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Dallas, TX 75201

22-Jun-15

The Honorable Michael Rawlings, Mayor  
City of Dallas  
City Hall  
1500 Marilla, #5EN  
Dallas, TX 75201  
RE: Trinity Parkway "Dream Team" Report Comments

Mayor,

Following are my comments re the 20 Dream Team Recommendations being submitted as part of your Public For

Preface

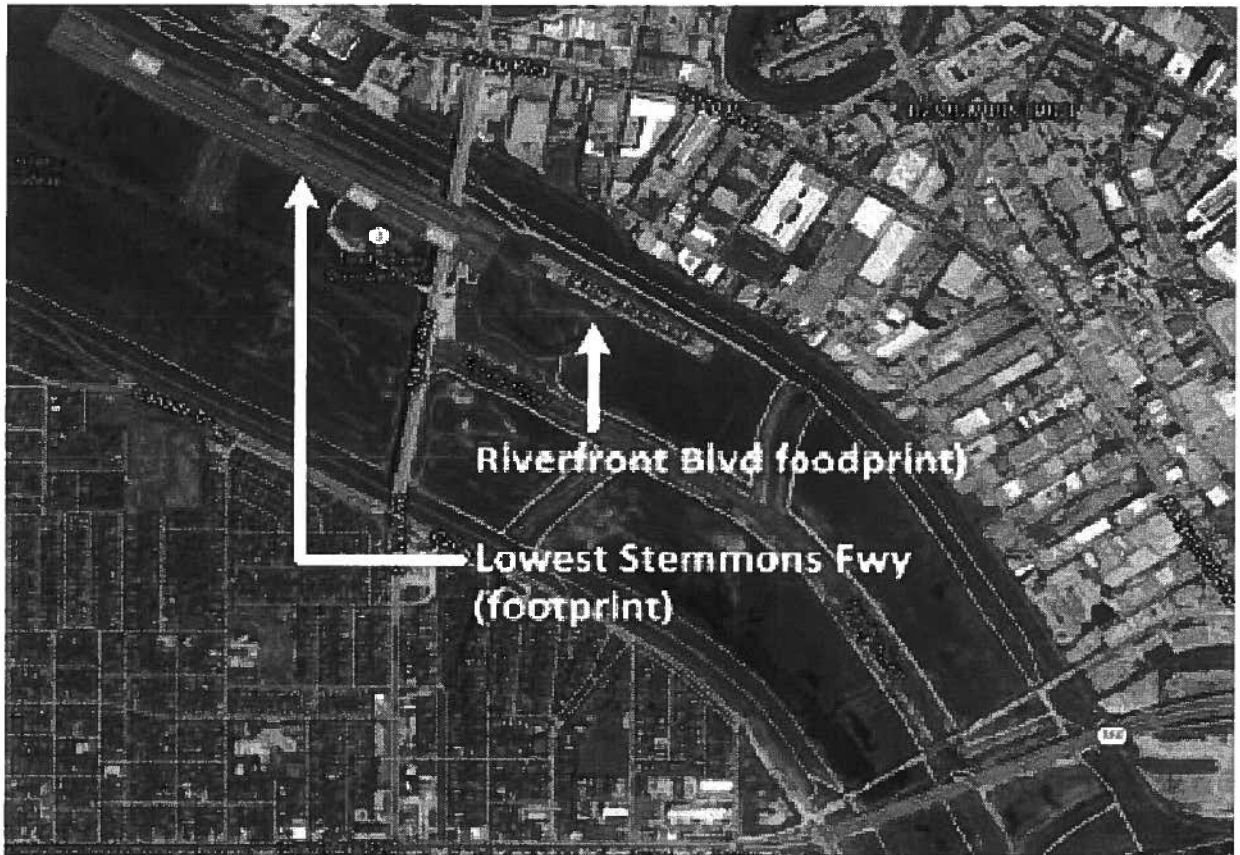
1. I have been and continue to be an opponent of the Trinity Tollway as described by NTTA's 3C plan. I applaud Larry Beasley/Dream Team recommendations; however with limitations and considerations described later.

2. The Balanced Vision Plan described an exciting end state for the Trinity floodway – something Dallas could enjoy and benefit from. However, after pulling the following thoughts together, I have concluded the City vastly underestimated the costs for the bond program to realize it. This resulted in a "deal with the devil" to propose a road that did not consider or reflect the park as observed by the Dream Team. I am seriously concerned that the City Manager's Study Team will not be able to pull a "rabbit out of the hat" where incremental (non City) funds can be found to build a parkway to the Dream Team's full recommendation. I expect the compromises that will have to be made to achieve the funding level to build anything will continue to exacerbate the debate. I hope I am wrong. Time will tell.

Introductory Comments:

1. The width of the 3C bench as drawn on the Trinity Parkway Design Summary rendering (handed out at your meetings) seems out of scale to number of lanes the original 3C proposal was to accommodate and the EIS diagrams I reviewed. I sincerely hope that the rendering is to scale since this is a critical element for public review and comment. Given there was no scale on the rendering is difficult to judge. I did however pull an image from Google Maps of a portion of the floodway and superimposed segments from Riverfront Blvd and Lowest Stemmons approximately where the roadway appears in the City's rendering. As you can see, it seems as if the width of the bench would be more significant.

May I suggest that the furthest extent of the bench from the levee into the floodway is appropriately represented so that the public understanding where the roadway/bench end and the land available for the park begins.



2. A great deal of money will be required to build whatever design is approved. I have no idea where the funds will come from – I doubt anyone does at this point. However:

- a. I do not believe this road is as or more important than other planned efforts (e.g., I-635 East).
- b. I do not support any allocation of any additional city funds incremental to what has previously been approved by the voters. Any funds advanced for other purposes should not be rededicated to the parkway. The next bond program (notionally 2017) should NOT include any funds for building the parkway. With our \$10 billion needs inventory wanting and a maximum of about \$1 billion plausible for the next bond program we cannot afford directing any capital or other specific funding schemes for the parkway. If you care about GrowSouth, Neighborhood Plus, etc. as well as the residents expressed priorities (Annual Survey) then we cannot afford investing in the parkway.

c. Reviewed the Oct 10, 2014 briefing to the Trinity/Transportation Committee about Trinity Lake Amenities - \$76 million for just a piece of the park elements of the Balanced Vision Plan. It's my understanding the vast majority of the bond funds for the parks have been spent – therefore additional capital funding and/or Trinity Trust fundraising will be required. What's real?

3. The recent floods should cause us to step back and consider what it is we really want to spend/built and whether it is viable or not. I have read dueling claims about whether the planned Tollway (3C) would be flooded or not. Regardless, we have now been reminded that its certainly more possible that people with short memories believed. Does flooding and extended closure change the engineering requirements and NTTA expectations that render the Dream Team proposal not viable if NTTA funds are required?

4. The 20 proposals we were given to comment on did not touch on speed limit. It should not exceed 45 MPH and the parkway should not be engineered for greater than 55 MPH. This is a critical design assumption for the City Manager’s study. It affects engineering (e.g., roadway angles, etc). It probably raises funding issues (e.g., NTTA) as well.

5. No doubt a complex tradeoff analysis will be required to figure out if any proposal is feasible. Funding being the biggest constraint – particularly plausible sources and what design minimums they require. I am finding it difficult to anticipate what might come out of the City Manager’s assessment. I expect lots of tradeoffs so it is imperative that whatever is recommended goes through a full and complete public review and comment period – with adequate time allocated for this review.

6. The report to the City Council and the public should minimally include the following:

a. The study’s goals and objectives

b. Design objectives the team was asked to consider and balance; including weighting

c. Design scenarios considered, described with maps/drawings, and evaluation results of each.

Results would include if/how the 20 recommendation where achieved, associated issues/implications, timelines and associated costs.

d. To the extent that engineering/construction work over and above achieving the “base proposal” are being proposed they should be itemized with cost along with purpose/intent. By “base proposal” I mean to build to just the design objective. This means costs to position to enable future expansion should be quantified.

**Comments Regarding Each of the 20 Dream Team Recommendations:**

**Smaller Parkway for This Generation**

1	Only build a 4 lane roadway now – fit those 4 lanes of traffic (narrow lanes + grass shoulders) meandering within the approved road corridor.	Four (4) lanes only. The road should conceptually meander from edge to edge of the bench (see exhibit A) leaving room only for trails. The road should be banked per Beasley presentation. Meandering from edge to edge does NOT mean out of proportion straight distances to meanders. The George Washington Parkway is a good reference model.
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.	A maximum of TWO seems reasonable. The interchanges should be of simple diamond design as shown on the rendering. That means NO cloverleaf or flyovers.
8	Roadway and land bench elevations, roadway corridor and end connections to highways generally as earlier proposed	The recent floods clearly raises the question of the viability of any road. There is an incremental cost for both a larger and higher bench. See General comment 3.
11	Ban trucks except for emergencies	Absolutely
14	Add a U-Turn option within the parkway corridor at mid-point	Absolutely. Question is if the tollway is for park access as well then the number and placement of the U-turn is important.

**EXHIBIT A (item 1)**

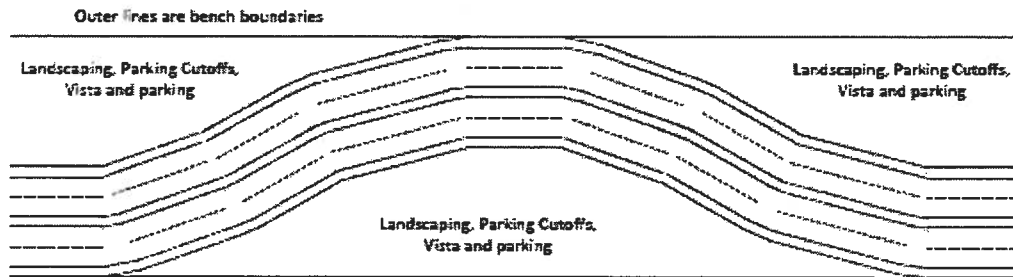


Diagram is NOT to scale

**Access to Park**

3	Meander the parkway within the approved road corridor so that future road section 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	See comments for point 1 and exhibit A above.
6	Pedestrian links across the parkway generally as earlier proposed – 15 links under and over the parkway at about ¼-mile intervals	Reasonable requirement. No specific comments on links
9	Top-of-levée bikeways and pedestrian paths generally as earlier proposed	Absolutely
12	Allow on-street parking along the parkway on weekend slow periods and special occasions	Yes as there will not be enough parking in pull-off parking areas.
13	Allow toll free park use from the parkway	Absolutely
15	Service roads/bikeways/pedestrian paths around the parkway generally as earlier proposed	Yes on bikeways and pedestrian paths. As an avid cyclist, I know there are lots of details for functional trails. Therefore, it's important to have the necessary experts' part of the team. Unclear on the land/space requirements for the service roads to have a judgement.
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.	Good idea.

**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	A parkway must be tree lined (edges and medians) - thoughtfully designed, with density and with some variability.
5	Design refinement of the landscape configuration to add character, interest, and a strong ecological strategy along the parkway, especially along the land bench edges and at stream outfall areas	Yes, absolutely.

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.	Unclear how <u>not</u> eliminating the flood protective barrier will secure more pervasive views of the park. Hiding it as described (while visually more appealing) does not make it a parkway. A barrier wall of the height shown on original proposal submissions does <u>not</u> meet the recommendations of the Dream Team as I understand them and is therefore not desired.
17	Design refinement to exploit five major "wow" views over the parkway and city	Unclear of details but good idea.

### 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.	This requires more definition for me to better evaluate the recommendation. If location permitting is the only issue/constraint and safety of the levees is guaranteed then ok. If City incentives are required then no – there are so many other areas of investment required (ref Neighborhood Plus)
18	For the "Design District", facilitate the current incremental development trend with regular and attractive pedestrian connections across the parkway to the park.	Acceptable.
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.	My interpretation is that this is in reference to the design work between the City Design Studio and Matthews Southwest for the meanders behind the levees. No issue, in fact applaud the design thinking, however, we need more balance of incentives to further this thinking and needs of Neighborhood Plus.
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.	Not sure I understand this but accept with a road there needs to be transition to the regular landscape and fostering private development outside the levees is a positive objective.

Please let me know if you have any questions.

Regards,

Michael Veale



J. Paris

Note that full 11x17, original plans are available upon request.

June 25, 2015

The City of Dallas  
Office of the Mayor  
1500 Marilla, #5EN  
Dallas, TX 75201

RE: Forums on the Trinity Parkway "Dream Team" Report Comments

Please consider this our comments concerning the Trinity Parkway "Dream Team" Report:

- Item #1: "The Trinity Lakes Connector With Tollway". Also shown is the proposed Trinity Tollway with Woodall Rodgers/CBD exit (full 3C size). The Dream Team's plan does not show this exit; however, if there were to be an exit midway of the Tollway, we would like to see it one lane North and one lane South and we would like to see if it be accomplished within the existing right-of-way. The actual Trinity Lakes Connector (elevated) is not necessary if the handrails to the Continental Pedestrian Bridge are to be modified to access the Levy Top Trail as shown in Item #3.
  - Item #1 Concerns: Sound
- Item #2: The proposed Parkhouse Trail without the Tollway. If the Continental Pedestrian Bridge needed to be "extended" to make way for the Woodall Rodgers/CBD exit, then a combination of the Rail Modifications in Item #3, and the Parkhouse Trail, could be used as a bypass to facilitate the construction/extension. After the Bridge reconstruction, the Parkhouse Trail could close.
  - Item #2 Concerns: We are opposed to any cars on top of the Pedestrian Bridge – whether rebuilt or not – from Canada Drive to the bollards at Core Street (as shown on Item #3).
- Item #3: We are very much in favor of the ramp down from the Continental Pedestrian Bridge to the "Town Lake" or river floor.
  - Item #3 Concerns: We believe the existing power circuit at the east end of the Continental Bridge could be a potential safety hazard (not shown).
- Item #4: Shows the connections over the Parkway. We believe that long-term some type of an overhead connection between the Continental Bridge and the DART Victory Station would greatly benefit the area. It is shown on Item #4. We believe that short-term this could be accomplished by extending the existing D-Link (Route 722) in the West End over to the bollards at the Continental Pedestrian Bridge. With this extension, we open up the possibility for a person from North Oak Cliff, without a car, to access the world through the DART Victory/DFW Airport connection.
  - Item #4 Concerns: None

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214-215-1284

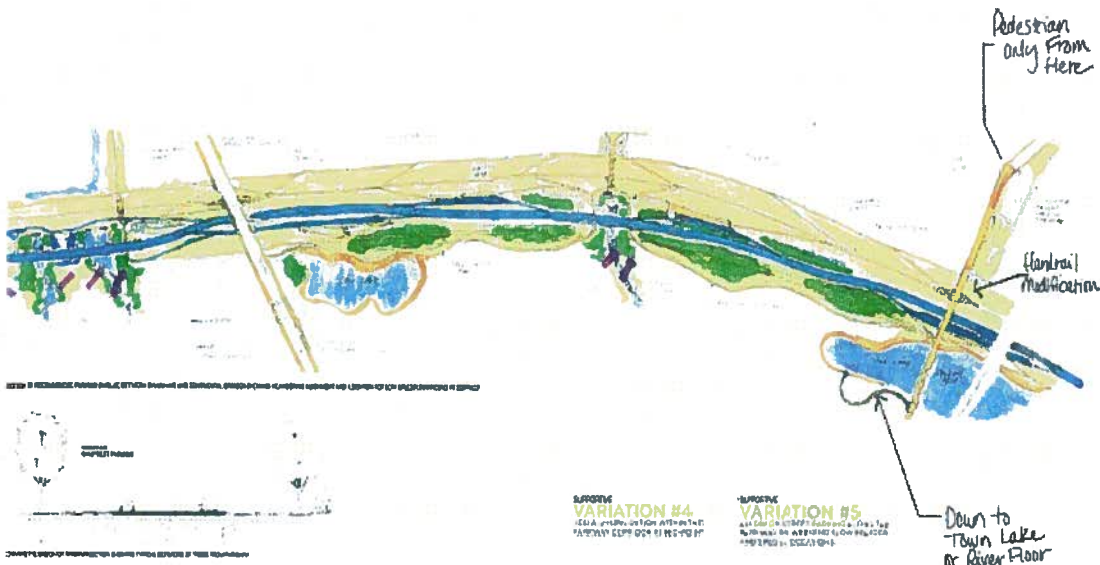


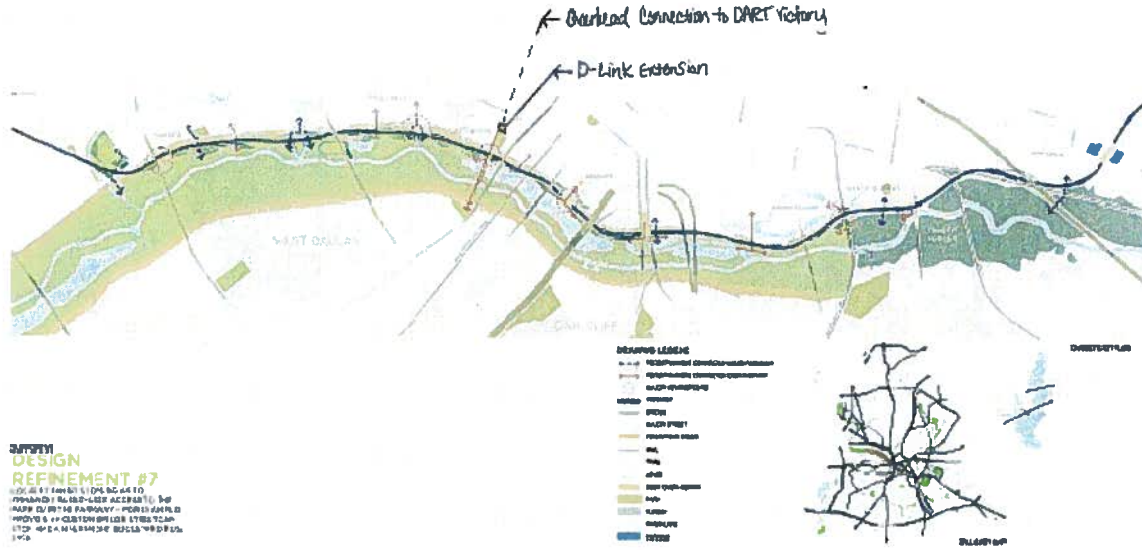




ITEM #2

 TRINITY LAKES CONNECTOR





4

AS YOU MIGHT ALREADY SURMISE, I WANT THE TRENTRY TOLL ROAD CANCELLED: NOT BECAUSE IT WILL BE A TOLL ROAD, BUT BECAUSE IT WILL BE A TEN-LANE EXPRESSWAY. I'D RATHER CHANGE THE POPULAR DEMAND FROM THAT FOUR REVER MORE AND MORE HIGHWAY LANE MILES AND INFRASTRUCTURE, TOWARDS MORE BUS SEATS.

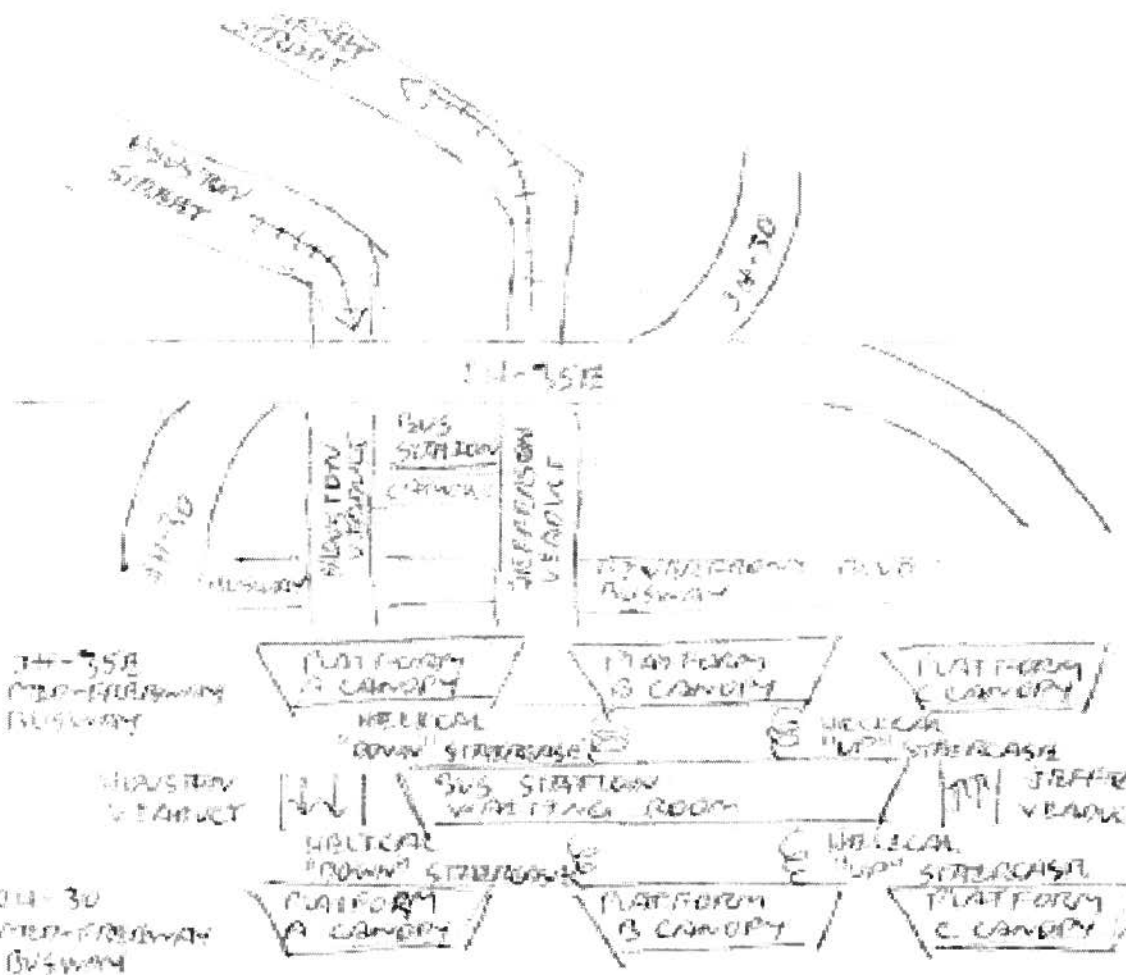
IF IH-30 AND IH-35B WILL HAVE TOLLED LANES, THE TOLL REVENUES WILL BE USED NOT FOR MORE HIGHWAY CONSTRUCTION AND INFRASTRUCTURE, BUT FOR TRANSIT CONSTRUCTION. FOR EXAMPLES, LAYING STREETCAR TRACKS ATOP THE HOUSTON AND JEFFERSON VIADUCTS, AND ALONG HOUSTON AND MARKET STREETS. UNTIL THOSE TRACKS ARE OPERATIONAL, I'M STUCK WITH THE #26 BUS ROUTE.

I DON'T LIKE THE FOUR-LANE PARKWAY ATOP THAT BENCH. I PREFER A TWO-LANE PARK ROAD, AND A PARALLEL MINI-TRAIN RIDE - SIMILAR TO THE ONE-TRAIN RIDE NEAR THE FT. WORTH ZOO. UNTIL THAT MINI-TRAIN RIDE IS OPERATIONAL, I'M STUCK WITH A PLAIN BUS ROUTE ALONG THE PARK ROAD.

THE ONLY MOTOR ACCESS ONTO THE PARK ROAD SHOULD BE AT THE US-167 / SH-310 INTERSECTION AND AT THE IH-35B / SH-183 INTERSECTION. THERE SHOULD BE ONLY PEDESTRIAN ACCESS FROM THE HOUSTON / JEFFERSON VIADUCTS DIRECTLY TOWARDS THE PARK ROAD AND THE REVER BOTTOMS. THERE SHOULD LIKEWISE BE ONLY PEDESTRIAN ACCESS FROM THE COMMERCE AND CONTINENTAL VIADUCTS DIRECTLY TOWARDS THE PARK ROAD. PENDING CONSTRUCTION OF STREETCAR TRACKS ATOP THOSE TWO VIADUCTS, I AM LIKEWISE STUCK WITH THE #50 AND #52 BUS ROUTES.

THOMAS E. KRIEHN  
6025 LARKWOOD DR.  
DALLAS TX 75238-3633  
214/341-3349

I ANTICIPATE PEDESTRIAN DRAWBRIDGES AT INTERVALS ALONG THE RIVER - SIMILAR TO THE DRAWBRIDGES ALONG THE YARRA RIVER IN MELBOURNE, AUSTRALIA. THESE DRAWBRIDGES WILL BE NOT FOR YIELDING TO CANOE TRAFFIC, BUT FOR YIELDING TO FLOOD DEBRIS.



BUS WAITING ROOM IS ACCESSIBLE VIA PEDESTRIAN CATWALKS THAT CONNECTS HUNTSVILLE AND JEFFERSON VIADUCTS. STREETCAR STOPS ALONG THESE VIADUCTS WILL SERVE THE BUS WAITING ROOM. PM MODEL FOR BUS RAPID TRANSIT ALONG I4-30 AND I4-35E IS THE TRANSMITTED BUSWAY SYSTEM IN BOGOTA, COLOMBIA. SINCE THE SIX BUS BOARDING PLATFORMS WILL BE TOO NARROW TO ACCOMMODATE VERY MANY WAITING PASSENGERS, THESE PASSENGERS WILL MOSTLY WAIT INSIDE THE BUS STATION WAITING ROOM AND STARE AT THE COUNTRYSIDE MONITORS. UNTIL A MONITOR ANNOUNCES THE APPROACH OF A SPECIFIC BUS AT A PARTICULAR PLATFORM, THE PASSENGERS WILL THEN CLIMB UP-OR-DOWN STAIRS TO MEET THE BUS AT THAT PLATFORM.

THE I4-35E BUSWAY COULD BE EXTENDED INTO SH 187 AND SH 141. I'LL LET THE DATA DECIDE WHETHER THE I4-35E BUSWAY SHOULD BE EXTENDED ALL THE WAY NORTH TOWARDS LEWISVILLE AND DEWITT. THE I4-30 BUSWAY COULD BE EXTENDED INTO US 80 WESTWARD TOWARDS DEWITT.

**Kill the road and fix the potholes.**

The plan is so inconsistent with reality, and so few questions were answered at the meeting, that I cannot pretend to present it to you, dear readers, as any sort of option for the future of Dallas. The Trinity toll road plan should die, and here are eight reasons why.

**1. The "dream team" plan isn't actually the plan at all.**

Urban planner Larry Beasley said, via a speech for the Trinity Trust Foundation presented to neighbors by video, that the toll road would be built in a 10-year floodplain. In that case, the road would be underwater sometimes (including now, since we've just experienced a 10-year flood). But assistant city manager Mark McDaniel said the road actually would be built in a 25-, 50- or 100-year floodplain. What would that look like, and where are the plans for that? No one could answer.

Beasley's plan for the Trinity River park and surrounding development also calls for Dallas County to "move the jails," which would be great! Who wouldn't like to move the Lew Sterrett Justice Center from the front of the Trinity River? However, Dallas County just opened a \$50-million hospital inside the jail. Seems unlikely they're just going to "move the jails."

**2. The dreamers' new plan is, politely put, nothing more than an attempt at better public relations.**

City Councilman Scott Griggs is fond of pointing out that "we were all sold on a bunch of pretty water colors" to buy into the first toll-road plan. That trend continues with this Beasley plan. The overall scheme still is to build a 6-to-8-lane tolled road between the levees; it's just that Beasley's plan calls for doing it in phases. Phase one would create the four-lane "meandering" tollway, leaving opportunities to build it out to double its size in a "future generation." But the city doesn't want us to think about that now. They want us to think about a "cute little road," as Griggs calls it, and the lovely surrounding park. But the city still has a contract with the North Texas Tollway Authority for the proposed road. "They build toll roads; they don't build cute little roads that are compatible with parks," Griggs said. "This is just going to creep and become bigger and bigger."

**3. No one who benefits from building the road would be paying the tolls.**

The Trinity toll road supposedly would serve to move workers in southern Dallas to jobs in northern Dallas. The Federal Highway Administration estimated that the road actually would cause more traffic. It is insulting that the city is asking workers in southern Dallas to get in their cars and drive to jobs 30 or 40 miles away in northern Dallas and pay a toll to the NTTA for the privilege. 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.

**4. It basically would tax people to use a public park.**

Beasley said the focus of the Trinity toll road should be the proposed park between the levees and access to that park. But since it is a toll road, accessing the park would require payment to the NTTA. Beasley said the NTTA could enact "toll forgiveness" for park users. How would that work, exactly? No one could answer.

**5. We don't need it, from either an economic or traffic-reducing standpoint.**

We are in a huge economic upswing. Why are the moneybags behind this unpopular and unnecessary road still so zealous about it when there are oodles of development opportunities out there? 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.

Right now in Oak Cliff, there are efforts to reduce the sizes of our roadways so that our neighborhood 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.

**6. We can have parks and nice things without a road.**

The dreamiest part of the Beasley plan is that it calls for five overlook points that would build connections to economic development. Consider the relationship between the Continental Bridge Park and Trinity Groves. It's an area that draws the well-heeled of Highland Park to fancy restaurants, and it also serves families from La Bajada neighborhood with the bridge park, for example. 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.

**7. The Army Corps of Engineers hasn't approved it.**

The Beasley plan offers photos of a beautiful, palm-tree lined roadway in Australia to show us what our first-phase, four-lane road could look like. Lots of big trees on both sides of the road. Lots of big trees and tiered landscaping throughout the park ... in a floodplain. The Army Corps of Engineers approved the city's plan for the original scheme of a six-to-eight-lane highway. But it has not approved the cute little meandering road with all those trees in the Beasley plan.

**8. Global climate change is real.**

Even though clandestine donors spend millions of dollars to fund climate-change deniers, it is science that our planet is getting warmer. 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?



The Trinity Parkway shouldn't be built. 3C shouldn't be built. A "meandering" road shouldn't be built. The floodway should be left as is perhaps add more trails. The Trinity toll road plan should die, and here are eight reasons why:

1. The "dream team" plan isn't actually the plan at all. Urban planner Larry Beasley said, via a speech for the Trinity Trust Foundation presented to neighbors by video, that the toll road would be built in a 10-year floodplain. In that case, the road would be underwater sometimes (including now, since we've just experienced a 10-year flood). But assistant city manager Mark McDaniel said the road actually would be built in a 25, 50- or 100-year floodplain. What would that look like, and where are the plans for that? No one could answer. Beasley's plan for the Trinity River park and surrounding development also calls for Dallas County to "move the jails," which would be great! Who wouldn't like to move the Lew Sterrett Justice Center from the front of the Trinity River? However, Dallas County just opened a \$50-million hospital inside the jail. Seems unlikely they're just going to "move the jails."
2. The dreamers' new plan is, politely put, nothing more than an attempt at better public relations. City Councilman Scott Griggs is fond of pointing out that "we were all sold on a bunch of pretty water colors" to buy into the first tollroad plan. That trend continues with this Beasley plan. The overall scheme still is to build a 6-to-8-lane tolled road between the levees; it's just that Beasley's plan calls for doing it in phases. Phase one would create the four-lane "meandering" tollway, leaving opportunities to build it out to double its size in a "future generation." But the city doesn't want us to think about that now. They want us to think about a "cute little road," as Griggs calls it, and the lovely surrounding park. But the city still has a contract with the North Texas Tollway Authority for the proposed road. "They build toll roads; they don't build cute little roads that are compatible with parks," Griggs said. "This is just going to creep and become bigger and bigger."
3. No one who benefits from building the road would be paying the tolls. The Trinity toll road supposedly would serve to move workers in southern Dallas to jobs in northern Dallas. The Federal Highway Administration estimated that the road actually would cause more traffic. It is insulting that the city is asking workers in southern Dallas to get in their cars and drive to jobs 30 or 40 miles away in northern Dallas and pay a toll to the NTTA for the privilege. 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.
4. It basically would tax people to use a public park. Beasley said the focus of the Trinity toll road should be the proposed park between the levees and access to that park. But since it is a toll road, accessing the park would require payment to the NTTA. Beasley said the NTTA could enact "toll forgiveness" for park users. How would that work, exactly? No one could answer.
5. We don't need it, from either an economic or traffic-reducing standpoint. We are in a huge economic upswing. Why are the moneybags behind this unpopular and unnecessary road still so zealous about it when there are oodles of development opportunities out there? 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. Right now in Oak Cliff, there are efforts to reduce the sizes of our roadways so that our neighborhood won't be a flythrough 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.

6. We can have parks and nice things without a road. The dreamiest part of the Beasley plan is that it calls for five overlook points that would build connections to economic development. Consider the relationship between the Continental Bridge Park and Trinity Groves. It's an area that draws the well-heeled of Highland Park to fancy restaurants, and it also serves families from La Bajada neighborhood with the bridge park, for example. 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.

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8. Global climate change is real. Even though clandestine donors spend millions of dollars to fund climate-change deniers, it is science that our planet is getting warmer. 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?

In conclusion please stop conning the citizens of Dallas and let us have our park. Kill the tollroad.



This parkway, if it is to be a parkway, should be connecting neighborhoods along either side of the river corridor, not connecting freeways at either end or any freeways in between. On the southeast end, let the parkway be expanded to define the periphery of the lower White Rock Creek basin, the edge of Joppa wetlands, and the broadwood river bottoms from South Loop 12 to areas south of Interstate 20. On the northwest end, let the parkway continue to meander and define the Elm Fork corridor and the West Fork corridor.

Do away with Alternative 3C. The Trinity Parkway should not be a reliever road for the problems of the region, but a parkway for Dallas and its residents to enjoy and benefit. Instead, connect US 175 and I-45 to the Mixmaster and locate this freeway connection between Lamar Street and the north or east levee extension.

**SMALLER PARKWAY FOR THIS FUTURE GENERATIONS** (Clever wording to fool people, but this has been done too many times in the past and I have re-edited it)

1. Who's kidding who – this is not a meandering road by looking at the map or considering the roads we drive. Meandering means a path is taking some bold turns because of hills, vegetation, water bodies, or some other obstruction. A meandering road should provide some surprises for the traveler, whether in a vehicle, riding a bike, on horseback, or walking. Even for a road designed for a 35 mph speed limit the meander will have to be pretty significant. This road is being planned for a larger roadway in the future and will never meander, so quit referring to this term. After all the pretty pictures produced and stories we've been told through the years, it is another slap in the face.
2. Yes to no interchanges from freeways and tollroads to the parkway. Just two ramps to thoroughfares (Inwood -Westmoreland Road & MLK-Cedar Crest Blvd) – you can add other ramps to thoroughfares (Corinth Street, Commerce Street, Oak Lawn Avenue). Also, since Oak Lawn Avenue is being noted, an attractive bridge (not like the blah Sylvan Street bridge) should be built connecting Oak Lawn Avenue to Beckley Avenue.
8. No parkway connection to freeways at either end or any in between.
11. Agree.
14. Agree, but at all points.

#### **ACCESS TO PARK**

3. Do away with Alternative 3C and let the parkway really meander and not be confined to the Alternative 3C right-of-way footprint. Otherwise, agree to locations for pull-off parking.
6. The more defined paths into the park, the better. All bridges over and under the parkway should be architecturally significant (not low-bid structures). This should be a parkway that people can cross most anywhere along its route, and for that to happen it needs to be designed for a slower speed.
9. Agree.
12. As long as it is not a toll road, agree with the need for on-street parking.
13. This should not be a toll road.
15. Agree.
16. Agree.

#### **LANDSCAPE & PARK EXPERIENCE**

4. Maybe a 'tree-lined parkway' in the downtown urban core, but a mile or so beyond downtown (on either end of downtown) let the tree-line parkway fade away for something more natural, such as groves of trees you are driving through with openings, meadows, and wetlands in between. A real metropolitan parkway should be a delightful experience that one passes through, playing to the senses and providing occasional surprises. A linear tree pattern as described in the text should be used to add emphasis to an urban core, but it should be used sparingly. Too much and it can be pretty boring after awhile.

(see page 2)

5. Agree. Use the land benches or maybe 'faux hills' to hide the levee sides when possible. It should add breaks and character to what is now a featureless floodway.

7. Agree, as noted in item #5 above.

17. Agree. Use 'faux hills' and architecturally significant overlooks that can serve as landmarks for their surrounding areas plus serve as a type of 'wayfinding' for people along the river corridor.

#### **BUILDING CONNECTIONS TO ECONOMIC DEVELOPMENT**

10. Agree

18. Pedestrian access to the park anywhere along the river corridor should not be limited because of a high-speed roadway. This should be a slower speed parkway that people can cross most anywhere along its route.

19. I don't agree that in this district the park and parkway are any less important. How we treat this area on both sides of the levee is important and one side should complement the other.

20. Do not connect the parkway to the freeways at either end. Let the parkway be integrated into the surrounding neighborhoods to foster community character, growth, and investment. The parkway and park should be designed to celebrate our region's seasons – seasonal color in trees and wetlands, Blackland Prairie grasslands, native flowers, flooding and dry spells, plus taking in the full sky. We live in an amazing place and we need to appreciate what it offers.

## P Darby

As a professional urban architect and a citizen of Dallas, I wish to offer my opposition to a few key points in the generally positive Trinity Parkway Report by the "Dream Team." I offer the following insight and opinions in hope for what could be a sensible outcome for all of the citizens who live in Dallas, Dallas County, and surrounding communities within the DFW Metroplex along with those who work in downtown Dallas and the visitors who come to Dallas for business or pleasure.

In general, the majority of the Dream Team concepts and recommendations as presented by Larry Beasley are in line with the previous Trinity River Park goals through discussions, studies and proposals that were presented to and voted upon by the Dallas citizens. It is clear Dallasites are looking for a quality and sustainable waterfront park with recreation and functional amenities that will truly be utilized. They are also looking for multiple access points with the Trinity River Park from many of the adjoining unique neighborhoods. These goals were clearly reflected in the Balanced Vision Plan which served as a baseline for the Dream Team's Charrette.

I wish to offer the following series of statements and offer a different opinion for consideration:

1. A high-speed roadway, whether a freeway or toll road and a roadway that supports speeds over 45 mph is not desirable for Dallas and surrounding communities nor a sensible and sustainable solution for the future of Dallas. The Dream Team Report indicates clearly on page 6 under Initial Review Considerations "We all agreed that some form of vehicle access over the levees to the park was essential." It added "A full limited-access highway is not needed and would have too many impacts. A typical conventional city street with intersections and lights is not practical because of the barrier of the levees from the city street networks. Therefore, we felt an elegant, meandering parkway with a modest scale and profile has the best chance of balancing all interest and meeting the capacity needs." While I would prefer a slower limited-access roadway, I agree with the team's assessment that a meandering parkway is a good solution. Any notion for a highway or any alternatives similar to Alternate 3C should not be considered.
  2. The Dream Team continues to state on page 9 of the report "that a parkway was the best solution for this setting. The parameters of a parkway, to differentiate it from the other road formats [highway, conventional city street, nothing], is essentially that it has a minimum cross-section to carry the targeted capacity, may have pull-offs and parking associated with it, has limited ramps, may have less stringent design standards than a freeway or other highway, includes extensive landscaping, but also has limited access and does not include conventional intersection with other streets or intersection traffic management." I generally agree with most of this outcome but would like to see a few more limited access points added for the citizens of Dallas to be able to utilize the road, particularly near the Design District, South Side, West Dallas and Oak Cliff.
  3. The majority of the Dream Team also felt the speed was less relevant but it was clear in the Charrette Outcomes statement that this was not a uniform agreement. There were several participants who felt strongly and advocated for a 35-miles-per-hour design speed. I agree with the slower 35mph speed and the team should revisit this again and reconsider a mid-speed parkway. Many parkways in other major cities promote slower speed limits along their parkways and enforce it heavily. Dallas should celebrate and experience the parkway and the Trinity River basin, not speed through it to their faraway destination. Adding a few more interchange will help with the local activation of the parkway, particularly during weekend and off-hours.
  4. I understand the need for regional connectivity, particularly between the South and Southeast sides of Dallas and the North and Northwest sides. I also understand the need to alleviate the congestion along the north-to-south highways and plan for expanded roadway capacity for future population growth. These capacity needs can be achieved by addition and augmentation of other means of transportation modes in parallel with sensible planning and management of existing traffic patterns along with an attempt to bring economic development to the southern half of the city that currently depends on commuting by automobiles to jobs in the northern half of the Metroplex. Technology will be a large factor in the future of transportation and may offer yet-to-be-realized transportation solutions to managing current traffic situations and future capacity needs.
  5. Dallas does not have a large public central park that many other successful urban centers cherish - Chicago Lakefront Millennium Park, Washington Mall/Potomac River Waterfront, New York City Central Park, San Francisco Gateway Park - many which are bounded by low to mid-speed roadways. These are cities that also offer a higher degree of transit options, better bike ways and walkable streets. As a result, these cities have a higher degree of density by having or providing solid multi-modal transit option to support sensible and sustainable urban development. The design should ensure that we provide a balance of local roads and multi-modal transit options throughout the Trinity River Park
  6. Dallas completed a beautiful and successful Klyde Warren Park that connected two separated sections of the city in 2013. We can do the same by not building another visible roadway barrier that divides and interferes with access from Downtown, Victory and Design District areas to the waterfront. Yes, there is bicycle and pedestrian access via a series of bridges and tunnels but they do not really provide a true connectivity. A slower road with signaled grade pedestrian and bike crossing would foster a more integrated Trinity Park - not a park that is intersected by a barrier-like parkway or highway.
  7. If Dallas wish to be ready for the future and anticipated growth, it needs to recognize that the Trinity River parkway is not the one-stop solution as a high-speed highway and other transportation solution need to be considered. A mid-speed, meandering park roads that allow users to truly experience the planned Trinity Park and interact positively and cohesively with the pedestrians and bikers is the best solution. Even an above 100 year flood stage street car link from north to south within with the Trinity River Park would provide another mode of transportation to allow dynamic activity within the park and connect to intermodal stations with parking facilities. I doubt New Yorkers or Washingtonians would allow a highway through their respective beautiful Central Park and Washington Mall.
  8. San Francisco, New York and other cities have reversed past urban highway trends and removed these barriers for a successful, livable and desirable waterfront experience. Our neighboring city, Fort Worth, have already invested in a beautiful and active waterfront along the Trinity River with quality bike ways, center of activities and other recreational amenities that have allowed Fort Worthians to enjoy and without a parallel roadway other than for accessing the various points within the park.
  9. It is clear there is not a high percentage of support or consensus for the roadway decision but there is a positive and supporting consensus for creating the park and recreational amenities of the Trinity River Park. Dallasites would clearly support the necessary bonds for the Park by itself and we can build this now and create more jobs locally. The Beasley plan does have a good solution for the right-of-way alignment for a slow road along this alignment with traffic circles and stop lights allowing for bicyclist and pedestrian crossing. This could be better enhanced to create a non-direct connection and install a rotary that promotes traffic calming from 65mph to 35-40mph at both ends and at various nodes/intersections along the right-of-way. I also believe more local interaction connections by cars to the slow parkway would benefit the adjoining neighborhoods on both sides of the Trinity River. The Trinity Park should be about bringing people together in a great park, not providing a high-speed monolithic traffic solution that only aids the congestion relief for a limited number of Dallasites and more outsiders that are using the Trinity River right-of-way
- Let's build our Trinity Park with amenities and recreational facilities and allow for sensible integrated and sustainable development occur along the riverfront. These can be served through a localized series of streets that eventually connect to the parkway through limited access points, not a massive high-speed roadway that only serves those outside of Dallas. A beautiful example of this is Rock Creek Parkway in Washington, DC.
- Let's Stop Planning and Let's Build our Park. Let's stop worrying about funding the roadway that we cannot afford and start building the great Trinity River Park that we can afford. Let's stop putting years of time and resources toward a project with controversies and start building a park and other amenities that Dallasites and surrounding citizens want and support. Let's not put money towards a high-speed highway we do not want, let's put the money toward needed repairs and maintenance of our existing urban infrastructure that is aging and better new infrastructure projects like shared bike roadways and better sidewalks. Let's stop talking and let's together build and beautify Dallas!

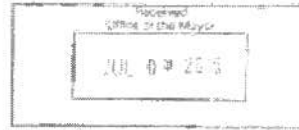
We can do this!



807 Clermont Avenue  
Dallas, Texas 75223

July 7, 2015

Mr. William Velasco  
Chairman Transit Oriented Development Committee  
Dallas Area Rapid Transit  
1401 Pacific  
Dallas, TX 75202



**SUBJECT: TRINITY RIVER TOLL ROAD**

The purpose of this letter is to express my concern as to the future of the Trinity Toll Road project. A lot of people, including myself, are opposed to this project because it is merely going to move people through downtown. Secondly, it's so 20<sup>th</sup> century, a massive freeway in a floodplain that will divide the city much as our existing freeways have done. Now an alternative for your consideration that worked very well for Portland OR, a city noted for its progressive transit options.

Back in the early 1980's Portland successfully killed the Mount Hood Freeway project, a freeway proposed to cut through the city to move people through downtown. They used the money from that project to fund development of their light rail system.

Getting back to Dallas, why not cancel the Trinity Toll Road and use that money to completely build that 2<sup>nd</sup> rail alignment through downtown Dallas. If there is any money left over then you can connect the Green Line directly to Love Field or start building the Cotton Belt line through Addison for a much needed east-west alignment.

These are 21<sup>st</sup> century options that connect and unite a city while giving commuters options for getting out of our vehicles. Look at what it has done for Portland and it can do the same for Dallas.

*Gabriel Vargas*

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