

TRINITY PARKWAY DESIGN SUMMARY

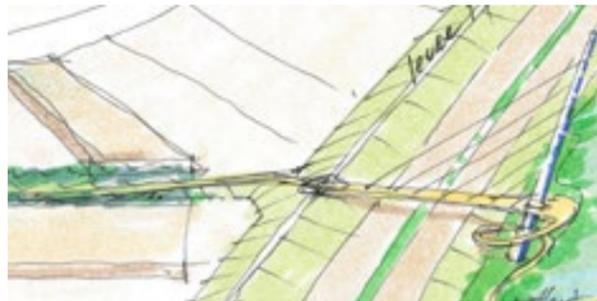


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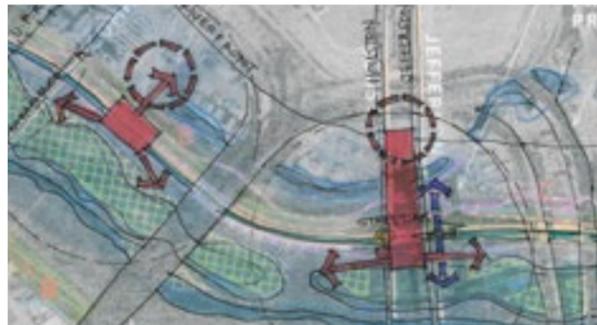
SMALLER PARKWAY FOR THIS GENERATION

- ① ONLY BUILD A 4 LANE ROADWAY NOW - FIT THOSE 4 LANES OF TRAFFIC (NARROWER LANES + GRASS SHOULDERS) MEANDERING WITHIN THE APPROVED ROAD CORRIDOR.
- ② BUILD FEWER RAMPS. ONLY BUILD TWO SETS OF RAMPS ACCESSING THE INNER CITY FOR THE FORESEEABLE FUTURE: 1 ON/OFF PAIR AT THE NORTH END NEAR THE MEDICAL DISTRICT AND 1 ON/OFF PAIR AT THE SOUTH END NEAR CEDAR CREST.
- ⑧ ROADWAY AND LAND BENCH ELEVATIONS, ROADWAY CORRIDOR AND END CONNECTIONS TO HIGHWAYS GENERALLY AS EARLIER PROPOSED.
- ⑪ BAN TRUCKS EXCEPT FOR EMERGENCIES.
- ⑭ ADD A U-TURN OPTION WITHIN THE PARKWAY CORRIDOR AT MID-POINT.



ACCESS TO PARK

- ③ MEANDER THE PARKWAY WITHIN THE APPROVED ROAD CORRIDOR SO THAT FUTURE ROAD SECTIONS CAN BE FINISHED NOW AS PULL-OFF PARKING AREAS ON BOTH SIDES OF THE PARKWAY - FOR ACCESS TO THE PARK AND TO THE SCENIC OVERLOOK.
- ⑥ PEDESTRIAN LINKS ACROSS THE PARKWAY GENERALLY AS EARLIER PROPOSED - 15 LINKS UNDER AND OVER THE PARKWAY AT ABOUT 1/4-MILE INTERVALS.
- ⑨ TOP-OF-LEVEE BIKEWAYS AND PEDESTRIAN PATHS GENERALLY AS EARLIER PROPOSED.
- ⑫ ALLOW ON-STREET PARKING ALONG THE PARKWAY ON WEEKEND SLOW PERIODS AND SPECIAL OCCASIONS.
- ⑬ ALLOW TOLL FREE PARK USE FROM THE PARKWAY.
- ⑮ SERVICE ROADS/BIKEWAYS/PEDESTRIAN PATHS AROUND THE PARKWAY GENERALLY AS EARLIER PROPOSED.
- ⑯ LOCATE TRANSIT STOPS SO AS TO ENHANCE TRANSIT-USER ACCESS TO THE PARK OVER THE PARKWAY - FOR EXAMPLE, PROVIDE A HOUSTON BRIDGE STREETCAR STOP AND A RIVERFRONT BOULEVARD BUS STOP.



LANDSCAPE & PARK EXPERIENCE

- ④ DESIGN REFINEMENT OF THE LANDSCAPE CONFIGURATION TO ADD A CONSISTENT LINEAR TREE PATTERN AT ABOUT 20' - 40'-CENTERS ALONG THE PARKWAY - MAKING IT A "TREE-LINED PARKWAY" FOR CHARACTER AND BEAUTY.
- ⑤ DESIGN REFINEMENT OF THE LANDSCAPE CONFIGURATION TO ADD CHARACTER, INTEREST, AND A STRONG ECOLOGICAL STRATEGY ALL ALONG THE PARKWAY, ESPECIALLY ALONG THE LAND BENCH EDGES AND AT STREAM OUTFALL AREAS.
- ⑦ DESIGN REFINEMENT OF FLOOD PROTECTION BARRIERS WITH LANDSCAPE, ART, WALL TREATMENTS AND HILLOCKS OR BERMS TO ELIMINATE BLANK WALLS AND SECURE MORE PERVASIVE VIEWS OF THE PARK AND TO ADD CHARACTER, INTEREST, AND A STRONG ECOLOGICAL STRATEGY ALL ALONG THE PARKWAY.
- ⑰ DESIGN REFINEMENT TO EXPLOIT FIVE MAJOR "WOW" VIEWS OVER THE PARKWAY AND CITY.



BUILDING CONNECTIONS TO ECONOMIC DEVELOPMENT

- ⑩ FOR THE 'REUNION/COMMERCE' AND 'MIX MASTER DISTRICT' CATALYZE DEVELOPMENT TO HAPPEN EARLIER THAN EXPECTED BY ALLOWING DEVELOPMENT TO LOCATE AS CLOSE TO THE PARK AS POSSIBLE.
- ⑱ FOR THE "DESIGN DISTRICT", FACILITATE THE CURRENT INCREMENTAL DEVELOPMENT TREND WITH REGULAR AND ATTRACTIVE PEDESTRIAN CONNECTIONS ACROSS THE PARKWAY TO THE PARK.
- ⑲ FOR THE "SOUTHSIDE DISTRICT", FACILITATE THE CURRENT DEVELOPMENT INCLINATION BY ENHANCING THE "SUMP" WATER BODIES AS THE PRIMARY AMENITIES - IN THIS DISTRICT THE PARK AND PARKWAY ARE LESS IMPORTANT.
- ⑳ FOR THE DISTRICTS AT THE FAR NORTH AND SOUTH ENDS OF THE PARKWAY, JUST BEFORE IT JOINS THE EXISTING HIGHWAYS, BUILD UNDER OR OVER THE ROADWAY ELEVATION WITHIN THE ALIGNMENT SO THAT THE PARKWAY DEVELOPMENT SPURS PRIVATE DEVELOPMENT THAT AUGMENTS THE NEIGHBORHOODS.