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, Partners Smith and 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:

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

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.

The 1998 Bond Proposition 11 was approved by the citizens and included \$84M for the Trinity Parkway. In January 1999, the City entered into an interlocal agreement with the North Texas Tollway Authority ("NTTA") and Texas Department of Transportation which set the stage for advancing the Environmental Impact Statement ("EIS") for the Trinity Parkway. During the early 2000s, the Balanced Vision Plan ("BVP") initiative began and the Trinity Parkway vision ultimately changed from a split parkway to a combined parkway along the east levee. The Dallas City Council approved the BVP in December 2003 and amended in March 2004, which included the Trinity Parkway.

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.

Trinity Parkway Design Charrette

In April 2015, the Dallas City Council was presented with the Trinity Parkway Design Charrette Report ("Charrette Report") which was prepared by a team of external experts in urban, transportation, landscape, and environmental design ("Design Charrette Team"). This report primarily focused on the proposed Trinity Parkway where it converges with the Dallas Floodway north of Hampton/Inwood and exits the Dallas Floodway south of MLK/Cedar Crest. The Charrette Report was prepared prior to the ROD. The Design Charrette Team's vision was for a scaled down, parkaccessible Trinity Parkway rather than a limited access highway. This has effectively been envisioned as a first phase of a staged ROD-approved ultimate scheme. The Charrette Report reflects 20 key ideas in four categories as follows:

Confirmations: Four (4) ideas confirming solutions from the proposed Trinity Parkway Scheme 3C, as proposed in the ROD;

Variations: Five (5) ideas recommending variations from the ROD for "immediate implementation";

Design Refinements: Seven (7) ideas representing further refinements of the ROD representing "detailed design for immediate implementation";

Development Strategies: Four (4) ideas representing an economic development strategy, maximizing the park and Parkway, defining four major urban districts and compatible development at both the north and south ends, before the Parkway joins the existing highway system.

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
- 6/9/15 Wilshire Bank Community Center, 2237 Royal
- 6/10/15 University of North Texas at Dallas, 7300 University Hills
- 6/11/15 El Centro College Bill J. Priest Institute for Economic Development, 1402 Corinth
- 6/11/15 Cedar Crest Golf Course, 1800 Southerland
- 6/15/15 Knights of Columbus, 10110 Shoreview

- 6/16/15 Walnut Hill Recreation Center Ballroom, 10011 Midway
- 6/22/15 Methodist Dallas Medical Center Hitt Auditorium, 1441 N. Beckley
- 6/23/15 Dallas City Performance Hall, 2520 Flora
- 6/24/15 6th Floor Museum, 411 Elm

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.





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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 nonimpervious 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 midpoint.



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.

Meander the Parkway within the approved road corridor so that future road sections can be finished now as pulloff 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 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 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 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.



Section M: North of Houston Street Viaduct looking South 1247+00





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 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.

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.

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.

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.



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.

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



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.

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.

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.





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.

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.

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.

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.

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 efforts were focused Charrette Team's 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:

- 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.

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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

<u>Alternative 3C:</u> 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.

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

<u>Design Exception</u>: 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.

<u>Design Speed:</u> 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.

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

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

<u>United States Corps of Engineers (USACE/ Corps):</u> 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

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

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

TRCCC Recommendations (CR# 951704)

COUNCIL CHAMSER

<u>May 10, 1995</u> 951704 _

WHEREAS, the City of Dallas Trinity River Corridar 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,

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

- Section I. 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.

> APPROVED BY CITY COUNCIL

> > MAY 1.0 1995

City Secretary

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 phases of the project and that options for possible access be presented to the City Council during the EIS process.

1998 Capital Bond Program



I 998 Capital Bond Program Summary In-Brief

ELECTION: MAY 2, 1998

Dallas area.

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).

14

The protection for the Lamar area and Cadillac Heights will be the Standard Project Flood 800-year event. These levees will protect 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, for 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 for levee and Parkway construction, and will provide for recreationa facilities and trail linkages between the Great Trinity Parest, 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 of 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 Project 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 or 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 or 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 constructior of the Trinity Parkway reliever route will permit TXDOT to complete improvements to IH-336 CIANOV/INWERSET/INVER 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

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 floodwate 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.

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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.

HEAD OF DEPARTMENT

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

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Combined Parkway (CR# 051210)

COUNCIL CHAMBER

April 13, 2005

CITY MANAGER

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,

051210

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,

HEAD OF DEPART MENT

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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.

CITY CONTROLLER

Combined Parkway (CR# 051210), Continued

COUNCIL CHAMBER 051210 RECEIVED April 13, 2005 SECTION 3. That the City recommends "Alternative Alignment fle. 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: That NTTA pursue further evaluation of the construction of TxDOT's new - a. concept for IH-35E connection for the Trinity Parkway, which replaces the Jefferson Street Viaduct and advances the Southern Gateway project; That there be staged construction of the 4-lane section of the Trinity b. Parkway with room for expansion in the center median; That the center median of the Trinity Parkway be landscaped pursuant to <u>C.</u> adaptations to the NTTA Urban Design guidelines, to be compatible with the Trinity Project's context sensitive urban design in the Balanced Vision Plan; That additional lanes of the Trinity Parkway are to be constructed in the d. area of the center median if traffic counts warranted (expected to be 2025 or later); That main toll plaza on the north end of the Trinity Parkway is to be <u>e.</u> located outside the levees; That all toll plazas (main and ramp) of the Trinity Parkway will be f. constructed so as to facilitate the conversion to electronic tolling in the future: That pedestrian decks spanning over the Trinity Parkway be allowed at g. locations mutually acceptable to NTTA and the City; and, That, contingent upon federal, state and local funding, S.M. Wright <u>h.</u> 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.

CITY CONTROLLER

APPROVED

APPROVED ______

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

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Trinity Parkway Advisory Committee Appointment (January 15, 2016)

Memorandum

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:

- 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.
- 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,

awlings Mayor, City of Dalla

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.



Advisory Committee Commentary