We are approaching the end of an approximately year-long process and have scheduled to brief TEC on the outcomes of the process.

This briefing is intended to update the Committee as we approach the end of our complete streets policy development process.

This presentation highlights:

- The project impetus and goals for complete streets (slides 2 & 3)
- The products we will bring forward for Council consideration (slide 4)
- The highlights of the community involvement process (slides 5 through 11)
  - Slides 7, 8 & 9 feature the award winning entries for the citizens visual essay contest we held to get creative ideas from the public on how to improve streets
- Complete streets design manual highlights (slides 13 through 29)
- Implementation considerations and strategies (slides 31 through 51)
All Transportation Modes Considered
A Clear Place for Bikes
A Safe Environment for Pedestrians of all Ages and Abilities
Walkable Neighborhoods
Outdoor Seating - Activated Sidewalks
Lively Streets
Green Streets
• Creating a vibrant public realm involves the design of the roadway as well as the design of the adjacent private development. Most of all it involves focusing on the public-private area that straddles the ROW line. The approach to managing this area can make the difference between a vibrant shared front yard and a barren no-man’s land.

• The street edge can be the most challenging areas and involves a sharing of public and private responsibilities and a significant shift in attitudes on both sides:
  • a number of competing activities and needs
  • need for flexibility of use over time
The complete street design approach represents a paradigm shift in Dallas—from a long standing emphasis on automobile mobility to an approach that seeks to:

- design streets for all users
- respond to different contexts
- design streets as multi-functional spaces
- introduce environmentally sustainable design solutions
Dallas Complete Streets Initiative
Three Key Outcomes

- **Community Engagement**
  - Involve the community in a discussion about street design

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

- **Implementation Strategies**
  - Systematic, phased, incremental implementation

- Increase understanding and awareness of complete streets opportunities and constraints
- Establish a comprehensive vision and policy framework to serve as a roadmap for a new approach to street design
- Implementation strategies recommendations for systematic and phased implementation
Public Opinion Survey

- Vast majority wants elected officials to work towards sustainable communities

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?

Need for Sustainable Communities by US Region

<table>
<thead>
<tr>
<th></th>
<th>East</th>
<th>North</th>
<th>South</th>
<th>West</th>
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<tbody>
<tr>
<td>Yes</td>
<td>72%</td>
<td>66%</td>
<td>64%</td>
<td>64%</td>
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<tr>
<td>No</td>
<td>11%</td>
<td>12%</td>
<td>16%</td>
<td>21%</td>
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<tr>
<td>Not sure</td>
<td>17%</td>
<td>22%</td>
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Need for Sustainable Communities by Community Type

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<td>Yes</td>
<td>74%</td>
<td>67%</td>
<td>54%</td>
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<td>10%</td>
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<tr>
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<td>18%</td>
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Need for Sustainable Communities by Income, Race/Ethnicity

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<tr>
<td>In favor</td>
<td>65%</td>
<td>71%</td>
<td>74%</td>
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<tr>
<td>Opposed</td>
<td>13%</td>
<td>12%</td>
<td>12%</td>
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<tr>
<td>Not sure</td>
<td>23%</td>
<td>17%</td>
<td>14%</td>
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Need for Sustainable Communities by Political Affiliation

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<tbody>
<tr>
<td>Yes</td>
<td>79%</td>
<td>58%</td>
<td>61%</td>
<td>54%</td>
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<tr>
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<td>7%</td>
<td>25%</td>
<td>19%</td>
<td>8%</td>
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<tr>
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<td>14%</td>
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<td>20%</td>
<td>38%</td>
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Need for Sustainable Communities by Age

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<th>&lt;35</th>
<th>35-54</th>
<th>55+</th>
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<td>Yes</td>
<td>67%</td>
<td>64%</td>
<td>67%</td>
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<tr>
<td>No</td>
<td>15%</td>
<td>15%</td>
<td>16%</td>
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<tr>
<td>Not sure</td>
<td>18%</td>
<td>21%</td>
<td>17%</td>
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We held a total of eight workshops featuring key streets throughout the city with good attendance and received a variety of input across the spectrum.
• Worked with Big Thought to engage student participation
  • 1 minute 10 seconds
• We a draft complete streets design manual that is currently undergoing technical review and is also available to the general public at our website.
• Back to planning basics
  • Need comprehensive policy guidance to provide a consistent and balanced basis for planning and design
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
• The majority of Dallas streets exist within built-out neighborhoods.
• Acquisition of additional right-of-way in very difficult in most areas in Dallas and is usually the option of last resort.
• When existing streets are improved, the complete streets process will provide a opportunity to review design priorities to determine how to make trade-offs to accommodate community needs within the existing street space or right-of-way.
• Range of width standards proposed for design elements to be accommodated in constrained right-of-way during the design process
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

- Deliberate departure for a one size fits all approach
The vision map is intended as policy guidance, not a substitute for direct community input on any proposed future changes on specific streets.

A new complete street typology based on land use context is proposed to be overlayed on the Thoroughfare Plan function classification:

- Mixed Use Streets
- Commercial Streets
- Residential Streets
- Industrial Streets
- Parkways
Proposed Complete Street Vision Map

- Residential Streets
- Industrial Streets
- Parkways
• In addition another overlay based on multimodal transportation considerations is proposed
  • Bike Network Streets – linked to the network proposed in the Dallas Bike Plan
  • Transit Streets – identifying street corridors with light rail, streetcar or enhanced bus operation existing or planned (We may want to consider not including this on the vision map for now)
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

![Green street design example image]
• Important to establish realistic expectations for implementation based on the opportunities and challenges
• Emphasize the need for comprehensive policy guidance
• Street space encompasses public right-of-way as well as the edges of private property
•
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
Three stage process defines role of the Complete Streets Design Manual relative to other regulations and policies.

Critical role of the Complete Streets Design Manual is in the early corridor planning and conceptual design stages.
Projects were selected based on potential multi-modal linkages to destinations, economic development opportunities and Council member input.
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

• 1 minute 30 seconds
Ensure phased and systematic implementation across departmental lines

Introduce and institutionalize new policies into street design and development practices

Align the City’s regulations with proposed Dallas Complete Streets policy
## Strategic Action 1

<table>
<thead>
<tr>
<th>Action 1</th>
<th>Adopt the Complete Streets Design Manual through Council Resolution</th>
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</table>
| FY 12-13, 1<sup>st</sup> 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 |
Complete streets policy will impact budgeting priorities and regulatory approaches across departmental lines

City Design Studio; Sustainable Development and Construction (Zoning, Real Estate, Long Range); Public Works & Transportation (Transportation Planning); Streets Department (Traffic Management);
### Strategic Action 3

<table>
<thead>
<tr>
<th>Action 3</th>
<th>Establish an Effective Implementation Process for Complete Street Improvement Projects</th>
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</table>
| 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 |
### Strategic Action 4

<table>
<thead>
<tr>
<th>Action 4</th>
<th>Implement Phased Thoroughfare Plan amendments</th>
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<tbody>
<tr>
<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>
</tr>
<tr>
<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>
</tr>
<tr>
<td>FY 13-14</td>
<td>➢ Undertake a comprehensive, citywide update of the Thoroughfare Plan functional and dimensional classifications</td>
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- Thoroughfare Plan last updated in the late 1980s
## Strategic Action 5

<table>
<thead>
<tr>
<th>Action 5</th>
<th>Amend Other Related Policies and Regulations for Consistency and Linkage to Complete Streets Manual</th>
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<tbody>
<tr>
<td>FY 12-13</td>
<td>➢ Update <em>forwardDallas!</em> Comprehensive Plan Transportation Element</td>
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<tr>
<td>FY 12-13</td>
<td>➢ Incorporate complete street design practices into engineering manuals in coordination with iSWM (Public Works, Streets, Dallas Water Utilities, Trinity Watershed Management)</td>
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</table>
| FY12-13  | ➢ 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.)

<table>
<thead>
<tr>
<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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</table>
| 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

<table>
<thead>
<tr>
<th>Action 6</th>
<th>Explore Alternative Funding Mechanisms for Complete Streets Capital and Operation / Maintenance Costs</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

<table>
<thead>
<tr>
<th>Action 7</th>
<th>Expand Dallas’ Current Offering of Neighborhood-Initiated Street Improvement Programs to Incorporate Complete Streets Design Options and Considerations</th>
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<tbody>
<tr>
<td>FY 12-13</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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<tr>
<td>FY 13-14</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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## Strategic Action 8

<table>
<thead>
<tr>
<th>Action 8</th>
<th>Initiate a Monitoring &amp; Evaluation Program</th>
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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 |
• There has been much discussion of complete streets in Dallas over the past five years since forwardDallas! Until now, the city has dealt with this issue reactively on a project by project basis. We are now getting ready to launch a proactive citywide initiative after several months of preparations that included arranging for funding and coordination with other related efforts to ensure that we take a comprehensive and systematic approach.