

# Memorandum



DATE October 9, 2009

TO Members of the Transportation and Environment Committee:  
Linda Koop (Chair), Sheffie Kadane (Vice Chair), Jerry R. Allen, Tennell Atkins,  
Carolyn R. Davis, Angela Hunt, Delia Jasso, Pauline Medrano, Ron Natinsky,  
Vonciel Jones Hill

SUBJECT Complete Streets Briefing

Attached is the "Complete Streets" briefing that will be presented to you on October 12, 2009.

Please contact me if you need additional information.



Jill A. Jordan, P.E.  
Assistant City Manager

c: The Honorable Mayor and Members of the City Council  
Mary K. Suhm, City Manager  
Thomas P. Perkins Jr., City Attorney  
Deborah Watkins, City Secretary  
Craig Kinton, City Auditor  
Judge C. Victor Lander, Administrative Judge  
Ryan S. Evans, First Assistant City Manager  
A.C. Gonzalez, Assistant City Manager  
Forest Turner, Assistant City Manager  
David K. Cook, Chief Financial Officer  
Jeanne Chipperfield, Director, Official of Financial Services  
Edward Scott, City Controller  
Helena Stevens-Thompson, Assistant to the City Manager  
Rick Galceran, P.E., Director, Public Works and Transportation  
Theresa O'Donnell, Director, Sustainable Development and Construction Department

# Complete Streets Initiative

## Transportation and Environment Committee Briefing

Prepared by  
Strategic Planning Division  
Sustainable Development and Construction  
October 12, 2009





# Purpose of Briefing

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- Present an overview of the “Complete Streets” movement
- Discuss federal legislation that addresses “Complete Streets”
- Review the Transportation Element of the forwardDallas! Comprehensive Plan regarding “Context Sensitive Design”
- Obtain input from the Committee on the direction of the Complete Streets Initiative



# Complete Streets Movement

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- Emphasis on well-planned streets as the key component of a livable city
- Belief that, to reach full potential as a livable city, street design and land use planning must be integrated in a way that allows the street to serve the needs of all users
- National Complete Streets Coalition promotes the principles of “Complete Streets”



# Ideal Complete Streets Policy

## National Complete Streets Coalition

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- Includes a vision that shows how and why streets should be completed
- Accommodates all modes, ages, and the disabled
- Aims to create an integrated and connected network for all modes
- All responsible agencies adhere to complete streets principles
- Applies to both new and retrofit projects for the entire right of way
- Requires high-level approval for exceptions
- Requires the use of the best design standards, and allows for flexibility
- Complements the context of the community
- Establishes performance standards with measureable outcomes
- Includes specific implementation steps



# Proposed Federal Legislation

Related to "Complete Streets"

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## Complete Streets Act of 2009:

- Senator Tom Harkin (D-IA, S.584) and Congresswoman Doris Matsui (D-CA-5, H.R.1443) introduced the Complete Streets Act of 2009 in March
- The bills would ensure that all users of the transportation system, including pedestrians, bicyclists, and transit users as well as children, older adults, and individuals with disabilities, are able to travel safely and conveniently



# Proposed Federal Legislation

## Related to "Complete Streets"

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### Surface Transportation Authorization Act of 2009:

- The House Transportation bill, The Surface Transportation Authorization Act of 2009 (STAA) was released in June by Oberstar (MN), Mica (FL), DeFazio (OR), and Duncan (TN)
- Complete streets, termed "comprehensive street design policies and principles," is found in two places in the draft:
  - It directs the new Office of Livability to take steps to encourage States and Metropolitan Planning Organizations (MPOs) to adopt complete streets policies
  - It revises federal code to require new projects receiving federal aid be consistent with "comprehensive street design policies and principles," which must take into account the needs of all users of the transportation corridor



# Proposed Federal Legislation

Related to "Complete Streets"

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- The proposed federal legislation is an indication that the concept of Complete Streets is taking hold at a national level
- If approved as an integral part of the new Surface Transportation Act, additional funding could be available to assist with implementation of Complete Street elements
- However, it is likely that most of the additional costs associated with Complete Streets will be the responsibility of local government



# forwardDallas!

## Transportation Element

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- Calls for coordination of transportation and land use planning that creates an integrated network of urban places and multipurpose street systems that will support the next century of growth
- Identifies a new approach to designing streets that focuses attention on building a multi-modal system facilitating bicycling, walking, and transit – as well as automobiles
- Focus is on “context sensitive design,” the result of which is a “complete street”



# Context Sensitive Design (C.S.)

## forwardDallas! Transportation Element

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- The practice of developing transportation projects that serve all users and meet the needs of the neighborhoods which they serve
- A collaborative process that involves all stakeholders in developing street designs that fit into the character of surrounding neighborhoods while maintaining safety and mobility
- An approach to roadway design that considers the priority of each design element such as sidewalks, travel lanes, parking lanes and medians, based on neighborhood context, safety and transportation mobility



# C.S. Design Principles

## forwardDallas! Transportation Element

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- Context Sensitive Design principles recognize three realms that together define roadways and provide a framework for street design that is sensitive to the specific needs of neighborhoods:
  - Context Realm: Covers the properties adjacent to the public right-of-way and defines the character of the roadway in terms of land uses, activities, building form and landscape
  - Travelway Realm: Includes the portion of the public right-of-way from curb to curb that provides for travel lanes for a variety of vehicles including cars, trucks, transit and bicycles; also includes parking lanes, transit stops and loading or unloading zones
  - Pedestrian Realm: Includes the area between the curb and the fronts of buildings usually in the public right-of-way, but can extend into properties adjacent to the public right-of-way or into parking lanes in order to improve the pedestrian experience and access to buildings



# C.S. Street Types

forwardDallas! Transportation Element

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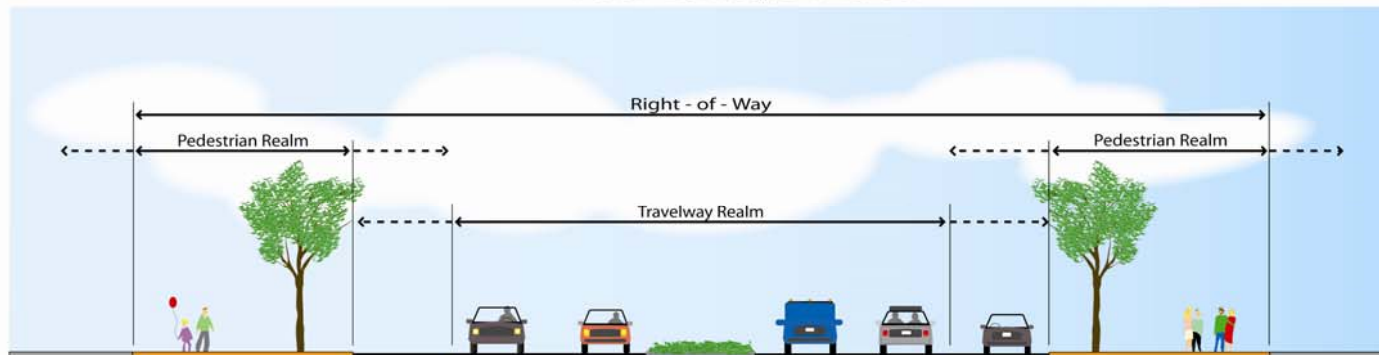
- Downtown Streets
- Mixed-Use Streets
- Transit Streets
- Main Streets
- Commercial Streets
- Industrial Streets
- Residential Streets

# C.S. Design Guidelines

forwardDallas! Transportation Element

## Street Cross Section Example

### Principal / Minor Arterial Four Lanes, Divided



Street Type	Landscape / Sidewalk	Parking	Lane	Lane	Median	Lane	Lane	Parking	Landscape / Sidewalk	Posted Speed	Total Right - of - Way
Downtown Street	16	8	11	11	15	11	11	8	16	35 mph	107
Mixed - Use Street	13	7	15 (MU)	11	15	11	15 (MU)	7	13	35 mph	107
Transit Street	16	8	12 (Transit)	12	16	12	12 (Transit)	8	16	35 mph	112
Main Street	16	8	11	11	15	11	11	8	16	35 mph	107
Industrial Street	7	N/A	12	12	18	12	12	N/A	7	45 mph	80
Commercial Street	13	N/A	12	12	16	12	12	N/A	13	45 mph	90
Residential Street	11	N/A	11	11	16	11	11	N/A	11	35 mph	82

#### Abbreviations:

Shared = Shared transit lane  
 Transit = Dedicated transit lane  
 Transit = Dedicated transit lane  
 MU = Multi-Use, additional width to accommodate bicycles  
 Angled = Reference to angled parking areas

#### Notes:

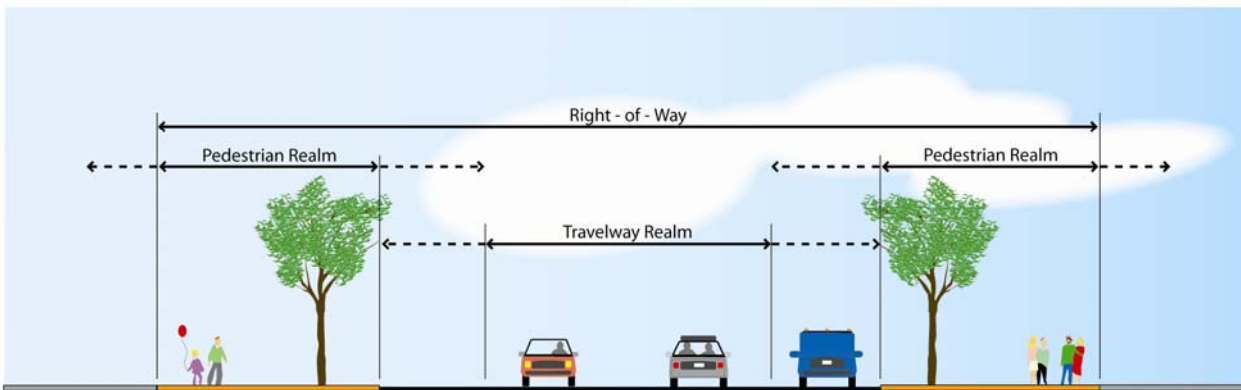
1. The dimensions noted are recommended widths allocated for various functions within the right-of-way. Actual widths of amenities such as sidewalk paving, treewells and planting strips will be determined through detailed design.
2. Setbacks will be addressed by the zoning code and urban design standards for walkability.
3. Pedestrian Realm may extend into parking or setback.
4. Travelway Realm may include parking lanes to allow for turning lanes.
5. Parking lane can be used for bus turnouts as needed.

# C.S. Design Guidelines

forwardDallas! Transportation Element

## Street Cross Section Example

### Collector Street Two Lanes, Undivided



Street Type	Landscape / Sidewalk	Parking	Lane	Lane	Parking	Landscape / Sidewalk	Posted Speed	Total Right - of - Way
Downtown Street	8	18 (Angled)	12	12	18 (Angled)	8	25 mph	76
Mixed - Use Street	13	7	14 (MU)	14 (MU)	7	13	25 mph	68
Transit Street	14	7	16 (MU)	16 (MU)	7	14	25 mph	74
Main Street	12	18 (Angled)	12	12	18 (Angled)	12	25 mph	84
Industrial Street	7	N/A	18	18	N/A	7	35 mph	50
Commercial Street	10	N/A	16	16	N/A	10	35 mph	52
Residential Street	10	7	11	11	7	10	25 mph	56

#### Abbreviations:

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#### Notes:

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# Implementation

forwardDallas! Transportation Element

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- Develop a Context Sensitive Design (“Complete Streets”) manual based on a concept of street types that will serve as overlays to the existing Thoroughfare Plan functional classification system
- Identify the location of specific street types based on community input and evaluation of transportation networks
- Target amendments to the Thoroughfare Plan to achieve the desired results



# Next Steps

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- The Transportation Element of the forwardDallas! Plan is consistent with the principles of the “Complete Streets” movement
- Staff will move forward with the update to the Bicycle Plan – it provides information that is critical to the Complete Streets process
- Staff will identify several key demonstration streets for application of a Complete Streets concept plan that could be considered for funding in the next bond program – suggested streets will be brought to the Committee
- Staff will move forward with the development of the Complete Streets (Context Sensitive Design) Manual



# Complete Streets Manual

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- The Manual will:
  - Define the planning process and standards to be used in the development of a plan for a street
  - Establish how specific plans will be incorporated into the Thoroughfare Plan
  - Assess costs associated with elements of a Complete Street approach
- Manual will be developed by an interdepartmental team that will include Sustainable Development and Construction, Public Works and Transportation, and the Dallas Design Studio
- Bicycle Plan Update and Demonstration Projects will be used as inputs to the development of the Manual



# Attachments

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- National Coalition of Complete Streets – Steering Committee Membership
- Summary of proposed “Complete Streets Act of 2009” pending in the Senate and House
- Transportation Element of the forwardDallas! Comprehensive Plan



# National Complete Streets Coalition – Steering Committee

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- AARP
- Active Living by Design
- Alliance for Biking and Walking
- America Bikes
- America Walks
- American Council of the Blind
- American Planning Association
- American Public Transportation Association
- American Society of Landscape Architects
- Association of Pedestrian and Bicycle Professionals
- City of Boulder
- Institute of Transportation Engineers
- League of American Bicyclists
- McCann Consulting
- National Center for Bicycling and Walking
- Safe Routes to School National Partnership
- Smart Growth America



# Summary of Proposed Complete Streets Act of 2009

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Introduced 3/12/2009.

- Requires each state to have in effect within two years a law, or each state department of transportation and metropolitan planning organization (MPO) an explicit policy statement, that requires all federally-funded transportation projects, with certain exceptions, to accommodate the safety and convenience of all users in accordance with certain complete streets principles.
- Defines "complete streets principles" as federal, state, local, or regional level transportation laws, policies, or principles which ensure that the safety and convenience of all users of a transportation system, including pedestrians, bicyclists, public transit users, children, older individuals, motorists, and individuals with disabilities, are accommodated in all phases of project planning and development.
- Allows such law or policy to make project-specific exemptions from such principles only if: (1) affected roadways prohibit specified users by law from using them, the cost of a compliance project would be excessively disproportionate to the need, or the population and employment densities or level of transit service around a roadway is so low that there is no need to implement such principles; and (2) all such exemptions are properly approved.
- Requires: (1) the Secretary to establish a method for ensuring compliance by state departments of transportation and MPOs with complete streets principles; and (2) states to require every agency responsible for a project within an approved transportation improvement program to review and certify project compliance with complete streets principles.
- Requires the Secretary to conduct research regarding complete streets to: (1) assist states, MPOs, and local jurisdictions in developing and implementing complete streets-compliant plans, projects, procedures, policies, and training programs; and (2) establish benchmarks for, and provide technical guidance on, implementing complete streets policies and principles.