Memorandum

DATE  20 September 2013

TO  The Honorable Members of the Transportation and Trinity River Project Committee:
    Voncien Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo,
    Mayor Pro Tem Tennell Atkins, Sandy Greyson, Sheffie Kadane

SUBJECT  Dallas Complete Streets Design Manual

The committee will be briefed on the Dallas Complete Streets Design Manual on 24 September, 2013. A copy of the presentation is attached. The draft Dallas Complete Streets Design Manual has been developed over the last year and a half with extensive community input and technical review. This manual is intended as a policy guide and reference for street design standards. Please feel free to contact me at (214) 671-9195 should you have any questions.

Theresa O'Donnell
Interim Assistant City Manager

C:  A.C. Gonzalez, Interim City Manager
    Warren M. S. Ernst, Interim City Attorney
    Judge Daniel F. Solis, Administrative Judge
    Rosa A. Rios, City Secretary
    Craig D. Kinton, City Auditor
    Ryan S. Evans, Interim First Assistant City Manager
    Jill A. Jordan, P. E., Assistant City Manager
    Forest E. Turner, Assistant City Manager
    Joey Zapata, Assistant City Manager
    Charles M. Cato, Interim Assistant City Manager
    Jeanne Chipperfield, Chief Financial Officer
    Frank Librio, Public Information Officer
    Elsa Cantu, Assistant to the City Manager – Mayor and Council

“Dallas-Together, we do it better”
What are Complete Streets?

Streets that are comfortable for everyone: young and old, motorists or bicyclists, pedestrians, wheel chair users, or transit riders alike.
Background

- **2006** - ForwardDallas! recommendation: Develop a “context sensitive street design manual”

- **2011-2012** - Council Strategic Action Plan objective: “Bring a citywide complete street vision to reality”

- **2011** - Transportation and Community and System Preservation (TCSP) grant awarded to Dallas

- **2011 -2013** – Community engagement, pilot and demonstration projects, and drafting of design manual
Community Workshops

- Eight interactive workshops held July through December, 2011
- Over 600 participants citywide
Visual Essay Contest

- Students, amateurs and professionals were engaged in proposing creative ideas for better streets
Public Opinion Sample Survey

Do you want your elected officials to work towards more sustainable communities?

![Bar chart showing 91% Yes, 8% No, and 1% Don't know.]

Do you feel that kids walking or biking to school, and adults walking or biking to shop and eat would be better for the Dallas economy?

![Bar chart showing 68% Yes, 25% No, and 7% Don't know.]
Knox Street Demonstration

Four-day installation from Katy Trail to McKinney Ave

New design concept tested in real conditions with community feedback and technical evaluation
Pilot Projects

The City has been gaining experience from implementing pilot complete street projects.

Bishop Avenue

Greenville Avenue
COMPLETE STREETS ARE NOT ALL THE SAME
Mixed-Use Street Example
Commercial Street Example
Residential Street Example

Montfort Drive
A New Way of Designing Streets

• Start with a vision
  – Planning Vision
  – Organizational Vision

• Policies to guide change
  – Implementation procedures: working with established processes
  – Design guidance
  – Process and guidelines for addressing trade-offs
1. How To Use The Manual
2. The Dallas Complete Streets Vision
3. Complete Streets Policy Framework
4. Pedestrian Zone Design Elements
5. Street Zone Design Elements
6. Intersection Design Elements
7. Green Streets
Design Guidance

- Pedestrian zone and street zone design elements
- Green street design elements
- Intersection design elements
Assessing Trade-Offs

### DESIGN ELEMENT PRIORITIES CHART

<table>
<thead>
<tr>
<th>Pedestrian Zone</th>
<th>Street Zone</th>
<th>Intersection Zone</th>
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<tbody>
<tr>
<td>Street Furniture</td>
<td>Wayfinding</td>
<td></td>
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<tr>
<td>Trees and Greenscape (Buffer Zone)</td>
<td>Limited Curb Cuts and Driveways</td>
<td></td>
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<tr>
<td>Seating</td>
<td>Newspaper Rocks</td>
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<tr>
<td>Bicycle Parking Facilities</td>
<td>Recycling/Garbage Cans</td>
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<td>Bollards</td>
<td>Transit Stops</td>
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<tr>
<td>Sidewalk Carts</td>
<td>Limited Curb Cuts and Driveways</td>
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<tr>
<td>Pedestrian Lighting</td>
<td>Information Kiosks</td>
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<tr>
<td>Bicycle Signage</td>
<td>Pedestrian Signage</td>
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<tr>
<td>Slip Streets</td>
<td>Street Furniture</td>
<td>Wayfinding</td>
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<tr>
<td>Couples</td>
<td>Street Furniture</td>
<td>Wayfinding</td>
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<tr>
<td>Trees and Greenscape (Median)</td>
<td>Street Furniture</td>
<td>Wayfinding</td>
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<tr>
<td>On-street Parking</td>
<td>Street Furniture</td>
<td>Wayfinding</td>
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<td>Chicanes</td>
<td>Street Furniture</td>
<td>Wayfinding</td>
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<tr>
<td>Midblock Pedestrian Crossings</td>
<td>Street Furniture</td>
<td>Wayfinding</td>
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<tr>
<td>Special Pavement Treatment/Speed Tables</td>
<td>Street Furniture</td>
<td>Wayfinding</td>
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<tr>
<td>Street Lighting</td>
<td>Multimodal Intersection Design</td>
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<tr>
<td>Curb Extensions/Bulbs</td>
<td>Modern Roundabouts</td>
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<tr>
<td>Traffic Islands</td>
<td>Special Pedestrian Signals</td>
<td></td>
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<tr>
<td>Special Bicycle Treatments</td>
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### Contextual Street Type Overlays

<table>
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<tr>
<th>Mixed-Use Streets</th>
<th>Commercial Streets</th>
<th>Residential Streets</th>
<th>Industrial Streets</th>
<th>Parkways</th>
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### Bike and Transit Network Overlays

<table>
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<th>Transit Network Overlay</th>
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<td>Transit Network Overlay</td>
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NR: Not Relevant
The Grand Boulevard
Case Study in Assessing Trade-offs

- Six (6) travel lanes
- Bus Rapid Transit [BRT] in mixed flow lanes
- On-street parking

- BRT in dedicated lanes
- Four (4) travel lanes
- On-street parking
- Shared bicycle lanes

- BRT in dedicated lanes
- Four (4) travel lanes
- No on-street parking
- Bicycle lanes

Existing Street Configuration

Option 1: Dedicated BRT / Shared Bike Lane

Option 2: Dedicated BRT / Bike Lane / No Parking
Greenville Avenue Example

• Trade-Offs
  • Indented parallel parking replaced angled parking to allow more space for outdoor patios
  • Reduced traffic lanes enabled wider sidewalks and street furniture
Complete Street Implementation

- Private development: OEO, SDC Current, ENG, BI, CDS
- Permits for construction on sidewalk or in roadway: SDC RE / Private License Agreement
- Roadway & sidewalk hardware: DART, DWU, Utilities, Streets, ONCOR
- Coordinated street furniture: SDC RE / Private License Agreement
- Sidewalk maintenance & repair: Property owners, BI, Code, DART
- Surface restrictions
- Public easement in Private Realm
- Utilities: DWU, Utilities
- Storm drain and storm sewer: SDC ENG, Trinity, DBW
- Traffic controls, roadway repairs: Streets
- Signage and markings: Streets, DBW, DART
- Water transmission main
- Storm drain main and manholes
- Water and gas zone
- Bike racks: SDC, SDC Current, BI
- Sidewalk cafes: SDC, SDC Current, BI
- Use of public ROW for private purpose: SDC RE / Private License Agreement, OEO, SDC ENG, PWT, CAO, Streets, TIF
Implementation Opportunities
Public Projects

Different types of public projects present different opportunities and challenges:

- Street Reconstruction or New Construction Projects
- Street Resurfacing or Restriping Projects
Bond Program
Complete Street Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>District</th>
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<tbody>
<tr>
<td>Bishop Avenue</td>
<td>1</td>
</tr>
<tr>
<td>Cedar Springs</td>
<td>14</td>
</tr>
<tr>
<td>Davis Street</td>
<td>1</td>
</tr>
<tr>
<td>Grand Avenue</td>
<td>7</td>
</tr>
<tr>
<td>Greenville</td>
<td>14</td>
</tr>
<tr>
<td>Henderson Avenue</td>
<td>2</td>
</tr>
<tr>
<td>Jefferson</td>
<td>1</td>
</tr>
<tr>
<td>Knox Street</td>
<td>14</td>
</tr>
<tr>
<td>Lamar Street</td>
<td>7</td>
</tr>
<tr>
<td>Main Street</td>
<td>2</td>
</tr>
<tr>
<td>Meadowcreek Drive</td>
<td>12</td>
</tr>
<tr>
<td>MLK Boulevard</td>
<td>7</td>
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<tr>
<td>Alpha Road</td>
<td>11</td>
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On-Street Bikeway Implementation

On-street bicycle projects to be completed or underway by 2014

- Dallas Bikeway System On-Street - Completed
- Dallas Bikeway System Off-Street - Completed
- Dallas Bikeway System Off-Street - Funded
Operation And Maintenance

- Complete Streets will introduce new operation and maintenance considerations:
  - Need for maintenance of enhanced pedestrian, bicycle facilities and landscaping
  - Need for creative solutions through public-private partnerships
  - Need for testing, monitoring and evaluation through ongoing pilot projects
Implementation Opportunities
Private Development Projects

- Opportunity for incremental improvements along street frontages
- Code amendments will be necessary to facilitate more widespread implementation through private development

- Zoning and subdivision regulations
- Regulations for use of City right-of-way
### Implementation Strategies

- **Adopt the Complete Streets Design Manual by Council resolution**

- Task a staff team with leadership, resources and responsibility for Complete Street policy implementation across departments

- Enhance inter-departmental coordination on street improvement projects

- Implement Thoroughfare Plan amendments

- Amend related policies and regulations for consistency and linkage to the Complete Streets manual

- Explore alternative funding mechanisms for Complete Streets capital, operation and maintenance costs

- Expand Dallas’ current offering of neighborhood-initiated street improvement programs to incorporate new design options and considerations

- Initiate a monitoring & evaluation program to assess effectiveness of complete street improvements
Discussion

Council Transportation and Trinity River Project Committee

24 September 2013
APPENDIX
FIVE REASONS WHY THE CITY OF DALLAS SHOULD ADOPT A COMPLETE STREETS POLICY
Why Complete Streets are Important

• Commonly Touted Benefits
  – Transportation choice
  – Improve safety
  – Encourage active lifestyles
  – Provides mobility to the homebound
  – Cost effective
  – Helps meet stringent stormwater management requirements

Twenty (20) percent of Americans have a disability that limits their daily activities and more than 1/3 of our children are obese. Complete streets reduce isolation and dependence, and provides space to help children be physically active and gain independence.

Benefits the Elderly, Disabled and Children
States with the lowest levels of biking and walking have, on average, the highest rates of obesity and diabetes. Complete streets promote a healthy lifestyle.
Complete Streets help lower expenses by replacing car travel with less expensive options like walking, riding bikes, and taking public transportation.
Reduces Stormwater Runoff

Stormwater may wash pollutants, sediments and trash directly into natural water resources. Complete streets help reduce and filter stormwater runoff.
5. Complete streets help move more people while using the same amount of road space.
48 people driving 48 cars take up this much road space.
48 people in a bus or trolley take up this much road space.
Finally, 48 people walking and bicycling take up this much road space.
The Other Reason....

A traditional economic development tool

• Serves as a catalyst for private development
• Helps create places where people want to be
• Adds value to neighborhoods
• Promotes community support for projects
Public Investment in a Complete Street and a Catalyst Mixed Use Development

San Leandro Boulevard
(San Francisco Bay Area)

Credit: Steve Price, Urban Advantage
Public Investment in a Complete Street and a Catalyst Mixed Use Development

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Public Investment in a Complete Street and a Catalyst Mixed Use Development

San Leandro Boulevard
(San Francisco Bay Area)

Credit: Steve Price, Urban Advantage
Complete Streets as an Economic Development Catalyst

Washington, DC
Barracks Row/8th Street SE

- Public street investment: $8 million

- Results:
  - Private investment over two (2) years: $8 million
  - Thirty two (32) new businesses and $80,000 in annual sales tax
  - Increased property values
Revitalizing Corridors with Complete Streets

North Shattuck Avenue, Berkeley

Photo: Kimley-Horn and Associates, Inc.
Main streets are the lifeblood of livable neighborhoods, offering a diversity of everyday needs, entertainment and opportunities for local businesses.
Attracting residents to the City Center requires “Downtown Lifestyle” streets where people can live, work, and play without using cars.
There is no better catalyst for economic development than the creation of a “place” highly valued by the community. Streets with historic social, cultural, and public gathering functions add tangible value.
In most metropolitan areas, every one-point increase in the 100-point Walk Score scale is associated with an increase in home value of $500 - $3,000.
COMPLETE STREETS ARE NOT ALL THE SAME
Mixed-Use Street (minor)
Mixed-Use Street (arterial)
Commercial Street (arterial)

Preston Road
Residential Street (minor)

Winnetka Avenue
Residential Street (minor)

Clay Academy Boulevard, Capella Park
Residential Street (arterial)

Montfort Drive
Turtle Creek Blvd

Parkway (arterial)
Parkway (minor)

Blaylock Street, Oak Cliff
MULTIPURPOSE STREETS: BLENDING THE HISTORIC AND THE MODERN
– Mobility
– Commerce
– **Culture**
– Communication
– Recreation
– Public space
- Mobility
- Commerce
- Culture
- Communication
- Recreation
- Public space
LIFE SAFETY
WHAT ARE THE TOP THREE UNDervalued STREET ASSETS?

• On-street parking
• Sidewalk buffer zone
• Alleys
Parking lanes are valuable real estate, and essential for main streets.
A seasonal “parklet” in a parking lane provides additional space where sidewalks are narrow.
Tree-lined planting strip in residential neighborhood creates an effective pedestrian buffer.
Dual function: the furnishing zone accommodates many types of street furniture and utilities on urban streets, and buffers pedestrians from traffic.
Deteriorating asphalt alley in Vancouver, Canada, converted to a “green alley”. Concrete strips can take the load of garbage trucks and fire apparatus. All other surfaces are permeable.

Photo: Ben Nelms for the National Post
Alley transformed into pedestrian walkway and urban plaza
Alley converted to restaurant seating