

Memorandum



DATE November 25, 2015

TO The Honorable Mayor and Members of the City Council

SUBJECT Dallas Complete Streets Initiative and Design Manual

On Wednesday, December 2, 2015 you will be briefed on the Dallas Complete Streets Design Manual. Attached you will find the briefing materials for your review.

Please feel free to contact me if you need additional information.



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

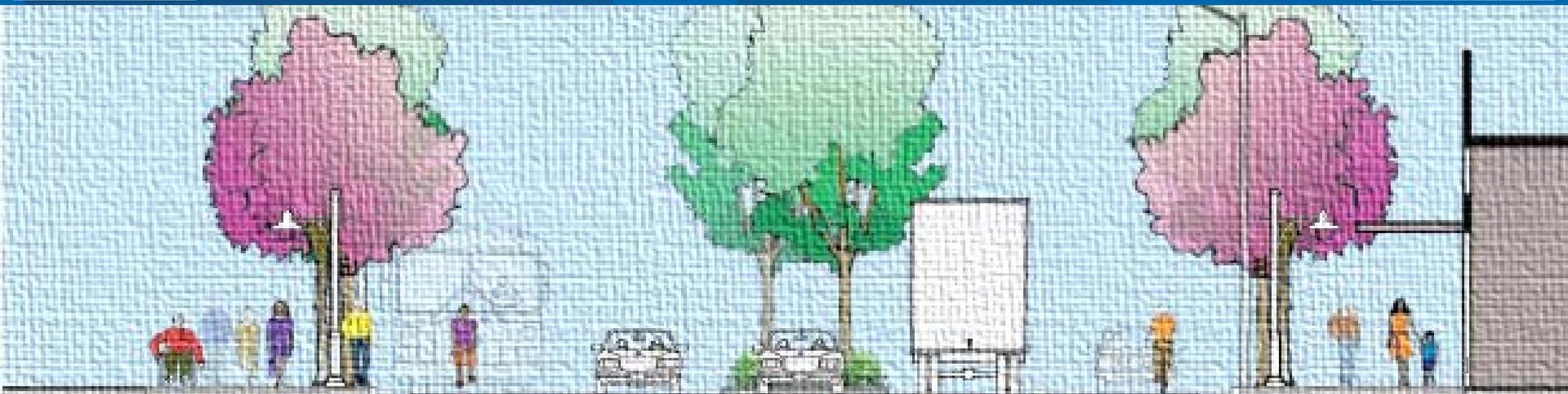
Attachment

c: A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager

Eric D. Campbell, Assistant City Manager
Mark McDaniel, Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Alan E. Sims, Chief of Neighborhood Plus
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council

Dallas Complete Streets Initiative and Design Manual

City Council Briefing
December 2, 2015



Purpose

- Update the Dallas City Council on the Draft Complete Streets Design Manual
- Discuss Upcoming Work Plan
- Discuss a proposal to adopt the Complete Streets Design Manual by Resolution

Previous Actions

- The Council Transportation and Environment Committee was previously briefed on the Complete Streets Initiative on December 13, 2010; February 28, 2011; June 13, 2011; and September 26, 2011
- The Dallas City Council was previously briefed on the Complete Streets Initiative on October 5, 2011
- The Council Transportation and Trinity River Project Committee was previously briefed on Complete Streets Initiative on September 24, 2013; and September 15, 2015
- On November 18, 2015, Council was briefed on the Urban Design Initiative for the City of which Complete Streets is a part

Urban Design Next Steps

December 2015



We are here

- City Council Briefing – Complete Streets

January 2015

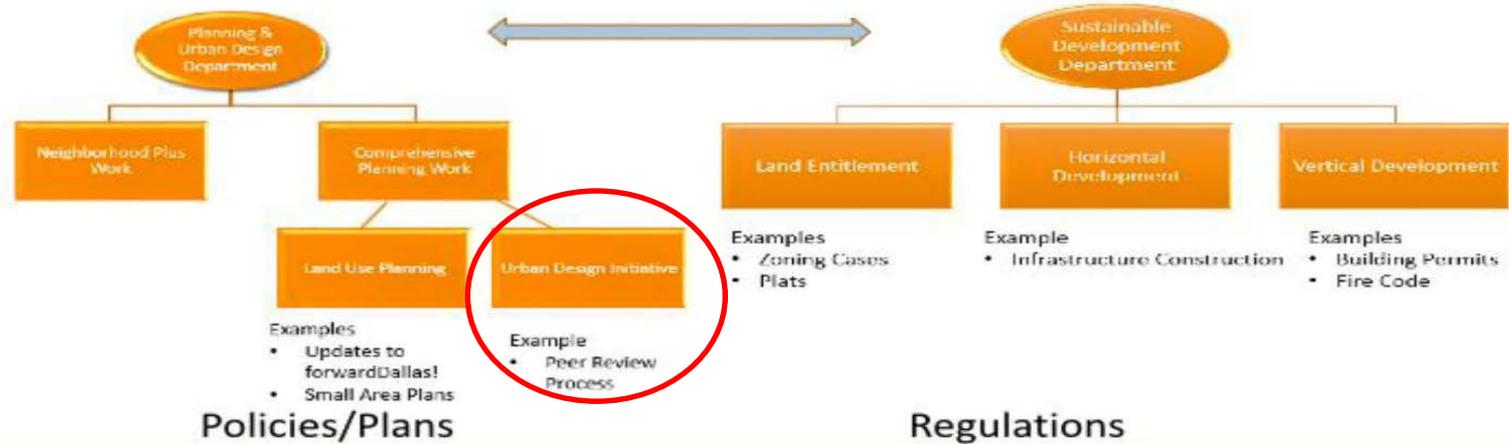
- Award a Consultant Contract for Revising the Paving and Drainage Design Manuals and providing urban design support
- Adopt Complete Streets Manual

2016

- Urban Design Definition and Vision for Dallas
- Urban Design Principles
- Urban Design Guidelines
- Updated Paving Design Manual
- Updated Drainage Design Manual
- Recommendations for amending forwardDallas!

Related Development Processes

Organizational Relationship

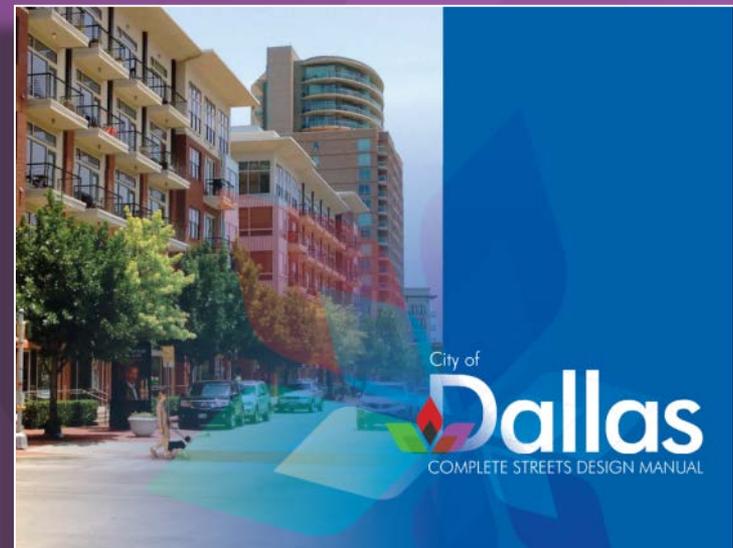
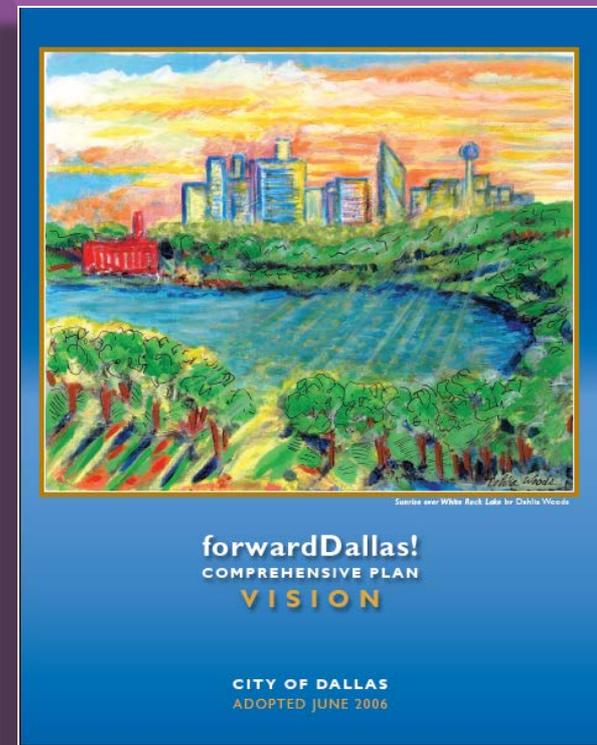


Complete Streets is a part of the Urban Design Initiative

**CuSP Report
November 3, 2016**

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 to develop a Complete Streets Design Manual
- ▶ 2011 -2013 – Community engagement, pilot and demonstration projects, and drafting of design manual

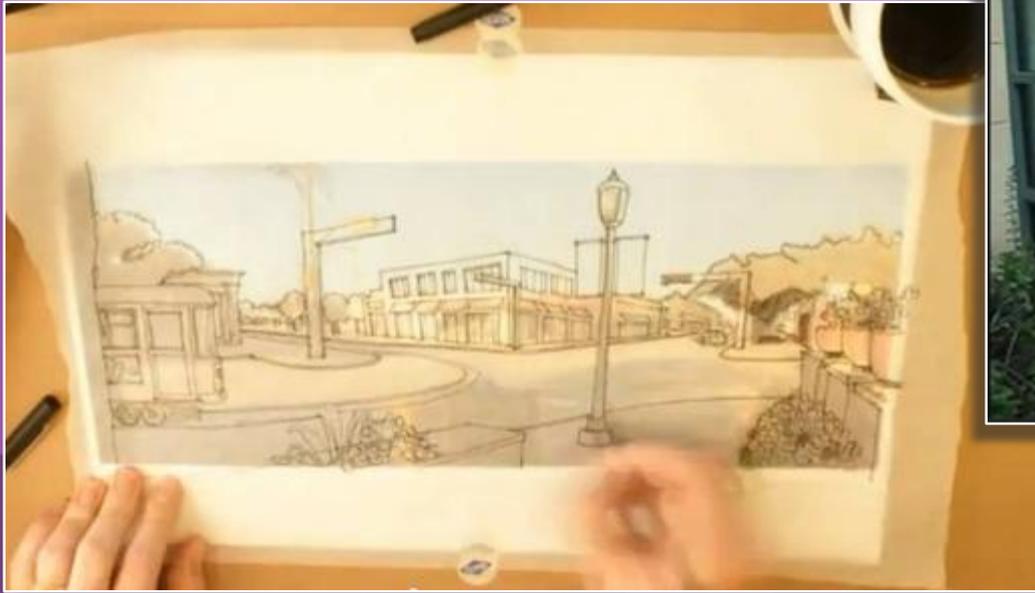


Community Workshops

- ▶ *Eight interactive workshops held July through December, 2011*
- ▶ *Over 600 participants citywide*



Visual Essay Contest

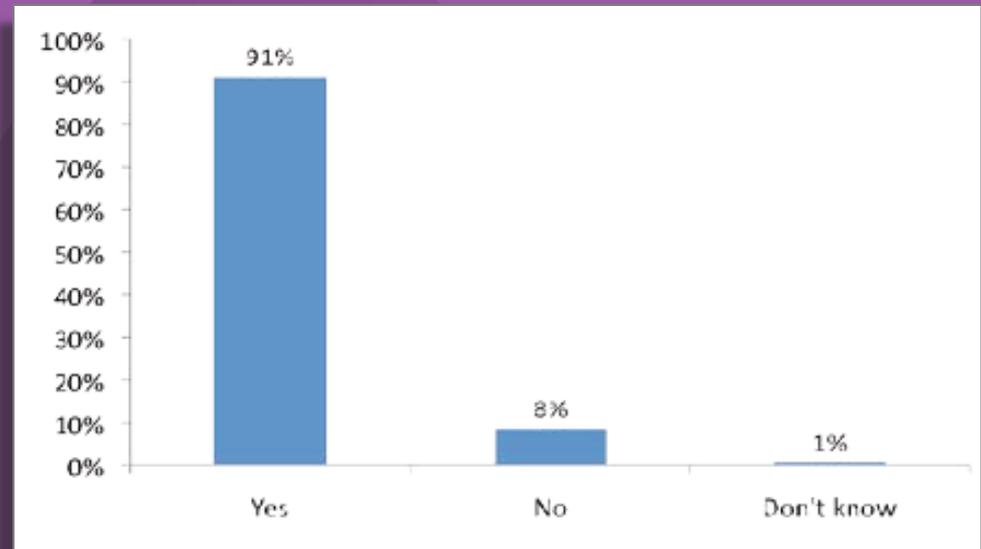


- ▶ *Students, amateurs and professionals were engaged in proposing creative ideas for better streets*

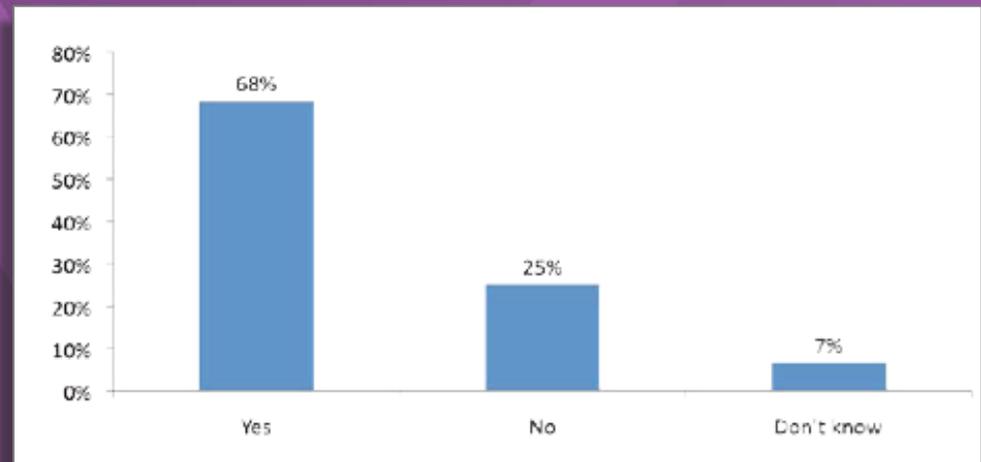


Public Opinion Sample Survey

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



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?



Knox Street Demonstration



Four-day installation from Katy Trail to McKinney Ave

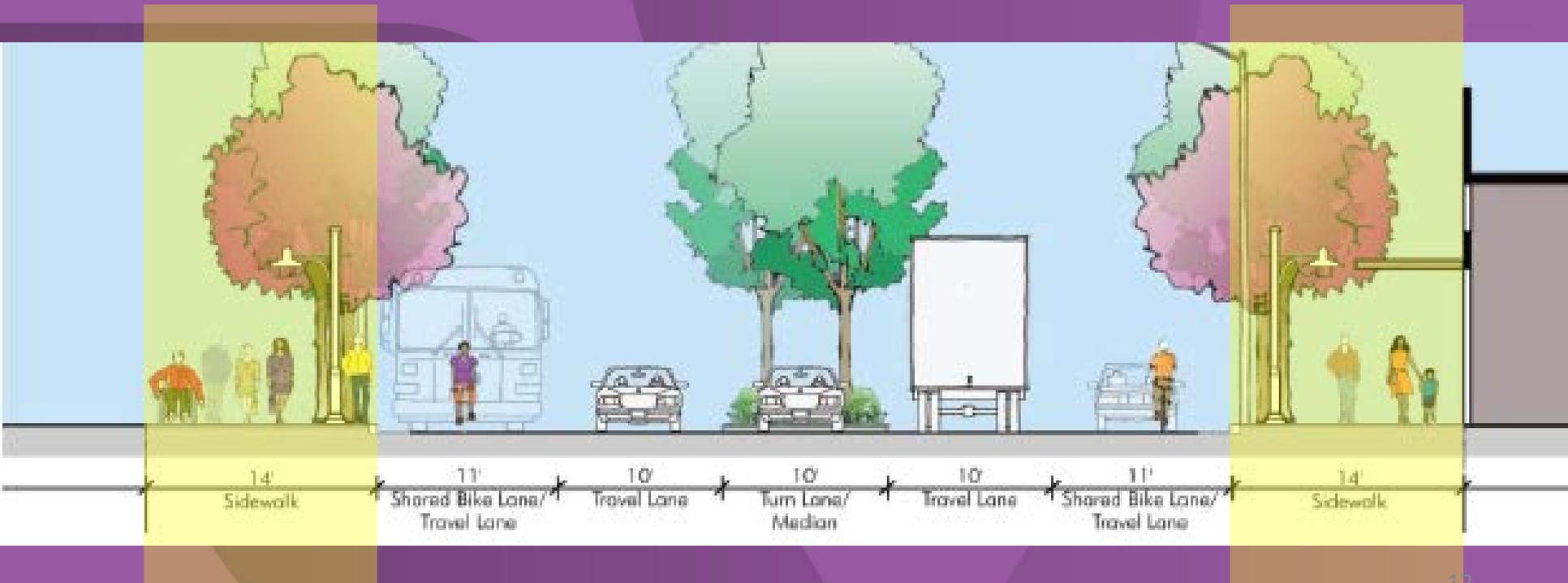
New design concept tested in real conditions with community feedback and technical evaluation

Vision

- To build streets that are safe and comfortable **for everyone**: all ages and abilities; motorists and bicyclists; pedestrians and wheelchair users; bus and train riders alike.
- To design streets for **all modes** of travel including pedestrians, cyclists, public transit, automobiles, freight, emergency and private vehicles.
- To design the entire right of way to suit the surrounding neighborhood character based on public input.

What are Complete Streets?

- Streets designed for all users
- One size/design does not fit all situations
- More than just curb to curb roadway design



Complete Approach, Different Outcomes

One size/design does not fit all

Buckner Corridor Concept Plan

Unified corridor with exceptional neighborhood connections and DART regional connectivity



Priority Elements

- Prioritized crossing at college
- Median landscaping
- Bike lanes
- Good bus stops/shelters
- Continuous sidewalks
- Street lights

Section

- 4-lane with median and bike lanes

Bike Plan Designation

- Lake Juno, Elm only: N.1 - 4 Lane Buffered Bike Lanes with Median No Parking

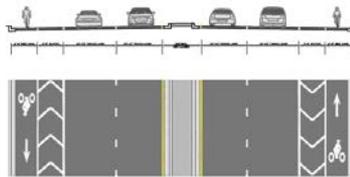
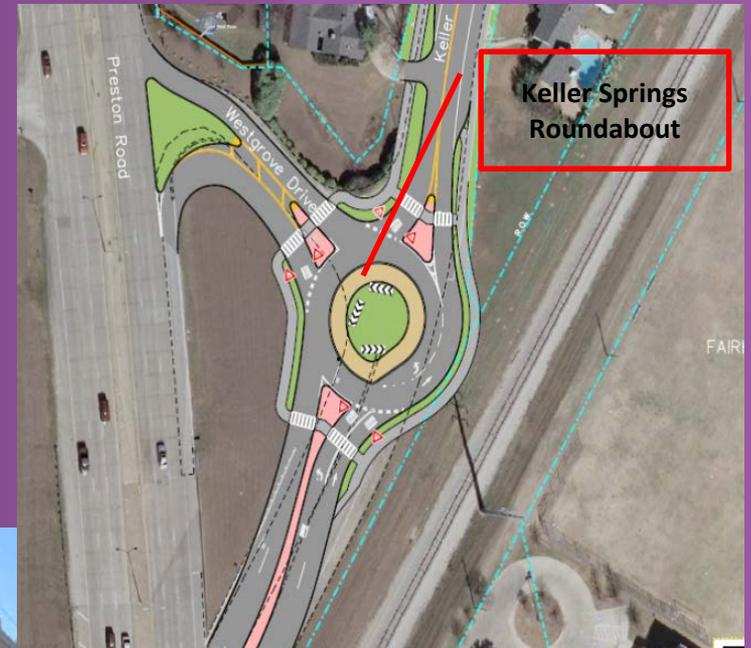


FIG. 1 - 4 Lane Buffered Bike Lanes with Median No Parking

Legend

- Shared bike lanes/improved sidewalks
- Future buffered bike lane (per Dallas Bike Plan)
- Enhanced pedestrian crossing
- Neighborhood connections
- Existing traffic signals
- Street trees
- Enhanced bus stop
- Gateway treatment

0 250 500 Feet
January 6, 2012
Kirby-Horn and Associates, Inc.



McKinney Avenue

Trade-Offs: Greenville Avenue

- Indented parallel parking replaced angled parking to allow more space for outdoor patios
- Reduced traffic lanes enabled wider sidewalks and street furniture
- Neighborhood input on making the tradeoff decisions



Key Progress Milestones

- 2011 Bike Plan marked a significant shift in bike policy
- 2011 Federal grant awarded to develop complete streets policy
- 2012 Bond Program included targeted funding for Complete Street projects
- Since 2012 – Annual funding commitment to on-street bike lane striping

Two Pronged Approach

- Pilot project implementation: Using a “complete street approach” to design and build already funded street improvement projects to test new design elements through community engagement
- New policy development: Developing new street design policies and guidelines to support a comprehensive, systematic and integrated approach across departments

Pilot Project Examples



Bishop Avenue



Greenville Avenue

Pilot Project Examples



Sylvan Avenue



Elm Street

Pilot Project Examples



Routh Street



Cedar Springs Roads

Pilot Project Examples



New Policy Development

Draft Complete Streets Design Manual

- Street design policies and guidelines
- Multi-disciplinary project planning and implementation process
- Complete Street Vision Map overlay



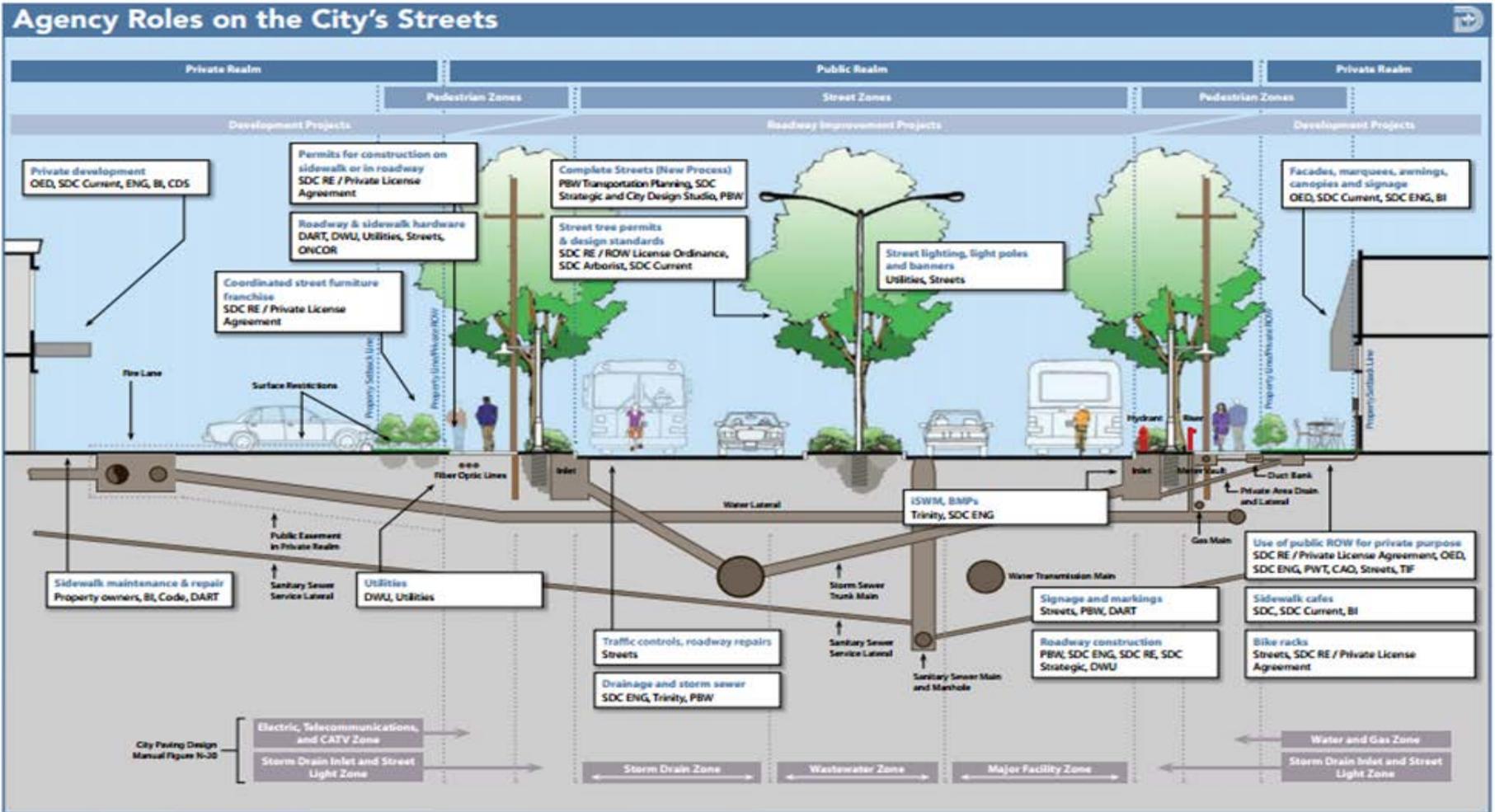
Web link to draft manual :

http://dallascityhall.com/departments/sustainabledevelopment/DCH%20Documents/pdf/DCS-Design-Manual_DRAFT_091713.pdf

Street Design Policy and Guidelines

- Intended to work alongside the Dallas Thoroughfare Plan and the Dallas Development Code to provide the policy framework for street design
- All new projects that impact the street right-of-way will consider the context of the roadway, community design priorities, the roadway's functional classification, and the drainage needs

Multi-Disciplinary Planning and Implementation



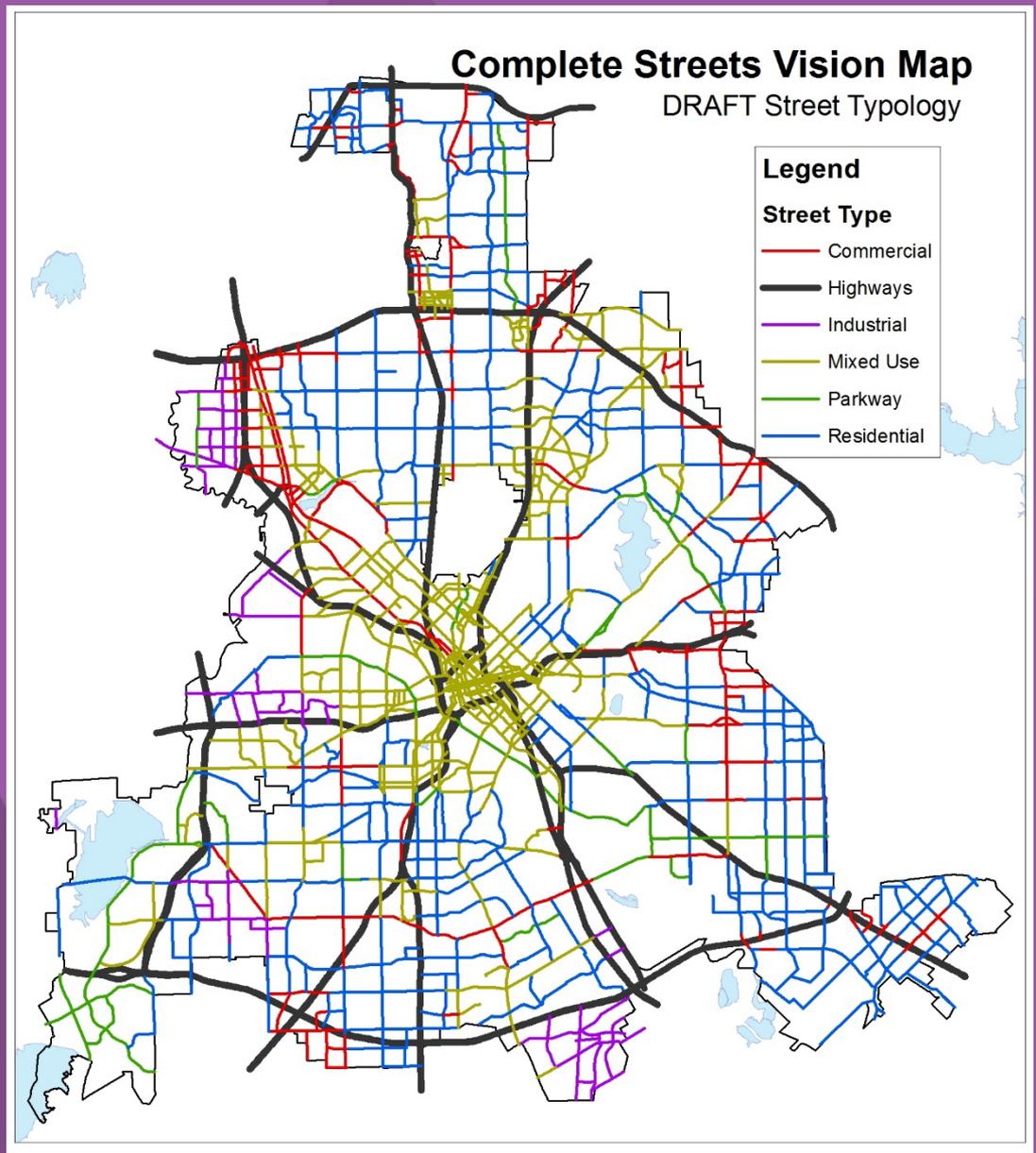
Departments/Agencies Involved in Roadway Planning and Construction

- City Attorney's Office
- Code Compliance
- Dallas Area Rapid Transit
- Dallas Police Department
- Delivery Companies and Valet Companies
- Dallas Water Utilities
- Dallas Fire Rescue
- Housing and Community Services
- Office of Economic Development

Departments/Agencies Involved in Roadway Planning and Construction-Continued

- Public Works
- Planning and Urban Design
- Sanitation
- Sustainable Development and Construction
 - Arborist, Building Inspection, Current Planning, Engineering, Real Estate Division, Strategic Planning
- Street Services
- Trinity Watershed Management
- Utility Companies
 - Atmos, Verizon, ATT, Oncor

- One-on-one reviews with Council members underway
- To be finalized in January



*Minor Streets are not mapped

Complete Streets Typology

- Complete Streets Typology considers classifying streets based on their context and function and seeks to accommodate all modes.
- Complete Streets Typologies include:
 1. Mixed-Use Streets
 2. Commercial Streets
 3. Residential Streets
 4. Industrial Streets
 5. Parkways

Mixed-Use Streets

Mixed-Use streets serve a diverse mix of land use types, including Downtown and Main Streets.

Example: McKinney Avenue

Context Design Emphasis

- Design for slower speeds
- Design that supports high levels of walking, bicycling and transit
- Accommodates some on-street parking



Commercial Streets

Commercial Streets serve mostly commercial areas with lower densities.

Examples: Preston Road at shopping centers and Harry Hines

Context Design Emphasis

- Maintain automobile capacity
- Manage egress and ingress
- Design to serve faster moving vehicles
- Provide for pedestrian safety at intersections and through landscaping buffers between pedestrian and moving traffic
- Less use of on-street parking



Residential Streets

Residential streets serve residential land uses as well as schools, churches, and businesses within residential neighborhoods.

Examples: Winnetka Avenue, Royal Lane from Inwood to Marsh

Context Design Emphasis

- Safety for pedestrians and bicyclists
- Design for slower speeds to encourage walking and cycling
- Provide increased sidewalk buffering from traffic through on-street parking, bicycle lanes, and landscaping



Industrial Streets

Serve industrial corridors and are built to accommodate trucks and larger vehicles.

Examples: Bonnie View Road and Singleton from Westmoreland to Loop 12

Key Features

- Emphasis on managing large truck traffic
- Ability to safely mix industrial traffic with vehicular and pedestrian traffic



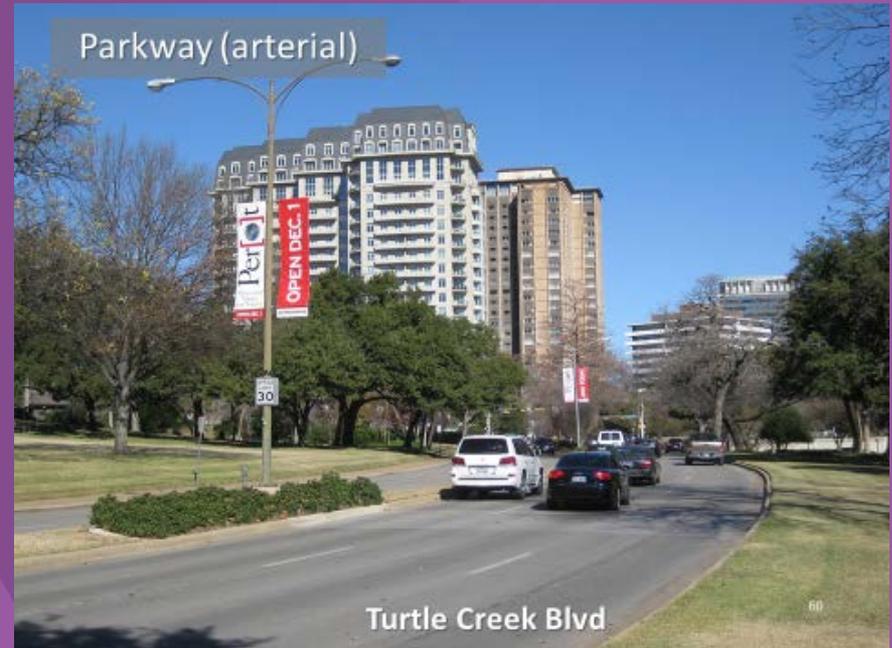
Parkways

Parkways serve natural areas where there is a desire to maintain or create a park-like feel to the roadway.

Example: Turtle Creek Boulevard

Context Design Emphasis

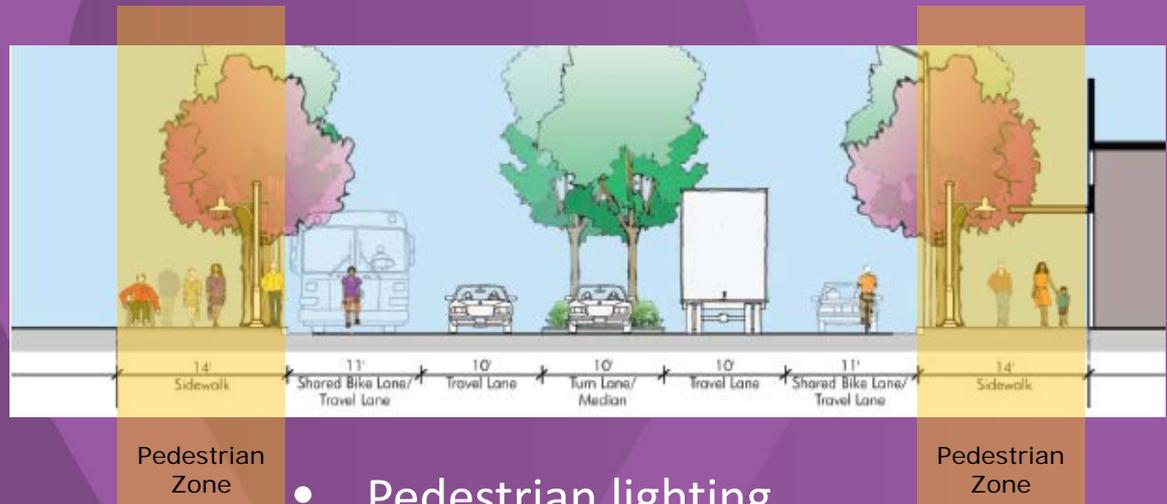
- Providing for vehicular, bicycle and pedestrian access to natural areas
- Landscaped medians and edges
- Shared use bicycle and pedestrian pathways



Pedestrian Zone Design Guidelines

Design guidelines for elements between the street curb and the building face

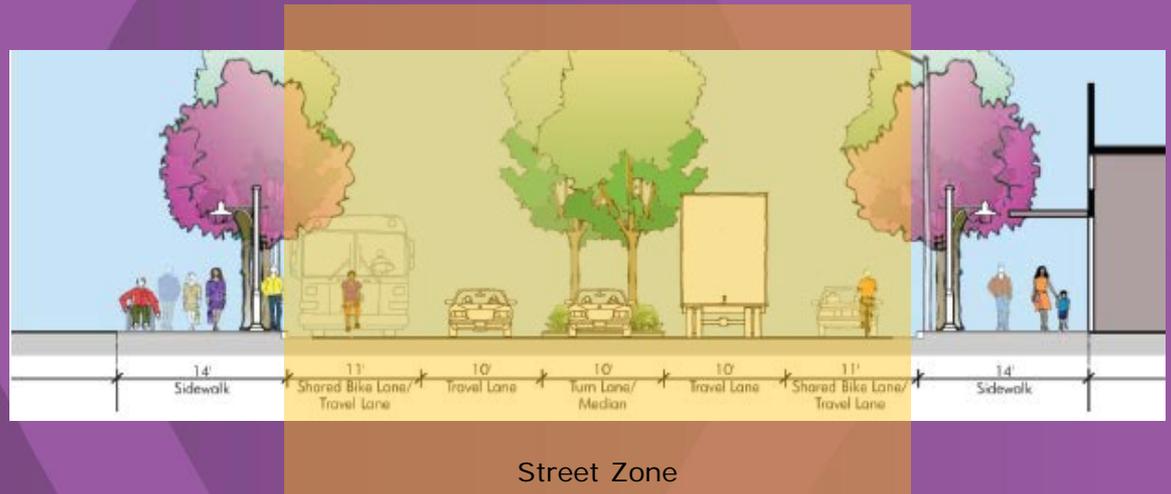
- Street Furniture
 - Seating
 - Bike racks
 - Bollards
 - Recycling/garbage bins
 - Newspaper racks
- Transit Stops
- Driveways
- Urban Open Space
 - Plazas, pocket parks, parklets
 - Sidewalk cafes



Street Zone Design Guidelines

Design guidelines for street elements between the curbs

- Slower speeds
- Crosswalks
- Couplets
- Slip streets
- Shared streets
- Bikeways
- On-street parking
- Transit lanes
- Road diets
- Chicanes
- Raised Intersections

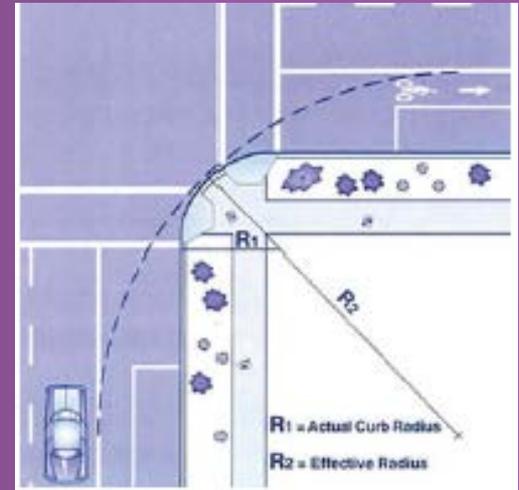


- Median / islands
- Paving treatment
- Street lighting
- Crosswalks
- Banners

Intersection Zone Design Guidelines

Multi-modal design guidelines for street intersections

- Controlled and uncontrolled intersections including roundabouts
- Geometric design guidance
- Key pedestrian treatments
- Key bicycle treatments
- Key transit treatments



Green Street Design Guidelines

Design guidelines for green drainage elements

- Landscaping
 - Bioretention
 - Infiltration trenches
 - Planter boxes
 - Enhanced swales
 - Landscaped medians
 - Underground detention
- Pavement
 - Permeable pavement
 - Permeable asphalt/concrete
 - Permeable pavers



Benefits of Complete Streets

Although there may be an increased capital and maintenance costs to provide Complete Streets amenities on our roadways, there are many benefits of Complete Streets including:

- **Health Benefits**
- **Lowers Transportation Costs**
- **Environmental Benefits, particularly for stormwater**
- **Mobility Benefits, including street capacity**
- **Environmental Benefits, particularly for stormwater**
- **Economic and Fiscal Benefits**

Benefits the Elderly, Disabled and Children

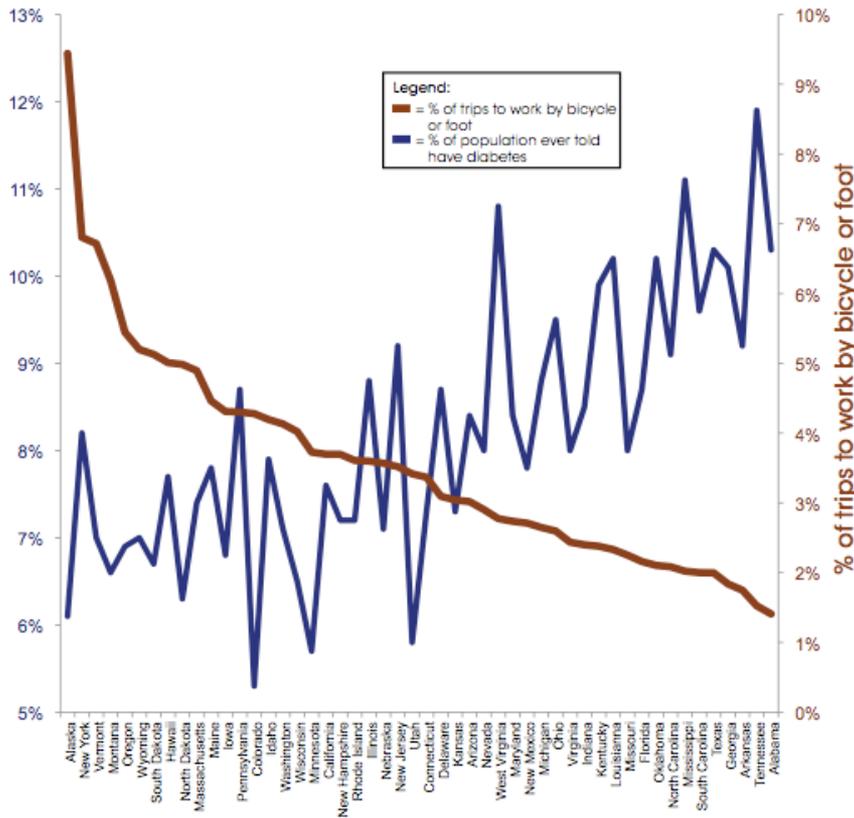


1.

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 Long Term Health

Comparing Bicycling and Walking to Diabetes Rates in 50 States



2.

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.

Lowers Transportation Costs



3.

Complete Streets help lower expenses by replacing car travel with less expensive options like walking, riding bikes, and taking public transportation.

Reduces Stormwater Runoff



4.

Stormwater may wash pollutants, sediments and trash directly into natural water resources. Complete streets help reduce and filter stormwater runoff.

Benefits Street Capacity



5.

Complete streets help move more people while using the same amount of road space.

Complete Streets as an Economic Development Catalyst

Example from another city -

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

An analysis of the economic impacts from Dallas' pilot Complete Street Projects is part of the 2016 work plan in the Urban Design Initiative

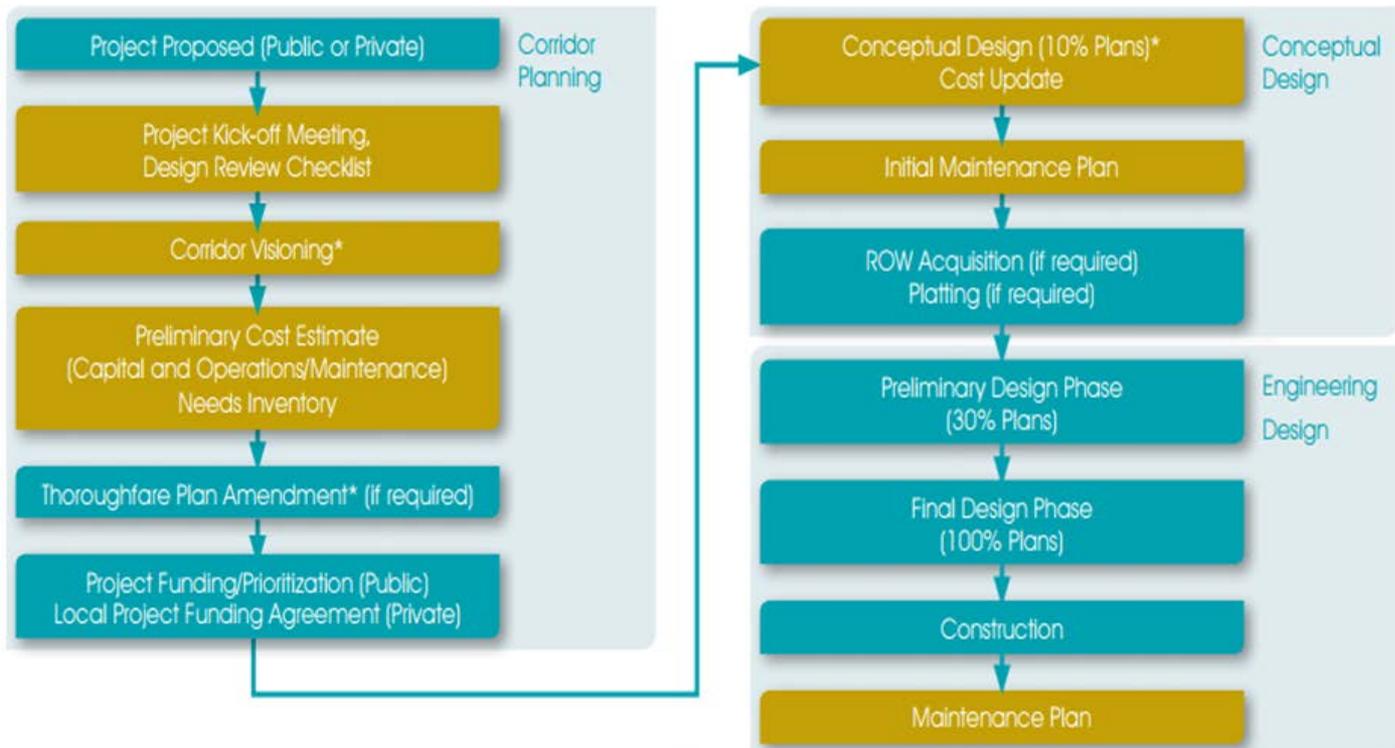


Moving Forward with Implementation of Individual Projects

- Complete Streets Design Manual provides policy guidance to inform the design process
- Street improvement project funding prompts public engagement in identifying priorities, making trade-offs and recommending a conceptual design
- Thoroughfare Plan Amendments may be necessary towards the end of the public engagement process to accommodate the conceptual design

Complete Streets Project Implementation with Public Involvement

COMPLETE STREETS IMPROVEMENT PROCESS



Complete Streets Policy-

- Provides strategic direction
- Changes how and who makes decisions about street design
- Promotes improvements over time
- Produces long-term results

Complete Streets Policy Is Not -

- A prescriptive solution for specific streets
- A mandate for immediate retrofit
- A silver bullet; other site specific issues must still be addressed:
 - Site specific land uses and architectural treatments
 - Site specific environmental concerns
 - Transportation demand management
 - Project specific community engagement

Next Steps

- Council action to adopt the Complete Streets Design Manual by Resolution
- Council award of a consultant study to amend the Paving and Drainage Design Manuals to incorporate the principles of Complete Streets

DRAFT Resolution

Goal – To draft a resolution that directs Transportation Planners and Engineers to consistently design with all users in mind.

The National Complete Streets Coalition promotes a comprehensive policy model that includes ten ideal elements:

1. **Vision:** The policy establishes a motivating vision for why the community wants to Complete Streets: for improved safety, better health, increased efficiency, convenience of choices or other reasons.
2. **All users and modes:** The policy specifies that “all modes” includes walking, bicycling, riding public transportation, driving trucks, buses and automobiles and “all users” includes people of all ages and abilities.
3. **All projects and phases:** All types of transportation projects are subject to the policy, including design, planning, construction, maintenance, and operations of new and existing streets and facilities.
4. **Clear, accountable exceptions:** Any exceptions to the policy are specified and approved by a high-level official.
5. **Network:** The policy recognizes the need to create a comprehensive, integrated and connected network for all modes and encourages street connectivity.
6. **Jurisdiction:** All other agencies that govern transportation activities can clearly understand the policy’s application and may be involved in the process as appropriate.
7. **Design:** The policy recommends use of the latest and best design criteria and guidelines, while recognizing the need for flexibility to balance user needs.
8. **Context sensitivity:** The current and planned context—buildings, land use and transportation needs—is considered in planning and design solutions for transportation projects.
9. **Performance measures:** The policy includes performance standards with measurable outcomes.
10. **Implementation steps:** Specific next steps for implementing the policy are described.

Upcoming Work Plan

1. Authorize a hearing to amend forward Dallas! to incorporate the Complete Street Design Manual to broaden policy role
2. Amend the Thoroughfare Plan to incorporate the Complete Street Manual
3. Amend the Dallas Development Code (Chapter 51A)
4. Amend Chapter 28 and 43 of the Dallas Code
5. Evaluate ROW use regulations and licensing requirements relative to best practices for encouraging private investment in public ROW

Upcoming Work Plan - Continued

6. Continue ongoing implementation of funded complete street projects and bike lane striping
7. Coordinate with ongoing streetcar planning, DART bus route planning and on-street parking improvements
8. Identify complete street opportunities for the next bond program
9. Integrate this work with the Urban Design Initiative

Discussion