Proposed Park Programming & Improvements:

1. Egress / Emergency Exit Lane
2. Boardwalk
3. Restroom / Rinse off Facility
4. Controlled Entry (Toll) Gate
5. New Park Board Headquarters & Pavilion
6. Elevated Parking Deck
7. Boardwalk (Vendor Kiosk Areas)
8. Shade Sails
9. RV Park
10. Dog Park
11. Free Parking
12. Fee Parking
13. Cabana Rentals
14. Cabana / Wedding Service Facility
15. Wedding Pavilion
16. Landscape Buffer
17. Restroom / Shower Facility
18. Potential Retail / Commercial Development
19. Galveston Park Board Visitor's Center
20. Food Truck Park
21. Covered Picnic Area
22. Future Leased Tracts (Commercial / Retail)
23. Vehicular Connection
24. Emergency Access Point
25. Gathering Pavilion
26. Sand Volleyball Court
27. Vendor Kiosks
28. Life Guard Stations
29. ADA Playground
30. Transit Stop
31. Round-a-bout
32. Tent Line
33. Family Programming Area
34. Park Area Development
35. Bicycle Parking

Stewart Beach at a Glance:

- *37,500 S.F of potential Retail/Commercial*
- *Parking for 2500 Cars*
- *12.6 Acres of Potential Lease Tracts*
- *30 New RV Spaces*
- *6 Bathroom/Rinse Off Facilities*
- *Pedestrian & Vehicular Improvements*
- *Broadway Gate Improvements*
  - *3 Ingress Lanes*
  - *1 Egress Lanes*
- *Internal Hike/Bike Pathways*
- *Opportunities for off beach recreation activities (mini-golf, go-karts, roller skating)*
- *Holiday Drive Gate Improvements*
  - *2 Ingress Lanes*
  - *2 Egress Lanes*
- *Ferry Road Gate Improvements*
  - *2 Ingress Lanes*
  - *1 Egress Lanes*
- *15,000 S.F. New Park Board Pavilion / HQ*
- *Boardwalk/Vendor Areas*
- *Expanded Shade /Cabana Areas*
- *Expanded Wedding Facilities*

Design Considerations for Roundabouts:

- For a two-lane round-a-bout, the inscribed circle is a minimum of 150' diameter. With dual lanes, 12' wide, the total width is 200' diameter. A double lane round-a-bout should be considered for Broadway
- Pedestrian crosswalks must be set back away from the entrances to the round-a-bout
- Double lane round-a-bouts typically handle 40,000 vehicles per day
- A capacity analysis should be conducted to determine peak hour operating conditions and level of service.

Source: Institute of Transportation Engineers, Recommended Practices