



North Central Texas Council of Government Complete Streets Workshop

June 9 & 10, 2016

What are Complete Streets?

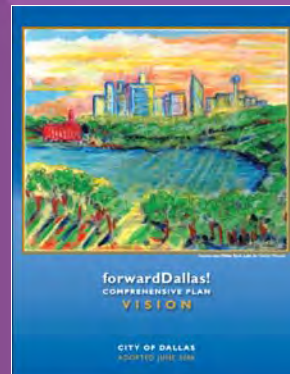
- Streets that are safe and comfortable **for everyone**: all ages and abilities; motorists and bicyclists; pedestrians and wheelchair users; bus and train riders alike.
- Streets that are designed for **all modes** of travel including pedestrians, cyclists, public transit, automobiles, freight, emergency 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

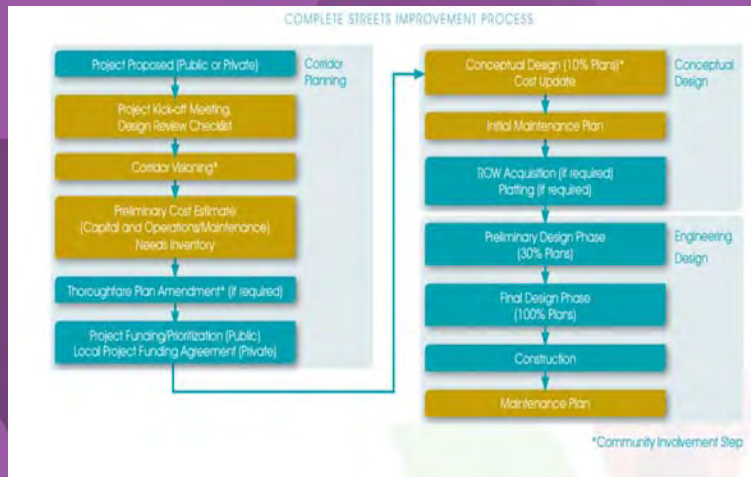


Complete Streets Why Do They Matter?

- 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



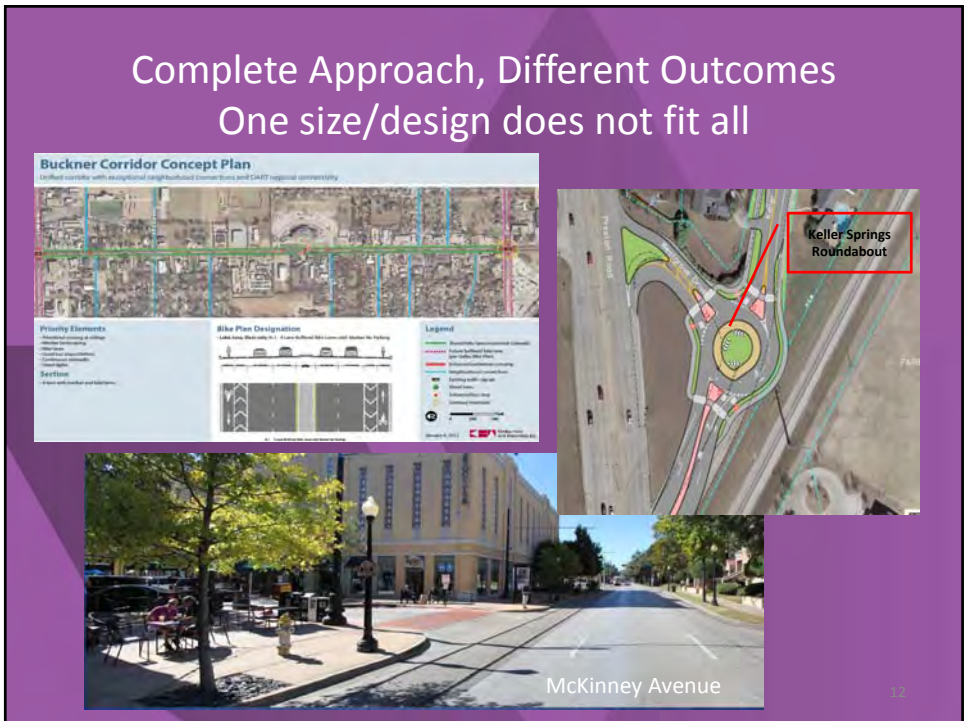
Community Workshops

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





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



Buckner Corridor Concept Plan
Labeled corridors with conceptual neighborhood forms from post-GATP regional community
Priority Elements
- Transportation
- Land Use
- Urban Design
- Green Infrastructure
Section
- Street and building profile

Bike Plan Designation
- Urban Street (with 10' - 12' wide sidewalk)
- Urban Street (with 10' - 12' wide sidewalk)
- Urban Street (with 10' - 12' wide sidewalk)

Legend
- Green: Green Infrastructure
- Blue: Water
- Red: Urban Street (with 10' - 12' wide sidewalk)
- Yellow: Urban Street (with 10' - 12' wide sidewalk)
- Grey: Urban Street (with 10' - 12' wide sidewalk)

Keller Springs Roundabout

McKinney Avenue

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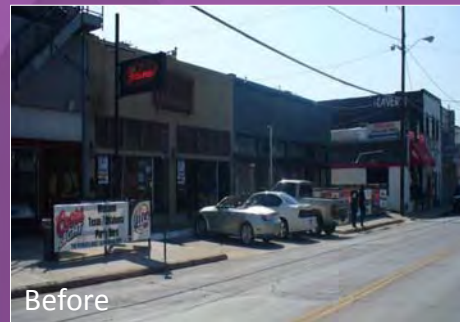
Moving Forward with Implementation of Individual Projects

- 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

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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



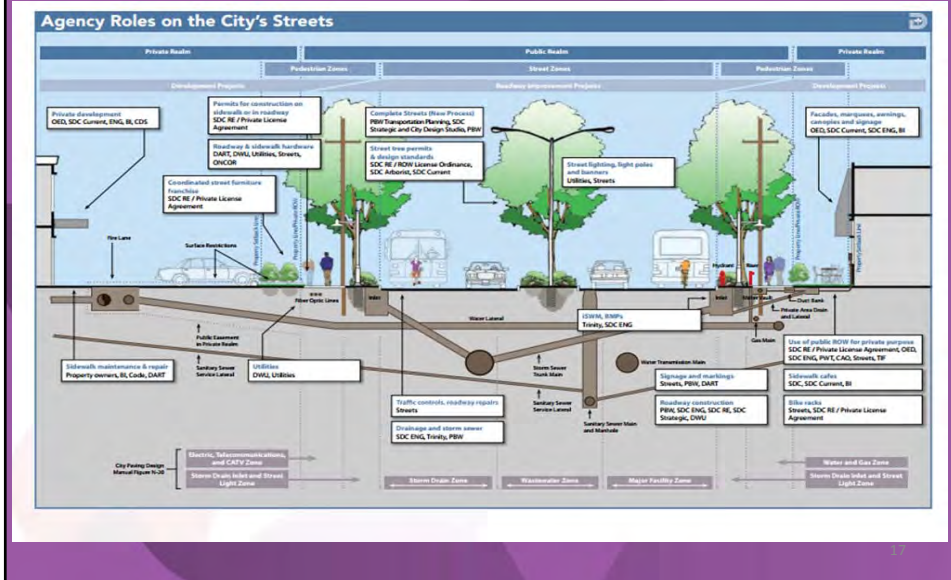
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Street Design Policy and Guidelines

- 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

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Multi-Disciplinary Planning and Implementation



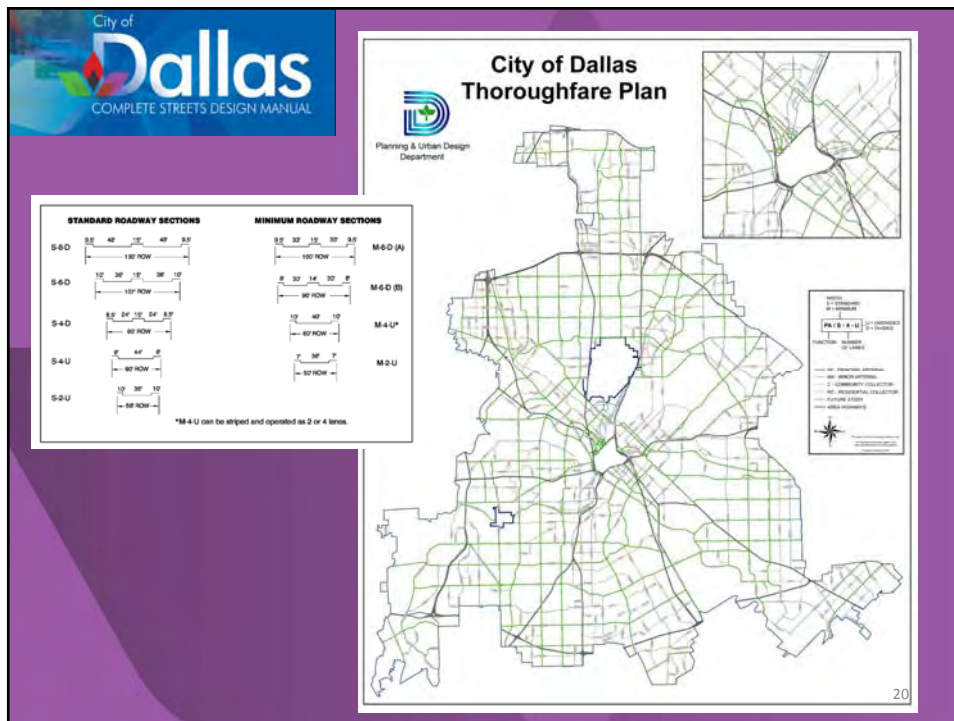
Departments/Agencies Involved in Roadway Planning and Construction

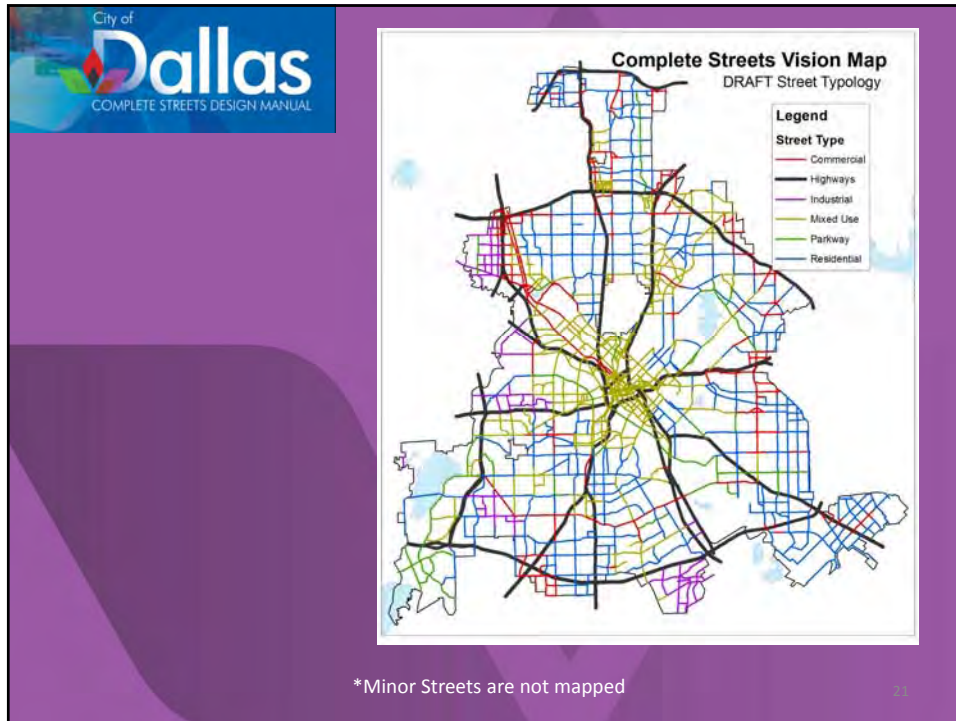
- City Attorney's Office
- Code Compliance
- Dallas Area Rapid Transit
- Dallas Police Department
- Delivery Companies and Valet Companies
- Dallas Water Utilities
- Dallas Fire Rescue
- Housing and Community Services
- Office of Economic Development

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

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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



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