North Central Texas Council of Government
Complete Streets Workshop

June 9 & 10, 2016

What are Complete Streets?

• Streets that are safe and comfortable for everyone: all ages and abilities; motorists and bicyclists; pedestrians and wheelchair users; bus and train riders alike.

• Streets that are designed 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 Complete Streets are not?

• One size fits all strategy for all streets;

• A design prescription, it’s flexible and dependent on the adjacent context;

• A mandate for immediate retrofit of all roads;

• A policy to repair potholes

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
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

Complete Streets Design Manual
Adopted by City Council – January 27, 2016
Complete Streets: Why Do They Matter?

- Complete Streets help our streets become more livable and walkable;
- Complete Streets have potential to be Economic Development catalysts;
- Complete Streets have the opportunity to transform areas by providing connectivity.

Complete Streets: A Community Engagement Tool
Complete Streets Project Implementation with Public Involvement

Community Workshops

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

Complete Approach, Different Outcomes
One size/design does not fit all
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

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
New Policy Development
Complete Streets Design Manual

• Street design policies and guidelines

• Multi-disciplinary project planning and implementation process

• Complete Street Vision Map overlay

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
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