Memorandum

CITY OF DALLAS

DATE March 18, 2016

TO The Honorable Members of the Transportation and Trinity River Project Committee: Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson, Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT Trinity Parkway Technical Proposal (Conceptual Development of the Design Charrette Report)

On Monday, March 21, 2016, you will be briefed on the Trinity Parkway Technical Proposal (Conceptual Development of the Design Charrette Report). The briefing materials are attached for your review.

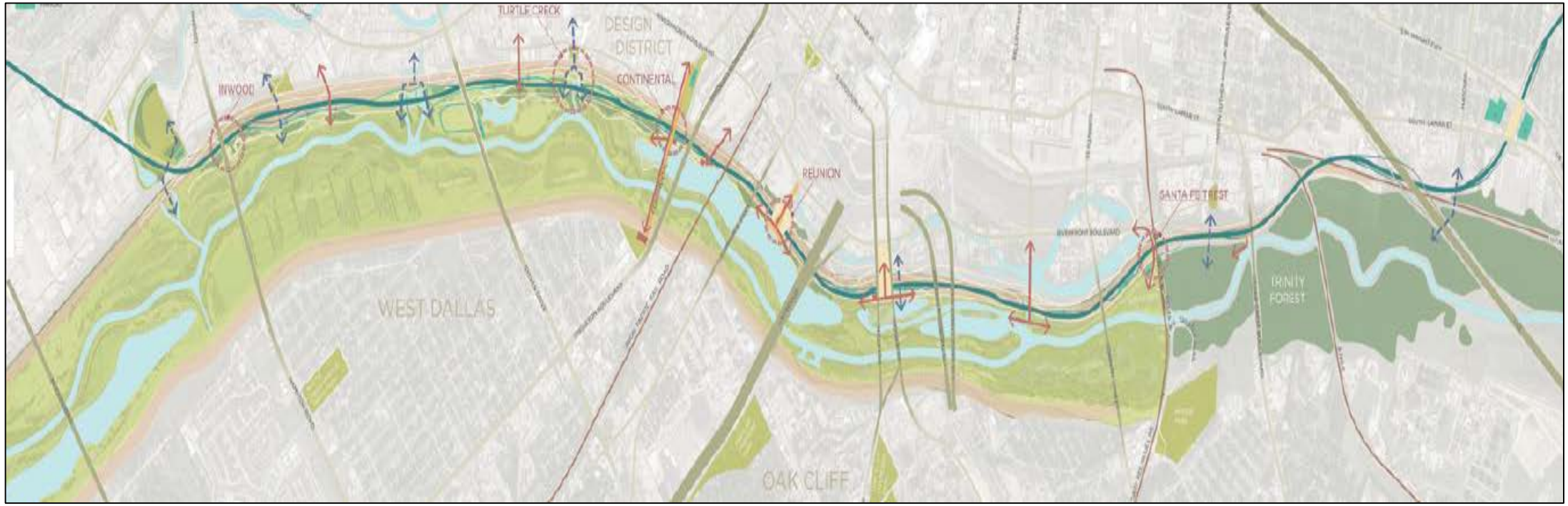
Please feel free to contact me if you have any questions or concerns.

Mark McDaniel
Assistant City Manager

c: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager
Eric D. Campbell, Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council

Trinity Parkway Technical Proposal

(Conceptual Development of the Design Charrette Report)



Transportation and Trinity River Project Committee

March 21, 2016

Introduction

City Council Direction:

The City Manager was directed by Council Resolution 150732 to form a team, including partners and appropriate expertise from a variety of disciplines, to determine actions that would be necessary to implement the findings of the Charrette Report within the current project federal approvals or Records of Decision (ROD)

The Purpose of This Report or Technical Proposal:

To serve as a summary of findings by the Trinity Parkway Technical Team regarding:

- *Evaluation of the ideas within the Trinity Parkway Design Charrette Report*
- *How those ideas may be implemented within the context of current federal regulatory approvals*

Technical Review

- Local, regional and private partners and the City of Dallas funded a Technical Team of consultants and provided in-kind support through staff and resources.
  - This Technical Team included national and local expertise, as well as staff from the local, state and federal project partner agencies.
  - Several members of the Design Charrette Team also actively participated in Technical Team work sessions.

- The Technical Team has been working throughout the fall of 2015 and winter of 2016 to bring forward its assessment of feasibility regarding the ideas presented.
  - The Technical Team proceeded with interactive design investigations and development of detailed conceptual designs from hand-drawn ideas in the Charrette Report.
  - They focused their work on the ideas recommended in the Charrette Report and then assessed their potential consistency with the existing ROD.

Design Charrette Team

- Larry Beasley – Planner/Urban Designer, Chairman*
- Brent Brown – Urban Planning & Design*
- Alex Krieger – Architect/Urban Designer*
- Jeff Tumlin – Transportation Planner*
- Zabe Bent – Transportation Planner*
- Ignacio Bunster-Ossa – Landscape Architect/Urban Designer
- Timothy Dekker – Hydrology Specialist*
- Elizabeth Macdonald – Urban Designer
- Allan Jacobs – Planner/Urban Designer
- Elissa Hoagland Izmailyan – Economic Development Specialist*
- John Alschuler – Economic Development Specialist*
- Alan Mountjoy – Architect/Urban Designer*
- Mark Simmons – Landscape Architect/Ecology Specialist

* Also participated in Technical Team work sessions

Technical Team

Larry Beasley, Co-Facilitator
Brent Brown, Co-Facilitator

- bcWORKSHOP – Urban Planning and Design
- City of Dallas Staff – Multiple Technical Disciplines
- Larry Good – Urban Planning/Design and Economic Development
- Gresham, Smith and Partners – Stormwater Management and Design
- Keith Manoy – Transportation Planning
- Halff Associates – Transportation Planning/Road Design
- HNTB Corporation – Geotechnical and Levee Integrity
- Salcedo Group – Civil Engineering
- Michael Van Valkenburgh Associates – Environmental Design and Landscape Architecture

Local, State and Federal Project Partners:

- City of Dallas
- North Texas Tollway Authority (NTTA)
- North Central Texas Council of Governments (NCTCOG)
- Texas Department of Transportation (TxDOT)
- Federal Highway Administration (FHWA)
- United States Army Corps of Engineers (Corps)

Public Forums

During the months of May and June, 2015, several local public forums were conducted around the city to gather input on the 20 ideas featured in the Charrette Report.

Citizens and others were also afforded an opportunity to provide public input via an open online opportunity.

Several hundred comments were received. This input was shared with the Technical Team and later with Trinity Parkway Advisory Committee ("Advisory Committee") members.

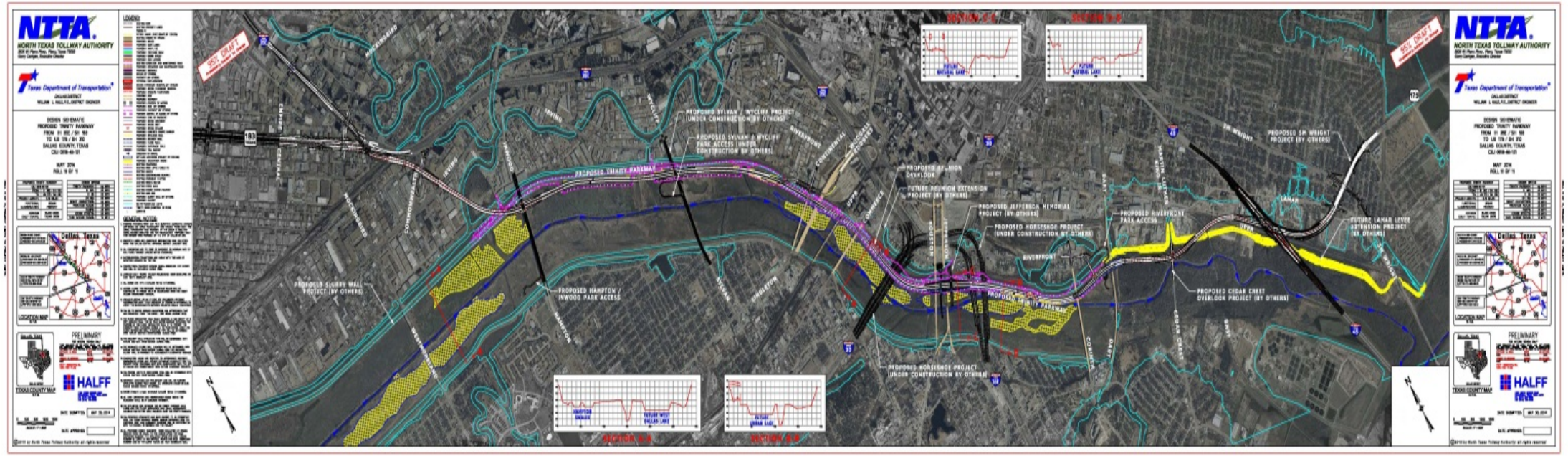
Summary of Findings

- The Technical Team's conceptual design proposal (Technical Proposal) significantly performs or is largely consistent with the Charrette Report in the Technical Proposal as follows.
- Of the 20 key features of the charrette scheme:
  - *Nine (9) are clearly consistent.*
  - *Three (3) offer only minor variations that are not incompatible.*
  - *One (1) offers potential significant variation and requires Council choices.*
  - *Three (3) are policy decisions, not matters of technical design, and the detailed design accommodates them.*
  - *Four (4) are still subject to more detailed design which normally will not happen until later in the process and therefore cannot now be fully judged, though nothing incompatible is anticipated.*
  - *In addition, other matters have emerged through the technical design process that will require Council consideration as discussed herein.*

Technical Team Findings

Confirmation #1

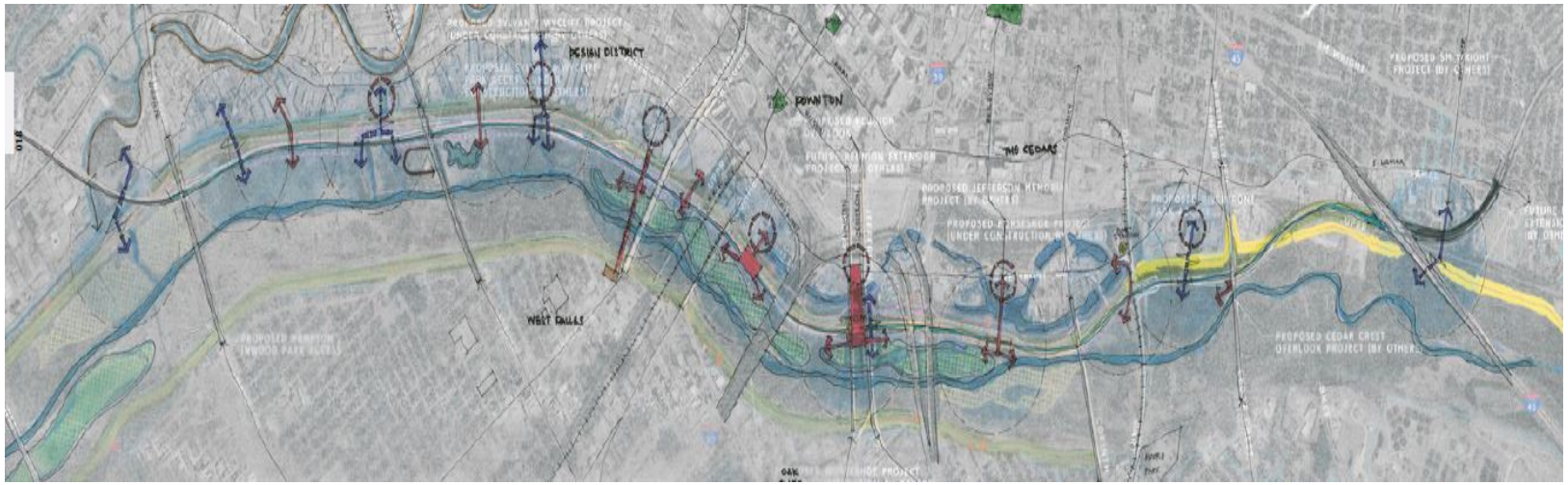
Roadway and land bench elevations, roadway corridor and end connection to highways generally as earlier proposed.



Technical Team Findings: The Technical Proposal reviewed these confirmations for conformity with Design Charrette Team drawings and determined that they are consistent with the ROD.

Confirmations #2, #3 & #4

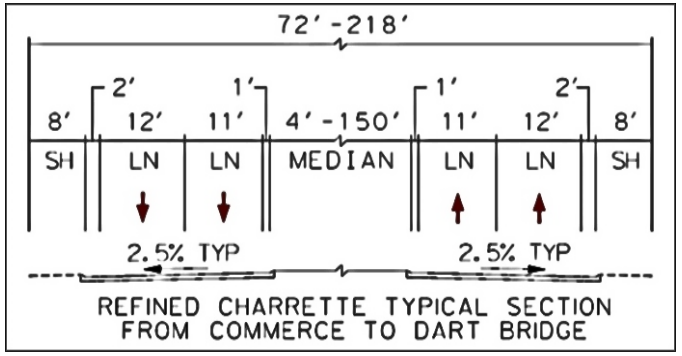
Pedestrian links across the Parkway generally as earlier proposed – 15 links under and over the Parkway at about ¼-mile intervals; Top-of-levee bikeways and pedestrian paths generally as earlier proposed; Service roads/bikeways/pedestrian paths around the Parkway generally as earlier proposed.



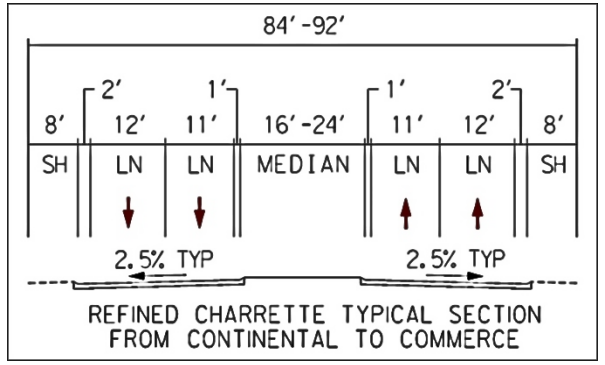
Technical Team Findings: *The Technical Proposal reviewed these confirmations for conformity with Design Charrette Team drawings and determined that they are consistent with the ROD.*

Variation #1

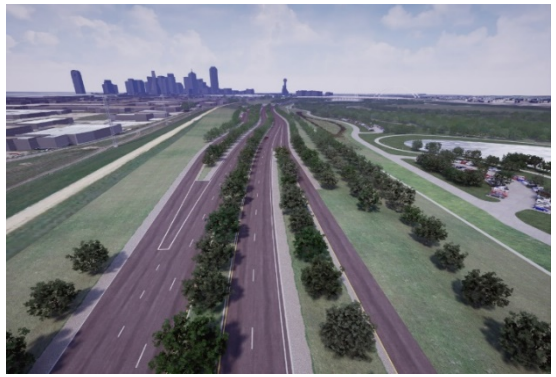
Only build a 4 lane roadway now – fit those 4 lanes of traffic (narrower lanes + grass shoulders) meandering within the approved road corridor.



REFINED CHARRETTE TYPICAL SECTION
FROM COMMERCE TO DART BRIDGE



REFINED CHARRETTE TYPICAL SECTION
FROM CONTINENTAL TO COMMERCE

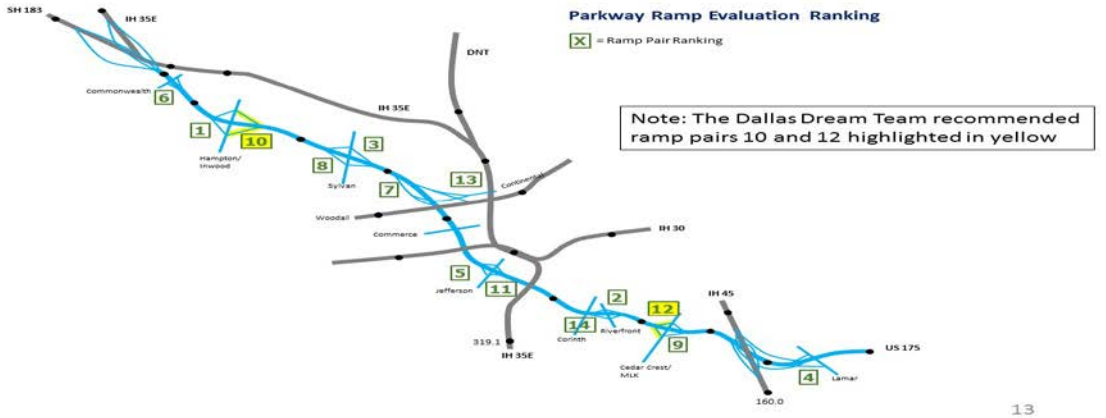


Technical Team Findings: The Technical Proposal is generally consistent with the Design Charrette Team vision and several elements further reinforce that vision. Regarding the ROD, the Technical Team understood that design exceptions would be required from the approved scheme and these would be suggested as part of a staged approach. Lane widths were meant to be those of a standard arterial roadway. This is likely acceptable for a first phase as a meander within existing road alignment. Reduced lane width and minimized shoulders may require design exceptions.

Variation #2

Idea #6

Build fewer ramps. Only build two set of ramps within the park accessing the inner city for the foreseeable future: 1 on/off pair at the north end near the Medical District and 1 on/off pair at the south end near Cedar Crest.



Technical Team Findings: The Technical Proposal, even with its variations, generally meets the intent of the Design Charrette Team vision, provided that one intrusive ramp at Riverfront is relocated if shifted from Cedar Crest. Vehicle Miles Traveled ("VMT") projections were generated for each proposed intersection in the ROD, as well as the recommended interchanges by the Design Charrette Team. Design exceptions would likely be required from the approved design for fewer ramps, and to shift and reconfigure ramps. The initial two sets of ramps or interchanges are recommended as part of a first phase.

Variation #3 & #4

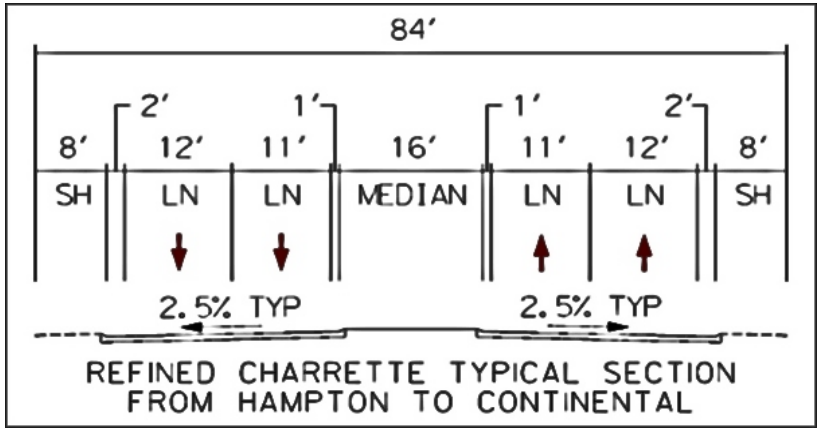
Ideas #7 & #8

Ban trucks except for emergencies; Add a U-turn option within the Parkway corridor at mid-point.

Technical Team Findings: There is nothing in the Technical Proposal that would forestall adoption of a policy to ban trucks, but this decision will require further assessment with project partners to determine potential financial implications. Regarding U-turns, Corps guidance would be required from the approved scheme and these would be included as part of a phased approach.

Variation #5

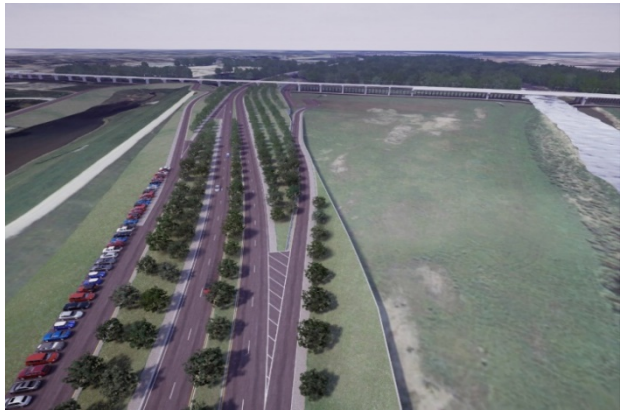
Allow on-street parking along the Parkway on weekend slow periods and special occasions.

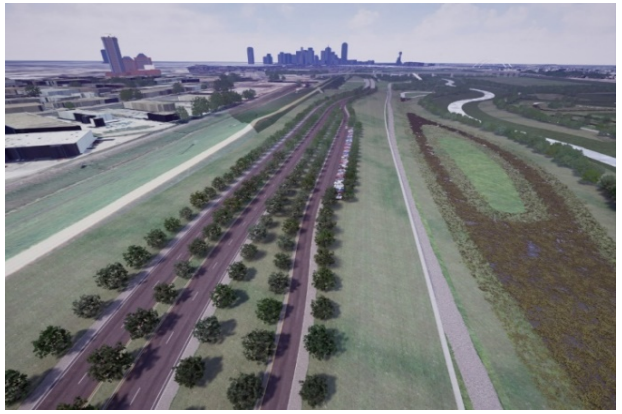


Technical Team Findings: There is nothing in the Technical Proposal that would forestall adoption of this policy decision, as the outside lane has been designed to be slightly wider than minimal standards to accommodate extra width needed for occasional parking. This will require a decision among project partners related to operation of the roadway, with the need to address potential financial implications and liability/safety concerns.

Design Refinement #1

Meander the Parkway within the approved road corridor so that future road sections can be finished now as pull-off parking areas on both sides of the Parkway – for park access and scenic overlook.



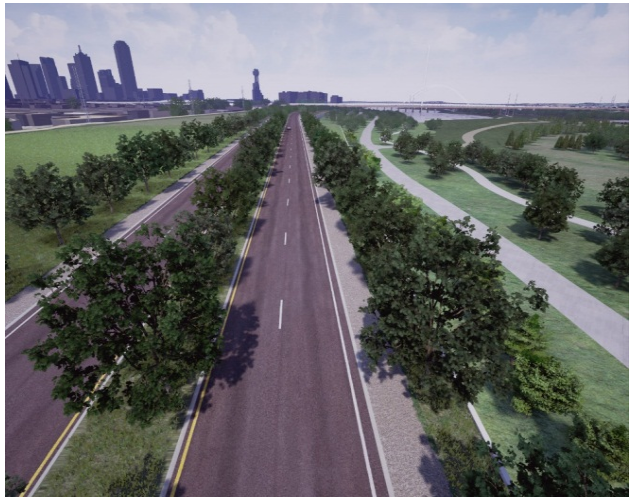


Technical Team Findings: Design exceptions may be required from the approved scheme to achieve the pull-offs and parking for park access. These would be suggested as integral to the staged or phased approach because these pull-off/parking paved areas are all located within areas that may ultimately be paved as part of a full build out as currently approved in 3C.

Design Refinement #2

Idea #11

Design refinement of the landscape configuration to add a consistent linear tree pattern at about 20' – 40'-centers along the Parkway – making it a "Tree-Lined Parkway" for character and beauty.



Technical Team Findings: The Technical Proposal is generally consistent with the Design Charrette Team vision to achieve the experience of a roadway lined with trees. This potential configuration of a tree-lined Parkway remains contingent upon the 65%-level landscape design development when the full detailed landscape plan is further refined. This will include additional hydrologic review that is consistent with the Corps' technical parameters.

Design Refinement #3

Idea #12

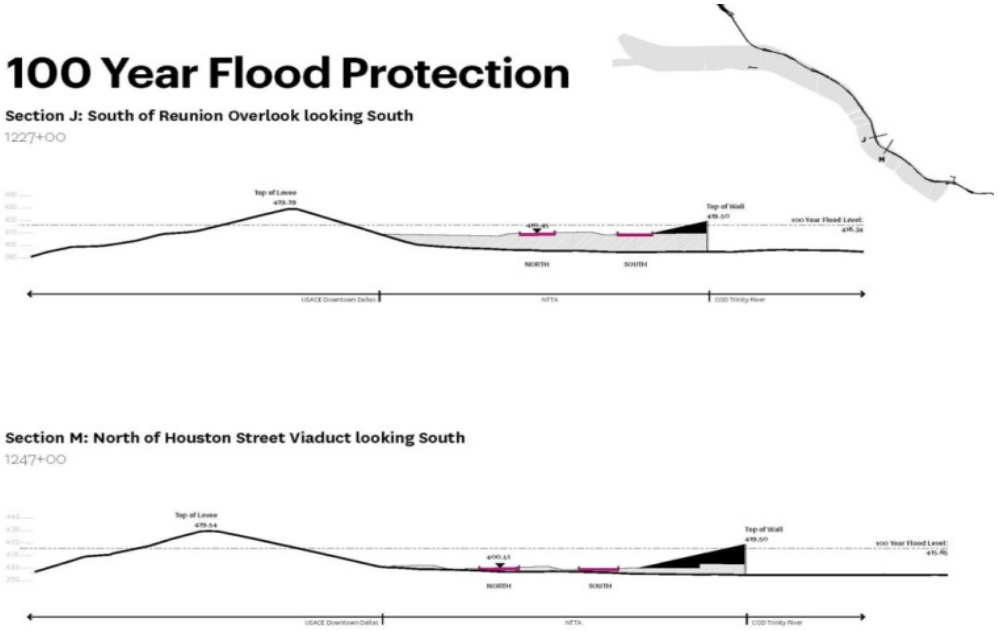
Design refinement of the landscape configuration to add character, interest, and a strong ecological strategy all along the Parkway, especially along the land bench edges and at stream outfall areas.

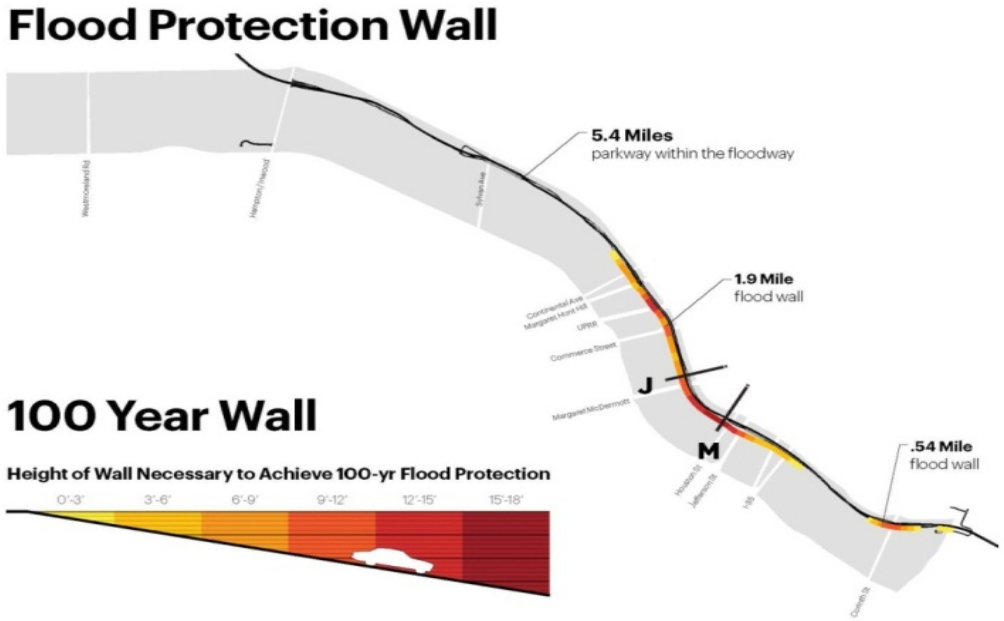
Technical Team Findings: It appears that an acceptable landscape concept is possible within the current technical design. A more detailed landscape design would include further hydrologic review that is consistent with the Corps' technical requirements.

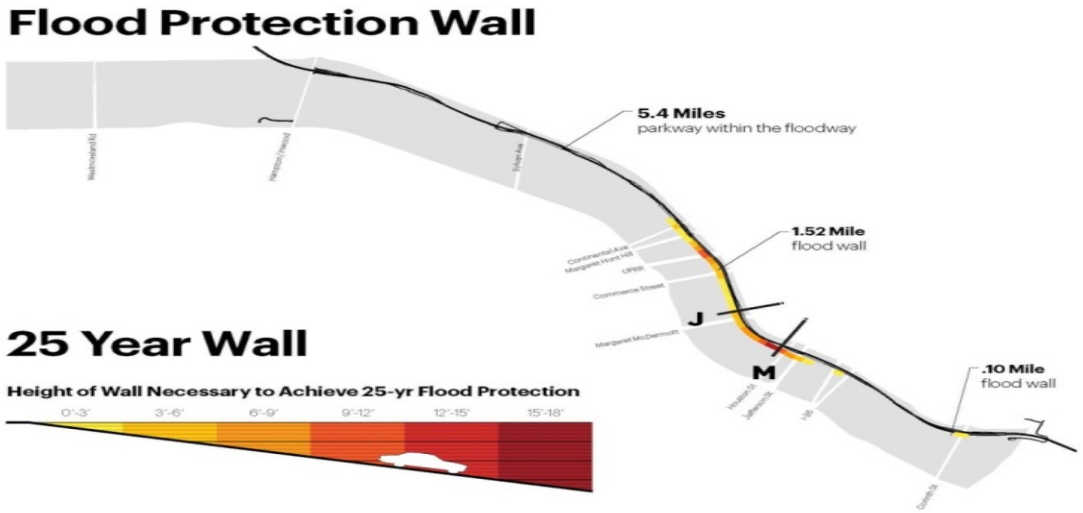
Design Refinement #4

Idea #13

Design refinement of flood protection barriers with landscape, art, wall treatments and hillocks or berms to eliminate blank walls and secure more pervasive views of the park and to add character, interest, and a strong ecological strategy all along the Parkway.





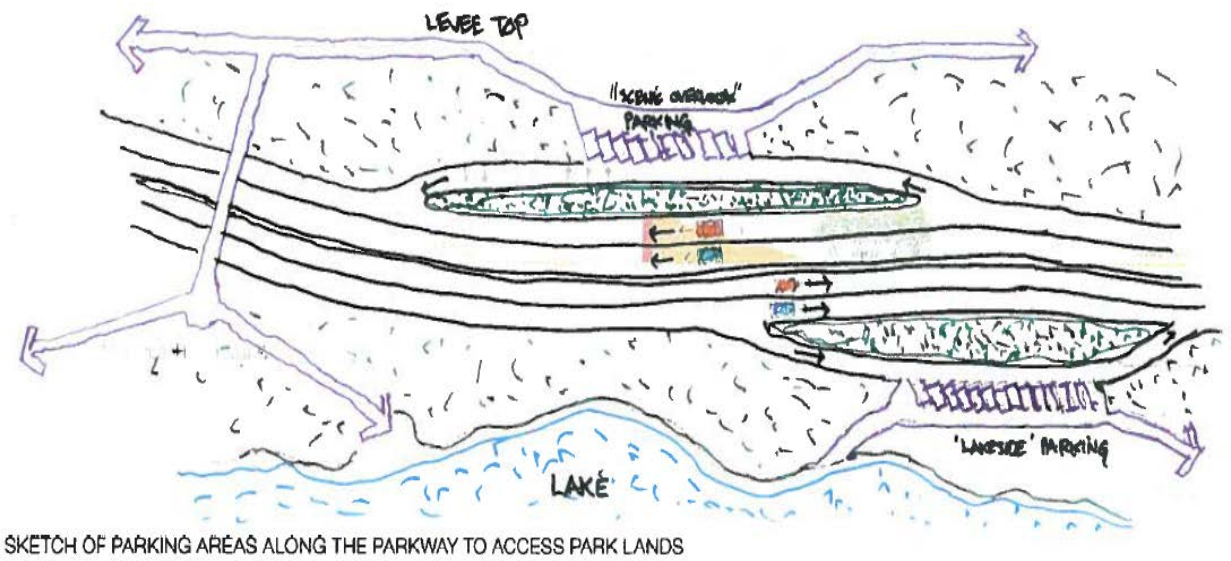


Technical Team Findings: *Design exceptions will be required from the approved scheme to achieve berming on the Parkway side for the 100-year flood standard. Further detailing of this concept with landscape elements may be pursued during the 65%-level landscape design development. Resolution of berming on the park side of the wall cannot be determined until the full park review is undertaken because more solutions may be necessary to meet Corps hydrologic requirements. Pursuing a flood standard of less than the 100-year protection will almost certainly challenge the ROD, representing a high risk in moving the project forward. The Technical Team's recommendation is to uphold the use of the 100-year flood standard for the Parkway.*

Design Refinement #5

Idea #14

Design refinement to exploit five major "WOW" views over the Parkway.



SKETCH OF PARKING AREAS ALONG THE PARKWAY TO ACCESS PARK LANDS

Technical Team Findings: This idea is consistent with the ROD, although design exceptions may be required to achieve pull-off parking areas as part of a phased or staged approach.

Design Refinements #6 & #7

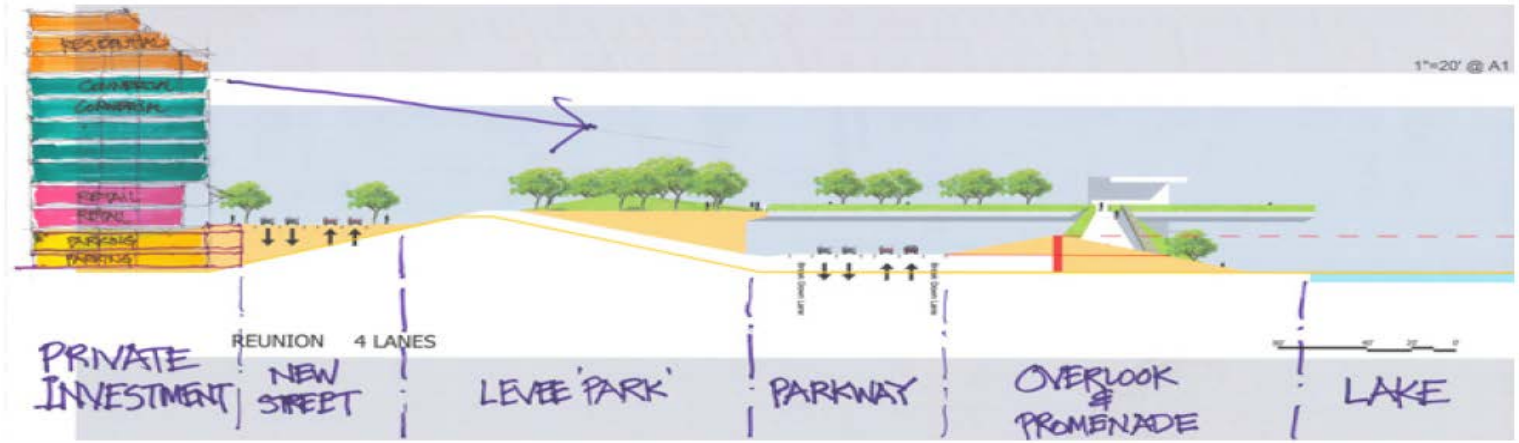
Allow toll free park use from the Parkway; Locate transit stops so as to enhance transit-user access to the park over the Parkway – for example, provide a Houston Bridge streetcar stop and a Riverfront Boulevard bus stop.

Technical Team Findings: There is nothing in the Technical Proposal that would forestall adoption of this policy decision to allow toll free use of the park. This will require a policy decision among project partners related to operation of the roadway, with the need to confirm financial implications. With regard to transit user access, this opportunity is not ruled out by the current Technical Proposal. This should be resolved with further design.

Development Strategy #1

Idea #17

For the 'Reunion/Commerce' and 'Mix Master District', catalyze development to happen earlier than expected by allowing development to locate as close to the park as possible.



SKETCH SECTION AT REUNION OVERLOOK SHOWING ADJACENT DEVELOPMENT AND A NEW STREET BEHIND THE LEVEE

Technical Team Findings: The Technical Proposal confirms the Design Charrette Team vision for this development strategy. This will be further explored as part of the park review process now underway.

Idea #18

Development Strategy #2

For the 'Design District', facilitate the current incremental development trend with regular and attractive pedestrian connections across the Parkway to the park.

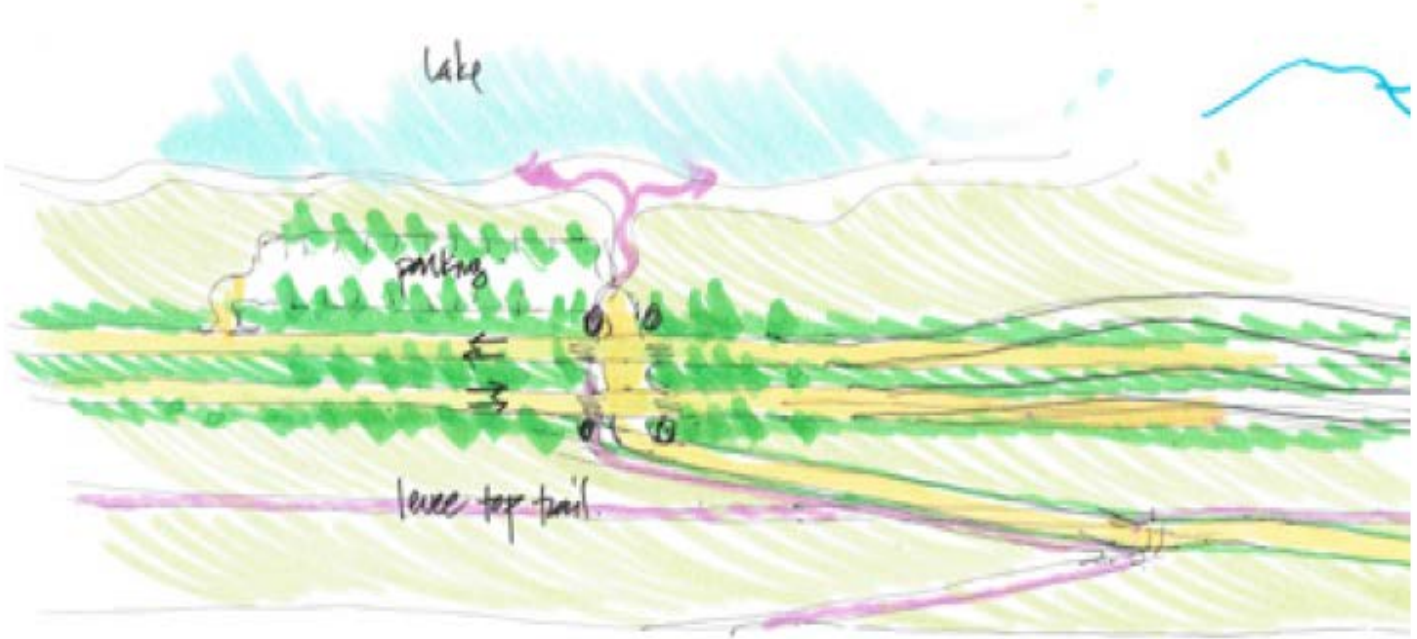
CHARRETTE DIAGRAM SHOWING KEY DEVELOPMENT DISTRICTS IN DOWNTOWN, DESIGN DISTRICT, SOUTH DALLAS AND OAK CLIFF

Technical Team Findings: The Technical Proposal confirms the Design Charrette Team vision for this development strategy. This will be further explored as part of the park review process now underway.

Development Strategy #3

Idea #19

For the 'Southside District', facilitate the current development inclinations by enhancing the "sump" water bodies as the primary amenities – in this district the park and Parkway are less important.



SKETCH PLAN SHOWING PEDESTRIAN ACCESS OVER THE LEVEE TO LAKES

Technical Team Findings: The Technical Proposal confirms the Design Charrette Team vision for this development strategy. This will be further explored as part of the park review process now underway.

Development Strategy #4

Idea #20

For the districts at the far north and south ends of the Parkway, just before it joins the existing highways, build under or over the roadway elevation within the alignment so that the Parkway development spurs private development that augments the neighborhoods.

SKTECH PLAN AT SHOWING PARKWAY ENTRANCE TO FLOODWAY AT INWOOD BRIDGE

DEVELOPMENT OPPORTUNITY AS PARKWAY EXTENDS EASTWARD UNDERNEATH S. LAMAR AND S.M. WRIGHT

Technical Team Findings: The Technical Proposal confirms the Design Charrette Team vision for this development strategy. This will be further explored as part of the park review process now underway.

Additional Consideration #1

No design speed specified in Charrette Report – resulting design speed in Technical Proposal is 45 MPH.

Technical Team Findings: Evaluation suggests that the 45 MPH effective design speed, with the 4-lane cross-section, will cut the vehicle miles traveled in the regional model by about 40% from the ROD maximum estimate – however it still accommodates the projected demand in the near term as part of a phased plan.

Also, a lower speed would reduce the number of vehicles using the roadway, which would reduce toll revenue. This would have a financial implication on project funding and would need to be considered in developing the project financing plan with project partners. Posted speed may be established by agreement with NTTA.

Finally, TxDOT/FHWA will examine the ability of the Parkway to meet ROD "need and purpose" as a reliever route given ultimate build-out of all phases currently approved.

Additional Consideration #2

Parkway and Levee Alignment

Technical Team Findings: In the interest of avoiding some costs and achieving less impact on the Forest, the Technical Team discussed the potential to share right of way along the future Lamar Levee. However, sharing right of way between two federal agencies (FHWA and the Corps) is not preferred and would require waivers to federal policies regarding primacy of the infrastructure. These approvals would be through the headquarters levels and are not likely to be approved, and therefore not recommended by the team. Additionally, this segment represents a fairly small portion of the Parkway and cost reductions and avoidance of the Forest would likely be nominal given construction requirements related to alignment with the future levee.

Additional Consideration #3

Economic Development of IH-35/SH-183 Connections.

Technical Team Findings: This consideration is in addition to the economic development concepts proposed as a part of the Design Charrette, but may present an opportunity to expand economic development along the corridor.

Further preliminary exploration of this additional consideration may be performed internally by City staff.

Additional Consideration #4

Bridge Deck Treatment over Outfalls.

Technical Team Findings: *Bridge treatment concepts can be explored as part of the design development process, but may increase overall project costs for these facilities, both for initial implementation and ongoing operations and maintenance.*

Conclusions and Recommendations

- *Using informed expertise based upon professional experience, the Technical Team held firmly to the principles of bringing the Charrette to a more detailed level of conceptual design to better assess the compatibility of the proposal with current federal approvals.*

- *While compatibility with existing federal approvals has been tested via dialogue with local, state, and federal partners, official federal approvals have not been sought due to the need to advance the detailed conceptual designs further to accommodate formal consideration.*

Recommended Next Steps

- *The Parkway needs to be advanced to a detailed schematic of the current Technical Proposal and the landscape design needs to be advanced up to 65% to provide a deliverable to partner agencies for interim design schematic review and hydraulic coordination for determination of compatibility with current federal approvals.*

- *This work could be completed through the existing contracts with current authority but will require funding from the project partners. Very preliminary cost estimates range from $2-3 million to take design to this stage. This work may take 12-15 months, assuming federal partners are able to complete expeditious reviews.*

- *Should the City Council desire to move forward with detailed schematic design and 65% design of landscape components, the project partners will formalize deliverables and schedules, and then submit deliverables for formal approval from federal/state partners.*

Summary of Specific Recommendations

1. *Develop necessary documentation to allow design exception to implement U-Turns, meandering and pull-off parking as a part of a staged approach to Parkway implementation.*
2. *Complete analysis and develop recommendations for shifting the ramps and reconfiguring Riverfront ramps.*
3. *Explore appropriate policy concerning operation of the roadway with respect to restricting non-emergency truck traffic, allowing occasional on-street parking and accommodating toll-free use of the park.*
4. *Continue design exploration of the tree-lined Parkway concept and the landscape configuration to add character, interest and strong ecological strategy along parkway.*
5. *Continue exploration of aesthetic design refinements of the flood protection barriers and bridge deck crossings over outfalls.*
6. *Continue design and transit agency coordination as necessary concerning possible transit stop locations and/or access.*

Summary of Specific Recommendations

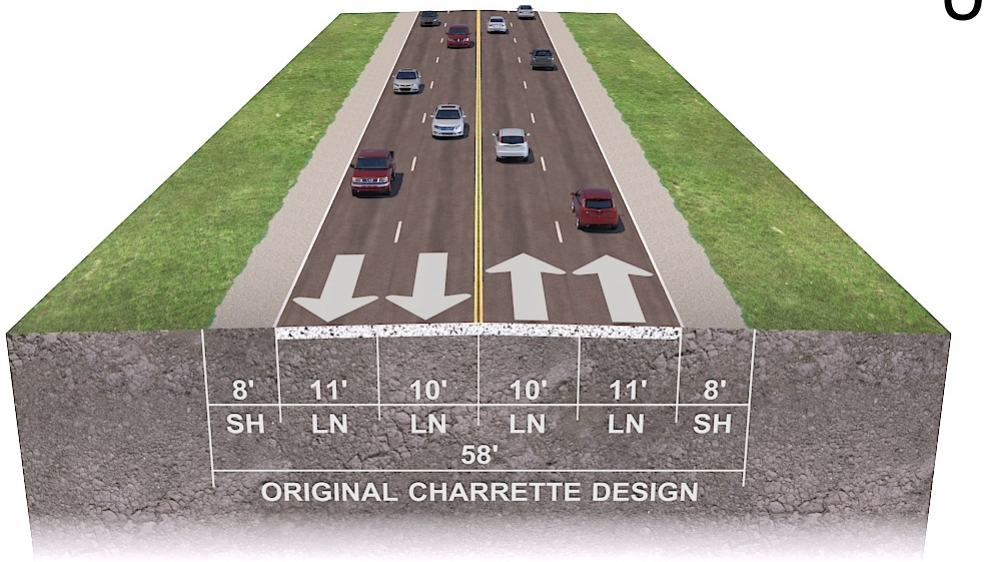
7. *Continue exploration of development strategies near Reunion, Commerce, Design District, and Mix-Master District as part of design and Park review process.*
8. *Continue exploration of sump options and ramp design in and near Southside District to support and enhance adjacent development opportunity.*
9. *Continue design exploration for strategies to build over/under the roadway at the far north/south ends of the Parkway to spur private development and enhance neighborhoods.*
10. *Explore how the use of a lower design speed as a part of a staged implementation will impact existing ROD.*
11. *Further investigate economic development considerations in areas near the IH-35/SH-183 corridor.*
12. *Investigate the IH-35/SH-183 connection to the Parkway scaled as appropriate as a Phase 1 Parkway using traffic modeling provided by North Texas Council of Governments (NCTCOG).*
13. *Investigate future connections, amenities and access for adjacent neighborhoods as part of the park planning efforts.*

Overview of Detailed Conceptual Designs

Overall Project Map

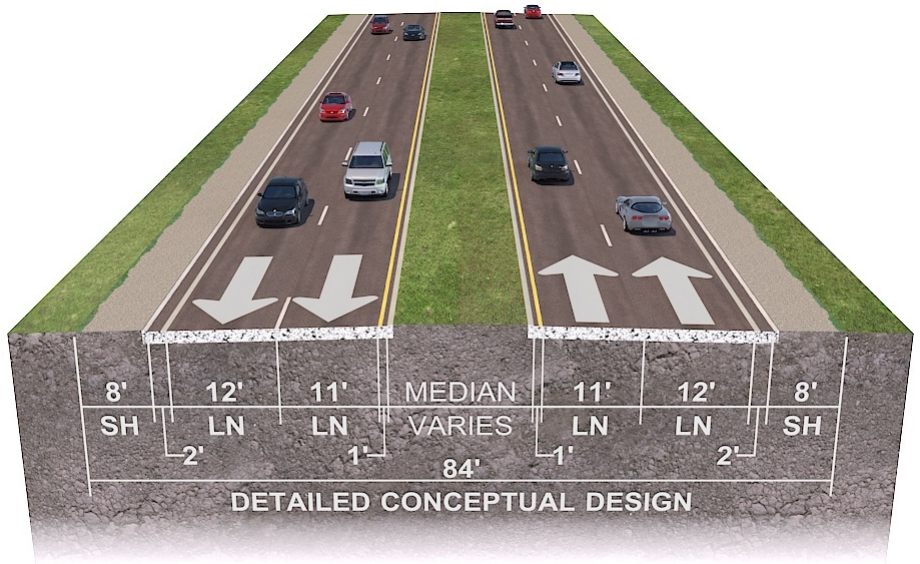
Roadway Section

ORIGINAL CHARRETTE DESIGN

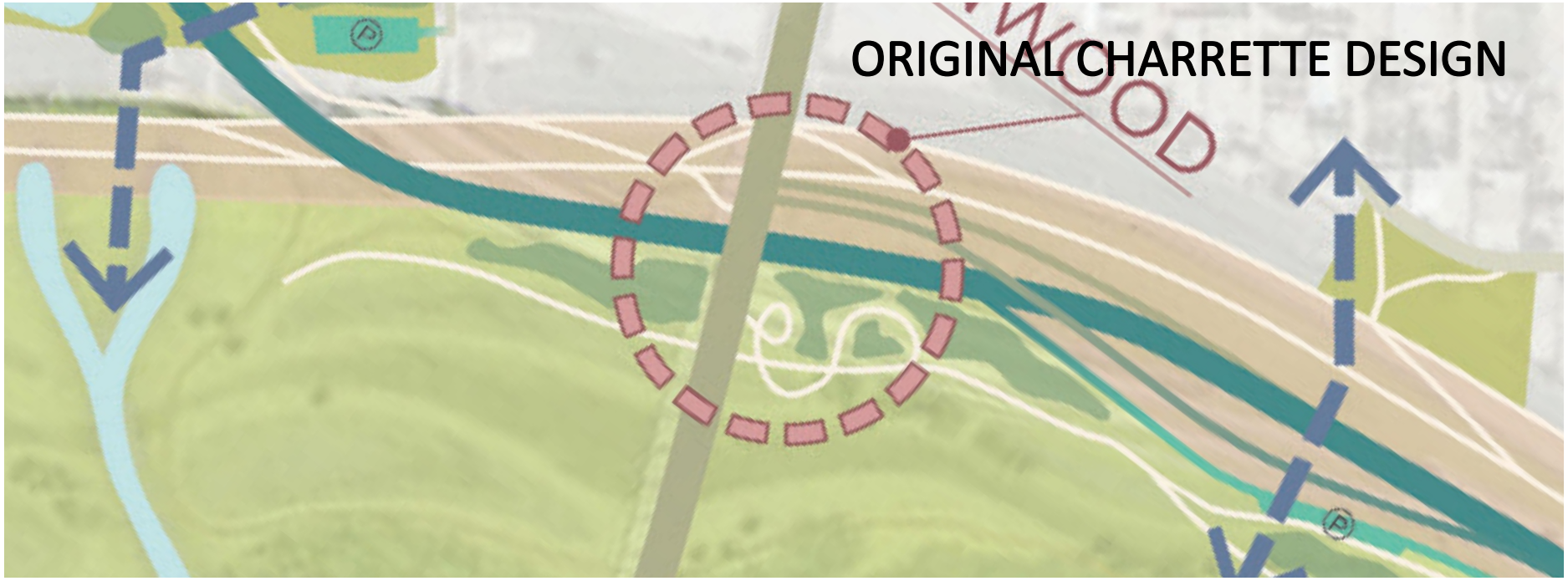


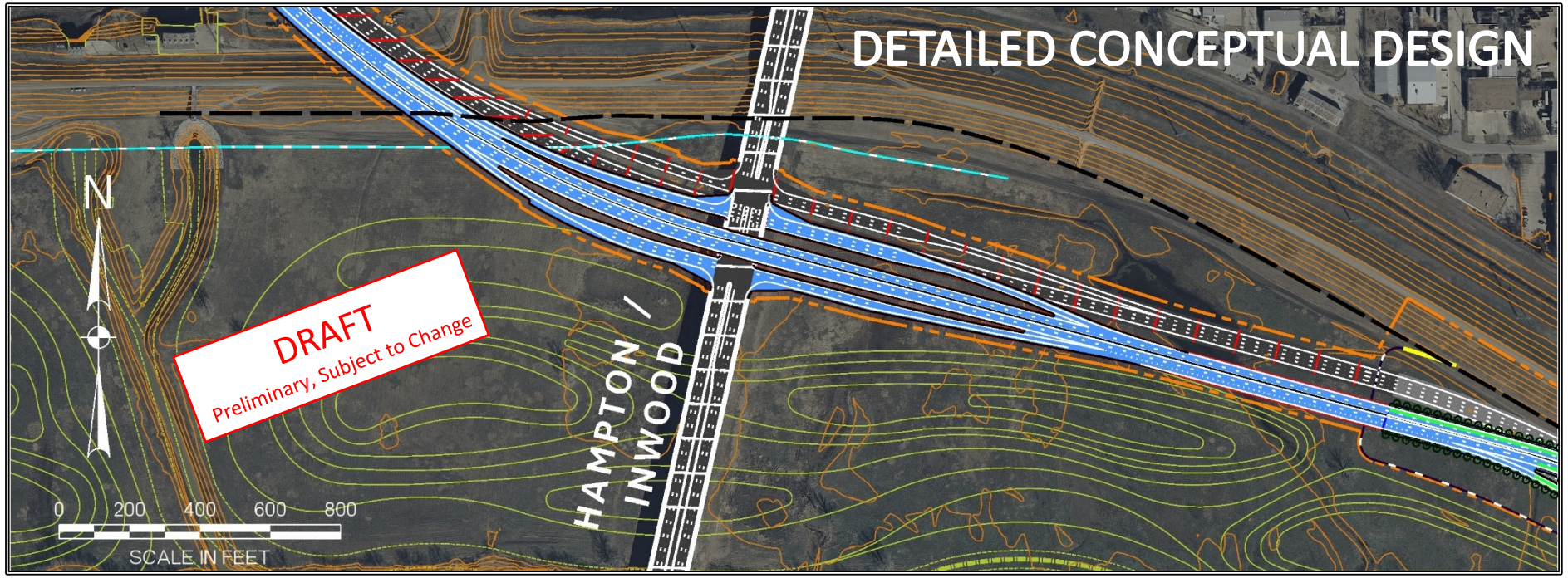
DRAFT
Preliminary, Subject to Change

DETAILED CONCEPTUAL DESIGN

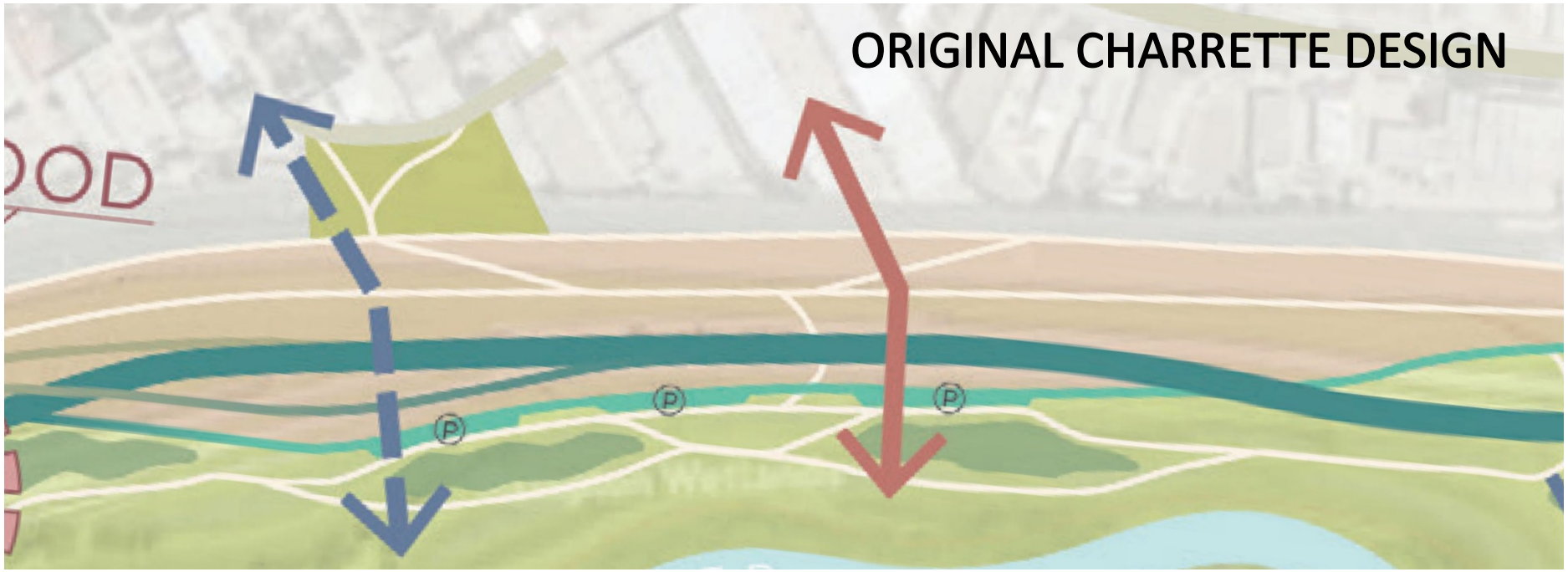


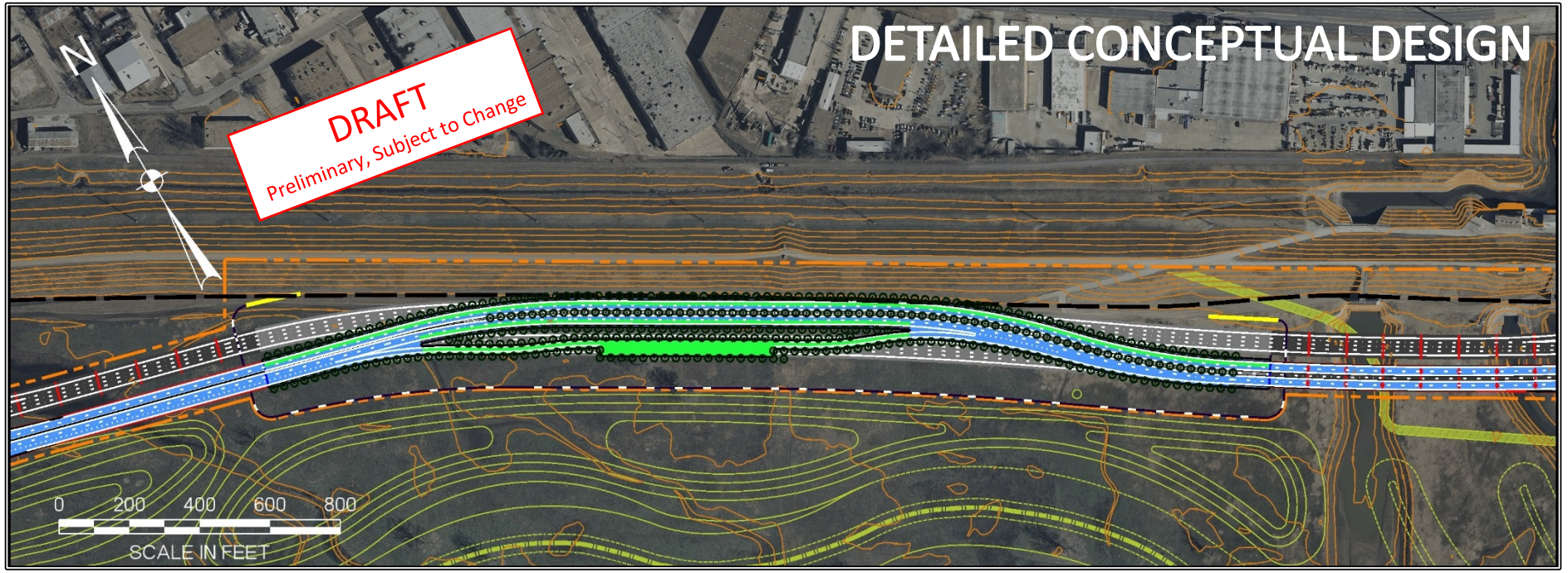
Hampton/Inwood Area



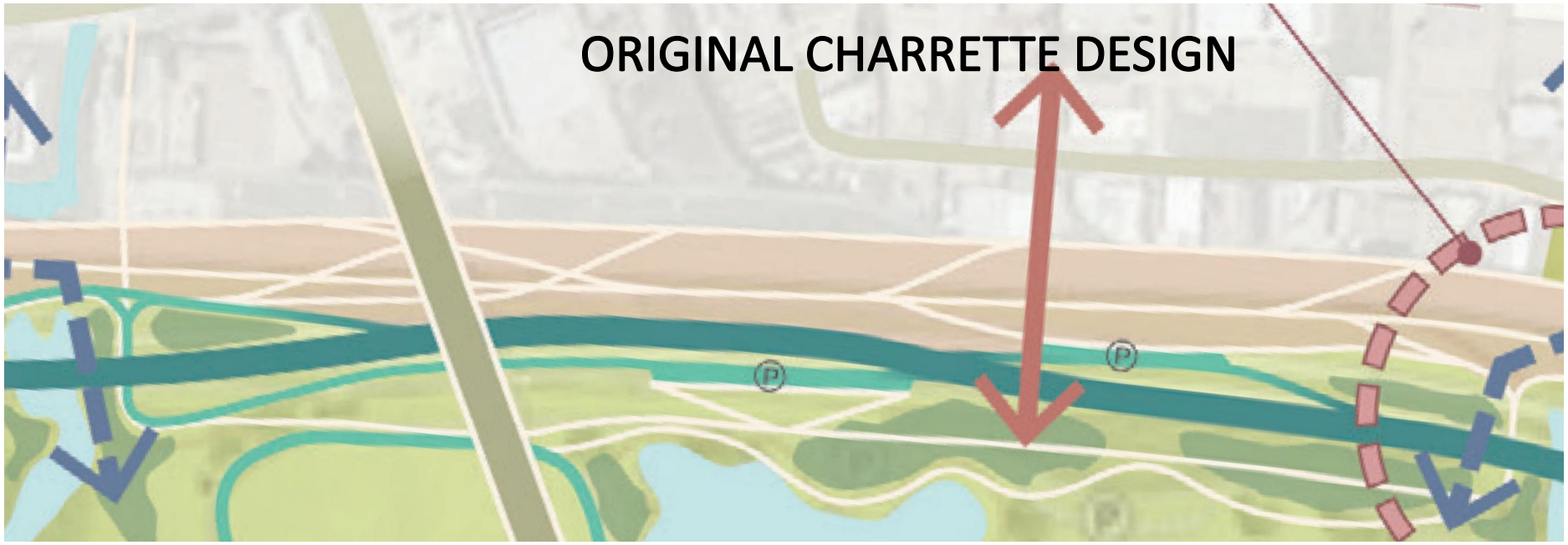


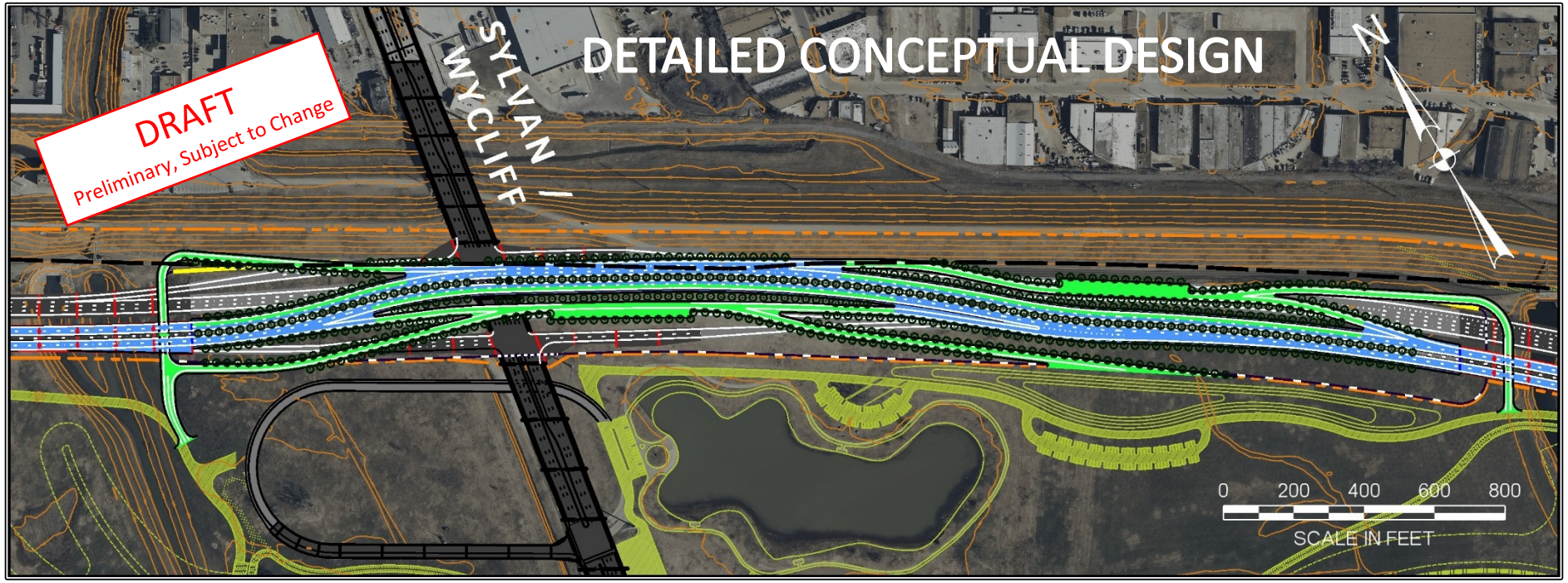
Northern Park Access Area



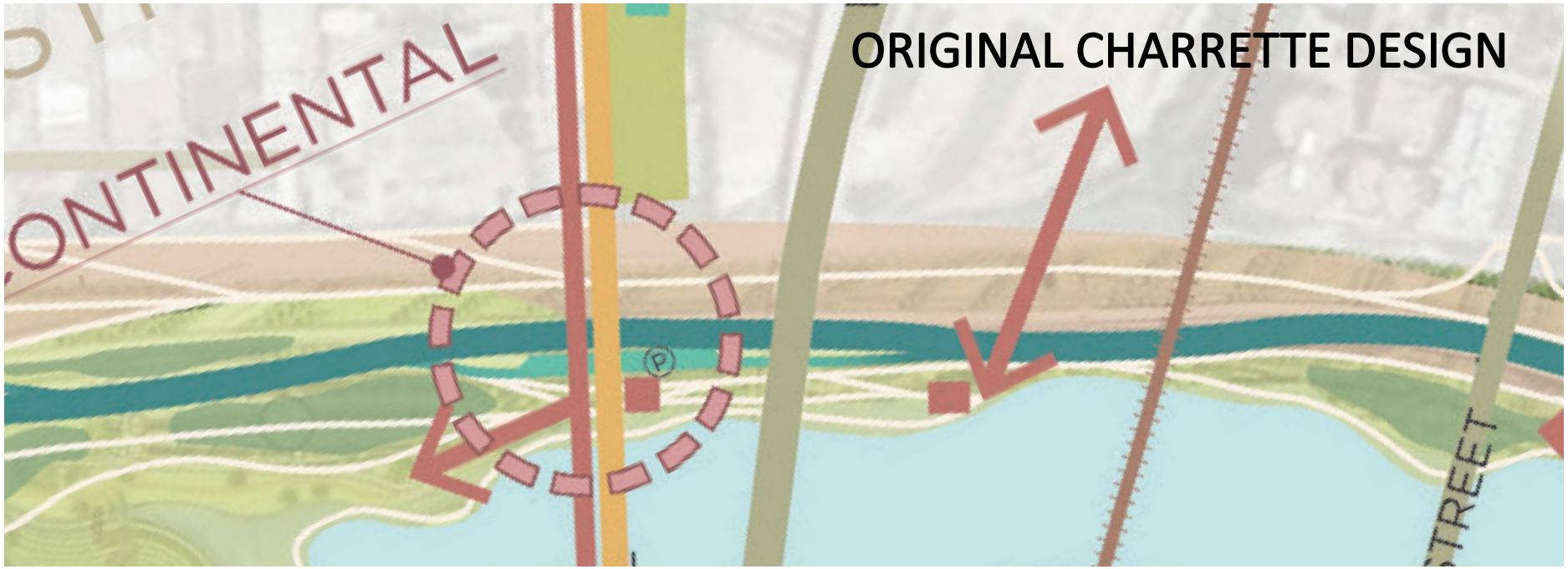


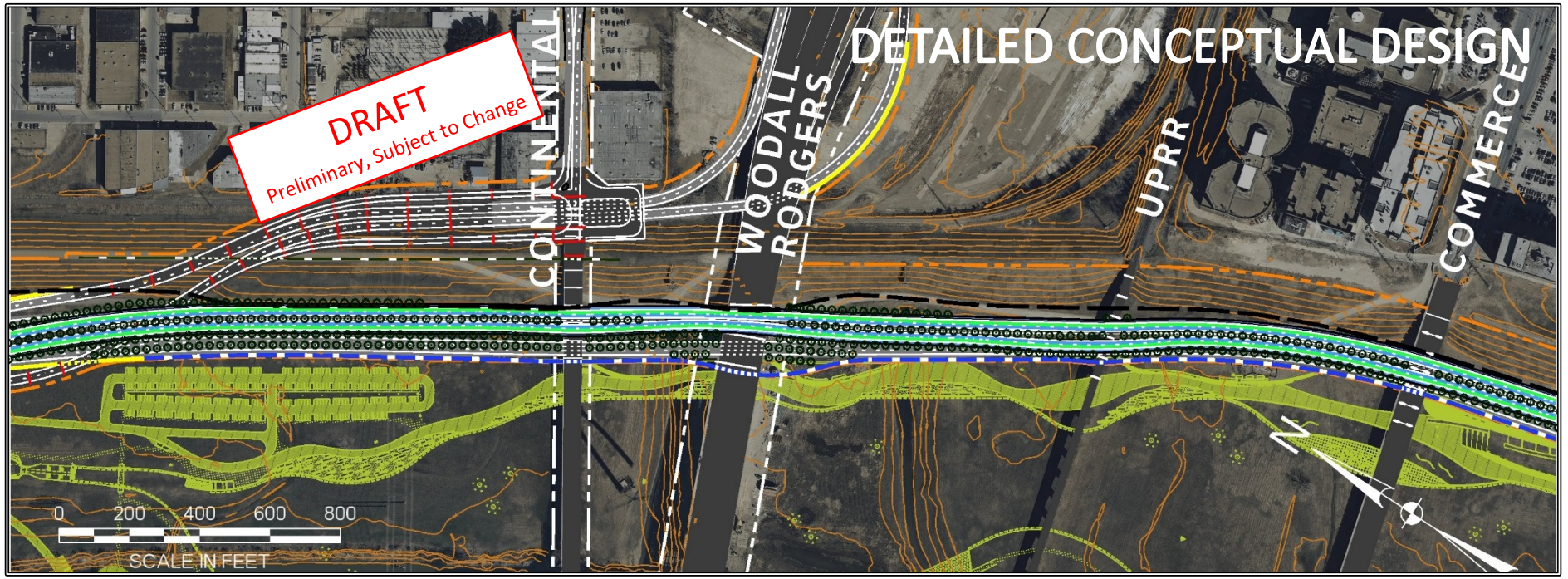
Sylvan/Wycliff Area



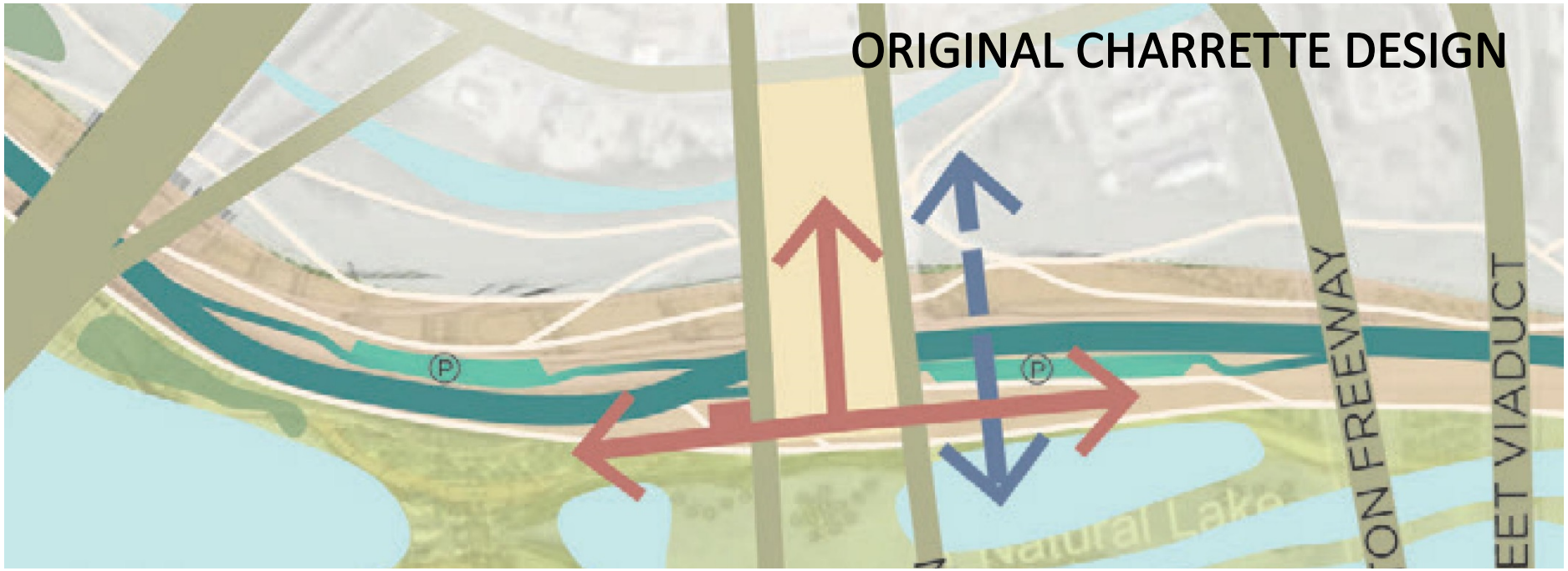


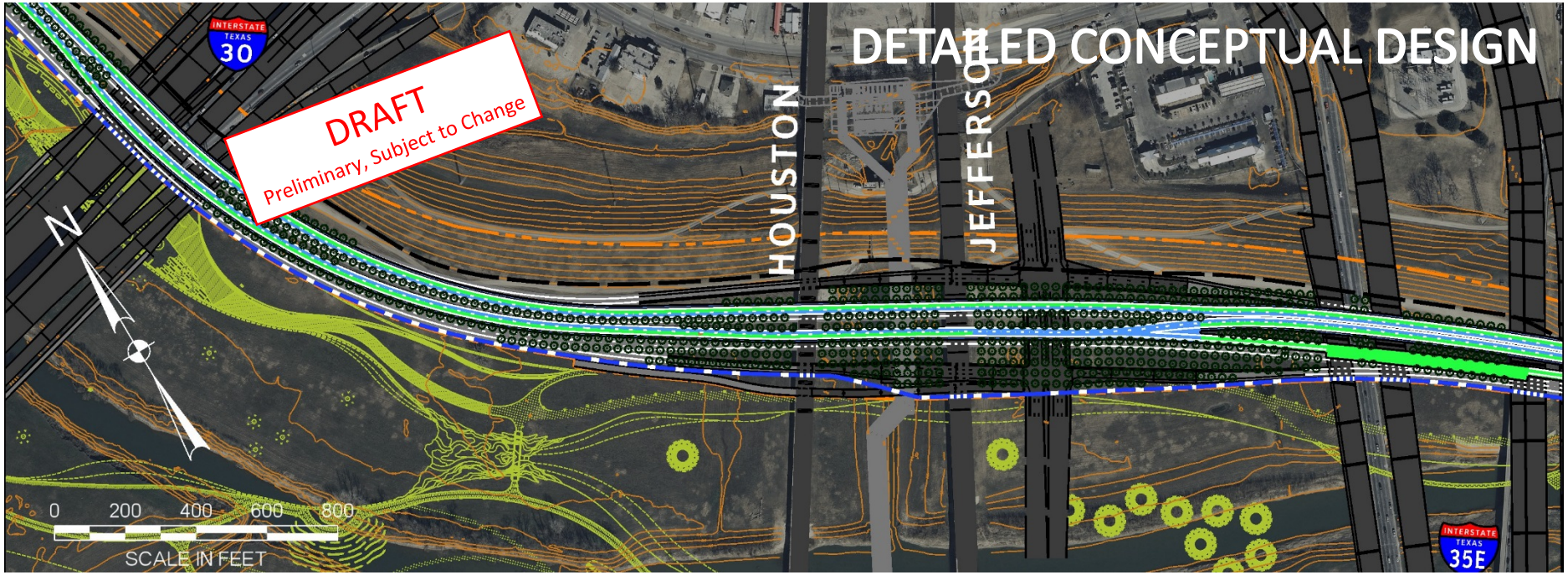
Continental/Commerce Area



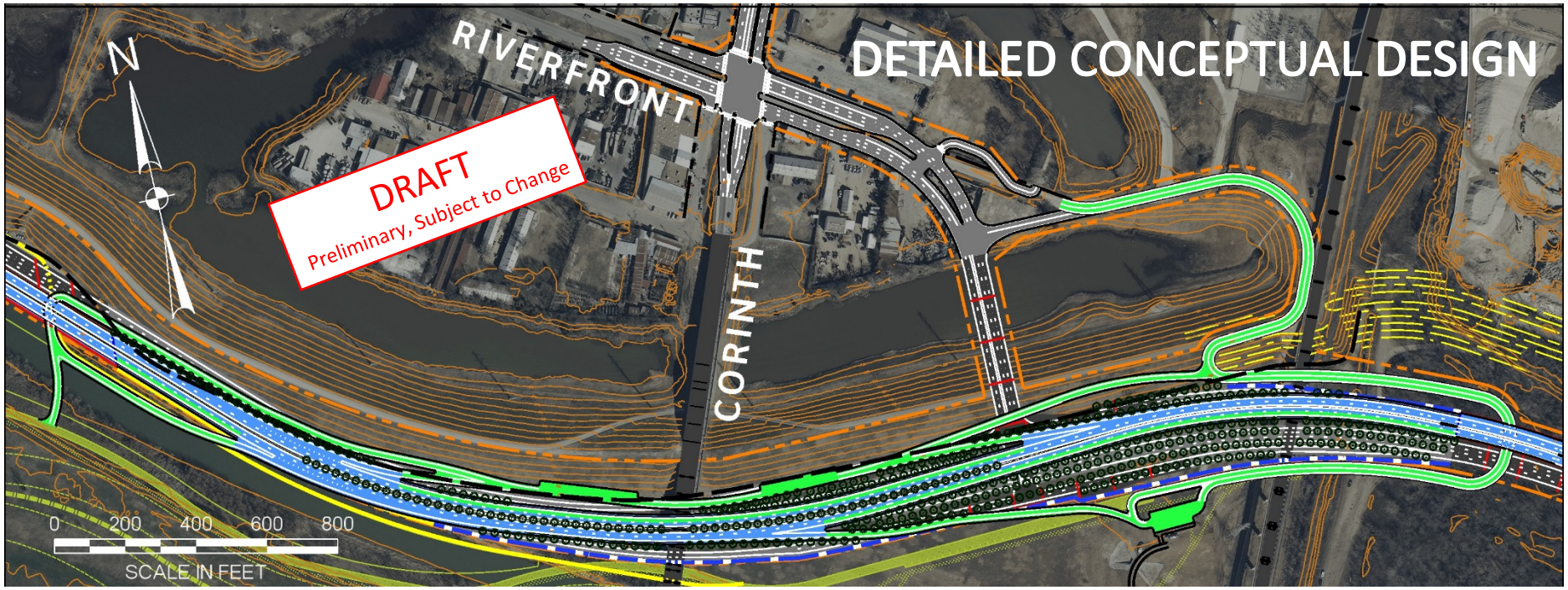


"Horseshoe" Area

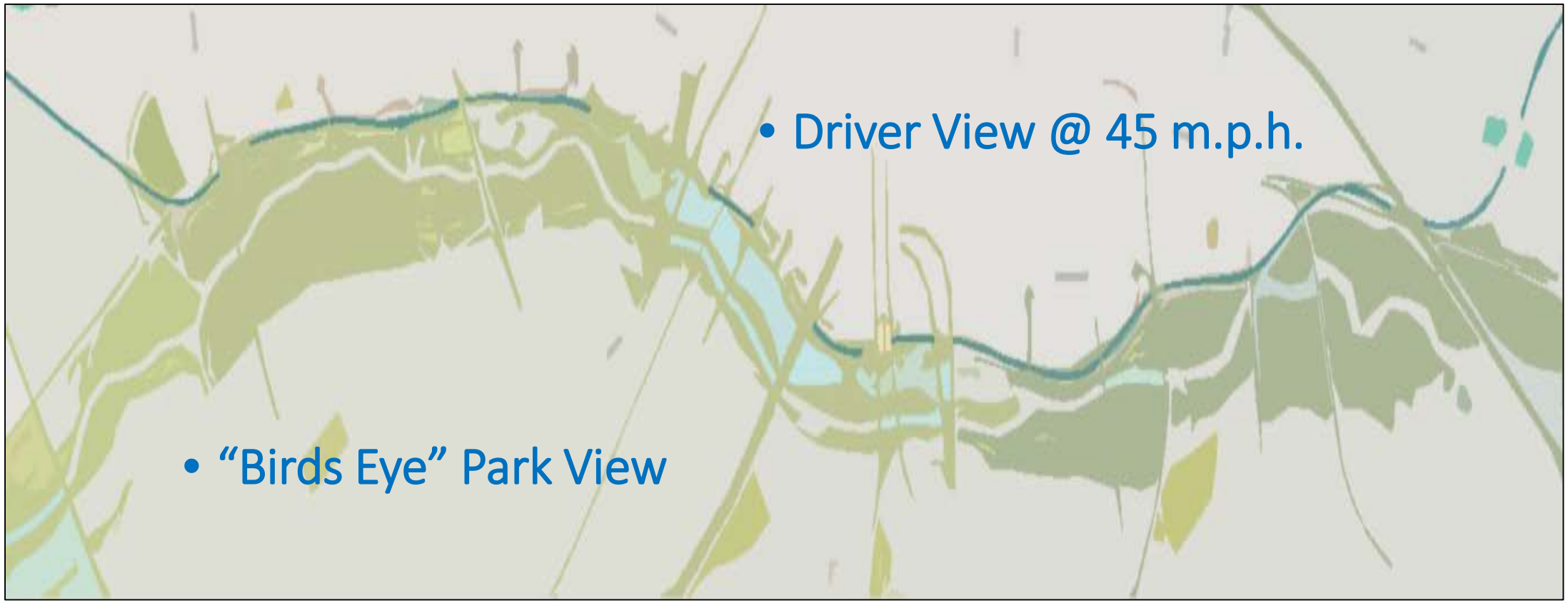




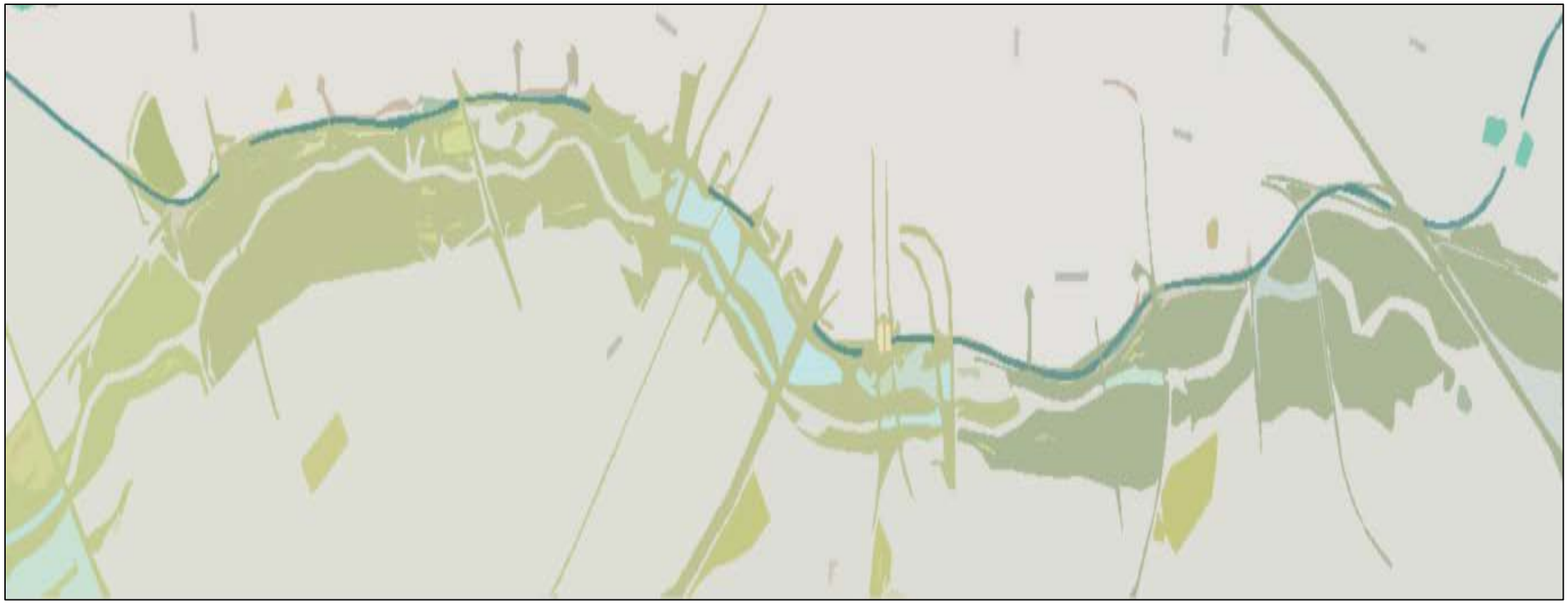
Southern Park Access Area



Project Animation



Oversight & Advise



Parkway Oversight

City Council Transportation & Trinity River Project Committee

Briefings:

- 09/15/15 Update
- 10/26/15 Update
- 03/21/16 Findings and Recommendations

Advisory Committee Review

- On January 15, 2016, Mayor Michael Rawlings notified the Dallas City Council of the appointment of the aforementioned Advisory Committee members by Council members Sandy Greyson and Jere Thompson, Jr. The purpose of the Advisory Committee was to:
  - Review the work of the Trinity Parkway Technical Committee and to opine on whether the final design of the road was true to the 20 ideas presented to the City Council by Larry Beasley and the Design Charrette Team.
  - Share these opinions with the City Council through commentary provided to the City Council Transportation & Trinity River Project Committee.

- The full Advisory Committee met twice to review and provide information on the technical work prepared during the Technical Committee process.

- Additional meetings and discussion were also held among various Advisory Committee members, and their report is provided as part of this document.

Parkway Advisors

Advisors:

- Councilmember Sandy Greyson
- Jere Thompson

Advisory Committee:

- Councilwoman Sandy Greyson, Co-Chair
- Jere Thompson, Co-Chair
- Ambassador Ron Kirk, Former U.S. Trade Representative & Dallas Mayor
- Representative Rafael Anchia, Texas House
- Angela Hunt, Former Councilwoman
- Chancellor Lee Jackson, University of North Texas and Former County Judge
- Mary Ceverha, Founder & Former Trinity Commons Foundation President
- Robert (Bob) Meckfessel, Former American Institute of Architects Dallas President

Advisory Committee Commentary

Appendix

Background

- The first “river freeway” was identified in the 1967 DFW Regional Transportation Plan and was also included in the Consolidated Plan for Open Space Development of the Trinity River System adopted by the Dallas City Council in 1970.

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Background (continued)

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- The Trinity Parkway Environmental Impact Statement was completed and a federal Record of Decision ("ROD") was made in April 2015, selecting Alternative 3C as the only practicable alternative for construction.

Background (continued)

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Trinity Parkway Design Charrette

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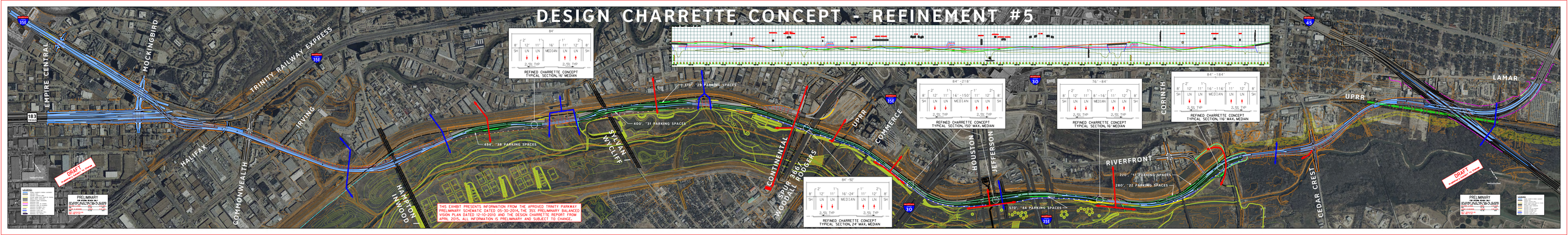
DESIGN CHARRETTE CONCEPT - REFINEMENT #5



REFINED CHARRETTE CONCEPT
TYPICAL SECTION, 16' MEDIAN

REFINED CHARRETTE CONCEPT
TYPICAL SECTION, 24' MAX. MEDIAN

REFINED CHARRETTE CONCEPT
TYPICAL SECTION, 150' MAX. MEDIAN

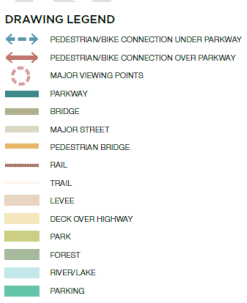
REFINED CHARRETTE CONCEPT
TYPICAL SECTION, 16' MEDIAN

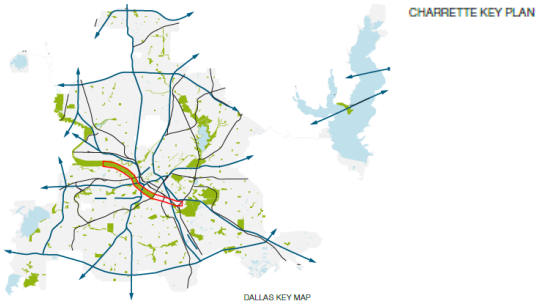
REFINED CHARRETTE CONCEPT
TYPICAL SECTION, 116' MAX. MEDIAN

THIS EXHIBIT PRESENTS INFORMATION FROM THE APPROVED TRINITY PARKWAY PRELIMINARY SCHEMATIC DATED 05-30-2014, THE 35E PRELIMINARY BALANCED VISION PLAN DATED 12-10-2018 AND THE DESIGN CHARRETTE REPORT FROM APRIL 2015. ALL INFORMATION IS PRELIMINARY AND SUBJECT TO CHANGE.

Trinity Parkway Technical Team Proposal (Conceptual Development of the Design Charrette Report)

March 2016





Technical Team

Larry Beasley – Co-Facilitator
Brent Brown – Co-Facilitator

bcWORKSHOP – Urban Planning and Design
City Design Studio – Urban Planning and Design
Larry Good – Urban Planning/Design and Economic Development
Gresham, Smith and Partners – Stormwater Management and Design/Environmental Planning
Keith Manoy – Transportation Planning
Halff Associates – Transportation Planning/Road Design
HNTB Corporation – Geotechnical and Levee Integrity
Salcedo Group – Civil Engineering
Michael Van Valkenburgh and Associates – Environmental Design and Landscape Architecture

Local, state and federal project partners:

City of Dallas
North Texas Tollway Authority (NTTA)
North Central Texas Council of Governments (NCTCOG)
Texas Department of Transportation (TxDOT)
Federal Highway Administration (FHWA)
United States Army Corps of Engineers (Corps)

Design Charrette Team

Larry Beasley – Planner/Urban Designer – Chairman*

John Alschuler – Economic Development Specialist*
Zabe Bent – Transportation Planner*
Brent Brown – Urban Planning and Design*
Ignacio Bunster-Ossa – Landscape Architect/Urban Designer
Timothy Dekker – Hydrology Specialist*
Elissa Hoagland Izmailyan – Economic Development Specialist*
Allan Jacobs – Planner/Urban Designer
Alex Krieger – Architect/Urban Designer*
Elizabeth Macdonald – Urban Designer
Alan Mountjoy – Architect/Urban Designer*
Mark Simmons – Landscape Architect/Ecology Specialist
Jeff Tumlin – Transportation Planner*

* Also participated in Technical Team work sessions

Advisors

Councilwoman Sandy Greyson
Jere Thompson

Advisory Committee:

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Jere Thompson, Co-Chair
Ambassador Ron Kirk, Former U.S. Trade Representative & Dallas Mayor
Representative Rafael Anchia, Texas House
Angela Hunt, Former Councilwoman
Chancellor Lee Jackson, University of North Texas and Former County Judge
Mary Ceverha, Founder & Former Trinity Commons Foundation President
Robert (Bob) Meckfessel, Former American Institute of Architects Dallas President

Parkway Oversight Committee:

City Council Transportation & Trinity River Project Committee

Introduction

The purpose of this document is to serve as a summary of findings by the Trinity Parkway Technical Team ("Technical Team"), regarding evaluation of the ideas within the Trinity Parkway Design Charrette Report ("Report") and how those ideas may be implemented within the context of current federal regulatory approvals.

Background

The first "river freeway" was identified in the 1967 DFW Regional Transportation Plan and was also included in the Consolidated Plan for Open Space Development of the Trinity River System adopted by the Dallas City Council in 1970. In the summer of 1994, The Trinity River Corridor Citizens Committee ("TRCCC") began looking at the Trinity Parkway as part of their vision for the Trinity River Corridor, within the City limits. Their report was approved in May 1995 by the Dallas City Council and recommended a levee couplet to accommodate major traffic movements to different directions while providing access to recreational areas. The Trinity Parkway Corridor Major Transportation Investment Study ("MTIS") was occurring parallel to the TRCCC work and ultimately recommended a 8-lane, 45 MPH split parkway, inside the levees, from SH-183 & IH-35 to US-175 with some or all of the road being tolled ("The Trinity Parkway"). The MTIS was approved by the Dallas City Council in September 1997.

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City Council Direction

The City Manager was directed by Council Resolution 150732 to form a team, including partners and appropriate expertise from a variety of disciplines, to determine actions that would be necessary to implement the findings of the Charrette Report within the ROD. The initial team formed included local, state and federal agencies. As a first step, this group discussed the 20 ideas and categorized them based on those which could be implemented easily, those elements which could be staged (consistent with a road for "this generation" as described in the Charrette Report), those which would require more discussion to better understand what the Design Charrette Team intended and those ideas which would be more difficult and require detailed design efforts. This formed the basis for types of expertise that would be necessary to begin technical evaluation and possible implementation of the Charrette Report.

Public Forums

During the months of May and June, 2015, several local public forums were conducted around the city to gather input on the 20 ideas featured in the Charrette Report. Citizens and others were also afforded an opportunity to provide public input via an open online opportunity. Several hundred comments were received. This input was shared with the Technical Team and later with Trinity Parkway Advisory Committee ("Advisory Committee") members. Dates and locations of forums are noted below.

- 5/26/15 – El Centro College, West Campus, 3330 N. Hampton
- 5/28/15 – Parkhill Junior High, 16500 Shadybank
- 6/2/15 – Dallas Regional Chamber, 500 N. Akard #2600
- 6/8/15 – Fair Park, Women's Museum, 3800 Parry
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Technical Review

Local, regional and private partners and the City of Dallas funded a Technical Team of consultants and provided in-kind support through staff and resources. This Technical Team included national and local expertise, as well as staff from the local, state and federal project partner agencies. Several members of the Design Charrette Team also actively participated in Technical Team work sessions.

The Technical Team has been working throughout the fall of 2015 and winter of 2016 to bring forward its assessment of feasibility regarding the ideas presented. The Technical Team proceeded with interactive design investigations and development of detailed conceptual designs from hand-drawn ideas in the Charrette Report. They focused their work on the ideas recommended in the Charrette Report and then assessed their potential consistency with the existing ROD.

Summary of Findings

In summary, the Technical Team's conceptual design proposal (Technical Proposal) significantly performs or is largely consistent with the Charrette Report in the Technical Proposal as follows.

Of the 20 key features of the charrette scheme:

- Nine (9) are clearly consistent.
- Three (3) offer only minor variations that are not incompatible.
- One (1) offers potential significant variation and requires Council choices.
- Three (3) are policy decisions, not matters of technical design, and the detailed design accommodates them.

- Four (4) are still subject to more detailed design which normally will not happen until later in the process and therefore cannot now be fully judged, though nothing incompatible is anticipated.
- In addition, other matters have emerged through the technical design process that will require Council consideration as discussed herein.

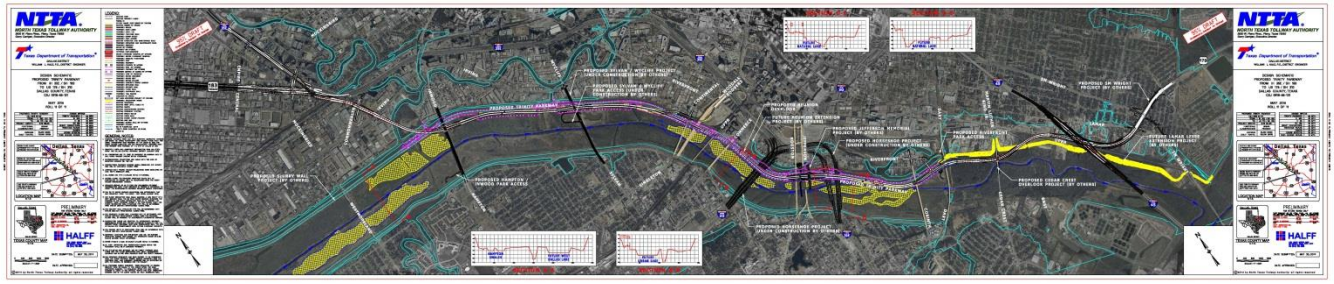
Advisory Committee Review

On January 15, 2016, Mayor Michael Rawlings notified the Dallas City Council of the appointment of the aforementioned Advisory Committee members by Council members Sandy Greyson and Jere Thompson, Jr. The purpose of the Advisory Committee was to review the work of the Trinity Parkway Technical Committee and to opine on whether the final design of the road was true to the 20 ideas presented to the City Council by Larry Beasley and the Design Charrette Team. In addition, the Advisory Committee was asked to share their opinions with the City Council through commentary provided to the City Council Transportation & Trinity River Project Committee.

The full Advisory Committee met twice to review and provide information on the technical work prepared during the Technical Committee process. Additional meetings and discussion were also held among various Advisory Committee members, and their report is provided as part of this document.

Confirmation #1

Roadway and land bench elevations, roadway corridor and end connection to highways generally as earlier proposed.

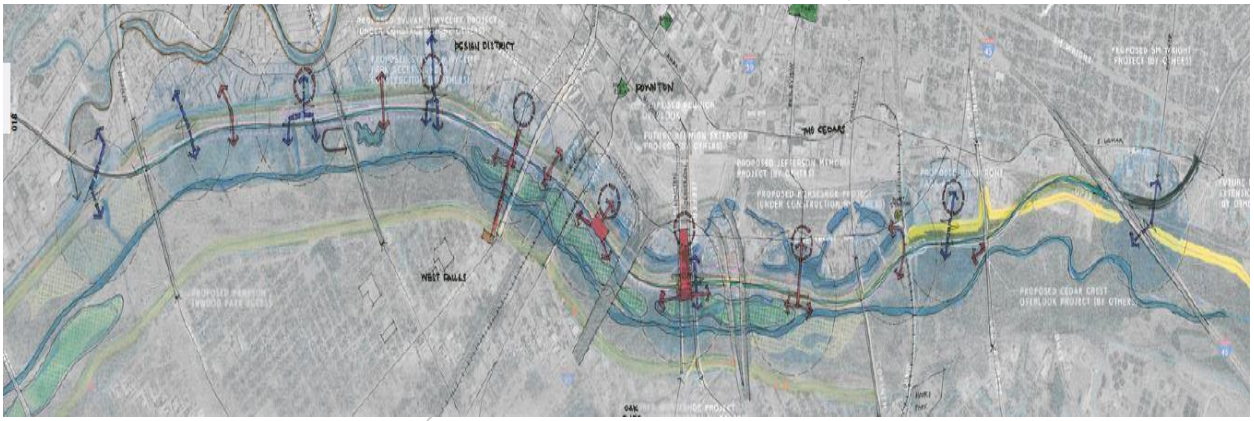


Discussion: The Technical Team received clarification that the Design Charrette Team's intention was to connect the park and levees to the federal highway system with access to enter and exit the Trinity Parkway at SH-183/IH-35 and IH-45/US-175. The Design Charrette Team also clarified that they supported the overall bench elevation along the proposed Trinity Parkway and the alignment of the corridor.

Technical Team Findings: The Technical Proposal reviewed these confirmations for conformity with Design Charrette Team drawings and determined that they are consistent with the ROD.

Confirmation #2; Confirmation #3; Confirmation #4

Pedestrian links across the Parkway generally as earlier proposed – 15 links under and over the Parkway at about ¼-mile intervals; Top-of-levee bikeways and pedestrian paths generally as earlier proposed; Service roads/bikeways/pedestrian paths around the Parkway generally as earlier proposed.

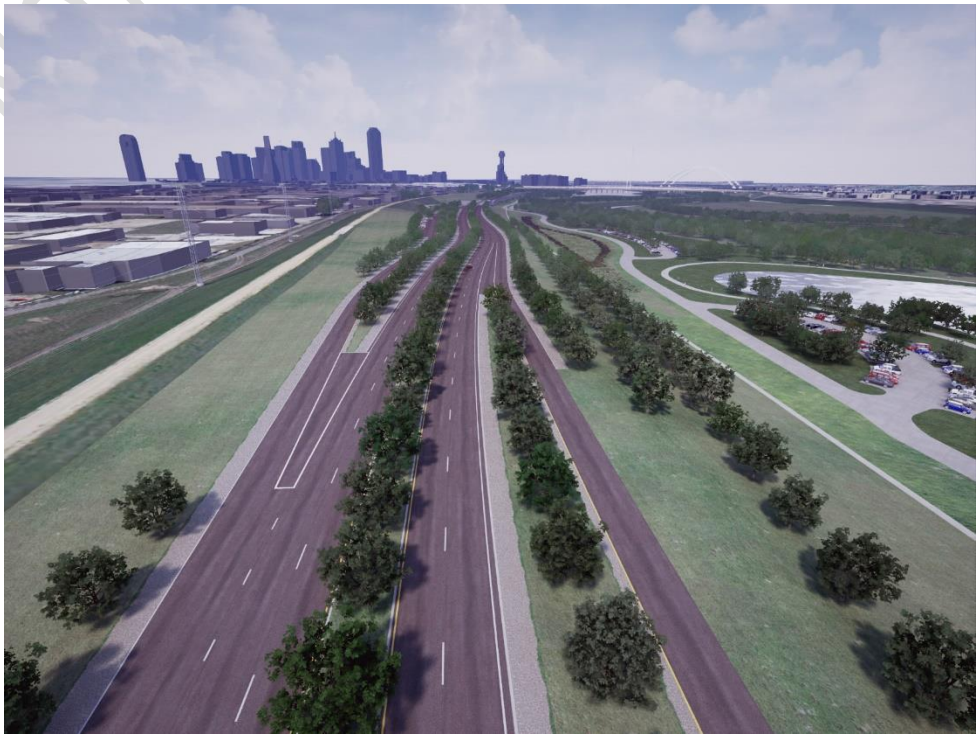


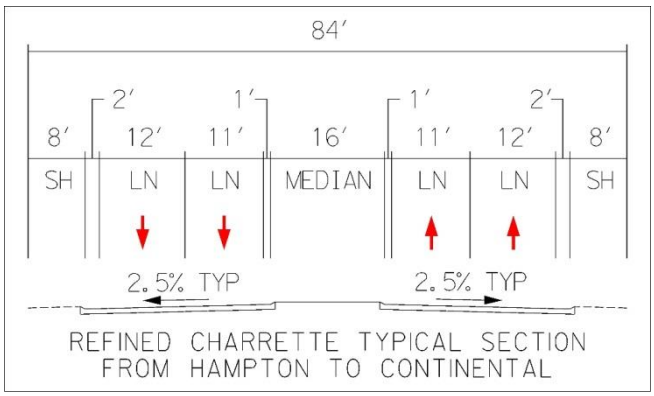
Discussion: The Technical Team clarified that the Design Charrette Team's intention was to provide as many pedestrian and bicycle linkages over and under the Parkway as feasible, in addition to top-of-levee bikeways and pedestrian paths, and service roads. These linkages were discussed in the context of regional trail systems, economic development, and transportation planning, as well as maintaining existing drainage features and park access requirements. The linkages were also coordinated and discussed with the desired additional landscape configurations discussed under Design Refinement #3.

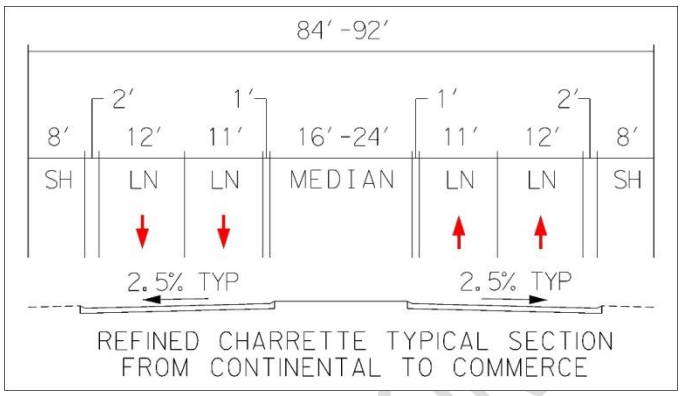
Technical Team Findings: The Technical Proposal reviewed these confirmations for conformity with Design Charrette Team drawings and determined that they are consistent with the ROD.

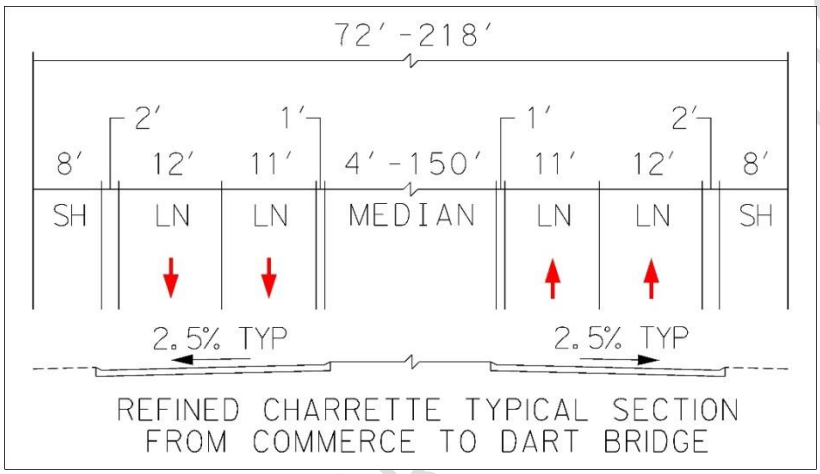
Variation #1

Only build a 4 lane roadway now – fit those 4 lanes of traffic (narrower lanes + grass shoulders) meandering within the approved road corridor.









Discussion: The Design Charrette Team further clarified that the meanders would be sufficient within the proposed road corridor without the need to extend beyond the corridor to a footprint encompassing other parts of the bench areas. It was affirmed that the Design Charrette Team wanted to avoid neutralizing more areas on the bench which would be useable for park activities or ecological landscape. Thirteen (13) meanders were confirmed. The decision was made to pursue the most purposeful meanders to exploit key views and offer a more aesthetically pleasing driving experience. It was also explained that meanders were not expected where bridge structures are currently clustered.

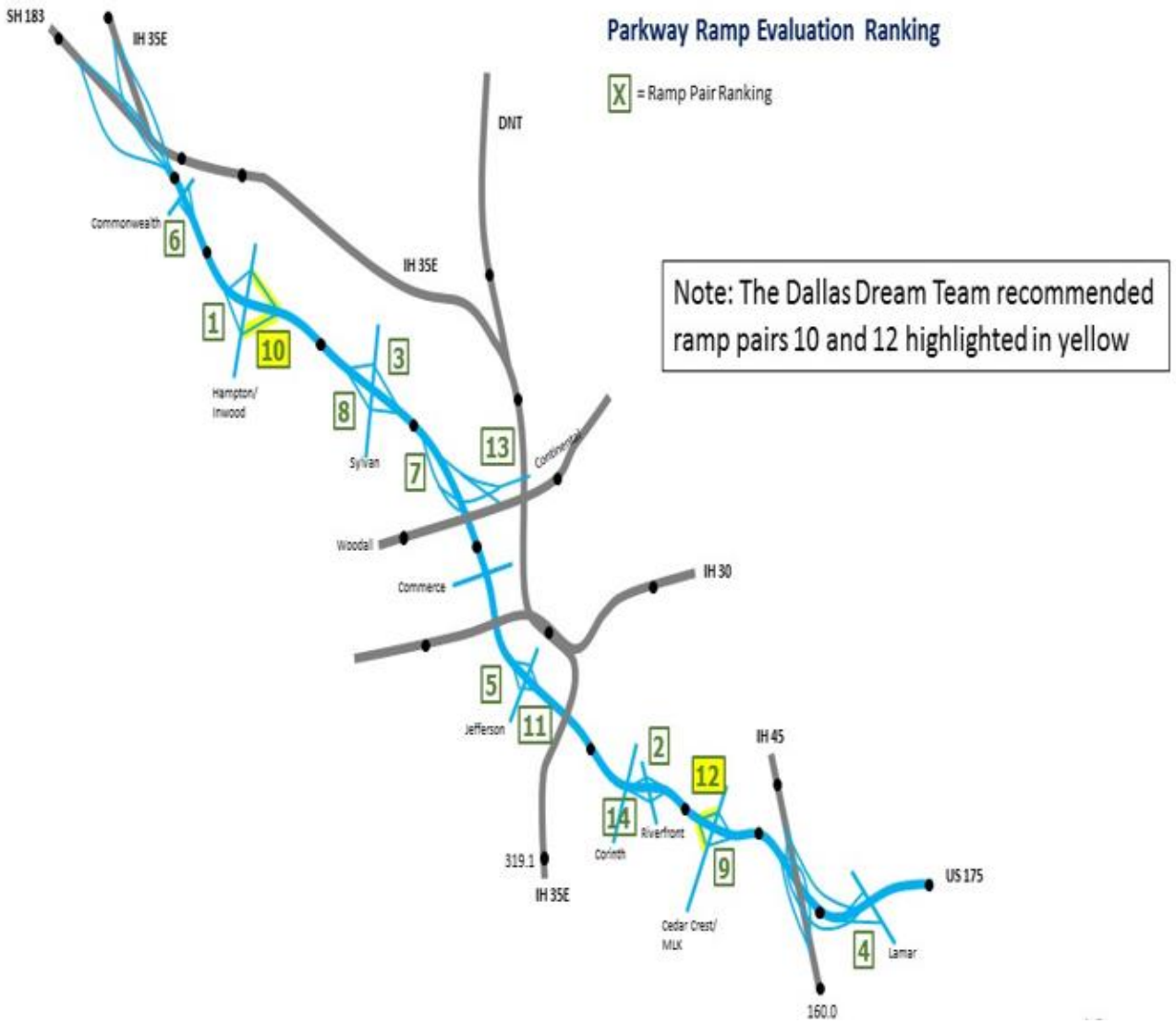
The Technical Team also spent time discussing the desired lane widths, shoulder treatment, and the median width variables. Regarding the potential for 4 lanes, the Technical Team determined this configuration was likely acceptable for an initial stage. However, staging must not preclude construction of ultimate design approved in ROD. The potential for a median was discussed and the Design

Charrette Team confirmed that a landscaped median would reinforce their vision to soften the impact of pavement. The outside lanes were made slightly wider than the inside lanes to accommodate transit and occasional on-street parking as suggested by the Design Charrette Team, who was comfortable with 11-foot wide inside lanes and 12-foot wide outside lanes. While the Design Charrette Team originally envisioned grass shoulders, they clarified that gravel or some other non-impervious shoulders were consistent with their vision because they may facilitate curb-side parking during special events.

Technical Team Findings: The Technical Proposal is generally consistent with the Design Charrette Team vision and several elements as noted further reinforce that vision. Regarding the ROD, the Technical Team understood that design exceptions would be required from the approved scheme and these would be suggested as part of a staged approach. Lane widths were meant to be those of a standard arterial roadway. This is likely acceptable for a first phase as a meander within existing road alignment. Reduced lane width and minimized shoulders may require design exceptions.

Variation #2

Build fewer ramps. Only build two set of ramps within the park accessing the inner city for the foreseeable future: 1 on/off pair at the north end near the Medical District and 1 on/off pair at the south end near Cedar Crest.



Discussion: The Technical Team received additional input from the Design Charrette Team regarding the flexibility of proposals for variations to the two locations for interchanges identified. The principle of only two sets of ramps within the park is reflected in the Technical Proposal. At the north section, at Hampton, one set of on/off ramps on the north side was recommended, but this was where the Design Charrette Team preferred ramps to be located and the Design Charrette Team was not absolutely definitive on how many would be needed. The Design Charrette Team vision was to keep such ramps at the edge of the park in order to minimize impacts of ramp structures on the park.

The south ramps are identified at Lamar, outside the primary study area and the park, close to the freeway connection consistent with the ROD. This has not been explored further by the Design Charrette Team, but it is not contrary to the Design Charrette Team vision. The Design Charrette Team's preferred set of ramps at Cedar Crest may be moved to an adjacent location at Riverfront. This is not inconsistent with the Design Charrette Team vision, except that one of the ramps crosses over one of the sumps and may present challenges to sump function and operation for flood control purposes. One benefit of the shift, in general, is to take ramp construction away from forested areas within the park. Further design development is needed to reconfigure the one intrusive ramp to move it away from the sump, and further review of traffic projections is under way to confirm the preference for any needed shift of location for ramps/interchanges.

Technical Team Findings: The Technical Proposal, even with its variations, generally meets the intent of the Design Charrette Team vision, provided the one intrusive ramp at Riverfront is relocated if shifted from Cedar Crest. Vehicle Miles Traveled ("VMT") projections were generated for each proposed intersection in the ROD, as well as the recommended interchanges by the Design Charrette Team. Design exceptions would likely be required from the approved design for fewer ramps, and to shift and reconfigure ramps. The initial two sets of ramps or interchanges are recommended as part of a first phase.

Variation #3

Ban trucks except for emergencies.

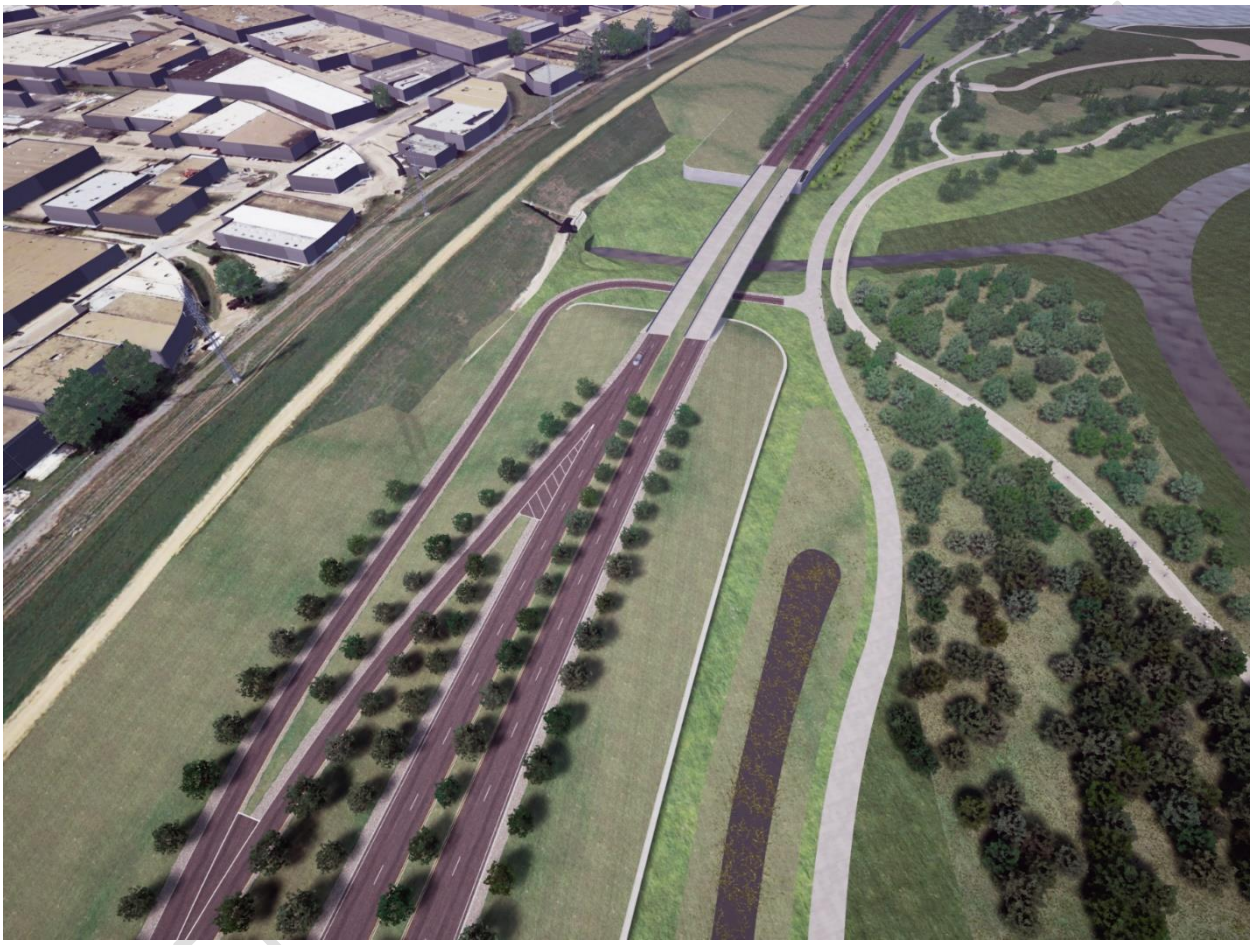
Discussion: The Technical Team discussed the typical approach to toll revenues, limited projected use by trucks, the possibility for providing higher tolls to reduce truck traffic, and an outright ban for non-emergency situations.

There is very little demand from trucks on tolled/managed lanes and trucks have alternative routes. The Design Charrette Team confirmed that a full ban is recommended. Ultimately, this is a management policy decision that does not appear to have a large impact on toll revenue. This can be achieved through an agreement between project partners.

Technical Team Findings: There is nothing in the Technical Proposal that would forestall adoption of this policy decision. This policy decision will require further assessment with project partners to determine potential financial implications.

Variation #4

Add a U-turn option within the Parkway corridor at mid-point.



Discussion: The Design Charrette Team outlined their desire that a user of the park would not have to travel the entire length of the Trinity Parkway if the only purpose of the trip was to view and/or visit particular park amenities. Understanding this desire, the Technical Team sought to make provisions for U-turns at the midpoint and further recommended that there be two U-turn options connected to the access points for the park. This is included in the Technical Proposal. The Design Charrette Team felt that this was an even better resolution of their intentions.

Technical Team Findings: U.S. Army Corps of Engineers (Corps) guidance would be required from the approved scheme and these would be part of a phased approach.

Variation #5

Allow on-street parking along the Parkway on weekend slow periods and special occasions.

Discussion: All options for modifying toll customer payment based on using the Parkway as an access to the park and/or offering some special event parking can be provided by somehow offsetting lost toll revenue and appropriate special event permits, if applicable. This is a management policy decision with financial impacts and potential liability/safety concerns, but the outside lane has been designed to be slightly wider than minimal standards to accommodate extra width needed for occasional parking. This may be achieved through agreements with project partners.

Technical Team Findings: There is nothing in the Technical Proposal that would forestall adoption of this policy decision. This will require a policy decision among project partners related to operation of the roadway, with the need to address potential financial implications and liability/safety concerns.

Design Refinement #1

Meander the Parkway within the approved road corridor so that future road sections can be finished now as pull-off parking areas on both sides of the Parkway – for park access and scenic overlook.

Discussion: The Design Charrette Team confirmed that the Technical Proposal of five pull-off/parking opportunities is consistent with the Design Charrette Team vision. The Design Charrette Team was also comfortable with the length of on-and-off-driveways because they are mindful of the safety considerations and they allow the pull-off experience to be more attractively landscaped and comfortable to maneuver for the driver. The Design Charrette Team did not base their vision of the length of pull-off driveways on the acceleration or deceleration speeds of the Parkway. The Design Charrette Team confirmed that landscaped steps down into the lower park areas are desirable as well. These are detailed design matters

that need to be confirmed as part of the 65%-level landscape design development.

Technical Team Findings: Design exceptions may be required from the approved scheme to achieve the pull-offs and parking for park access. These will be suggested as integral to the staged or phased approach because these pull-off/parking paved areas are all located within areas that may ultimately be paved as part of a full build out as currently approved in 3C.

Design Refinement #2

Design refinement of the landscape configuration to add a consistent linear tree pattern at about 20’ – 40’-centers along the Parkway – making it a “Tree-Lined Parkway” for character and beauty.

Discussion: The Technical Team brought definition to the desire to use regularly spaced trees and other native vegetation along the Parkway to soften the appearance of the road. The Technical Team is sensitive to the need to maintain integrity of the flood control system; hence, technical guidance criteria from the Corps was utilized to support development of this concept. The Technical Team developed several alternative approaches for working within the Corps’ technical guidance. Most of the proposed tree planting areas from the Design Charrette Team have been retained, but the viability of all tree-lined areas will require additional Corps’ review during more detailed design, with the goal of maximizing the number of tree-lined areas along the Parkway. Some short distances do not have a line of trees where trees are impractical over the toe of the levee – but this was expected by the Design Charrette Team. The Design Charrette Team felt that

slight variations offer variety for the driving experience along the roadway. The final pattern of trees will be confirmed through the detailed landscape design, which is still to come up to 65%-level landscape design development and will include alignments and hydrologic modeling.

Technical Team Findings: The Technical Proposal is generally consistent with the Design Charrette Team vision to achieve the experience of a roadway lined with trees. This configuration of the tree-lined Parkway remains contingent, which could be up to 65%-level landscape design development when the full detailed landscape plan is further refined. This will include additional hydrologic review that is consistent with the Corps' technical parameters.

Design Refinement #3

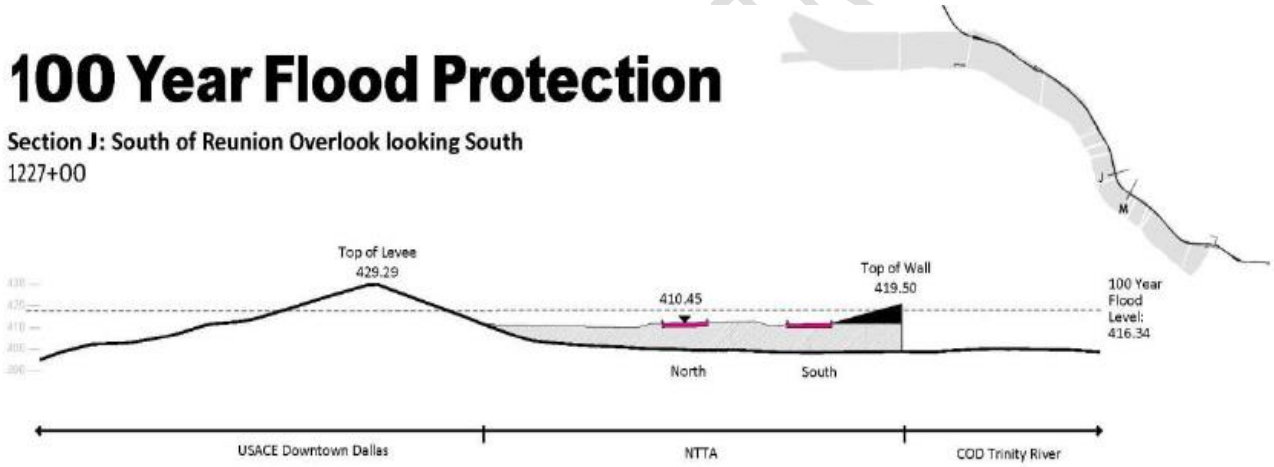
Design refinement of the landscape configuration to add character, interest, and a strong ecological strategy all along the Parkway, especially along the land bench edges and at stream outfall areas.

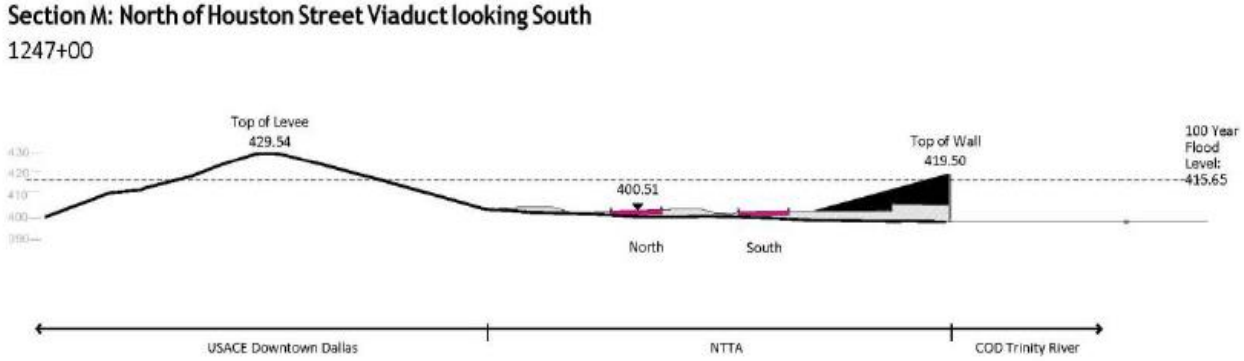
Discussion: The Technical Team discussed using a strong ecological strategy to transition from the urban landscape of the Central Business District and Design District to the natural landscape along the Trinity River corridor, including augmenting the existing wetlands and other habitat along the river as a part of this effort. The Technical Team developed conceptual landscape configurations and hydrologic modeling to allow analyses of any potential design impacts and/or refinements. Guidelines have been prepared, but up to 65%-level landscape design development would be the next step.

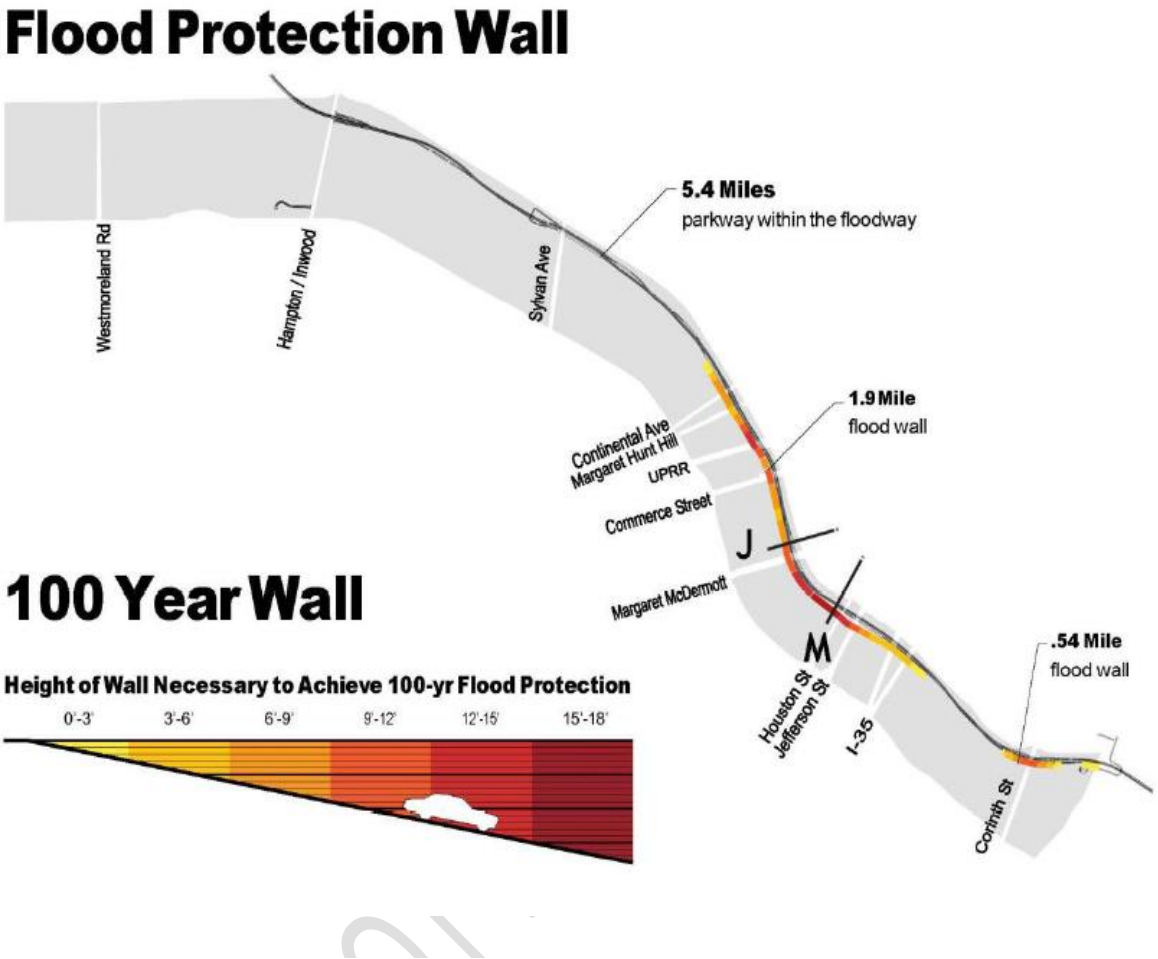
Technical Team Findings: It appears that an acceptable landscape concept is possible within the current technical design. A more detailed landscape design would include further hydrologic review that is consistent with the Corps' technical requirements.

Design Refinement #4

Design refinement of flood protection barriers with landscape, art, wall treatments and hillocks or berms to eliminate blank walls and secure more pervasive views of the park and to add character, interest, and a strong ecological strategy all along the Parkway.

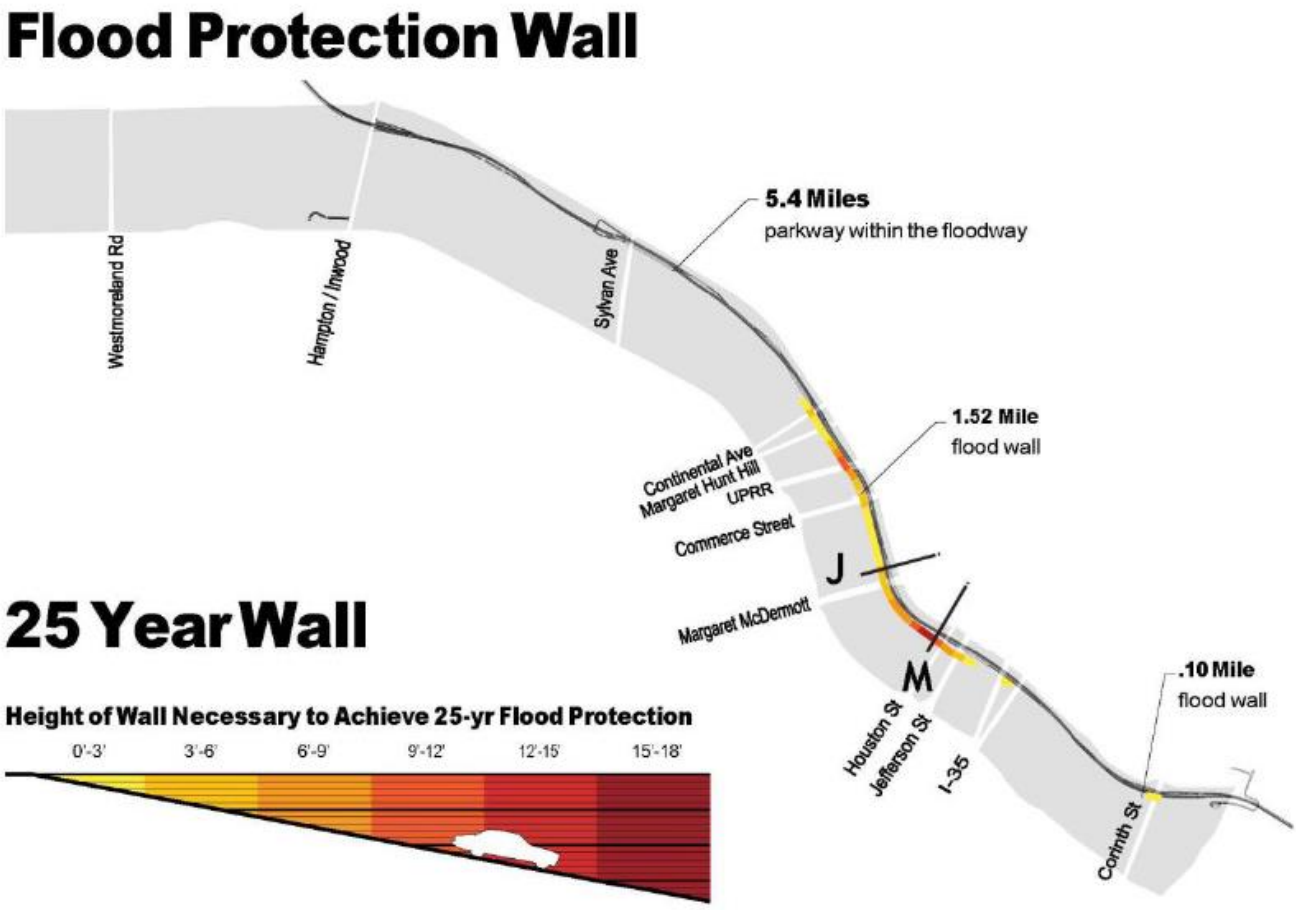






Discussion: The Technical Proposal respects the 100-year flood standard whereby the flood-barrier wall is maintained and camouflaged berms are achieved on the Parkway side with only minor walls exposed that may be landscaped. The experience on the Parkway side is as the Design Charrette Team envisioned.

However, up to 23-foot walls remain in a 2.25 mile stretch from Turtle Creek Outfall to the DART bridge on the park side, which cannot be confirmed for adjusted landscape or berm camouflage treatments until detailed park design is completed. The current federally approved BVP does include floodwall treatment with some levels of landscaping or other aesthetic features. It may be difficult to camouflage these park-side walls with berms in addition to or in lieu of landscaping. Design to a lesser flood standard was reviewed, which would open up views and make camouflaged berms easier on both sides of the wall, but this configuration opens the Parkway to more frequent flooding and lowering down to as low as 10-year flood protection only reduces the wall height by seven feet.

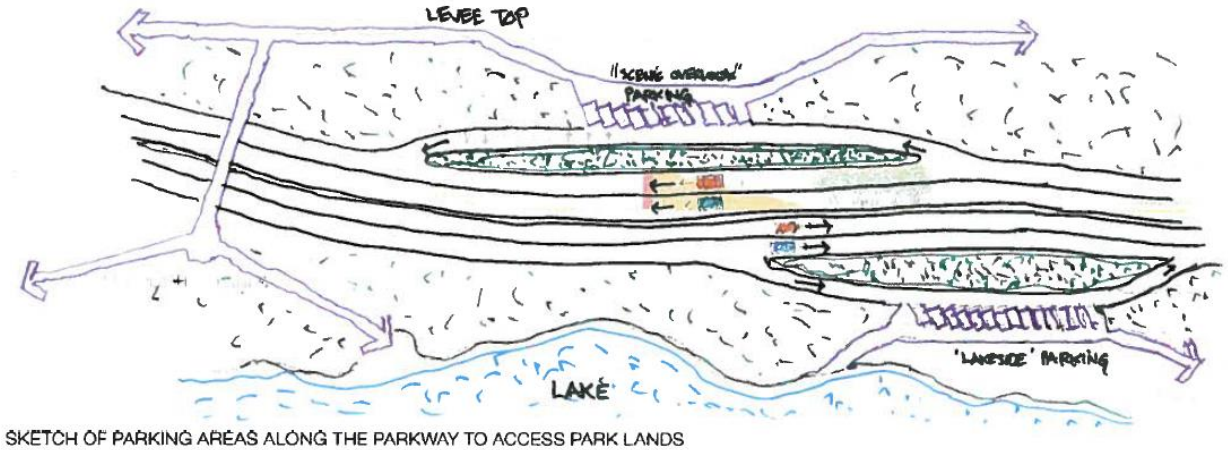


Technical Team Findings: Design exceptions will be required from the approved scheme to achieve berming on the Parkway side for the 100-year flood standard. Further detailing of this concept with landscape elements may be pursued during the 65%-level landscape design development. This will include further testing and review of the exact configuration of berms and hydrology to be consistent with the Corps' technical guidance.

Resolution of berming on the park side of the wall cannot be determined until the full park review is undertaken because more solutions may be necessary to meet Corps hydrologic requirements. Pursuing a flood standard of less than the 100-year protection will almost certainly challenge the ROD, representing a high risk in moving the project forward. The Technical Team's recommendation is to uphold the use of the 100-year flood standard for the Parkway.

Design Refinement #5

Design refinement to exploit five major “WOW” views over the Parkway.



SKETCH OF PARKING AREAS ALONG THE PARKWAY TO ACCESS PARK LANDS

Discussion: Only one “WOW” view does not have an opportunity to stop for a vehicle, but the other views offer several options to stop nearby. The Design Charrette Team confirmed that this slight change does not conflict with the Design Charrette Team vision because the key views are preserved, especially since the meanders are purposely oriented to exploit them.

Technical Team Findings: This idea is consistent with the ROD, although design exceptions may be required to achieve pull-off parking areas as part of a phased or staged approach.

Design Refinement #6

Allow toll free park use from the Parkway.

Discussion: All options for modifying toll customer payment based on using the Parkway as an access to the park and/or offering special event parking can be provided by offsetting lost toll revenue. This opportunity would only apply to intended use of the park and not every day bypass users of the Parkway. The Design Charrette Team confirmed that is an important part of their vision for the Parkway to serve the park. This is a policy decision and can be achieved through agreements with the project partners.

Technical Team Findings: There is nothing in the Technical Proposal that would forestall adoption of this policy decision. This will require a policy decision among project partners related to operation of the roadway, with the need to confirm financial implications.

Design Refinement #7

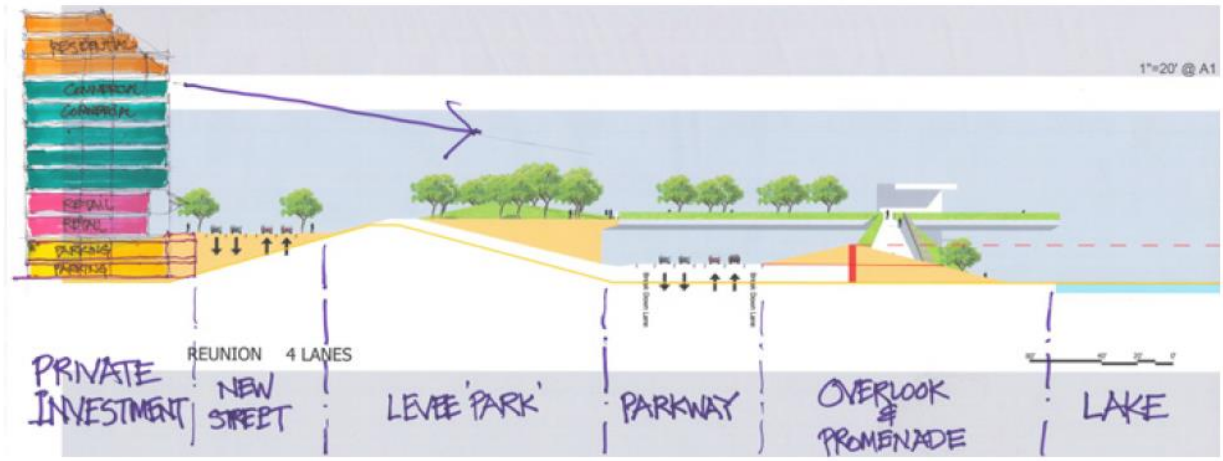
Locate transit stops so as to enhance transit-user access to the park over the Parkway – for example, provide a Houston Bridge streetcar stop and a Riverfront Boulevard bus stop.

Discussion: This idea requires more inquiry with the transit agencies, but it is not seen as a major problem to achieve either on the roadway bench in parking areas or in the floodway on a park road system.

Technical Team Findings: This opportunity is not ruled out by the current Technical Proposal. This should be resolved with further design.

Development Strategy #1

For the 'Reunion/Commerce' and 'Mix Master District', catalyze development to happen earlier than expected by allowing development to locate as close to the park as possible.



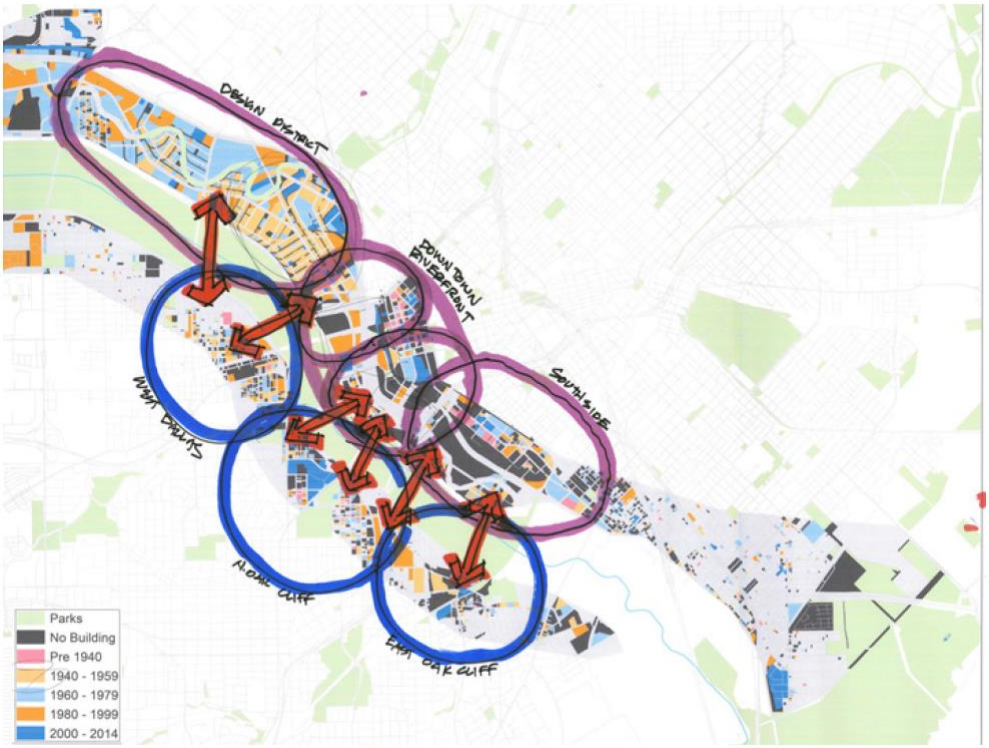
SKETCH SECTION AT REUNION OVERLOOK SHOWING ADJACENT DEVELOPMENT AND A NEW STREET BEHIND THE LEVEE

Discussion: Because ramps are deferred at this location and the boardwalk or similar pedestrian cover of the Parkway is retained, the close association of new development to the amenity of the park is secured.

Technical Team Findings: The Technical Proposal confirms the Design Charrette Team vision for this development strategy. This will be further explored as part of the park review process now underway.

Development Strategy #2

For the 'Design District', facilitate the current incremental development trend with regular and attractive pedestrian connections across the Parkway to the park.



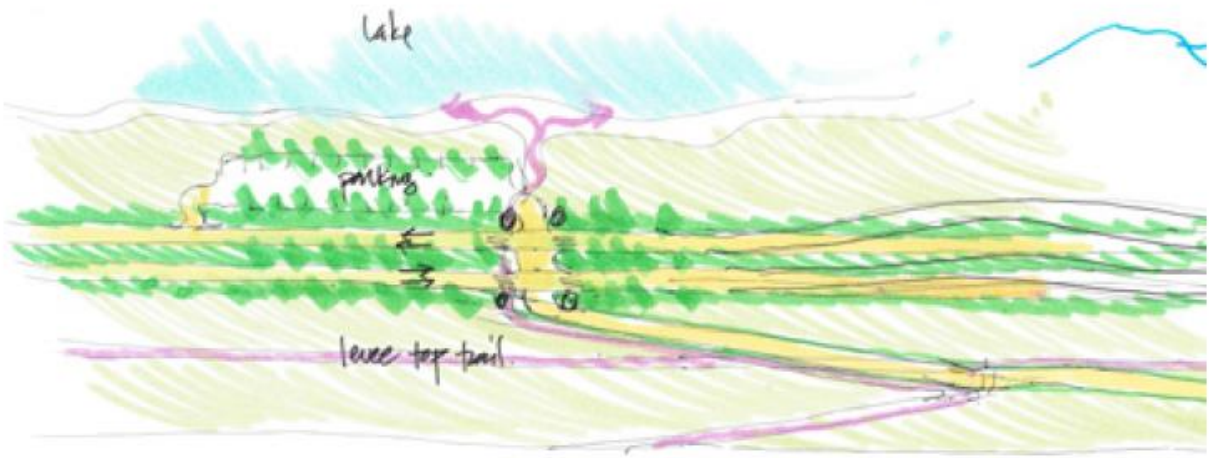
CHARRETTE DIAGRAM SHOWING KEY DEVELOPMENT DISTRICTS IN DOWNTOWN, DESIGN DISTRICT, SOUTH DALLAS AND OAK CLIFF

Discussion: All existing pedestrian/bike links have been retained and the Technical Proposal can accommodate more pedestrian/bike links over time as determined in the further design review of the park or through private proposals. As many links as possible are desirable.

Technical Team Findings: The Technical Proposal confirms the Design Charrette Team vision for this development strategy. This will be further explored as part of the park review process now underway.

Development Strategy #3

For the 'Southside District', facilitate the current development inclinations by enhancing the "sump" water bodies as the primary amenities – in this district the park and Parkway are less important.



SKETCH PLAN SHOWING PEDESTRIAN ACCESS OVER THE LEVEE TO LAKES

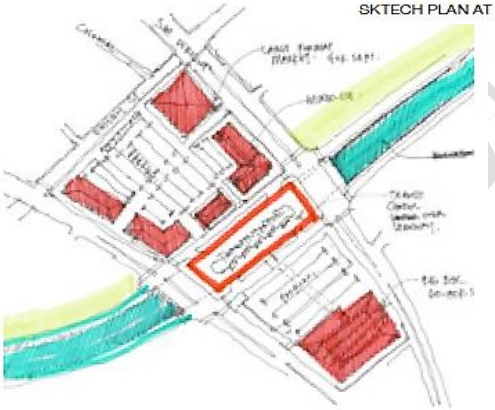
Discussion: One possible ramp option, at Riverfront, would significantly diminish the economic development opportunity in the "Southside District" by crossing directly over the center of one of the sumps, potentially impacting flood management function and neutralizing its amenity potential to draw development. Further design development is underway to determine if the ramp can be reconfigured to move it away from the sump and resolve the problem.

Technical Team Findings: This development strategy requires further planning and design as noted above.

Development Strategy #4

For the districts at the far north and south ends of the Parkway, just before it joins the existing highways, build under or over the roadway elevation within the alignment so that the Parkway development spurs private development that augments the neighborhoods.

SKTECH PLAN AT SHOWING PARKWAY ENTRANCE TO FLOODWAY AT INWOOD BRIDGE



DEVELOPMENT OPPORTUNITY AS PARKWAY EXTENDS EASTWARD UNDERNEATH S. LAMAR AND S.M. WRIGHT

Discussion: This strategy will be explored as part of the ongoing park planning to review economic development opportunities.

Technical Team Findings: This development strategy requires further planning and design as noted above.

Additional Consideration #1

No design speed specified – resulting design speed in Technical Proposal at 45 MPH.

Discussion: The Design Charrette Team envisioned that the roadway design should not be targeted to a specific speed, but rather meet all quality expectations or 20 ideas of the Design Charrette Team vision. The Technical Proposal stays true to this principle, and in the end resulting in a design speed of 45 MPH for this initial phase. Increasing design speed to 55 MPH or 60 MPH would result in removal or smoothing out of most of the meanders and loss of over half of the pull-off parking opportunities, so it would be significantly incompatible with the Design Charrette Team vision.

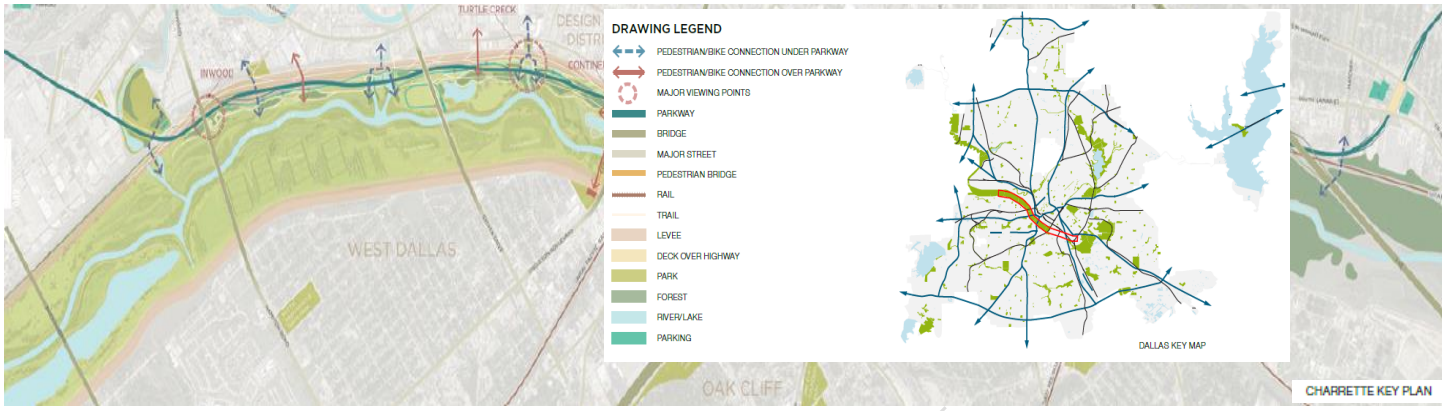
Technical Team Findings: Evaluation suggests that the 45 MPH effective design speed, with the 4-lane cross-section, will cut the vehicle miles traveled in the regional model by about 40% from the ROD maximum estimate – however it still accommodates the projected demand in the near term as part of a phased plan.

Also, a lower speed would reduce the number of vehicles using the roadway, which would reduce toll revenue. This would have a financial implication on project funding and would need to be considered in developing the project financing plan with project partners.

Finally, TxDOT/FHWA will examine the ability of the Parkway to meet ROD "need and purpose" as a reliever route given ultimate build-out of all phases currently approved.

Additional Consideration #2

Parkway and Levee Alignment.

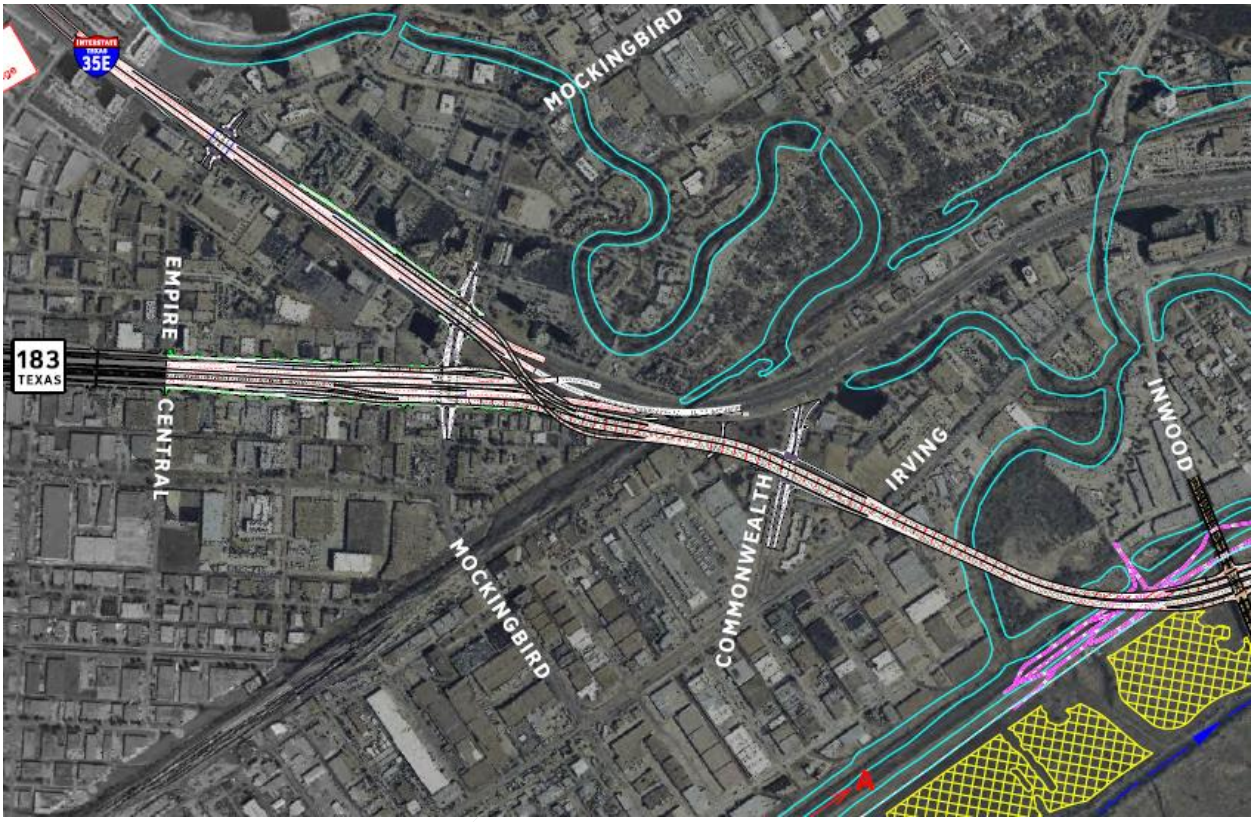


Discussion: The Parkway and levee alignments were further explored as part of the Technical Team efforts to explore additional opportunities to maximize opportunities for federal project development within the Dallas Floodway Extension, Dallas Floodway and Trinity Parkway projects. These alignments include consideration of the Parkway "co-habitating" with the levee envelope, particularly along the proposed Lamar Levee. This concept is not consistent with the partnering regulatory agency policies concerning road and levee implementation and maintenance.

Technical Team Findings: The Technical Team discussed the potential to share right of way along the future Lamar Levee and the Trinity Parkway. Sharing right of way between two federal agencies is not preferred and would require waivers to federal policies regarding primacy of the infrastructure. These approvals would be through the headquarters levels and are not likely to be approved and therefore not recommended by the team.

Additional Consideration #3

Economic Development of IH-35/SH-183 Connections.



Discussion: As noted earlier, the Design Charrette Team examined economic development ideas in the areas that immediately abut the Parkway alignment between the IH-35 and IH-45 ramps. During the forum following the Design Charrette, several respondents raised questions concerning the potential for economic development in the area near the IH-35/SH-183 connections, in addition to the Southside/Lamar, Design District, and Reunion areas. While the economic activity within this area is currently industrial-based facilities, other types of economic development could be considered that would require appropriate planning and zoning.

Technical Team Findings: This consideration is in addition to the economic development concepts proposed as a part of the Design Charrette, but may present an opportunity to expand economic development along the corridor. Further preliminary exploration of this additional consideration may be performed internally by City staff.

Additional Consideration #4

Bridge Deck Treatment over Outfalls.

Discussion: The Design Charrette Team proposed several roadway treatments to "soften" the appearance of the Parkway, and to visually connect the roadway with the natural environment along the Dallas Floodway; however, most of the Design Charrette Team's efforts were focused on the floodway walls and road section. There are several large existing drainage outfalls that the Parkway alignment crosses using traditional bridge decks. The Technical Team took the concepts for "greening" the road section to extending a planted median and/or planter boxes along the Parkway across the bridge decks. In addition, treatment of the bridge infrastructure from a park perspective could benefit from a more aesthetically pleasing design.

Technical Team Findings: These concepts can be explored as part of the design development process, but may increase overall project costs for these facilities, both for initial implementation and ongoing operations and maintenance.

Conclusions and Recommendations

Using informed expertise based upon professional experience, the Technical Team held firmly to the principles of bringing the Charrette to a more detailed level of conceptual design to better assess the compatibility of the proposal with current federal approvals. While compatibility with existing federal approvals has been tested via dialogue with local, state, and federal partners, official federal approvals have not been sought due to the need to advance the detailed conceptual designs further to accommodate formal consideration.

Recommended Next Steps

The Parkway needs to be advanced to a detailed schematic of the current Technical Proposal and the landscape design needs to be advanced up to 65% to provide a deliverable to partner agencies for final review and determination of compatibility with current federal approvals.

This work could be completed through the existing contracts with current authority but will require funding from the project partners. Very preliminary cost estimates range from $2-3 million to take design to this stage. This work may take 12-15 months, assuming federal partners are able to complete expeditious reviews.

Should the City Council desire to move forward with detailed schematic design and up to 65% design of landscape components, the project partners will formalize deliverables and schedules, and then submit deliverables for formal approval from federal/state partners.

Summary of Specific Recommendations:

1. Develop necessary documentation to allow design exception to implement U-Turns, meandering and pull-off parking as a part of a staged approach to Parkway implementation.
2. Complete analysis and develop recommendations for shifting the ramps and reconfiguring Riverfront ramps.
3. Explore appropriate policy concerning operation of the roadway with respect to restricting non-emergency truck traffic, allowing occasional on-street parking and accommodating toll-free use of the park.
4. Continue design exploration of the tree-lined Parkway concept and the landscape configuration to add character, interest and strong ecological strategy along parkway.
5. Continue exploration of aesthetic design refinements of the flood protection barriers and bridge deck crossings over outfalls.
6. Continue design and transit agency coordination as necessary concerning possible transit stop locations.
7. Continue exploration of development strategies near Reunion, Commerce, Design District, and Mix-Master District as part of design and Park review process.
8. Continue exploration of sump options and ramp design in and near Southside District to support and enhance adjacent development opportunity.
9. Continue design exploration for strategies to build over/under the roadway at the far north/south ends of the Parkway to spur private development and enhance neighborhoods.
10. Explore how the use of a lower design speed as a part of a staged implementation will impact existing ROD.
11. Further investigate economic development considerations in areas near the IH-35/SH-183 corridor.
12. Investigate the IH-35/SH-183 connection to the Parkway scaled as appropriate as a Phase 1 Parkway using traffic modeling provided by North Texas Council of Governments (NCTCOG).
13. Investigate future connections, amenities and access for adjacent neighborhoods as part of the park planning efforts.

Appendix

- Common Terminology
- Trinity River Corridor Citizens Committee (TRCCC) Recommendations (CR# 951704)
- Major Transportation Investment Study (MTIS) (CR# 051210)
- Trinity Parkway Advisory Committee Appointment
- 1998 Capital Bond Program
- Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) for Trinity Parkway
- Trinity Design Charrette (CR# 150732)
- Advisory Committee Commentary

Common Terminology

Alternative 3C: One of four Build Alternatives (2A, 2B, 3C, and 4B) that were considered for evaluation in the Final Environmental Impact Statement (FEIS). It is the recommended alternative in the FEIS for further development to a higher level of detail.

Charrette Report: A summary of recommendations by the "Dream Team" tasked with evaluating alternatives to Alternative 3C as described in the FEIS.

Design Exception: The process and associated documentation that enable designers to deviate from design standards for a specific highway feature in order to achieve a design that best suits the needs of the project. The process to evaluate and justify design exceptions must be based on an evaluation of the context of the facility (e.g., community values), needs of all the various project users, safety, mobility, human and environment impacts, project costs, and other impacts.

Design Speed: In general, it is the selected speed used to determine the various geometric design features of the roadway. For purposes of this report and its approach, the design speed was derived from a set of design features agreed to by the Technical Team as most suited for the Trinity Parkway.

Record of Decision (ROD): A Federal Highway Administration's (FHWA) document describing its selection of Alternative 3C for the Trinity Parkway Project.

100-year Flood Event: It is the flood event that has a 1% probability of occurring at any given year.

United States Corps of Engineers (USACE/ Corps): A federal agency in charge of regulating and permitting activities inside the Dallas Floodway. USACE/ Corps is responsible for Section 408 approval which addresses proposed modifications to the Dallas Floodway. USACE/ Corps is responsible for Section 404 Permit which addresses impacts to the waters of the United States including wetlands

Federal Highway Administration (FHWA): A federal agency responsible for reviewing the Project's FEIS and selecting one of several alignment alternatives via the ROD.

Texas Department of Transportation (TxDOT): A state agency responsible for reviewing Project details to ensure compliance with state and federal standards, procedures and policies.

TRCCC Recommendations (CR# 951704)

COUNCIL CHAMBER

May 10, 1995 951704

WHEREAS, *the City of Dallas Trinity River Corridor Citizens Committee has completed a public process to develop by consensus recommendations to serve as guidelines for the Trinity River Corridor within the City of Dallas.*

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. *That the City Council hereby approves and adopts the Trinity River Corridor Citizens Committee Recommendations as submitted by the Trinity River Corridor Citizens Committee.*

Section 2. *That the Trinity River Corridor Citizens Committee shall continue their process to further develop these recommendations and to monitor progress.*

Section 3. *That, as briefed to the City Council, the resolution of flood and transplantation issues involving Luna Road and Walnut Hill Road and the surrounding area, will be worked out during the next phase of the Trinity River Corridor Citizens Committee process including studies involving participation by all interested parties.*

Section 4. *That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas and it is accordingly so resolved.*

COPY RESOLUTION
APPROVED BY
CITY COUNCIL

MAY 10 1995

City Secretary

APPROVED _____ APPROVED _____ APPROVED _____
HEAD OF DEPARTMENT DIRECTOR OF FINANCE CITY MANAGER

MTIS (CR#972918)

972918
COUNCIL CHAMBER

September 10, 1997

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that funding for all proposed transportation improvements of regional significance be preceded by a Major Transportation Investment Study (MTIS) to ensure consistency with regional, state, and local plans, compliance with environmental objectives, and proactive, inclusive, and continuous public involvement; and,

WHEREAS, the Texas Department of Transportation (TxDOT) has completed the Trinity Parkway Corridor Major Transportation Investment Study (MTIS) under the guidance of the Policy Coordination Work Group, a representative group of local elected officials and representatives from involved public agencies; and,

WHEREAS, the TxDOT has conducted a series of public involvement activities which included eight (8) public meetings, and monthly meetings with the TxDOT formed Community Advisory Work Group, a representative group of involved citizens; and,

WHEREAS, the TxDOT Community Advisory Work Group reviewed and approved the TxDOT Recommended Plan of Action for the Trinity Parkway Corridor MTIS on June 16, 1997; and,

WHEREAS, the TxDOT Policy Coordination Work Group approved the TxDOT Recommended Plan of Action for the Trinity Parkway Corridor MTIS on July 11, 1997.

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. That the City Council approves the Texas Department of Transportation Recommended Plan of Action for the Trinity Parkway Corridor Major Transportation Investment Study.

Section 2. That the recommended Plan of Action be expanded to include an 8th element that would include providing pedestrian, bicycle, equestrian and free automobile access to the Trinity Park in the existing Dallas Floodway.

Section 3. That the City Council strongly endorses the continuation of a broad-based citizen involvement program during the Environmental Impact Statement (EIS) process.

Section 4. That the design of vehicular access from I-30 and I-35 E to and from the proposed Trinity Parkway be considered during the EIS phase of the project and that options for possible access be presented to the City Council during the EIS process.

APPROVED _____ APPROVED _____ APPROVED _____
HEAD OF DEPARTMENT CITY CONTROLLER CITY MANAGER

1998 Capital Bond Program

CAPITAL IMPROVEMENT PROGRAM

CITY OF DALLAS

1998 CAPITAL BOND PROGRAM SUMMARY IN-BRIEF

ELECTION: MAY 2, 1998

PROPOSITION 11: TRINITY RIVER CORRIDOR PROJECT

Program Category	Amount Allocated
Dallas Floodway Extension	$24,700,000
Elm Fork Levee	$30,000,000
Transportation Improvements	$118,000,000
Great Trinity Forest	$41,800,000
Chain of Lakes	$31,500,000

Trinity River Corridor Project

The Trinity River Corridor Project consists of the city share of interdependent projects, to be implemented over 10 years, that will leverage over one billion dollars in state, federal and other agency funds.

The Dallas Floodway Extension (DFE) is a joint project of the City and the U.S. Army Corps of Engineers (USACE) to develop a 1,400 acre "Chain of Wetlands" extending from Corinth Street to Loop 12. The joint project will also build 20-21 foot protective levees along Lamar Street and Cadillac Heights, linking existing levees from the Central Business District to the Rochester Levee on the east, and extending a levee from Cedar Creek to the Central Wastewater Treatment Plant. These improvements will increase the level of protection for the Central Business District and Rochester Park from the 300-year event to the Standard Project Flood (800-year event).

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The protection for the Lamar area and Cadillac Heights will be the Standard Project Flood 800-year event. These levees will protec 440 existing structures from recurrent flooding, preserve 1,675 jobs in the Lamar Street area, and increase flood protection for the Central Wastewater Treatment Plant to the 500 year flood event. I will also realign the Trinity channel at IH-45, a National Defense Highway, to protect the bridge structure. Excavated material from the wetlands will be utilized for construction of the levees, fo construction of the Trinity Parkway, and for increasing the height o the existing Rochester Levee for a distance of approximately 1,000 feet. The project will provide environmental restoration/mitigation fo levee and Parkway construction, and will provide for recreationa facilities and trail linkages between the Great Trinity Forest, the Trinity Park, neighborhoods and high employment areas.

The Elm Fork Levee is a joint project of the City and the U.S. Army Corps of Engineers (USACE) for development of a six-mile levee o 15-18 feet in height extending generally along Luna Road from Royal Lane to the vicinity of California Crossing and east to Bachman Lake. The levee system will provide Standard Projec Flood protection to 800 acres of floodplain within the Stemmons North Industrial District and 600 existing structures valued in excess of $700 million. The levee will utilize material excavated from the "Chain of Lakes". Regional trails for transportation and recreationa use will link neighborhoods and high employment areas.

The Trinity Corridor Transportation Improvements are join projects of the City of Dallas, the Texas Department o Transportation (TxDOT), and the North Texas Tollway Authority (NTTA). The project will provide funding for City participation in the Trinity Parkway, a 6-8 lane reliever route extending from U.S. 175 on the east, constructed as a one-way couplet within the Dallas Floodway levee system and extending west to connect with S.H 183 in the area of IH-35E, and for expanding Beckley Avenue to a six lane divided thoroughfare from Singleton Boulevard to one block east of IH-30. This project is under consideration by the North Texas Tollway Authority for development as a toll facility. The construction of the Trinity Parkway reliever route will permit TxDOT to complete improvements to IH-30 and IH-35E (Canyon/Mixmaster/lower

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Stemmons), including frontage roads, a direct connector between IH-30 and IH-35E, High Occupancy Vehicle (HOV) lanes, elimination of unsafe merge/diverge movements, installation of intelligent vehicle systems, and the expansion of lanes in the Canyon within an accelerated fifteen year schedule. The project will also extend Woodall Rodgers, as a key element of the reliever, across the Trinity River to Singleton/Beckley Avenue, providing access to the Trinity Parkway, West Dallas, and Oak Cliff.

The Great Trinity Forest will implement the Great Trinity Forest Master Plan Concept providing for the development of the Trinity Interpretive Center, an equestrian center, equestrian and nature trails, multi-purpose trails to be used for recreation and transportation, boat launches, and trailhead improvements. It also provides for the acquisition and preservation of 2,700 acres of pristine bottomland hardwood forest within the Trinity River Corridor. The Forest is the most likely site recipient for environmental restoration/mitigation required for the Trinity Parkway, the Dallas Floodway Extension Project, and other transportation projects in the Dallas area.

The Chain of Lakes will create a series of lakes within the Dallas Floodway upstream of Corinth Street and extending to the confluence of the Elm Fork and the West Fork of the Trinity River. The lakes will increase the Floodway's capacity for floodwater conveyance, will mitigate the effects of the construction of the Trinity Parkway, and will provide material for the construction of the Trinity Parkway and the Elm Fork Levee, as well as creating recreational amenities within the Dallas Floodway. Trail linkages for transportation and recreational use will connect neighborhoods and high employment areas in Oak Cliff, West Dallas, and the Central Business District.

16

Balanced Vision Plan (CR# 033391)

COUNCIL CHAMBER
033391
December 8, 2003

WHEREAS, on May 2, 1998, the citizens of Dallas authorized the issuance of $246 million in general obligation bonds for the Trinity River Corridor Project that included the Trinity Parkway and other transportation improvements; and,

WHEREAS, on November 18, 1998, Resolution 98-3383 authorized the development of the Master Implementation Plan for lake design and other recreational amenities within the Trinity River Corridor between IH-20 and the confluence of the West Fork and Elm Fork of the Trinity River; and,

WHEREAS, extensive public involvement and diverse input from citizens, special interest groups, local, state, and federal agencies were incorporated into the development of the Master Implementation Plan; and,

WHEREAS, on August 25, 1999, Resolution 99-2623 adopted the Trinity River Corridor Project Master Implementation Plan contingent upon review and approval of the final report by the City Council; and,

WHEREAS, the City Council never formally adopted the Trinity River Corridor Project Master Implementation Plan; and,

WHEREAS, in the summer of 2002, Dallas City Council expressed its desire to take another look at the previous studies that have been done on the Trinity River Corridor Project, with an eye towards urban design and compatibility between the park area and the Trinity Parkway; and,

WHEREAS, Mayor Laura Miller raised funds from the private sector, and hired Chan Krieger & Associates for the purpose of reviewing and critiquing previous studies and to propose an urban design vision for the Trinity River corridor that balances the transportation, flood control, recreational, environmental, and redevelopment aspects of the project; and,

WHEREAS, the City Council has received a series of briefings on the proposed plan as it was developed, beginning with the initial concept on March 5, 2003, an update on June 23, 2003, and ending with a presentation of the estimated capital and operating costs of the recommended vision plan on November 5, 2003; and,

WHEREAS, it is the desire of the City Council to accept the "Balanced Vision Plan" for the Trinity River Corridor Project and to include the plan as a supplement to the Master Implementation Plan, as well as to previous studies including the Elm Fork Floodplain Management Study and the Great Trinity Forest Master Plan, to guide future planning of the project.

APPROVED _____ HEAD OF DEPARTMENT
APPROVED _____ CITY CONTROLLER
APPROVED _____ CITY MANAGER

Balanced Vision Plan (CR# 033391), Continued

COUNCIL CHAMBER
033391
December 8, 2003

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. The "Balanced Vision Plan" for the Trinity River Corridor Project is hereby accepted to be included as a supplement to the Master Implementation Plan, as well as to previous studies including the Elm Fork Floodplain Management Study and the Great Trinity Forest Master Plan, to guide future planning of the project.

Section 2. That this resolution shall take effect immediately from and after its passage in accordance with the provision of the Charter of the City of Dallas and it is accordingly so resolved.

Distribution: Public Works and Transportation, Sandra Williams, OCMC, Room 101
Trinity River Corridor Project, Rebecca Dugger, 6BS
City Attorney
Office of Financial Services
Office of Financial Services, Regina H. Givens, 4BN

APPROVED BY
CITY COUNCIL

DEC - 8 2003

City Secretary

APPROVED HEAD OF DEPARTMENT APPROVED CITY CONTROLLER APPROVED CITY MANAGER

Combined Parkway (CR# 051210)

COUNCIL CHAMBER

051210

April 13, 2005

WHEREAS, improved traffic mobility in this region may accelerate economic development, improve air quality, advance traffic safety, and generally enhance the quality of life for all residents; and,

WHEREAS, the North Texas Tollway Authority (the "NTTA"), at the request of the City of Dallas (the "City"), has initiated studies to evaluate the feasibility of the Trinity Parkway as a toll supported project and, as a component of those studies, has produced a Draft Environmental Impact Statement to assess the social, economic and environmental impacts associated with each alternative developed; and,

WHEREAS, as the City recognizes the value and necessity of the Trinity Parkway to stimulate, facilitate and sustain the diversity and vitality of local and regional economic development; and,

WHEREAS, the NTTA is in the process of seeking environmental approval for the Trinity Parkway through a tiered decision making process; and,

WHEREAS, this is an appropriate time in the tiered decision making process for the local government to recommend an alternative from the seven alternatives under consideration, namely the No-Build, two Industrial Alternatives and four Levee Alternatives; and,

WHEREAS, with the completion of the Texas Department of Transportation's Trinity Parkway Corridor Major Transportation Investment Study (MTIS) the Dallas City Council passed Resolution No. 97-2918 on September 10, 1997, which endorsed the recommended Plan of Action.

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That as a result of additional studies being conducted in the interim, and to the extent that the previous resolution is inconsistent with this resolution, the previous resolution is hereby modified accordingly.

SECTION 2. That the City Council reaffirms its support for the Trinity Parkway as presently proposed to be designed, constructed and operated, as a toll supported facility by the NTTA.

APPROVED _____ HEAD OF DEPART MENT

APPROVED _____ CITY CONTROLLER

APPROVED _____ CITY MANAGER

Combined Parkway (CR# 051210), Continued

051210 COUNCIL CHAMBER

RECEIVED April 13, 2005

SECTION 3. That the City recommends "Alternative Alignment No. 3B", also ~~known~~ referred to as the Combined Parkway - Modified alignment, in the ~~DEIS~~ Draft Environmental Impact Statement as ~~its~~ the locally preferred alignment for the Trinity Parkway; that the City expresses support for the southern segment of the Trinity Parkway from DART line to U.S. 175 will run along the proposed Lamar Levee, turning east at Starks Street to tie into U.S. 175; and, additionally, expresses support for the recommendations of the Southern Sector stakeholders for the Bexar Street interchange alternative.

SECTION 4. That the City Council expresses support to NTTA for additional specific actions, elements and/or features of the Trinity Parkway, including the following:

a. That NTTA pursue further evaluation of the construction of TxDOT's new concept for IH-35E connection for the Trinity Parkway, which replaces the Jefferson Street Viaduct and advances the Southern Gateway project;

b. That there be staged construction of the 4-lane section of the Trinity Parkway with room for expansion in the center median;

c. That the center median of the Trinity Parkway be landscaped pursuant to adaptations to the NTTA Urban Design guidelines, to be compatible with the Trinity Project's context sensitive urban design in the Balanced Vision Plan;

d. That additional lanes of the Trinity Parkway are to be constructed in the area of the center median if traffic counts warranted (expected to be 2025 or later);

e. That main toll plaza on the north end of the Trinity Parkway is to be located outside the levees;

f. That all toll plazas (main and ramp) of the Trinity Parkway will be constructed so as to facilitate the conversion to electronic tolling in the future;

g. That pedestrian decks spanning over the Trinity Parkway be allowed at locations mutually acceptable to NTTA and the City; and,

h. That, contingent upon federal, state and local funding, S.M. Wright Freeway, from U.S. 175 to Central Expressway, be downgraded to a boulevard and have urban design elements incorporated as coordinated with City staff, TxDOT, and Southern Sector stakeholders.

APPROVED _____ HEAD OF DEPARTMENT APPROVED _____ CITY CONTROLLER APPROVED _____ CITY MANAGER

Combined Parkway (CR# 051210), Continued

COUNCIL CHAMBER

051210 April 13, 2005

SECTION 5. That the City Council urges the NTTA, TxDOT, Dallas County, the other affected municipalities and all local, state or federal agencies participating in the approval process, that while honoring current and future environmental documentation requirements, they make every effort to expedite the issuance of the necessary environmental permits and approvals for the Trinity Parkway, due to the critical importance of this facility in meeting regional mobility needs.

SECTION 6. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas and it is accordingly so resolved.

Distribution: Public Works and Transportation, Cheryl Nichols, OCMC, Room 101
Trinity River Corridor Project, Rebecca Dugger, 6BS
City Attorney
Office of Financial Services

APPROVED BY
CITY COUNCIL

APR 13 2005

City Secretary

APPROVED _____ HEAD OF DEPARTMENT

APPROVED _____ CITY CONTROLLER

APPROVED _____ CITY MANAGER

Trinity Parkway Advisory Committee Appointment (January 15, 2016)

Memorandum

City of Dallas

Date: January 15, 2016

To: Honorable Members of the Dallas City Council

Subject: Trinity Parkway Advisory Committee members

Citizen input is a critical and promised component of the Trinity Parkway planning process. To that end, I asked Council member Sandy Greyson and Jere Thompson Jr., former North Texas Tollway Authority chair, to each appoint three members to the Trinity Parkway Advisory Committee. The members they selected are:

- Ambassador Ron Kirk, former U.S. Trade Representative and Dallas mayor
- Rep. Rafael Anchia, Texas House
- Angela Hunt, former Dallas City Council member
- Chancellor Lee Jackson, University of North Texas System
- Mary Ceverha, founder and former president, Trinity Commons Foundation Inc.
- Robert MeckFessel, former president of the American Institute of Architects Dallas

The purpose of this committee is the following:

1. To review the work of the Trinity Parkway Technical Committee and to advise on whether the final design of the road was true to the 20 points presented to the City Council last year by Larry Beasley.
2. To share their advisory opinions of the same with the City Council through testimony to be taken by Transportation & Trinity River Project Committee Chair Lee Kleinman.

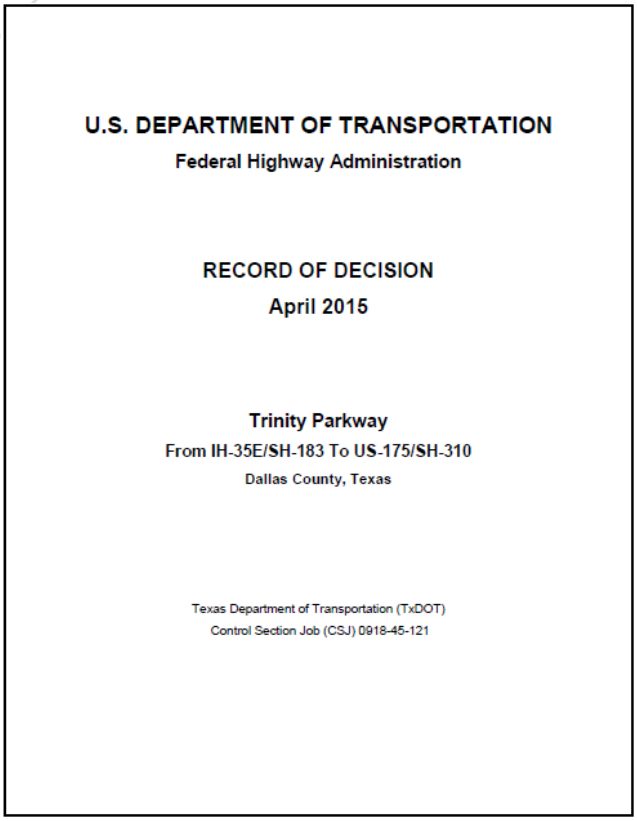
The technical committee, appointed by the city manager, has been meeting for the past several months. The purpose of that committee is to do a technical review to ensure the 20 ideas can be achieved within the current federal Record of Decision.

Mr. Beasley will present results of that technical review to the advisory committee and facilitate discussion among the group members in the coming weeks. The advisory committee findings will be shared with the technical committee and presented to the Transportation & Trinity River Project Committee at the end of February. Please let me know if you have any questions.

Sincerely,

Michael S. Rawlings
Mayor, City of Dallas

Final Environmental Impact Statement and Record of Decision for Trinity Parkway



U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

RECORD OF DECISION

April 2015

Trinity Parkway

From IH-35E/SH-183 To US-175/SH-310

Dallas County, Texas

Texas Department of Transportation (TxDOT)

Control Section Job (CSJ) 0918-45-121

Trinity Design Charrette (CR# 150732)

150732

April 16, 2015

Whereas, the population in the Dallas-Fort Worth region is expected to grow by 3 million people over the next 20 years, worsening existing traffic problems; and,

Whereas, the voters of Dallas have twice approved a reliever road between the Trinity River levees to increase traffic capacity; and,

Whereas, that reliever road is one among numerous transportation projects needed to improve regional mobility; and,

Whereas, the 1998 Trinity River Corridor Project bond election and the Balanced Vision Plan both envisioned increased flood protection, recreational amenities, economic development, environmental restoration, and transportation improvements, all carefully planned as a single, cohesive project; and,

Whereas, the findings of the *Trinity Design Charrette*, a citizen initiative, have been presented to the Dallas City Council; and,

Whereas, the findings contain suggestions for providing better access to the Trinity Corridor park, enhancing the economic development of the Trinity Corridor, and designing a reliever road, between the levees;

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. That the Dallas City Council reaffirms its commitment to the U.S. Army Corps of Engineers' Dallas Floodway Record of Decision and permitting action.

Section 2. That the City Manager is instructed to form a team, including regional and State agencies and professionals, from appropriate disciplines, to determine any actions that would be necessary to implement the findings of the *Trinity Design Charrette*.

Section 3. That this Resolution shall take effect immediately from and after its passage, in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

APPROVED BY
CITY COUNCIL

APR 16 2015

City Secretary

Advisory Committee Commentary

Report of the Trinity Parkway Advisory Committee

March 18, 2016

Councilmember Sandy Greyson

Jere Thompson, Jr.

Rep. Rafael Anchia

Mary Ceverha

Chancellor Lee Jackson

Hon. Ron Kirk

Bob Meckfessel

In January of this year, Dallas Mayor Mike Rawlings announced the formation of the Trinity Parkway Advisory Committee ("Committee"), whose members were appointed by Dallas City Councilmember Sandy Greyson (former City Councilmember Angela Hunt, Rep. Rafael Anchia and Bob MeckFessel) and former North Texas Tollway Authority Chair Jere Thompson, Jr. (Hon. Ron Kirk, Chancellor Lee Jackson and Mary Ceverha).

The Committee was asked to advise the Transportation Committee of the City Council on whether the latest findings by the Trinity Parkway Technical Team ("Technical Team") are consistent with the 20 project ideas originally presented in the Trinity Parkway Design Charrette Report ("Report"). The original Report and the work of the Technical Team had three primary objectives for the Parkway that were summarized to the City Council in April, 2015. They were to:

1. Maximize visual and physical access to the park;
2. Bring the park and key vacant sites close together to catalyze development; and
3. Facilitate auto bypass of downtown, if practical.

This Committee held several meetings where we evaluated the conclusions of the Technical Team and compared the 20 findings to the Charrette Report. While it should not be considered an endorsement of the Trinity Parkway by all members, the majority of this Committee believes that the Technical Team has carried these 20 points forward in a good faith attempt to implement them completely or in some cases suggest potential improvements.

The Committee recognizes that there are still important aspects of the Parkway design which must be refined and resolved in order for the Technical Team suggestions to fulfill the Charrette Report vision. These include issues that were directly addressed in the Report such as meanders, lane widths, roadway shoulders, acceleration/deceleration lanes, the floodwall, and the exact plan for trees. We also have comments on several broader issues which the City Council will need to address and are extensions of the central design issues; these include the challenging issues of posted speed, how to treat the existing Records of Decision, and, finally, citizen involvement and oversight.

Alignment with 20 Points from the Design Charrette Group

Technical Design Meets Charrette Vision

The Technical Team found that 12 of the original 20 suggestions were consistent with the original Report. They are:

1. Maintain corridor alignment, and end connections to other roadways as earlier proposed.
2. Create 15 pedestrian links across the Parkway at roughly ¼ mile intervals.
3. Create the widest and safest possible top-of-levee Bikeways and Pedestrian Paths.
4. Create other Service Roads/Bikeways/and Pedestrian Paths in the vicinity of the Parkway as needed to support the park uses and allow maintenance.
5. Maintain 4-lane meandering road within existing corridor.
6. Add U-Turn at mid-point.

7. Add Pull-off parking on bench in unused portions of meandering road within corridor.
8. Reunion and associated district development remain close to the park.
9. Design district development maintains pedestrian links to the park.
10. Build fewer ramps – 2 sets only, one each at North and South locations within park.
11. Design refinement of the landscape configuration to add a consistent linear tree pattern at about 20'-40' centers for character and beauty, particularly in the center of the bench area where widths will allow.
12. Wow views emphasized.

The Committee generally agrees that the recommendations of the Technical Team for these 12 items are consistent with the original Report as it was presented to the City Council and are desirable.

Technical Team Recommendations Vary from Charrette Vision – Choices

1. Soften necessary flood protection barriers (regardless of flood protection level) with landscaping, art, wall treatments, fountains, hillocks, berms to create character and interest and reinforce the ecological strategies.

The Technical Team has raised the issue of considering a lower level of flood protection for the Parkway, which we will address below. This recommendation applies to the significant opportunities to minimize the visibility of floodwall structures using berms and native grasses on the Parkway side with only minor exposed structures. The Committee agrees that the Technical Team recommendations to enhance the floodwalls on the Parkway side are consistent with the intent of the Report.

Three Future Matters Not of Technical Design

The Technical Team and original Charrette Report made three recommendations which are not primary Parkway design elements but are more policy related issues:

1. Ban trucks.
2. Provide for On-street parking in slow periods and for special occasions.

3. Tolls forgiven for longer-time park users.

The Committee agrees that these three goals seem worthy of additional exploration. The Committee cannot address the specifics of these three items since they are beyond the scope of the Technical Team and original Report and our assigned scope.

Four Matters Not Concluded – Technical Work Still Underway

1. Landscape with character and ecological strategy.
2. Locate transit stops for good transit user access to park.
3. Enhance the area around the sumps in the Southside District to create amenities that could be the focal point of unique development around water outside the levees.
4. Anticipate and facilitate development both under and over the roadway connections at the south and north ends of the proposed Parkway alignment.

The Committee agrees that these four goals seem worthy of additional exploration, and the Technical Team review sought to identify opportunities to carry these ideas forward. The landscape plan and the transit stops will be resolved at the 65% level of design. One ramp at Riverfront currently crosses over a sump diminishing its amenity potential, and further design options are being reviewed and should be clarified at the next stage of planning.

Three Continued Challenges

The Technical Team has proposed three items that need further refinement or modification:

1. Consider an amended Parkway and Levee alignment south of the Santa Fe Trestle to reduce the impact on the Great Trinity Forest.
2. Investigate further neighborhood economic development opportunities in the I35/183 corridor at the northern connection to the Parkway.
3. Improve the aesthetic treatment of the Bridge Deck outfalls to be consistent with elevated Park and Parkway design goals.

The Committee believes that the second two suggestions are worthwhile and may not present significant regulatory issues, but the first one is clearly a significant deviation. It appears to be worth pursuing and we would simply agree that it is not inconsistent with the spirit of the prior discussions and may have opportunities to improve the Parkway connection to the south in a more effective way, but it needs significant further work and community discussion.

Comments on Broader Issues

Design Speed, Posted Speed, Actual Speed

The original Charrette Report and the latest Technical Team findings have made general assumptions about future roadway speeds, but the issue was not specifically addressed or decided. Speed has been the subject of much speculation.

Some believe that the design considerations, when made carefully to create an attractive roadway serving the park, will result in an acceptable de facto speed decision based on customary engineering considerations. Others foresee a need for a direct policy decision to slow roadway traffic speeds to enhance compatibility. We believe the proposed Trinity Parkway is at the juncture where the City Council will need to address this issue itself and with future funding partners.

Our Committee includes some members who would be comfortable with a gently curving attractive park-enhancing roadway with a posted speed of 55mph and others who feel strongly that even the technical assumptions of an acceptable 45mph design go too far. They prefer a parkway road posted for 35mph.

At the heart of this difference on traffic speed is a different view of project purpose. One view is that the speed of vehicular traffic on the parkway is the primary determinant of whether the road is compatible with the Charrette Vision and Trinity Park. From this point of

view, physical elements to deliberately constrain speed are desirable to ensure a low-speed park road. These proponents advocate for a posted speed of 35 mph as most appropriate for this park setting.

The other view is that the Parkway will serve multiple purposes, increasing sight views into the park, providing users better access to the park, relieving congestion, and adding mobility choices around the central core of Dallas.

Traffic models forecast that a 45 mph speed on the Parkway will attract approximately 52,000 cars per day, a mobility opportunity that would reduce traffic on I-35 and I-30 around downtown Dallas by about 25%. This is a significant reduction in projected volumes from previous plans for the Trinity Parkway. With a travel time difference between 45 mph and 55 mph on a nine mile road of only two minutes, we believe these design enhancements provide an acceptable compromise that will allow our community the opportunity to move past prior battles.

A 45 mph design speed is a compromise for all members of this Advisory Committee. The majority of the Committee recommends that the City Council should strongly endorse a maximum 45 mph design speed for the Parkway and make that a central planning assumption when negotiating with other agencies.

Meanders

The Charrette Report proposed a meandering park road, enhancing access to the park and still providing some mobility benefits to motorists passing and viewing the park. The meanders are the most prominent physical features reducing that actual speed of traffic on the roadway. The Technical Team has made this concept more specific, with ten "purposeful" meanders that have been included in the latest design to enhance the character of the space and to remain consistent with the Charrette Report. These gentle meanders are designed purposefully to aim visitors into the five scenic "Wow" views of the park and downtown along the 2 mile bench of the Parkway. The Technical Team did not attempt to maximize the number

of meanders in the roadway believing that additional curves would face vehicles away from the park or move the entire roadway away from the park side, reducing park views without achieving a significant traffic calming effect.

A 35 mph design speed roadway could have curves with a radius as small as 510 feet, and a 45 mph design speed roadway could have curves with a radius as small as 1,039 feet. The Technical Design alignment, which meets a 45 mph design speed, has curves with radii of 1,600 feet or greater in some places. These horizontal curves are greater than the minimum allowable radii but other design criteria (such as super elevation, sight distance, etc.) result in an effective design speed of 45 mph.

Those Committee members who are advocates for a 35mph roadway believe that more and tighter curves would require drivers to maintain a lower speed, which they believe is more appropriate to a park setting. They believe a road with a 35 mph design speed should have curves with a radius of 510 feet, and a 45 mph road should have curves with a radius of 1039 feet. In the Technical Design, they are concerned that some road curves are straighter with radii of 2000 feet or greater in some places, allowing for higher actual speeds. The 35 mph advocates believe that the meanders as designed do not ensure a low-speed park road but make a higher-speed transportation facility likely. They recommend that the Technical Design Team revise the meanders.

The majority of the Committee supports the 45 mph design speed.

Lane Width

The Charrette Report recommended roadway lane widths of 10 and 11 feet, while the Technical Team supported a different configuration with 11 and 12 feet lanes. They indicated that "the outside lanes were made slightly wider than the inside lanes to accommodate transit and occasional on-street parking."

This issue also affects safety and speed. The 35 mph proponents feel these widths are indicative of high-speed roads appropriate for trucks, not a park access road. Narrow lanes may help constrain speed while wider travel lanes may enable higher vehicle speeds. They recommend that the Technical Team be directed to design the road with 10 and 11 foot lanes and eliminate the 2 foot separation between the road and the shoulder, as originally proposed.

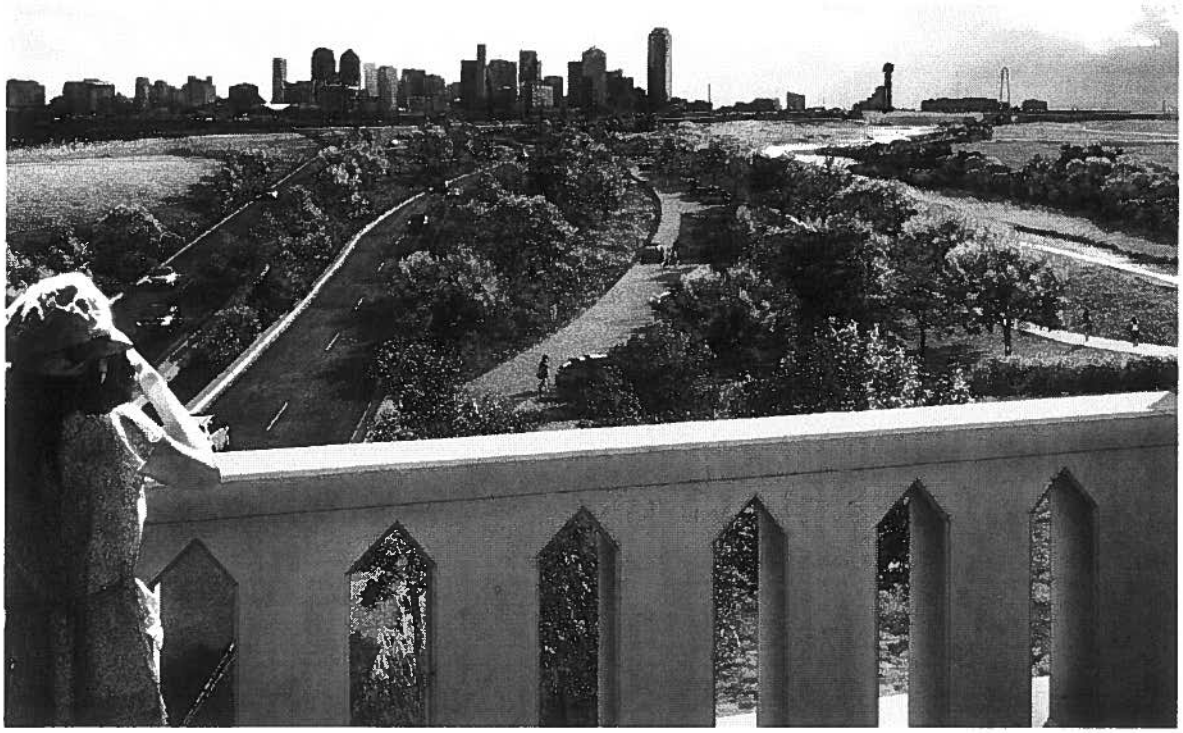
The 45 mph proponents feel safety is of paramount importance especially with the meanders and additional trees that have been designed.

The Committee recommends a compromise with lane widths kept at 10 and 11 feet as recommended in the Charrette Design along with a 2 foot paved separation between the road and the shoulder as recommended by the Technical Team.

Grass Shoulders

The Charrette Report proposed grass shoulders, and the Technical Team replaced the grass shoulders with gravel or asphalt primarily to accommodate service vehicles. All members of this Committee would request the Technical Team to return to grass shoulders, as recommended in the Charrette Report, using alternate technologies or materials to provide a firm subsurface base that will support the weight of vehicles in wet conditions.

Acceleration/Deceleration Lanes



This illustration in the Charrette Report demonstrated that pull-off areas were proposed to be immediately adjacent to the roadway to provide new park-related opportunities with safe parking for visitors to enjoy the park and possibly walk down into the park or enjoy the views on the bench.

The majority of this Committee believes that these pull-off areas will add value and enhance the use of the park and need to be designed with safety as a paramount concern. All members agree that the lanes should be and can be reduced in length.

Parkway Floodwall

Charrette Report Language on Flood Protection and Landscaping:

"An optimal solution would be to refine the design to a 10-year flood standard, acknowledge the occasional flooding of the parkway, in order to open up major views for parkway users. If the experience of occasional flooding of the Parkway (probably about once in a decade for a day or so) is not found to be acceptable to the people of Dallas, then an acceptable solution would be to refine the design to a 50-year flood standard or even stay with the 100-year flood standard but using berms and other methods other than blank walls wherever practical, thus at least creating close-in attractive views of park character for parkway users."

Technical Team Conclusion: "Design to a lesser flood standard was reviewed, which would open up views and make camouflaged berms easier on both sides of the wall, but this configuration opens the Parkway to more frequent flooding and lowering down to as low as 10-year flood protection only reduces the wall height by seven feet.....Pursuing a flood standard of less than the 100-year protection will almost certainly challenge the ROD, representing a high risk in moving the project forward. The Technical Team's recommendation is to uphold the use of the 100-year flood standard for the Parkway."

The Committee is aware that many major roadways flood occasionally and a lower flood protection standard might mean that the Parkway would flood a few days every 20 or 50 years instead of once every 100 years. The Committee believes this would be an acceptable compromise given the unique location and given that most or all park activities will be suspended during such a flood event in any kind of significant flooding. The Committee is unanimous in supporting an effort by the City to seek every opportunity to lower flood walls wherever possible, but we are divided on whether or not to abandon the existing ROD approvals and start over, if that is required.

The Records of Decision from both the Federal Highway Administration and the U.S. Army Corps of Engineers were based on a Parkway design with flood walls at the 100 year flood level, a common federal standard for transportation facilities. The Committee was advised that this is a major assumption underlying the approvals received, and it may be difficult to

negotiate a change at this stage. In fact, it is not clear if a lower flood standard would be permitted even in a new review.

Reducing the flood level from 100 years to 50 years would decrease the wall height by approximately four feet. In some areas, this height reduction would open improved views to the park. In other areas travelling beneath downtown bridges, views would still be blocked but the tunnel effect would be scaled down.

Those who are willing to re-open the ROD process, if necessary, feel the Charrette Report proposed that the floodwall separating the roadway from the park be designed at a relatively low flood protection level -- the 10-year flood standard -- which would reduce the height of the wall by 7 feet. The Charrette Report noted that this would open up improved park views for motorists. More importantly, a low floodwall would reduce the visual impact of the 2.25-mile long wall as perceived by park users.

The Technical Team, however, was guided by the City Council's Resolution on April 16, 2015 which reaffirmed "its commitment to the U.S. Army Corps of Engineers' Dallas Floodway Record of Decision and permitting action." The ROD approved floodwalls designed to the 100-year flood level. This will result in a more significant structure within the park. Some members believe that such a flood wall conflicts with the natural surroundings and adversely impacts enjoyment of the park, and they recommend that the Technical Design be directed to return to the Charrette Report optimal plan for a floodwall designed to the 10-year flood level. The majority of the Committee supports further exploration of flood-level options.

Records of Decision

Some of the Committee members are opposed to any Technical Design change that would trigger reconsideration of the Records of Decision ("RODs") already received. They feel that every major capital project includes compromises, that achieving a large portion of these enhancement goals would be a valuable accomplishment, and that they would not support a

return of the planning process to its starting point of several decades ago just to attempt to achieve further incremental enhancements.

Other members of the Committee disagree, believing that several crucial design elements presented in the Charrette Vision and Technical Design may trigger either a NEPA review or necessitate changes to the Records of Decision ("RODs"). They believe we should be prepared to endorse these changes regardless of their ultimate impact on project schedules. These key design features which might trigger reconsideration of approvals include reducing the number of lanes to four, eliminating several massive entry and exit ramps, adding trees along the roadway, changing the flood protection level and reducing the height of the road's floodwall, berming the park-side floodwall, and banning trucks. These features are important enough to some members that they would approve the submittal of any necessary NEPA reviews, amendments to the RODs, or requests for new RODs to realize their preferred options to remain consistent with the Charrette Vision.

Parkway Trees

The Charrette Report proposed a tree-lined parkway with trees planted in a dense configuration close to the roadway. This not only creates a more pleasant driving experience, but impacts safety by encouraging lower driving speeds. The Technical Team carried this intent forward in alignment with the Charrette Report, proposing trees at 20-foot to 40-foot centers.

The Committee supports the recommendation of the Technical Team to retain the density of the trees at 20-foot to 40-foot centers. Some members recommend that these trees be planted within 10 feet of the outer lanes of the Parkway consistent with a curbed, urban arterial road. The Charrette Report parkway section illustrated a 30 foot setback of the trees from the parkway edge. Other members of the Committee believe that the trees should be planted at a safe and appropriate distance from the shoulder's outer edge, to be determined by design professionals in the next stage of project design, not specified by this non-technical Committee.

Citizen Involvement and Oversight

Our Committee members are not asking to have our mission prolonged. Instead, we feel very strongly that a citizen oversight committee continues to be needed through the design and construction periods. In particular, such a Committee could be asked to provide another formal report to you when the project design work reaches the 65% stage, a critical decision point on many key elements, and be given such other advisory and oversight roles as you determine.

Conclusions

Last year, the Charrette Report brought the city together around a newly designed, context-sensitive Trinity Parkway predicated on serving an incredible urban park. Now, through the efforts of the Technical Team, we are all better able to identify where additional work is needed and where specific direction from the Council is critical. We appreciate the opportunity to serve as members of the Trinity Parkway Advisory Committee and urge the Dallas City Council to remain true to the Charrette Vision, which was to put the park's needs and opportunities for our City at the heart of the design of the Parkway.

On all sides of this debate, we at least agree that achieving the greatest possible park, flood control, and mobility enhancements for our residents is a wonderful opportunity for our City. Having looked again at the technical issues, we also know it is going to be a continuing challenge for the Mayor and Council and City staff to maintain trust on all sides as this project moves forward.

Probably no capital project in our history has ever had the challenge of being designed by technicians during such a prolonged policy disagreement. Regardless of the decisions of the City Council and other involved agencies, the well-intended professional staffs who are being

asked to work on this project need focused direction and consistent oversight throughout the remaining design stages.

We also want to thank the creative contributions of the Technical Team who gave us many helpful ideas to evaluate.

Closing Statement

Councilmember Sandy Greyson

Rep. Rafael Anchia

Bob Meckfessel

Larry Beasley, leader of the "Dream Team" whose report was presented to the City Council in April of 2015, has stated that "the park is the client" and that the parkway must be designed to serve the park. We completely endorse this perspective and firmly agree with these key principles.

Therefore, the single most critical priority for the proposed road must be that it is, in fact, a true parkway and that it looks, functions, and feels like a true parkway (not a high speed highway labeled as a parkway). A true parkway will meet two criteria — it will provide effective visual and physical access to the park and, equally important, its engineering and design will not be detrimental to the character of the park nor to the enjoyment of citizens and visitors using that park.

One of the most important factors in determining the true character of the road is its speed, considered both as design speed and posted speed. Speed on a road is determined not just by speed limit signs, but by the design geometry of the road as well. This geometry includes a number of factors — lane widths, meanders, curbs and shoulders, acceleration/deceleration lanes, location and spacing of trees, and more.

The Technical Team reports that their design has resulted in a de facto design speed of 45 mph. However, after much research and discussion with city staff and consultants, it is clear to us that several aspects of the current road design will allow speeds much higher than 45 mph. Since we believe there will always be the possibility of speed "creep" throughout this project and that only the geometrics of the road will keep that from happening, we feel strongly that the physical parameters of the road must be such as to clearly restrain speed now and in the future.

In particular, we are concerned about the radii of the meanders, the lengths of acceleration and deceleration lanes, and the location of the trees.

As shown in the 30% design drawings, the radii of the meanders are much larger — almost twice as much — than is required for a 45 mph road. The lengths of the acceleration and deceleration lanes — up to 1,000 feet — are several times the length needed for a 45 mph road, and are far longer than is seen on other 45 mph roads in Dallas (such as Mockingbird Lane at the White Rock Dog Park). And the proposed trees are located 30 feet or more from the road, much too far to be effective at reducing the actual driving speeds of those using the road.

It is our recommendation that each of these critical factors (and others) be re-visited now, prior to moving ahead to the 65% design milestone. They should be adjusted so that Dallasites of today — elected and appointed officials and citizens — have confidence that the proposed road design will clearly restrain speed now and in the future to no more than 45 mph. It should be noted that the highly praised April Charrette Report illustrated a road with exactly these characteristics — tighter meanders, shorter acceleration/deceleration lanes, tree location closer to the road, and more.

We are — at this 30% design milestone — at a critical juncture in the process of re-envisioning the road, and it is vitally important to get these fundamentals right before moving ahead to 65%. To accomplish this expeditiously and effectively, there must be an ongoing Citizen's Oversight Committee to ensure that the Charrette vision is not compromised in any way as the road design is refined now, and as it advances through future design stages. The committee must have the authority to call a stop to the work until any concerns they raise are adequately addressed.

Finally, we acknowledge the fervent desire of some to avoid invoking a NEPA (National Environmental Policy Act) review or a reopening of the Records of Decision (RODs). However, it should be noted that a great many of the Technical Team's recommendations already raise both possibilities, and that there is no guarantee whatsoever — by any party or agency — that the Charrette vision can be achieved without doing so.

As stated in our opening paragraph, we remain in concurrence with the key principles that "the park is the client" and that the parkway must be designed to serve the park. If achievement of these principles requires revisitation of the RODs or a NEPA review, we believe this is acceptable if the end result is a great Trinity Park — supported by a true parkway — for the citizens of Dallas.

Closing Statement

Jere Thompson, Jr.

Mary Ceverha

Chancellor Lee Jackson

Hon. Ron Kirk

We agree that the proposed Trinity Park and Parkway should be designed in harmony, and we believe that the Technical Team has offered many good suggestions to achieve that goal. We agree that the Trinity Parkway can be designed with the new park as its most important client, but it can and should serve other needs in our City. It can enhance views of the Park, expand access to the Park, and also give motorists in and around Downtown Dallas another vital opportunity in a growing, thriving city.

We were asked to advise the City Council whether the Technical Team recommendations are consistent with the Charrette Vision, and we believe they are. This Committee was not asked to lay out our own design requirements for a vision of a smaller, neighborhood park access road, beyond what was detailed in either the Charrette Report or Technical Team proposals. The original Balanced Vision Plan was scaled down by the Charrette Report, and it has been further refined and, we believe, improved in the Technical Team work. Neither report suggested that the only way to serve the Park was to build a 35mph park access road, and it is not our place to suggest to the City Council that you further reduce the scope of this project.

The most important development in the Technical Team work is just beginning, which is to flesh out the details of remarkable landscape and amenity planning along the parkway corridor. Our city has been divided for years about this project, arguing about concepts in the absence of enhancement details. We believe it is time to encourage the staff and planners to do this next stage of work to see if the results can inspire us to come together as much as the first Charrette Report did. If so, the Trinity Parkway will be the most attractive roadway in the North Texas region, joining a small handful of excellent examples of compatible and supportive roads that line parks and lakes across the United States.

With its meanders and trees, berms and pull off parking areas, the proposed Trinity Parkway is finally approaching the key design stages where we can see what this roadway can become if we allow the professionals to continue to give us their best ideas and innovations.

The ten meanders proposed by the Technical Team and the significant trees and berms and ecological landscape enhancements promise, we believe, to create an improvement that Dallas will be proud of. It will benefit the Park by its access and benefit the City overall. It will bring

tens of thousands of us into the Trinity River floodway to see the park, use the park, and support activity where there has been little for over 100 years.

It would be a mistake, we believe, to impose additional sharper turns and twists to try to force people to slow down, when the design team stated that this would detract from the views into the Park and would not change any requirements for posted speed.

We believe that it would be a mistake to try to establish an "artificial speed restriction" on a road with no traffic lights or to make that the central focus of our debate from this point forward. This Parkway, with a 45mph speed limit, is projected to carry about half of what the higher speed Trinity Parkway was originally proposed to carry. We believe this design compromise is a reasonable choice for a limited access road that will coexist with and complement the park.

We believe that a Citizens Oversight Committee should inform the City Council about the reasonableness of further design details and their compatibility with the overall purposes of the project. The Committee should report as often as the City Council wishes as this roadway goes from 35% design to 65% and then to full construction drawings. The Committee and the City Council should expect the staff and planning team to strive to achieve 100% of the beneficial design enhancements proposed by the Technical Team and endorsed in this report, and to report on any elements that are changed. It is unrealistic to expect to prevail on 100% of the issues in a major public works project, and we are confident that the City Council will be able to establish a reasonable standard of compliance to guide the negotiations. We do not believe a new Citizens Committee should be given "veto power" over a project that has been discussed for more than 20 years, nor should they be asked to enforce a non-negotiable position on every potential design, operating, or financial negotiation. No other major public works project in our history has had such an inflexible and, we believe, unrealistic expectation, prior to achieving construction plan detail and final financing agreements.

The City Council will always retain the opportunity to withdraw from negotiations with federal and state agencies and decide to build its own park road if the City decides it wants a facility to serve no other purpose than park access. This is, after all, what all cities do with local park roads. But we do not believe that any external agency will provide funds for a road with no other transportation purpose than local access to a local park.

As a result, we do not believe the City should prematurely ask to reopen any federal approvals of this project (the ROD or Records of Decision) until and unless the Technical Team and City staff and Citizens Oversight Committee conclude that the Charrette Vision and Technical Team improvements cannot be satisfactorily achieved within the current framework. The City should seek to obtain as many of these design improvements as possible. That is what the Technical Team has recommended, and they believe that many of these refinements are highly possible,

while some are more difficult to predict, given long standing federal standards, particularly with regard to flood control. We agree with the Technical Team that the City has the opportunity, if we are persistent and negotiate in good faith, to achieve many of these goals. This, we believe, is preferable to entering a discussion with these external agencies with a set of absolute demands and requirements to prevail on each and every point.

Even with these disagreements in our Committee, we note how much agreement there was among us about most of the design enhancements in the Charrette Report and the Technical Team. We believe that Dallas is closer than ever before to achieving a grand and practical vision to finally bring our residents into active use of the Trinity River corridor through the heart of our City and to fulfill its fullest opportunity to serve and enhance our City.

TRINITY PARKWAY ADVISORY COMMITTEE REPORT

by Angela Hunt and Rep. Rafael Anchia

March 21, 2016

Larry Beasley, leader of the "Dream Team" whose report was presented to the City Council in April of 2015, has stated that "the park is the client" and that the parkway must be designed to serve the park. We completely endorse this perspective and firmly agree with these key principles.[1]

Therefore, the single most critical priority for the proposed road must be that it is, in fact, a true parkway and that it looks, functions, and feels like a true parkway (not a high speed highway labeled as a parkway). A true parkway must meet two criteria — it must provide effective visual and physical access to the park and, equally important, its engineering and design must not be detrimental to the character of the park nor to the enjoyment of citizens and visitors using that park.

One of the most important factors in determining the true character of the road is its speed, considered both as design speed and posted speed. Speed on a road is determined not just by speed limit signs but by the design geometry of the road. This geometry includes a number of factors — lane widths, curves, curbs and shoulders, acceleration/deceleration lanes (if any), location and spacing of trees, and more.

The Technical Team reports that their design has resulted in a de facto design speed of 45 mph. However, after much research and discussion with city staff and consultants, it is clear

[1] For that reason, we believe it would have been more appropriate to undertake any redesign of the Trinity Park prior to redesigning the road. That way, that the road could actually be designed to accommodate park elements. Although that was not accomplished, we believe the underlying philosophy of "putting the park first" must be the lens through which the Technical Design is evaluated.

to us that several aspects of the current road design will allow speeds much higher than 45 mph. Since we believe there will always be the possibility of speed "creep" throughout this project and that only the geometrics of the road will keep that from happening, we feel strongly that the physical parameters of the road must be such as to clearly restrain speed now and in the future.

In particular, we are concerned about the radii of the meanders, the lengths of acceleration and deceleration lanes, the width of the travel lanes, the quality of the shoulders, and the location of the trees.

As shown in the 35% design drawings, the radii of the meanders are much larger — almost twice as much — than is required for a 45 mph road. The lengths of the acceleration and deceleration lanes — up to 1,000 feet — are several times the length needed for a 45 mph road. The travel lanes have been expanded to typical highway widths. The gravel shoulders will encourage higher travel speeds than grass shoulders. And the proposed trees are located much too far from the road to be effective at reducing actual driving speeds.

It is our recommendation that each of these critical factors (and others) be re-visited *now*, prior to moving ahead to the 65% design milestone. They should be adjusted so that Dallasites of today — elected and appointed officials and citizens — have confidence that the proposed road design will clearly restrain speed now and in the future. It should be noted that the highly praised April Charrette Report illustrated a road with exactly these characteristics — tighter meanders, narrow lanes, near-non-existent acceleration/deceleration lanes, grass shoulders, tree location closer to the road, and more.

We are — at this 35% design milestone — at a critical juncture in the process of re-envisioning the road, and it is vitally important to get these fundamentals right before moving ahead to 65%. First, it is critical that the public be actively engaged in this process. Second, there must be an ongoing Citizen's Oversight Committee to ensure that the Charrette vision is not compromised in any way as the road design is refined now, and as it advances through future design stages. The committee must have the authority to call a stop to the work and bring the matter back to the City Council until any concerns they raise are adequately addressed.

Finally, we acknowledge the fervent desire of some to avoid invoking a NEPA (National Environmental Policy Act) review or a reopening of the Records of Decision (RODs). However, it should be noted that a great many of the Technical Team's recommendations already raise both possibilities, and that there is no guarantee whatsoever — by any party or agency — that the Charrette vision can be achieved without doing so.

As stated in our opening paragraph, we remain in concurrence with the key principles that "the park is the client" and that the parkway must be designed to serve the park. If achievement of these principles requires revisiting the RODs or undertaking a NEPA review, we believe this is acceptable if the end result is a great Trinity Park — supported by a true parkway — for the citizens of Dallas.

SPEED

Of all the factors discussed, the speed of vehicular traffic on the parkway will be the primary determinant of whether it is fundamentally compatible with the Trinity Park. There will be considerable pressure to raise the speed limit on the parkway, both to increase the financial productivity of the toll road and to respond to drivers' preference for a quick bypass of downtown. It is our conclusion that a moderate speed of 35 mph is appropriate for the park setting.

While the Dream Team's Charrette Report purported to be "neutral" on the matter of posted speed[2], a low-speed roadway is the only facility that accommodates the Charrette Vision which mandates meanders, narrow lanes, grass shoulders, and virtually non-existent deceleration/acceleration lanes for pull-off areas. As explained more fully below, the Technical Design deviates from each of these critical factors that constrain the speed of the road:

Meanders Have Been Straightened, Enabling Higher Speeds

The meanders proposed in the Charrette Vision are the most prominent physical characteristic constraining the speed of the road. Tighter curves require drivers to maintain a lower speed, which is more appropriate to a park setting. The Technical Design has straightened the meanders, thus allowing for higher travel speeds.

Although the Technical Design's meanders ostensibly result in a design speed of 45 mph, further investigation of the geometry of the curves indicates that they would actually support much higher speeds. A design speed of 45 mph correlates with a curve radius of 1039 feet,[3] yet the radii of most of the curves in the Technical Design are 2000 feet or more.[4] To put this in perspective, a low-speed park-adjacent road like Turtle Creek Parkway has meanders with an average radius of 400 feet, resulting in a posted speed limit of 30 mph.

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[2] During the Charrette, several members of the Dream Team argued that the design speed should be no more than 35 miles per hour; however, the majority view was not to endorse a specific speed, but instead to address design elements. *Charrette Report*, p. 15.

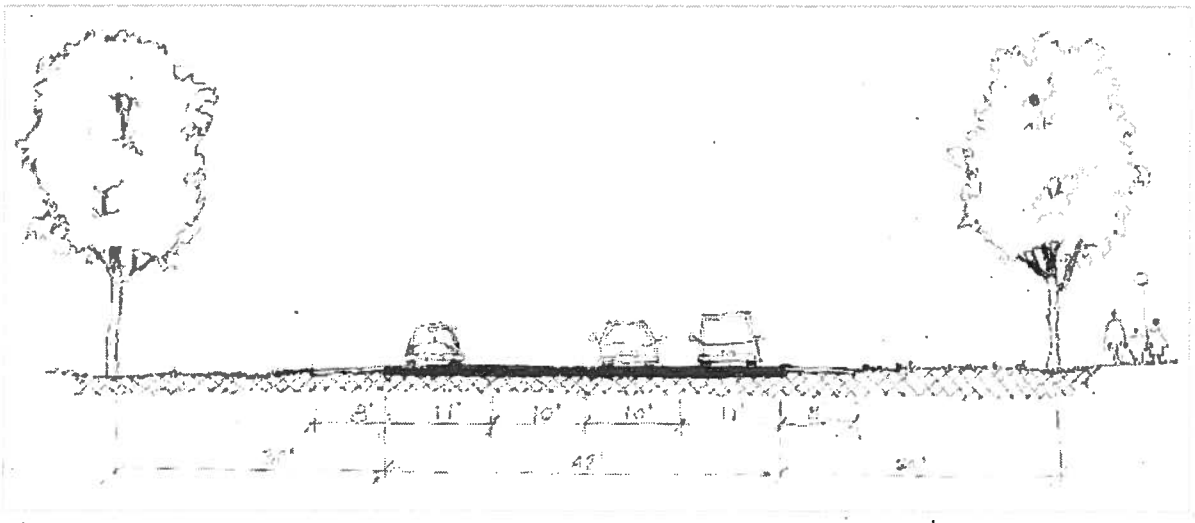
[3] *Roadway Design Manual,* p. 2-14, Table 2-5, Texas Department of Transportation.

[4] The radii of the meanders in the Technical Design are as follows: Set 1: Tangent - 2,000'; Set 2: 2,000' - 2,000'; Set 3: 1,750' - 1,600'; Set 4: 4,500' - 2,000'; Set 5: Tangent - 3,350'; Set 6: 2,000' - 2,000'; Set 7: 2,000' - 1,800'.

RECOMMENDATION: *Direct the Technical Design Team to revise the meanders to reflect an anticipated 85th percentile speed of 40 mph and a posted speed of 35 mph.*

Narrow Lanes Have Been Widened to Typical Highway Width

Narrow lanes constrain speed while wider travel lanes are correlated with higher vehicle speeds.[5] The Charrette Vision showed roadway lanes with widths of 10 and 11 feet, with 42 feet of total pavement:



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In the Technical Design, however, the lanes grew to 11 and 12 feet, plus 2 more feet of pavement between the road and the shoulder, resulting in 50 feet of pavement. These widths are indicative of highways and other high-speed roads appropriate for trucks, not a park access road.[6]

RECOMMENDATION*: Direct the Technical Design Team to design the road as presented in the Charrette Vision, with 10 and 11 foot lanes, and without the additional 2 feet of pavement.*

[5] *Urban Street Design Guide*, "Lane Widths," National Association of City Transportation Officials, http://nacto.org/publication/urban-street-design-guide/.
[6] *Id.*

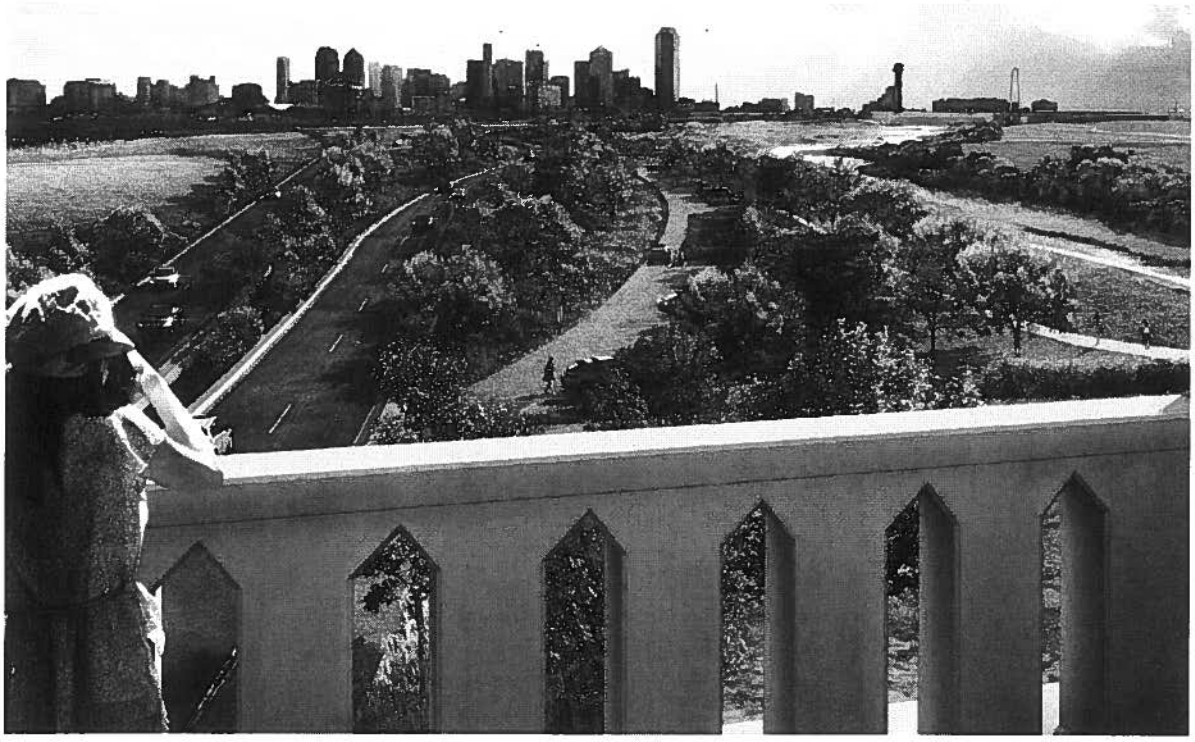
Grass Shoulders Have Been Eliminated

The Charrette Vision provided for grass shoulders, which are not only more appropriate for a parkway, but also encourage lower travel speeds. The Technical Design replaced the grass shoulders with gravel or asphalt. This additional hard surface will enable higher speeds and reduce the park-like nature of the road.

RECOMMENDATION: *Direct the Technical Design Team to include grass shoulders, as provided in the Charrette Vision.*

Highway-Length Acceleration/Deceleration Lanes Have Been Added

The primary image for the Charrette Vision indicated that pull-off areas were immediately adjacent to the roadway:



Charrette Report Presentation p. 31

The Technical Design instead proposes long deceleration and acceleration lanes into and out of the parking areas.[7] If the parkway is intended to be a low-speed, park access road, large deceleration and acceleration lanes are unnecessary. Entry to park access areas should be perpendicular or near-perpendicular to the parkway as in typical park settings.[8]

RECOMMENDATION: *Direct the Technical Design Team to stay true to the Charrette Vision and eliminate deceleration and acceleration lanes.*

PARKWAY TREES

The Charrette presentation and Report proposed a tree-lined parkway with trees planted in a dense configuration close to the roadway.[9] This not only creates a more pleasant driving experience, but impacts safety by encouraging lower driving speeds. While the Technical Report indicates that trees will be spaced at 20' to 40' centers, we have received conflicting information regarding the distance of the trees from the road. For urban streets with a speed of 45 mph or less, trees may be placed as close as 4' to 6' from the inside median, and 10' to 12' from the outside curb. We endorse such a configuration for the parkway.

RECOMMENDATION: *Direct the Technical Design to retain the density of the trees at 20' to 40' centers, and plant them 4' to 6' from the inside median, and 10' to 12' from the outside curb.*

PARKWAY FLOODWALL

The Charrette Vision proposed that the floodwall separating the roadway from the park be designed at a relatively low flood protection level — the 10-year flood standard — which would result in a 16-foot tall wall along the northern boundary of the park.[10] The Technical

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[7] The Technical Design's deceleration lanes are 500' in length, while the acceleration lanes are 580', 1,000', 760', 610', and 560'.

[8] For example, access to White Rock Lake Dog Park from Mockingbird Lane — a six-lane divided roadway with a posted speed of 40 mph — is nearly perpendicular. Likewise, there is perpendicular access to E. Lawther Dr. (a White Rock Lake park road) from Northwest Highway — a six-lane divided roadway with a posted speed of 45 mph.

[9] *Charrette Report,* pp. 21, 25, 30.

[10] There is a distinction between flood protection of the levees, which is a 1500-year protection, and flood protection of the road. The more flood protection that is provided for the road, the higher the flood walls. When

Design proposes floodwalls designed to the 100-year flood level, producing a 23-foot tall floodwall. The wall will run continuously along the northern boundary of the park for 2.25 miles. Regardless of whether it is 16 feet or 23 feet tall, this massive concrete structure is an unacceptable intrusion into the park that will damage the natural surroundings and adversely impact enjoyment of the park. This does not "put the park first."

The Beasley Team has proposed berming the wall to hide the concrete. This is the only possibly acceptable course of action. It has been noted that berming may trigger additional federal review, and we strongly endorse whatever reviews or evaluations are necessary to ensure that this floodwall, which is designed solely for the toll road, does not negatively impact the park.

RECOMMENDATION: *Direct the Technical Design to return to the Charrette Vision of a floodwall designed to the 10-year flood level and obtain any federal approvals necessary to allow berming of the entire structure from the park side.*

RECORDS OF DECISION

Several crucial design elements presented in the Charrette Vision and Technical Design may trigger a NEPA review, necessitate changes to the Records of Decision ("RODs"), or require new RODs. These design features include reducing the number of lanes to four, eliminating several massive entry and exit ramps, adding trees along the roadway, reducing the height of the road's floodwall, berming the park-side floodwall, and banning trucks. These features are central to the realization of the Charrette Vision.[11] In addition, the RODs are predicated on the full build-out of Alternative 3C. Larry Beasley informed the Committee that traffic analysis reviewed by the Dream Team proves that the additional capacity provided by Alternative 3C is not needed for at least twenty to thirty years, if ever.

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the flood standard of the road is reduced, the size of the flood wall is reduced resulting in more contextual integration with the natural environment.

[11] We were disappointed that after nearly a year, it remains unknown whether or not the many design changes proposed in the Charrette Vision and resulting Technical Design will be permitted under the current Records of Decision. In one sense, there is no real parkway design for us to evaluate, since we do not yet know whether the most fundamental characteristics that improve upon the design of the Trinity Parkway are even possible.

Because so many critical design elements may trigger new federal approvals, and because Alternative 3C is not necessary, we recommend that the Council withdraw Alternative 3C as the locally preferred alternative and seek any necessary federal approvals predicated on the a four-lane, 35 mph, park access road as set forth in the Charrette Vision.

RECOMMENDATION: *Withdraw Alternative 3C as the locally preferred alternative. Approve the submission of any necessary NEPA reviews, amendments to the RODs, or requests for new RODs to ensure the Technical Design remains consistent with the Charrette Vision.*

CITIZEN INVOLVEMENT, OVERSIGHT, and TRANSPARENCY

We strongly urge the Council to inform and consult the public on this project. Too much of this project has been undertaken behind closed doors. The original design Charrette, the efforts of the technical working group, even the work of this Committee, have deliberately excluded the public. Public input and involvement will not only improve the project but will also encourage public trust. The Technical Design should be presented to the public and modified in response to public comment.

The Charrette Report recognized that the Balanced Vision Plan had been undermined by the lack of citizen involvement, oversight, and transparency. Its specific recommendation to counter a repetition of that failure was to appoint a robust citizen oversight committee. To this point, no such committee has been created. To ensure the Technical Design remains true to the Charrette Vision, we support the creation of a citizens' oversight group, as originally suggested in the Charrette Report, to monitor the ongoing design of the parkway.

RECOMMENDATION: *Immediately release to the public all of the recorded deliberations of the Trinity Parkway Advisory Committee, all design work and related work product of the Charrette group and city staff, and all data relied on by those groups. Present the Technical Design to the public and invite public comment. Form a citizens' oversight group to monitor the parkway design process at every stage. Endow the group with the authority to halt the design process and return the project to the Council if the Technical Design deviates from the Charrette Vision.*