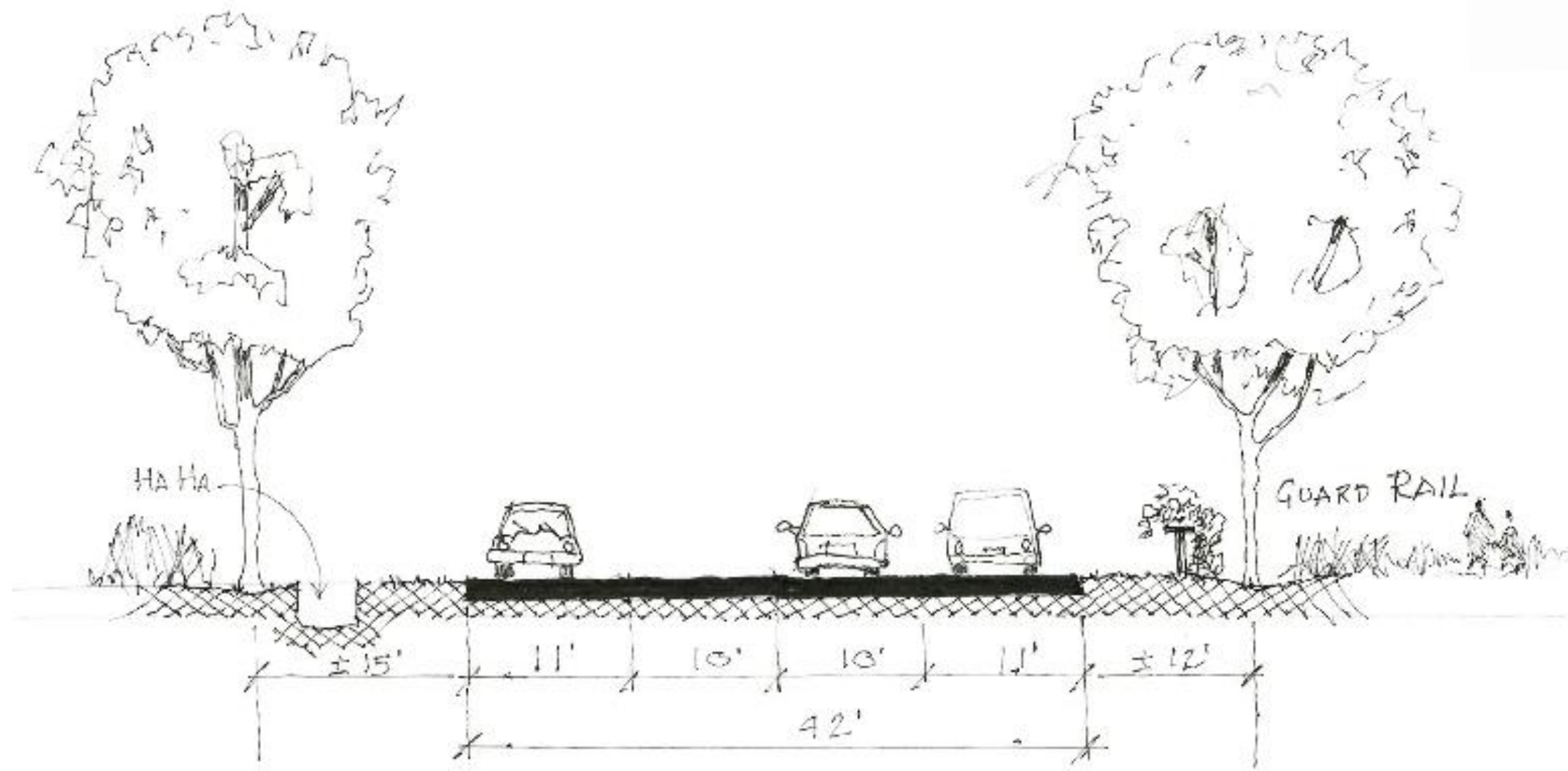
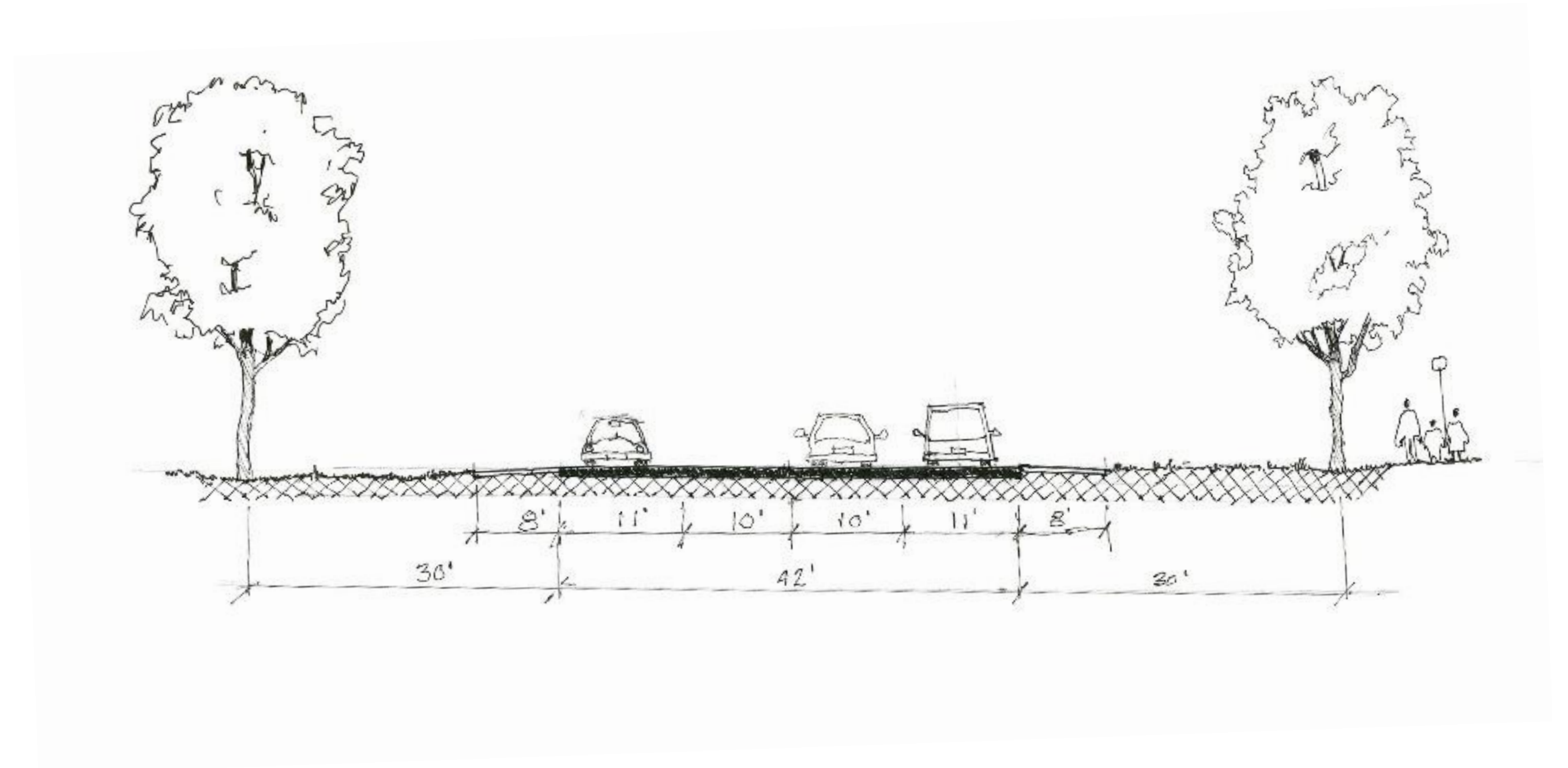




-Our meanders much more gentle

-No “design speed” endorsed

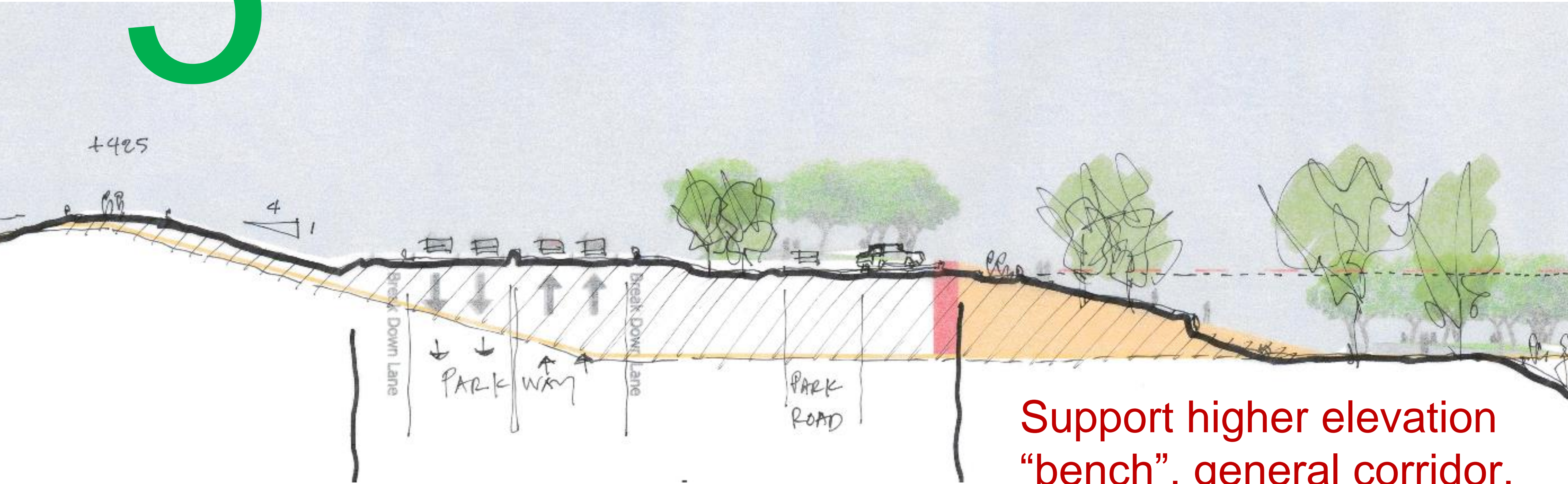
4



Parkway lined with large, closely spaced trees – 20' to 40' on centers

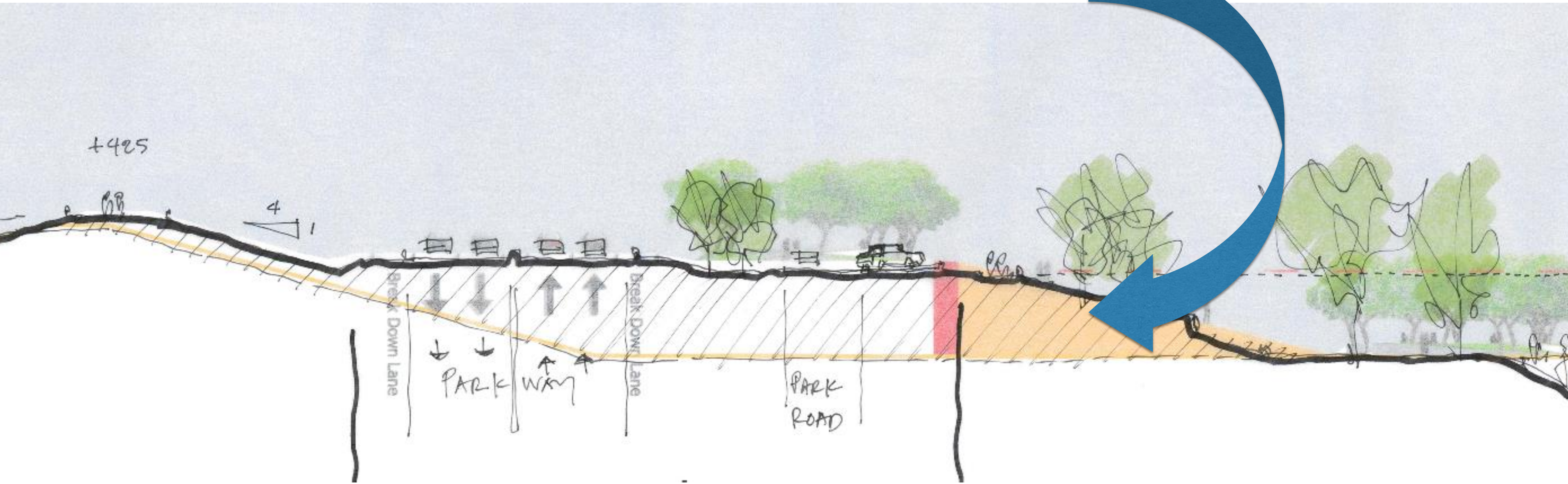


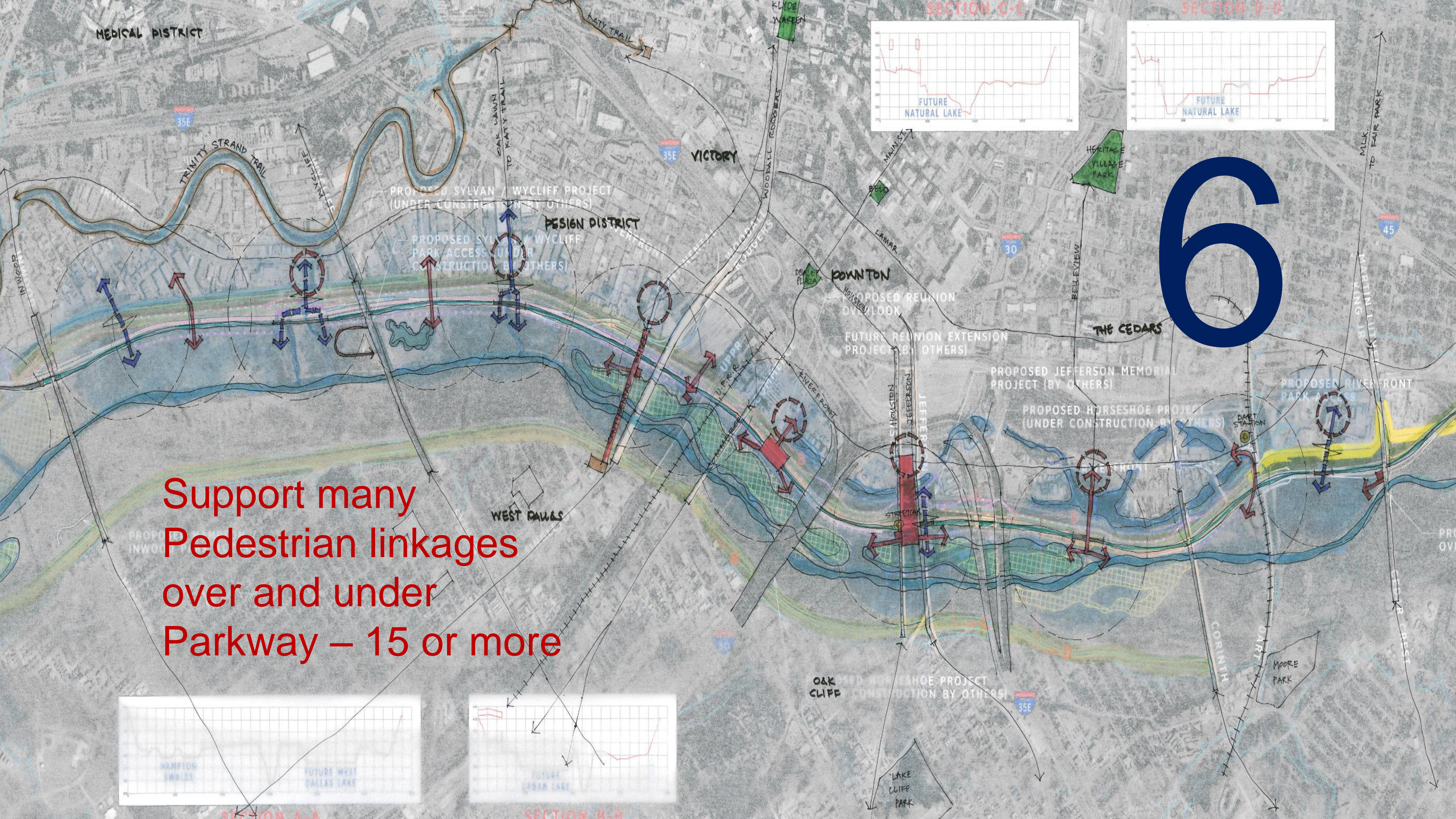
5



Support higher elevation “bench”, general corridor, end connections and alignment boundaries

“Bench” created from
excavating
lakes





MEDICAL DISTRICT

TRINITY STRAND TRAIL

PROPOSED SYLVAN / WYCLIFF PROJECT
(UNDER CONSTRUCTION BY OTHERS)

DESIGN DISTRICT

PROPOSED SYLVAN / WYCLIFF
PARK ACCESS UNDER
CONSTRUCTION BY OTHERS

DOWNTOWN

PROPOSED REUNION
OVERLOOK

FUTURE REUNION EXTENSION
PROJECT BY OTHERS

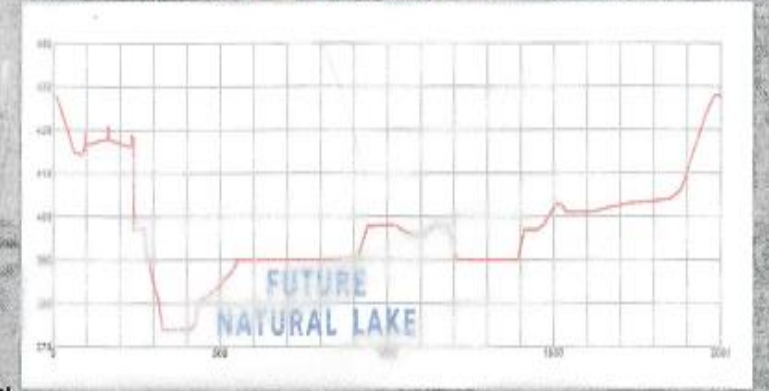
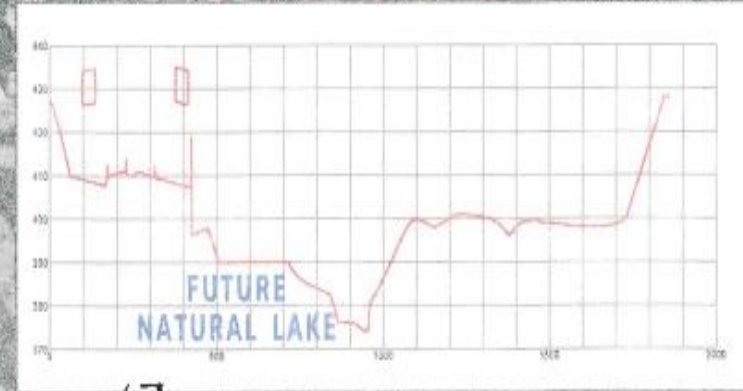
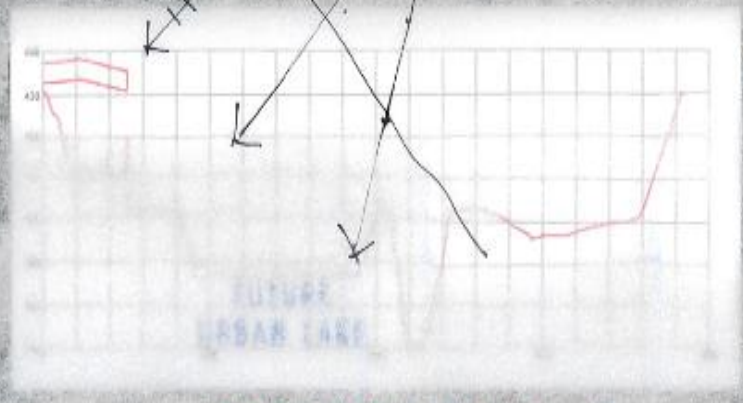
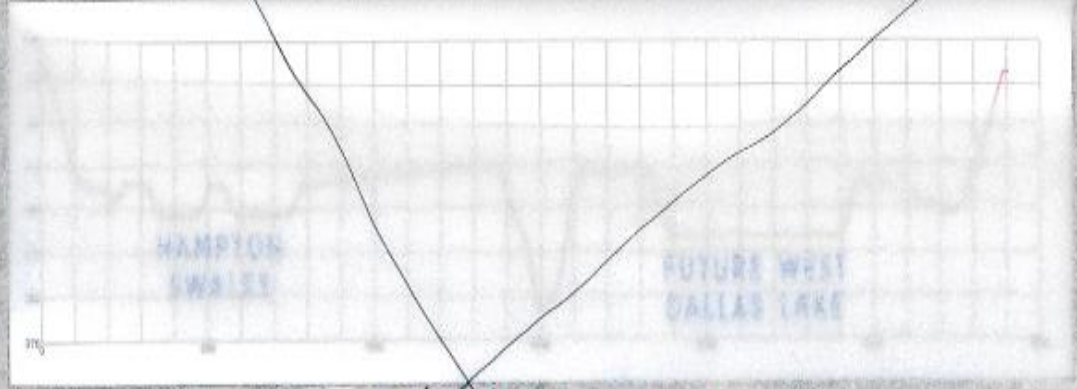
PROPOSED JEFFERSON MEMORIAL
PROJECT (BY OTHERS)

PROPOSED HORSESHOE PROJECT
(UNDER CONSTRUCTION BY OTHERS)

PROPOSED RIVER FRONT
PARK ACCESS

Support many
Pedestrian linkages
over and under
Parkway – 15 or more

6



SECTION A-A

SECTION B-B

SECTION C-C

SECTION D-D

VICTORY

30

45

35E

WEST FALLS

OAK CLIFF

LAKE CLIFF PARK

MOORE PARK

HERITAGE VILLAGE PARK

MLK. TO FAIR PARK

MARTIN LUTHER KING JR. PARKWAY

PROV...

ART STATION

CORINTH

BELLEVIEW

JEFFERSON

RIVER FRONT

UPPER

ENTRANCE

OAK LAWN TO KATY TRAIL

KNICKLEE

WINNIE

WOODBALL ROGERS

BELO

LAMAR

MAIN ST

DEWLET PLAZA

HOLLYWOOD

STATION

JEFFERSON

STREETCAR

STATION

JEFFERSON

STATION

JEFFERSON

STATION

JEFFERSON

STATION

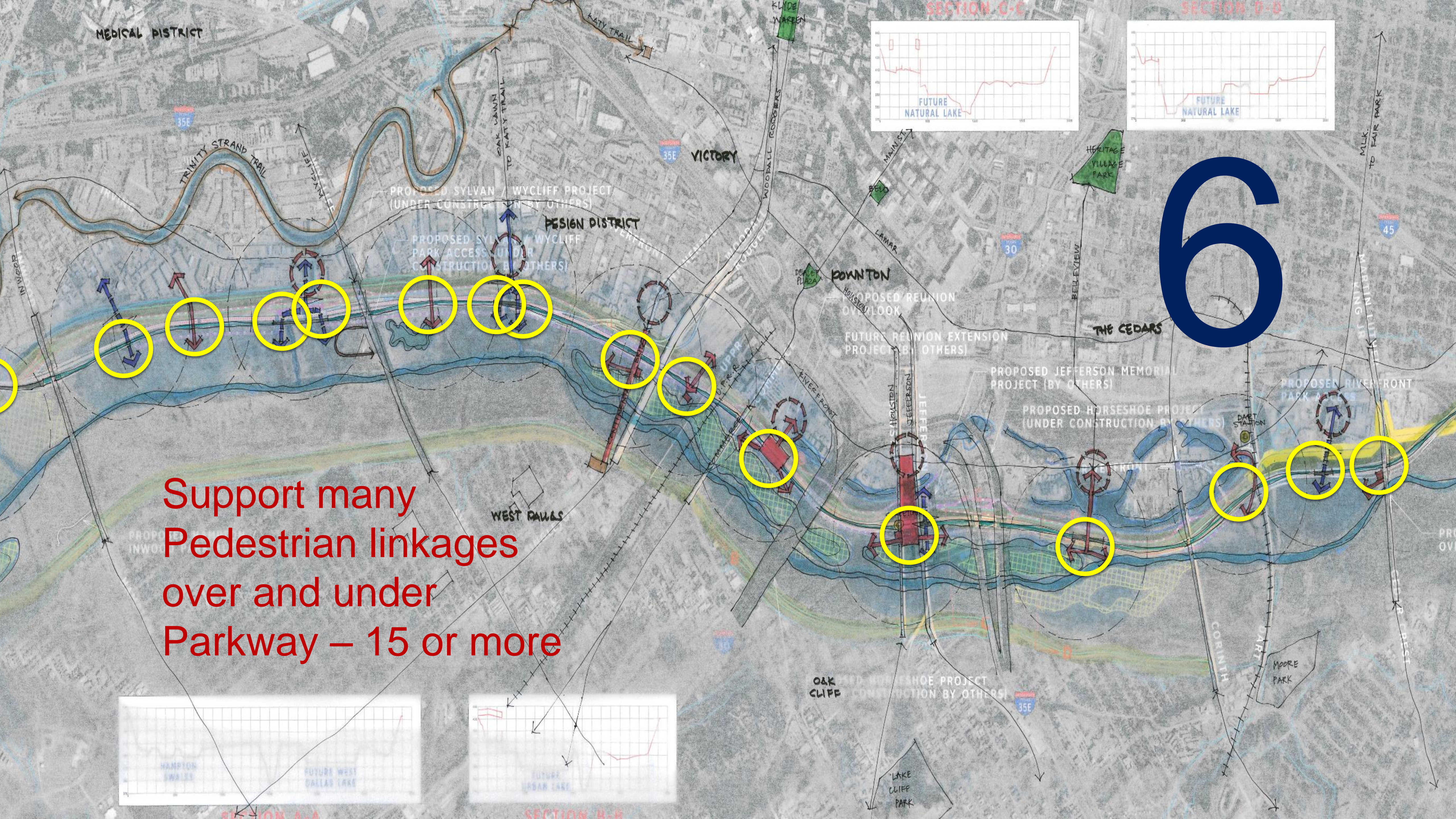
JEFFERSON

STATION

JEFFERSON

STATION

JEFFERSON



MEDICAL DISTRICT

TRINITY STRAND TRAIL

PROPOSED SYLVAN / WYCLIFF PROJECT
(UNDER CONSTRUCTION BY OTHERS)

DESIGN DISTRICT

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PARK ACCESS UNDER
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VICTORY

DOWNTON

PROPOSED REUNION
OVERLOOK

FUTURE REUNION EXTENSION
PROJECT BY OTHERS

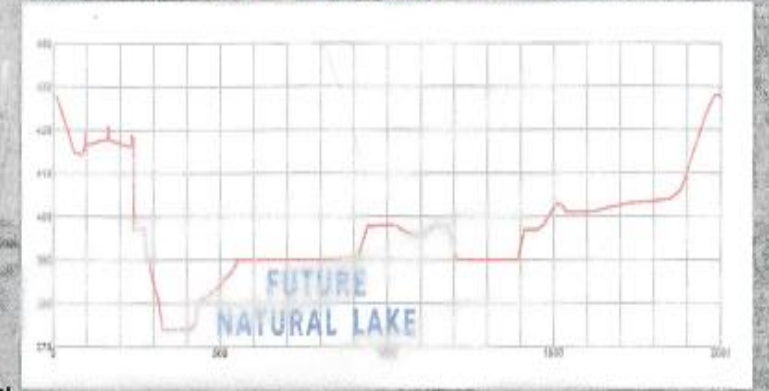
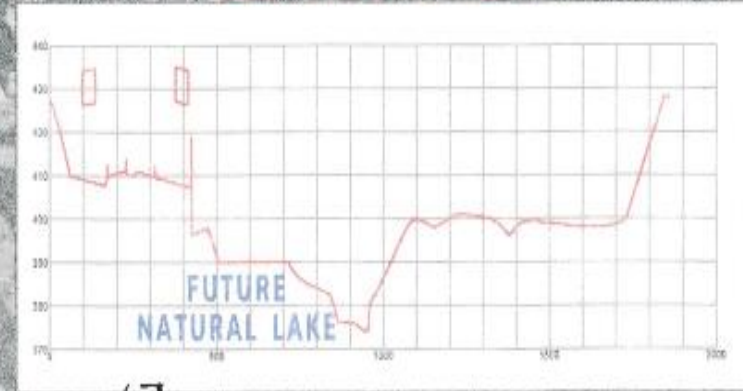
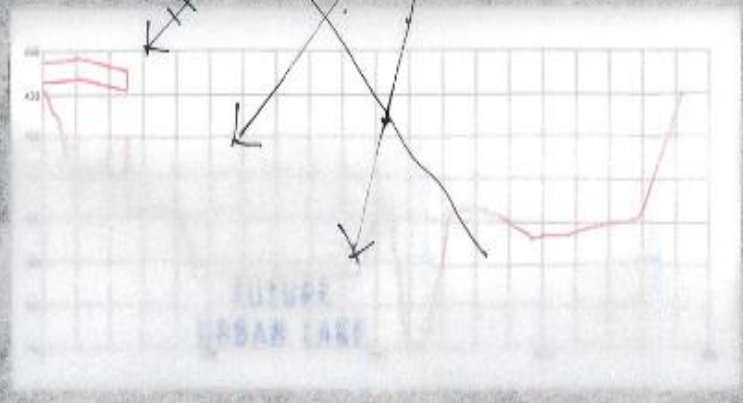
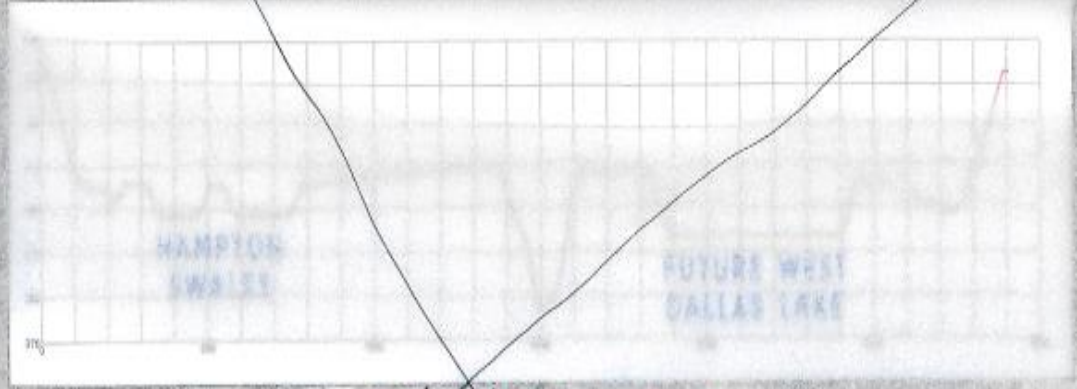
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PARK ACCESS

Support many
Pedestrian linkages
over and under
Parkway – 15 or more

6



WEST WALLS

OAK CLIFF
PROPOSED HORSESHOE PROJECT
CONSTRUCTION BY OTHERS

LAKE CLIFF PARK

HERITAGE VILLAGE PARK

MOORE PARK

SECTION A-A

SECTION B-B

SECTION C-C

SECTION D-D

7

- Flood protection with hillocks, berms along with landscaping and public art – not with blank walls
- Consider shifting flood standard







Flood pattern on the Trinity River


1903-2014

YEARS IN WHICH EVENT THRESHOLDS WERE EXCEEDED.

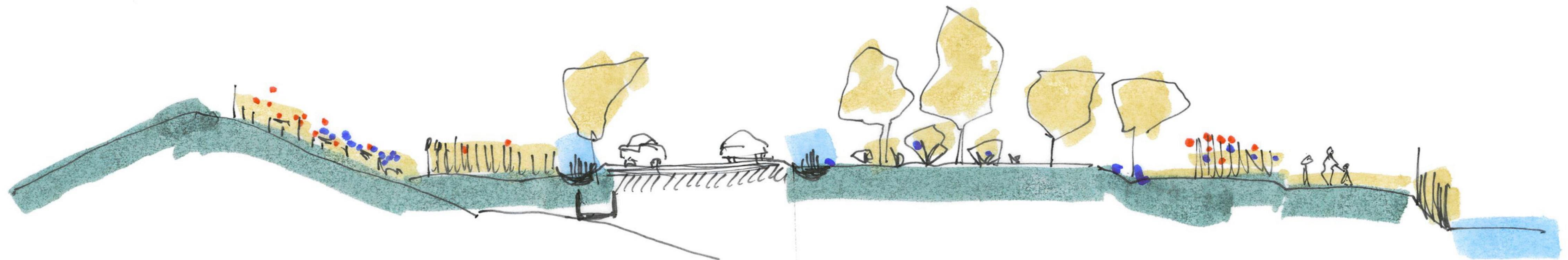
	10Y	20Y	50Y	100Y
1908	X	X	X	X
1916	X			
1920	X			
1922	X	X		
1925	X	X		
1938	X			
1941	X			
1942	X	X	X	
1949	X	X		
1957	X			
1989	X			
1990	X	X		
1991	X			



8



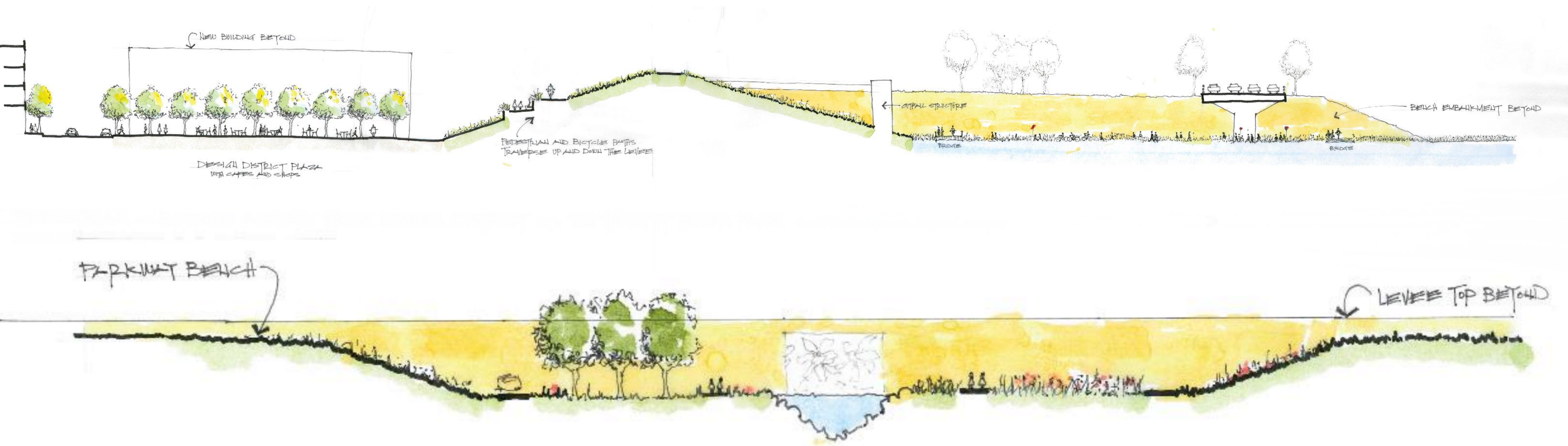
Lavish park-like
landscaping on and near
the parkway
with a strong
ecological strategy

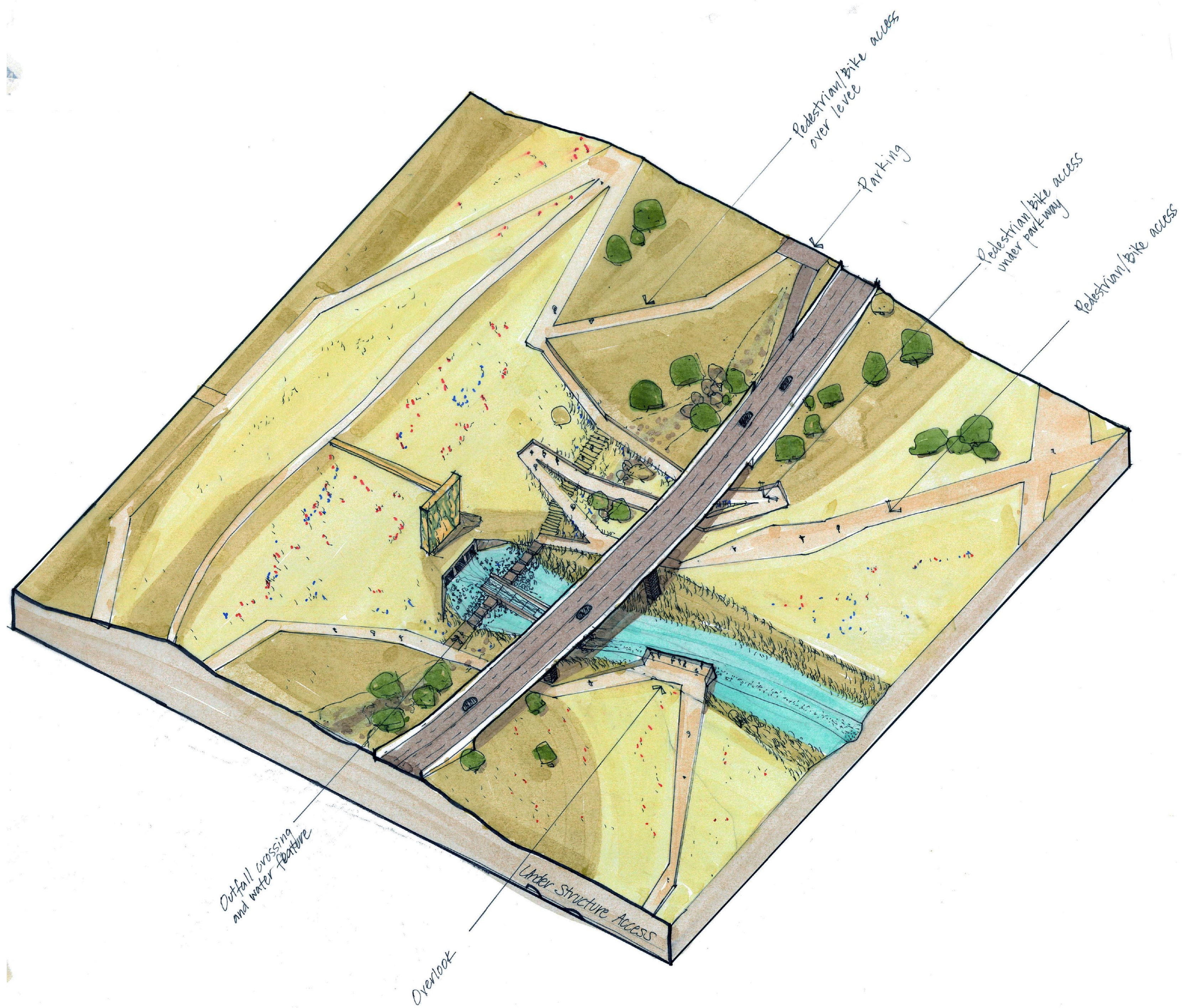


Mixed grass | Tall grass | Bio swale | roadway | Bio swale | Riparian Forest | Oak Savanna | Mixed grass | Short grass lawn | Wet Pool
 Wild flowers Butterfly habitat. | Habitat. | to treatment. | Song Bird habitat. | Habitat. | Wild flowers | Access to water. | Water few. | Water few.

Exon profile

Careful landscaping of bench edges and stream outfalls





Pedestrian/bike access over level

Parking

Pedestrian/bike access under parkway

Pedestrian/bike access

Outfall crossing and water feature

Overlook

Under Structure Access

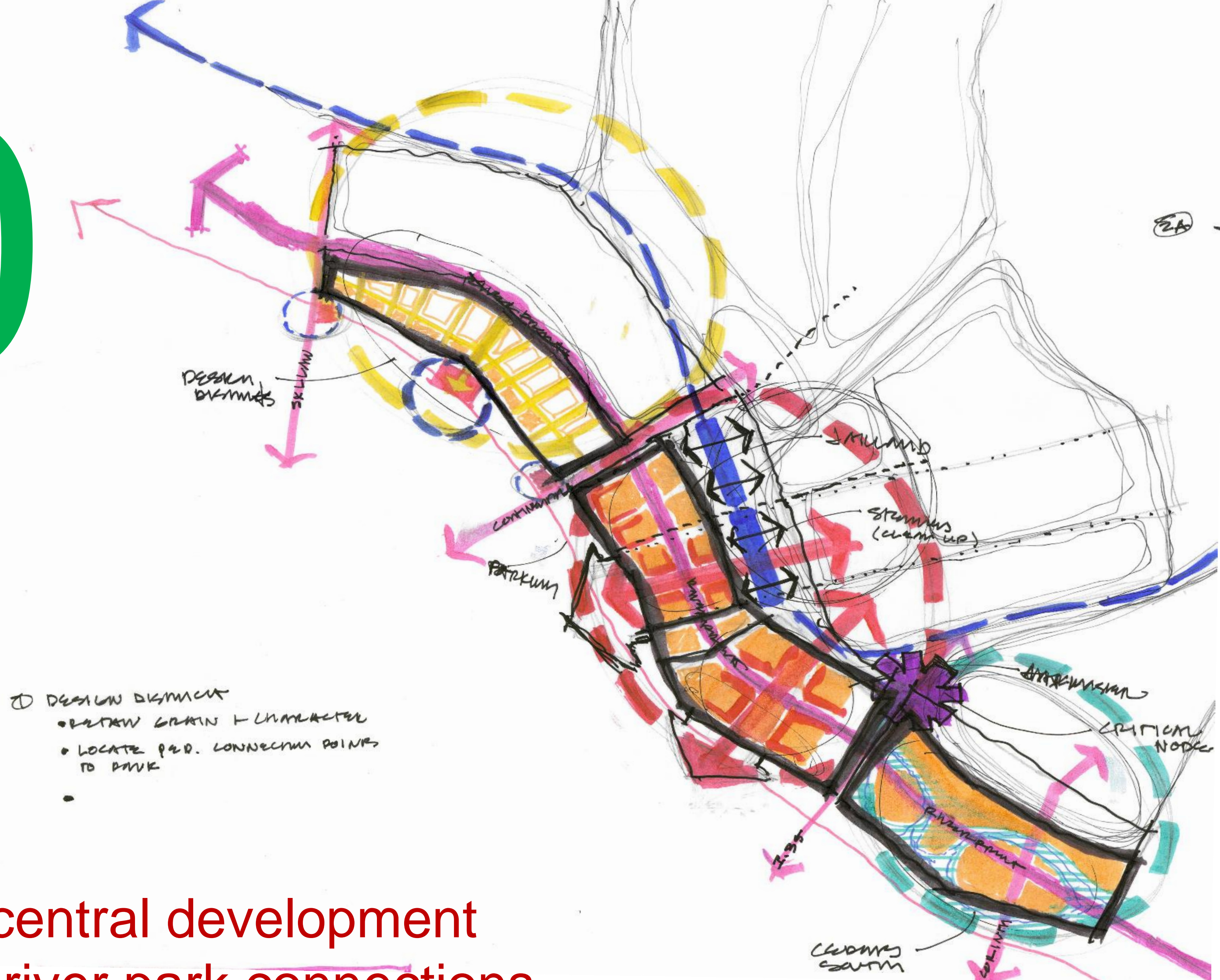
9

Top-of-levee continuous
walkway and bikeway



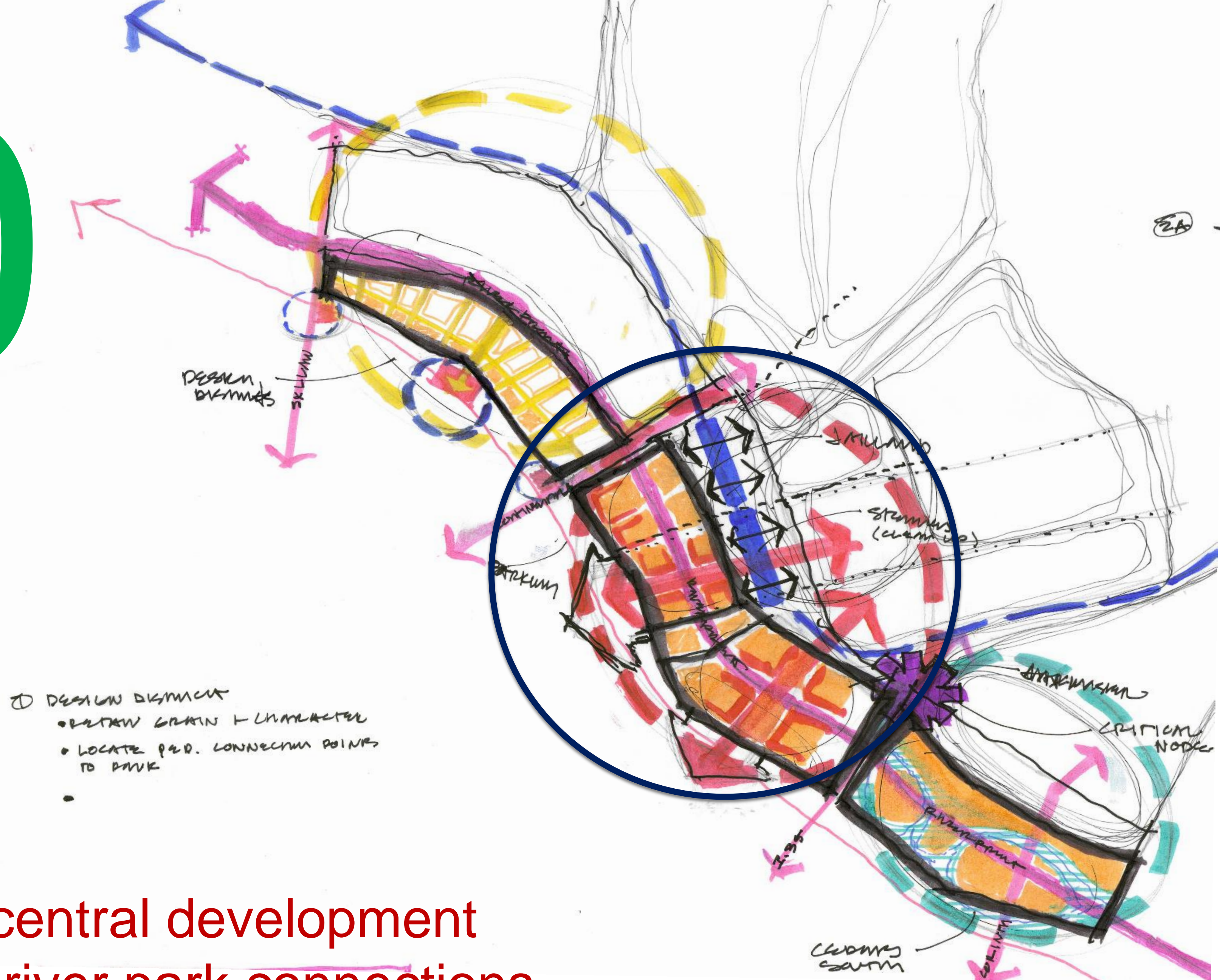


10

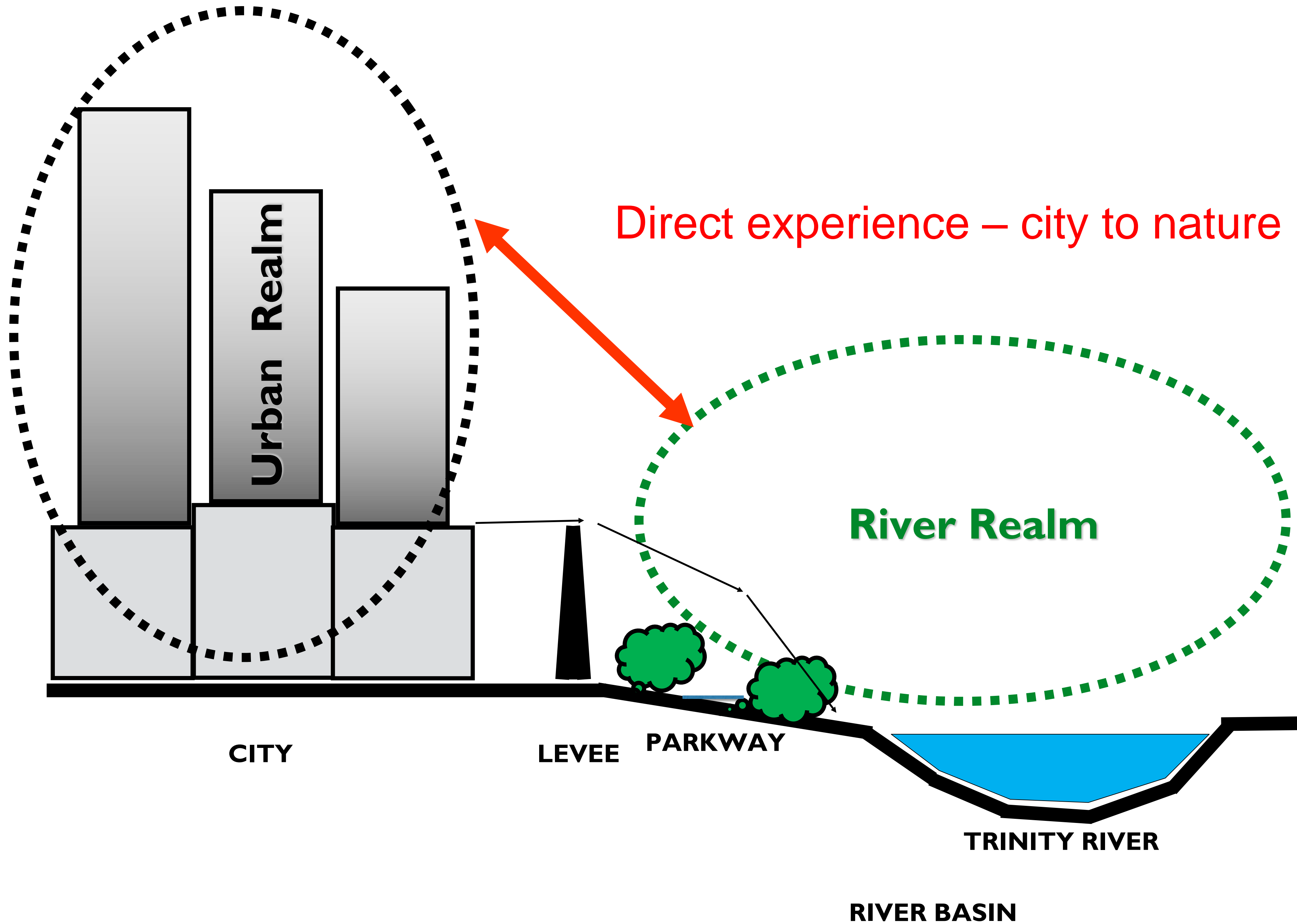


Catalyze central development
With tight river park connections

10



Catalyze central development
With tight river park connections







- 11 Banning of trucks from parkway
- 12 On-street parking on weekends

- 13 Tolls forgiven for park users
- 14 U-turn opportunity in park
- 15 Dense network of bikeways/walkways and service lanes
- 16 Transit stops in park
- 17 Exploiting “wow” views in pull-overs



11 - 17





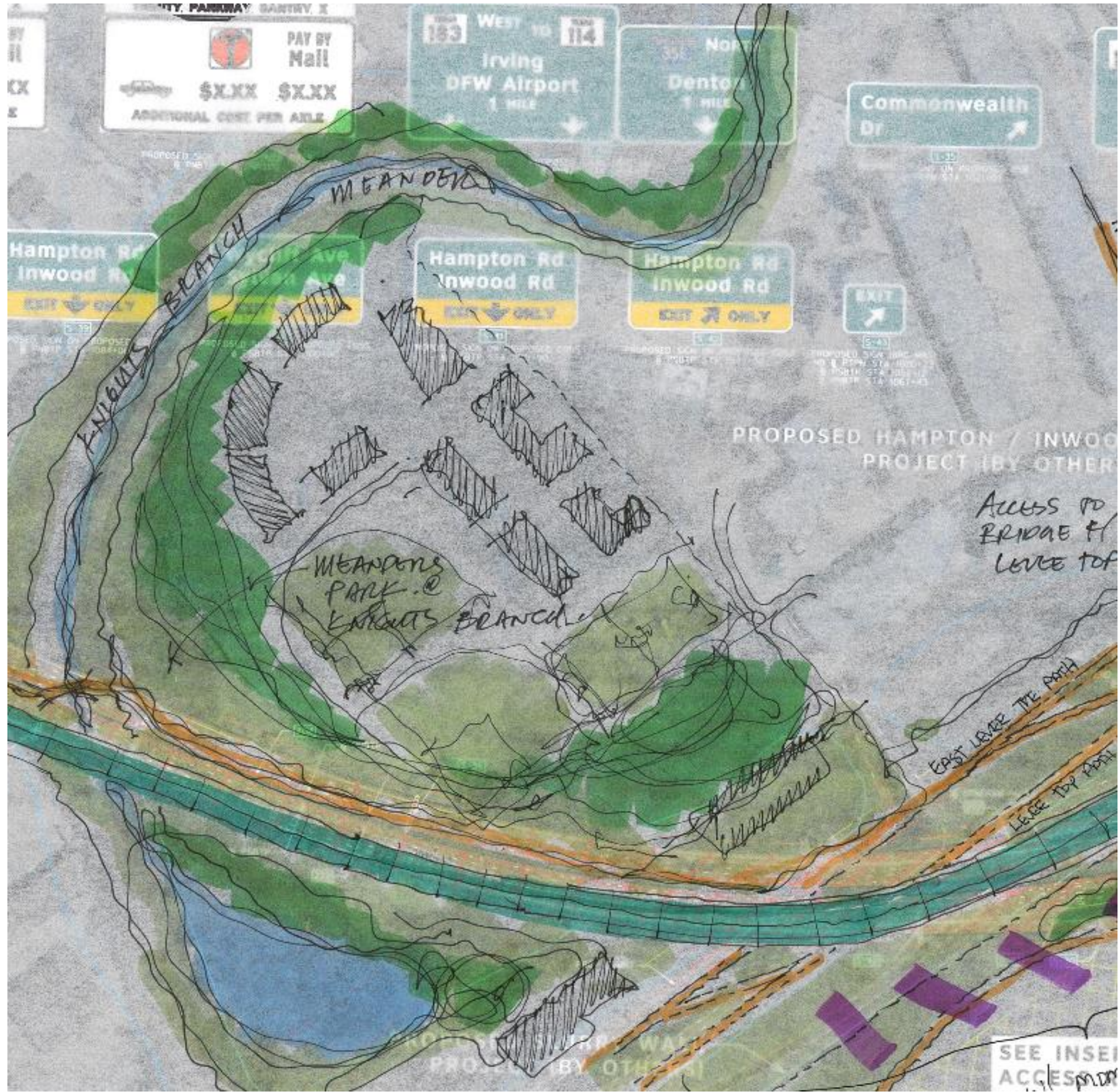
-18 Incremental development
for “Design District”

-19 Water bodies (sumps) as amenity
for “Southside District”

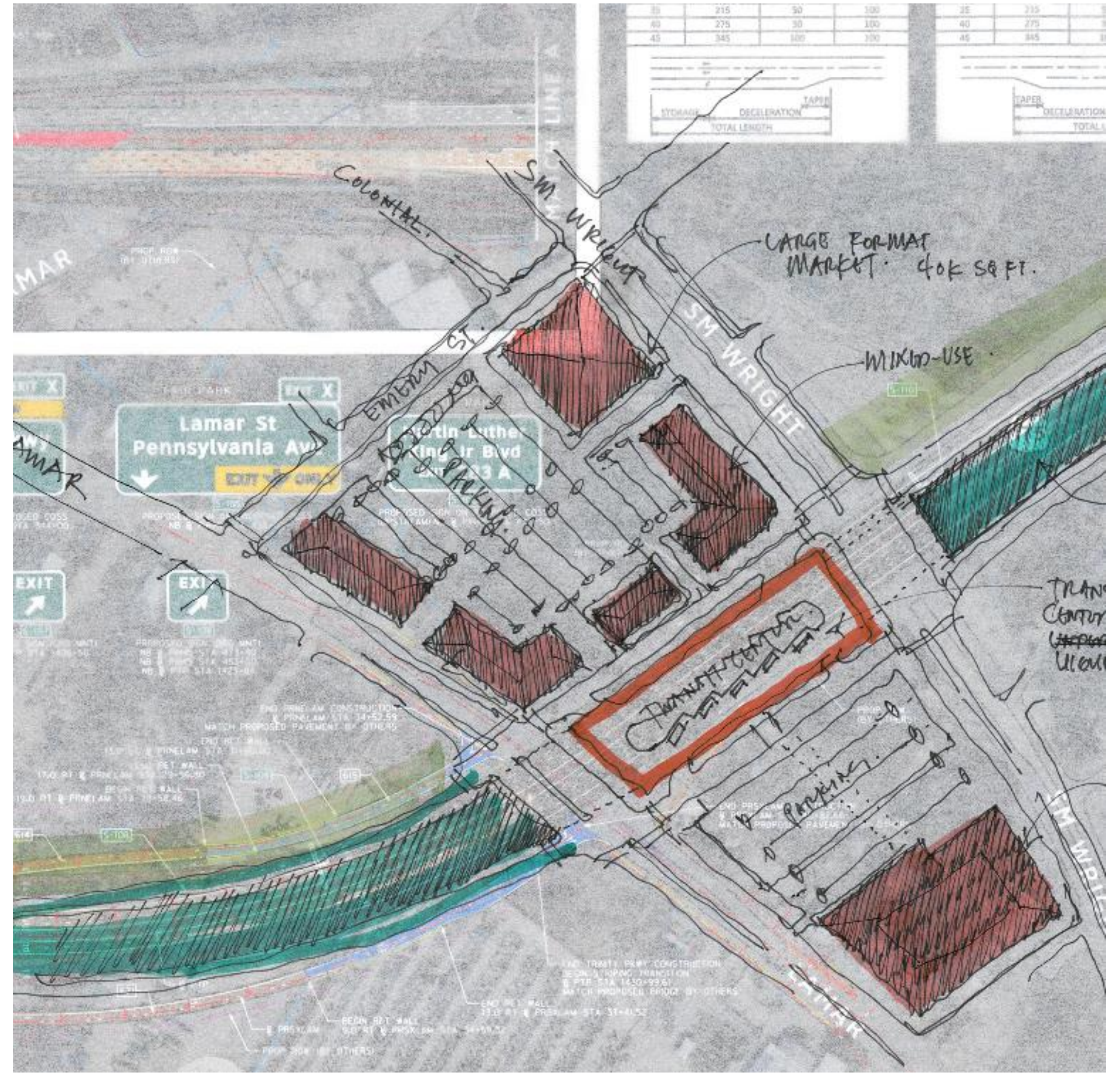
-20 Development integrated with
parkway structures for north and
south ends of parkway where it re-
enters the city



18 - 20



North end



South end



Left side of the bulletin board featuring a vertical concrete pillar and various architectural drawings and photos.



This section includes a vertical concrete pillar on the far left. To its right, there are several architectural drawings and photographs. One drawing shows a cross-section of a road with a green median and a red lane. Another drawing shows a street layout with green spaces. There are also several photographs of urban scenes, including a street view and a building facade.

Central vertical concrete pillar.



A vertical concrete pillar runs down the center of the bulletin board, partially obscuring some of the drawings and photos.

Top and middle sections of the bulletin board featuring various architectural drawings, including site plans, cross-sections, and photos of urban scenes.



This section contains several architectural drawings and photographs. At the top, there are three site plan drawings showing different urban layouts with green spaces and roads. Below these are several cross-section drawings showing the vertical profile of a road or parkway. There are also several photographs of urban scenes, including a street view, a building facade, and a park area.

Right side of the bulletin board featuring a large map, several smaller drawings, and photos of urban scenes.

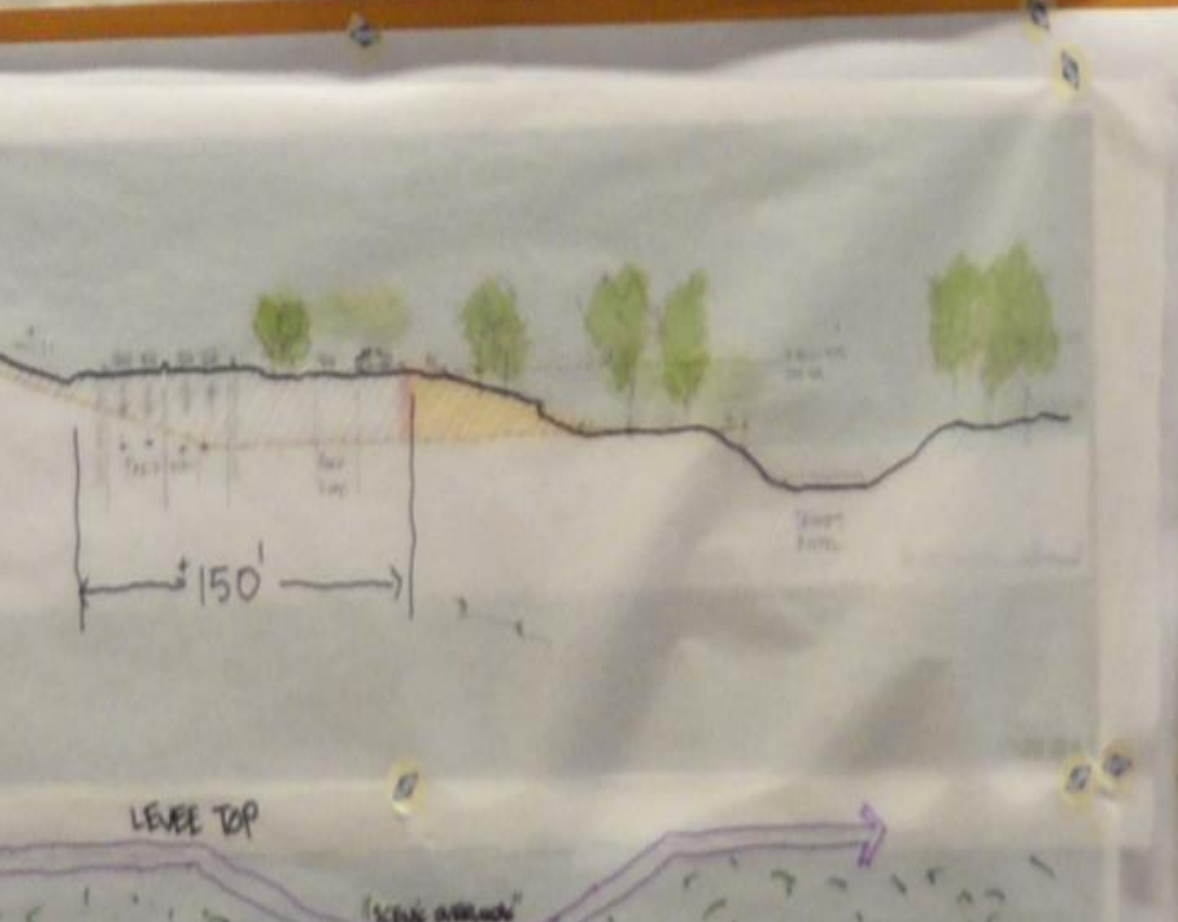
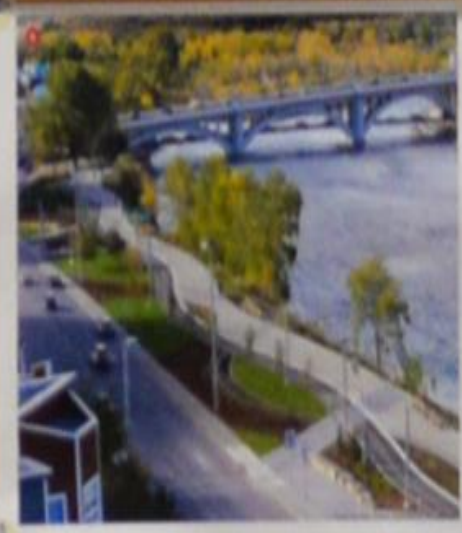
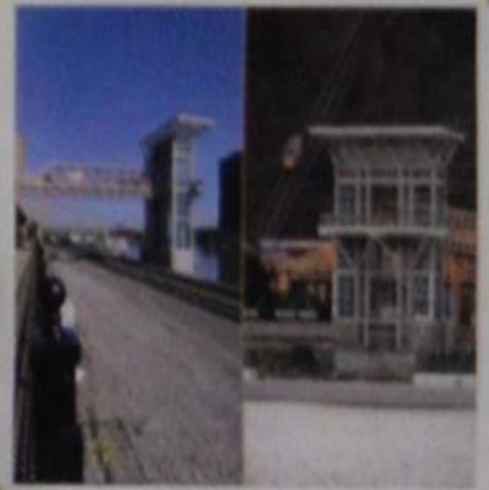
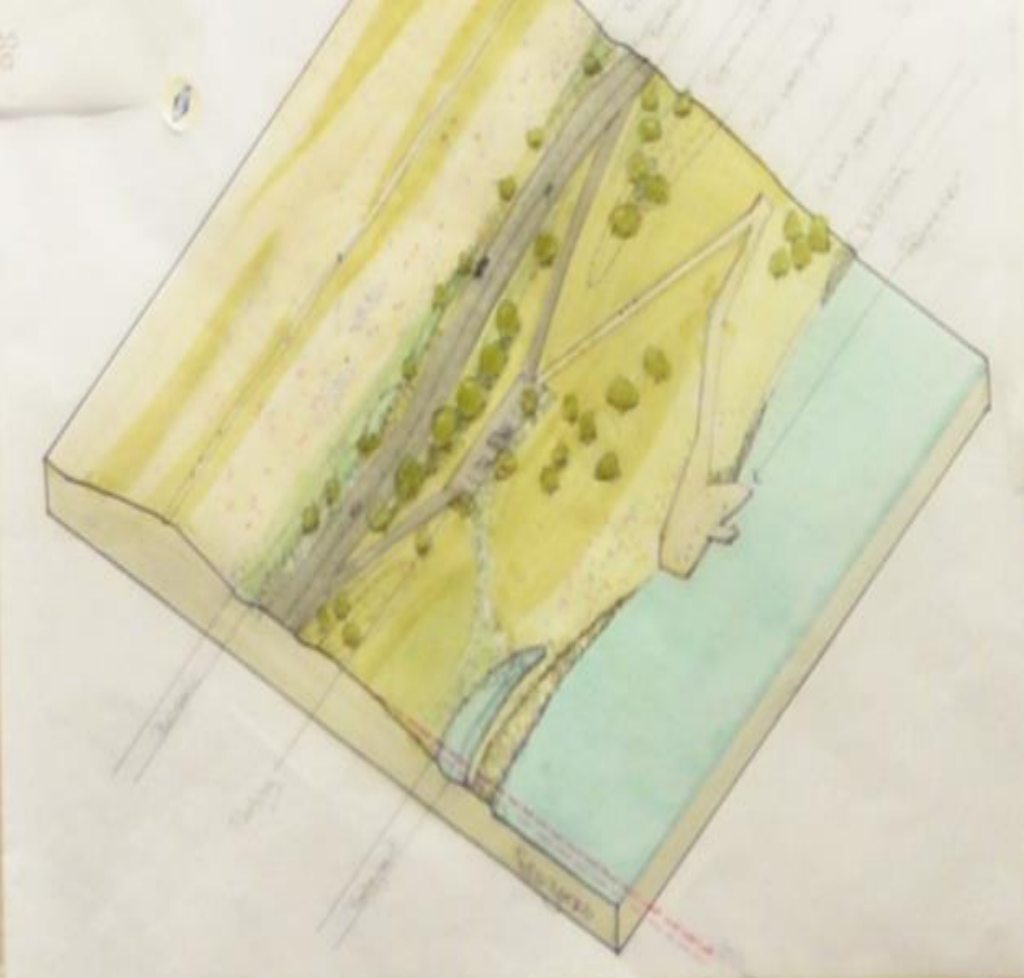


This section features a large map of a city area with various colored lines and markers. Below the map are several smaller drawings and photographs. One drawing shows a cross-section of a road with a green median and a red lane. Another drawing shows a street layout with green spaces. There are also several photographs of urban scenes, including a street view, a building facade, and a park area.

Bottom right section of the bulletin board featuring a large map and several smaller drawings.



This section contains a large map of a city area with various colored lines and markers. Below the map are several smaller drawings and photographs. One drawing shows a cross-section of a road with a green median and a red lane. Another drawing shows a street layout with green spaces. There are also several photographs of urban scenes, including a street view, a building facade, and a park area.



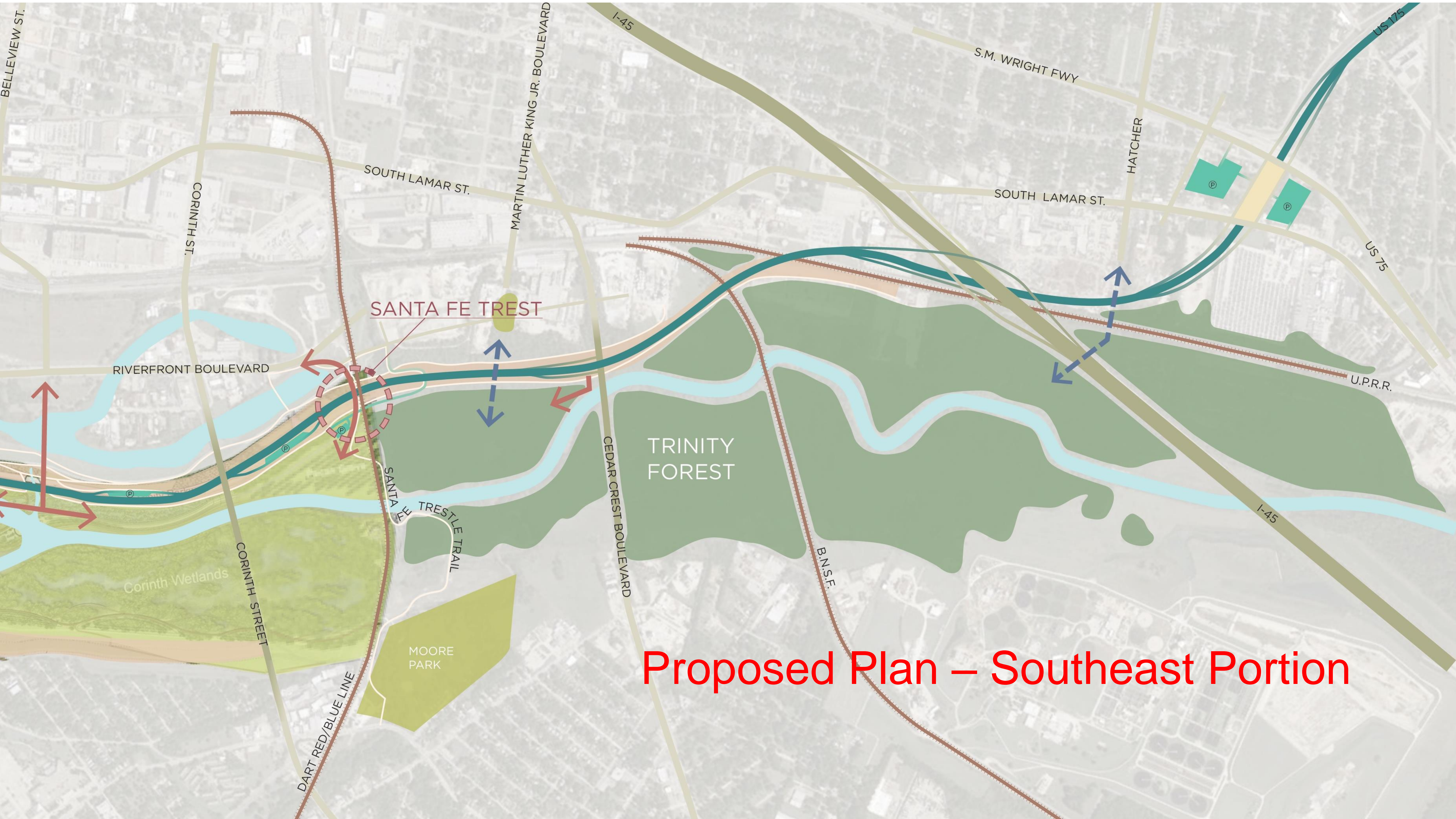
Proposed Plan – Central Portion



- DECK OVER HIGHWAY
- PARK
- FOREST
- RIVER/LAKE
- P PARKING



Proposed Plan – Northwest Portion



SANTA FE TRESTLE

TRINITY FOREST

Corinth Wetlands

MOORE PARK

Proposed Plan – Southeast Portion

BELLEVIEW ST.

CORINTH ST.

SOUTH LAMAR ST.

MARTIN LUTHER KING JR. BOULEVARD

CEDAR CREST BOULEVARD

B.N.S.F.

S.M. WRIGHT FWY

HATCHER

SOUTH LAMAR ST.

U.P.R.R.

US 75

US 175

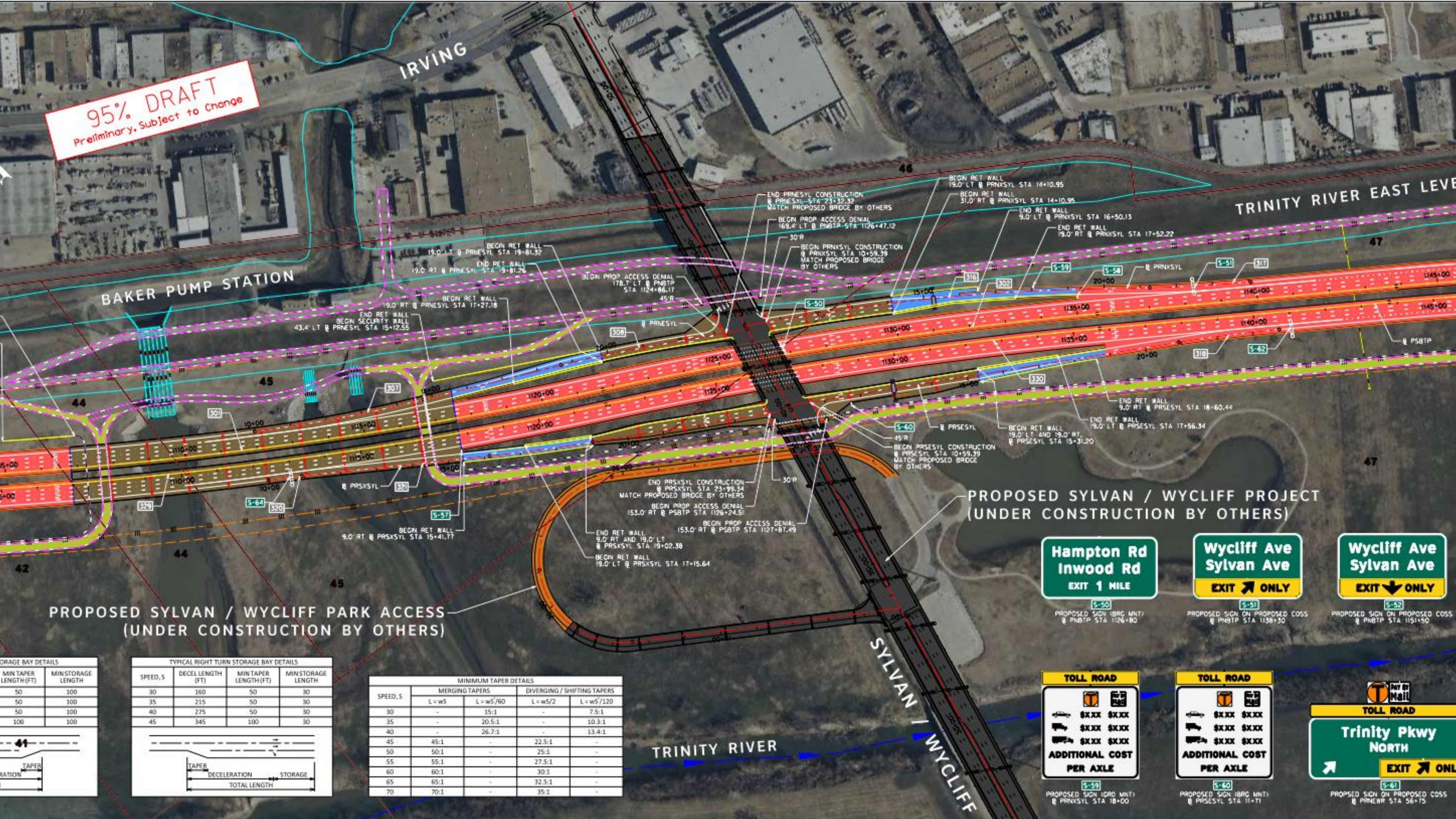
I-45

RIVERFRONT BOULEVARD

SANTA FE TRESTLE TRAIL

DART RED/BLUE LINE

95% DRAFT
Preliminary. Subject to Change



PROPOSED SYLVAN / WYCLIFF PROJECT
(UNDER CONSTRUCTION BY OTHERS)

PROPOSED SYLVAN / WYCLIFF PARK ACCESS
(UNDER CONSTRUCTION BY OTHERS)

**Hampton Rd
Inwood Rd**
EXIT 1 MILE

**Wycliff Ave
Sylvan Ave**
EXIT ONLY

**Wycliff Ave
Sylvan Ave**
EXIT ONLY

TOLL ROAD

Car	\$XXX	\$XXX
Truck	\$XXX	\$XXX
Trailer	\$XXX	\$XXX

ADDITIONAL COST PER AXLE

TOLL ROAD

Car	\$XXX	\$XXX
Truck	\$XXX	\$XXX
Trailer	\$XXX	\$XXX

ADDITIONAL COST PER AXLE

TOLL ROAD

**Trinity Pkwy
North**
EXIT ONLY

STORAGE BAY DETAILS

MIN TAPER LENGTH (FT)	MIN STORAGE LENGTH
50	100
50	100
50	100
100	100

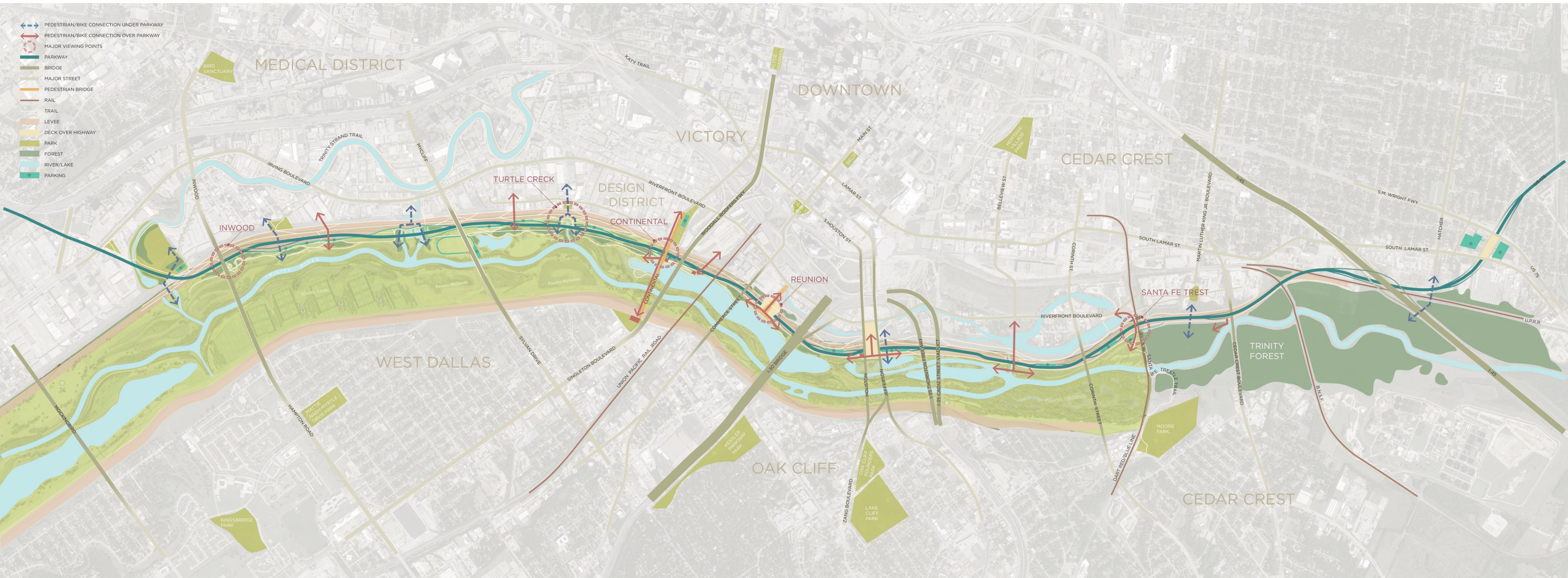
TYPICAL RIGHT TURN STORAGE BAY DETAILS

SPEED, S	DECEL LENGTH (FT)	MIN TAPER LENGTH (FT)	MIN STORAGE LENGTH
30	160	50	30
35	215	50	30
40	275	50	30
45	345	100	30

MINIMUM TAPER DETAILS

SPEED, S	MERGING TAPERS		DIVERGING / SHIFTING TAPERS	
	L=wS	L=wS/60	L=wS/2	L=wS/120
30	-	15:1	-	7.5:1
35	-	20.5:1	-	10.3:1
40	-	26.7:1	-	13.4:1
45	45:1	-	22.5:1	-
50	50:1	-	25:1	-
55	55:1	-	27.5:1	-
60	60:1	-	30:1	-
65	65:1	-	32.5:1	-
70	70:1	-	35:1	-

Proposed Plan – End to End



-This preliminary concept needs wide public input

-This preliminary concept needs full technical testing



-Do detailed design with a truly multi-disciplinary team

-Monitor detailed design and implementation by an independent professional and citizen panel





HYPERDENSITY
HYPERLANDSCAPE

2019





Thank you.

