

**WHEREAS**, the City seeks to become a more livable city that can continue to promote a healthy population and a robust economy; and recognizes that streets play a vital part in achieving this goal; and

**WHEREAS**, the City recognizes the need for its transportation infrastructure to evolve and the importance of providing an integrated transportation system that balances the needs of all users regardless of age or ability, and that meets multi-modal needs including walking, bicycling, and mass transit, as well as automobiles, trucks, and emergency vehicles; and

**WHEREAS**, the City does not control all roads or modes of transportation within its corporate limits and therefore depends on partner agencies to enhance the transportation options offered within the city; and

**WHEREAS**, the Transportation Element of the *forwardDallas!* Comprehensive Plan, adopted by City Council in June 2006, calls for a context sensitive approach to the design of streets throughout the City to meet the needs of the neighborhoods through which they pass, and to build a multi-modal system that serves all users; and

**WHEREAS**, Complete Streets principles offer inclusive, context sensitive framework for planning, design, construction, operation, and maintenance of a multi-modal transportation infrastructure system that can ensure safe and convenient access to community destinations for all users and modes of transportation; and

**WHEREAS**, Complete Streets principles have been, and continue to be, adopted nationwide at state, county, and city levels in the interest of proactive planning and adherence to federal regulations that guide transportation planning organizations to promote multi-modal transportation options and accessibility for all users; and

**WHEREAS**, in June 2010, the City received a planning grant award from the Federal Highway Administration through the Transportation and Community and System Preservation grant program as well as matching funds from the Regional Transportation Council to develop a Complete Streets Design Manual for citywide use; and

**WHEREAS**, following an extensive community engagement process that included community workshops, community surveys, pilot projects, and briefings to City boards, commissions, Council committees, and the City Council, the Complete Streets Design Manual has been completed and contains policies and guidelines for all aspects of street design to promote a comprehensive, connected, and integrated transportation network; and

**WHEREAS**, the City has recently initiated an Urban Design Program to develop citywide comprehensive urban design principles, policies, and guidelines to enhance the quality of the public realm, including but not limited to streets.

**NOW, THEREFORE,**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:**

**SECTION 1.** That the City Council adopts the Complete Streets Design Manual as a comprehensive policy guide for all public or private projects that impact the planning, design, construction, and operation of streets, and hereby directs the City Manager to initiate the following actions:

1. Coordinate and integrate the content of the Complete Streets Design Manual with the broader urban design principles, policies, and guidelines to be developed through the City's Urban Design Program and thereafter amend the *forwardDallas!* Comprehensive Plan to incorporate the resulting policy framework;
2. Amend the Dallas Thoroughfare Plan to incorporate references to the content of the Complete Street Design Manual;
3. Amend the Paving Design Manual and the Drainage Design Manual to incorporate and reflect Complete Street design principles;
4. Review the Dallas City Code, including Chapters 28, 43, and 51A, to identify specific amendments necessary to provide references to and ensure consistency with the Complete Streets Design Manual relating to considerations such as minor street design, sidewalk and streetscape design, curb cuts, licensing and abandonment of street rights-of-way, and street operations;
5. Communicate to partner agencies the City's desire that they utilize Complete Streets principles when designing and operating projects within the City's limits;
6. Continue ongoing implementation of funded Complete Streets projects and bike lane striping and coordinate complete street project implementation with ongoing streetcar planning, DART bus route planning and on-street parking improvements;
7. Identify funding opportunities for additional Complete Streets projects through the next bond program;
8. Measure the progress of implementation of the Complete Street Design Manual by developing performance measures to be reported in the City's Sustainability Plan. These measures must include total miles of bike lanes (including marked shared lanes), number of new ADA compliant curb ramps built along city streets, total linear feet of sidewalks with pedestrian lighting, and linear feet of sidewalk waivers approved for that year.

**SECTION 2.** That the City of Dallas affirms that all road projects should be designed to comfortably accommodate all users, regardless of age or ability, to the fullest extent possible within the context of the adjacent community, in a manner that balances multi-modal transportation needs, including pedestrians, bicycles, mass transit, automobiles, trucks, and emergency vehicles, and that these considerations shall be a routine part of all road planning, design, construction, operation, and maintenance activities.

**SECTION 3.** The City acknowledges that not all work activities associated with streets may be appropriate for accommodating all modes of transportation. Ordinary maintenance activities such as mowing, sweeping, and spot repairs will not be subject to this policy. Exceptions to this policy for any other projects must be reviewed and approved by the Director of Public Works, the Director of Planning and Urban Design and the City's Traffic Engineer (Streets Department). If the application of Complete Streets principles is found to be unnecessary, unduly cost prohibitive, contrary to public safety, or prohibited by law, the project may receive an exception.

**SECTION 4.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

