Strategies for Implementing Complete Streets

Dallas Complete Streets Initiative
Peer Chacko, AICP
Texas APA Conference; October 5, 2012
Complete Street Goals

- Multimodal Transportation: Design streets for all users - pedestrians, bicycles, transit, automobiles
- Context Sensitive Design: Design streets to suit different contexts with flexibility for evolving needs
- Enhanced Public Realm: Design streets as multi-functional public spaces, not just as traffic conduits
- Green Streets: Environmentally sustainable street design
Dallas Complete Streets Initiative
Three Key Outcomes

- **Community Engagement**
  - A variety of opportunities to promote public awareness about street design issues

- **Complete Streets Design Manual**
  - Long term vision, policies, guidelines and standards for better street design

- **Implementation Strategies**
  - Systematic and phased implementation of new policies, programs and projects
Q: A sustainable community is defined as a neighborhood that has more transportation choices, is closer to shops, schools and jobs, is more energy efficient and helps protect our air and water. Do you want your elected officials to work towards more sustainable communities?

Vast majority wants elected officials to work towards sustainable communities

- Yes: 91%
- No: 8%
- Don't know: 1%
Community Workshops

- Eight community workshops held in a variety of formats
- Focused on key streets throughout the city
- Over 600 community participants
Community Visual Essay Contest
Youth Category Winner (Video)

Choices Leadership Academy

Presents

Dallas Streets Go Green
Overall Approach

- Institute a roadway planning approach analogous to the land use planning approach

**Land Use Planning Approach**
- Comprehensive Plan
- Zoning Code
- Building Code

**Proposed Roadway Planning Approach**
- Complete Streets Vision
- Thoroughfare Plan
- Complete Streets Design Manual
Vision and Policy Framework
Design for Safer Traffic Speeds

- “Target Speed” guidelines emphasize a comprehensive design approach to encourage appropriate speeds to suit street contexts
  - Target speeds provide a safer environment for pedestrians, bicyclists and transit users
  - Appropriate target speeds encourage economic development
  - Target speeds are intended to be used as the posted speed limit where necessary
Vision and Policy Framework
Balanced Street Design Priorities

- Guidelines for balancing street design priorities early in the street planning process based on the street function, context and community input

- Enable tradeoffs to be made between competing needs within available street space
Vision and Policy Framework
Complete Street Types

- Defined Complete Street Types provide a basis for appropriate design guidance suited to different contexts.
- Complete Streets Vision Map creates an overlay of new street types on the thoroughfare system.
- Thoroughfare Plan functional and dimensional classification system stays in place.
Proposed Complete Street Vision Map

- Mixed Use Streets
- Commercial Streets
Proposed Complete Street Vision Map

- Residential Streets
- Industrial Streets
- Parkways
Proposed Complete Street Vision Map

- **Bike Network Streets**

  - Bike lane example

- **Transit Streets**

  - Bus Rapid Transit example
Pedestrian Zone Design Guidelines

- Design guidelines for a variety of elements between the street curb and the building face

  - Street Furniture
    - Seating
    - Bike racks / shelters
    - Bollards
    - Recycling/garbage bins
    - Newspaper racks

  - Transit Stops

  - Driveways

  - Urban Open Space
    - Plazas, pocket parks, parklets
    - Sidewalk cafes

  - Pedestrian lighting

  - Informational Kiosks

  - Wayfinding and signage
Street Zone Design Guidelines

- Design guidelines for elements in the street between the curbs
  - Safe speeds
  - Couplets
  - Slip streets
  - Shared streets
  - Bikeways
  - On-street parking
  - Transit lanes
  - Road diets
  - Chicanes

- Speed tables
- Medians/islands
- Paving treatment
- Street lighting
Intersection Zone Design Guidelines

- 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 elements consistent with iSWM

- Landscaping
  - Bioretention
  - Infiltration trenches
  - Planter boxes
  - Enhanced swales
  - Landscaping in medians
  - Underground detention

- Pavement
  - Porous/permeable pavement
  - Permeable asphalt/concrete
  - Permeable brick pavers
Dallas Complete Streets Implementation
Complex Agency Roles on City Streets
Diversity of Implementation Opportunities

Various types of projects provide different opportunities, challenges and scope limitations for complete street implementation:

- **Street Resurfacing/Restriping Projects:**
  - Opportunity for modest changes between curbs

- **Street Construction/Reconstruction Projects:**
  - Opportunity for comprehensive street design changes

- **Private Development Projects:**
  - Opportunity for incremental streetscape changes
Institutionalizing a New Approach
Complete Street Improvement Process

- Key steps highlighted to integrate complete street design considerations in the street planning and design and construction process

[Diagram of street improvement process]
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<th>Action 1</th>
<th> Adopt the Complete Streets Design Manual through Council Resolution</th>
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<td>Action 2</td>
<td> Task a Team with Effective Leadership, Resources and Responsibility for Complete Street Policy Implementation Across Departments</td>
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<td>Action 3</td>
<td> Introduce and Institutionalize an Effective Implementation Process through the Complete Street Pilot Capital Projects</td>
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<td>Action 4</td>
<td> Implement Phased Thoroughfare Plan amendments</td>
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<td>Action 5</td>
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<td> Explore Alternative Funding Mechanisms for Complete Streets Capital and Operation / Maintenance Costs</td>
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<td>Action 7</td>
<td> Expand Dallas’ Current Offering of Neighborhood-Initiated Street Improvement Programs to Incorporate Complete Streets Design Options</td>
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<td>Action 8</td>
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Complete Street Pilot Projects in Bond Program

**Project**
- Alpha Road*
- Bishop
- Cedar Springs
- Davis Street
- Grand Avenue
- Greenville
- Henderson Avenue
- Jefferson
- Knox Street
- Lamar
- Main
- Meadowcreek Drive
- MLK

* Funded from 2006 Bond Program

Projects featured at Complete Street workshops
Preliminary Design Concepts
Knox Street Example
Knox Street Demonstration

- Temporary installation over a four day period
- Opportunity to test new design concepts with community feedback and technical evaluation
Community Visual Essay Contest
Professional Category Winner (Video)

Nicholas McWhirter
(Good Fulton & Farrell)

Presents

Knox Street Transformation
Questions & Discussion
## Strategic Action 1

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<th>Action 1</th>
<th>Adopt the Complete Streets Design Manual through Council Resolution</th>
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| FY 12-13, 1st Qtr. | - Acknowledge changing trends towards a more sustainable transportation system through proactive implementation of a complete streets program  
- Establish the Dallas Complete Street Manual as the comprehensive street design policy guide and the basis for future Thoroughfare Plan and code amendments |
Strategic Action 2

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<th>Action 2</th>
<th>Task a Team with Effective Leadership, Resources and Responsibility for Complete Street Policy Implementation Across Departments</th>
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| **FY 12-13, 1st Qtr.** |   - Assign leadership and ombudsman role to one group/department  
   - Include city departments involved in planning, design, construction, operation and maintenance of street-related improvements:  
     - Public Works & Transportation  
     - City Design Studio  
     - Sustainable Development and Construction  
     - Economic Development  
     - Streets  
   - Establish team responsibility to include coordination of all aspects of complete streets policy implementation:  
     - Street improvement projects  
     - Regulatory changes  
     - Private development project review  
     - Ongoing staff training to institutionalize complete streets design practices |
### Strategic Action 3

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<th>Action 3</th>
<th>Establish an Effective Implementation Process for Complete Street Improvement Projects</th>
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| FY 12-13; Ongoing | ➢ Maintain an ongoing priority list of capital improvement and resurfacing/restriping projects that are budgeted to include complete street design elements  
➢ Ensure early and continual inter-departmental coordination to facilitate proper execution of complete streets design principles from corridor planning through conceptual design, engineering and construction  
➢ Focus on reaching early consensus on conceptual street cross-sections and project scopes through community involvement during the corridor planning stage  
➢ Conduct temporary complete street demonstrations as needed to test new street design solutions involving significant change from current conditions  
➢ Ensure coordination with utility repair/replacement projects where relevant |
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<th>Action 4</th>
<th>Implement Phased Thoroughfare Plan amendments</th>
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<td>Initiated; Ongoing</td>
<td>Implement a strategic work program of targeted, case-by-case thoroughfare plan amendments to incorporate complete street design changes for funded street improvement projects</td>
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<td>FY 12-13</td>
<td>Amend the Thoroughfare Plan to clarify the administrative relationship with the Complete Streets Manual and to incorporate complete street typology and policy guidance</td>
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<td>FY 13-14</td>
<td>Undertake a comprehensive, citywide update of the Thoroughfare Plan functional and dimensional classifications</td>
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## Strategic Action 5

**Amend Other Related Policies and Regulations for Consistency and Linkage to Complete Streets Manual**

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<th>FY 12-13</th>
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| | Update *forwardDallas!* Comprehensive Plan Transportation Element | Incorporate complete street design practices into engineering manuals in coordination with iSWM (Public Works, Streets, Dallas Water Utilities, Trinity Watershed Management) | Evaluate ROW use regulations and licensing requirements relative to best practices for encouraging private investment in public ROW:  
  - Landscaping, street furniture, street lighting, awnings and other non-revenue producing public amenities  
  - Sidewalk cafes and other private revenue producing uses  
  - On-street parking |
Strategic Action 5 (contd.)

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<th>Action 5 (Cont.)</th>
<th>Amend Other Related Policies and Regulations for Consistency and Linkage to Complete Streets Manual</th>
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| FY 12-13         | ▶ Amend Chapter 28 and 43 of the Dallas Code  
|                  |   • Consistency in traffic operation and speed standards  
|                  |   • Encouraging on-street parking where appropriate                                               |
| FY 12-14         | ▶ Amend the Dallas Development Code (Chapter 51-A)  
|                  |   • Sidewalk and planting zone width requirements and design standards  
|                  |   • Complete street design guidance for minor streets and subdivisions  
|                  |   • Sidewalk policy waivers  
|                  |   • Standards for access management, drive cuts and drive closures  
|                  |   • Ownership, responsibility and maintenance of rights-of-way  

## Strategic Action 6

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<th><strong>Explore Alternative Funding Mechanisms for Complete Streets Capital and Operation / Maintenance Costs</strong></th>
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| FY 12-13 | - Review TIF and PID requirements to proactively encourage Complete Streets implementation and maintenance through public/private partnerships  
- Explore new opportunities for funding capital and operation/maintenance costs through public-private partnerships and grant opportunities  
- Bring recommendations forward for Council consideration to address enhanced public funding options for complete street project implementation |
### Strategic Action 7

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<th>Expand Dallas’ Current Offering of Neighborhood-Initiated Street Improvement Programs to Incorporate Complete Streets Design Options and Considerations</th>
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<td><strong>FY 12-13</strong></td>
<td>➢ Expand on current traffic calming, pavement and sidewalk petition and safe routes to school programs to incorporate a broader list of design options based on the Complete Streets Design Manual</td>
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<td><strong>FY 13-14</strong></td>
<td>➢ Initiate a competitive neighborhood matching grant program focused on modest complete street improvements similar to the Loving My Community program</td>
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| FY 12-13 | ➢ Incorporate a Monitoring & Evaluation Plan into the Complete Street corridor planning and development process  
➢ Identify measures of effectiveness consistent with the Complete Street project context using FHWA and AASHTO as a guide  
➢ Measure return on Complete Streets investment in quantitative and qualitative terms  
➢ Establish time horizons and frequency of data collection based on realistic expectations  
➢ Identify and conduct public surveys that respond to stakeholder goals, objectives and expectations |