

UDPRP Review Summary

06.28.19

Urban Design Peer Review Panel

DATE: 06.28.19

TIME: 8:30am

PROJECT: Circuit Trail: Trinity Strand Trail – Katy Trail Connector

LOCATION: Dallas City Hall Room 5ES

Overview

Below is a summary of the Urban Design Peer Review Panel's advice for the Circuit Trail: Trinity Strand Trail – Katy Trail Connector proposal as derived from the June 28th Peer Review session.

Advice Summary

- [1] The panel commends the development team for the proposal to create a critical bike and pedestrian connection between the Katy Trail and the Trinity Strand Trail and recommends further review of design changes and revisions to the project, notably the proposed bridge over Oak Lawn Avenue, at a future meeting.
- [2] The panel recommends that the design team further study improvements at all intersections along the corridor, particularly at Turtle Creek/Hi-Line and at the Katy Trail/Houston, in order to improve cyclist maneuverability and pedestrian safety. The team should also explore closing median cuts wherever possible to reduce pedestrian/vehicular conflicts to the greatest extent possible.
- [3] The panel advises that further design study be given to maximizing passive uses and aesthetics on the proposed bridge over Oak Lawn Avenue to serve as a useable open space focal point for the neighborhood. Alternatively, it is recommended that the design team consider not providing the bridge but instead maximize bike and pedestrian movement at-grade across Oak Lawn Avenue to create a strong, walkable node in the Design District.
- [4] The panel recommends that the design team enhance shade along the corridor in order to improve usability and pedestrian comfort through the provision of street trees and design elements on the proposed bridge.
- [5] The panel suggests that more study be given to the elements and design used to separate bike and pedestrian movements at intersections and along the shared path beneath Stemmons Freeway.
- [6] The panel recommends that the design team minimize vehicular lane widths to the greatest extent possible to increase bike and pedestrian space along the corridor while also increasing connections into the median along Hi-Line Drive from adjacent properties.