

Memorandum



CITY OF DALLAS

DATE 20 September 2013

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Vonciel 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.

A handwritten signature in black ink that reads "Theresa O'Donnell".

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 Libro, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor and Council

Dallas Complete Streets Design Manual

Dallas Complete Streets Design Manual

Council Transportation and Trinity River
Project Committee

24 September 2013



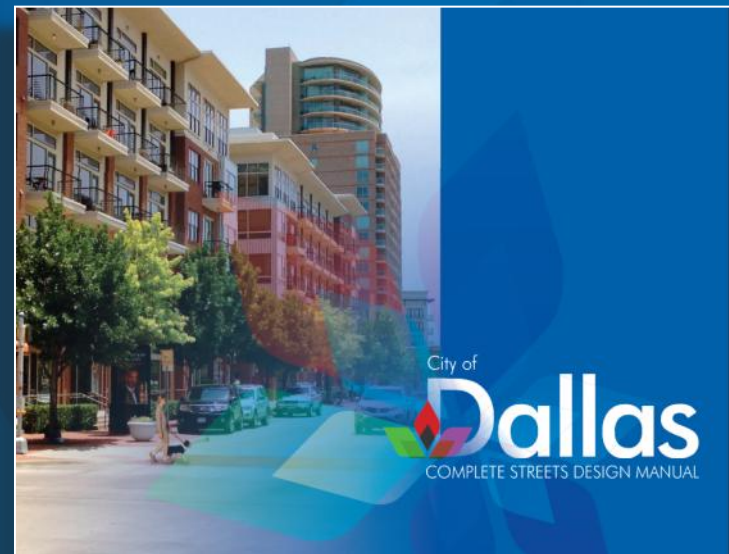
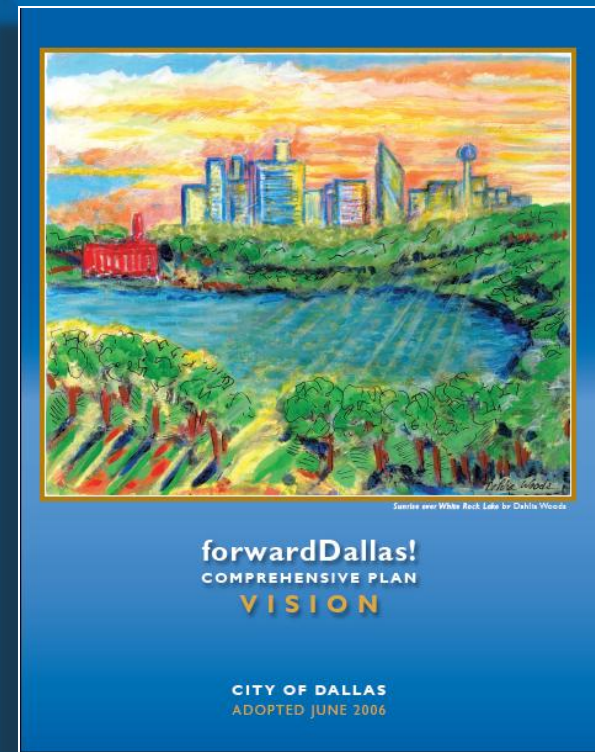
What are Complete Streets?



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

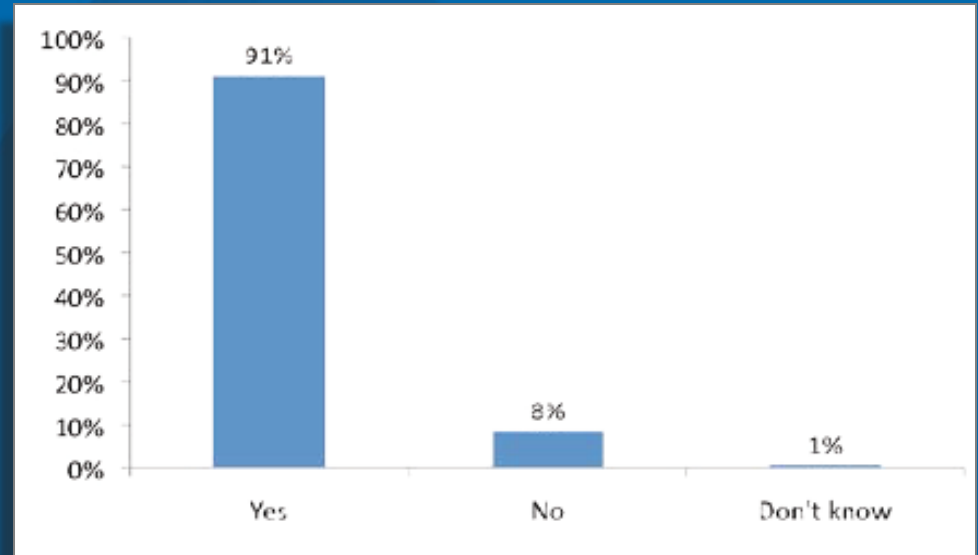


- ▶ *Students, amateurs and professionals were engaged in proposing creative ideas for better streets*

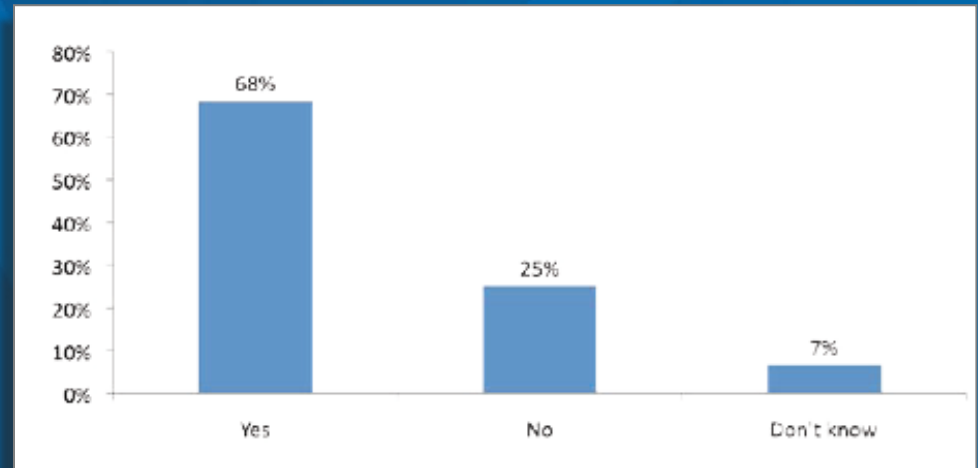


Public Opinion Sample Survey

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



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

Pilot Projects

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



Bishop Avenue



Greenville Avenue



City of

Dallas

COMPLETE STREETS DESIGN MANUAL

Dallas Complete Streets Design Manual

**COMPLETE STREETS ARE NOT
ALL THE SAME**

Mixed-Use Street Example



Bishop Avenue

Residential Street Example



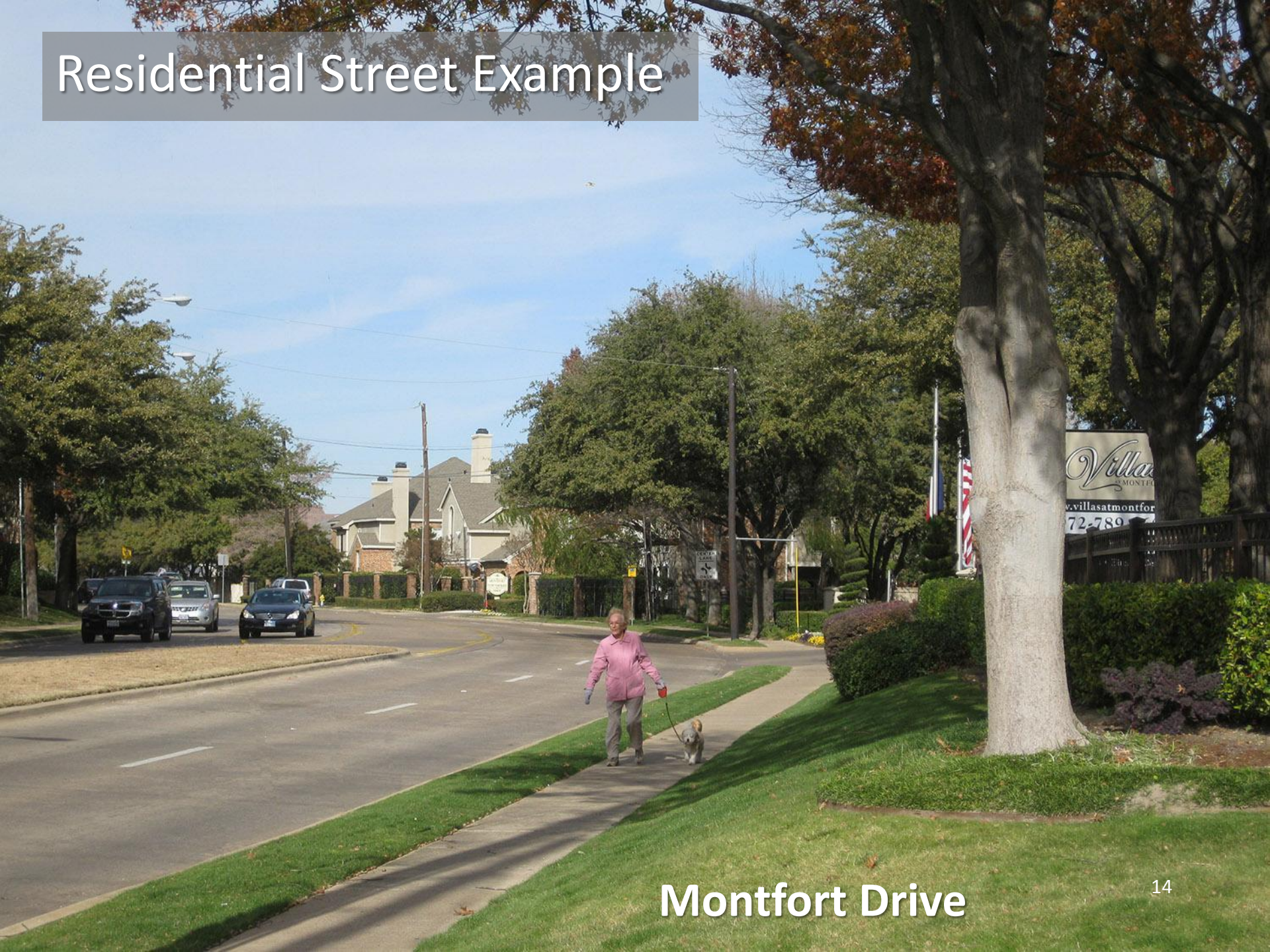
Bishop Avenue

Commercial Street Example



Preston Road

Residential Street Example



Montfort Drive

Dallas Complete Streets Design Manual

**MAKING COMPLETE STREETS
A REALITY**

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

Manual Chapters

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

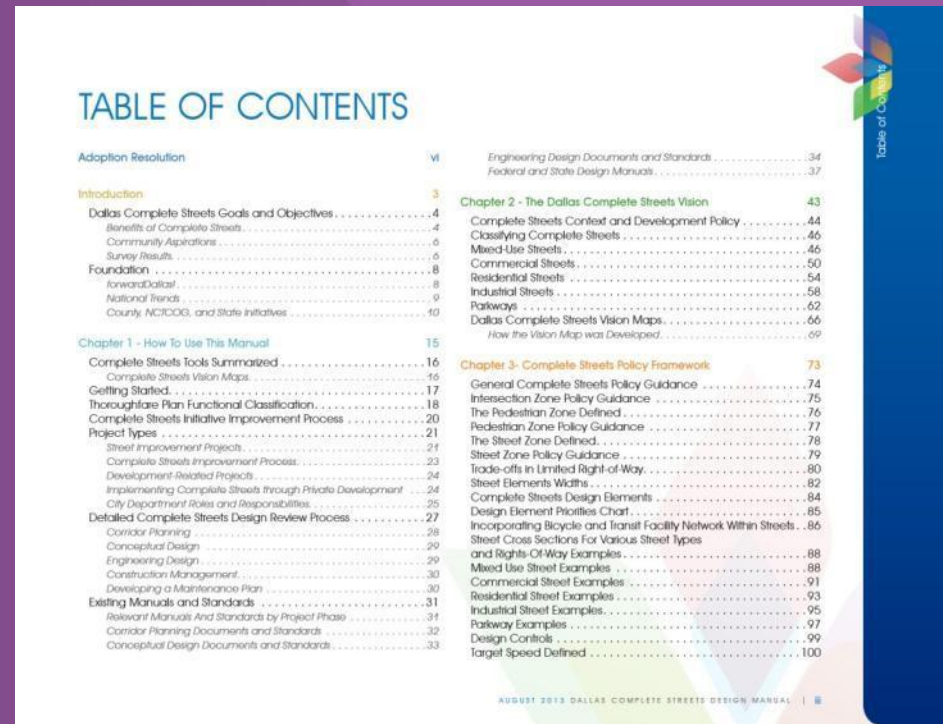


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AUGUST 2013 DALLAS COMPLETE STREETS DESIGN MANUAL | ■

Design Guidance



Pedestrian zone and street zone design elements



Intersection design elements



Green street design elements

Assessing Trade-Offs

DESIGN ELEMENT PRIORITIES CHART

	Pedestrian Zone												Street Zone								Intersection Zone																			
	Wide Sidewalks	Shared Use Paths	Trees and Greenscape (Buffer Zone)	Street Furniture				Wayfinding																																
				Seating	Bicycle Parking Facilities	Bollards	Newspaper Racks	Recycling/Garbage Cans	Transit Stops	Limited Curb Cuts and Driveways	Plazas/Pocket Parks/Parklets	Sidewalk Cafes	Pedestrian Lighting	Information Kiosks	Pedestrian Signage	Bicycle Signage	Slip Streets	Couplets	Shared Streets (Woonerfs) ⁴	Trees and Greenscape (Median)	On-street Parking	Road/Lane Dief ⁵	Chicanes	Midblock Pedestrian Crossings	Special Pavement Treatment/Speed Tables ⁴	Street Lighting	Multimodal Intersection Design	Curb Extensions/Bulbouts	Modern Roundabouts	Traffic Circles	Crossing Islands ²	Special Pavement Treatment/Speed Tables	Special Pedestrian Signals	Special Bicycle Treatments ³	Special Transit Treatments					
	Primary Consideration	Secondary Consideration	Optional Consideration	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable	Not Desirable			
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Contextual Street Type Overlays																																								
Mixed-Use Streets	Primary	Primary	Primary	Primary	Secondary	Secondary	Secondary	Primary	Secondary	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	
Commercial Streets	Primary	Primary	Primary	Primary	Secondary	Secondary	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional
Residential Streets	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary
Industrial Streets	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary
Parkways	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary
Bike and Transit Network Overlays																																								
Bike Network Overlay	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional
Transit Network Overlay ¹	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR

Test St

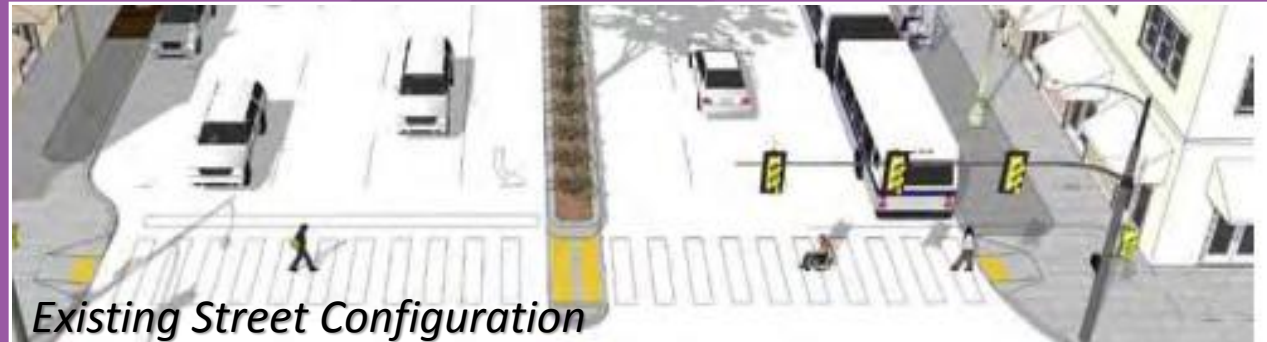
60' width



The Grand Boulevard

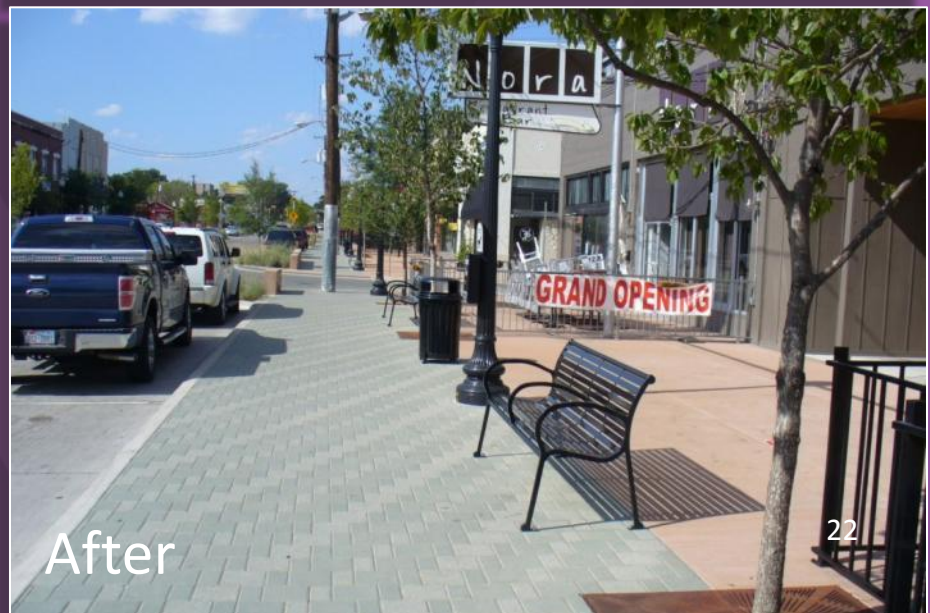
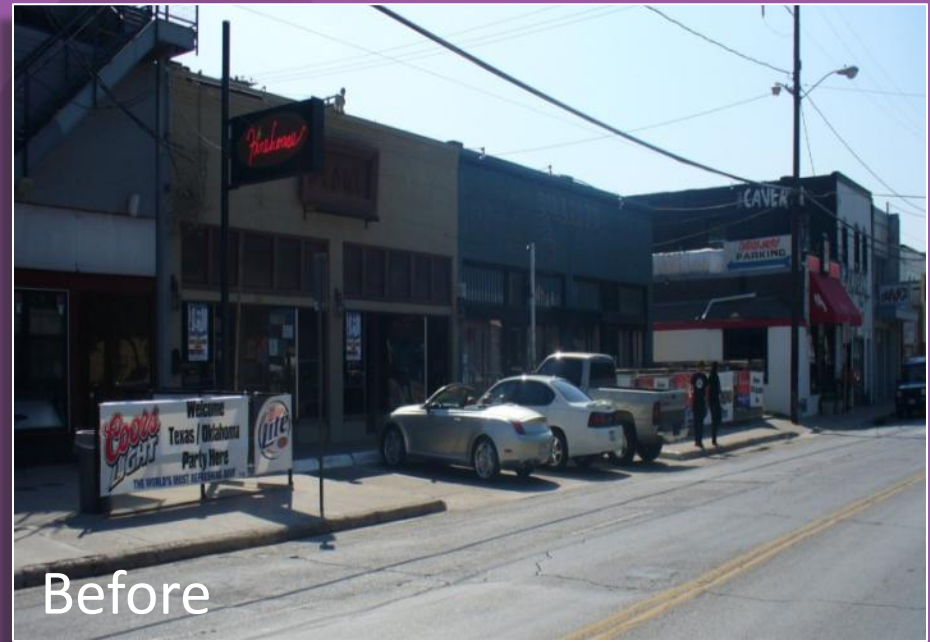
Case Study in Assessing Trade-offs

- 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

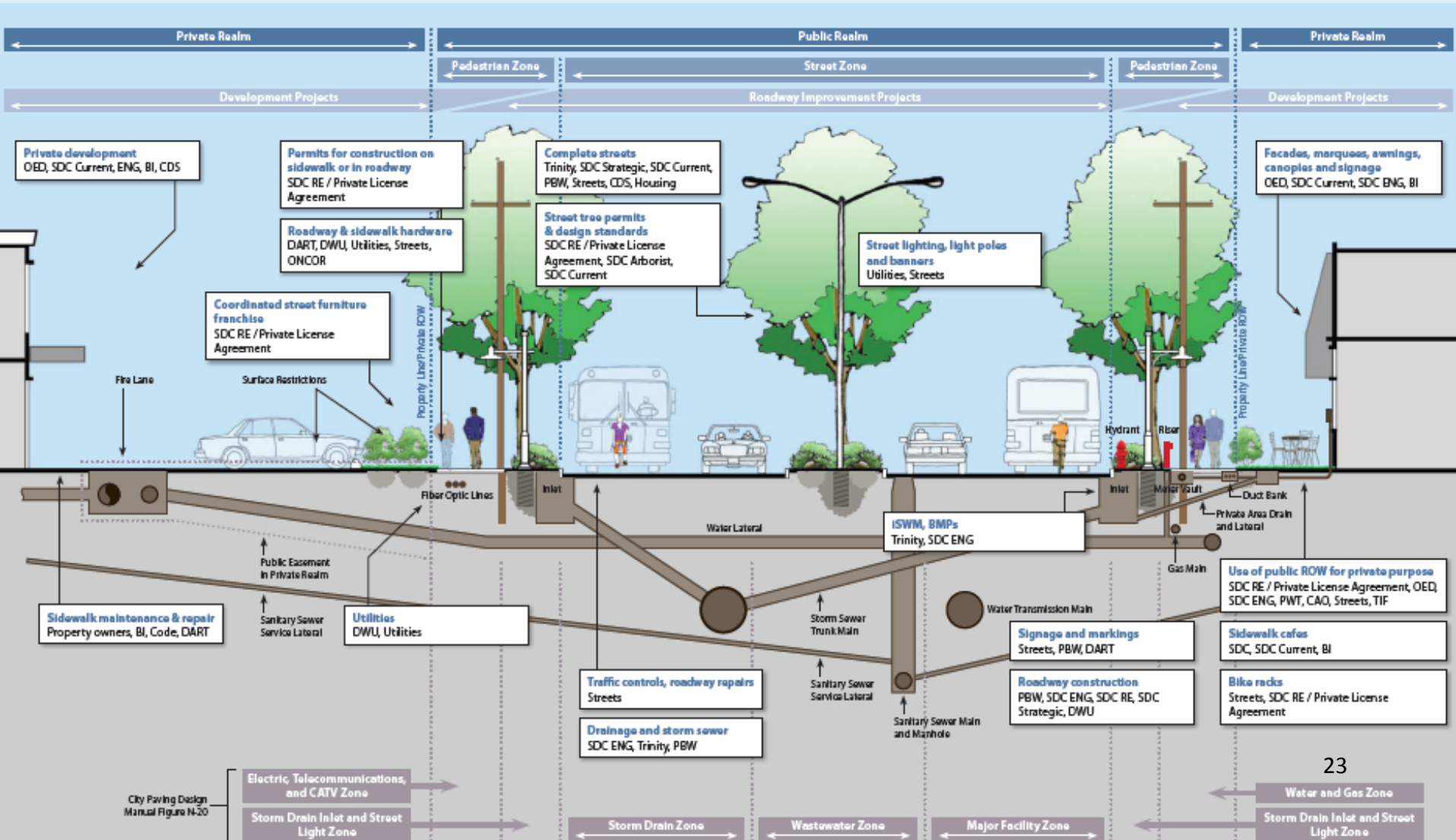


Greenville Avenue Example

- 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



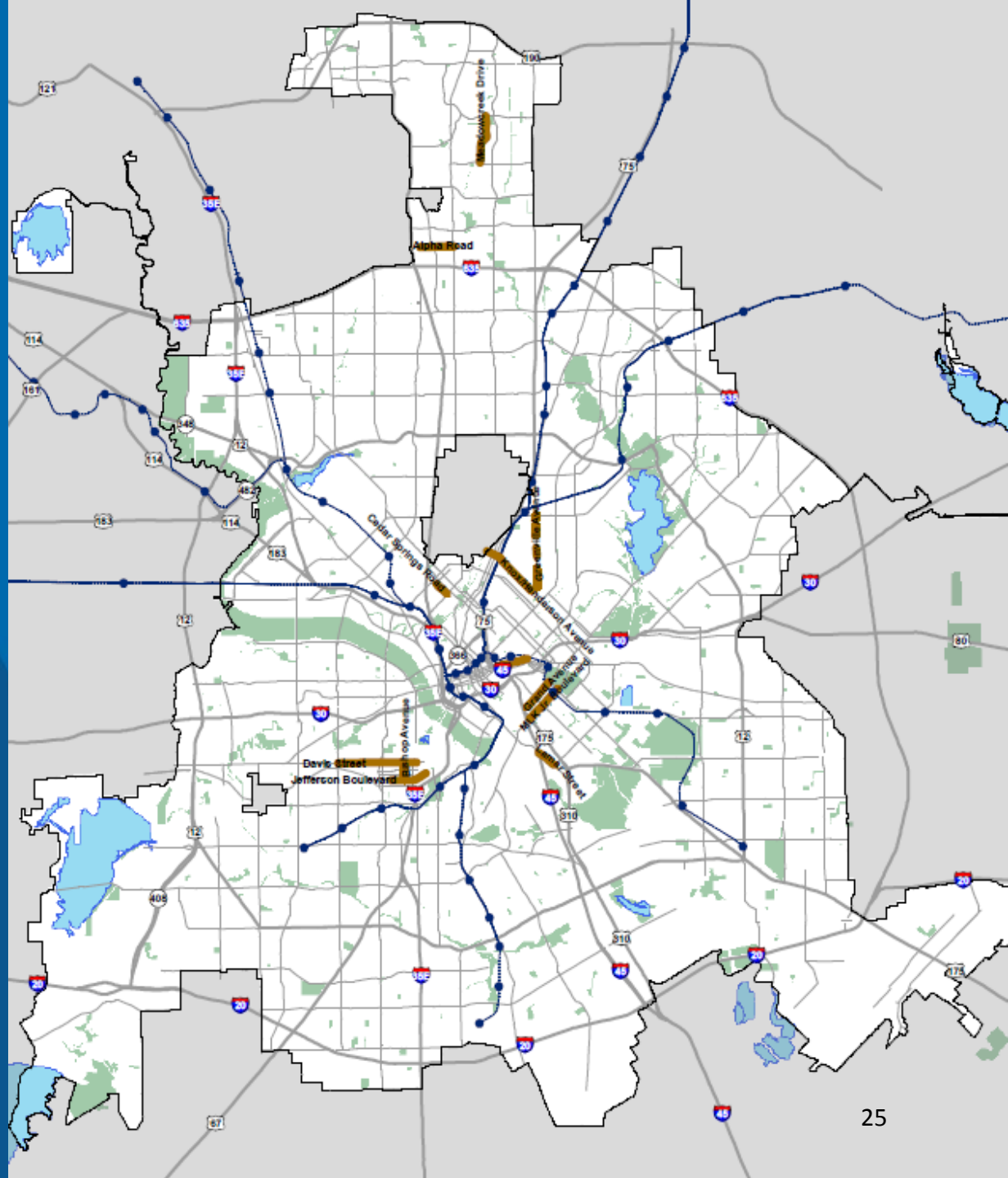
Implementation Opportunities

Public Projects

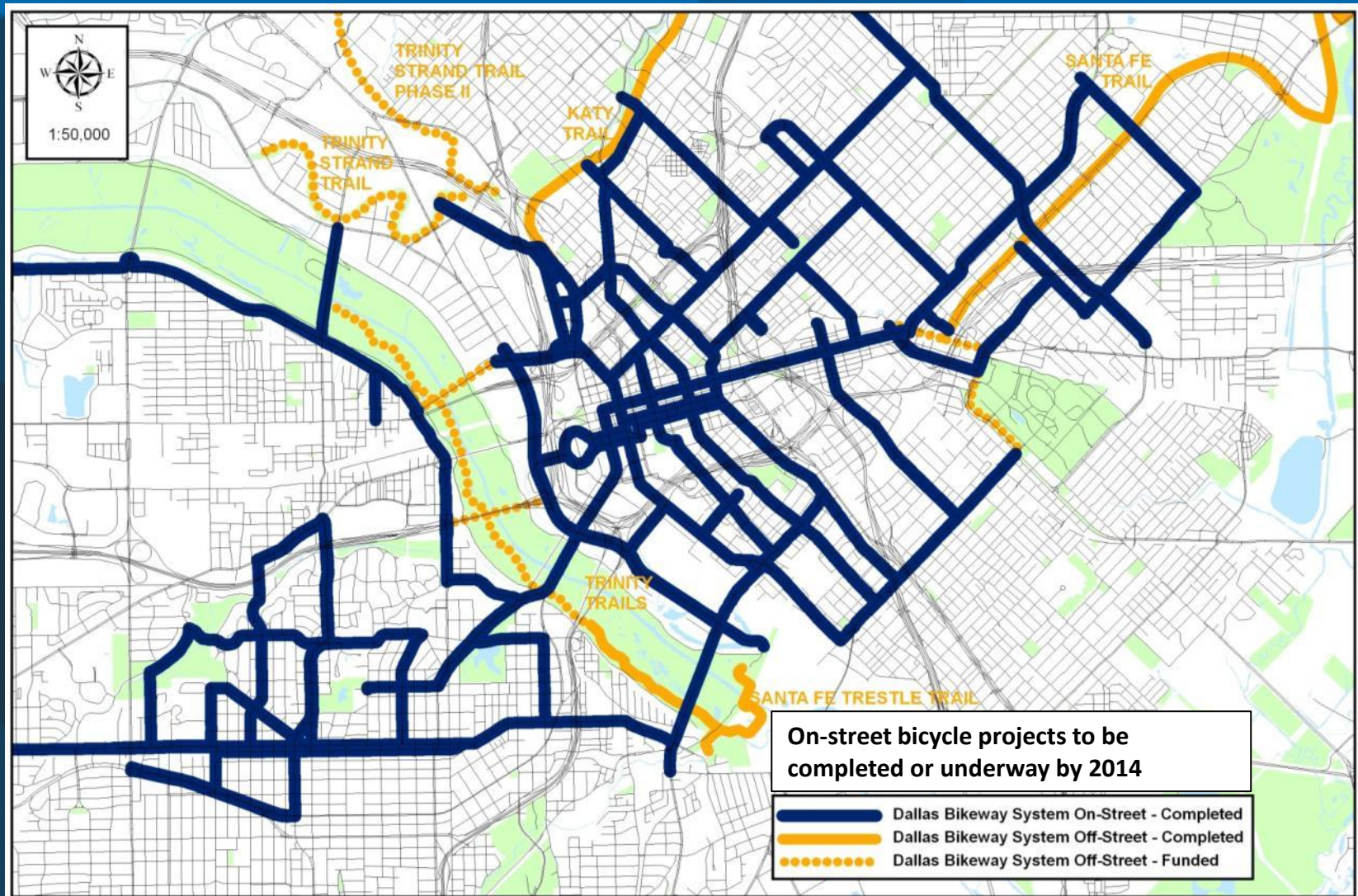
- *Different types of public projects present different opportunities and challenges :*
 - *Street Reconstruction or New Construction Projects*
 - *Street Resurfacing or Restriping Projects*

Bond Program Complete Street Projects

<u>Project</u>	<u>District</u>
<input type="checkbox"/> Bishop Avenue	1
<input type="checkbox"/> Cedar Springs	14
<input type="checkbox"/> Davis Street	1
<input type="checkbox"/> Grand Avenue	7
<input type="checkbox"/> Greenville	14
<input type="checkbox"/> Henderson Avenue	2
<input type="checkbox"/> Jefferson	1
<input type="checkbox"/> Knox Street	14
<input type="checkbox"/> Lamar Street	7
<input type="checkbox"/> Main Street	2
<input type="checkbox"/> Meadowcreek Drive	12
<input type="checkbox"/> MLK Boulevard	7
<input type="checkbox"/> Alpha Road	11



On-Street Bikeway Implementation



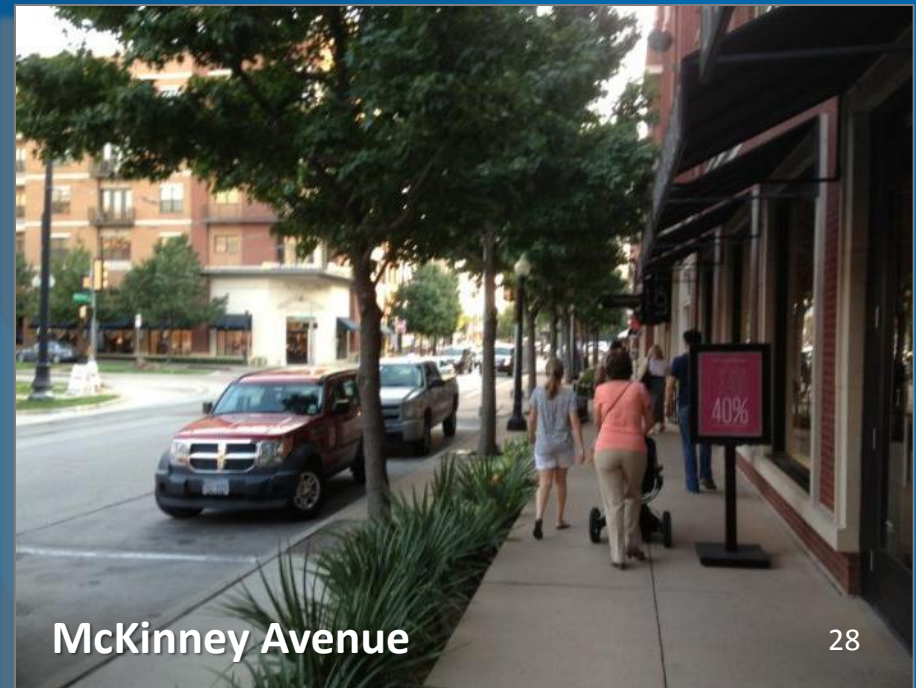
Operation And Maintenance

- *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*

Dallas Complete Streets Design Manual

Discussion

Council Transportation and Trinity River
Project Committee

24 September 2013



Dallas Complete Streets Design Manual

APPENDIX

Dallas Complete Streets Design Manual

FIVE REASONS WHY THE CITY OF DALLAS SHOULD ADOPT A COMPLETE STREETS POLICY

Benefits the Elderly, Disabled and Children

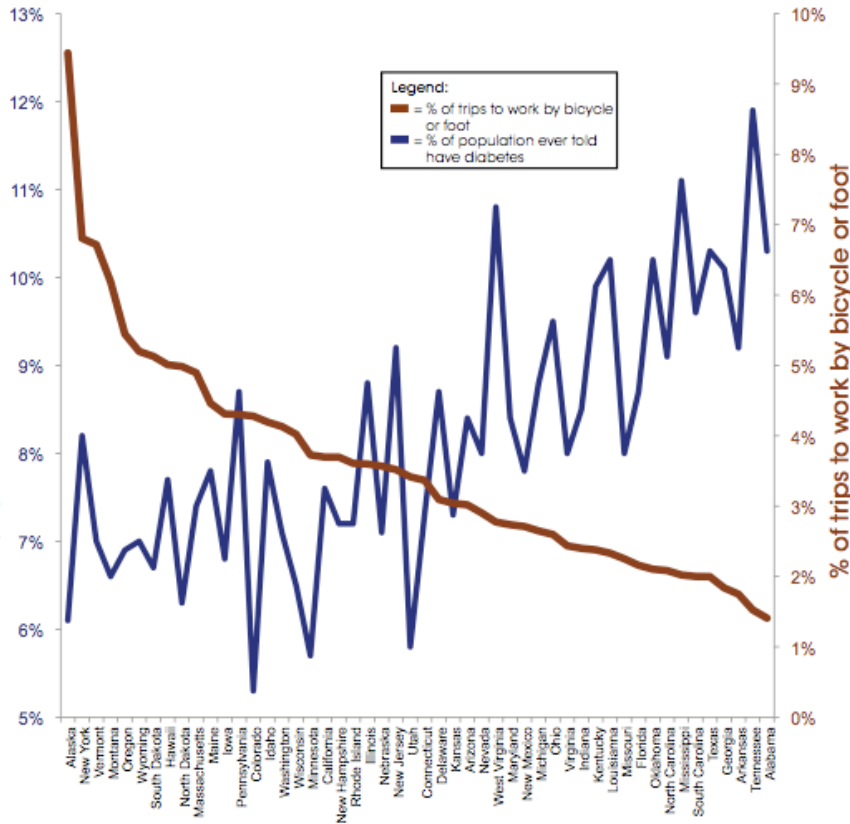


1.

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.

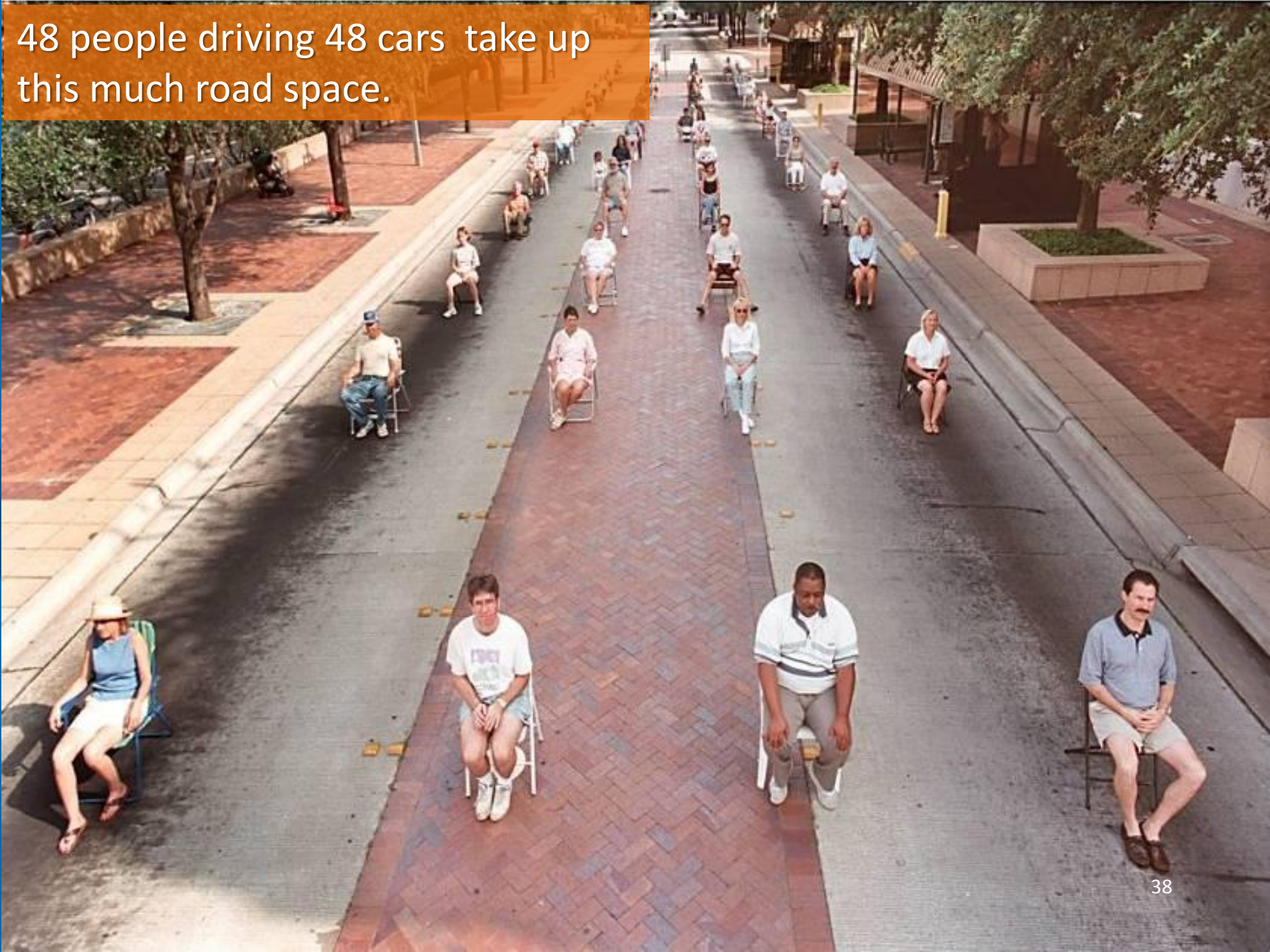
Benefits Street Capacity

An aerial photograph of a city street with cars parked on both sides. The cars are of various colors, including silver, red, black, and white. The street is flanked by sidewalks with trees and brick-paved areas. The overall scene illustrates a typical urban street with high vehicle density.

5.

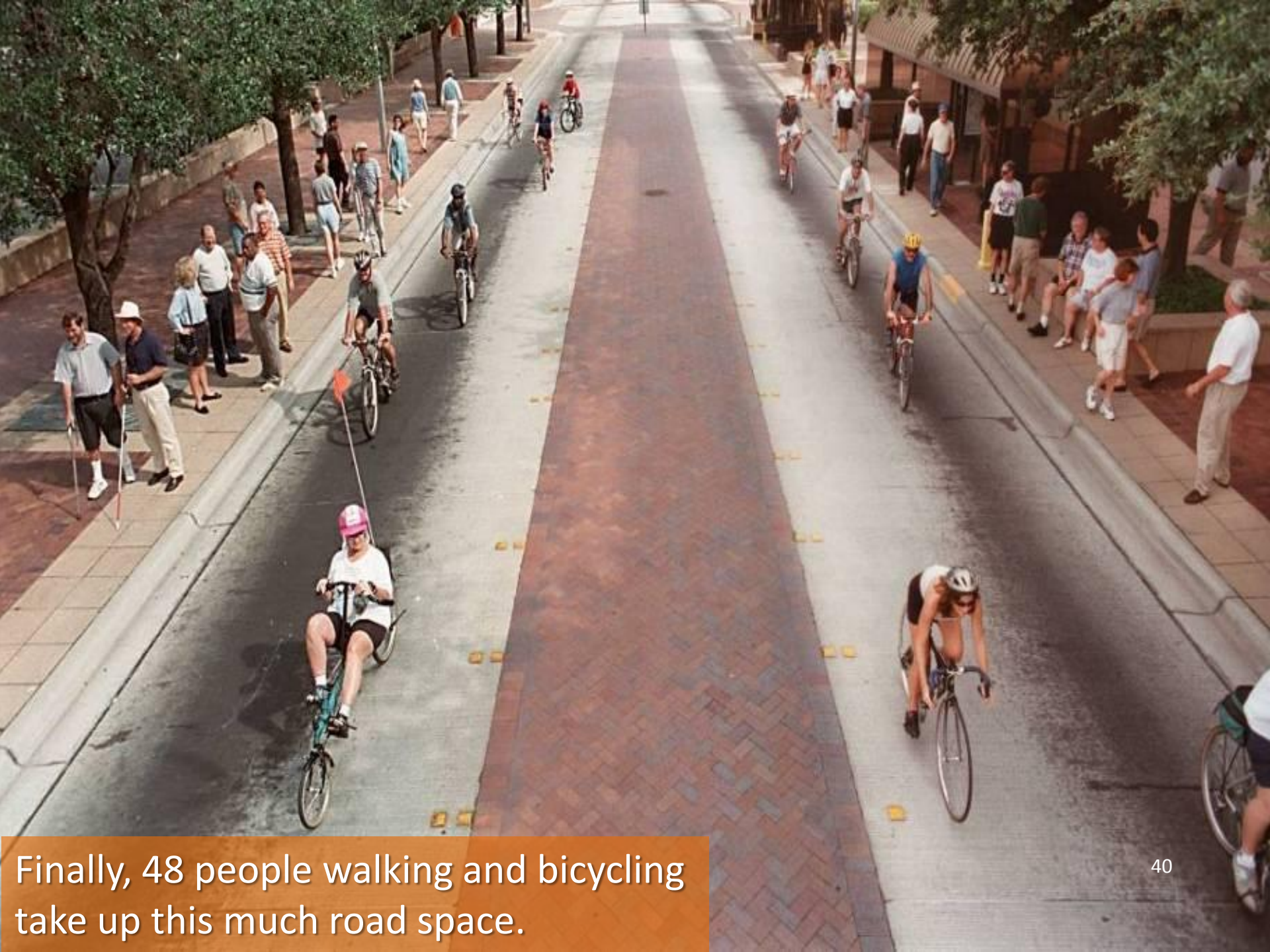
Complete streets help move more people while using the same amount of road space.

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)

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



San Leandro Boulevard
(San Francisco Bay Area)

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



San Leandro Boulevard
(San Francisco Bay Area)

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



San Leandro Boulevard
(San Francisco Bay Area)

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.

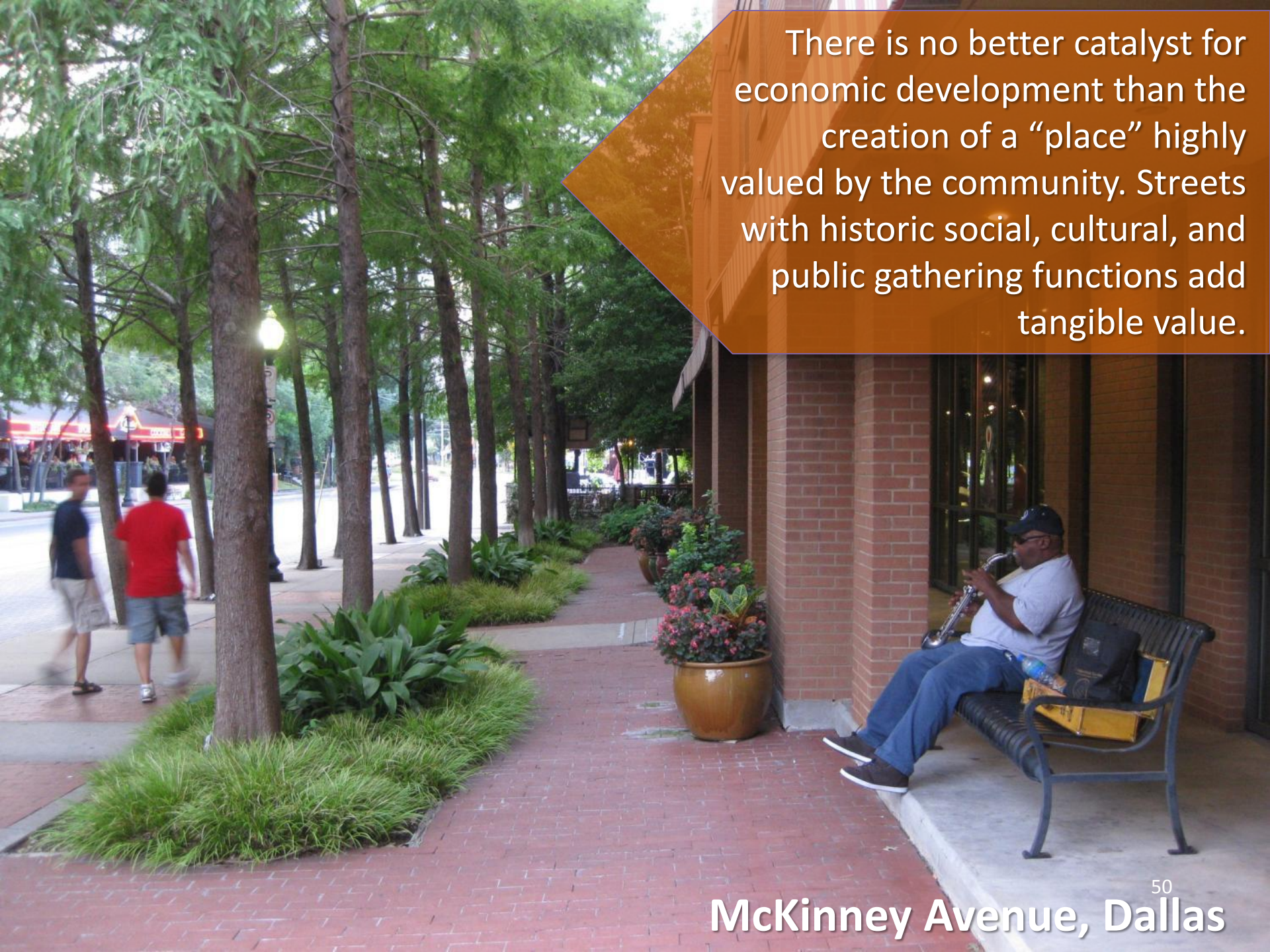
Main streets are the lifeblood of livable neighborhoods, offering a diversity of everyday needs, entertainment and opportunities for local businesses.



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)



Bishop Avenue

Mixed-Use Street (minor)



Bexar Street

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

Parkway (arterial)



Turtle Creek Blvd

Parkway (minor)



Blaylock Street, Oak Cliff

Dallas Complete Streets Design Manual

MULTIPURPOSE STREETS: BLENDING THE HISTORIC AND THE MODERN

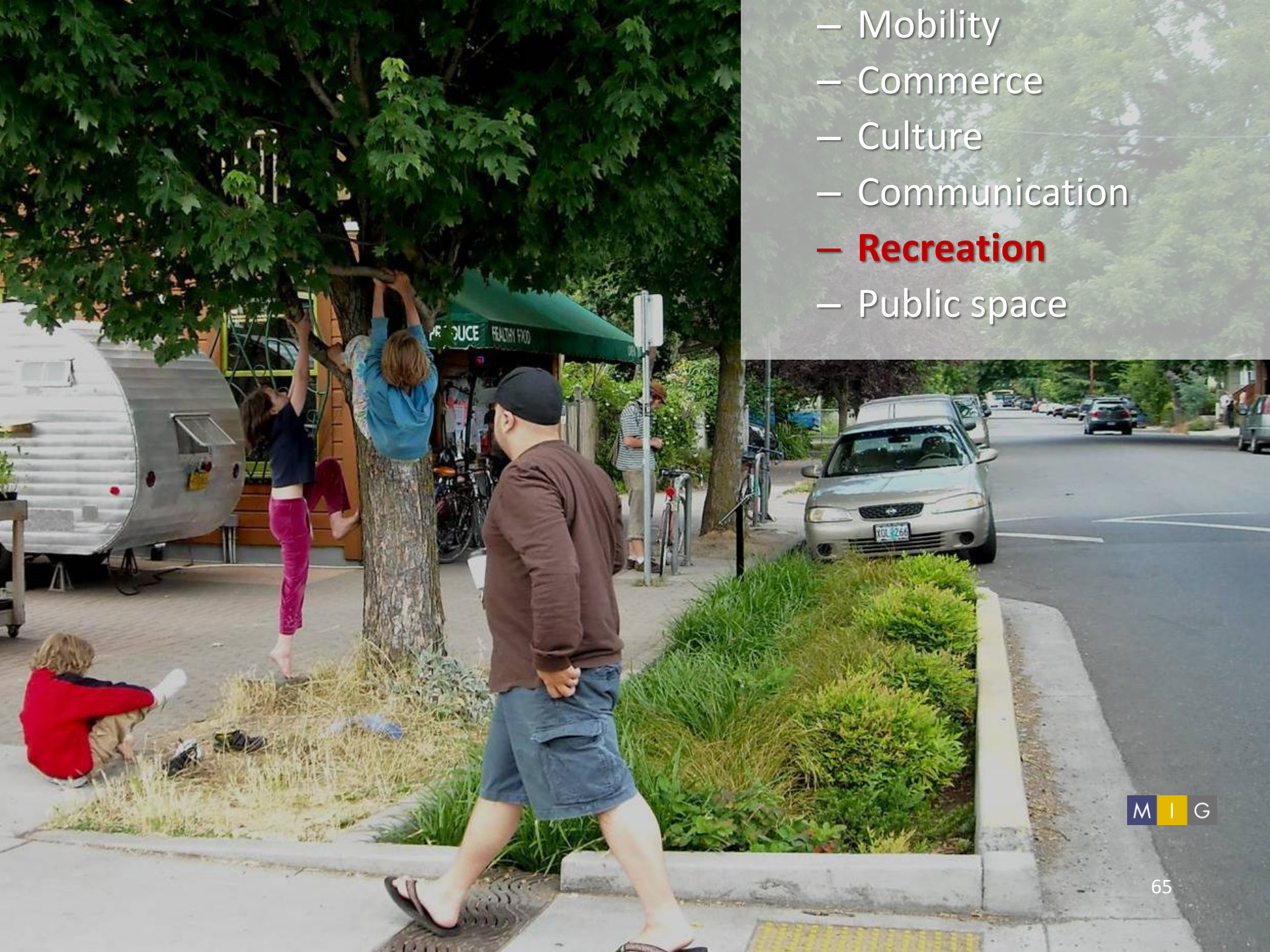


- Mobility
- Commerce
- Culture
- **Communication**
- Recreation
- **Public space**

- Mobility
- Commerce
- **Culture**
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- Recreation
- Public space



- Mobility
- Commerce
- Culture
- Communication
- **Recreation**
- Public space





LIFE SAFETY



**GOODS
MOVEMENT**



UTILITIES

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



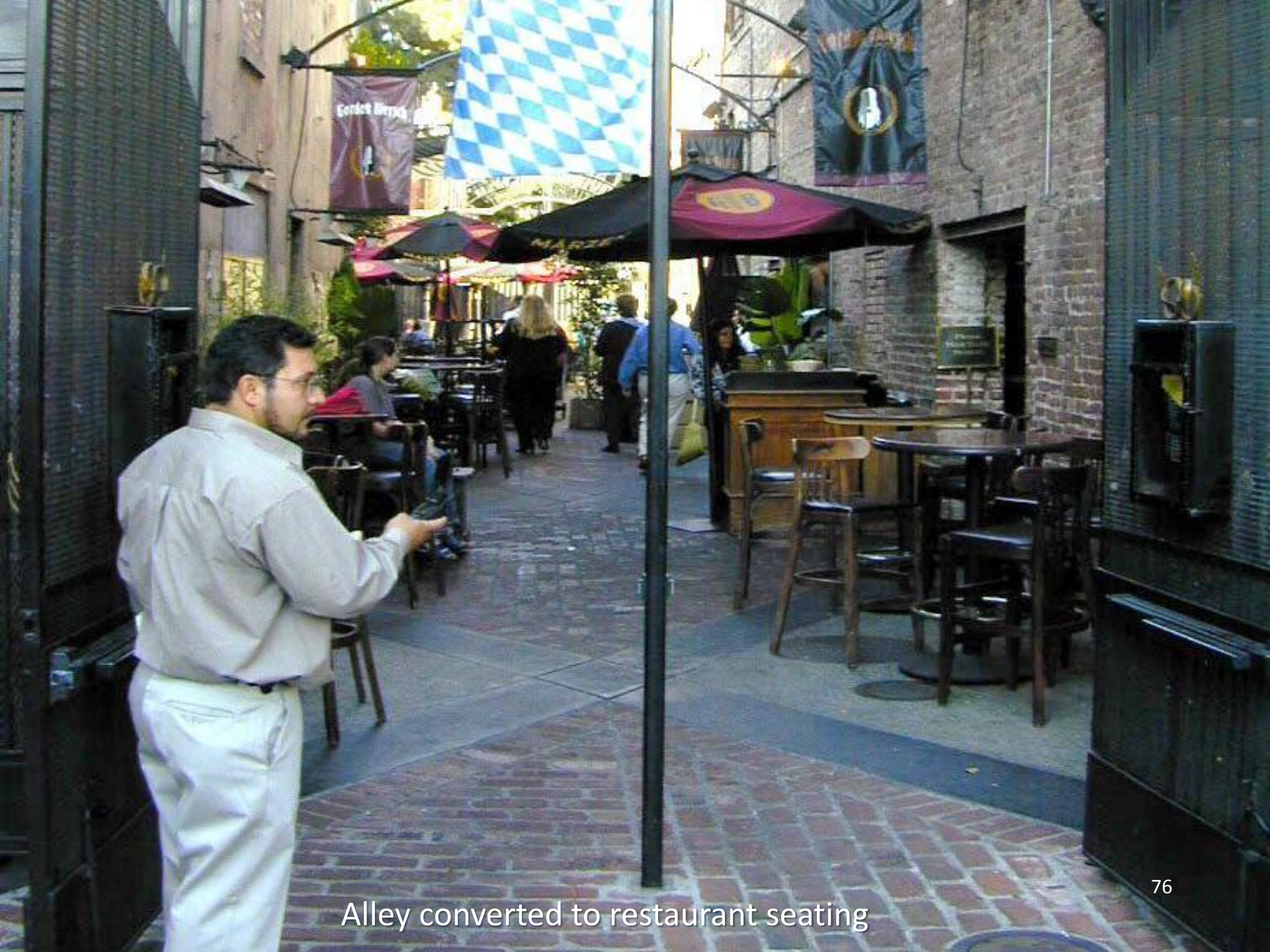
Dual function: the furnishing zone accommodates many types of street furniture and utilities on urban streets, and buffers pedestrians from traffic



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.



Alley transformed into pedestrian walkway and urban plaza



Alley converted to restaurant seating