

| FORUMS ON THE TRINITY PARKWAY "DREAM TEAM" REPORT  |  |  |  |   |   |                |
|--|--|--|--|---|---|----------------|
| COMMENT CARD SUMMARIES   |  |  |  |   |   |                |
| Note that the entries are meant to capture the exact comments as provided, categorized by topic. |  |  |  |   |   |                |
| GENERAL  | SMALLER PARKWAY FOR THIS GENERATION  | ACCESS TO PARK   | LANDSCAPE AND PARK EXPERIENCE  | BUILDING CONNECTIONS TO ECO DEV   | OTHER   | NAME           |
| <b>MAY 26 - El Centro West Campus</b>  |  |  |  |   |   |                |
| 1  | I support the Trinity Parkway. Any design enhancements should be consistent with the 3C plan. Any design changes should accommodate lanes and interchanges which will be needed in the future.                 | 1) The design should be easily expandable to a 6-lane roadway. The lanes should be 12 feet wide, NOT 11 feet wide. 2) Access to downtown is very important. There must be at least one and preferably two access points to serve residents and workers originating/ terminating in Uptown, downtown and adjacent areas. Keep in mind that many people may want to live in Uptown, downtown and Deep Ellum, but will work in Las Colinas or around DFW Airport. Also, people living in downtown will go to the airports (Love and DFW) for flights and could use another access option. 14) One or more u-turns is a good idea, possibly to allow park visitors to avoid tolls. | 3) As an alternate to meandering, I suggest creating design features at regular intervals (such as each mile) to make the roadway more interesting. This includes features such as varying the median width (making it wider for short distances), adding landscaping features, architectural enhancements, or pull-outs. 12) If on-street parking is allowed, extra-wide shoulders will be needed for safety. I think this is a bad idea. Instead, I prefer pullouts and parking areas. 13) I strongly support toll-free access to the park. I suggest toll-free sections for southbound traffic. Ideally the entire parkway should be toll-free. | 4) the trees should not obstruct views of the bridges, park and downtown. In fact, the views will be one of the parkway's best assets. I suggest areas with foliage rather than continued foliage, keeping sight lines clear wherever there is a good view. 5) Architectural and landscape enhancements are a good idea and should be implemented where feasible. | 10) I think it will be excessively expensive to relocate the jail complex. For the foreseeable future, the plan should accommodate the jail complex. 20) I think it is unnecessary and "pie-in-the-sky" to build over the roadway at the north and south ends. Land values cannot justify that expense. | Oscar Slotboom |
| 2  |  | What will the access points look like at Hampton and Cedar Crest? My concern is there is not enough room to accommodate the sheer volume of vehicles trying to enter or leave the levees without complete disruption of the surrounding neighborhoods and schools - especially at Hampton Road   |  |   |   | Jeff Howard    |
| 3  | Tollways are forever = who will pay for it? Where is money that was voted on = will not use the tollway  | Eliminate Continental exchange   |  |   |   |                |
| 4  | First off! Why would ya'll put toll way under water, in a poor neighborhood. Where everyday people in our community is dying from cancer and are sick from the contaminates that we had to endure for decades. |  |  |   |   | Linda Bates    |
| 5  | No to Toll Road. Yes to parks and small road.  |  |  |   |   |                |
| 6  | We do not want the Continental Bridge touched at all   |  |  |   | Too much traffic congestion at the Singleton Blvd & Canada Dr. location   |                |
| 7  | Thank you for your continuing efforts.   | I voted twice for a toll road inside the trinity. I no longer want to see anything other than a slow meandering access road. Paying a toll would be prohibitive. Roads are not the solution to our transportation needs.   |  |   |   | Adam Caran     |
| 8  |  | With having bigger vehicles I believe narrow lanes will make for a big problem. Peoples driving is very aggressive here and with lanes narrower with big vehicles could make for a problem. Texas is TRUCK Country. Big Lifted trucks everywhere. Traffic and accidents will potentially be a nightmare. Thank you!  |  |   |   | Adam Caran     |
| 9  | Dream Team must oversee implementation plan! BVP "failed" because there was <u>no</u> 3rd party oversight.   | The Dream Team's vision of road is incompatible w/55 MPH design speed. Question the reality of delivering this vision w/ high design speeds. Crossing the road should be at signaled at-grade crossings.   | ADA is required of all parks. Crossings over/under road must be ADA. This is still a through-road north to south, focus should be park access.   | Support 10 year flood design to deliver road more affordably. Support spending \$ on landscaping! Not tollway....   |   | Bob Bullis     |

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| 10 | River rocks like in France and Panama, after dredging the Trinity is the only conceivable possibility |   |   |  |   |  | Lois Higgins     |
| 11 | Restrooms and water faucets? Where will they be located.  |   |   |  |   |  |                  |
| 12 |   | We do not want the Continental Bridge touched at all.   |   |  |   | Traffic is already congested for Trinity Groves. What will be done that residents aren't locked in |                  |
| 13 | I support the Dream Team's proposal.  | I do not support the large road depicted as "Alternative 3C." I want the City to formally renounce the road depicted as 3C.         |   |  |   |  | Bill Weinberg    |
| 14 |   |   | 55 mph is too fast if people park on side of the road |  |   | Please don't take Old Santa Fe Trestle out. It is historical.                                      | D Cruz           |
| 15 |   |   | Really like the ideas in 12 and 13.                   | 40' spacing seems too far - unless you need it for safety reasons                                  |   |  |                  |
| 16 |   | Speed limit 55?? 25 or 35 mph. Access to/from east/west? How many? Segment length?  |   |  |   |  |                  |
| 17 |   |   |   |  | I understand that the roadway being on the north and east sides of the river, the discussion about economic development fostered by it would also focus on possible nodes on that side of the river. Still that does not look good and appears to say the only development that matters is (yet again) on that side of the river. A more holistic view might be beneficial. If the road is built, how would it connect to Trinity Groves, Sylvan Thirty etc? How would people living in those developments traverse the roadway to get to downtown and the design district. Show impact of roadway on both sides of the river - not just the north/east.  |  | Jeff Herrington  |
| 18 |   | How much would the new proposal actually increase traffic speed? Elevate congestion to be worth spending \$1.5 billion?             |   | Drawings of meandering lanes with trees are misleading. Trees are not allowed in the flood plains. | What is in the plan to integrate the East and West side with pedestrian traffic? With proof of how well Klyde Warren has brought together the community, the toll road would divide everything we have worked with Trinity Groves & Margaret Hunt bridge  |  | Donna Orn        |
| 19 |   | The street should be 4-lanes be that's more pedestrian friendly. Are businesses coming to this area - ie. Starbuck, etc.? *upscale) |   |  | Crime is my concern. The police make raids on the drug houses & before they leave the neighborhood, the drug houses are back in business. The last time they raided a house, the males they handcuffed & sat on the curb were back out that evening. A car w/ gang symbols on the window was parked in front of our house. * We don't when it came or how long it was there. When we called the police about it they said that they couldn't do anything about it unless they interviewed us. What kind of mess is that? Are we being driven from our homes so developers can waltz in & take the neighborhood or what? *the car was there off & on for days; at one point we thought it was abandoned; we called 311 & were told that it would take 3-5 days; fortunately we finally saw the owner and asked him to move & park elsewhere. |  | Mrs. F. Phinisee |

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| 20  | There should not be a toll because the Federal Government has been giving this area \$33 mil./yr. Please make information more easily accessible to all.  |   | There should not be a fee for bringing children to the park.  |  | What's going to happen to my home on Bayside Street?   | The levee should be 100-yr floodplain.   | Mrs. C. Hadnot      |
| 21  | 1) Call it what it is "Toll Road" not Parkway.  | 3) leave Continental bridge alone   |   |  |  | 2) West Dallas needs traffic lights to control traffic between Hampton and Margaret Hunt bridge. | Ronnie Mestas       |
| 22  | Traffic; signal lights; traffic study; difficult getting in/out; Singleton/Hampton; Singleton/Sylvan; MHHB to Singleton; tremendous amount of existing traffic; quadruple when Toll Road is in place. | Do not touch Continental Bridge   |   |  |  |  |                     |
| 23  | Why are toll roads still being considered for this project? Wouldn't this negatively impact attendance/usage?   |   |   | How will this impact the large variety of birds that are already here? What impact will this traffic have on noise & the existing ecosystem? | How will these bridges, parkway connections & parking impact the neighborhoods located south of the Trinity - ie. off of Canada Dr. - between Gulden & Hampton? * How will traffic be affected? How will this be resolved? * Will these neighborhoods be eliminated? | Will there be more excavation for the benches to help with the flooding?                         | T. Phinisee         |
| <b>MAY 28 - Parkhill Junior High School</b> |   |   |   |  |  |  |                     |
| 1   |   | 1) A 55 mph road is NOT compatible with a park (Park Road should be 35-40 mph max & "meander" through the park). NOTE: could the NTTA make an exception re: speed limit rules on a road less than 10 miles (the proposed road is 9 miles); 3) Please stop the large high speed toll road even if it creates a delay in time. 4) The noise of high-speed traffic will echo in the park "canyon" and be very polluting & off putting. 5) The large number of ramps in the "large-road" plan will create litter accumulating spaces and detract from park. | 2) The Park should be the focus - in that space, one cannot expect to relieve traffic with an additional road (a high-speed toll road) in the same space as a PARK. 6) There doesn't appear to be equal pedestrian access from West Dallas as from Downtown. This park should be equally accessible from West Dallas. |  |  |  | Beth Lavercombe     |
| 2   | Design for lowest maintenance.  | Inclined to favor a "smaller parkway". No fly overs or double deck (ie. NOT a freeway)  | Separate top-of-levee bike path from ped path (safety & will be better than W.R.L.). No park entry fee for toll collectors. Make a full length a D/FW "Cycling Destination".  | Fund public art for the park.  |  |  | Scott Whittet       |
| 3   |   | NTTA - No 55 mph on roads longer than 10 miles "boutique"   |   |  |  |  |                     |
| 4   | Until cost is determined in advance - our support of the project is uncertain   | Would like to see intermediate interchange to connect to downtown   |   | Need to understand cost prior to decide 10, 50 or 100 yr floodway  |  |  |                     |
| 5   | What will the toll road cost to residents? For the Beasley Plan how does this fit into the Corps of Engineers sign off and EIS?   |   |   |  |  |  |                     |
| 6   |   | No to 3C. No to 70 mph. No to 55 mph. Yes to 40 mph. 4 lanes max. Limited access  | Yes to bike & walk lanes. 100 yr flood prep/design.   | Park only.   | Rules for developers   |  | Elizabeth Alexander |
| 7   | Love the concept of the parkway!!   | Is it designed so that it can accommodate a larger growth area?   | Suggest 50 yr flood plain (yes it may be closed occasionally).  | Security and lights? (safety issues)   |  |  | Carol Fish          |
| 8   | No Toll Road!   |   |   | We need parks. We need beautification. Parks will bring people downtown. There are nature guides - support them.                             |  |  |                     |

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| 9  | Unless this is put on the ballot for popular vote, I do not approve!   |  |   |   |  |       |                |
| 10 | Without a popular vote, this plan - and any plan - will not earn my support or approval.   |  |   |   |  |       |                |
| 11 | No highway in the Trinity Park of any kind.  |  |   | Keep it a park!   |  |       | Al Taylor      |
| 12 | No toll road - no more concrete  |  |   | I'd like to see some trees & green space on the downtown side.  |  |       |                |
| 13 | 1) I like the "Dream Team" concept for the Trinity Parkway   | 2) I hope this proposal is the ultimate build out (rather than just the 1st phase). I would not support a larger roadway. 3) I would like to see the speed reduced to 35-40 mph, 55mph to fast   | 4) I like the use of a ten year flood standard when designing the trinity park and tollway.                                   |   |  |       | Matt Bach      |
| 14 |  | 55 mph is <u>not</u> compatible with a park. The smaller parkway, stage 1, is nice and I would be in favor of this BUT I fear that sooner than later this nice design will be enlarged & added upon and then will <u>not</u> be nice. I feel that way back this is what we voted for but over time it morphed into a toll road highway. NO TOLLROAD. |   |   |  |       | Laurie Johnson |
| 15 | We should not raise sales tax or property tax to pay for this.   | Main purpose should be as a park; secondary purpose to relieve traffic. It's difficult to imagine that @55 mph and with traffic like it is now (and it will eventually get there) that it could function successfully as a leisure park.   |   |   |  |       | H.C. Ridgway   |
| 16 | Thanks!  | lower road speeds! 35 max  | If meandering road is smaller - lower speeds & allow cycling and on street parking. design to less stringent flood standards. | No stark retaining wall - berms -   |  |       |                |
| 17 | Funding source - no taxes/fund with gas tax on a "local" gas tax. No tollroad. Build someplace else. Nuts and bolts. Concerns about soils and settlement | Core of downtown access important.   | On street parking and traffic concerns with vehicle/ppl conflicts   | Conflicts with "fast travelers" vs "scenic" travelers. More agreeable as park access vs traffic   |  |       |                |
| 18 | No Road!!!   |  |   | Use the \$ to make the park beautiful. I have been to the audubon center. The center is ok. Green area around there is boring - no there there. Include permanent water features. Make downtown even more livable     |  |       | Linda Camin    |
| 19 | Don't need another tollway.  | Minimize roads & traffic. Low speed vs high speed  |   | "Bench" idea is good, gives "depth" to a flat, featureless river floodway. Don't know how the design charrette ideas relate to the "old" idea of a navigable river (which we don't need). Emphasis "natural" features | Jails will never be moved but should be. |       | Ron Shaw       |
| 20 | Bottom line stop the project with the design concept presented in the charrette report.  |  |   | In my opinion the purpose is to provide a park with recreation amenities for all the citizens of Dallas. This precludes a high speed traffic reliever tollway.  |  |       | Walter Laidlaw |
| 21 | What time period are you expecting to finish this? Will I see this in my lifetime?   | Not sure two lanes on each side is enough for future growth  |   |   |  |       | Sandy Spett    |
| 22 |  | Speed and parking don't mix. If you're building a park road, make it a low speed scenic. If it is a reliever, don't conflict. No need to have a parallel road for traffic should use.  |   |   |  |       |                |

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| 23 |   | 40 mph parkway. 55 too fast to allow cars to pull off at parking and overlook areas. Synchronized lights move traffic. See 4 lane road as similar to Lake Shore Dr in Chicago or Turtle Creek Blvd here. 4 LN PARKWAY ONLY | Traffic flows and places to pull off and ability to enjoy vistas as you move through.  |  | Makes no sense to create a huge highway/tollway that separates the city from the river/parks. On east side of town, visionaries want to tear down the I45 connector to join downtown and Deep Ellum. 8 lanes would do opposite to west side. |   |                                       |
| 24 | What are the chances of 3C being modified?  |  | How will pedestrian & bikes access park across rail road tracks? Will the bench have pedestrian access? Will there be a bike lane along parkway?   | How & where will trees be mitigated?   | How will this drive economic development in Pleasant Grove?  | How much displacement will the bench cause to the Trinity River Floodway? How will the tollroad change the flow of water in the Great Trinity Forest? Rochester Park? Where will water come from for lakes? |                                       |
| 25 |   | Favor smaller parkway. Reduce speed 35-45 mph. Favor banning trucks (except pick up trucks). Favor planned u-turn  | 6 - don't understand   | 4 - Where permitted to "add a consistent linear tree pattern". 5 - like "land bench" concept. 6 - plans for lights, possible hour regulations, security patrols  | Like 10 - earlier development reunion/commerce. Don't like moving jail. Like careful selection of plants & professional landscaping.   |   | John Dwight Patterson<br>H63(2 cards) |
| 26 |   |  | 9 - consistent work on bikeways. Plan for no toll on parkway road.   |  |  |   | John Dwight Patterson                 |
| 27 |   |  |  | Please do not use this valuable space as a new traffic relief road. Dallas needs a major downtown park to be a world class city to attract business to keep Dallas growing as a major business destination   |  |   |                                       |
| 28 |   |  |  | USA water ski is under the olympic umbrella and has 9 sport disciplines. The competitions range from around the world, to regional, state, local college, etc...this activity would being a great deal of economic impact, it legitimizes the entire project to the public, it keeps crime from setting in, low cost to build the two lakes, take Dallas from a beta city to an alpha city. This is a long term vision! Imagine a pyramid show ski show on July 4th. | The development of the Trinity is a fantastic idea. However, I feel like it has a major missing component. There is not enough activity and economic impact or a young vibe.   |   | Suzanne Warner                        |
| 29 |   | Traffic will continue to increase & move from I-35 to new parkway @ higher speeds  | Planning to 10 yr flood plan? Not a great idea. COE said today it could not let more water out of Lewisville because it would flood Dallas - that does not match with you description of 10 yr vs 100 yr |  |  |   |                                       |
| 30 | I don't understand why yet again the City of Dallas is hiring more consultants from outside Dallas that don't understand local issues. Dallas is not comparable to Perth, Australia - not in population or traffic congestion. We have voted on the project three-times and support and want it to happen. I don't understand why we are still debating and studying instead of getting it built. Dallas downtown needs sense of place & identity & we need this project. |  |  |  |  |   | Susan Nidam                           |

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| 31 | City approved 1.4B and new design will cost more. What costs will city cover vs. fed? Where will revenues from toll road go a) build & maintain road & park b) vanish like revenue from current toll roads  |   | Shrinking the flood way capacity by building the road will cause flooding.   |   |  |       | Fred Wells      |
| 32 | When is the construction on this park due to begin? How long will it take to finish the tour game concept?  |   |  |   |  |       | Bill Spett      |
| 33 |   | No to 3C. Keep it small to start! Ask NTTA for exception to 55 mph on roads/highways less than 10 miles long - a boutique highway   |  |   |  |       | Susan Quante    |
| 34 | Parkway concept, what is cost differential vs highway concept? And what is cost differential of tollway that has a 10 year vs 100 year flood tolerance? Explain more of what residents gain (benefits) + costs that moves to 10 year from 100 year flood tolerance. Is the parkway still a tollway, and explain how it would work if resident stays more than an hour |   | Parkway concept has the potential of becoming an attraction point for Dallasites to visit & enjoy, rather than a highway to simply drive through. I support the parkway with a reduced speed.                            |   |  |       | Anthony Pace    |
| 35 | Maintenance for park - on ____ money - rescue needed. I want a parkway.   | Two roads - 1) connector between north & south financed by state, feds + not toll parkway (Not in the Park) 2) meandering 2 lane road within park with access. Description for road can't be pedestrian + speed at 45 mph - pedestrians can't walk            |  |   |  |       | Sylvia Houglund |
| 36 | If you build a park - what additional funds are required? Will Dallas be willing to fund park maintenance and ensure it is pristine?  |   | 10 year flood factor may not be tenable.   | Does the Corps of Engineers support the plantings or are there concerns about levee integrity   | With increased density, we need parks & walkability rather than a high speed tollway |       |                 |
| 37 |   |   |  | PLEASE make the park big and interesting. If you build a park it should be appealing to the eye and body. As a 13 year old having a big spacious park would be a nice change from cement parks + playgrounds. Making big grass fields for picnics and activities will be a big change. This nature friendly idea will show a lot about Dallas and the image we hold. Have the park have activities that don't require cement so instead of a court you could make a pitch. Reducing the lanes will reduce the sound and make the park better because the roads will take away from the park and it will be useless. |  |       |                 |
| 38 | Supports the proposal by Dream Team   | 55 mph speed is to fast to pull-off and pull-on speedway. 45 mph is more reasonable. Please reference the 45 mph pedestrian friendly road in front on American Airlines Arena - it's not pedestrian friendly! Do not build 3C or more this is a phase 1 of 3C |  |   |  |       | Todd Spraggins  |
| 39 |   |   | How would the City handle parking on roads and neighborhoods outside the Parkway. Since a toll would be charged to cooler parks. People will find a way not to pay and use the Park - by using pedestrian access points! |   |  |       |                 |

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| 40                                      | Not alternative 3C  | One lane each way with wide shoulders, two access points. People won't drive 55 on a 6 lane highway. The 3C is like putting LBJ through the Trinity River. I would like a small for access but not for traffic through purposes. No Toll Road.           |  |   |  |  | Sylvia Urech   |
| 41                                      | I am in favor of smaller parkway!   | White Rock on east side of city; need balance on west side.  |  | New use need to focus on softening the landscape & beautifying area to attract residents.   | City has focused on economic development & land use/greed.   |  |                |
| 42                                      |   |  |  |   |  | I'd like to see a topographical map of the Trinity Park/Parkway showing the high-water level for the river to date. Publishing in Dallas Morning News would be good. Thanks. Must be a cadet in college who needs a senior project, this design comparison would be win-win. | Roger Stierman |
| 43                                      |   | What is the protection for the bench? Will it have to be replaced every time the river floods.   |  |   |  | Are they laying fiber down the road? Public money needed to provide upkeep? Repair costs after a flood?  |                |
| 44                                      | Conceptual plans may look great, but generally morph into something entirely different.   | Who did the traffic study & what justifies only 4 lanes? With development continuing north, there will be more flooding - not less.  |  | Pictures are pretty, but if experience is any guide - trees won't be trimmed, trash will be EVERYWHERE, homeless will inhabit the park and the street will be full of potholes. Dallas loves to build but is lousy a maintenance! |  |  |                |
| 45                                      |   | Reconsider the future generation upgrade of addition lanes when road contour made for 4 & 6 lanes  | I agree with the 10 year flood levels with this budget you mark for the project - please include funding for cleaning park area after floods occur.  |   |  |  |                |
| 46                                      | So no big highway please  |  | Parks are to be free for the public to use and enjoy. Parks have children playing, therefore for safety a speed limit should never exceed 30 MPH. Please take into consideration the use of this native animals. Will they be allowed to cross this territory in their normal way? |   |  |  | Evelyn Shaw    |
| 47                                      | Proposal has dual use. Thoroughfare thru park should be toll and 65 mph, with no intersections or turnoffs. The other which I could support is access to the park. This should be 35 mph not tolled; perhaps on a bond paid by a "City Gasoline Tax".                   | A 55 mph - 2 lane with street parking on Sats, multiple turn outs - won't work. Klyde Warren is great attraction and expressway is out of sight.   |  | Trinity would be a greater attraction but with a Parkway not a Toll Rd. Think Central Park, NYC, but Texas Grand.   | Expensive lofts would go up - additional funding for the Park. We have Expressways in Dallas, not let's have an attractive park, where people participate and loft inhabitants view. |  | John Knutson   |
| <b>JUNE 2 - Dallas Regional Chamber</b> |   |  |  |   |  |  |                |
| 1                                       | Extremely disappointed in tone of presentation - we need to design the road to fit the park, not what we have been doing for 17 years. List could go on and on - somebody needs to be in charge. Beasley comments for top of levees are great - what are we waiting for | I would hope that a supplemental approval process would allow us not to build 3C, if not we should go back to square 1, designing the road and park in harmony - once the design is done a good deal of the park could be built while seeking approvals. |  | Park needs to be flood friendly - soccer fields, football fields, league play opportunities, picnic areas, natural areas.   |  | Strong consideration should be given to bring the river back to an approximation of its original route. Kayak course ill conceived - needs to be taken out or a bypass provided - can't get from the boat ramp to the forest.  | Richard Brink  |
| 2                                       | On a macro level, Dallas has been successful because it has been willing to invest in big projects (eg. DFW Airport), including more recently Klyde Warren Park.  | I favor the smaller parkway approach, but we need to move this forward. There will be a great return on this investment.   | On a micro level, seeing the popularity of the Katy Trail, the bikeways & walkways need to be kept separate (lanes). It is too dangerous to mix bicycles and pedestrians unless the paths are very wide.   |   |  |  |                |

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| 3  | I support the Dream Team Plan from a standpoint of an emerging generation of the city. Living in other cities on the east coast, I understand how pivotal this Dream Team plan can be. This is what the younger generation wants and willing to spend money living near it. |   |  |   |  |       | Alishia Spriggins |
| 4  | I appreciate the design proposal & support many of the ideas.   | I do not trust the city to not turn this into a car-focused development & huge tollway in the future. Needs to be approved conditionally. | I do not support the sole purpose being "to serve as a reliever route" as initially expressed today. It <u>has</u> to be coupled with providing a pedestrian & bicycle friendly amenity with connection to the river.  | Please provide more views indicating the pedestrian experience looking out over the river on top of the levee as well as traffic data.  |  |       | Sara Barnes       |
| 5  |   |   | The park and access to it is the most important part of the project. Freeways and parks do not mix. A road can and should mix but the road must not harm the park. Pedestrian connections to the corridor and amenities are key to the success of this city. | Environmental restoration and respecting the river can transform Dallas for generations to come.  |  |       | Dustin Bullard    |
| 6  |   |   |  | My concern is maintenance. I crossed the Old Sylvan bridge daily for 15 years. It would take weeks - months to clean up Crow Park after flooding. Also, I've seen the hardscaping & plantings @ I-35 looking great after installation and now looking trashy*. In so many places I've seen a beautiful vision - asset - dissolve into a trashy mess. What will the tollway and amenities be treated any differently? *No matter what city/state entity is responsible, the perception is Dallas City. |  |       |                   |
| 7  |   | With only 2 ways of ingress/egress, what happens in case of emergencies & both ramps get blocked?   | If Lake Lewisville (which has been closed by the Corps of Eng) released more water, the Trinity would go over the 10 year flood line - with this thought in mind, wouldn't that eliminate the 10 yr plan?  | Have you accessed TxA7M Agri Research Center (Coit & Frankford) about landscape?  |  |       |                   |
| 8  | 3C is way to complicated and expensive. Dream Team - much better  | I like Dream Team design over 3C. It appears to be much more environmentally friendly and easiest to get done.                            | Needs to work along with bike trails and lakes within Trinity River bottom.  |   |  |       | Jeff Elleman      |
| 9  | With a reduction to four lanes, how would this project be funded. Should NTTA back out?   |   |  |   |  |       | Fabian Herrera    |
| 10 | This revised design is great - Dream Team. Balance the reliever route with parks.   |   | 10 year design should work.  | Focus on park and hike/bike trails. Like the "green wall" concept.  | Move the jail  |       |                   |
| 11 |   |   |  |   | The Chicago River is an example of how a waterway became an amenity that has stimulated development and increased property values. It was once considered a sewer line. Today, people stroll and kayak along the River. I see the same potential here for the Trinity River. |       |                   |
| 12 | Let's make it happen! Great progress! Thanks for all you do to bring this to reality.   |   | Only concern is pedestrian access to the park from Katy Trail, downtown, Continental Avenue Bridge, etc.   |   |  |       | Tim Maholman(?)   |
| 13 | Does not make sense to lose Federal or State money. Try to do dream team design with what we already have approved.   |   |  |   | Flood damage - be careful that future development is not put in harms way.   |       |                   |



|    | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION   | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE  | BUILDING CONNECTIONS TO ECO DEV                            | OTHER  | NAME            |
|----|---|---|---|--|--|--|-----------------|
| 25 |   | This should never be a freeway, tollway or any other form of major thoroughfare.  | The Central City needs to be rejoined via a park for bikes and pedestrians. This is an opportunity to "re-stitch" Dallas back together - we shouldn't squander this opportunity with just a road.   |  | Focus initial phase on downtown - Continental to Jefferson |  | Chuck Armstrong |
| 26 | Strong, strong opposition to 3C. Please take it off the table.  | Opposed to a continuous parkway inside the levees - too noisy, incompatible with park usage, prefer multiple, non-continuous park access roads. Similar to E. Lawther at White Rock.  | Access to amenities only, no through traffic  | Otherwise, in favor of amenities, landscaping, overlooks, adjacent development |  |  |                 |
| 27 |   | The Dream Team report proposal is a great improvement from the large 6-lane highway with many on & off ramps. However, I believe the focus should be park access, and not traffic relief, since it will have a minimal traffic impact anyway. | Tolling it makes me nervous, what's to stop from eventually charging a toll for visiting the park? Park should always be free!  |  |  | Traffic issues will ONLY be solved when public transit becomes more developed, and the city achieves greater density (reducing the commuting miles required). We should be addressing & accommodating these issues instead of trying to increase vehicular capacity and perpetuate the "same old" approach to transit/transportation infrastructure. | Andrew Barnes   |
| 28 |   | Build 6-lane rdwy as ultimate section now and accommodate park now - no need to build 4-lane to come back in the future and widen to 6-lane.  |   |  |  |  |                 |
| 29 |   | Concerned about connectivity. Seems like at least 1 additional connection midway would help encourage use from downtown/uptown.   |   |  |  |  |                 |
| 30 |   |   | Please include safe & broad sidewalks walking access from downtown to park  |  |  |  |                 |
| 31 | The Trinity Parkway Charrette seems to be more in line with the direction our city is going. This design better represents a vision of a world class city and will better mesh transportation needs, economic development, recreation & environmental sustainability.   |   | No tolls for park users, sufficient park access, and recreation/viewing opportunities will help ensure this park remains for the residents of Dallas and not just a way for other city residents to bypass our great city!  |  |  |  |                 |
| 32 | If a road is built will there needs to be significant repair costs to rebuild the road when there is flooding   | Klyde W Park has been so successful & well used. My concern is that the Dream Team Plan will not be sufficient to handle the traffic and/or park use. It looks like plan 3C is a better plan in dollars and park use. Build it bigger now.    |   |  |  |  |                 |
| 33 | What's the total cost of the project? What are the alternative ways to spend this?  | How long is "long term" project? What does the bottom line look like?   | How much does the bench increase the overall cost of the project? If the ideas is to drive traffic into park and allow for stunning views why line the hwy with trees? Essential 100 year flood plain! Non negotiable! Where does DART fit into this? I think it needs to be included in overall project. |  |  |  | Anne Atalla     |
| 34 | The current water level in the trinity river is exhibit A. Put flags every 100 ft on the centerline of Trinity Parkway. The public will understand the road location, park access, and the fact it is not underwater. You can't tell the real story with your engineering drawings but you don't have to because of current trinity conditions. |   | Visit Trinity Groves or walk the Bridge. It's packed with citizens "gawking" at the Trinity River.  |  |  |  |                 |

|   | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION   | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE   | BUILDING CONNECTIONS TO ECO DEV   | OTHER | NAME       |
|---|---|---|---|---|---|-------|------------|
| 35  |   |   |   | I think all the suggestions are great. Natural, interesting landscape + "wow" views would be wonderful. I also support the built to 10 year flood proposal to maximize the views - that is an acceptable trade-off with have the parkway closed sometime. |   |       |            |
| 36  | great job! Full steam ahead   |   | DART rail access? Bus access? Relieve parking in park move the masses.  |   |   |       | Gary Ciuba |
| 37  | Thank you for allowing the City to reconsider the Trinity River/Parkway Design to respect the long-term future of dallas for the next 160+ years. | 3C is not a good solution, but the Beasley plan is spot on 100%. Other urban design and sustainable solutions are available as alternative to resolve ongoing & future urban issues including population growth, traffic, job creations and improving education opportunities in Dallas. I hope the already approvals in place will respect the dynamic community input & actual wishes by Dallasites and allow to administratively negotiate a revised Dream Team concept into the already approved sections at the Trinity Parkway Design. The Beasley Plan is our chance to put a true "Parkway" that was envisioned by the Mayors of Dallas and Ft. Worth 90 years ago in 1935. Also, the (breakdown) shoulders should be green/eco and NOT asphalt/concrete. |   |   |   |       |            |
| 38  |   | Excavating lakes for bench doesn't seem like stable base for roads. I've lived here since 1970. It's hard to believe you are saying this level is at the 10 year flood level! (Seems like we are at 50 year level now.) I would not build anything lower than 50 years flood line!  | What will be required for "Stable" Roads? Doing only 1/2 of the need (4 Lanes) seems to be only a "let's get something approved." If we need 8 lanes, especially w/Design District being re-built , then do 8 lanes!  | Heavy landscape will be wiped away w/each flood.  |   |       |            |
| 39  |   |   | As an employer, in the Downtown area with numerous folks living downtown, it is <u>critical</u> to have safe, easy access for runners, bikers & pedestrians from employment centers downtown to the park & trails. Access from Dealey Plaza/Union Station/Omni  |   |   |       |            |
| 40  |   | Additional roadways do nothing more than help people get <u>around</u> Dallas, rather than <u>to</u> Dallas to help the Dallas economy. Fort Worth is doing a better job than Dallas in this respect.   | If road is required , lower speed limit is imperative. As a resident of the City of Dallas, I am hard-pressed to see why we (the taxpayers) should be paying for those outside of the City to have an "easier" commute <u>through</u> our City.   |   | This does little more than lowering the property values of those that pay to live close to the city by eroding one of the most important benefits (ease of access location) that the homeowners/taxpayers have. |       |            |
| 41  | No 3C buildout w/6 lanes toll road.   | 30 mph or less, two access points to road. Max 4 lanes. Fewer ramps on street parkway. Build to 10 year flood.  | No connection to Woodall, keep Continental pedestrian design only. Make it an access road to park not tollway. Love the biking path on levee tops, don't cut them off w/roadways let them be continuous with/pedestrian access. Biking and bike trails, we don't need massive big structures (like a tollway) to enjoy the river and park lands. Meandering road! Ban trucks. | Green tress less concrete. This should be a PARK, w/wildflowers   |   |       |            |
| <b>JUNE 8 - Women's Museum at Fair Park</b> |   |   |   |   |   |       |            |

|    | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION   | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE   | BUILDING CONNECTIONS TO ECO DEV  | OTHER   | NAME          |
|----|---|---|---|---|--|---|---------------|
| 1  | I-35, I-30 and I-75 need to be marked on presentation map. That's how we orient. We understand there's no access, but we need the reference. Include mix-master on map. It's a reality.   |   |   |   |  |   | Sara Stokes   |
| 2  | Building a huge highway in a floodplain is preposterous.  |   |   |   | Development needs to be within the many neighborhoods within and throughout Oak Cliff. |   |               |
| 3  | Why are private interests directing this? There needs to be more citizen input. What are the funding sources? We have immense bill for fixing the levees - where will the money come from?  |   | What about the flood capacity - the levees main purpose is to protect from floods - this will compromise the flood carrying capacity & there needs to be a direct response to questions - the breakout session is useless.  | No trees allowed in floodway?   |  |   | Lorlee Bartos |
| 4  | It would be better to hear about specific dates on the phasing of the project. Particularly in regarding when and how the process for more lanes would be considered.   | I would like to see what is in mind for the "meander". I would like to see a 45 MPH speed limit for safety. I wouldn't mind a 4 land road but larger that that and I feel it would really become a barrier.   | Crossing under the parkway sounds like a bad idea because situations where people cross under roads tend to end up as seedy habitats.   |   |  |   | Jay Orelup    |
| 5  | This "Dream Plan" is a compromise which will please no one.   | Heavy traffic that wants to get through Dallas will <u>not</u> want to "meander" through a park. Once the bench is built it will accommodate 8-lanes. I don't want a tollway in the Trinity basin. Let traffic go around Dallas as it does most major cities. | I want a park with access roads & parking areas not concrete structures.  |   |  |   |               |
| 6  | This meeting was ineffective - waste of time & especially waste of city employees time. Why not take questions from the group as a whole  |   | Cars enter a tunnel to go under the bridge? Real nice.  |   |  |   | R Carroll     |
| 7  | I like all points, 1 to 20  | 3C is terrible for the park, but the Dream Team proposal would work w/ the park. 4 lanes maximum  | "Bench" is a cool concept but make sure there are still flat lands for athletic fields. 20-50 year flood designs are ideal for pkwy   |   |  | Food trucks. Open multi-use fields for softball/kickball/soccer, not just dedicated fields (look at athletic around Washington DC mall to see how this could work). Ampitheater on levees would be great.           | Thomas Ternan |
| 8  |   |   | Bike paths connecting to other Dallas trails should be park of any design separate tracks/softer surface for foot traffic. Pedestrian access to the park should also be located on West Dallas & Oak Cliff side of the park. Making car access via the tollway only is a deterrent to tourism as a well as use by the city. | I like the landscape strategy for the charrette design. Successful examples: Salt River & Tempe Town Lake in Tempe, AZ and Missouri River in downtown Omaha, NE - but not tollway access. The charrette plan has potential to create a beautiful space. |  | Include dog parks. Include lakes that can be stocked for fishing and used for non-motorized watercraft. Should include multi-use soccer/softball/kickball fields. Include outdoor ampitheater for concert & events. | Rachel Gehnng |
| 9  | What safety barriers does the parkway include? How big, height and width? How many days will the parkway will closed based flood threat? How many butterflies will be killed on the parkway?  | If the extra ramps are not needed when will they be needed. How many traffic systems (lights) will be on the parkway? How many crosswalks on the parkway?   | Bikers, low riders & teenagers will love the U-turn for cruising.   |   | The parkway is not needed for development.   | Where will food trucks park?  |               |
| 10 | Questions such as timeline, traffic patterns, cost, phasing, speed limit, etc need to be clarified & clearly outlines (qualified & quantified by research) to make the public comfortable - no vagueness. Thank you for this forum. | Speed limit needs to be reduced to 4-45 mph max to create a meandering feel as represented in case studies. 55 mph is too fast. The option for future expansion past dream team/4 lane proposal needs to be nullified.  | I am comfortable with the 20 year flood plain - as long as the water does not damage the park or road infrastructure.   |   |  |   | Sara Barnes   |
| 11 | Love the park. Hate the road. Just can't envision any legitimate value to the park of a throughway of this sort. Too much noise. If you want a throughway, put it in a tunnel & completely out of site. Otherwise, park only.       |   |   |   |  |   | Norman Alston |

|  | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION  | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE  | BUILDING CONNECTIONS TO ECO DEV | OTHER  | NAME                  |
|--|---|--|---|--|---------------------------------|--|-----------------------|
| 12   | I LOVE the proposed park plans and think the city is long overdue to make the river into the gift its citizens that it should be. However, I <u>violently</u> oppose the toll road through the levees - a toll road is in essence anathema to the concept of public access and a public civic good. ...I feel the toll road is just a big giveaway to the NTTA and the concept itself reeks of corruption and cronyism. |  | Alleviating present traffic congestion could be better and more cheaply accomplished by better utilizing Industrial Blvd or moving further west with a bypass loop. The toll road introduces noise and traffic congestion that will destroy the park's potential. | ..Beyond that it will create noise and visual barrier that destroys the beauty - the wow factor if you will - that the park can create for the city. |                                 |  | Mary M. Russell       |
| 13   | A road inside Trinity basin is NOT compatible with voters' wish for our river because a noise pollution as well as aesthetics of cars inside green belt.  |  |   |  |                                 |  | Patricia C. Bowles    |
| 14   | Love the parkway w/ parks - show traffic  | No tollroad w/ 55 mph traffic that will produce more pollution for fish, birds, water foul, etc. Imagine monarchs caught in auto grills & windshields  |   |  |                                 |  | Mary Hogan            |
| 15   | Parkway a good idea, but we don't need a freeway inside the Trinity.  |  |   |  |                                 |  | William W. Hogan      |
| 16   | Much more clarity is needed as to what is going on w/ road. Please make a public announcement of Technical Committee's findings/conclusions.  | I believe 55 mph is too high for a park road. I'd like to see 35-40 mph so pedestrians can cross at grade. The option of full build-out of 6 lanes of 3C should be permanently removed.  | Providing access to the park should be the road's main purpose. Please study incorporating public transit (perhaps streetcar, free bus in dedicated lane, etc) in the park design.  |  |                                 |  | Andrew Barnes         |
| 17   | This was advertised as a "town hall" but questions from the audience were not allowed. Where is the "push" for putting a road in a floodplain. Very concerned that our streets are a <u>mess</u> and the City wants to spend all this money on a road in the floodplain.  | Very concerned that Phase I is really 3C, just "foot in the door." Thought the "parkway" was a freeway, but know now it's not.   | We've been over in the area many times since flooding - a ridiculous idea & way too expensive with flooding. Do <u>not</u> shift flood boundaries. Very concerned that the City is even considering building road in a floodplain!                                | Dallas cut down hundreds of trees to build a private gold course - if Dallas likes parks & trees, why do that?                                       |                                 |  |                       |
| 18   | The "breakout" discussions contradicted a big part of the Town Hall concept wherein a group of people can share as a large group each person's comments & questions.  |  | The very idea of a road in a floodplain adjacent to a river which tends to flood badly on occasion seems to be a very bad idea. I asked a 2nd grade child what he thought about this and he said: "Why, are they crazy?"  |  |                                 |  | William C. Funderburk |
| <b>JUNE 9 - WILSHIRE BANK COMMUNITY CENTER</b> |   |  |   |  |                                 |  |                       |
| 1  |   | The Trinity Parkway FEIS Appendix I-1 Page 2 shows more than 10,000 Vehicles per Day would use the Riverfront/Corinth ingress/egress ramps. It is important for this to be part of the initial Trinity Parkway.                            |   |  |                                 | ...without such, the economic development will be harmed along Riverfront. | Marcus Wood           |
| 2  | The roadway is NOT necessary to carry regular vehicular traffic. Please consider <u>alternative</u> uses 1) Hike & Bike trail - 2) Designated as trolley electric bus. Mirror communities like Denver, Austin, Portland, Seattle. Dedicate this space to the PEOPLE - we don't need another freeway. What will the legacy be in 50 years? to add another <u>road</u> .  |  |   | This beautiful natural resource is Dallas' treasure - not another access point to move traffic. Vision our future!                                   |                                 |  |                       |
| 3  |   | Build with _____ for the long range so as not to have to return in five years. With the finish of the Panama canal and new infrastructure we need this by pass of down town town. This will _____ the mid town downtown town area to grow. |   |  |                                 |  |                       |

|                                | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION  | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE                               | BUILDING CONNECTIONS TO ECO DEV | OTHER   | NAME                                   |
|--------------------------------|---|--|---|---|---------------------------------|---|--|
| 4                              | It was a great presentation. I can't wait to see the project complete. We will have one of the best cities in the country.  |  |   |   |                                 |   | Young Sung                             |
| 5                              |   |  |   |   |                                 | For the Outfalls - suggest the City to lease outfalls sections to agriculture investors to plant/grow Lotus. The lotus nuts are good and healthy for people. Lotus leaves can be dried and sold as the tamales or rice cake wrappers. Lotus stem is healthy for soup. To control the river water - continue drenching [dredging]. Use the excess dirt/mud to build the levee and sell it as top soil for gardening. Lease the parking areas to mobile food, beverage, souvenir vendors. | Lely White                             |
| <b>JUNE 10 - UNT at DALLAS</b> |   |  |   |   |                                 |   |  |
| 1                              | The tollway is unfair for people in South Dallas. It is a low socioeconomic community who can't afford so their tickets will be paying for the tax dollars that suppose to be used in their community to help them out.   | The park needs to take the 3C model concepts of interchanges. The Dream Team needs more interchanges nobody wants to be locked in when nice big events happen there. |   |   |                                 | How easy will reservations be for people who live in the community ie, family reunions, social mixers for small non profits or business; concerts, etc?   | Chancellor Jones                       |
| 2                              |   | What's going to keep the truck out of this parkway if done because signs won't - we are plagued with them daily  | What happens when there is rain & flooding the way we've experienced this past month  |   |                                 |   | Jackqueline Scroggins                  |
| 3                              | No road wanted. No road needed.   |  | I use the bike trails 3 times a week and see no need for a road to get down there.  |   |                                 |   |  |
| 4                              | Once information has been collected from citizens and it has been reviewed, will a report be given back to public as to which option is chosen?   | Also access to parkway from Southern Sector (Oak Cliff & beyond), what are entry points?   |   |   |                                 |   | Claude Spivey, St. Rep<br>Yvonne Davis |
| 5                              | My biggest concern other than flooding is who will be paying for this project? Also wouldn't this funding be better used in the Southern & Western section of Dallas to improve existing roads and streets and parks. "Grow South anyone"   |  |   |   |                                 | I live in Dist. 8 Alta Mesa area and our neighborhood park was promised a covered pavillion and walking trail over ten years ago and we still have not seen it. "Let's spend taxpayers dollar wiser"  | John Scroggins                         |
| 6                              | The Dream Team concept provides a good concept for a park road. Several items of review were not discussed: 1) Cost estimate and potential funding sources. A cost-benefit analysis would be helpful to understand why this concept is worth prioritizing over capacity improvements. | 2) What are the two connections and how will they operate 3) traffic analysis for park use.  |   |   |                                 |   |  |
| 7                              |   | I'm concerned about the low speed limit of 45 or 55 MPH.   | This seems to be more of a tourist attraction that something that I would use regularly.  |   |                                 |   | Sandra Alridge                         |
| 8                              | I <u>do</u> want to be contacted! Thanks. 2) What are the tolls expected to be?   | How can a meandering road take off enough traffic from other roads to make any real difference?  | Won't road cause channeling of water and cause more flooding of SE Dallas?  |   |                                 |   | Bruce Sieve                            |
| 9                              | Will 175 intersect w/ I-45 & parkway? How? "Throw out toll" - <u>bad</u> idea!!   | 4) If set for growth later (3C), how does meandering alignment turn into a straight alignment? 5) Where are the interchanges - Inwood/MLK/Cedar Crest - confusing.   | 6) With higher bench, is there flood protection at 43ft as happened currently? What about underneath current bridges? 7) Love the top of levee bike/hike trails!! | 3) What is a linear tree pattern? What about flooding trees | 8) 19 - ? Sumps? What are they? | 1) What about the additional concrete causing downstream flooding? My Second Ave exit was clo+G174sed due to flooding last week. 9) How does 175 fit into this?   | Liz Sieve<br>(1 of 2)                  |

|  | GENERAL  | SMALLER PARKWAY FOR THIS GENERATION  | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE | BUILDING CONNECTIONS TO ECO DEV   | OTHER  | NAME                      |
|--|--|--|---|-------------------------------|---|--|---------------------------|
| 10                                     |  | Why are you building for 3C (bigger bench) but putting in a "meandering" road? This is <u>expensive</u> and illogical. Please explain.   |   |                               |   |  | Liz Sieve<br>(2 of 2)     |
| 11                                     | 1) It has taken 20 yrs to get to this point. Please take a few more yrs and plan this right (there is no need to rush and regret it later).<br>3) There should be no tolls especially if you are marketing this with promise this will help the citizens in South Dallas. * We will be watching*                           | 2) There should be @ least 4 interchanges. A meandering road is best for this area   |   |                               |   |  |                           |
| 12                                     | We disagree with the toll way coming through this community because how it will affect the people that now lives in the area   | We need to make sure there are more interchanges (exit ramps) that the toll will be easy to exit and leave.  |   |                               |   | How convenient will the park be for the residents in that area, for family reunions, community outtings  | Horace P. Bradshaw        |
| 13                                     | Glad to be here, I only have a few questions,<br>1) Explain why would we want toll-ways in the economically disadvantaged areas?? They can't afford it in the South Dallas I-45/Lamar areas - Tax Dollars!!  | The plan needs more interchanges - let's merge 3C & Dream Team Concept? Great Idea   |   |                               |   | Event planning: How convenient would it be for regular families to use the park? Locan residents and community events? Local school Alumni events? | Derrick Battie            |
| 14                                     | Would eminent domain be used for the off ramp sites? Look at Lake Dr. in Milwaukee and Golden Gate park in SF for good examples of park access road.   | 55 MPH is general too fast for nearby pedestrian activity.   | How will the park be accessed from anywhere in the middle? 9 miles is a long way to travel without access. Can there be access points at grade (on levees). If the speed is 55 MPH, what will be down to make pedestrian connections humane? Addition of access points at levee grade |                               |   |  | Ryan Behring              |
| 15                                     |  |  | Trinity Parkway project has the potential to unite the north and south section, to make Dallas whole. My concern is that the proposed parkway becomes an experience for all socio-economic groups.  |                               |   |  | Johnnie Chatman           |
| 16                                     | Needs to be free - another layer that helps disenfranchised minorities. More tickets!!   | More U-turns - need 3 u-turns  | * Will support no pay for those who stay over 1 hour.   |                               |   |  | Rev. Anthony B. Nolan Sr. |
| 17                                     |  | Increase interchanges need to be added to the Dream Team Model. You must consider the various large events that will be happening at this Beautiful Park, no one wants to be stuck in traffic. | "If toll way fee will be waived after an hour stay because we shouldn't have to pay anyway", The toll should not be present at ALL! Esp in the South Dallas area.   |                               |   |  | Twymeika Hill-Jones       |
| 18                                     | The toll way is coming through an economically disadvantage community. Therefore the tax dollars will be paid (tickets) by the people in the community because they can't afford to pay the toll daily, but neither do they want to be late for work to the job that barely keeps a roof over their head & their kids fed. |  |   |                               |   |  |                           |
| <b>JUNE 11 - Bill Priest Institute</b> |  |  |   |                               |   |  |                           |
| 1                                      |  | The project and amenities are an absolute fantastic idea. I do believe the 100 yr. flood wall is a better idea than the 25 year plan.  |   |                               |   |  |                           |
| 2                                      |  |  |   |                               | The idea to relocate the jail system to improve the entrance to the city and create more ownership of the citizens. |  |                           |

|    | GENERAL  | SMALLER PARKWAY FOR THIS GENERATION  | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE   | BUILDING CONNECTIONS TO ECO DEV                 | OTHER   | NAME                   |
|----|--|--|---|---|---|---|------------------------|
| 3  |  | To have only two on/off access ramp is utterly ridiculous. That would mean I would have to drive into south Dallas or Inwood Road to access the park. If there is a major accident, emergency situation, or traffic congestion on the roadway. I wouldn't have a third or fourth alternative to exit the roadway.      |   | Secondly, from your drawing, this looks more like a ditch than a river or lake. We can do better.   |   |   | Jerry Williams         |
| 4  |  | Need more than two ramps to access the Park. Maybe not 8, but more than two. If I am coming from Cedar Hill, I do not want to be forced to south Dallas (Fair Park) or Medical District, which are both way out of the way.  |   |   |   |   | Kenneth Fuller         |
| 5  |  | Needs to be an access to West Side - bridge across Trinity between I-30 & I-35E for autos. Tunnel or open N. Hampton with Flood Gates for street level entrance to flood plain.  |   |   |   |   |                        |
| 6  | The new design is greatly improved from the original plan.   |  |   | It is a must to have a beautifully landscaped parkway that respects and enhances neighborhoods, drives economic development and becomes the true crown jewel of Dallas & North Texas. If this done right, Dallas will scale up several notches as a world class city! |   |   |                        |
| 7  | Why have any tolls? Where is the money coming from?  |  | Traffic for walking & bicycles, how will this be addressed.   | Landscape seems to be very scarce   | What economic development?                      | What happens to homeowners? What happens to West Dallas? When will you fix Cadillac Heights?  | Beatrice Alba Martinez |
| 8  | What's the ROI on this project? Cowboy Stadium & Wisconsin DOT do this.  |  |   | Please do not over program park. It is a respite from City in its natural state.  |   | FEMA's requiring climate planning effective 1/1/16 for funding. What climate plans for this project have been submitted to secure FEMA funds? Publish donors list - what developers are donating? When will Lamar Levee get built - what is the priority of this project. What plans or insurance are in place for future floods - we are at 61+million for current park repairs post 2015 flood. | Veronica Simmons       |
| 9  | If money is needed from the toll road to build Parkway that shouldn't influence decision. Wait until funding to build right. | Remove 3C off the table. Decision shouldn't be drive by money of toll road.  |   |   |   |   |                        |
| 10 |  | 4-lane ? Yes;  | Road should be at least at the 100 yr flood level. There should be a walkway/bike trails along the south side of the river  |   |   |   |                        |
| 11 |  |  |   |   | Who is going to pay to move & rebuild the jail? |   | Cynthia Klamin         |
| 12 |  |  | DART stop at Trestle Trail  |   |   | Funds for flooding, etc. Economic stimulus zones/ Grow South Initiative, Corinth, MLK, Lamar  | Michael Przekwas       |
| 13 | What is the all-in cost & who pays.  | The Design Summary brochure & slide refer to "now" and "this generation" - this leads to future developments of more road. Bad, bad idea. If only 20% of the traffic on the toll road will want to go to City center - won't that cause people to try to drive faster on the road- on a road not built for high speed? | The area for the roadway has been underwater for 3 weeks. A road in a watershed levee makes no sense to me. Please explain. Based on the presentation - the Dream Team produced a recommendation that they know Dallas will not be comfortable with relative to the 10yr/50yr/100yr flood plain - <u>why</u> produce something uncomfortable. |   | Who pays to move jails currently on Riverfront. |   | Lynn Chaffin           |

|   | GENERAL  | SMALLER PARKWAY FOR THIS GENERATION   | ACCESS TO PARK   | LANDSCAPE AND PARK EXPERIENCE                                    | BUILDING CONNECTIONS TO ECO DEV   | OTHER   | NAME                |
|---|--|---|--|--|---|---|---------------------|
| 14  |  |   | The fifty year plan makes sense even the 10 year plan. But I guess responsible and sensible concepts require that the 50 year plan be used.  |  |   |   |                     |
| 15  | When you build it, they will come. If you build the toll road, more cars will come only to zip through, leaving nothing for the local neighborhoods.   |   | Think outside the box! To get people in & out easily, consider a street car in the park lands also.  |  | The toll road will be an economic detractor bringing only traffic. However, if you build it right, they will come for the right reasons - neighborhood enhancements, economic developments, tourism, etc. |   |                     |
| <b>JUNE 11 - CEDAR CREST</b>              |  |   |  |  |   |   |                     |
| 1   |  | Concern about access point at Cedar Crest Blvd. The roadway is narrow and will perhaps back up considerably during high traffic events/times. Also I'd like to know how large (width) the access lanes to the parkway will be.  | Another concern: how well will the Trinity floodplain with the Parkway inside absorb the water flows from the north. I think the purposes of a North/South reliever road and a park access road are not well matched. It will be difficult to reconcile both purposes without significant sacrifices for one purpose or other (reliever vs. park access) |  |   |   | Janet Long          |
| <b>JUNE 15 - Knights of Columbus Hall</b> |  |   |  |  |   |   |                     |
| 1   | I am very much in favor of this development for Dallas & hope it happens soon!   | I feel this more approachable size will find greater acceptance from the city at large with spots for entering the park for picnics - breaks - rest is especially welcome.  | I hope the toll expense will not prohibit the larger use of the parkway. Perhaps there could be ways citizens could earn tokens to use for in paying the toll - may sounds simple but parks should be free!  |  |   |   | Mary Jane Ligon     |
| 2   | I am skeptical that the southern district will pay toll fees. Please kill 3C.  |   |  |  |   |   |                     |
| 3   | At tonight's meeting, Mayor Rawlings could not accurately describe to me who exactly would use this road. He told me it was as a reliever for I-35E - why then is I-35E not pictured on the promotional material handed out at tonight's event? This proposed road does not even connect to I-35E south of the city. I refuse to believe there is enough traffic going from Cowboy's stadium to Pleasant Grove to justify ruining a park with a toll road. | If this road is truly to be a park access road, a speed (and toll component) as proposed is incompatible. From the information in the media, the benefits of a reliever route are negligible (+2MPH?) and will actually make traffic worse in parts of southern Dallas. |  |  |   |   | Nate Sis            |
| 4   | I am deeply concerned that the public comments will be ignored because of "technical" requirements. Shouldn't we be instructed what the technical constraints are first, and then provide our public comments and priorities?  | The Commerce [Continental] street pedestrian bridge should not be interrupted by vehicular traffic under any circumstances. Keep it small and the focus on a park & a great public space.   | You should not have to pay a toll to utilize the park - that will restrict its ability & potential to be a great public space.   |  |   |   |                     |
| 5   | 2 thumbs up for the Beasley Plan!!   |   |  | Also: Please add as much landscape as the hydraulics will allow. |   | Question: The lakes have always seemed to be too small. This is Texas! Can they be bigger?! | Brian Fitzgerald    |
| 6   | Visit mission beach in San Antonio to see what an urban river can be. Decision today? It's important to decide <u>today</u> to preserve this asset.  | If we don't kill 3C as an option, there is no guarantee it won't happen   | Bicycles natural surface trails, kayak and canoe access is the future. Highways, are the past.   | Less concrete, more water, wetland and habitat                   |   |   |                     |
| 7   |  | I would like to see a slower speed limit - ensure wildlife & eco are not disturbed further down the river. Fewer on/off ramps   |  |  |   |   | Deborah Whittington |

|    | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION                           | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE  | BUILDING CONNECTIONS TO ECO DEV  | OTHER  | NAME             |
|----|---|---|---|--|--|--|------------------|
| 8  | This planning - fact gathering has been going on for over 30 years. It would be good if this happened this decade. Make more park access than thoroughfare. Make toll charge very high for short term use to stop thru use. The Dream Team plan overall far better than original plan.  | Toll booth electronic only ie DFW charge for thru traffic.    | Access to park - I understand 2 access but one in center might move traffic especially during events. Smaller parking areas like white rock lake. Have more areas but less concrete at each for bike, boat etc access. 10 yr flood plain too low 50+ needed |  |  |  |                  |
| 9  | I like the area just as it is, this is not a dream concept for me. I hope this project does not go forward.   |   |   |  |  | There are too many needs in Dallas. The landscape along the freeways is atrocious. Economic development is needed in East Dallas and the Grand Ave. exit, Sameull Grand corridor, along with Samuel Rec needs economic development. The crime, drives it away. Let's deal with the <u>real</u> problems of Dallas! | Carolyn Castro   |
| 10 | We need to stop spending money on this idea. I believe Mother Nature has just testified against this idea and seems to be making a come back this week for a reminder.  | This meandering road way is not going it relieve any traffic. | The "bench" will displace water making floods worse. We might cause the levees to be over-topped, flooding downtown.  |  | We're going to tear down a perfectly good jail? New one will cost us; need lessly.   | The city has many many needs which aren't being addressed, this money would fix a lot of problems if differently spent, and ____ creating new ones.  |                  |
| 11 | If the citizens of Dallas are to believe that there is a new plan to create a park with a road in it, the Mayor and City Council need to produce and make public a specific, detailed plan which they endorse and ratify. Also the Mayor and City Council need to reject and nullify the previous plan for a road with some space around it. Your continue talking about building to protect against a 100 year flood and a "reliever" road makes me think the video and handout are deliberately misleading. |   |   |  |  |  | Robert Book      |
| 12 | Beautiful ideas presented tonight. But no funding presented \$2+Billion?  |   |   |  |  | Can you please fix our roads & schools first???  |                  |
| 13 | How is maintenance budgeted for? Tollway or not. How do you plan to keep the pavement from being scoured out from underneath?   |   | How many days out of a given year do you expect to be able to use this roadway?   |  |  |  | Elizabeth Akin   |
| 14 | Am 100% against a road in the creek - just because the mayor wants it doesn't mean it should be built.  |   |   |  |  |  |                  |
| 15 |   |   |   |  | Pls consider creating a new TIF district to help retire bond debt and cover operating expenses from real estate not already in an existing TIF |  | Greg Clements    |
| 16 | cost of maintenance for floods; cost analysis on removal  |   | may be prudent to stay higher   | xerioscape on landscaping; examples of wall; practical on the landscape - drought tolerant |  |  |                  |
| 17 |   |   |   | xerioscape in park! Drought will return.   |  |  | Katherine Noll   |
| 18 | I realize Dallas is a "car" conscience city but it's high time we think of people not the need to get from here to there. Look at how other cities have created vibrant city centers. Maybe we can't create a beautiful entry to our city overnight but don't sell the people of Dallas short. We will pay for the future for our children & grandchildren. We don't need a toll road.  |   |   |  |  |  | Geraldine Stocks |

|   | GENERAL  | SMALLER PARKWAY FOR THIS GENERATION  | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE   | BUILDING CONNECTIONS TO ECO DEV  | OTHER   | NAME                   |
|---|--|--|---|---|--|---|------------------------|
| 19                                      | No to 3C!!! Not important for road to be fast travel, it needs to be the opposite!   |  |   | Focus needs to be on park and landscaping. Trees, trees, trees!<br>Make park beautiful!   | This is <u>not</u> an economic development project.  |   | Katherine Noll         |
| 20                                      | It should not be a toll rd at all rather a beautiful parkway to enjoy the park! WE never voted for a toll rd - we voted for a park!!!  | 4 land rd - not just for now, but for <u>forever</u> , keeping the beauty of the Trinity                   |   |   |  |   | Becky Holland          |
| 21                                      | I want take 3C <u>off</u> of consideration.  | I do not want 6-8 lanes. I also like prohibiting trucks.   | I like the Beasley idea of having access to the park, a meandering road and the view of vegetation.   |   |  |   |                        |
| 22                                      | This is not what we voted for twice. I see no sailboats or recreation venues like you promised the voters twice.   |  |   |   |  |   | Eddie Morgan           |
| 23                                      | As an interested Dallas citizen I have kept up with the stages (more than 15 yrs) of development/promotion of the Trinity River "Vision". Lacking: a clear consistent honest "raison d'etre" for major project envisioned by some. Please publish believable doable reason for the project = ie. economic development, traffic relief, opportunities for recreation for kids, bring together north and south folks, etc., etc. Get your marketing personnel to come up with ONE compelling reason. |  |   |   |  | PS. I remember efforts to dredge Trinity River to provide access to the Gulf of Mexico - deep enough for barges.                                | Isabelle Collora       |
| <b>JUNE 16 - WALNUT HILL REC CENTER</b> |  |  |   |   |  |   |                        |
| 1                                       |  | I like the smaller plan.   |   |   | I also like the gentleman's suggestion that we do something about where I-45, I-30 and I-35 cross the Trinity.   |   | Elizabeth P. Mouritsen |
| 2                                       | Do not want a toll road.   |  |   | First preference is no road - making it more like a central park, beautiful place to go   |  |   | Jane Hoffman           |
| 3                                       | I like it, but it is not practical. Does not relieve congestion. NTTA Involvement?   |  | Pay toll w/ low speed + u turns = no  |   |  |   | Saad Hineidi           |
| 4                                       | A high speed toll road is not compatible with a park. Choose 1 and return to the voters. The voters were asked to approve a park & did. Approval by Corps of Engineers for what/which?   | How long is "this generation"?   | How much parking in the park option?  |   |  |   | Nicholas B. Gilliam    |
| 5                                       | No Tollway!  |  | Originally, road proposed was a parkway - that's what I voted for.D223 Should not be built for thru traffic - should be purposed for park visitors. | Dallas has few, if any physical natural features - the Trinity being the one. It should be beautified & protected. The Mall in London, Tuilleries in Paris, Central Park in NYC should be mirrored!!! | Development should be kept at a distance leaving the area as natural as possible. Dallas has enough concrete & high rise. Leave the Park better than you found it. |   |                        |
| 6                                       |  | Focus on Park and Parkway, not a straight tollway 3C reliever route north.                                 | Park first and access to park #1 objective regardless of time for approvals   |   |  |   | Harry Rumberger        |
| 7                                       | The Dream Team Plan looks; sounds great.   | However, I don't see the need for a tollway in the river. Canada drive could be made into a reliever road. |   | We definitely need to make the Trinity River bottom area a PARK.  |  | When Canade Drive was mentioned - Mr. McDaniel's response was about displacing people & businesses - but, hey, the City does that all the time. |                        |
| 8                                       | The Dream Team approach is the right one. It facilitates transportation and can complement the park. Our future is depended on better recreation, environmental restoration and economic development. Unfortunately, 3C will kill all three.   |  |   |   |  |   | Michael Bastian        |
| 9                                       | In my opinion, vegetation, park areas, pedestrian and bike paths are musts. OBVIOUSLY what is built must address flood control.  |  |   |   |  | Dallas needs more park, more green areas.   | Kathleen Knuettel      |

|   | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION   | ACCESS TO PARK   | LANDSCAPE AND PARK EXPERIENCE  | BUILDING CONNECTIONS TO ECO DEV | OTHER   | NAME                   |
|---|---|---|--|--|---------------------------------|---|------------------------|
| 10  | The vertical profile of the 4 lane needs further study. The idea of depressing under the many bridges seems difficult.  | This 4 lane parkway idea seems to address the competing needs far better than the 3C design. Riverfront and Hwy 175 should be considered as another connection. |  |  |                                 |   | Mark Wassenich         |
| 11  | If we build the road, ensure that funds are in place to actually build the park.  | Keep the road small.  | Make sure there are parking areas that will allow for easy park access.  |  |                                 |   | Josh Womack            |
| 12  | Don't believe the road will alleviate traffic where traffic is heaviest.  | Think putting a road, even a smaller one, in a flood plain is stupid. Much opposed.   |  | Love the idea of the park.   |                                 |   | George Palmer          |
| 13  | Why was the original reliever route selected? It has never made sense to me.  | The Dream Team design is far more preferable to 3C.   | Concern about flooding of road at 10 or 50 yr flood level - how will road be cleaned after it floods? Why wouldn't the road be built at the 100 yr flood levee with the Dream Team plan? For the road to go under the bridges, how prone would those sections be to flooding? With flood walls, is there a chance that people/cars could be trapped on roads w/flood walls?                              |  |                                 |   | Linda Wassenich        |
| 14  | LOVE the Beasley plan. Kill 3C - I am not confident that the big road won't return unless we declare it out of consideration. Shot of killing it, please do as DMN Ed Board urges and make sure that this road <u>cannot</u> be expanded without a VOTE.  | 55 mph is TOO fast and inconsistent with the park use - <u>dangerous</u> .  |  |  |                                 | Extend Riverfront south & connect to 175, work with DART to provide high-speed transit from So. Dallas to Med Ctr - see Robbie Good's proposal to Sen. West                                     | Ann Drumm              |
| 15  | WHO IS THE DREAM TEAM??? The relationship that this plan has to Alternative 3C needs to be transparently articulated. Who is actually designing the parkway plans? Who will financially benefit from the potentially awarded contract? This information needs to be provided, easily accessible, and open to the public in full. Names and organizations. | Primary purpose should NOT be a reliever route!!  | Millennials are STRONGLY favoring urban living, walkability, alternative transport, and local vs. regional emphasis. This project must focus on DALLAS (the city) and not DFW (the region). Park access MUST drive the design - NOT alleviation of congestion on Stemmons Frwy. Stemmons use is FALLING NOT RISING. Tie into local vs. regional emphasis. This is CRITICAL to Dallas' success as a city. |  |                                 |   | Matthew Baker          |
| 16  | I would rather see alternative routes developed for feeding traffic - such as Riverfront on east or west side of the river.   | If this Dream Team plan <u>must</u> go through, at least let citizens vote on any expansions and changes.   |  | I want a park, no toll road, meandering road ok.                       |                                 | Citizens have lost faith in our City Government with hidden goals, shyster tricks, deals to benefit developers & contractors, on & on. I now even distrust the judgement of our Corps of Engrs. | Eulaine Hall           |
| 17  | Don't like the idea of NTTA ultimately making hefty profits from the Toll Rd. Could profits be taxed so that citizens of Dallas could benefit in the future? Am thinking of a way to share benefits - a commonwealth.   |   | Flood Control & Water Resources. How could periodic inundations be harnessed advantageously?   |  |                                 |   | Ann Parchem            |
| 18  | This whole thing is a dream or more of a fantasy. I hope it works, but...the answers to basic questions were not there. What is the road for? How much congestion will be relieved? The answer that we weren't here when it was decided is not satisfying.  |   | I am wondering how the lakes and park & low parts of road will be maintained when it floods so often? I also think that there definitely needs to be free + easy access to the park, like using White Rock Lake for a model. Easy + free to get there - no high speed traffic.   |  |                                 |   | Gail Arbetter          |
| 19  | Superb meeting. A lot of work ahead <u>AND</u> \$ needed.   |   |  |  |                                 |   | Patricial (Pat) Peiser |
| 20  | I would like to see an alternative "reliever" road - utilizing Riverfront and connecting to 175-45 instead of a high-speed tollroad.  | DO <u>not</u> want a lighted intersection on Continental <u>Pedestrian</u> Bridge.  | Keep the small footprint and park access/parking to enjoy the river.   |  |                                 |   | Linda Cooke            |
| 21  | See tab labeled T. Kriehn for additional comments   |   |  |  |                                 |   |                        |
| <b>JUNE 18 - Eastfield College Pleasant Grove</b> |   |   |  |  |                                 |   |                        |
| 1   | But no tollways either 3C or parkway. Nothing to do with tolls.   |   |  | I think the park experiences, plans for landscape & pools should stay. |                                 |   | Omar Jimenez           |

|                                  | GENERAL  | SMALLER PARKWAY FOR THIS GENERATION  | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE   | BUILDING CONNECTIONS TO ECO DEV   | OTHER                                       | NAME                    |
|----------------------------------|--|--|---|---|---|---|-------------------------|
| 2                                | I'm not in favor of a <u>tollway</u> !   |  |   |   |   |   |                         |
| 3                                |  |  |   |   |   | Will any homes be affected by this project? | J.D. McLemore           |
| 4                                | Parkway should be free.  | If there are only going to be 2 entry points to the parkway, there needs to be more than 1 u-turn point. Should be able to get on/off at more than 2 points.   | Need more parking spaces.   | Like the ideas about landscape & park experience.   | Economic development should be limited for the time being to restaurants & retail. Think adding office or living space would be too much. |   |                         |
| 5                                | Thanks   | Really don't like the idea of having 1 6-8 In hwy (3C). I see the need of having more than two ramps in and out of the corridor. More access to the corridor would mean more ramps. How many more ramps would be used before it impedes the landscaping needed for the parks?  |   | If there's not going to be trees with the "Dream" concept, what's going to be used for shade in the park areas?                                   |   |   | Cecilio A. Villalta     |
| <b>JUNE 22 - HITT AUDITORIUM</b> |  |  |   |   |   |   |                         |
| 1                                | I prefer the "no build" option. Based on information presented, there is no benefit to Oak Cliff and District 3.   |  |   |   |   |   | Darryl Baker            |
| 2                                | See this website <a href="http://gizmodo.com/6-freeway-demolitions-that-changed-their-cities-forever-1548314937">http://gizmodo.com/6-freeway-demolitions-that-changed-their-cities-forever-1548314937</a>   |  |   |   |   |   | M. W. (Hugh) Resnick,   |
| 3                                |  | The roadway described by the "Dream Team" report is not feasible to be tolled. If we believe that this is the road we should have, then the council should cancel our contract with NTTA and put alignment 3C to rest. I encourage you to follow the recommendations of the team you hired! Change your position and take this bold action. The tollroad is not the best course of action for the good of our city. Let's avoid "analysis paralysis" for another decade. Please put this out of its misery sooner rather than later. |   |   |   |   | Larry Good              |
| 4                                | Has anyone projected car routes 25 years out?  | Dream Team report is not realistic & will cost us more that we can earn over the next 7 generations. Has anyone run a pro-form on the payback of any of these new roads?   | Building parks over freeways is insane and very expensive.          |   |   |   | Monte Anderson          |
| 5                                | Increase transparency about the phasing process  | Better than 3C but still not the community ideal.  | Instead of a toll road, just an access road to the park -- no tolls |   |   |   |                         |
| 6                                | I am against a tollroad, period. Dallas' recent rains has proven that we don't need a huge tollroad project. There needs to be more inclusion of Southern Dallas in our future development.  | Beasley plan but w/smaller road- but really believe we need to begin again.  |   | Some of the plans look good, but I'm concerned about the whole thing becoming too "slick produced" - I prefer a more natural looking environment. |   |   | George & Beverly Palmer |
| 7                                | Flooding is another issue. It will be less expensive to widen 35E and just build a park. Texas drivers are suffering for "tollway" fatigue.  | Too expensive. Too complicated. All the factors just don't make sense to me. The "Dream Team" by Mr. Beasley sounded good in theory but highly impossible sounding in practice. He obviously never live here.  | How would tolls be forgiven for park users?                         |   |   |   | Shimon Cooper           |
| 8                                | Kill the whole program!  |  |   |   |   |   |                         |
| 9                                | No 3C!   | Beasley OK, small road - no toll   |   |   |   |   |                         |
| 10                               | Does spending \$167 million/mile for a glorified park make sense to taxpayers? At a time when huge investment in building new freeways & adding lanes to existing, how can you justify taking away 2 lanes on Sylvan Avenue? Result is traffic backups during rush hours & heavy traffic in neighborhoods trying to bypass choke points. |  |   | After the roadway is built and the trees & landscaping are in place, what happens when the next flood as we are now experiencing occurs?          |   |   | Ken Cordier             |

|    | GENERAL  | SMALLER PARKWAY FOR THIS GENERATION  | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE                                     | BUILDING CONNECTIONS TO ECO DEV   | OTHER   | NAME               |
|----|--|--|---|---|---|---|--------------------|
| 11 | First of all, I voted "No." This is not the best/most efficient means to spend our money. At the time, and I still do, believe money would be best spend for public transportation. (Rapid bus transit is best; Curitiba, Brazil as example). Or the funds could be spend to create an express lane on I-35. Ok maybe not. Or a re-vote. | (The design has changed since then.)   | Also, lanes for mopeds, scooters, vespas. This would help the communities who need convenience the most - South Dallas. (They can't afford the automobile). | What the floodplain should be is a park.                          |   |   | Cristine Baril     |
| 12 |  |  |   |   | No flyovers to kill economic development.   |   |                    |
| 13 | As a resident of Oak Cliff, I will not pay money to drive on road that will not be a viable method of transportation.  | We don't need a tollway to run 9 miles from one low-income neighborhood to another.  | We need the park to be developed and across points and parking for residents of Dallas to enjoy natural landscape and outdoor activities.                   |   |   |   | Kristie Holt       |
| 14 | You are asking citizens to make a decision upon which we have no actual data. There is <u>no</u> informed consent. Every question from the general audience was answered with, "Well we are working on that data." "We are looking into that," etc.  |  |   |   |   |   |                    |
| 15 | Remove NTTA as partner, their financial bias and approach to road building will only damage the neighborhoods the road runs through. If we can't fund it without NTTA then it should not be built.   | The massive 3C plan has to be taken out of consideration - officially NO phasing! Limit interchanges to two and max land to four is most important.  | Cluster of ramps near Jefferson & Houston at complete odds to bike/pedestrians. The goal should be park access, not regional transportation.                | No traditional flood walls, any needed should be landscaped berms |   |   | Rick Fontenot      |
| 16 | No F****ng Road  | How can the bench not impact flood waterflow in the floodplain? No to the road in the floodplain.  |   | How would the outflows work with a floodwall?                     |   | We need stables for the unicorns & sprinkles for the rainbows.  |                    |
| 17 | O.C. neighborhoods will be infringed upon. Who will benefit? The suburbs, whose residents do not significantly contribute to our tax base. WE DO NOT WANT THIS! What about flooding?   |  |   |   | The Trinity Parkway will not serve Oak Cliff it will be a detriment to our community-adding to noise pollution, air pollution while detracting from the natural beauty of the Trinity & Continental Bridge park. F245 |   |                    |
| 18 |  | How can you get real adequate public comments if what were are given is a "Dream Team" report based on "Dreamland." The federal government will approve a 10-year flood plan, moving the jail, building density in an already pretty dense area (Reunion Area) and now its a toll road or we are given+C257 no real answers to funding. I feel like we've being left in the dark on what is really happening and what can really work. |   |   |   | The problems with this plan and this meeting is that there too many hypotheticals.  | Melissa Thrailkill |
| 19 | 3C must be removed ("taken off the table") from the City's agenda  |  | Not many citizens <u>trust</u> that a Beasley plan/meandering road is truly going to happen - it's a distraction.   |   |   | Large highway projects are no longer relevant in true, visionary, plans for the future. They are obsolete & serve no true traffic relief. They divide & cause blight. | Ann Sansone        |
| 20 | Abandon 3C, Cancel NTTA contract   | Build a small road at 10-year flood like Beasley said! 100 years in such intrusive and engineered in such a way that it can never be beautiful.  |   |   | 4 beautiful road will draw high-end development to the park.  | A 100 year road will be pad sites at interchanges.  | Michael Amorett    |
| 21 | Absolutely NO TOLL ROADS!!!  |  |   |   |   |   |                    |
| 22 | Totally against 3C plan. We do not need this expensive boondoggle.   | When the benches for road are built where is the displaced water going to go.  |   |   |   |   | Barbara Barbee     |
| 23 | Wait for evaluation on the tollroad until I-30/I-35 road projects are completed because this may help in traffic congestion.   |  |   |   |   |   |                    |

|    | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION  | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE           | BUILDING CONNECTIONS TO ECO DEV | OTHER   | NAME           |
|----|---|--|---|---|---------------------------------|---|----------------|
| 24 | I vote for the NO BUILD option!   |  |   |   |                                 |   |                |
| 25 | More roads create, more traffic they do not alleviate traffic.  | A road does not belong in the plan, tollroad or parkway will flood and complicate traffic patterns.  |   |   |                                 |   |                |
| 26 | Don't build a toll road along the Trinity, either 3C or the Beasley Plan.   | If any road is to be built it should be a small road to access the river and park amenities only.  |   |   |                                 |   |                |
| 27 | I see no need for a toll road at all.   | What's the impact on plan of 20 year flood like? Like creating ecosystems. Why is it a tollway?  |   |   |                                 | I feel like the development model should not be overseen by the NTTA, whose vision is necessarily constricted by their focus on tolls.  | Angela Aiston  |
| 28 |   | Adding a "bench" for Pkwy is using alluvial fill. The same type of road base as in Las Colinas - nearly impossible to engineer a stable roadbed.   | Bike tunnel under parkway will be homeless campground & easy to mug/criminal activity.  |   |                                 |   |                |
| 29 | I have a graduate degree in City & regional planning one option we learned about when I attended was when you list all the available option there is one that is almost always omitted "doing nothing" it is a true option. It is my belief that this opting must be included in our discussions going forward. |  |   |   |                                 |   | Tim Herfel     |
| 30 | Not in favor of this project. It will be too costly and not needed.   |  |   |   |                                 | Public safety issue with contaminated flood water.  | Ronnie Mestas  |
| 31 | Kill 3C and start over.   | Absurd proposal. Waste of tax dollars. Fails to account for flooding when it rains. Could drown a lot of people in a bad storm.  |   |   |                                 |   | Stan Aten      |
| 32 | A toll road or any road is not a sustainable solution. New roads mean more traffic, longer commutes, bigger carbon footprint. The only way for Dallas to be a world class City is to bet with the times and invest in public transportation, jobs in the urban core, and economic development in south Dallas.  | The dream team report is much better than plan 3C, but it's hard to know whether it being used as a distraction while 3C continues to be pursued in further phases.  |   |   |                                 |   | Monica Diodati |
| 33 | The 3C plan is wrong - When would we do Klyde Warren on North? NTTA needs to be excluded from this project?   | Why does Beasley plan require tollroad? If its scaled down to 4 lanes - not necessary. Beasley plan sets road at 10 year or 100 years. If 100 years then height of road is definitely not at lake & river level. He plans to let it go underwater. | The Beasley roads looks like great access to parks & lakes, so there is no plan for this road to get people to jobs coming home right? A for profit entity does not need to benefit the 9 mile meander thru the park. |   |                                 |   |                |
| 34 | Need another vote on 3C vs. New Beasley Plan. NTTA should not be part of plan - no toll road.   | Agree with Beasley Plan except on: on need two lanes; only two ramps; No Toll at all. Build bend at 10 year allow flooding during 10 year flood.   | More emphasis on bike lanes/pedestrian access.  | Need space for big lakes in the future. |                                 |   | Ben Coffee     |
| 35 | Cancel contract with NTTA for tollway!  |  | Oak Cliff needs accessibility to the parks.   |   |                                 | I'm tired of Dallas City leaders that are wealthy and live in North Dallas dumping the social evils in Oak Cliff. I see only promises and no follow through. We deserve to have jobs away from N. Dallas area. We need JOBS in Oak Cliff! | Pat Hall       |

|    | GENERAL  | SMALLER PARKWAY FOR THIS GENERATION  | ACCESS TO PARK   | LANDSCAPE AND PARK EXPERIENCE   | BUILDING CONNECTIONS TO ECO DEV  | OTHER   | NAME                |
|----|--|--|--|---|--|---|---------------------|
| 36 | No toll road. No 3C, no downtown road.   |  | Just meandering drive to access park such as exists at White Rock Lake.  | No noisy road in Trinity Park.  |  | New idea, take I-75 to I-45 for interchanges - then route at down Lamar corridor to Horseshoe interchanges; expand Stemmons Corridor to the North. Expand Walton Walker from 35E to I-20 on the South. Funding seek help from Dallas' 18 billionaires. Re-route I-30 east of Fair Park & South to Lamar area corridor to I-30 Downtown.           |                     |
| 37 | The long-term visibility of our City is not found in high speed tollways, it is found in a livable City where I can walk, bike and play with my children. Please do not take away the City I love from my children make it better by abandoning the tollway. Please use the Trinity River to make Dallas better not something to drive by. |  |  |   |  |   |                     |
| 38 |  | This is nothing but doubletalk. I heard Beasley say no wall & nothing about tolls but in the discussion, the Beasley Road is up high and is a toll road. You are misrepresenting what I heard Beasley say and certainly the fancy pix of a road at floodplain level without a wall is the grossest misrepresentation of all. Why can't we build a simple parkway to serve the Trinity Park and be done with this boondoggle? |  |   |  |   |                     |
| 39 | A toll road going from northwest to southeast is not needed. Not enough traffic to justify it.   |  | Just build a "parkway" (like Lawther Dr. around White Rock) to serve the Trinity Park and quit thinking about or designing anything else. Why is this so hard to understand?   |   |  |   |                     |
| 40 | I want the maximum speed on any road between the levees to be 20 MPH.  |  | I want a site layout of the road to use the same concept of the road around White Rock Lake, not complete but rather a series of roads that enter, and turn and exit the park. | No traffic signage on roads in between the levees. No light fixtures are wanted on any road between the levees. |  |   | Steve Springfield   |
| 41 |  |  |  |   |  | What are some of your favorite cities in the world? What do you like most about them? My hunch is that it doesn't have anything to do with highways? If Dallas aspires to be a world class City, as we hear over and over from Mayor Rawlings, would we put an elevated high-speed highway through our greatest public space and natural feature/ | Ryan Behring        |
| 42 | Beasley said "no one want to get off there anyway!!!   |  |  |   | Please reconsider and make it a regular highway that will benefit Oak Cliff community and its development. | I can't understand planning a toll road for the southern area of Dallas - basically those who can afford travel on a toll road to work or play. There is nothing in the plan to benefit Oak Cliff.  | Rebecca B. Reynolds |
| 43 | Public safety issues! Repairs to City after the flood.   | We need the 100 year flood plan, not 10 year. Also if you protect the roadway where is the water going to go. No to only on entry @ the North; one @ the South.  |  |   | How would this increase economic development.  |   | Stephanie Hanson    |

|    | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION  | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE | BUILDING CONNECTIONS TO ECO DEV | OTHER   | NAME              |
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| 44 | Can we not get rid of our partnership with NTTA. They don't sound like a good business partner for the Beasley Plan. The Beasley Plan would not be economically feasible for the NTTA to pursue. How about no 3C or Beasley Plan. No Toll Road, period.   | Do Dream Team plan or nothing.   |   |                               |                                 |   | B. McKay          |
| 45 | 3C shows a proposed Jefferson Memorial Project (by others). Whose project is this?  |  | 7/16 pedestrian connections are "under the parkway." Is parkway elevated? Where are the pedestrian connections across the southern for park access? What about parking for the sport fields in the park? Only 20% of ridership want to exit at the center City says Beasley. How is this Dallas first? What about pedestrian crossings of the river at grade? |                               |                                 |   | Stephanie Behring |
| 46 | What is planned AD7 of 3C? What is planned AD7 of Dream Team Parkway?   | Will the bench reduce the capacity of the river?   |   |                               |                                 | What is designing plan AD& of riverfront? What is cost of expanding riverfront? To accommodate needed future AD7?   |                   |
| 47 |   | I feel we need to get rid of our partnership with the NTTA. They refuse to release the results of the financial feasibility study they complete yet we have to trust they have our best interests while pushing for 3C or 3C-light. No matter what the final result looks like in terms of the road & park features, I strongly feel our partnership with the NTTA in this specific project has too often pre-determined an outcome which only allows for a large scale toll road. |   |                               |                                 |   | Steve Ratcliff    |
| 48 | Why build this toll road when we have been having the flooding in the Trinity River? How much will the cost be for the taxpayers/ How much will the toll cost? I have a concern this will bring more traffic to my neighborhood in Kessler Park. I think the City should be working on the flooding issues in West and South Dallas.  |  |   |                               |                                 | Why are there always police cars with the new street car?   | Anita M. Hinojosa |
| 49 | The best option at this point is to kills the road project. The only plan the City to follow is autobahn toll road with enormous flyovers that do a disservice to Oak Cliff. The pretense that the City is considering building anything less is an insulting con job. Phasing is a farce. The good justice argument (providing pay roads for South Dallas workers to get to job in North Dallas) is PR team fabrication. Private, anonymous funds are thrown at consultants to create distraction every time the ugly reality of a tollroad emerges. And, it is toll road not a parkway that your are planning. Kill it now before you make world-class mistake. |  | Develop a greenspace only with pedestrian access.   |                               |                                 | The project has been a con job from the beginning. It was sold as a park but is conceived as a road. The road is the only park of the project that keeps getting bigger and bigger. Why are we will to kill the park to get a toll road. I want to kill the road keep the natural space. The citizens see the road as serving the park. They City cares nothing about a park- only a high speed tollway. This has become essentially an undesirable process with dark money paying for results. | Deborah Carpenter |
| 50 | A tollroad going from N West to S West is not <u>needed</u> . Not enough traffic to justify it.   |  | Just build a "parkway" (like Lawther Dr. around White Rock) to serve the Trinity PARK and quit thinking about or designing ANYTHING else. Why is this so hard to understand?  |                               |                                 |   |                   |

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| 51   | A road does not belong in the plan. Tollroad or Parkway will flood and complicate traffic patterns. More roads <u>create</u> more traffic. They do not alleviate traffic.   |  |  |  |  |  |                    |
| <b>JUNE 23 - DALLAS CITY PERFORMING ARTS</b> |   |  |  |  |  |  |                    |
| 1  | End contract with NTTA. Scrap 3C Plan.  | Cap development at maximum of Beasley or Balanced Vision Plan w/ <u>MAX</u> of 4 lanes. I prefer limited park access ways with <u>NO</u> continuous lanes. | Focus on creating a limited access park  |  | Invest in small, walkable revitalization of South Dallas to decrease commute needs.                            | Evaluate using Riverfront to support traffic                                       | Erik Glissmann     |
| 2  | Traffic projections do not justify the "reliever road" depicted as Alternative 3C. The City should withdraw 3C from consideration.  |  | I support more pedestrian connections to the park.   |  |  |  | Bill Weinberg      |
| 3  | Building the tollroad is immoral. Here are the reasons why: It will be and has already been a big waste of taxpayers' money, it will be a toll on the least wealthy people in the city, it is deceptive in its development and is meant to keep Dallas citizens in the dark about what business and out-of-town interests are controlling them and their tax money, once again, a BIG WASTE of MONEY! |  |  |  | it discourages development in the most poverty-stricken, crime-ridden neighborhoods in the city and the state, |  | Mac Boles          |
| 4  | It's time to forget this road. If a road is needed, use Riverfront Blvd (which is already being rebuilt). The future of Dallas is not with cars - its with people. And the future population of Dallas will have less cars - not more. If you are confused about what to do - start by emulating Fort Worth - the West Fork of the Trinity. Bud to do anything - this road has to go. Period.         |  | Connect the hike and bike trails (Trinity etc) and add them to create a seamless hike/bike system all the way from Mockingbird on the north to I-45 on the south.              | We need to go back to restoring the eco structure and stability of the Trinity. Restore and build additional wetlands in which recreation fields can co-exist. |  | Correct the deficiencies of the levees - build out a levee at Lamar Street and SE. | Brenda Marks       |
| 5  | It is exactly like the follow said: why are we building this at all? It makes no sense. <u>NO</u> to the tollroad, please.  |  |  |  |  |  | Karen Marshall     |
| 6  | Thanks for the presentation. <u>NO ROAD</u> . The citizens do not want it. Thanks!  |  |  |  |  |  | Jarel Dismuke      |
| 7  | No toll road. Thanks.   |  |  |  |  |  | Marc Lee           |
| 8  | Do I need to collect the 10,000 signatures in order for the city to drop the proposed road inside the levees?   |  |  |  |  |  | Patricia C. Bowles |
| 9  | No road inside the levees   |  |  |  |  | I propose Riverfront to be <u>the</u> needed road.                                 | John Bowles        |
| 10   |   | 1) Move people 2) Make it pretty   |  |  | 3) Build buildings that pay taxes  |  | Jim Fife           |
| 11   | Appears to be another motive to build instead of reliever route. Purpose not clear. Appears to be economic development. Low incomes in southern Dallas how can they afford toll Why pay for something we are currently getting for free   |  |  |  |  |  | Katrina Clark      |
| 12   | We don't want another road. No matter what the plan is, it doesn't matter.  |  |  |  |  | Let's spend our money on something else, or just not spend the money at all.       | Teresa Gubbins     |
| 13   |   | And <u>not</u> an interchange near downtown as the view of Dallas from the skyline trail is <u>great</u> and should be preserved.                          | I really like the idea of many pedestrian + bicycle entrances. I also like building to a 10 year flood plan to promote more nature + beauty. It's ok to close it when need be. |  |  |  |                    |

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| 14 | I learned this from the meeting - 3) NTTA will demand cars to pay tolls (NTTA is a profit group) 5) so far there is \$580 mil allocated for a \$1.3-\$3 billion road. My friends hate the idea of a wide road freighting cars through Dallas. Hate more tolls to pay. Prefer \$1.3 - \$3 billion dollars to be spend in Dallas for other infrastructure   |  |  | 1) landscape is not practical? 2) Berm will not work 4) 9 ft deep lake will not work - make flat purifyer wetland (like John Buckley lands)? | Develop region in a different way so growth does not require 3C. Economic devel of local neighborhood  |  | Helen Bush     |
| 15 | Why are we using outside design professionals? Couldn't a local landscape/architecture design firm provide better local leadership & design for an essentially local project? No tolls, please.   |  | Has any thought been given to expanding park features outside the bounds of the levees into the surrounding communities?   | Keep the Trinity as natural as possible. The less development within the corridor as minimal as possible.                                    |  |  |                |
| 16 |   |  | Wouldn't the issue of whether Dallas residents would or would not want a 10-50-year flood protection for the road ultimately depend on the purpose of the road itself? If the road is conceived to be of recreational use, what difference does it make if the road occasionally floods? By contract, if for traffic relief, wouldn't flooding make our traffic worse? |  |  |  | Ken Duble      |
| 17 | I do not support any tollway/highway/ parkway within the levees of the Trinity. I feel a road will divide the city further along class/economic lines. Furthermore, there are too many technical issues - trees cannot be planted within the levees, the city does not have the funding, anything built between the levees will be damaged or destroyed by rains/storms like we've had in 2015. |  | I support hike/bike trails, sports fields, emergency vehicle access.   |  |  | Another option is to use Riverfront Blvd   | Sara Evans     |
| 18 | Cancel the contract with NTTA. Any road that is built must serve the park. A toll road demands high speed and capacity to be financially viable, which is in opposition to the park. Withdraw 3C.   | A wide bench may not be needed and a new design may work better with the parkway. The parkway must be capped at 4 lanes and designed for a maximum speed of 35 mph. No interchanges. |  | Future design must be realistic. What would lakes really look like? Where can trees actually be planted? No flood wall.                      |  |  | Chris Schaake  |
| 19 | Consider completely imaginative forms of transp city regional planning that precludes 3C 1) a TRE 2) a park & share 3) where work is placed   |  |  |  |  | The real cheat is this - going back to at least 1990 the population is not being limited by at least just giving people incentives to limit families to one child. However - many people nearly do just that and so many are very responsible. But one discovers that the top 10% and the top 1% profit from many immigrants to Dallas & the USA Immigrants need to be held to small families. | Helen Bush     |
| 20 | There are some good ideas with the Dream Team's plan: ped + bike crossings, walk & bikeways along levees, no big trucks, meandering alignment, landscaping - all remind me of the parkways I love Minneapolis. But it's a fantasy. I get the feeling we're not talking about the \$ behind this. Who has a vested interest?   | Also, 55 mph is too fast for a parkway.  |  |  | I'm also confused by projections that show people in urban environments wanting to rely less on cars - and development being informed by those trends, like uptown - and the city's desire to build more infrastructure that counters those trends. And aren't there studies that show more roads lead to more congestion? | Finally, as global citizens, we need to decrease carbon emissions. Ok, one more thing: a real, functioning bike share program, please!   | Jill Underwood |

|                                   | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION   | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE  | BUILDING CONNECTIONS TO ECO DEV   | OTHER  | NAME                     |
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| 21                                | No tollroads - no promotion of urban sprawl - the proposed road is furthering continued pursuit from south & southeastern outlying residents to commute to the north west of Dallas by passing downtown. It furthers the benefit of the northern & western suburbs. No benefit to Dallas South and Oakcliff area. If a road is insisted to be built by the citizens but untolled alternative proposals could be considered avoiding the Trinity River Corridor. |   |   |  |   | Consider extending hwy 175 west to connect with I45 then proceed along the southern Lamar St. corridor and connect with the mixmaster. then expand 35E and Stemmons Corridor. From the NW expand Loop 12 S to I20 for traffic heading south avoiding having to go through downtown and through Oak Cliff. Consider expanding I45 - Have Calatrava design a new 345 - bridging east side (eliminate bridge with columns by the Patrick Kennedy proposals). Consider rerouting I30 to east of Fair Park and south of Fair Park via Lamar Corridor to merge at mixmaster further requiring expansion of 35E & elevation is an option. Avoids Trinity altogether. Get FHA to redesignate Loop 12 or Geo Bush west as I635. | Ron Mottwiler            |
| <b>JUNE 24 - 6th Floor Museum</b> |   |   |   |  |   |  |                          |
| 1                                 | Dream Team plan is great. We need to use as much as possible if not all the concepts. I would urge all of the dream teams concept be used.  |   |   |  |   |  |                          |
| 2                                 |   |   | Also, please factor in climate change + resiliency to decisions being made in regard to 100 yr vs 50 or 10 year flood.  |  | Please be sure to think about optimizing pedestrian access to the economic dev. areas (Southside etc) and designing in a way that provides an amenity that encourages walkability smart growth. This could help ensure that we don't need a Phase 2 in 25-30 years because we have more bikes + buses in use versus cars. |  |                          |
| 3                                 | How many roadway design engineers in the dream team? How do you pay for a "park road" that does not carry traffic? Who pays for the EIS? Would you let engineers design your landscaping?   | How can you meander in a flood plain without adversely impacting flood carrying capacity of floodway? What do you do with the tens of thousands of vehicles traveling the corridor? | Would the roadway be under water today if built to the 10 yr. flood plain elevation? How many days would it have been out of commission during recent flooding if built to 10yr flood plain standard?           | How do you landscape (trees) within the floodway without adverse impacts on flood carrying capacity? |   |  |                          |
| 4                                 | Let's wait until the horseshoe project is finished - utilized - then do another traffic study. May find a tollroad is not necessary.  |   |   | Park is necessary - period   |   |  | North Oak Cliff Resident |
| 5                                 | Why would we as citizens of Dallas allow an outside entity to change the face of our city? Especially since our best interest cannot possibly be realized due to the <u>for profit</u> nature of any Toll Road authority?   |   |   |  | The fundamental flaw of any road addition within 2 miles of downtown & the Trinity River close to the center of the city is that it brings even more traffic into the city center. The goal should be to divert traffic away from the center city at all times.   |  | John Horne               |
| 6                                 | I agree with all 20 points of the Dream Team report. City Council needs to abandon the 3C version currently put forward and replace it with revised design plans that align w/ all 20 points of the Dream Team report.  |   | And it seems to me, with the data put forward on the occurrences of 10yr, 20yr, 50yr, etc. flood records, that the bench should be set at the 20yr flood plain, then you wouldn't need the flood mangmt. walls. |  |   |  | Elizabeth Brant          |
| 7                                 | <u>Reject</u> "3C" scheme. Adopt the "20 ideas" as integral to a parkway vision   | Adopt the scaled down 25 yr parkway vision.   |   |  |   |  |                          |
| 8                                 | I do not support any road system that serve the park that will attract Hwy 45/75 and I35 traffic;   | or a road of more than 4 lanes  |   |  |   |  | Howard Parker            |

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| 9  |   |   | Allow full access to/from the parkway to <u>public transportation &amp; bikes</u> and provide connections with the rest of the city.   | Integrate ecological strategies & systems (like retention ponds) to help mitigate floods, filter rainfall. The same system should help mitigate drought effects during summer season.   |                                 |       |                              |
| 10 | Take cues from cities around the globe (and her in TX..Houston) who are removing roadways & infrastructure to open up land for development & public amenity. DON'T BUILD MORE.  |   |  | Engage Landscape Architects in the process - do so sooner rather than later. The Trinity has the potential to be a world class public space and should be treated as such. Focus on creating this place rather than simply this road. |                                 |       |                              |
| 11 | I do not support a parkway inside the park if that parkway is to carry any traffic bound exclusively for the park. No through or cross town traffic.  |   |  | "Yes" to the park & the park amenities.<br>"No" to all things parkway.  |                                 |       | Norman Alston, AIA           |
| 12 | Do not build 3C.  | Do build a 4 lane pkwy only. Do not build a 6-8 lane hwy that is striped as a 4 lane which will change to 6-8 later.  |  |   |                                 |       | Sean K. Garman, AIA          |
| 13 |   | It's a terrible idea to put a highway in a floodway. A room full of 100 architects said it was a bad idea to have anything more than a simple road.   |  |   |                                 |       |                              |
| 14 | I hate the plan 3C. I see it as a outdated version that would not benefit Dallas at all. My intuition says it benefits a few.   | What are the amenities between the phases? Would the road be first? Is the project contractual to finish the plan to have a toll road? Show us detailed phases. 55 mph would be difficult to provide connection across the river.       | Would there be stop lights/ cross walks? It looks like a long continuous road. Highway or not it doesn't address the pedestrian when it comes to cross the river. For Dallas to compete with other cities we need to focus on connecting to surrounding districts: on a pedestrian view point...not just vehicular connection. |   |                                 |       | Tony Hammontree              |
| 15 | What will control the <u>purpose</u> of the road? There needs to be a mechanism for public input all the way through the process, even after these meetings. Private sector civic leaders <u>and</u> constituents deserve to be able to keep track of the progress of the road design. The distrust that the process will return us to 3C can best be mitigated through constant communication. | Designing to NTTA standards will inevitably destroy the possibility of this being the parkway the voters were told would be part of the Balanced Vision Plan.   |  | The Dream Team describes a road that serves the park, is compatible with the character of the park. This is in direct contrast to the 3C option.  |                                 |       | Betsy del Monte<br>(2 cards) |
| 16 | Parkway, if built, should not be thought of as a reliever road! No 3C.  |   | If road is built it should be thought of as an access road - a meandering beautiful road from which to enjoy the park. Let it flood!   | Please utilize this area as the <u>natural</u> amenity/ & <u>park</u> & as a resource & draw for <u>Dallas</u> citizens.  |                                 |       | Kelly Mitchell, AIA          |
| 17 | Implement the charette plan to give us a parkway versus NTTA's 3C plan. Given a choice of the 2 visions, charette wins hands down. 2 comments from tonight's presentation say it all 1) make the parkway the "client", not the NTTA, and 2) do something <u>now</u> - we've waited too long.  |   |  |   |                                 |       | David Kent                   |
| 18 | Who is the tollway for?   | NO 8 lane tollway, Dallas doesn't need this now or in 25 or 100 years. Trends indicate the great cities of the world are densified, w/ a vibrant urban core and less & less car use and an increased use of multi-modal transportation. | What access/opportunities are you specifically giving to the lower income groups of our society (west/south Dallas) based on this plan? How are these groups being able to afford a tollway?   |   |                                 |       | Lorena Toffer                |

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| 19 |  | Limited access only at Hampton & MLK helps keep traffic moving. Consider auxiliary lanes by turnouts for parking areas if throughput important.   | Levee top trails a very scenic opportunity also helps visibility reducing barrier feel of levees. Good idea keeping Sylvan ramp separated from parkway.  |   |  |   |                        |
| 20 | Scrap 3C go at Parkway. We do not want what Chicago got 40 years ago next to lake.   | Dream Team's design speed was not 55 mph - page 12 of report mentions average speed of 30 mph (realize design speed is somewhat different than average speed) but no way did they recommend 55.   |  |   |  |   |                        |
| 21 | (no comments on card)  |   |  |   |  |   | David Stocker          |
| 22 | Show access from West Dallas & Oak Cliff so that residents from these areas will see they are being taken care of. The West Dallas & Oak Cliff connections can be "ghosted in" as lighter line work if downtown side needs to be emphasized. |   | Also, explore/show a few more ped crossings of Trinity channel.  |   |  |   |                        |
| 23 | The Balance Plan is great. Take 3C off the table, it is bad for the park. Bad for the City, it is a high speed road that is not compatible with sensible City planning. Get on with the building of the park without the 3C toll road.       | The Dream Team Report is great.   |  |   |  |   | Bryce A. Weibond       |
| 24 | This should only have a park road. Get rid of 3C & go back to the Balanced Vision! Have you ever thought of this as a macrocosm of White Rock? This is what the City wants.  | The Dream Team Report should not just be a smokescreen for 3C.  | The parkway should be designed as a complete street, incorporating bike, pedestrian, transit, and vehicular movement.  | There needs to be heavy vegetation in the park, more than just a tree-lined road.   |  |   | Robert Croysdale       |
| 25 |  | 10 yr. flood plan seems adequate  | Parkway as a supporting function to the park.  | Design of park amenities need to be considered dirt/debris. Please focus on park as priority #1.                                    |  | Would really love to see City Council phase amenities and park space 1st and parkway 2nd.   |                        |
| 26 |  |   | Re: the argument that 'the road' wouldn't have flooded - what about the trails and other programmable spaces? Even the "trails" that have already been built are unusable in their current form. Why are these less important? |   |  | Olmstead Sr. would have said, "I'm certain to the motion of a toll road - "never!" (make the Park the client.)  | Bud Melton<br>(1 of 2) |
| 27 |  | We strongly support the Dream Team's recommendation and do not endorse the 3C Plan/Proposal. In our opinion, building to the 10 year flood level make them most economic sense as well as enhancing the parkway's natural beauty. We strongly encourage policy makers to consider the 20-30 year utility of any road while building the necessary infrastructure to support future generations decisions. |  | We have general concern about the sustainability of landscaping (Dallas is not friendly to grass). But like the tree-lined roadway. | Favorite/highest priority ideas from report: 1, 2, 14, 15, 6, All economic development |   |                        |
| 28 |  | If the dream team's design for a 4 lane parkway is implemented, the biggest worry on my mind is a transfer of more power, increase the size of the toll road within the levees.   |  |   |  | NTTA will necessarily want to increase the speed limit & widen the road at the expense of the park & to the detriment of the citizens of Dallas. The River is the birthright of the people of Dallas. Please respect it & treat it as such. |                        |
| 29 |  | Please ensure the Dream Team oversight of the Technical Committee is meaningful & effective. Please publicly announce the Tech. committee's findings.   | I believe that the road should be planned as a park access road only and NOT as a traffic reliever for existing highways.  |   |  | Please look at graphic designer Robbie Good's proposal for an extension of Riverfront Blvd. which accomplishes the stated goal of moving people from South Dallas to Medical District with minimal new construction & cost.                 | Andrew Barnes          |

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|----|--|---|---|--|---|-------|-----------------------------|
| 30 | I believe in Dallas and the vision of the leadership for the Trinity River. Consideration for multi-modal transportation centers, such as DART light rail should be considered if not dedicated onsite plans for future access from all areas of Dallas County.  | My concern is connectivity to Oak Cliff and West Dallas.  | Access especially non-toll, access to pedestrian on freeways must be provided to ensure equitable use of the park for our diverse population.   |  | I hope the project will act as a catalyst of development along the natural corridor-promoting business and recreational advancement. A project of this magnitude has the potential to stimulate positive growth in these districts. |       | Nathan Warren               |
| 31 | The Mayor and the City Council need to give serious thought about what they want Dallas to look like: Should we build more Central Expressways or try to look more like the Arts District & Klyde Warren Park. And even better: NTTA should be free. The 3C vision is short-sighted and bad for the City.  | The Dream Team proposals are right on target most crucial are the recommendations for smaller, landscaped, meandering and limited access park road. | A park & park access road will bring the type of development that will make Dallas a destination that highway development never will.   |  | The economic development ideas are also critical.   |       | Cindy Smith                 |
| 32 | The design speed is a crucial issue. The NTTA will demand 55 or more for their numbers to work, but this is a not the recommendation of the Dream Team, although portrayed that way in the presentation. They did not agree on a speed, saying it should be appropriate to the road design. A slow speed allows narrower lanes and smaller ramps. Presenting 55 as the Dream Team speed recommendation is disingenuous, at best. |   |   |  |   |       |                             |
| 33 |  |   | The number of pedestrian crossings is great - but I see that there may need to be a greater study on where the best location for these might be. It might be helpful to study residential & office uses in coordination with the City Bike Transportation Engineer (Ashley Haire) to best place these. For example - I would like to see how you are connecting the Medical District to the park or the residential community in West Dallas. You may already be doing this - if so, great! I think it is important that we are look at the City overall & where people may be coming from. If bike & walk connectivity is designed well- I am certain that people will use it. |  |   |       |                             |
| 34 |  | Any 4 lane road is bad idea. Make it a 2 lane, 35 MPH max with turn bays and 50-100 yr. flood-elevations berms.                                     | large-scale buffered bike lanes, plus an expansive network of shared-use paths built uniformly. Preserve the entire AT & SF trestle to provide on all-weather hike-bike connection between 8th St. and the Cedars.  | Cultivate mostly-natural enhancements that celebrate nature. Instead - invest in festive urban design nodes that provide access to the river at (yes) 1/4 mile intervals along each side of the river. Instead, plant copses and groves. Bury the ugly powerlines - they invade every view. Avoid evenly spaced trees. |   |       | Bud Melton<br>(2 of 2)+H383 |

|                          | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION   | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE   | BUILDING CONNECTIONS TO ECO DEV                       | OTHER   | NAME                 |
|--------------------------|---|---|---|---|---|---|----------------------|
| 35                       | I am very amazed to see the end result when the flooding precaution and transportation needs are fulfilled, there are people lining by the river and be so proud of the City. Every City has a XXX along the river. How is the "connected city challenge" connected to the Trinity Common? Who is defending the 3C plan anyway? Why it is so hard to abandon the 3C? Traffic model (only). What about other factors needed to be considered. Why there wasn't a design charrette 3C proposal earlier. | If the new parkway is not enough to dissolve the expressway predication, downtown existing infrastructure should be used.   |   |   |   |   | Vince Tam            |
| 36                       | No toll road should be built that can not be clearly & statistically be shown to <u>improve</u> traffic. This info has to be provided. How can low-income South Dallas be expected to pay a toll to go to work?!? Better option - move jobs to South Dallas!  | Do the levees get tall/w branch? If so further stimulates the river, Dallas, people.... Becomes a larger barrier! Support ideas - 1, 2, 11, 3, 6, 9, 4, 5, 17, 18, 19 & lower branch @ 10 year floodway. Against expanding of road beyond 4 lanes without a vote. | No more vehicular ramps! Fewer actually! 13 (Charge no tolls at all) 15 (Limit all extra roads).  |   | Against, 'ideas' - 10 ( Some small buffer is needed), |   |                      |
| 37                       | Lose idea of 'reliever route' - focus on park and road for park - low design speed, not low speed limit- 30-35 mph design speed is reasonable.  | Big improvement over 3C alternative. 15-25 year flood lever park road & bicycle/ pedestrians ways would eliminate most frequent flooding.   | 1/4 mile non motorized access across road is reasonable more frequent when needed. Recognize impact of green line (DART) on traffic (was excluded in Trinity Parkway MIS). Support transit access along corridor especially at non-motorized access points. My concern is how is "intent" processed politically in DFW. |   |   |   | Annie Melton         |
| 38                       |   |   |   | Maintenance of the park areas need to be look at and budgeted. The lakes are going to fill up with silt and it need to be removed periodically. Example - Wolf Pen Creek Park in College Station. A pavilion and lake were built in the floodplain. The lake was gone within 5 years and pavilion fills with mud & silt almost every spring. The soccer fields on Greenville at White Rock Creek have similar problems. |   |   | Mark Roberts         |
| 39                       | Privileged to part of this forum.   | How old was the study of traffic done to come up with this need for reliever road? If its gonna be a reliever road, is it going to be a non-commercial traffic road? I heard in Larry's presentation "the jail" will have to go".                                 |   |   |   | Where is the jail going? Sheriff dept. has an obligation to provide courts and jail to the citizens of Dallas in an easy accessible proximity. What is the future of Dallas county jails? | Sgt. Varghese Ninam, |
| 40                       | Moderate speed limit of 40 mph like classical parkways. Involvement of Parks Dept. they will live with outcome. City Toll Authority to flow revenue back into maintenance? Make it great!   | Needs great park and parkway to build value along the corridor.   | Curve and vary the roadway for interest & speed control. Add access points (1-2) around Downtown.   | Linear tree planting creates urban boulevard - keep it natural and varied with N. Texas nature and display. Give it local flavor - local designers including landscape architects.  | Create viable redevelopment.                          | Project needs good spokesperson - messaging has hurt the process.   |                      |
| <b>MAIL IN COMMENTS:</b> |   |   |   |   |   |   |                      |

|   | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION  | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE   | BUILDING CONNECTIONS TO ECO DEV  | OTHER  | NAME                                  |
|---|---|--|---|---|--|--|---------------------------------------|
| 1 | In some ways, this is a blessing in disguise. We really don't need another car-friendly hi-speed expressway for people to get through out city. W need better focus to our central city - one that is people-friendly so they can get <u>to</u> our city. With some things there when they arrive. Make this area beautiful and functional.   | I'm all for this newer, smaller, more friendly approach to the Trinity.  |   |   |  | If nothing else, focus to get our present road system in better shape as well as FINALLY doing something about our terrible surface streets.   | Francis. H. Statton                   |
| 2 | Mr. Mayor, Trinity Parkway "Dream Team", Council Members, The Trinity Parkway Design Summary presentation was great; we recommend you proceed as soon as possible and that you STOP at this stage, encourage and support adjacent economic development. Have a few questions: 1) Funding Source(s) - Private, Dallas Taxpayers, State and Federal Governments?? 5) Thank you for all of your service  | DO NOT build an adjacent 10 lane toll way which would completely offset the ambience of the Trinity Parkway & Park.  |   |   |  | 2) Any playground and/or athletic fields? 3) Is the park going to be a place of adversity or tranquility?  | Mert and Margaret Jessen              |
| 3 | As the recent heavy rains & swollen Trinity River prove, the levees must be protected & strengthened, along with more pump stations. That imperative means NO TOLLROAD within the park.   | Even a meandering parkway's construction could undermine, literally, the levees. Plain common sense! If there must be a road, keep it small.   | re park design: parking clearly inadequate; pedestrian/bike access from West Dallas & Oak Cliff inadequate. | Wow view & overlooks a great idea.  |  |  | Elaine Browning-Shoener 75248         |
| 4 | The City of Dallas is in violation of citizen's 1st amendment right of free speech by not allowing meeting attendees to ask questions in an open forum.   | The City is ignoring the best tollway alternative which would reclaim 1/2 of the floodway...1 sq. mi...worth about \$1 billion, and allow the building a NY Central Park like Trinity Park. It doesn't flood...which bring +/- \$100 million to the City. A taste of Texas Park. |   |   |  | Rich Sheridan is a licensed professional engineer in NY, 1974, and has been involved in the Trinity Project for 10 years. He is now in contact with the U.S. Army Corps. Racism is stopping this from happening. | Richard P. Sheridan, P.E., N.Y. 75229 |
| 5 | 4) If what is built does not match with what voters approved or the design presented across city, the council is guilty of a "bait & switch" tactic.  | Please - choose the smallest design that will <u>positively</u> impact West Dallas and Downtown.   |   | 2) Landscape is <u>very</u> critical for sound mitigation, attractiveness and quality of life issues. 3) Toll road (NTTA) is incompatible with park setting. They will want to maximize revenues - larger road, higher speed, more traffic. | 1) Road is more concern, as it impacts quality of life for downtown & West Dallas. Please choose for benefit of citizens! Large road reinforces separation. (and who wants to play, picnic, gather under a noisy road?) Smaller road emphasis access & economic development. |  | Lucy McBride 75248                    |
| 6 | Like idea of park, but: Tollway makes <u>no</u> sense. Cost, usage, etc   |  | concerned, very concerned about 10yr vs 100yr. impact of bench on flood plain.                              | cost to maintain park. Cost to repair after flood   |  |  | Ray Sheeler 75230                     |
| 7 | It was <u>very</u> hard to see and to hear the video. Presentation - unacceptable! We needed an overview of how we got here - 3C, funding, Dream Team (why & next steps), etc. We need the public to understand the vision and purpose for the Trinity Parkway so we can make an informed decision for any bond election & to weigh in to our City Council Rep. I would like to know specifics on time/traffic congestion relief for each of these alternatives - 3C & Dream; |  |   |   |  |  | Ann Gravseth 75229                    |

|    | GENERAL  | SMALLER PARKWAY FOR THIS GENERATION   | ACCESS TO PARK   | LANDSCAPE AND PARK EXPERIENCE   | BUILDING CONNECTIONS TO ECO DEV  | OTHER | NAME                      |
|----|--|---|--|---|--|-------|---------------------------|
| 8  | By building the bench for the entire road which allows the construction of the lakes the Charette Report (CR) proposes an opportunity to create the 20 points detailed in the CR. The key items include:   | Meandering two-lane (in each direction) parkway. Limited vehicular access-entries and exits at each end of the road; U-turns provided for park users to access the park and parking; ban trucks.... We were impressed with the vision and skeptical that it can be accomplished as such. Building the alrger road now would be a disaster. this type of parkway has served many older cities for decades (Washington DC, Boston, NYC and others have four-lane parkways with trees and green space used for recreation. | Numerous places to access and park on the excess bench area; Numerous pedestrian bridges to access the park; toll free use of the park from the parkway; Bikeway, pedestrian paths with trees for shade.   | Tree lining the road  | A core area adjacent to downtown where developers can purchase air rights to connect buildings directly to the park  |       | Peter Malin<br>75220      |
| 9  | Excellent presentation - - I'd hate to see a 9 mile traffic jam (even during rush hours) - this is a good plan for the roadway   | Yes to 1, 11, 14  | Yes to 13, 16 - the more access points the better - connecting with public transportation is essential. I don't think it needs to be a "100 year flood" model  | I strongly endorse 4 & 5 - keep it as natural & ecologically friendly as possible.  |  |       | J. Gaertner 75238         |
| 10 |  | The scaled-down toll parkway is less offensive that the unaffordable, unneeded, and unpractical "3C" highway project. 3C would impede economic development and blight the area with yet another highway strangling the central core.  | I urge you to abandon pursuit of a regional toll "reliever" road and instead focus resources on local Dallas access to, and amenities within, the floodway. Supporting private development along the levee in the urban core provides the best long term tax base and legacy for future generations. |   | The smaller parkway, however, still sacrifices long term economic development and local park access. Cities around the world are removing urban core highways, not adding them. The urban design of Uptown...despite all the resistance from City Staff...has bloomed into an amazing urban neighborhood. The Katy Trail, Klyde Warren, and Main Street Gardens have all proven that attractive amenities do attract development and do strengthen our tax base. To maximize quality development we need to listen to good urban designers...NOT old school highway folks. |       | Shane Scruggs<br>75229    |
| 11 | I like (and you need to promote) idea of taking 100K cars off the present highways which will improve flow for lower income nontoll payers from/to southern sector. Tolls could be one month's rent/mortgage payment.  | I like the 4 lane meandering features of toll road. Will it be next to the east side levee?   | Like but did not fully understand "free park" use from Parkway - another key question - Do I have to pay tolls to get to public park/lakes?  |   |  |       | Mike Nurre 75228          |
| 12 | See tab labeled J. Paris for comments  |   |  |   |  |       |                           |
| 13 | No toll road. No Meandering Road. No Park. Nothing. Fix the Freakin' Streets!  |   |  |   |  |       |                           |
| 14 | This proposal has the "toll road", "road", "parkway" paralleling the levee. A driver from the north the view of our beautiful skyline would only be a view of the levee (drawing of car on shelf and levee). Dallas likes being exceptional but the mere idea of building a major connector road in a flood plain should <u>not</u> be pursuing. And, oh, there is the money!! |   |  |   |  |       | Jan Sanders<br>75230      |
| 15 |  | While the rendering & characteristics of the proposal look attractive, I remain concerned that the reduced size of the parkway will be manipulated back to a full scale highway.  | Access road or a series of disconnected loops into the basin makes much more sense. Witness White Rock Lake where the roadways had to be closed off due to thru traffic creating hazards to recreational use...  | This space's highest & best use after providing flood control is as park land. I further think this use does not require turning it into another Klyde Warren Park with structures and heavy programming. |  |       | Howard H. Weiner<br>75230 |
| 16 | This plan doesn't seem to help the people of Dallas. Who do you work for?<br>"We the people"   |   |  | It's a run through! You will have garbage everywhere. Flooding, heat, you can't plant Palm trees.   |  |       | Tom Berry 75204           |

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|----------------------------------|--|---|--|--|---------------------------------|---|----------------------|
| 17                               | No tollway! You are ruining a "good idea" for generations! Money?  | I would not have more than 4 lanes going through.   | FLOODS.  | the pollution, garbage, through from cars! Rich people cutting through to go north (south to Frisco)       |                                 |   | Susan Duarte 75204   |
| 18                               | Dear Mayor. Sir: My opinion is this. I want all Trinity River Green Belt should be one big lake from Elm Fork Trinity River and Emma Carter to Houston St. Viaduct. Enclosed 3 maps (mapsco pages with floodway highlighted) |   |  |  |                                 |   | Elias Almas 75217    |
| 19                               |  | Downtown access imperative. Go back to original bond election concept. Eliminate giant (multi-lane) talk and option.  | Build for 100-year flood. Make Parkway and Recreation equally compatible. Free parking a must.               |  |                                 |   | Nona Payne 75206     |
| 20                               | See tab labeled R. Prejean for comments  |   |  |  |                                 |   |                      |
| 21                               |  |   |  |  |                                 | We left the 6/15 mtg at Knights of Columbus w/ few questions answered because of the small-group format (only 3-4 people could hear questions and answers). Our attempt to express this to the Asst. City Mgr. were futile - he talked to one woman for an unusually long time. We were able to talk w/ a City insider who said this was the preferred format to prevent one or 2 people taking over in a Town Hall type format. However, the moderator should be skilled enough to prevent that. We'll not make the effort to attend another mtg, but get info from the newspaper! | Wilma Carroll 75218  |
| 22                               | Park & the citizens must be the client. Do not destroy the park and its potential as an engine for economic development with an ugly unnecessary tollroad!!!   |   | A meandering parkway with pull outs for parking to access the park is needed as the "Dream Team" recommends. | The floodwall is an unacceptable barrier to enjoyment of the park.   |                                 |   | Lisa W. Lamkin 75238 |
| 23                               |  | I am in favor of the smaller parkway for this generation. There is no point to a major highway next to an area that we are trying to use as a recreation area for our citizens. Central Park does not have a major thoroughfare running through it & the crowded city with major traffic seems to manage. |  |  |                                 |   | Marsha Fishman 75229 |
| 24                               | My preference in order 1. Spend no more money on it. 2. Dream Team proposal  |   |  |  |                                 |   | Bill Wilson 75252    |
|                                  | See tab labeled G. Bargas for comments   |   |  |  |                                 |   |                      |
| <b>ONLINE COMMENT SUBMITTAL:</b> |  |   |  |  |                                 |   |                      |
| 1                                |  | Do not like the idea of having a road way (toll, etc.) in the Parkway   | Encourage more pedestrian friendly access to Parkway (bus/train, bicycle, walking)                           | Like the recreational amenities proposed; Do not destroy anymore of the natural habitat within the Parkway |                                 |   | Rosa E. Lopez 75212  |

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|---|--|---|--|-------------------------------|---|-------|------------------------|
| 2 | Replanting and revitalization of Riverfront Blvd solves this dilemma. Improving its condition and including a rail line, would give true mobility to people living in the southern sector at an affordable cost. This plan would also be a significant boon for economic development on property between Stemmons and the levees. These developments would facilitate tangible connections between downtown and the Trinity.   |   |  |                               |   |       | Marcus Woods 75211     |
| 3 | The Dream Team report is a great plan but should be pursued with a few caveats: 1) No expansion without a full public vote.  | 3) Design speeds should not exceed 45mph at any point of the parkway.   | 2) Parks should be free. No tolls on the parkway unless public votes "yes" on expansion. |                               |   |       | Robbie Good 75208      |
| 4 |  | this generation? 3C must be taken totally off the board. As long as it is a threat, good development cannot take place. Why risk building multiuse, taxcreating development while the threat of a 10 lane monster hangs over your head? Boondoggle is too kind of a word. This is a case where we have to protect the best interests of Dallas against the demands of the region. |  |                               |   |       | Thomas Blackwood 75238 |
| 5 | We recommend to include the following: (1) Include a Southern Horseshoe south of the Trinity River inside of 8th Street that extends out to I45 at Overton on the East and I35 on the West. (2) Extend I45 thru Overton, Linfield, Illinois, and 310 at Linfield and Illinois into Joppa. Clean up the frontage roads, and remove the old contaminated industrial sites, warehouses, railyards, and other delapidated areas, including the TxDOT storage yard at the LinfieldIllinois Exit off I45. (3) Remove the HOV Lanes on I35! They're useless! TxDOTNTTA approved budget for the I45I75 Trinity Tollway is \$66,064,000 \$92,303,566. (4) Provide a percentage of tollway fees as "Pass Thru" to a Transportation Reinvestment Zone to make the above improvements, and (5) Locate additional 'meanderings" in beautiful Oak Cliff and South Dallas to include in the revenue stream of the River Walk Project and along I45 and I35 to take advantage of high traffic flows. | I agree with Dream Team in comparison with old 3C Plan, except number of on/off ramps and # of toll booths, especially in South Dallas. The number of toll booths is high at the I45I75 interchange, in comparison to the number of exits. All traffic flows and revenue streams flow to the Northern edge of the Trinity River and into the CBD.                                 |  |                               | There is no revenue impact on the Southside of the Trinity River and South into Oak Cliff on either I45, nor I35. Traffic counts on both I35 and I45 exceed 70,000 cars/day, and will increase to over 135,000 cars after the Trinity Tollway is completed. There is no capture of sales/sales tax revenue from traffic flows south from the Trinity. |       | Rev. Lee Barnes 75216  |

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|----|---|--|--|--|---|---|------------------------|
| 6  | P1: Dallas stakeholders are at an unprecedented moment where adopting a new vision for the Dallas reaches of the Trinity River. In my view the Beasley Plan merely adapts the roadway vision to a nontolled use of the corridor. P5: Given recent statements by senior Army Corps staff, it's only the City who's going to make that kind of call. Can my comments be weighed in? I want nothing more than to see the best "active transportation" infrastructure possible for Dallas' future. But we can't get there if we're stuck in 20+ year old ideas. | Cont from Access column: C377 P4: In that light we must clearly activate the remaining extents of the SF trestles that extend from the rivercentered "Pratt" box truss, but removing any excess pilings to reduce debris capture that worries so many when water levels rise. Opening those to bike/ped access would also serve as a much easier accessway for maintenance crews to manage any obstructions that might snag on remaining pilings. Of course key is to ensure appropriate connections at each end these would have potential to be much more valuable places to cross the corridor. (I expressed this numerous times during the design phase of the SF Trestle Trail, to no avail.) | P2: Noting Bill Ceverha's recent public claim (6/120 DMN) that accepts that nothing can be done differently in designing out further flood damage along our most significant greenway corridor that runs through the region. He's right that none of the recent floods would have affected the proposed 6miles of roadway between the levees as originally proposed. Well beyond any 'temporary inconvenience' as he claims it's clear that he and his supporters give little to no value to public access and enjoyment of the actual floodway in its current, abundantly natural form. P8: We need only look westward (to my home town) to see the many ways that city has embraced its river. I'd welcome an opportunity to discuss any of this further. Thanks for any further consideration for these ideas that you can accommodate. | P3: My view is its greatest value to stakeholders in the region is as a scenic natural greenway with seamless, allweather bikeway connections throughout the entire city. Built at the scale of the new McDermott twin arches each additional nonmotorized accessway would offer huge economic development potential. Adding additional 'riversedge boardwalks' (large scale spans to the river's center for nature viewing) could put this city on the map as a place people can visit and experience our early morning mists and dramatic treeframed sunsets that can be viewed from those vantage points. | P7: Noise of roads crossing the river are already a detriment to the Continental Pedestrian plaza. Much can be learned from a thoughtful walk across this structure while thinking on other ways to enhance value to the ecological aspects of the corridor. Ecology includes sounds and smells, as well as the views of the nature teeming within the pilot channel. As an occasional birder who finds himself among experienced birders who enjoy what's there I can only advocate highlighting the quality of the access_to_ those natural habitats so crucial to their survival. Those blossoms" already exist. The worst we could do would be to destroy them to create highmaintenance, difficult to program reliably, expensive and obtrusive to the natural environments that are there. We need heed the advise of Frederick Law Olmstead and not overuse manmade elements. Letting nature be nature is most compelling way to embrace what's there. | P6: While on the subject of the Santa Fe (should've been named the AT8SF Trestle Trail what Mr. Crow really wanted to call it) beyond the lack of allweather access the most severe oversight was DART's use of that massive lbeam span over the river that's on the downtown side! To regain views to downtown, I propose an engineering study to examine potential for cutting 'traincarlike windows" (or viewing slots) through the lbeam, perhaps at different heights, to allow Trestle users to see the downtown skyline and the dramatic arch bridges spanning the river to the north. | Bud Melton 75223       |
| 7  | Michael Veale comments on Tab labeled M. Veale  |  |  |  |   |   |                        |
| 8  | 1. 3C needs to be taken totally off the table.<br>5. End contract with NTTA. We don't need any tolls, so we don't need NTTA   | 3. Nothing should be built that will damage any of the existing bridges, especially Continental  | 2. Road should be for park access. "Traffic relief" has been proven to be a charade. 4. Build something that will be expected to flood. NO giant concrete flood walls.   | 6. Focus on the park   |   |   | Thomas Blackwood 75238 |
| 9  | 1. Take option 3C off the table   |  | 2. If a road has to be built it should be designed to provide park access not a highway bypass.  |  |   |   | Kyle Clift 75201       |
| 10 | I do not support building a road, be it a tollway, parkway, highway, or any other name, in the Trinity River basin for the purpose of regional transportation. This is a natural area with a diverse and complex ecosystem. It is a true asset to Dallas that shouldn't be destroyed for a road that studies show will have little impact on commute times.   |  | The recent flooding also brings to light the potential loss of life if the road as currently proposed is built. The only roads that should be built between the levees are small roads for park access. I would suggest even keeping those to a minimum.   |  |   |   | Rebecca Holt 75208     |
| 11 | While not perfect, I do like the Dream Team report. BUT, this includes Mr Brantley's recommendation that it should be focused on the park.  | And that it includes a LOW SPEED parkway. Any attempt to build a high speed highway/tollway through one of Dallas' few natural resource should be stopped today or in the future.  |  |  |   |   | Todd Stein 75206       |
| 12 | 1. Kill 3c<br>2. Cancel the contract with NTTA. Stop feeding the pockets of engineering firms and construction companies.   | 4. Do not alter or demolish any of the Continental Bridge.   | 3. Build a simple road for a 10 year flood like Larry Beasley said. Let it flood like Beasley said. A 100 year flood road with 100 year flood walls will not give you the experience Mr. Beasley described in the Dream Report. The vistas, tiered effect and ability to experience the park will be lost and ruined. 5. This should be a simple City of Dallas road through the park and for access to the park.  |  |   |   | Michael Amonett 75208  |

|    | GENERAL  | SMALLER PARKWAY FOR THIS GENERATION  | ACCESS TO PARK   | LANDSCAPE AND PARK EXPERIENCE   | BUILDING CONNECTIONS TO ECO DEV   | OTHER | NAME                  |
|----|--|--|--|---|---|-------|-----------------------|
| 13 | Highly recommend that the Mayor and key staff watch the documentary 'The Human Scale'. It provides key insight into the future of city development with critical findings from the rapid growth of other cities around the world. (Spoiler alert the cities that ultimately become 'world class' are not building new highways. They are prioritizing public spaces like Klyde Warren Park over automotive spaces.)<br>How we build this road will most likely be a tipping point to the type of city Dallas will become in the next half century. | Seems that low speed and meandering are critical components of the 'Dream Team' plan. Doing that in the footprint of Alt 3C so as to leave the future door open to a larger road would be in complete contradiction to the spirit of the 'Dream Team' plan.  |  | Building a world class park and having a beautiful little 35 MPH road to access the amenities will be an investment that will pay huge dividends to the city of Dallas.   | This will increase the real estate value on either side of the levees. Building a high speed tollroad will have exactly the opposite effect.  |       | Rob Shearer 75208     |
| 14 |  | Eliminate the tolls and build the meandering parkway. Minimize design speed of the roadway. Maximize accessibility to the park. It is the tolls which mandates the larger and more expensive highway design that is antithetical to urban development and public parks.  |  |   | Build the road with value capture of the high density infill development that wants to happen along the park, but won't if a highway is built there. The infill will solve the transportation issue for us by increasing density, shrinking trip length, reducing the amount of trips necessary by car, and increasing tax base which would allow for increased transit investment. |       | Patrick Kennedy 75208 |
| 15 |  | I am highly in favor of us moving to a low speed, limited access point, meandering road through the park.<br>I in no way support Alternative 3C or any other high speed tollway configuration for the road.<br>I believe Jefferson Bridge reconstruction should not be included or blocked by any Trinity Parkway planning and should not be used as a connector between I35 and the Parkway.  | I believe the park should be designed to maximize pedestrian and bike access from adjacent neighborhoods on both sides of the levees, while connecting those points through the Trinity Skyline trail system.  | I believe we should design for park amenities to survive in rain or flood. We should not try to design pocket parks or other sorts of fragile infrastructure that cannot withstand the Trinity coming out of its banks during a storm event. We should look at how the Dutch treat park facilities in their flood zones for influence. I believe we should continue to activate the Trinity as a recreational opportunity for kayaking and canoeing through additional public boat ramps beyond the existing Sylvan, Standing Wave, and Loop 12 ramps.                                    |   |       | Brian Thomas 75203    |
| 16 | In the light of this year's deluge, both of rain and negative responses from the citizens of Dallas, I hope you will consider a serious rethink of the entire Trinity Parkway. At the very least it is clear that to build trust and consensus on a path forward, the city must formally reject Alternative 3C a horribly overbuilt, costly, shortsighted, and destructive plan for our city.<br><br>Thank you for your time, I hope you will consider a path of prudence and conservation over the path of extravagance and shortsightedness.     | The future of Dallas lies in rebuilding our street grid to allow easy connectivity within the city. The future supports bicycles, mass transit, and cars, and prioritizes the pedestrian above all things. The Trinity Parkway is retrograde in its carcentric approach, and it serves the region and interstate transit far more than it does our city. The citizens do not support this move, and if it moves forward we'll pay for it for many years to come. | The second point is that this season has illustrated that we cannot project what the weather will bring. Even if the floodwaters would not have breached the high concrete walls protecting the Tollway, the flood makes clear just how high and substantial the walls and earthen bench would have to be sounds awful imposing. Even if the roadway was safe, the flood would have wiped out the costly, overbuilt amenities being dreamed of for this park. At the same time, the narrowed channel speeds up the river in a flood, and basically aims a fire hose at the Great Trinity Forest. | Please recognize the real opportunity in the Trinity between the levees. If properly managed (not just mowed down and left to rot) the land between the levees becomes a preserve of nature; blackland prairie teeming with native flora and fauna. Put in a small road for people to park, and limit the amenities to a series of permeable and nonpermeable trails winding through the prairie. Allow this fantastic natural moment to become the crown jewel of our park system by letting it be itself not by adding rock climbing walls and artificial lakes and other grimcrackery. |   |       | Scott Horn 75208      |

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| 17 | If there is to be any truth to either the dream team's proposal or the balanced vision plan, option 3c must be taken off the table and the contract with NTTA rescinded. The language in the federal record of decision on 3c may say it is compatible with the balanced vision plan, but some of the authors of that very plan say this is not true.  | If this is to remain a toll road with minimum speeds of 55 mph, it is incredibly dishonest to present it as the vision of the dream team. A limited access high speed toll road is completely at odds with park access and would only serve to further sever the southern sector from downtown.        | In addition, as has been made clear by the recent rains, a large flood wall would be required to keep the road from flooding, blocking much of the road from a view of the "park" inside the levees.  |  |  |       | Patrick Lynch 75208  |
| 18 | 1) Formal and absolute dismissal of the entire 3C massive road plan.   | 6) Park access road should be a maximum of 4 lanes wide. 7) Park road should be designed in a manner that it will not be a feasible city traffic reliever route. 8) 15 MPH max speed inside levees. Think Safety and Park User Friendly above all else.  | 2) Plan and build along the concept of Lawther road @ White Rock Lake. A road for park access ONLY. 3) Extremely pedestrian and bike friendly trails and walkways. 4) No flood walls, be they steel or concrete or any man made product, within the levees. 5) Earthen bench should be considered an acceptable alternative to ground level road. |  |  |       | Robert Horton 75208  |
| 19 | Dallas must withdrawal Alternative 3C from consideration.  | A highspeed Tollway in the riverbed does NOT fit the formula of a great city amenity. Divisive roadways, which separate waterfronts from Central Business Districts around the country, have been removed at great expense. Dismiss the Trinity Tollway NOW.   |   |  |  |       | Clayton Wilmer 75208 |
| 20 | This plan needs to be scrapped. No Partnership with NTTA. The Trinity River Basin must be allowed to perform its natural function for the good of the region and the city.   | A small road that provides access to a park that is low on amenities that will require repair when the inevitable flooding occurs is all that is needed.   | A natural park for hiking and biking and other outdoor activities but no regional transportation! No tollroad, not multilane road.  |  | Given the extremely high potential for economic opportunity for South Oak Cliff, NCTCOG and TxDOT should reconsider their proposal to rebuild and expand US67. Bringing the freeway down to grade and using intelligent zoning and opportunistic land distribution, a US67 boulevard could become a major economic arterial for the City of Dallas, Dallas County, and specifically South Oak Cliff. |       | Tracy Pell           |
| 21 | Please do not pursue the Trinity River Tollroad or any semblance of a road or parkway there. Dallas has many pressing needs and the money needs to be spent on those needs, not on a road there.   |  |   |  |  |       | Melinda Fagin 75214  |
| 22 | 1. Immediately withdraw Alternative 3C from consideration<br><br>5. Cancel the contract with NTTA  | 2. Width should never exceed 4 lanes total   | 3. Purpose of road needs to be park access and allow for parking<br>4. No flood walls should be built if drivers are expected to use the road for park access   |  |  |       | Jorge Esteban 75224  |
| 23 | 1) The 3c plan approved by the Corps should not be considered as a viable option. Period. It is too large and structurally incompatible with the vision for the Trinity River park.<br><br>5) We have to manage this as a city, not through pseudogovernmental agencies (NTTA, NCTCOG) that don't directly report to the main stakeholders of the Trinity River Park. This is a Dallas park, not a regional park, and Dallas' interests should be paramount. | 2) The maximum width — including shoulders, exit ramps, and turn lanes — should be four lanes. Anything larger will take away from the park. Consider Lawther and other roads that encircle White Rock Lake as good models for the Trinity Parkway. Slow (20-30mph) and only intended for park access. |   | 3) Landscaped berms, not viewlimiting flood walls, should be used to keep the feel concurrent with a park. 4) The overall priority should be to capitalize on the existing natural treasure that the Trinity River provides, while giving residents access to the area. Structures should only be built to sustain flooding and constant use. Otherwise, let the wildlife, open space, and river speak for itself. |  |       | Joanna England 75228 |

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| 24 | I am now a single issue voter. The only candidates I can support in local elections are those who are indisputably against the Trinity River toll road. The idea is a harebrained boondoggle built on a foundation of lies. It was sold to voters as a quaint, low-speed parkway, as part of a parks plan. Now thanks to journalists like Jim Schutze, the truth emerges that it is the only part of the plan that the Citizens Council and their elected yes men actually intended to provide. Even if it had been presented to us honestly, as a traffic-relieving road, it would still be an awful idea because A. it will not relieve traffic in any significant way, B. IT'S IN A RIVER, and C. the last thing this region needs is another damned toll road. Enough with letting the NTTA, the NTCOG, and the suburbanites they pander to control our city's destiny. Let's do something for ourselves, the real Dallasites, like fix our existing roads rather than create a new one. |                                     |   |  |                                 |       | Jesse Hughey              |
| 25 | Let's stop pandering to the people who live in suburbia and start pandering to your own tax base.  |                                     | Any road in the Trinity Flood plain should be for access to a park, NOT regional transportation. When I voted on this mess in 2007, it was on the promise I would get a park. Every politician I have voted for since (including Tom Leppert who promised at a Dallas Bar Debate that he was going to build a park there) has been based on the promise of a park not a road. We should strive for something Houston has, like Allen and Memorial Parkway. Get us a place where music festivals can come, that will draw more people to downtown to make it a vibrant city, like Chicago. |  |                                 |       | Shannon O'Malley<br>75206 |
| 26 | Please do not build a road in the Trinity river basin. A road, especially a Toll Road is a move without vision, it's the typical old school business as usual way Dallas is noted for. Do something that has a vision attached to it and that is a park for the residents that are moving into the city center at an increasing rate. btw sorry for the run on, I'm trying to wrap up a busy day.  |                                     |   | Dallas needs more green space and less roads. I don't care that the levee basin is not currently a park, the point is it could be a really good one that adds value to the City especially downtown. |                                 |       | Taylor Samuels 75208      |

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| 27 | <p>Reframe the argument. It's not about two or four lanes vs 10 lanes, tollway or not. Its about what was approved way back in the 90's not being a viable option for a city building for the 21st/22nd centuries. Why should this council be hamstrung by old and outdated plans? Regardless of all the time it has taken to gain approval from State agencies etc. Start over, clean slate.....slow down the process! Dallas is now home to the largest Arts District in North America, and wouldn't it be great to also be known for the most beautiful, viable riverway development? as the most progressive city? "Doing the Trinity Right" could reap huge benefits for the city way beyond construction contracts! This is a once-in-a-lifetime opportunity to work with community, business owners, DART and AIA (&amp; souls like Robbie Good) to improve our city. Have the Trinity be an asset that works to increase city 'livability' and incorporate good public transportation, linking trails and giving existing areas around the levees a chance to continue growing, thus increasing the everimportant tax revenues.</p> |                                     | <p>Cities around the world are removing their large highways, spending billions to restore natural throughfares not only for water/habitat conservation and wildlife, but increasing quality of life while including viable PUBLIC transportation, as well as real options for pedestrians and cyclists but no more roads.</p> |  |   | <p>Last thought: Any &amp; all construction materials used should NOT be the old standard materials used today, but incorporate new designs/tech for roads, such as European cities are installing, that generate their own electricity, and thus light themselves, and can heat themselves (no more need for sand crews &amp; overtime \$\$) and some roads bacteria included that can even repair themselves, for a pot-hole-free commute. City of Dallas should focus on new, innovative solutions, as the same old solutions and same old industries used since the 50's will not work in 21st/22nd century.</p> | <p>Gae Hatton<br/>75218</p>        |
| 28 | <p>Here are some thoughts that I care dearly about along with others having expressed interest. We need natural places to escape traffic. Every great city has it, and we should too. I am an architect, my fight is for the people and the human experience. It's wrong for a city planning approach to be solely focused on connecting people from how to get from point a to point b. Rather than connecting people in a deeper way (communal modes of transportation, parks, street level amenities, people scale architecture). I guess trying to gain that perspective and culture of the city can be done at 70 mph in our homes on wheels. We need to care more as a society the impacts of poor planning. We see it happening now.</p>   |                                     |  | <p>I have enjoyed the trinity just being a river. My partner and I have spent every weekend going and picking up trash at the lookout and the pedestrian bridge. The rain/river has given people an opportunity to care and see why we should care and be connected to our city.</p> | <p>We create divides to our neighborhoods, rob opportunities for public spaces to provide means to just get the hell through them. It's isolating as a person living in this city. It creates suburban fences around us from our fellow man beyond just our houses: in our cars and at our offices as well. It results are a removal of any spontaneous opportunity rather than a planned one, which is what the heart of every great city has. I feel strongly about addressing and rethinking the approach to our current city planning: beyond oak cliff</p> |  | <p>April Warner</p>                |
| 29 | <p><a href="http://www.strongtowns.org">http://www.strongtowns.org</a></p>  |                                     |  |  |   |  | <p>Ryan Behring<br/>8179398781</p> |

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| 30 | Also, we just don't need more roads look at how the city has become truly desirous of walkable, bikeable density. I livie in Victory Park and I see this on a daily basis and it's only growing. The road focus is seriously outdated and not what we want or need! In short PLEASE, PLEASE, PLEASE focus on making this the "Central Park" of Dallas! Look at Klyde Warren Park and how thirsty we are for this type of use. The Trinity is our potential jewel and we can't afford to mess it up with a toll road or a big road. If Dallas is going to continue to develop into a major urban city, and one that can compete for talent with other cities (and even the DFW suburbs), we have to have a differentiation and that is an urban area that is people focused and not car focused. I have never felt more strongly about any issue in the 30 years I have lived here. Please make the right choice in ditching that horrible road and building really building, not halfassed funding or building, park space that really makes a difference. History, and economics, won't reward more roadway, it will reward a truly green, urban vision. | I just don't believe that the team and the mayor and the supporters really intend not to ever build a tollway or major highway. |                | Also, I don't believe there will be any real park space, pedestrian friendly amenities, trails, green space, or the like ACTUALLY built. |                                 |       | Kathy Weber 75219   |
| 31 | I voted for a park not a tollway. Please stop lying.  |   |                |  |                                 |       | Peter Schmidt 74216 |
| 32 | I think the tollroad is folly. In a city who's debt service exceeds 25% of it's budget, in a state that has a highway construction budget of \$500m/yr against debt service of \$800m/yr haven't we built enough debt (toll) roads? Further, it's stupid. There's no evidence that the tollroad would alleviate traffic, and simply using a fraction of the funds would pay to add two lanes through the Canyon. The use of toll and HOV lanes are expensive, as separate fly overs, bridges and tunnels must be builtthese features being the most expensive to build. Further, a road in a flood plain will always be problematic. IF you can't fill potholes, you don't need more roads.   |   |                |  |                                 |       | Scott Conner 75238  |
| 33 | 1. No road should be built in a flood plane<br>2. The Corp of Engineers has not approved<br>3. We need another toll road like we need more humidity in the summer time.<br>I am completely against the building of a road.  |   |                |  |                                 |       | Amy Duke 75228      |
| 34 | No Trinity Parkway!<br>No. No. No. No.  |   |                |  |                                 |       | Carolyn 75228       |

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| 35 | <p>The "dream team" charrette is an insult to the intelligence of Dallas residents.</p> <p>USE OF FUNDS While it appears beautiful and a wonderful utilization of the Trinity river course through downtown, eventually it will morph into a pointless and useless toll road. And who will pay for this road to nowhere? . . . certainly not residents of southern Dallas, who can hardly afford the tolls discussed. Could it be city residents who wonder why potholes keep coming back and why the traffic lights go on the blink when it rains?</p> <p>HIGH DENSITY It's a new urban world.</p> <p>CONCLUSION Trinity Parkway An Idea Whose Time Has Gone.</p>  |   |   |  |   | <p>So many high rises are going up (seven in Knox Park alone) that the streets can't keep with the traffic. The city needs to stop catering to commuters from Frisco, Lewisville, and Valley Ranch and maintain its own environment.</p>  | <p>Barbara Carr<br/>75205</p> |
| 36 | <p>This toll road should not be built. Here are the reasons why:</p> <p>5. This will increase traffic by planning to move citizens of South Dallas 30 to 40 miles North for work. This is conclusion is supported by the Federal Highway administration. Also this means that no one who benefits from building the road would be paying the tolls. 9. Right now in Oak Cliff, there are efforts to reduce the sizes of roadways so that OC neighborhoods won't be a fly-through between the suburbs and northern Dallas. Tyler/Sylvan has been reduced from six lanes to four, and there is a plan to turn Tyler and Polk into two-way streets. The overall scheme for the toll road still calls for tearing down and rebuilding the Jefferson viaduct to massive proportions, which would destroy the neighborhood surrounding Burnett Field and Lake Cliff Park.</p> | <p>4. The contract with NTTA basically assures that this will become the 6 to 8 lane toll road over time. Just creeping in scale and scope overtime. They build toll roads not scenic roads through parks. Any attempts to frame this as anything else is PR spin intended to quiet the dissenters with pretty watercolors. 11. The Army Corps of Engineers hasn't approved it. The Army Corps of Engineers approved the city's plan for the original scheme of a six-to-eight-lane highway (which for reasons stated above is still a horrible idea). But it has not approved the cute little meandering road with all those trees in the Beasley plan. Making it far more likely that we will get the unneeded/ unwanted 6-8 lane toll way than the meandering road presented in the plan</p> | <p>1. Larry Beasley said, that the toll road would be built in a 10-year floodplain. In that case, the road would be underwater sometimes case in point... NOW as we just experiences a 10 year flood. 2. Assistant city manager Mark McDaniel said the road actually would be built in a 25, 50 or 100-year floodplain. We have no idea what that would look like since there are no plans for that. 7. It basically would tax people to use a public park. Beasley's suggestion that NTTA "could" enact toll forgiveness is not in the plan, not explained and not in the best interest of NTTA so is best described as a fantasy presented to make this toll road seem more palatable.</p> | <p>10. We can have parks and nice things without a road. The Beasley plan calls for five overlook points that would build connections to economic development. The Beasley plan calls for four more similar park/overlook areas complementing development — near the Santa Fe Trestle trail, at the Reunion Tower area, at Turtle Creek and at Inwood. Why do we need a toll road to do that? Or, if you want to build a road someday, let's start with those projects first and then decide if we really need a road.</p> | <p>3. He also mentioned moving the jails: which seems unlikely to happen since Dallas County just built a \$50 million hospital inside Lew Sterrett. 6. Instead of building a toll road, we should be creating incentives to draw high-paying jobs to southern Dallas. That way, people in those neighborhoods would have good jobs and shorter commutes and therefore higher quality of life. 8. We don't need it, we are in a economic upswing. We don't need to build a road for economic development. Economic development is happening, and the city freely hands out tax incentives for it.</p> | <p>8. Global climate change is real and we must plan accordingly. The 1908 flood, which was the worst in Dallas history, was extremely devastating because the levees had not been built. But Dallas actually had more rain in April/May 2015 than in April/May 1908. Why would we invest our money to build an unnecessary road in a floodplain, amid global climate change?</p> | <p>Tracy Pell</p>             |
| 37 | <p>1. Remove the Trinity Parkway toll road plan. It is the height of poor city planning and is not conducive to improving this city's livability.</p> <p>2. Likewise, having NTTA as a partner is a serious problem and contributes a bias to development of the area which will most likely prove damaging to the area.</p> <p>3. The current "dream team" plan is incredibly vague and merely comes across as "smoke and mirrors" rather than a viable plan for the area.</p>   |   |   | <p>4. As difficult as it is to understand this: "undeveloped" land is not wasted land. Let the park dictate the road not the other way around.</p>   |   |   | <p>Shawn Richburg 75209</p>   |
| 38 | <p>This article expresses my opinion. Please read and apply.<br/><a href="http://oakcliff.advocatemag.com/2015/06/eightreasonstheTrinityTollRoadShouldDie/">http://oakcliff.advocatemag.com/2015/06/eightreasonstheTrinityTollRoadShouldDie/</a></p>  |   |   |  |   |   | <p>Carolyn</p>                |

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| 39 | <p>2. It was explained that the NTTA would likely fund a portion of the cost of this road, but they are unable to issue bonds for roads of this nature. What is the plan to replace NTTA funding... or do you plan on changing the road configuration?</p> <p>3. The Dream Team report stated that the road is not justified by traffic projections, so why is it being built?</p>   |   | <p>1. The design presented was of a road that would be built to a 10-year flood standard. The presenter said that the road would likely be built to a higher flood standard. We need to see an accurate depiction of the actual road envisioned.</p> | <p>4. The plan appears to depict many elements (berms, for example) that would be prohibited by the Corps of Engineers. Please provide a more accurate depiction of the actual road.</p> <p>5. It was explained that the final road (Alignment 3C) might not be built until 2025 or 2030. Why would we go through the cost and expense of funding substantial park elements (overlooks, trees, parking areas, turnarounds, meanders, etc.) that would be removed just a few years later?</p>   |                                 |       | Anthony R. Page<br>75204    |
| 40 | <p>Attached is a link to an article that reflects what I think about the Trinity Parkway "Dream Team" Report. Please drop any and all plans to build that toll road. If it was built it would be a terribly negative thing for the City of Dallas. I am an Architect and Urban Planner who is retired from working in the City of Dallas Planning Department.</p> <p><a href="http://oakcliff.advocatemag.com/2015/06/eightreasonstheTrinityTollRoadShouldDie/">http://oakcliff.advocatemag.com/2015/06/eightreasonstheTrinityTollRoadShouldDie/</a></p> |   |  |  |                                 |       | Richard Jensen 75243        |
| 41 |  | <p>As long as alternative 3C is completely off the table (i.e., a tolled, superhighway), I am for creating a meandering, low-speed parkway within the Trinity River levees. If there is even a remote possibility that small road could become the originally-planned superhighway, I would rather not see any road within the levees. We don't need any more tollroads or superhighways near Dallas' urban core.</p> |  |  |                                 |       | Joseph Esposito             |
| 42 | <p>I don't think Alternative 3C is appropriate environmentally, financially, or transportationally.</p> <p>And the dream team ideas have not been analyzed for any of those concerns. For the city to continue to spend money on that alternative or the ideas is ludicrous. If someone wants the dream team ideas to be analyzed, money should come from private sources.</p>   |   |  |  |                                 |       | Scott Chase 75201           |
| 43 | <p>Hoping this feedback actually gets read.</p> <p>3. The parkway looks like a boondoggle for road developers. And I can't find any information to the contrary. It won't improve traffic or congestion or get us closer to achieving the EPA standards that they were suppose to in the beginning. It'll just give us another giant road to cross.</p>  |   |  | <p>1. What would be so bad about just having a park? Parks are what actually add value to urban areas. Not roads. In fact a study indicates that parks save city money (police and health) and bring revenue (property tax revenue and tourism).</p> <p><a href="http://www.cityparksalliance.org/whyurbanparksmatter/economicvalue">http://www.cityparksalliance.org/whyurbanparksmatter/economicvalue</a></p> <p>2. We've seen parks projects work in Dallas already. Klyde Warren, White Rock Lake, Continental Bridge, just to name a few. It drives locally accessible commerce, housing values and overall desirability.</p> |                                 |       | Jennifer Stolarski<br>75203 |

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| 44 | <p>I oppose the tollroad for numerous reasons:</p> <ol style="list-style-type: none"> <li>1. It was a bait and switch form the park we have been promised since 1998.</li> <li>2. Traffic projections only predict a 2mph increase in speed. Meanwhile, the NTTA refuses to release their traffic report because it obviously also shows that there would be no speed improvement from this road.</li> <li>3. The proposed cost is now \$1.5 Billion and the Dallas taxpayers will be on the hook to bail it out after private investors refuse to pay the additional cost.</li> <li>5. Access The tollroad would act as a wall dividing North and South Dallas and keeping people away from fully utilizing the park amenities. I have never missed a city council election and I have always and will always vote for whoever promises to kill this tollroad permanently in any form other than a small, non tolled, access road.</li> </ol> | <p>The trinity road should be a 2 lane NON tolled access road to allow citizens of Dallas access to the park. Proposed plan 3C should be immediately withdrawn from federal consideration and permanently killed as an option.</p>  |  |  | <p>4. Negative impacts on the environment will be numerous. 222 acres of wetland and green space would be destroyed. Part of the Continental bridge would be destroyed despite its recent wonderful adaptation into a pedestrian bridge.</p> |       | Greg Goolsby 75229  |
| 45 | See tab labeled P. Murphy  |   |  |  |  |       | Paula Murphy 75208  |
| 46 | <p>I think you all need to go back to the drawing board. Even your printed material is misleading and full of misspelled words. If you start the road at Mockingbird Lane, go down near the river and exit at MLK Blvd, you provide great access to the citizens of Dallas (since we are paying for this turkey). If the suburbanites are stuck in traffic, they should move closer to work or change jobs. If you shorten the road and make it a true parkway (not a tollroad) you save well over a billion dollars and then you get to something the city of Dallas can afford in a bond program.</p>  |   | <p>The project needs to focus on the parks. That means cancelling the platform. Instead of a road from Irving to Seagoville, focus on a road that provides access to the park.</p> | <p>You can save even more money by not building the lakes which won't be usable any way due to floods, raw sewage and pollution. Keep it simple, soccer fields, open areas and lose the trees since they won't survive if under water for long periods of time. Remember the primary purpose of that space between the levees is to keep Downtown Dallas, Oak Cliff and West Dallas dry even when it rains a lot. With climate change, extreme flooding is going to increase and so it will be even more important to have good flood control.</p> |  |       | Stan Aten 75224     |
| 47 | The report should be fully explored so that we can figure out how to make it reality.  |   |  |  |  |       | Craig Holcomb 75219 |
| 48 | 1. I don't want any form of this road  | <p>2. Please refer the ramp that would disturb the continental Bridge 3. We don't need access/service roads on this road. This is not a thing outside of Texas and if the road is designed as the Dream Team promises they're unnecessary. 4. Can you narrow the shoulders of the road?</p> |  | <p>5. If we have to live with this monster please keep the flood wall road (don't care if it closes occasionally, make it meander, and make the "shelf" unobtrusive.</p>   |  |       | John Angle 75204    |
| 49 | See tab labeled P. Goss  |   |  |  |  |       | Philip Goss 75229   |

|    | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION | ACCESS TO PARK   | LANDSCAPE AND PARK EXPERIENCE | BUILDING CONNECTIONS TO ECO DEV  | OTHER  | NAME                           |                            |
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| 50 | <p>Total garbage.</p> <p>Two words: INDUCED DEMAND. This would be built and choked with traffic within 5 years, for nominal benefit to non-Dallas residents.</p> <p>Building and connecting streets provides more alternative paths for commuting - continuing Riverfront to South Dallas, for example.</p> <p>Rachel Stone nailed it in her article "Eight Reasons the Trinity Toll Road Should Die."</p> <p>Listen to the residents that live in the areas that this affects, not just the investors and contractors and politicians who couldn't give a flip. Everybody knows that this has been a bait-and-switch from the beginning - a parkway with sailboats...no means yes...a dream team.</p> <p>What garbage. Toss the whole damn thing out, and just let us ride bikes there.</p> <p>*with a CC to my Councilman Scott Griggs.</p> |                                     |  |                               |  | <p>Oh wait, two more words: LACKS VISION.</p> <p>Great cities aren't remembered for their wonderful freeways, but instead for their public spaces that citizens enjoy. Downtown and Oak Cliff have changed and are no longer the decrepit areas that this plan was based upon...40 years ago. While we are debating this, other major cities are moving in the opposite direction. We are continually having to undo the damage that great traffic planning has caused just look at Victory Park. This tollroad would simply provide another monstrous barrier to South Dallas and Oak Cliff from "Good Dallas."</p> |                                | <p>Kyle Ward<br/>75208</p> |
| 51 | <p>Additional lanes can be added to Canada Drive including connecting of segments. Interior levee areas prone to flooding can be purchased, raised, and redeveloped.</p>  |                                     | <p>An overlook trail can be built along to top of the levee with periodic points of egress to amenities below.</p> |                               | <p>Building any roadway in the floodway will cut access and stifle redevelopment on one side of the river. A better approach would be to encourage development along both sides of the levee by allowing developers to build pedestrian bridges from their building directly to the top of the levee. This gives the appearance that the levee doesn't exist when viewed from the concourse/main level of the buildings. The ground floor would be parking entrances. In addition, pedestrian bridges can connect concourse levels of buildings for interconnected access beyond the perimeter properties. There is a good opportunity for very high density residential development. Dallas needs to be THE destination of the metroplex, not a bypass.</p> |  | <p>Edward Penton<br/>75238</p> |                            |

|    | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION  | ACCESS TO PARK   | LANDSCAPE AND PARK EXPERIENCE   | BUILDING CONNECTIONS TO ECO DEV | OTHER | NAME                                     |
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| 52 | <p>THE MAYOR ATTENDED THE WORKSHOP HELD WITH THE AIA AND THE CIVIL ENGINEERS ASSOCIATION, AND WHEN A POLL WAS TAKEN TO UNDERSTAND WHAT THE GROUP BELIEVED WAS THE RIGHT SOLUTION, THERE WERE ONLY 2 PEOPLE THAT WERE IN FAVOR OF THE ROAD BEING A TOLLROAD. THE MAYOR STATED HE IS PERSONALLY READING THE COMMENTS AND THEY WILL ALL BE TAKEN INTO CONSIDERATION, AND I HOPE HE UNDERSTANDS THAT THE PEOPLE IN THAT ROOM ARE THOSE WHO ARE TRAINED TO UNDERSTAND THE IMPLICATIONS OF WHAT IS BEING PROPOSED. I HOPE HE HOLDS HIS COMMITMENT AND LISTEN TO WHAT PEOPLE HAVE TO SAY, ESPECIALLY THOSE WHO CAN ENVISION WHAT THE DREAM'S TEAM REPORT WILL ACTUALLY LOOK LIKE IF IT IS BUILT.</p> <p>DALLAS ALREADY SUFFERS FROM HAVING BEEN DESIGNED AROUND VEHICULAR TRANSPORTATION INSTEAD OF PEDESTRIANS AND MASS TRANSPORTATION. THE PARKWAY THE DREAM TEAM PROPOSES IS GOING TO MAKE IT WORSE THAN IT ALREADY IS. PLEASE DON'T MAKE IT WORSE.</p> | <p>I ATTENDED A WORKSHOP AND AS AN ARCHITECT THAT ALSO STUDIED URBAN PLANNING, I STRONGLY BELIEVE THAT THE MEANDERING ROAD AS BEING PRESENTED BY THE DREAM TEAM IS NOT APPROPRIATE FOR THE PARKWAY. I BELIEVE THE ROAD SHOULD BE 2 LANES ONLY, AND SHOULD NOT BE A RELIEVER ROAD AND CERTAINLY NOT A TOLLROAD.</p> | <p>ITS MAIN PURPOSE SHOULD BE TO PROVIDE ACCESS TO THE PARK AND AMENITIES.</p>   | <p>I UNDERSTAND FINANCING IS IMPORTANT, BUT WE ONLY HAVE ONE SHOT AT MAKING THIS LINEAR PARK A SUCCESS, AND HAVING A TOLLROAD RUNNING THROUGH IT IS NOT THE RIGHT SOLUTION.</p> |                                 |       | <p>MARIA A GOMEZ, AIA.<br/>LEED AP</p>   |
| 53 | <p>Let's make the Trinity River a place that is accessible and a place to be proud of. The river was never meant to be a high speed mode of travel. Let's respect that.</p>   |  |  |   |                                 |       | <p>Frank Effland 75230</p>               |
| 54 | <p>Insure a HEALTHY maintenance budget.</p>   | <p>No connection to 45/75 or I35 to attract traffic to the Parkway. Only consider a 4 lane Parkway.</p>  | <p>No toll for access to park.</p>   | <p>No flood walls.</p>  |                                 |       | <p>Howard C. Parker FAIA.E<br/>75225</p> |
| 55 | <p>Alice Murray isn't speaking accurately about the toll road she told our table at one of the forums that 3C was only approval for the bench not the actual road. Thought you should know. It causes confusion to have people spreading inaccurate information. Please review Robbie Good's proposal for the Riverfront Road Extension as a solution. Need to make sure building an expensive road is really the only solution left.<br/><a href="http://www.scribd.com/doc/260806432/RiverfrontAlternativefortheTrinityRiverTollRoad">http://www.scribd.com/doc/260806432/RiverfrontAlternativefortheTrinityRiverTollRoad</a></p>   |  | <p>PUBLIC TRANSIT should be studied as all or part of this solution. How can a trolley/train/street car/etc ameliorate the need for cars. We need to be future planning in terms of modes of transportation when building high dollar infrastructure for our city.</p> |   |                                 |       | <p>Sara Barnes<br/>75201</p>             |

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| 56 | <p>The Dream Team Report is a big punch in the face to the citizens/residents of the City of Dallas. The following are my conclusions after reading the handouts and listening to the presentation at the "town hall" meeting on June 23rd.</p> <p>We were told that the "primary purpose" of this project is to build a "reliever road". Since traffic studies have shown that the tollroad will not relieve traffic in the area, we must conclude there is no justification for this project.</p> <p>We learned that the Dream Team Report is just in the idea stage; that+B435 the 3C tollroad is only 20% designed; and that the Army Corps of Engineers has only approved construction of the big honkin' 3C highway. The "ideas" of the Dream Team have no basis in reality. Don't waste our time and attention with a fake proposal!</p> <p>The Technical Committee who will flesh out these ideas should be residents of Dallas and include 5 of us whose expertise is being an active participant in our City's life. I am personally volunteering to serve on this committee with no wages.</p> | <p>The "meandering road" will be designed to move traffic at 55mph and to be a tollroad. That does not sound like park access to me. The number of lanes, the parking area, the Arboretum-style plantings by the parking area paint a picture of a highway rest stop rather than a park and recreational mecca. General Cont: Where Dallas is "BIG" in in disrespect for the residents in all interactions with City government. Let's turn that around by beginning with ending this nightmare known as the Trinity River Project.</p> |                | <p>Economic Development was listed as a priority for the project again, that does not give the residents a park, it gives us a strip center funded by taxpayers for the profit of business owners and landowners. There is more natural park area right now, so don't reduce it with this scheme.</p> | <p>The plan is to "move" the County jails?! Just who decided this? Who will pay for it? Where will they go? Who will profit from the destruction and reconstruction surely not the residents of Dallas? The City of Dallas should be using residents of Dallas to design major civic projects, rather than paying people who don't live here</p> <p>big taxpayer bucks to dream up something for us.</p> <p>Cont from Other column: We are suffering from inadequate streets, libraries, parks, recreation centers, public restrooms, City of Dallas communication (no, the new website is not sufficient), signage and information stations in the City Hall building, health and human services, public transportation, pedestrian friendly development, grocery stores and basic retail for southern parts of the City, outdated water and sewer infrastructure, and public meeting rooms.F420</p> | <p>Climate change is real, happening now, and could end life as we know it by the middle of this century. We must stop enabling personal car use; truck traffic; and fossil fuel use, drilling, refining, pipelining, and transporting, if we want life to continue in the not-so-distant future. We must stop replacing vegetation with concrete. Don't pave our parks! Don't make our trails concrete!</p> <p>Natural plant and animal life is necessary for our survival. Worldclass cities and countries are working feverishly to reduce greenhouse gas production as fast as possible. Dallas should get with the science and common sense. It is disgraceful that the City money, labor, attention, creativity that has gone into and will go into this disastrous Trinity Project was not spent on true needs for the residents.</p> | Mary Warren 75205 |
| 57 | <p>The concept of building a tolled road roughly parallel to a free freeway seems like a significant "you're doing something wrong" signal. If more traffic carrying capacity is needed, you've got the existing freeway that should be expanded instead. Separately, it would be absolutely unacceptable if the toll agreement came with any restrictions on future improvements/expansions/ whatever of the free alternative.</p>   | <p>I'm very skeptical of the compatibility between a tolled road and a parkway that doesn't destroy the park. It seems very difficult to imagine the financial viability of a meandering road w/ good park access that's fast enough for folks to find it worth paying for (enough to be viable). And I don't see how any financial backers could justify an investment in an asset that runs the risk of periodic damage by flooding. Seems a crazy assumption.</p>  |                | <p>The idea of building the significant "shelf" and the discussion of tree planting seems totally at odds with the #1 function of that flood plain and levee system to efficiently hold and carry away flood water and protect the city from flooding.</p>  |   |  | John Maline 75206 |
| 58 | <p>This whole toll road in my neighborhood needs to die! Its ridiculous, hideous, ane just down right criminal!</p> <p>The fine people of oak cliff and dallas don't need any of this ! Spend millions and millions on something we don't need and city of dallas doesn't even have a proper skate park ?</p>   |   |                |   |   |  | Jacob hassell     |

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| 59 | <p>It was encouraging to have the Mayor/"Muser" at the AIA presentation.</p> <p>Is it a cost effective solution? Can a discriminating Tollway program be successful? We took away that the Dallas City Council has ultimate authority on the use of the land, in management partnership with the Corp and possibly the Tollway authority. Is that accurate?</p>  | <p>Sub 55 mph, four lane, 10yr. flood way, selective use Tollway is a better solution than the Alternative C3 Plan. We assume "no truck traffic" means through traffic, not for special event purposes. Arts program.</p>   | <p>Other than the bridges, the current diagram shows limited pedestrian access to the "park way" infrastructure from the south and west. Is that correct?</p>  | <p>We assume that the lakes and the "raised Tollway" are interconnected to "cut and balance" the flood plain maintaining the Corps management requirements. Is that correct? Design considerations: Landscape shading: Groupings of tree instead of just 20' spacing at the drive edge. Solar highway: electrical energy generation paving technologies. Night sky covenants. Sound mitigation/control. Security/trash management requirements.</p>   |                                 | <p>Advertising/sponsorship opportunities.</p> | <p>Rocky and Belinda Berg<br/>75203</p> |
| 60 | <p>I FULLY ENDORSE ALL OF THE RECOMMENDATIONS OF THE "DREAM TEAM" AND ENCOURAGE THE LEADERSHIP IN THE CITY TO FURTHER DEVELOP AND EXECUTE THIS PLAN. THE DEVELOPMENT OF THIS PLAN NEEDS TO BE FURTHER DEVELOPED BY THE WORLD'S BEST URBAN DESIGNERS, ARCHITECTS, LANDSCAPE ARCHITECTS, ECOLOGISTS AND CREATIVE ENGINEERS.</p> <p>I ALSO STRONG URGE THE LEADERSHIP TO REJECT THE ILLCONCEIVED ALTERNATIVE 3C WHICH WILL PERMANENTLY DESTROY ANY HOPE OF CONNECTING WITH THE TRINITY RIVER AND REALIZING THIS POTENTIALLY GREAT CONTRIBUTING ASSET TO ACCOMODATE PASS THROUGH TRAFFIC. THE LIMITED ACCESS HIGHWAY IS NOT NEEDED.</p> <p>I AM A LIFE LONG RESIDENT OF DALLAS (A NATIVE) AND I BELIEVE THIS IS LIKELY THE MOST IMPORTANT DECISION DALLAS WILL MAKE IN ITS HISTORY THAT WILL AFFECT THE QUALITY OF LIFE FOR CENTURIES. LEAVE OFF THE</p> |   | <p>THE PLAN PREPARED BY THE "DREAM TEAM" IS WELL CONCEIVED AND BEGINS TO PROVIDE THE ACCESS TO WHAT COULD BECOME A TRUELY GREAT TRINITY RIVER PARK. THIS PLAN WILL PROVIDE A BALANCE OF ECOLOGICALLY RESPONSIBLE DESIGN WITH A POTENTIAL FOR RESPONSIBLE AND QUALITY ECOMONIC DEVELOPMENT.</p> | <p>EVERY GREAT CITY IN THE WORLD EMBRACES AND CELEBRATES THEIR RIVER OR WATERWAY IN MANY DIFFERENT WAYS THAT IMPROVES THE QUALITY OF LIFE FOR ITS CITEZENS. DALLAS HAS HAD A HISTORY OF DISCONNECTING FROM THE TRINITY RIVER INITIALLY BY CREATING THE LEEVES FOR FLOOD CONTROL IN A MANNER THAT SEPERATES THE DOWNTOWN AND OAK CLIFF FROM THE RIVER. ADD IN THE FREEWAYS THAT HAVE BEEN DEVELOPED AND WE HAVE ALMOST COMPLETE SEPERATION FROM THE RIVER. THE TRINITY RIVER SHOULD AND CAN BE A GREAT ASSET FOR OUR CITY AND THE FUTRURE GENERATIONS ON DALLASITES.</p> |                                 |   | <p>CRAIG MELDE 75201</p>                |
| 61 | <p>The backers of the toll road, who spent hundreds of thousands to support pro toll road candidates, need to be more transparent about why they want the road. If it's because they want to build a baseball stadium on the land by Reunion Tower, then we need to have that debate out in public. I think a lot of people would support a baseball stadium downtown, but we need to know why this road is being pushed so hard by special interests. If the road comes out of technical review and is 6-8 lanes because that's what NTTA said they would build and it just happens to have an exit right by Reunion Tower, right where all the backers want it, then we'll know this whole process was a sham.</p>   | <p>I have attended a couple of the public forums and everyone I talk to and hear from in the crowd wants a small road, 4 lanes max. I am very concerned that once the road comes out of "technical review" it will not be the road that the public wants. If we want a great public space in the Trinity, the road needs to be small, and if NTTA won't be build a small road, we need to go back to the drawing board as opposed to cramming a bigger road down the public's throat.</p> |  | <p>I think we need to be realistic about what the park can and cannot be. I would like to see athletic fields and running/biking trails that somehow connect with development on the other sides of the levies to create a vibrant, social and active atmosphere. From what I have heard, while a nice amenity, the lakes do not seem realistic due to the size limitations. I think athletic fields and trails and lookouts that showcase the natural landscape would be excellent in combination with restoring the river's natural flow.</p>                         |                                 |   | <p>Jesse Smith 75214</p>                |

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| 62 | If we are staying within the 3C footprint and building a small road, we need to provide protections against the big road being built against the public's will. We should require a public vote for any expansion of the road. This is important to give the project credibility, which is lacking.  | I want to see a small road, 4 lanes max. If NTTA will not build a small road, then we need to go back to square one and build a road and amenities that we can afford. Please do not have vehicular traffic disrupt the Continental Ave. pedestrian bridge. I love that amenity, it was really done well and it would be a shame to lose that. Let's add more pedestrian bridges, not ruin the one we have, which is excellent. | The trails should have entry and exit points on the other side of the levees that link in with development, similar to the Katy Trail and the activity you'll see at Knox and down by the Katy Trail Ice House. | I would like to see athletic fields and running and bike trails that intersect with the river and as much of the natural habitat as possible. Let's restore the river to its natural flow so it looks like a river, not a channel.  |                                 |  | Lara Smith 75214      |
| 63 | Too bad that the "Dream Team" and planning groups did not get to see the recent and current state of the Trinity River --- full to the top of the levees, bank to bank. That would surely have been a "show stopper" for any such development. Of course, that does not happen on a regular basis, but it happens on an unpredictable schedule. The toll road should be designed to be in some other location that can relieve the congestion on I-35W, and other thoroughfares through the center of the city.  |   |   | Also, the entire project for a toll road would detract from the idea of a quiet, scenic, centercity park and recreation space.  |                                 |  | Paul M Southern 75243 |
| 64 |  |   | The proposed flood walls to protect the Tollway sound like walls to the public to me. Keep the park a park, not a freeway site.   | It would be a shame to destroy a lovely prairie grassland park along the Trinity River through downtown Dallas with a Toll Road, If you you really meant to have a meandering parkway like Trinity Parkway in Ft. Worth, that would be fine, but any construction that blocks access and the enjoyment of the river bottoms by the construction of a limited access road would destroy a great natural resource for Dallas. |                                 | Connect 175 to I-45, connect the new S. M. Wright Blvd to Riverfront to provide access to the hospital district in Dallas. | Thomas Hooper 75215   |
| 65 | Why is Dallas having public forums for a report completed behind closed doors with private funds? The approach is irregular and suspect. It presents a false choice between a toll road and an unbuildable alternative parkway. Some elements like weekend on street parking on a roadway with a design speed at 55 mph are unrealistic. Many of these parklike elements would be slowly minimized or eliminated in the design process to meet requirements for NTTA, the Corps, etc. We need to start over with a parkway that is funded from bonds and without the NTTA. Doing the wrong thing – building a tollway in our park – is never justified by available funding. Robert Moses nearly built a highway with federal funding through what today is Soho, but Jane Jacobs stopped him. Are we going to destroy the chance to achieve our own Soho someday? Remember that OMA's traffic engineer in the Connected City challenge determined that the tollroad was not needed as a traffic reliever. | My position is similar to that of AIA Dallas. I support the park, but not a toll road.  |   |   |                                 |  | Lisa Horne 75230      |

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| 66 | By the time this road is built we will be have more creative ways of commuting. these plans are so complicated and at the dream team forums, most of the audience with questions were told that the answers were complicated or that they speakers didn't know the answers.<br>We need our city leaders to be truthful with us as to what is really going on.<br>Why do our citizens not vote? They don't trust you. What kind of roll models are our city leaders for our children?   |                                     |   |  |                                 |  | Erica Cole 75218        |
| 67 | No Toll Road in Lake Rawlings !  |                                     |   |  |                                 |  | Tim Stoll 75205         |
| 68 | While other cities around the world are looking forward in imaginative ways toward a future in which lives are not centered around spending hundreds of hours in automobiles every year, certain leaders in Dallas insist on outmoded 1950s models of urbanism. The monetary and quality of life costs are unacceptable. The idea of a toll road running through a park is absurd. We can do better-- we must do better.   |                                     |   |  |                                 |  | Evan Engwall 75208      |
| 69 | The opposition to this project is cogent and raises great concern about this project. I think it is illadvised and I oppose it. The conventional wisdom among many people is that my opposition, or yours, doesn't matter that it's a done deal. I hope that cynicism is wrong. Thank you.   |                                     |   |  |                                 |  | Liberty Ford 75220      |
| 70 | Please abandon all plans to put a road (toll or otherwise) on or along the levees. To do so would be to ignore this Spring's flooding and would compromise the levees.   |                                     | About flood control:<br>The civil engineering design whether for a 100 year flood event, or even a 500 year flood event, is retrospective and ignores climate change. Building roads inside the levees would restrict the area currently available for flood waters would increase the speed of the water and increase flooding down stream. It would also seriously compromise the footings of the bridges currently crossing the river because they are not designed for the increased speed of the water and would wash out. | I suggest that a chain of lakes and wetlands be developed to control the rate of water flow. This would solve the flooding problem for Dallas and the cities and towns down stream. The wetlands would also help clean the water. It could also be a major amenity, our version of Central Park. |                                 | About traffic:<br>Reroute all traffic passing through the city out to the loops around town. Add lanes to the loops as needed. | Diane Tasian 75219      |
| 71 | I have been, and continue to be, opposed to the Trinity Parkway, no matter whose "dream" it represents. I am concerned that the current plan is merely a stepping stone to a much larger project in the future, which I think would be disastrous. The money required for such a project would be better spent on developing better public transportation that is sorely lacking in such a large city as Dallas. From all I've read and heard from city officials and their consultants, I don't believe there is any real or tangible benefit from from building any parkway. |                                     |   |  |                                 |  | Frances McElvaney 75230 |

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| 72 | I am AGAINST the Tollroad being built in the flood plain. First, it is unnecessary. We are only 5-10 years away from self driving, autonomous vehicles. These will increase the capacity of existing roadways by 5X or more (think about it, instead of driving 3 car lengths from the car ahead, you will be 3 inches). No reasonable person would build a new bedroom on their house, just to accommodate a weekend visitor. Please tell Jennifer Gates, my council rep to vote NO.  | Third, under or overpasses. In the plan, I don't see highlighted whether the new tollway would go over or under bridges like the Margaret Hunt Hill. If it goes under, then it will be flooded out more often. If it goes over, then it will be ugly and freeze more in the winters. Either way, it's a lose-lose situation. |                | Second, it will be so noisy as to ruin the park. We build all sorts of baffles to protect nearby neighborhoods from DNT noise. Why will noise from the Trinity Tollway be any different.  |                                 |       | Dorie Cranshaw<br>75209    |
| 73 | I am a resident of Dallas and have been for over 35 years. I am strongly against putting a toll road in the Trinity river area in downtown Dallas. It will be an enormous waste of money that should go to making that area a first class park that will draw interest and attendance from locals and visitors alike. That park should be comparable to the San Antonio Riverwalk. With a high speed tollway looming nearby it will be a disaster instead. Please don't throw good money after bad. Listen for once to the people of Dallas instead of the businessmen of Dallas!! |  |                |   |                                 |       | Martha Moss 75229          |
| 74 | I am absolutely OPPOSED to a tollway in the Trinity River area. We voted to have the Trinity River developed as a recreation area for use by citizens, NOT a tollway to benefit a limited population and business interests over Dallas citizens! The recent flooding should make it evident that this area is better left in a more natural state, with walking/jogging trails, soccer fields, etc., BUT, DEFINITELY, NO TOLLWAY!!!   |  |                |   |                                 |       | Shirley Isbon 75236        |
| 75 |  |  |                | Please do not put a toll road along the river.....keep it park land, and not another toll road. We live south of Dallas because it's beautiful, not because we are poor! Trinity Groves is great for Oak Cliff. More shopping and restaurants, and less cement. |                                 |       | Patricia Kirkwood<br>75223 |

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| 76 | While I appreciate this effort to reduce the size and scope of the Trinity Tollway, I still feel as if it is far too much concrete to pour and too much money to spend for the stated purpose a magnificent park along the river. I want the city to withdraw "Alternative 3C" from consideration and cancel its contract with NTTA to permanently kill the Trinity Tollway proposal. After that is done, we can consider the best way to provide access to the park we will build inside the levees. The Beasley Plan is one such option, but not the only one. And as long as Alternative 3C is still being officially considered, this current plan will become a giant step toward the huge, highspeed tollway that we never voted for and we don't want. | We don't need a \$1.5 billion project to accomplish that, no matter how pretty this report makes it seem. We don't need a "reliever road" any more than we need a giant new highway in between the levees. (Which we certainly don't need, or want, in the least.) We voted for a park and that's what we should have. |   |                               |                                 |   | Zac Trahan<br>75219      |
| 77 | Please; no road in the park. The opportunity is too precious for a tollroad. Lets have some beauty in the middle of a large city.   |  |   |                               |                                 |   | Julia Dempsey<br>75243   |
| 78 | I strongly oppose Alternative 3C and urge that it be withdrawn in its entirety as this is not what Dallas voters previously approved. Thank you.  | I support a smaller roadway similar to the Beasley Plan. If it needs new regulatory approval, then that process should commence as soon as possible. I believe most, if not all, Dallas City Council members would unite under this approach.  |   |                               |                                 |   | Jerry Sanchez 75208      |
| 79 |   |  | No need for a road in the park. There does need to be more access but not a road. Pedestrian bridges, and or tunnels, connecting down town is what is needed. Not a road. |                               |                                 |   |                          |
| 80 | Do not do the Trinity Parkway. Don't do the tollway. We shouldn't have any tollways. We are already paying taxes for roads.   |  |   |                               |                                 | The roads in Oak Cliff need to be repaired. Years ago the Corp of Engineers said the project was dangerous. Hopefully you have noticed all the flooding that has been going on. You have already messed up Oak Cliff by adding the trolley car that very few people will use, but the roads you've taken away have always been heavily used and now you've destroyed that. You've taken lanes away on Fort Worth Avenue and Sylvan/Tyler. Oak Cliff is much bigger than the Bishop Arts District and Trinity Grove. People of Oak Cliff need all the roads and lanes we can get, but you've taken them away. It's just wrong that you do it just because you want to and don't think of the thousands of people that live in Oak Cliff. And then there are all the horrible apartment buildings you want to build in Oak Cliff. You've already destroyed the view of downtown Dallas coming down Fort Worth Avenue. You've had Oak Farms move out. You are ruining Oak Cliff. | Kathy Hellstrom<br>75224 |

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| 81 | What is so controversial about this project?<br>Are you wanting it to be a tollroad? If so, I am opposed to it. Vehemently opposed.<br><br>Regardless, Parkway would be nice to show visitors how nice Downtown is, but if they drove in my neighborhood, they wouldn't be impressed. |   |  |   |   | Before you decide if it is a tollroad or not, come to my neighborhood and fix these streets of mine around north Dallas. They are tearing my car up. To me, the neglect the city has on our streets is abhorrent. It seems the city can't keep up with this basic function that it has.  | John Applewhite<br>75224 |
| 82 |   | The Trinity Parkway needs to be a high speed, nonmeandering toll road to move traffic past the downtown area!!  | It also needs to be high enough so that it does not flood out.   |   |   |  | Fred Strieter 75248      |
| 83 | I strongly oppose Alternative 3C and urge that it be withdrawn in its entirety as this is not what City of Dallas voters previously approved.   | I support a smaller roadway similar to the Beasley Plan. If a new regulatory approval is needed, then that process should commence as soon as possible. I believe most, if not all, Dallas City Council members and the Dallas community as a whole would unite under this approach.  |  |   |   |  | Roland Ramirez 75208     |
| 84 | Trinity Parkway Dream Report...<br>Let's face it... There has not been enough funding to handle the \$80 million or so required for the Parks.<br>.. The Trinity Parkway is another disaster waiting in line...   |   |  |   |   | As far at the Roads... just look at LBJ. / 635 ... Look at the Dallas Fire Rescue / DPD calls for assistance with wrecks there.. the COSTS for all the CARNAGE / and equipment damages.. The costs for all the wasted time people have lost WAITING for traffic to clear / and FUEL consumption / pollution... LBJ / 635 is and will continue to be a disaster for the community in N. Dallas. | Field<br>75240           |
| 85 |   |   |  | Rather than turn the Trinity River floodplain into yet another development project that makes big money for a few players, the city planners would do well to consider the solution of cities like Austin, which have allowed the natural beauty of a downtown river to remain natural and accessible for recreational enthusiasts. What if instead of a tollway, the money was used to create a small reservoir with landings for nonmotorized boats and walking/bicycle pathways. | This allocation of green space and recreational use so near to the downtown center would attract activity and income from both tourists and local residents alike. Picture this: a) river running through downtown with a large roadway running through the middle, sometimes flooded; b) a natural river/reservoir with money used to enhance natural beauty and recreational use of this great resource, the Trinity River. I vote for "b". |  | Randall Garrett<br>75202 |
| 86 | Dam the river, keep it full, and scrap any roads between the levees.  |   |  |   |   |  | Amy                      |
| 87 | Hasn't the last month of flooding proven to the mayor yet that this is a ridiculous idea?<br>And a waste of mine and my fellow Dallasites that this is a waste of OUR taxpayer money?   |   |  |   |   |  | Shannon 75254            |
| 88 |   | The recent floods have proven that we need to keep the proposed Trinity Parkway a highway whose purpose is to move traffic. With the projected Dalls area population growth in ten/twenty years, this important transit way will be sorely needed, not meandering roadways that are in danger of closing due to high water. | Add in the associated economic cost to closures/cleanup/ repair these roads during and after floodwaters rise and recede, the "Dream Team" needs to design a plan that works 24/7/365 regardless of what Mother Nature throws at Dallas. |   |   |  | Ed Zahra 75207           |

|    | GENERAL  | SMALLER PARKWAY FOR THIS GENERATION | ACCESS TO PARK | LANDSCAPE AND PARK EXPERIENCE | BUILDING CONNECTIONS TO ECO DEV  | OTHER   | NAME                         |
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| 89 | Dear Mr. Mayor - I've been a big fan of yours since your earliest campaign days. I voted for you in the most recent election. But please make no mistake it wasn't because I support the Trinity Parkway. I believe this project whether in its original form or in its newer, smaller iteration is bad for Dallas. First it's too costly. We have plenty of other areas of need, even right here in moneyed Lakewood. Second, studies have shown it will only marginally reduce traffic for Southern sector workers, AND they'll actually have to pay to get to work! Please don't let this awful, unpopular project be your legacy. Don't let it overshadow all the good you've done for our city in the minds of the people you serve. Thank you for the chance to have my voice heard. |                                     |                |                               | Perhaps most importantly, I believe it directly negates the messages and the work you've championed through the Grow South initiative. Rather than encouraging business development in the Southern sector, it sends a message that the jobs are "up north." I'd rather have my tax money go toward developing economic opportunity for our neighbors to the south. I have the privilege of working where I live. They should have the same opportunity. I think you've done some outstanding work for Dallas, and I'm confident you'll continue that good work. |   | Laurel Hoitsma 75214         |
| 90 | no   |                                     |                |                               |  |   | Andrew                       |
| 91 | I oppose any roadway within the levees of the river!   |                                     |                |                               |  |   | Gustavo E. Gonzales<br>75211 |
| 92 | I understand the 'team' has put many hours and thought into their report, however, I am still strongly of the opinion that no road of any kind should be built along the Trinity, for the various reasons that have already been discussed numerous times in previous meetings.  |                                     |                |                               |  |   | Donna Turman<br>75214        |
| 93 | The Trinity Parkway is a key component of improving the access of the SE Dallas workforce to jobs through the Metroplex and outbound truck movement from the terminal/warehouse growth on I-45 south of I-20. How it can be contemplated to tear down I-45 at downtown without the TP is beyond me. The TP will relieve congestion of I-45 into and through downtown. (I am against tearing down I-45 in downtown as well). Objections to the TP and demands for an I-45 tear down are indicative of our governmental agencies and politicians letting any subgroups of out citizens turn objections to policies into rights to block actions.   |                                     |                |                               |  | US 75 north to to the Oklahoma border should be upgraded as far as possible to the north to Interstate standards and the highway renumbered I45, showing Dallas and Texas committed to being a logistics hub. | Thomas Hendricks             |
| 94 | I like the idea of the parkway, not the Tollway. I drive 35 all the time and am rarely held up in Traffic. It's not necessary. Fix the mixmaster downtown if you want to free up traffic. If we need one build up 35 or Irving Blvd. NO Tollway please. Stop the Tollway Madness. They used to be called Freeways.   |                                     |                |                               |  |   | Danny Hurley                 |
| 95 | Two words:<br>Town Lake<br>Just do it. . .   |                                     |                |                               |  |   | Iwana                        |

|    | GENERAL  | SMALLER PARKWAY FOR THIS GENERATION   | ACCESS TO PARK   | LANDSCAPE AND PARK EXPERIENCE | BUILDING CONNECTIONS TO ECO DEV | OTHER | NAME                       |
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| 96 | No way would I EVER support a freeway or tollway!  | As a resident of downtown Dallas, I prefer there not to be a road at all in the park area, but if there must be one, a beautiful, 4-6 lane, 40mph, nicely landscaped parkway would be acceptable. |  |                               |                                 |       | Don Scarborough<br>75202   |
| 97 | I was involved in a number of urban projects in the past (South Street Seaport in New York, Harborplace in Baltimore, Bayside in Miami, etc.); these are "built environments" planned, and very friendly to commerce. I also grew up walking distance from the Pacific in the Los Angeles area that's an entirely different experience it's about the grandeur of the ocean. I don't think the Trinity area is necessarily about nature I think it's much more likely to please people if it's viewed less as a natural site than as a developed encounter with planned recreation, shops, restaurants, etc. I've had no opportunity to learn what's in the Dream Team report so have no comment on that.  |   | Safe, relatively easy access, and reasonable public parking are important to my willingness to use the Trinity Parkway area. If it is meant to simply be a scenic view, then having a tollway running past it is not an issue; however, if the intent is for it to be an area where people gather, where there might be restaurants, shops, places for recreation then ease of access via automobile and ease of parking are critical. |                               |                                 |       |                            |
| 98 | Please withdraw any city endorsement of a preferred alternative among those tollroad plans already submitted to the federal government. I am a homeowner in the Cedars and a member of the board of directors of the Greater Dallas Planning Council. Floods permitting, I use the Trinity trails including the Santa Fe Trestle Trail closest to my home and Skyline trail in west Dallas at least once a week to walk my dog and ride my bicycle. The resources that would be committed to building the tollroad as proposed to the Corps of Engineers and Department of Transportation to move nonDallasites through Dallas at about the same speed they can travel now would better be spent on amenities for Dallas homeowners, taxpayers, voters, and residents who work in the city of Dallas like myself and my husband. The balanced vision and dream team suggestions are pretty, but they are not what has already been submitted to the federal government. If the tollroad is not built, I'm OK with that if it means our city gets the Trinity Forest, an urban park that is our greatest natural asset, right for future generations. |   |  |                               |                                 |       | Catherine Cuellar<br>75215 |

|     | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION  | ACCESS TO PARK   | LANDSCAPE AND PARK EXPERIENCE   | BUILDING CONNECTIONS TO ECO DEV | OTHER | NAME                    |
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| 99  | <p>If an additional road or highway is necessary, we do not understand why it cannot be located on the West side of the river, where it would not complicate flood control and where existing property values have historically been lower, so that the needed land should be easier and cheaper for the City to acquire. From what we've been able to determine, Jim Schutze's articles regarding Trinity development are accurate; they should be heeded.</p> <p>By the way, we also do not understand why any government should give land to a private company so they can build a toll road. Privatization has generally not proved to be a good deal for the public; beyond that concern, there's no reason land couldn't simply be leased to the company with provisions for it to recoup its expenses plus a reasonable profit, but with the remainder of any revenues reverting to the government. Thank you.</p> |  | <p>We would urge the City instead to consider the following measures to help reduce traffic congestion in the city:<br/>Put more investment into mass transit; Consider building additional highway ringing the city, rather than cutting through it, coupled with . . .<br/>An ordinance prohibiting large trucks from using major highways that cut through the city except to the extent necessary for an actual pickup or delivery in the city; and An ordinance prohibiting cell phone use while on the highway. We believe these steps would help ease congestion while also improving local air quality and reducing traffic accidents.</p> | <p>We do not want a toll road, parkway, or the like between the levees; we just want a park, and one that will not negatively affect flood control. Flooding is bound to get worse because of global warming and further development, and we do not trust planners' predictions about future development.</p> |                                 |       | Carolyn Sortor<br>75207 |
| 100 | <p>I believe that building freeway in the Trinity Corridor is the most irresponsible act that the City of Dallas has ever undertaken. The road will not relieve any traffic pressure on I35 or I45.</p> <p>We need fewer roads and especially freeways in this city. I can not understand why the city would want to impair roughly 10,000 acres of wild uninhabited floodway with a concrete road. You have the chance to build a park that would be unique and an enormous asset as the city grows. How many cities in the world have the opportunity to keep this amount of acreage protected from motor vehicle traffic? NOT ONE! Dallas needs an urban core with a quality of life like Boston, SFO, Chicago, NYC and London - the Trinity Park project should be the cornerstone of urban life in this city. WAKE UP!!</p>  |  |  |   |                                 |       | Roy W Mers<br>75207     |
| 101 | <p>I've lived here all my life and am heartsick at the building that takes all the character out of neighborhoods. Everything looks the same. Please don't build something that is a travesty and looks like LBJ.</p>   | <p>I don't know which of the two plans the "dream team" plan is. So I will just say this. I want the plan that is the least intrusive, get people close to nature, allows walking/jogging/bike trails and access to them. I don't want to see an LBJ monstrosity built with 60 lanes (exaggerating) with people looking out their car windows and barely seeing tree tops.</p> | <p>The Trinity River needs to be enjoyed and accessible to everyone. If you have to build, choose another area to do it. Don't mess up the view and accessibility to the River.</p>  |   |                                 |       | Jacque Vilet            |

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| 102 | I think the entire idea of investing dollars in a flood plain is absolutely ludicrous and wasteful whether it a meandering road or a toll road.   |                                     |                |                               |   | Please repair our roads and add sidewalks and walkways to neighborhood streets and pedestrian areas along busy street such as Hampton near Kiest Park and along Ledbetter so people are not in the path of cars as they way and wheelchair along!   | Barbara Macleod<br>75233 |
| 103 | I would like to thank the team for the meeting held at Cedar Crest golf course and for giving us an opportunity to be involved with our "New Awesome View of the Trinity River and Dallas" which has been a long time coming. |                                     |                |                               | I would love to see "on the southern side of Dallas Oak Cliff" more upscale restaurants, grocery stores, whole food store, and businesses that will provide steady jobs that will actually pay bills and provide for families. Cont from Other Column: My son and I are truly captivated with all the modern architectural designs and we look forward to what the City of Dallas has to offer...for the entire city...Including the Southern Sector. | My son and I, and a few friends from time to time spend Friday evenings on the Continental Park Bridge, which is next to the Margaret Hunt Bridge, experiencing Dallas in a new and fun way. Splashing of water and creative art for the children to climb on, electrifying blue street lights, benches for the sluggish, added beautification of flowers and shrubs to enhance our photos, with a lovely backdrop of Dallas lights, bridges and mesmerizing buildings that seem to go on and on throughout our growing city...including (as my son stated) the new Parkland Hospital Space Ship that can be seen from every direction. An enchanting sight. It would be nice to have another quiet cozy colorful bridge like this for "FAMILIES" to enjoy quality time together. Just as my family and I (and others) enjoy taking pictures when visiting a beautiful tourist attraction city, I believe the Trinity Parkway development could do the same for Dallas. | Annette Cullors<br>75216 |
| 104 | We should move full speed ahead and get this project underway and finished!!  |                                     |                |                               |   |   | David Corrigan 75209     |
| 105 |   |                                     |                |                               |   | Please reassign funds allocated, or projected, for the Trinity Parkway project to repair roads in Dallas. They are terrible and need immediate attention; e.g.. Marsh, Lemmon, west Mockingbird, etc. I could fill this section with the names of terrible roads.   | Jerry Hayes              |

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| 106 | Dallas does not need another tollroad, but thank you. Chicago, Ft. Worth, Boston and other big cities have discovered that green spaces make for better citizens, closer communities and higher values on homes. It's old fashioned thinking to keep doing things they way it's always been done. We homo sapiens are smart and to keep feeding the same people (big corporate welfare)....is old.....it is time to think out of the box. We are in the 15th year of a new millennium people! Most important, the Dallas Citizens Council and their cronies...have way too much 'say' in what goes on here without asking the real citizens. Tahnk you for this opportunity to comment...please keep up the good work (asking citizens). The real citizens of Dallas need to have a voice. |  |  |  |  |   | Deb 75238              |
| 107 | STAHP.<br><br>Oh, you haven't gotten the thumbs up from the Army Corps of Engineers yet, either, have you? It's a nightmare. Just let it go. Please.   |  | Also, FLOODPLAIN! Hellooooooo! Climate change is for realz, yo. We can expect more crazy weather and the last monthish of huge rains following crazy drought are probably the "new normal" cars don't belong in a floodplain.  |  | Dream Team wants to MOVE THE JAIL???? After \$50 million invested in the hospital? | Put the money into developing the southern area of Dallas. Or into the schools. Or libraries. | Kimberlyn Crowe 75224  |
| 108 | Mayor Rawlings Thank you for facilitating forums to obtain resident feedback regarding the Trinity Parkway. Here is mine:<br><br>Thank you.  | 2. The Dream Team proposal, in some form, should be adopted, or the entire project killed for continued ambiguity regarding feasibility and financing. A meandering, reduced speed parkway offers the opportunity relieve some traffic congestion while minimally impacting surrounding neighborhoods. The proposed Trinity Parkway will not be heavily utilized by the neighbors it most dramatically impacts; it will mainly benefit commuters who reside outside of Dallas. Why are we paying to improve their commute?<br>They should reside in Dallas. Or should optin to embracing DART in their communities. Dallas should not be subsidizing relief of suburbanite's commute frustrations. | 3. Embrace flooding. I believe that building any road along the Trinity levy is a mistake, and invites natural catastrophe. So, please embrace the possibility and approve placement in a position that will minimize negative impact to both guests of Trinity Park amenities (low placement) and construction requirements requiring changes to the beautiful Continental Avenue bridge park and other historic structures (high placement). | 1. Plan 3C is abhorrent. Please do not permit the construction of a major multilane freeway/tollway to be constructed on the Trinity, a beautiful area which should be fully developed to the benefit of South/West Dallas residents. The Trinity is our back yard, and should be parklike, in addition to affording an outlet flood control, which we have all witnessed this year. |  |   | Lisa Benskin 75208     |
| 109 | Go for it! Seeing and visiting riverfront cities in other countries stimulates attempts to enhance the Trinity.  |  |  |  |  |   | Sandra Stroo           |
| 110 |  |  | with the recent rain and flooding, I would think it is obvious that we do not need a Toll Road and Park inside the Trinity Levees. How may times do we want to rebuild the road?   |  |  |   | George Standifer 75211 |

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| 111 | A tollway in the Trinity Flood plain is not needed and would be a waste of public funds. The question is not if it can be built or even if it can be engineered to withstand flood damage when it floods (as it will). Both can be done. Think Panama Canal. We have the technology. The question is the unjustified cost of engineering and building something new in an environmentally unsuitable location, and that is not a good use of public funds. The Trinity                            |   |   |                               |                                 | The engineering that was required to build reservoirs under the rebuilt lower Central Expressway to prevent flooding of adjacent neighborhoods was necessary and was a good use of public funds. Tollway proposal, by comparison, is a stupid vanity project that will not serve our citizens well. This is not 1950, so why do some of Dallas' highest public officials think their legacy is best cast in yet another highway, and this one a limited access, toll-requiring one at that? Is that as high as they can aspire? | Laura Colhouer<br>75220  |
| 112 | This plan is absurd. It's purports to fill a need that doesn't exist and plans to ruin one of our few natural resources to create a floodprone money pit. People in the southern sector don't need tollroads or parkways. We need southern sector jobs and better mass transit.   |   |   |                               |                                 |   | Kay Wood<br>75208        |
| 113 | This is the most stupid idea that you idiots have ever come up with. Just look outside your high rise windows. You plan is now under ten feet of water.<br>John Hebley. Tax payer and thus your boss!   |   |   |                               |                                 | Get real and spend my money on doing something to improve the city.   | John hebley              |
| 114 |   | No need for a big road toll road. The citizens should get a chance to vote for the proposed dream team plan. What 3c has become, is not what the people voted for, so it should be off the table for consideration. A two lane meandering road with only one or two entrances, is the most that should ever be built, if voted for. |   |                               |                                 |   | Ben Coffee 75208         |
| 115 | I believe the "dream team" has come up with a nightmare. I am opposed to a Trinity Parkway toll road.   |   | If the flood has not convinced the team of the human cost and monetary drain a toll road would be on our city, I not am sure anything could. The river should be a place for relaxation for all citizens and visitors and just a view for those speeding by and paying the toll . |                               |                                 |   | Becky Brown 75224        |
| 116 |   |   | Seems pretty stupid to me to build a parkway in a flood plain. Didn't we learn anything from the floods in May  |                               |                                 |   | Richard Guldi<br>75248   |
| 117 | I do not support the building of a tollway thru the trinity river corridor!! I realize it should not ever be affected by flooding based on the distance from flood level. But the practicality of creating a major traffic corridor where the city seems to be simultaneously developing an extensive recreational area seems lacking. And the expense it would take to keep both uses viable would become untenable. I'm not a city planner, but I think another alternative must be considered. |   |   |                               |                                 |   | Cheryl Thompson<br>75204 |

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| 118 |  |  |  | My greatest wish is that the Trinity might be respected in its own right and not pushed into various engineering contortions for the pleasure of some who would like to recreate that old river in some other image. Can't we protect the wildness of the Trinity? Do we have to try to change the appearance and function of wilderness in Dallas to suit some business person's pleasure? The larger a city grows, the more it needs its wild places, its green places where no commercial operations disrupt the modicum of serenity that is provided there. We human beings who are nurtured and refreshed by wilderness, by being close to nature, to rivers and creeks and lakes, we, too, are losing our habitat to incessant development that is destroying the untamed, sometimes unlovely, but always treasured nourishment of wild places. |   | When I came here just out of college in 1964, I went to work downtown for the Baxters' Rio Grande Insurance Co. and I stood on the top floor of that building and listened to the pumps running day and night, saw the workmen eventually have to float the foundation of the new Sanger Harris building. The Trinity River defines Dallas to some extent. The French people who camped on its banks in the 19th century wrote about the wonderful "sand" they had found. | Ellen Childress 75228 |
| 119 | I do believe if the municipal elections would have been held after the flooding we would see a different mayor & council.  | I hope the City will choose the smaller parkway. After the recent flooding it just makes sense.  |  |   |   |   | Bonnie Mathias 75217  |
| 120 | For all of the hungry people in the land, it is time to lay this project aside and not pursue it any longer. For many years, all types of Civil Engineers have said this is not a suitable project, please stop. |  |  |   |   |   |                       |
| 121 |  | No high speed toll road. If any road is built, it should be a slow meandering park access road. Do NOT ruin the continental pedestrian bridge by making it an intersection with the new road. That is a downright terrible idea. No to 3C. Yes to parks. |  |   |   |   | Andrew Van Noord      |
| 122 | I am opposed to the creation of a toll road or other high traffic along the Trinity.   |  | As the improvements stand now, the walking paths and other facilities are a great place for walking, jogging, or just relaxing are great.  |   |   |   | LATEYA RILEY 75233    |
| 123 |  |  | I do not want any kind of a highway built within the Trinity River levees. A simple sidewalk/walkway like the ones near Northwest Highway at Lawther would be most appropriate. This would allow people to use the area for recreation, and flooding would not cause extreme damage. |   |   | We need to make Dallas a friendly place for the people who live here (not destroy our environment for people who are driving through at high speeds.)   | Kathryn Hall 75218    |
| 124 |  | I do NOT want to see a fast tollway through the Trinity Parkway. I much prefer a slower meandering thoroughfare that is more pedestrian friendly.  |  |   |   |   | Carole 75214          |
| 125 |  | I do not want a six lane tollway!  |  |   | Please save the small amount of green space we have left. Make this more park friendly. |   | Sandra Bruns 75231    |

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| 126 |  |                                     |   |                               |                                 | I am very sorry we did not explore the possibility years ago about turning that area into a River Walk. I am sure there would have been many private enterprises willing to come and build/participate. I truly believe it would have e been a great selling point for conventions etc. Oh well!!!!!!  | Donna King 75218    |
| 127 | <p>NO. Especially since our flood way as been under water for almost a month, it is not practical to think we should build a road there. The current investment in the flood plane is upwards of 600 million. The capital expenditures are only going to increase and it is not clear how the city will pay for them. I do not want to pay for infrastructure with bond money.</p> <p>The whole charade makes Dallas look bad. On one side, you have land developers and the people they elected to city council pushing for a road. On the other side, you have the citizens of Dallas asking themselves why they don't just move to Frisco where politicians make policy that actually improves quality of life. Whether or not we should build a road in our flood plane is clear. Logistics, financing and cost benefit analysis points to an emphatic NO.</p> |                                     | <p>This city has made the car a #1 priority. Cars are still relevant and will be for the rest of my life, however, the trinity parkway is a distraction from what we should be focused on. Our focus needs to be increasing the tax base and competing with suburbs for young families. Focusing on recreation options for locals is paramount.</p> <p>Build a great park and then build access points for local transportation methods (street car, bike, walk).</p> |                               |                                 | <p>Stop disenfranchising the citizenry by pushing irrelevant and astronomically expensive capital projects when we need 'D2'. Connect Deep Ellum with CBD with West End with Victory. Do it underground (like most metropolitan worldclass cities). Once you achieve critical mass then turn your focus to building a park in a park, not a flood way. Stop putting the car first. Build space for cars, you get cars. Build space for people, you get people. People create community, tax revenue, culture, etc.</p> | Craig Smith 75201   |
| 128 | I am deeply opposed to high speed road running along levees. i think its foolhardy to build in flood plain, and i deeply resent using public money to build a road and infrstructure to benefit private property speculators and developers.   |                                     |   |                               |                                 |  | lori peniche 75230  |
| 129 | You want to build a road inside a levee system are you nuts, or just taking funds from the large number of construction companies that stand to profit from all the concrete in the road along with the additional development outside the levee?  |                                     |   |                               |                                 |  | Norman Howden 75218 |
| 130 | Maybe you missed the rain in May. Building a highway between the levees is just asking for a disaster to happen. It doesn't seem very smart. Surely there are other (and better) options.  |                                     |   |                               |                                 |  | Terrence Chavis     |

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| 131 | I believe that a toll road benefits only business interests who reside nowhere in the vicinity of this road. This road will be a poor financial investment, an eyesore to Dallas residents and an unnecessary divider in a city already segregated by highways. Further, I believe that it will exacerbate, rather than alleviate, traffic in the downtown area. I can think of no possible assets this road adds to our community and I am not in favor of it. |                                     |                |                               |                                 |  | Richie Sullivan 75206 |
| 132 | I am not in favor of this toll road.  |                                     |                |                               |                                 |  | Debbie Burt 75233     |
| 133 | This report is window dressing. Lipstick on a pig. The City should scrap this project altogether, or, alternatively should commit to the smaller, narrower road WITHOUT any option for later expansion. It is clear that voters now know they were duped when they voted for this previously. It is now clear that a majority of voters do not want this. Many years have passed since that vote.   |                                     |                |                               |                                 | In the meantime our city has suffered while monies have been siphoned off from basic, existing fundamental infrastructure. It's time to put our time, effort, and money into upgrading our street signals, repairing our pothole-filled streets, finishing the ongoing widening of Ceasar Chavez, and repairing city-G522owned buildings such as the Majestic Theater. If you were a officer or director of a private corporation, you would be subject to suit for breach of a fiduciary duty for failing to maintain these assets. If you were a trustee of a trust, the same result. Why shouldn't you, as our elected city representative, hew to the same high standard of conduct? | Mike Northrup 75206   |
| 134 | First, I have to say I have not put much time into researching the whole tollway project. Personally, I won't pay to drive on a road. We already have too many tollways in the area. Second, a friend has relatives at the southern end. He asked if they would use it. They said no. Third, when the flooding was happening, it was not clear whether or not the tollway as planned would have been underwater. If so, not a good plan.                        |                                     |                |                               |                                 |  | Karen 75233           |
| 135 | No 3C. Please.  |                                     |                |                               |                                 |  | Tom Stone 75206       |

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| 136 | It is fiscally and environmentally irresponsible to build a high speed, limited access, tolled road between the levees. The enormous cost alone should preclude the project from being considered especially as toll roads are losing popularity and economic success in other parts of the state and country.  |   | The road as it is proposed in Alternative 3C does not serve the main purpose of putting any road between the levees: to provide access to the park and its amenities. Access will be protracted for pedestrians and those connections ultimately more expensive than a two lane road providing access to the park at slower speeds (35pmh max). At lower speeds, on foot access to the park can be made with crosswalks at grade.<br>The question I would as to elected officials who support the road is: who is this road intended to serve? It does not serve the poor by charging tolls. Traffic studies have shown that it will not reduce congestion through the downtown areas. It does not provide park access. So who does the road serve? What is its purpose? |                               |   |  | Anna C. Procter 75206 |
| 137 | I am against the trinity toll road. If for no other reason than the fact that the Army Corps of Engineers said they will not sponsor it.<br>The citizens of Dallas are overwhelmingly against this new toll road, and I sincerely hope that it never comes to fruition.   |   | Please keep the trinity corridor full with bike trails and pedestrian activities and parks. This area is one of the only (mostly) undisturbed regions of green left in this city, and making people pay a toll just to access it is ludicrous.   |                               | The plan that has been put forward is not to benefit the citizens of Dallas, nor is it to "help revitalize south dallas" and the more I hear these statements the more I am convinced that they are pure spin. Economic development will not come to Oak Cliff or further south dallas via this road, as all labor would come from outside the area and all the road is set to do is route people over and through the NE corner of Oak Cliff - not into it. We do not need this road for economic opportunity, as there is already plenty of development going on in Oak Cliff and the Trinity Groves areas with tons of apartments, restaurants and retail going in all over the place. |  | Ted Dollar 75208      |
| 138 | don't do it!  |   |  |                               |   |  | Mr. Mayor toll troll  |
| 139 | I'm opposed to the Trinity Parkway.<br>It is a waste of money that would otherwise improve the city.<br><br>Please do NOT waste another penny on Trinity Parkway.   |   |  |                               |   | Toyota didn't move to 'town' because of a proposed river parkway it didn't move to 'town' at all it moved to Plano.<br>Plano doesn't waste it's citizens tax money on boondoggles.<br>It provides city services, streets and planning, and good schools. | Michael Yancey 75231  |
| 140 | Do not build Alternative 3C. This will have major negative repercussions for the city of Dallas for decades to come including lower investment in South Dallas, worse car traffic throughout the city and growing economic segregation. It will hurt development in the core and continue to export jobs and middle class to the suburbs which will hurt DISD and our tax base. | I like the Dream Team idea much better of course, but if it has to be a 'phase 1' version of 3C in order to keep the approval of the 3C environmental study then that means the road has to be straight and will be much different than the Dream Team version. It's design speed will be significantly high enough to harm a park. So we should completely scrap 3C, even if that means we need to go through the environmental approval again for a new dream team version. | I don't see the need for any road as it will still cut off the park from downtown while providing limited access given it is only accessible far north and far south. Seems like a better idea to just have parking garages near the levees with bridges from those to top of the levee for park access. The road is unnecessary.  |                               |   |  | Robert Munding 75214  |
| 141 |   |   | Easy, free parking access.   |                               |   | Bathrooms!   | Aubrey                |
| 142 |   | The Dream Team's report of having a smaller, slower, meandering parkway with the ability to access the park is a much better idea than having a highspeed tollway running between the levees. Its time to ditch the Alternative 3C proposal.  |  |                               |   |  | Joel Durbin 75238     |

|     | GENERAL  | SMALLER PARKWAY FOR THIS GENERATION | ACCESS TO PARK | LANDSCAPE AND PARK EXPERIENCE  | BUILDING CONNECTIONS TO ECO DEV | OTHER   | NAME                  |
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| 143 | Please no tollway inside the trinity park. This is a chance to do something great for dallas and a tollway will spoil the greenspace.  |                                     |                |  |                                 |   | Kevin Dollar 75228    |
| 144 | The citizens of Dallas do not want this. The 1%ers are the only who stand to gain. Please do not allow this to happen in Dallas.   |                                     |                |  |                                 |   | Daniel Balis 75206    |
| 145 | No Tollway next to the Tollway. This has been a very long dream, Team. The first vision remains the best vision. A fast, fancy road = just passin' thru. Live in Dallas' South/West, work in Dallas' South/West, then you don't need another North/South Tollway.  |                                     |                |  |                                 | Thousands of neighbors from the North flocked to the Trinity River during recent storms and delighted in a spectacular view, and vision, of this City they didn't know existed. Mother nature drove them South, and made them park and stay, not a roadway. We need to keep and cherish that view and that vision.                                | Joleen Bagwell 75208  |
| 146 | No tollway in any respect! We don't need it.   |                                     |                |  |                                 | Invest in levees and pumps.   | Douglas Kershaw 75203 |
| 147 | I attended one of the forums and came away of the opinion that city staff (Mr. McDaniel) and the Mayor contradicted the conclusion of the Trinity Parkway that Mr. Beasley's group recommended. A bit of bait and switch was going on as Mr. McDaniel's comments after the video veered immediately toward building the high speed option as soon as possible. If the proposed park and parkway are so important to revitalizing both banks of the Trinity near downtown (and removal of the jail and courthouse campus) then fine do it, but don't subsequently destroy the park with a high speed toll road. |                                     |                | Parks and highways do not mix no matter how you dress up the highway. So far the citizens have voted to build parks in between the levies. Do that and drop 3C.  |                                 |   | Alex Ash 75238        |
| 148 | This is bad for Dallas. You do not have the support of those who elected you. Listen to what the people want.  |                                     |                |  |                                 |   | Brady Blair 75204     |
| 149 | Please do not waste our tax dollars and accumulate debt to build more within the Trinity river floodplain. This is a jobs program at best and a boondoggle more likely. How can we control the costs of this effort which will no doubt spiral out of control when it rains heavily for months a year?   |                                     |                | The Trinity park is fine now as a park. Filling it with concrete that will no doubt be underwater months a year does not strike me as a very wise use of tax dollars. Use that concrete instead to fix our pothole ridden city and improve our neglected public spaces |                                 | Why not invest in making downtown Dallas more walkable and vibrant rather than seed more construction that may not benefit anyone except people who don't live in Dallas and the building contractors. We have so many freeways around the CBD as it is. Is our goal to make it a commuter haven for automobiles only or a walkable livable city? | Geral Bell 75201      |
| 150 | We don't need this project nor do we want this project. It will cause more problems traffic wise than it would solve and it is ridiculous to charge people a fee to look at parkway. Stop the madness  |                                     |                |  |                                 |   | June Askew 75211      |
| 151 | Don't screw this up. The people have spoken.   |                                     |                | Build a park not a road. The world's greatest urban parks do not have major thoroughfares running through the middle of them. Perhaps that is part of what makes them so great.  |                                 |   | John McStravick       |

|     | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION  | ACCESS TO PARK   | LANDSCAPE AND PARK EXPERIENCE | BUILDING CONNECTIONS TO ECO DEV | OTHER   | NAME                  |
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| 152 | We have one chance to have a great park that will make us proud. I voted for the initial proposal back in 1998 but that did not include a Tollway.  | I do NOT support a multilaned tollway within the floodplain. I do support a meandering road as envisioned in the Dream Team report.  |  |                               |                                 |   | Rich Casey 75218      |
| 153 |   |  |  |                               |                                 | Bring back Laura Miller. Mayor Rawlings has neglected city street repairs until shortly before the last election. The citizens of Dallas have been lied to so many times about this toll road that there is no way I would support ANY version of a toll road in this area. If the mayor were truly concerned about citizens in South Dallas having a better route to jobs downtown then he would figure out a way to make it happen without the burden of additional tolls to make the commute more practical. | Steve Davis           |
| 154 | Please don't build this road!   |  |  |                               |                                 |   | M Barrett 75215       |
| 155 | No. Where is this road going? Irving? The airport? Grapevine? Rediculous, they haven't even finished the roads up there. Just give up. The people behind this have repeatedly been rebuffed. Stop wasting money on more new roads and divert those funds to fix the roads we have throughout the rest of Dallas.  |  | No roads except for entry into parks for parking. Keep it a park when not flooded. |                               |                                 |   | Tony Harper 75248     |
| 156 | Rawlings is Dallas ' best mayor in a generation but his heels-dug-in dedication (without a truly believable argument) to building this road reeks of politics and rubbing elbows with the Big D power brokers who will likely make a lot of money off this road happening. But, "you can't always get what you want", so YES! for a meandering, landscaped, slower speed road within the levees. Now let's move this forward so we can build the park! Thank you for listening. | I prefer to not have a road within the levees at all, but the "Dream Team" version is much closer to what we voted for in 1998 and I would support it for the sake of compromise (vs any version of a multi lane highway.) |  |                               |                                 |   | James L. Parker 75228 |
| 157 | I would like to see the bit of money that we have for this massive project go to more urgent needs such as street repair. I'd also like to know exactly where the mayor and other supporters see the completion money coming from. It seems like an order of magnitude bigger than the non suspension suspension bridge we spent so much money on.  |  |  |                               |                                 |   | Robert Kelly 75214    |

|     | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION  | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE  | BUILDING CONNECTIONS TO ECO DEV | OTHER | NAME                    |
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| 158 | And it is quite obvious to me that public support for a 3C tollway is low and getting lower daily. The majority of the citizens of Dallas that I know have come to the conclusion that they have been knowingly and repeatedly lied to by the City of Dallas on this subject. | I want a four lane, low speed boulevard along the Trinity. No toll road. No high speed lanes. I like what Fort Worth has done between the levies of the Trinity River with their Forest Park Boulevard, which runs along the river west of their downtown area. I suggest the Dallas Council take a small bus and drive along that parkway, as a group, so everyone can see it as a group everyone would see the same thing. The parkway is closed when the river rises, but so what. It reopens within a day or two. If Fort Worth can get this road built, so can Dallas. And the Fort Worth parkway is definitely a positive asset for Fort Worth and the area along the Trinity River in their city. |   |  |                                 |       | Wesley Jeanes 75225     |
| 159 | The road is a terrible plan. Too costly. I don't see how this is good for Dallas' future. It's a debt. A huge one. After so much had already been put into the Trinity a River project. The little bit of the funding there is could be better spent. Firmly against this.    |  |   |  |                                 |       | Dawn 75226              |
| 160 | 1. I don't believe that a tollway now or in the future, will do a thing to help the city of Dallas grow south, or serve any other substantial purpose. The concept was developed with antiquated thought and has become an institutionalized idea.                            |  | 2. I could be in support of a truly "Stanley Park Vancouver" type leisurely access road assuming its not built on a ledge that is created and would likely be used in the future for a higher speed, multilane freeway. Anything built with large flyovers, especially between downtown and Oak Cliff, would be not "Stanley Parklike". | 3. MOST IMPORTANT if, for whatever reason, the decision is made to build a high speed roadway (toll or not), or to build a large ledge and the substantial infrastructure that could be used in the future for a high speed roadway GIVE UP on making the Trinity Corridor a complex urban park. It could still be a river corridor and a roadway. But the moment you build the ledge, most elements that the Trinity Trust has proposed for the area adjacent to downtown Dallas would become impractical and a giant waste of private money, public money and energy. IF the decision is made to build this ledge, ALL ENERGY being aligned to make the space between the Trinity River retaining banks a signature park for Dallas should be refocused to make the chain of parks along White Rock Creek, from White Rock Lake, Samuel Grand/Tennison and of most importance, Fair Park, Dallas' signature "string of pearls" park. |                                 |       | Matt Wood 75214         |
| 161 | I am opposed to the Trinity Toll road in all its incarnations. The recent flooding is evidence enough that building between the levees is a foolish proposition and a big waste of money.   |  |   |  |                                 |       | Pat 75214               |
| 162 | I am in no way in support of a toll rose or any road that doesn't simply allow access the the proposed parks in the Trinity River.  |  |   | The development of parks could be a beautiful draw to the city but a toll road would completely take away from the draw.   |                                 |       | Jonathan Fontenot 75208 |
| 163 | Alternative 3C is NOT the right thing for Dallas. Stop throwing money at it. Put the money toward something that might actually help Dallas, for once.  |  |   |  |                                 |       | Erin Baldwin            |

|     | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION | ACCESS TO PARK | LANDSCAPE AND PARK EXPERIENCE   | BUILDING CONNECTIONS TO ECO DEV | OTHER   | NAME                |
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| 164 | I am opposed to the toll road between the levees. Not because, like many have opposition too, it is that, a toll road. But because it's in between the levees.  |                                     |                |   |                                 | Money would be more well spent if it is used to extend and increase Riverfront Boulevard, as well as Lamar street, and all of the dead end streets in and around I45, and finally completing the intersection of 175 and 310.<br>As you see the flooding the past few months in 2015, to serve and protect the levee system, upgrading the pump station to Corp of Engineers recommendations should be a higher priority. | Kurt 75060          |
| 165 | I realize you asking for input from the public is just for show, but even with your smoke and mirrors your still going to try and force the toll road down our throats. There has been far too much time and money wasted on this ridiculous project. It's time to focus that attention on projects that will actually help the city. |                                     |                |   |                                 |   | marty webb 75208    |
| 166 | don't need a road or parks in the trinity river levees. leave it alone.   |                                     |                | let nature lovers enjoy it. spend the money on flood protection only. |                                 | find something new to argue about.....like real quality of life things.....drug rehab availability for free.....programs for the homeless who just cant make the bills anymore.....so many more important things than that river, the toll road.....really  |                     |
| 167 | Please Reconsider the placement of another tollway within the levee. 1.3 billion can be used for better things and will ruin the future Trinity River project. Let's make Dallas a worldclass, BEAUTIFUL city.  |                                     |                |   |                                 |   | R                   |
| 168 | No... Thank you..... Move on to alternatives for Eco-friendly river development   |                                     |                |   |                                 |   | E. Vega 75208       |
| 169 | Please no toll road in the river bottom. Look how many people came down there to see the high water. It would be that many or more if it was even nicer down there. A toll road would detract too much and could flood.   |                                     |                |   |                                 |   | Tina Morrison 75216 |
| 170 | No to toll road! Please move on to alternatives for other environmentally friendly uses! Please stop asking the same questions ad nauseum!! Enough!!! We need Ecofriendly alternative recommendations!!! Please stop asking the same surveys! You have the answers already. Enough already !!'  |                                     |                |   |                                 |   |                     |

|     | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION  | ACCESS TO PARK   | LANDSCAPE AND PARK EXPERIENCE | BUILDING CONNECTIONS TO ECO DEV | OTHER  | NAME                             |
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| 171 | Good day. Personally I have no understanding of any public thoroughfare being a " good deal " for the citizens of Dallas.   |  |  |                               |                                 | I have been to the levee multiple times over the April through June time frame and the levee ain't dry. I looked at the video presentation on YouTube from Tuesday April 14, 2015 and found it to be naive at best. The forces pushing for any, so called, park a roadway obviously don't understand the reason behind the levees that protect us in times of overabundance of Gods good rain.   | Joseph Martin Glogowski<br>75211 |
| 172 | The solution to Dallas' transportation challenges is not to lay down yet more concrete. I am not convinced that the "dream team" vision while an improvement on some of the plans will be adhered to in the light of the planning and regulatory environment. Nor do I believe it is truly consistent with what I laid out above. |  | Any roads built in the Trinity flood plain should only be built with the purpose of providing access it should not be build as a I35 reliever. Other options must be found to address congestion, such as light rail expansion. Now, a highcapacity cycleway along the Trinity *should* be looked at. Look at Salzburg Austria to see the effectiveness of building bike lanes along a river through town. The traffic and ease-of-access is far great than any roadway would afford, while maintaining the beauty of the river. |                               |                                 | I also support demolition of I345 and replacement with a boulevard.  | John Wangermann<br>75201         |
| 173 | I think this is absolutely the most stupid idea that City Hall has ever come up with. Just take a look outside your window and see that the area proposed for the road is UNDER WATER!!!<br>Quit wasting my money on your pet projects and do something useful.   |  |  |                               |                                 | BTW, the Bridge was also another waste of my money!  | John Hebley 75230                |
| 174 | No toll road please!  |  |  |                               |                                 |  | Edith Lycke<br>75229             |
| 175 | Dallas already has too many toll roads, and its government has an overspending problem.   | Nothing more than a 1 lane each direction access road would be appropriate given the enormous cost of building a stable road in the flood plain and performing the maintenance and repairs that will certainly be necessary given the erosion damage it will endure with the regional flooding. The council should have voted to amend the federal record of decision "RoD" to the smaller version in April. |  |                               |                                 | The City already has excessive debt, \$4 billion compared to its \$2.8 billion annual revenues, and we need a balanced budget, not a deeper hole for the next generation to slowly drive the city to bankruptcy and decline like Detroit saw.<br>To reduce congestion, give City employees (namely police and fire) an incentive to live in the City rather than having about half the City budget each year subsidizing the suburbs with money that does not come back to Dallas but stays where they live. They will commute less and bring up the City's average income (bring poverty down) since most of them are paid well over double what the City's average resident makes in a year. | Daniel Caldwell 75229            |

|     | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION   | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE  | BUILDING CONNECTIONS TO ECO DEV | OTHER  | NAME                         |
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| 176 | I'll keep this simple. I don't support the toll road or the dream team version. Basically anything involving the C3 plan.<br>You say we've voted on this twice, if you are so confident this is what the city wants then do it again.   | I believe there should be a small road down there with a series of small parking lots, strictly built with the purpose of park access. Look at lawther around whiterock lake. |   |  |                                 | Look at expanding Riverfront Drive outside the levee and increasing its traffic flow as a parkway and connecting it to 45/175. This could put a lot of money into infrastructure to support development along Riverfront, and that's the whole goal right???<br>Move people from the south better, and spawn development.<br>Also Mike I voted for you in this last election. Not at all because of your stance on this issue, but because Ronquillo was a one issue guy, beyond the road he didn't seem like he'd have much to offer. | Clay Cook 75228              |
| 177 | I oppose the addition of any new roads or tollroads within the Trinity River.   |   |   |  |                                 | I think the city's focus should be on improving flood protection for the businesses and neighborhoods around the Trinity. City money earmarked for the roads should be used to improve the levees and pump stations.   |                              |
| 178 | I am opposed to any toll road. When I originally voted on this 17 years ago, the parkway was presented as a park access road. Not a thruway.  |   |   | Dallas has a chance have a beautiful park that will be a show piece for years to come. The Trinity Parkway will ruin that. |                                 |  | Patrick Sullivan             |
| 179 | Please do not waste our tax payer dollars on the Trinity Parkway. Let's give people more reasons to move into the heart of our city, not out to the suburbs.  |   | Dallas does not have enough easy access to nature, something Klyde Warren parks shows locals are obviously excited about. The parkway would severely sever this connection. I beg you please don't make this mistake! We need to develop more ways to engage with our natural resources, not drive by them. |  |                                 |  | Regina Marti DuBuisson 75220 |
| 180 | I am against any toll road thru or near the Trinity. Including The dream team's version. Mr. Mayor, 100 years from now, or even 50 years from now, you could be remembered for your foresight and wisdom, by preserving green space and solving transit issues by attracting businesses to the southern sector, which would make mass transit from the southern sector to northern suburbs unnecessary. I hope you choose to be remembered as a visionary 21st-century mayor. And not as a shortsighted businessman Mayor, left over from the 20th century. |   |   |  |                                 |  | Nancy Wonders 75208          |

|     | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE   | BUILDING CONNECTIONS TO ECO DEV | OTHER   | NAME                     |
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| 181 | No to the Trinity Parkway. You have heard again and again from the citizens: we don't want this. This is shameful, backward step for the city, painted in inflammatory colors and slogans that are blatant manipulation. We don't have the money. We don't have the approvals. Whoever stands to benefit and however those who agree with them stand to benefit, is a disgraceful reveal of no concern for the future of this city. This affirms the reasons millennials don't move here, kids don't stay: you as a government don't listen and you aren't building a world they want to live in. Which is a pity, because the rest of the city is pretty amazing and the people are known worldwide for being wonderful. No, no, no. |                                     | And any reasonable person knows you don't build on a floodplain ... it's there, as a plain, for floods!   |   |                                 | We have gouges in our streets that need repair. We have potholes the size of tires. We already have construction on EVERY major thoroughfare.   | J.Suzanne Frank<br>75208 |
| 182 | I'm against ANY road along the trinity. We already have three roads serving north to south, building a fourth feels solves what problem?  |                                     |   |   |                                 | We have many more important priorities in our city and this is a distraction from those... education, safety, a vibrant street life, jobs and entrepreneurship, attracting new residents into the city. | Nick D<br>75214          |
| 183 | Why is this still continuing to move forward? This has been an issue for over ten years now and Dallas citizens are more opposed to this than in favor. Don't do this. This is not what Dallas needs. This is not what Dallas wants.  |                                     |   |   |                                 |   | John Salvie<br>75208     |
| 184 | My business is at the foot of the Continental Pedestrian Bridge (Core Street and Continental). We have been in the Design District for a year, having moved from the McKinney and Fitzhugh Avenue area. I walk along the levees, under the bridges, over the Pedestrian Bridge and have marveled at the rise in flood waters during this unusual spring. We have too much cement and studies have shown that building this roadway will only shorten commute time by a few minutes.   |                                     | History also teaches us that a high-speed highway bypasses everything beside, under or over the road...no one will pull off to stop at a sport and wellness center, antique shop, or bike shop even if they can see it going 70 miles per hour.<br>Please do not build this road. | I do not feel a tollway any high traffic highway should be built between the levees. Any ecosystem within a large metropolitan area is a fragile one and the citizens and government of Dallas should do everything possible to sustain the Trinity Levee system. |                                 |   | Claudia Zelazny 75207    |

|     | GENERAL  | SMALLER PARKWAY FOR THIS GENERATION | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE   | BUILDING CONNECTIONS TO ECO DEV   | OTHER  | NAME                   |
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| 185 | <p>The Trinity Parkway "Dream Team" Report is an exercise in futility. The City of Dallas has demonstrated over the past decades an inability to maintain street infrastructure and parks; both are deteriorating at a rapid pace. Any innovative design work described in the Report is destined both for rough environmental treatment and as a magnet for trash accrual. Due to ever present budget considerations, the City is likely to face even tougher decisions about maintaining the proposed Trinity Parkway at the expense of further deteriorating existing streets and parks. This is a no-win-situation, and hence, in the end a futile effort.</p> <p>A good "Dream Team" is one made up of the local architects, White Rock organization leaders, and City Parks and Recreation representatives who have already the intimate knowledge of these issues in the context of how Dallas works.</p> |                                     | <p>A good model for the Trinity Parkway is White Rock Lake Park. White Rock is enjoyed by thousands of Dallasites on a daily basis. Although duplicating this success on an order of magnitude larger scale is a daunting task, White Rock has provided an incubator of immeasurable experience for balancing residential and commercial development, vehicular and nonvehicular traffic patterns, and open space versus meeting space.</p> |   |   |  | Marion Lineberry 75218 |
| 186 | <p>It's totally bullsh*t.</p> <p>1. The AIA is against it. They looked through the plan and if they say it is a bad idea... then it is a BAD IDEA!</p> <p>4. Anytime the plan is asked to be described, Mike Rawlings totally wings it. Like obviously. Like, my sixth grade English teacher would totally call BS on that oral report I didn't do. Does he even know? I think it is because he doesn't want us to know. It's because this would give a boost to his campaign and money to his buddies. How can we ask the right questions when we can't have access to what the development team is talking about?</p> <p>5. We need AC Gonzalez, Mary Suhm (the 'wizard' behind the curtain), and Mike Rawlings to hold a public meeting where architects and planners can ask questions and get REAL answers.</p>   |                                     | <p>2. It is SIGNIFICANTLY different than what the citizens of Dallas have previously voted on. It was originally supposed to be an oasis filled with parks, bike trails and the like. How is a 16 lane toll road with an astronomical price tag of 1.4 billion the same thing???</p> <p>Answer: its not. If they go along with this then it will be a lie to the people of the city of Dallas.</p>  | <p>3. More pollution anyone?</p> <p>7. Ohh, and did I mention it will completely kill the Trinity? What happens when it floods again? We need to be protecting our environment and our rivers, not destroying them.</p> | <p>6. Developers like Jim Lake, Jack Matthews and Phil Romano who are willing to invest millions of dollars to improve our city, all believe the toll road will be a hindrance. So you can't put build it saying there is a fear of no other avenue for money to be infused into the development of Dallas.</p> | <p>8. How is this going to be better for me? You are going to use my tax money to build this terrible neighborhood killer, then charge me how much to drive on it? I tell you, even if you do manage to lie to the people of Dallas and build this awful concrete monstrosity, I WILL NEVER DRIVE ON IT! EVER!</p> | A. Cook 75214          |

|     | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION | ACCESS TO PARK   | LANDSCAPE AND PARK EXPERIENCE                                      | BUILDING CONNECTIONS TO ECO DEV | OTHER                 | NAME                |
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| 187 | I do not believe that Dallas needs another road in this already congested area. It is mid20th century thinking to believe that anyone can pave their way out of congestion. If Dallas is to grow, it needs more population density downtown and in the Stemmons corridor, which are already belong developed by sensible people. Look at Uptown - look at all the people walking there and taking the packed streetcars. Nobody even likes driving on McKinney Avenue any more. Continental is a great example of how we took out a vehicle bridge and made it into a pedestrian bridge and it used every day!! I do not support a road AT ALL in this plan - not Alt C3, not the Balanced Vision Plan - NO ROAD. The Dallas Morning News reported that the city has already spent \$609 million on this project and it will cost \$1.5 billion for this tollroad. And the newspaper also reported that studies have shown that this road will have little impact on congestion. It's why it *must* be a tollroad, because there won't be enough traffic to generate any impact. Stop the hyperbole - this will not help poor families in South Dallas. This will not relieve congestion. This road WILL flood - an admission made by your own experts. Putting in a flood wall will not reduce flooding, it will increase it (what happens to the water in a bucket when you throw a rock in it?) and it's |                                     |  |  |                                 |                       | Casie Pierce 75227  |
|     | Completely opposed. We need to concentrate on rebuilding our current roads. Didn't this "Dream Team" just see how flooded that area was. Absolutely a rediculous idea.  |                                     |  |  |                                 |                       | Audra Clowers       |
| 188 |   |                                     |  | Keep the Trinity a green space for the city. No toll road, please! |                                 |                       | Jenna Machart 75218 |
| 189 | I do not think the Trinity Parkway should be a toll road. First, we have way too many toll roads. I remember when I-30 was a toll road. When it was paid for, it became free. As it should be! The Dallas North Tollway was paid off a long time ago and they now take tolls from people like me who paid for the DNT so that they can build toll roads in places I never even go. They should pay for their own toll roads since they're the ones using them. And, once they are paid for, they should be free. Basically, toll roads today are the rich man's highway. The tolls ensure there is less traffic so those with disposable income can have a less stressful ride to where they are going. Perhaps if they had to sit in traffic with the rest of us they would see how badly we need to spend more on infrastructure.<br>As for the Trinity Parkway, I've been told it is supposed to connect Downtown and North Dallas with South Dallas. If you live in Kessler Park, you'll probably think it's a great idea. I seriously doubt that people living deep in the heart of South Dallas have money to pay for tolls. Instead, they'll drive on free roads like they do now. But, make it free, and you'll truly connect North and South Dallas.<br><br>Sincerely,   |                                     | Fort Worth has a beautiful road that runs next to the Trinity River on the west side of downtown. It's free and it provides a nice, scenic drive next to the river. Once again, Dallas should take a lesson from it's little sister to the west. Fort Worth seems to know how to get things done that benefit ALL of it's citizens. I wish our leaders in Dallas would learn from them. I am opposed to another toll road. |  |                                 | David McCormick 75219 |                     |

|     | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION   | ACCESS TO PARK | LANDSCAPE AND PARK EXPERIENCE   | BUILDING CONNECTIONS TO ECO DEV   | OTHER  | NAME                     |
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| 189 | Although I'd prefer that the parkway were not in the floodplain at all, if it is to be, make it a safe, worthwhile, and outstanding addition like the Blue Ridge Parkway, Benjamin Franklin Parkway, Great River Road, Rock Creek Parkway, and George Washington Memorial Parkway.  |   |                | During the recent flood, we all saw how beautiful and how dangerous the Trinity can be. Please implement the full lakes that were planned and make sure that levees and other protective measures are strengthened. Implement natural methods to clean the water. Do a better job of protecting the Great Trinity Forest. |   |  | Kyle C. Talkington 75219 |
| 190 | I do not support 3C!  |   |                |   |   |  | Manuel Pecina<br>75208   |
| 191 | I do not have a particular opinion at this time about the Trinity Parkway. However, if some (any) new roadway is going to be built I think that first there should be a discussion about how to maintain the existing roadways prior to embarking on new development. And by maintenance I do not mean simply pot holes and surface repair (which of course are important), by maintenance I mean general clean up of litter and unsightly messes all over the edges of the highways, on off ramps, etc.<br>.....Therefore, I am not at all interested in new development of any other parkways as I would rather see a good, solid, sensible plan in place for Dallas to maintain and clean the roadways that are already here. Thank you. |   |                | cont from Other column (2): So, Trinity Parkway.....not so sure one way or the other....but Central Expressway from Forest south to downtown and back up again needs to have some serious attention to maintenance of the plants, shrubs, trees and all other landscaping.  | cont from Other column (1): Ms. Margolin was totally unreceptive to our concerns. The person who was representing the 635 redo did take my concern to heart and followed up via email. He indicated that there was some disconnect regarding who was responsible for the road cleaning/ maintenance of that stretch of highway (state or city), but said that the city was soon to be the responsible party. So I waited to see if anything would change. Several years ago some road crews did try to change the plants in the medial strip area and I thought things might be changing for the better. But, alas, a little was done in the middle to the native grasses planted there and then nothing further. I would think that as you all plan to develop the city of Dallas you might consider that often the first impression a visitor has of the city is the drive into it. Not everyone uses private toll roads. If I were driving into this city as a potentially new resident or even as a visitor the roadways would NOT convey a sense of cleanliness. | I remember when route 75 was considered by those who proposed the remodel of it some 10-15 years ago to be the "dream" of Dallas. The landscaping when new was stunning. Now it is a disgrace and is a blight upon Dallas. Drive from about Royal Lane south into the city of Dallas and north again. At any of the exit and entrance ramps you will see broken trees, garbage, debris, plants that are not pruned and are generally unsightly. It looks disreputable. For your information, several years ago I went to a public meeting at W.T. White high school when the renovation of 635 was in the planning stages. At that time my husband and I tried to voice this concern to Ann Margolin (about the litter strewn and dirty roadways). | Judee Shoup 75230        |
| 192 | Do NOT build a highway of any kind inside the Trinity Levee or anywhere near it.  |   |                | NOT destroy the park which exists now in any way to build any concrete item inside the levee  |   | NOT use any city of Dallas funds or redirect any funds which could otherwise be used by Dallas to repair and redesign roads in the city  | Gary Foster 75204        |
| 193 | Cities across the world are removing highways that hem them in and block access to waterways. Turn back now!  | We don't need another road, or at most let it be a calm, meandering parkway, and no more. |                |   |   |  | Mark Gilman 75231        |
| 194 | I am firmly opposed to any iteration of a toll road located between the Trinity River levees. The city can't take care of the roads it has now and wants to build a road it can't possibly pay for!? This road is not what voters approved and is not what the city of Dallas wants or needs.   |   |                |   |   |  | Josh Meyer 75211         |



|     | GENERAL  | SMALLER PARKWAY FOR THIS GENERATION   | ACCESS TO PARK   | LANDSCAPE AND PARK EXPERIENCE   | BUILDING CONNECTIONS TO ECO DEV                                     | OTHER   | NAME                       |
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| 200 | <p>Until the City of Dallas officially and permanently repudiates Alternative 3C, the "Dream Team" report is a meaningless sham. Their charrette was a charade. Kudos to them, I suppose, because it appears that once a "dream team" is bought by an anonymous donor's dark money gift to a secretive nonprofit, they stay bought. It's disappointing, however, and displays a lack of courage and imagination. I had hoped for and expected better from them. Perhaps their professional reputations will not be permanently sullied. In the larger context, the "Dream Team" report seems just the latest sad attempt by pro-tollroad forces to find some way—with a bright and shiny new distraction—to give them cover to start moving dirt and pouring concrete inside the Trinity floodway. Any objective look at the history of this project will easily and quickly reveal the years and years of lies and deceptions by pro-tollroad politicians and groups. "Buckets of money," anyone?</p> | <p>The "Dream Team" can talk all they want about their fourlane "park access" road, but they still think it could be tolled and they still think 55 miles per hour would be an appropriate speed limit for the equivalent of Lawther Drive around White Rock Lake. They think 15 pedestrian "links" would provide sufficient access over or under a road that will divide two strips of parkland instead of creating a space pedestrians feel safe to cross freely. They think building the giant bench for the someday limitedaccess tollroad would be OK, too. They'll just meander on it a bit. Meanwhile, the only road approved to be built remains the fullbore 3C version with all of its lanes, shoulders, ramps, floodwalls, and destruction of the eastern end of the Continental Bridge Pedestrian Park.</p> | <p>Would you sow bluebonnets or more wildflowers? Would it even need to be much different from what is there already? What sort of acclaim would Dallas garner by preserving such a unique place instead of plotting its despoilment? I'd like to see *that* "Dream Team" report, where they would be allowed to consider no new road at all. The recent, but infamous, "Juggler Under an Overpass." Now this latest solarpowered water taxi comes in the form of a report by "experts," a veritable "Dream Team" of them, no less. Watercolor me unimpressed. Instead of planning any kind of new road in the floodway, why not make that park space off limits to motorized vehicles? Has the nobuild alternative ever been debated and discussed as a viable option? What would it look like? (see next column)</p> | <p>To me, the whole point of the wonderful experience of conveying yourself up and over those levees and down into the vast green meadow that lines the Trinity River as it flows past downtown Dallas is to remove yourself from the cars and the noise and the streets and the traffic, even if it's just for a few minutes, to be transported out of the city but still see it nearby, like a backdrop beyond those grass-covered mounds of dirt that have inadvertently created a stunningly large yet strangely calming space. How many cities around the world would beg for the chance to have open greenspace like this so close to downtown? How dense are these people who want a tollroad not to see that opportunity?</p> | <p>What would be its economic impact as an enormous urban park?</p> | <p>General Cont: The yes-means-no referendum. Riders on an appropriations bill to preclude environmental review. All the pretty sailboats and pedestrian overlooks. But, as I said at the beginning of this rant, until the City of Dallas walks away from Alternative 3C—and, yes, that may well mean writing off the \$40M spent already, starting any approvals from scratch, and admitting that the humongous tollroad was a bad idea all along—until Alt 3C is killed completely, this "Dream Team" report will be just the latest piece of PR purchased by people who have no credibility and appear to have no shame. (Thanks for providing citizens this chance to express our opinions; I will remain hopeful that these responses will be taken into consideration and not simply discarded out of hand as has been described happening in the past.)</p> | <p>Mike Martin 75235</p>   |
| 201 | <p>Dallas has enough highways stunting growth in the urban core of the city. Other cities are moving away from this, and we need to as well. Thanks</p>  | <p>From the articles I've read, the Dream Team recommends a meandering, four-lane road that emphasizes the Trinity River as opposed to a sixlane, high speed tollroad. I would love it if our Mayor and city council would withdraw 3C from consideration and abide by the Dream Team's recommendations.</p>  |  | <p>Emphasize the park and give Dallas residents a sanctuary in the Trinity!</p>   |   |   | <p>Tim Volk 75214</p>      |
| 202 | <p>Sir or Madam,<br/>The road as it is currently envisioned is still a reliever road and is divisive for our city in all ways possible we rank close to Detroit in so many categories and decisions like this are what has caused it and will keep us there people that are serious about building a city would never consider this road. Dick</p>   |   | <p>A road with a purpose of providing access to an urban park is what is needed for Dallas to flourish.</p>  |   |   |   | <p>Richard Brink 75201</p> |
| 203 | <p>It is time to end this nightmare, not dream, and deal with the current reality. Highhanded, petulant actions by the Mayor aside, this toll road is a bad idea being sold with fast talk and designs. There has been nothing transparent in the process. Ignore those making making from this idea and think rather of the future of the city how often do major cities ask the PR folks to lure businesses and families to Dallas because of a toll road between the levees where a major park was to shine? Most, instead are actually paying to uproot major highways or hide them. NO, NO, NO!</p>   |   |  |   |   |   | <p>Liz Wally 75214</p>     |
| 204 |  | <p>i support the dream teams analysis that a small 2 lane park road will be better for the project and Dallas long term. Its been a long 'road' to get back to the vision of a park, greenspace and lake concept that was proposed twenty something years ago...Now its time get it done!</p>   |  |   |   |   | <p>Carl Malcolm 75223</p>  |

|     | GENERAL  | SMALLER PARKWAY FOR THIS GENERATION   | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE  | BUILDING CONNECTIONS TO ECO DEV | OTHER   | NAME               |
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| 205 | This is a stupid waste of funds for the City of Dallas. We should be investing in all kinds of mass transit to improve the accessibility for the citizens of Dallas. If it is convenient, we will use it. This will reduce the amount of paving that will need to be done to park cars all around the city. The recent flooding of the Trinity with the heavy rains in May is also proof that this is a project that is ill advised in that area. We all seem to continue to think that the citizens of the Dallas area will be using individual automobiles in perpetuity. This is not a forward looking perspective for neither our city nor our country. Just because we can do it does not mean we should do it. Every piece of research points to the divisive nature of freeway systems that separate parts of a city from another and forward looking cities are taking measures to undo the damage that those systems have created. I would hope that Dallas might become one of those cities! In general the City of Dallas is a much better city than it was when I was growing up here and I would prefer to be optimistic about the future of Dallas by hearing that this Trinity Nightmare plan had been abandoned. |   |   |  |                                 |   | Karen Casey 75214  |
| 206 | Your greed has blinded you to real problems. We are sick of big ticket items making a FEW people even wealthier while the terrible condition of our streets are what voters face every day. Get off your collective asses and get down to the citizens' real business.   |   |   | We didn't vote for the Underwater Tollroad or a meandering drive. We voted for lakes and parks. THAT'S IT.   |                                 |   | Gene Soslow 75220  |
| 207 | A monster parkway (call it 3C or whatever you want to) will not fit without swallowing up the space for a PARK. And tolls? Ridiculous. One of the biggest arguments pro-big road people make is that residents of South Dallas must have this to get to their jobs...and yet, we have clear evidence that they could not afford to pay to be on this road in the first place. Adopt the Dream Team's ideas...WITH NO POSSIBILITY OF EXPANSION IN THE FUTURE.   | I love the idea of a LIMITED 4 lane meandering parkway. That provides views, access to the park (THE MOST IMPORTANT THING ABOUT THIS PROJECT!) and some needed relief to other roads in the area. Standing in the river bottom, one can see the potential of greenspace, park, recreation, nature, you name it. But you can also see that the foot print is not that large. |   |  |                                 |   | Greg Brown         |
| 208 | Hello, I am opposed to the high speed toll road inside the levees. Especially after the recent rains. That would be a colossal waste of tax payer dollars. The two areas being connected, south I45 and Irving are not highly populated areas. That momentum has moved north to Collin County. Every time a high speed road is built, another part of the city is cut off, examples are Woodall Rogers freeway separated downtown Dallas from Uptown Dallas and many billions had to be spent for Klyde Warren Park. The other is I30 through downtown that left the Cedars a virtual ghost town.  | Building a reasonably sized four lane road for local traffic is fine. Another highspeed road is not needed. Designate truck lanes during rush hour on the roads we have, to make traffic safer.   | Use that money to reenergize Fair Park and make the approach from downtown easier and more attractive. The chain of lakes idea is a good one. Make sure that happens, and then build a road so people can access the lakes. | Citizens want parks, recreation areas and attractive places to take their families. The problems with I30 and I 35 are being worked out. They used to be cited as a reason for the road, but that no longer holds water. |                                 | The levees and pumps also need to be completed. You shouldn't neglect basic upkeep on an asset, like plumbing on your house. Forget the glitz and glam and take care of the basics. | Betsy Morton 75248 |

|     | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION  | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE   | BUILDING CONNECTIONS TO ECO DEV | OTHER  | NAME                       |
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| 209 |   | I, LIKE THE MAJORITY OF DALLAS CITIZENS, REMAIN OPPOSED TO THE 4-LANE TRINITY ROADWAY. |   | I agree with landscaping the banks of the Trinity; bike and walking paths; picnic areas.  |                                 |  | Lindsay G. Regen<br>75214  |
| 210 | I am totally against the Trinity Parkway Project. It will be a total waste of money to serve who?. There are so many other needs that will serve more citizens of the city. But I am sure you will push this down the throats of the citizens, as you always do. I can't wait to retire and get out of this city and its progressive antics.  |  |   |   |                                 |  | June Marie London<br>75238 |
| 211 | My concern is that the tollway is double taxation on the southern sector. It seems to me that the real question is how does Dallas attract companies to build in the south so that many of those who have to traverse the city to go to work could work in and around their own communities?<br>Reference:<br><a href="http://www.citylab.com/cityfixer/2015/06/how-seattle-is-reclaiming-its-waterfront-from-an-elevated-urban-highway/">http://www.citylab.com/cityfixer/2015/06/how-seattle-is-reclaiming-its-waterfront-from-an-elevated-urban-highway/397325/</a><br>Thank You |  |   | I am NOT against the development of the Trinity River. I have seen the Dream Team Report, and I heard Mr. Beasley speak at the Trinity Trust. I think its time to move forward with the plan to create a user friendly space on the Trinity that will bring the city together rather than continue to divide it with more roads. We have enough of those, which are not being taken care of as it is. Maybe we need to focus more on that issue rather than building more infrastructure, i.e. unnecessary roads. |                                 | Richardson, Plano, Allen, Frisco have figured out how to work together to bring companies to their respective cities, so why can't Dallas do the same? | John Spriggins 75215       |
| 212 |   |  | Without an upstream dam to control water flow anything in the flood plan is doomed. Just look at what the river has done these past weeks with the rain. Don't mess with it. No matter how "great it sounds" it will be a constant cleanup problem with contaminates and debris coming with every rain. Even the roads sound "forced" as if you are just trying to make something happen whether it helps or not. |   |                                 |  | Ken Bain                   |
| 213 | The plan for any road within the levees should be abandoned. More roads only create more traffic. The little resources the city has should be used to improve flood management and help preserve the green space the river presents. Mass transit should also take priority over any new highways. As someone who actually lives in Dallas and works downtown, this road provides no benefit to me. Dallas should build improvements that help its own citizens, not those from the suburbs.  |  |   |   |                                 |  | Tanner Henderson<br>75206  |
| 214 | No desire to see tax monies used to fund revenue generating projects/ initiatives for private entities. No toll road.   |  | Any roads built should exclusively support access to a park / outdoor recreation areas.   |   |                                 |  | Alfredo Garza 75224        |

|     | GENERAL   | SMALLER PARKWAY FOR THIS GENERATION  | ACCESS TO PARK  | LANDSCAPE AND PARK EXPERIENCE | BUILDING CONNECTIONS TO ECO DEV   | OTHER | NAME                            |
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| 215 | This entire Trinity Parkway plan seems ilconceived to me, and I would like to see it redesigned with up-to-date statistics and information available to date. For example, we should be accepting that auto traffic will diminish over coming years. Climate changes will drastically affect flooding possibilities, as will the effects of our increased and unusual earthquakes. Building any kind of "toll" road through Trinity Park cannot be justified as beneficial to the citizens of South Dallas needing to reach North Dallas jobs the very least likely citizens who can afford to pay tolls. What alternatives were considered in the building of Town Lake? So many questions left unanswered before the question of money is even considered. Haven't we spent too much already? And if we are destined to have this "Dream Team" plan as a reality, despite all, I demand that the public have the right to vote on any changes in the number of lanes in our park in the future. |  | It has never seemed reasonable to me to build a "bench" construction for any purpose. It seems obvious it will impede the flow of water in flood stage. |                               | How can we pay for removing the Lew Sterret center, replacing it and where will it go? Who is paying for this enormous expense? |       | Eulaine Hall 75234              |
| 216 | We oppose any highspeed limited access tollway in the Trinity River bottom. A toll road is an unneeded, expensive project. We don't think there has been full transparency regarding the engineering challenges/limitations, environmental impacts, impacts on existing facilities, costs, and how that money will be raised. I would encourage anyone who strongly supports the tollroad to walk the Continental Bridge and tell the public how that walk will be improved by traveling over 4-6 lanes of traffic.   |  |   |                               |   |       | Heather and Stephen Price 75208 |
| 217 |   | My preference is a six lane parkway with lots of landscaping. There should be multiple access points from outside of levee and multiple opportunities to access the park features. Speed limit should be consistent with other streets within the city such as Hampton road and Royal Lane. Parkway could be accessed with tolls in order to generate revenue. However, whether there is a toll or not, preference is NOT to have a high speed road. |   |                               |   |       |                                 |



|  | GENERAL  | SMALLER PARKWAY FOR THIS GENERATION | ACCESS TO PARK | LANDSCAPE AND PARK EXPERIENCE | BUILDING CONNECTIONS TO ECO DEV | OTHER | NAME |
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|  |  |                                     |                |                               |                                 |       |      |
|  | Notes: 1) the spelling of common technical terms such as levee and floodplain have been corrected throughout (except for online forms) |                                     |                |                               |                                 |       |      |
|  | 2) the order of comments on original submittals may be changed to fit into the categories listed within this document                  |                                     |                |                               |                                 |       |      |
|  | 3) Online submittals were entered as "copy and paste"  |                                     |                |                               |                                 |       |      |