

APPENDIX E

Placemaking Recommendations

PLACEMAKING QUICK WIN RECOMMENDATIONS

MARCH 2026



PROJECT IDEAS

Many of the recommendations for Military Parkway Corridor Improvements are long-term by nature, either requiring large funding sources or long timelines to execute,

These Placemaking Recommendations, by contrast, are intended to provide options for smaller, quick projects. Some ideas showed community support in the public involvement process but may not have been ready to include in the official long-term plan. Others are new ideas. All of these are projects that the community could spearhead, making meaningful change in the short-term.

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Using a chicane as a demonstration, implementation how-to and resources.

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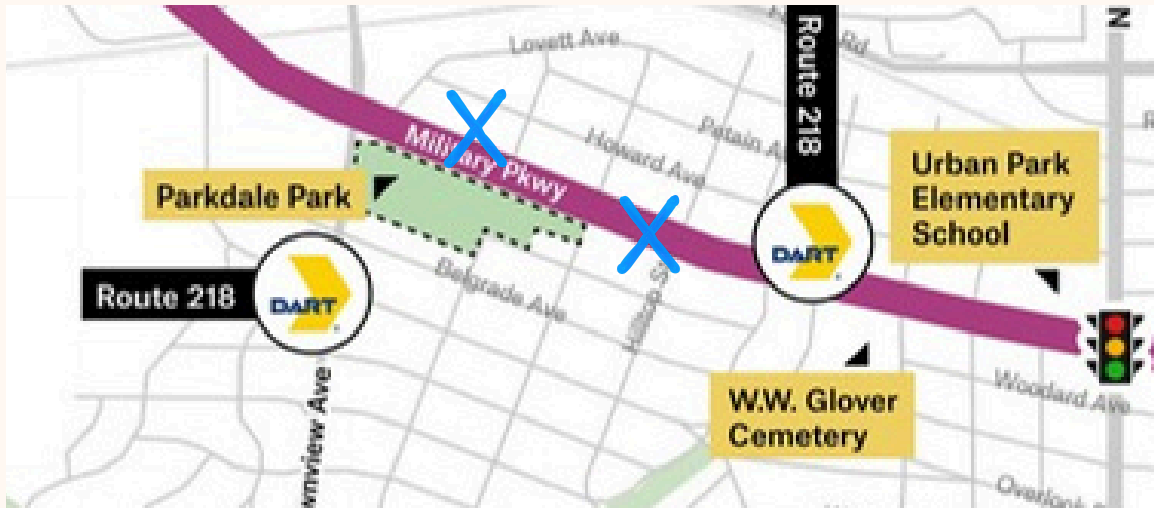
Crime prevention through environmental design, for homes and businesses.

ART..... 8

Murals, crosswalks, asphalt art, safety data, and resources.

SLOWING CARS

USING A CHICANE



CHICANE: A STREET WITH CURB EXTENSIONS THAT ALTERNATE SIDES, MAKING IT IMPOSSIBLE TO DRIVE IN A STRAIGHT LINE. DRIVERS ARE REQUIRED TO PAY CLOSER ATTENTION AND SLOW DOWN.

Community Support

This project showed community support during the Military Parkways Corridor Study, but the project was not defined enough to become a formal part of the long-term plan. This leaves room for exploration as a demonstration project that could become permanent in some locations, while testing it out in others. 64% of survey respondents (39 of the 61 participants) preferred a one-way configuration on the residential “frontage road” streets alongside Military Parkway where resident driveways meet the street. Of those participants, 40% (16 people) supported implementing chicanes, while 60% (24 people) preferred the one-way street with bike lanes. The plan recommends one-way frontage roads with a painted bike lane, potentially adding a hard edge to the bike lane when future funding is identified. Although this configuration mitigates conflict where the frontage road intersects Military Parkway, the width of the one-way lane could still be significantly wide, encouraging speeding to continue. A chicane design forces drivers to slow down to navigate through the street, which could be useful even with the bike lane.

The one-way design of these “frontage roads” in the final corridor plan could still benefit from added chicanes to slow traffic further, and could be implemented in the short-term, as a less expensive design solution. Residents would be able to champion the implementation of chicanes for a single block or multiple blocks.

THE PROCESS: DEMONSTRATION



Santa Monica popup installation for Michigan Avenue
Neighborhood Greenway “PopUp MANGo”

EXPLORING THE DESIGN CONSTRAINTS
FOR NEW SAFETY ENHANCEMENTS

Using a Temporary Demonstration to Explore a Potential Design Solution

There is a precedent in the City of Dallas for trying out temporary “demonstrations” of new street improvements such as this, as a way to fine tune the design before permanent installation. This process can also give stakeholders an opportunity to experience the impact of new design solutions over time, in real life. Sometimes, an “indefinitely temporary” installation can be appropriate, where a low-cost implementation can be maintained by neighbors and adjusted over time as design constraints change. Current Transportation and Public Works Department staff are supportive of exploring where chicane-style installations could be effective.

Case Study: Austin

In the City of Austin, chicanes have been installed using a demonstration process that lead to permanent installations. The initial demonstrations used cones only. The city-led process included bringing a garbage truck out to demonstrate how large vehicles are able to navigate a chicane. The chicanes were then installed with paint and flex-posts, a quick and less-expensive installation that is still somewhat temporary, allowing for future modification if necessary.



Gloucester Ln, University Hills neighborhood, Austin, Texas

Two different bump outs are used together to show drivers how to turn through the pinchpoint. This location also highlights design with a driveway. “Safe Streets” signs and decals painted on-street reinforce for drivers that this special design is to enhance safety for all road users.



Benjamin St, East Riverside neighborhood, Austin, Texas

Two sets of galvanized troughs and bollards create a chicane. “Safe Streets” decals on the bulb outs and painted on-street reinforce for drivers that this special design is to enhance safety for all road users.



Victoria, Canada

STREETS THAT ADD GREENERY AND SLOW DRIVERS



Austin, Texas



Seattle, Washington



Tucson, Arizona



Portland, Oregon



Walnut Hills Dr installation in Austin, Texas.

THE PROCESS: INSTALLATION

EXPLORING THE DESIGN CONSTRAINTS
FOR NEW SAFETY ENHANCEMENTS

There are many best practices for a street design popup from cities across the U.S. Ultimately, the process will be determined by what Dallas city staff require. With a new design like this, there is not yet a defined policy or process to follow. In this case, the requirements may need to be defined as the project materializes. Below is a recommended process for getting started:

- Identify a specific block or segment of a block where a chicane is most needed or would work best, along the Military Pkwy frontage roads. Somewhere between Lovett Ave and Wilkes Ave north of Military Pkwy, and Lasca St to Jim Miller to the south.
- Try making an idea sketch for the chicane, taking into consideration where the curb extensions might fit best to switch sides of the street.
- Contact neighbors, business owners, and property owners along the target area to gauge their support for slowing traffic and find others who may help.
- Does anyone have a friend or colleague engineer who may be interested in volunteering to design the project? A local engineering firm may also be interested in assisting pro-bono.
- Neighbors may be interested in “sponsoring” a plant to water during the installation, and a plant shop may offer a discount for sponsor promotion.
- Prepare an online survey for input & post project information nearby.
- Plan to make tweaks to the design at specific date(s), when stakeholder input will be accounted for.
- Contact Dallas Transportation and Public Works Department to find who would need to approve the project and present the idea to hear additional requirements.
- Finalize plans, find strategic partnerships, apply for grants, or fundraise if needed.
- Schedule volunteers for Installation Day and plan a launch party for neighbors to learn about the project and celebrate working together!

A grant could help with expenses, or volunteer “elbow-grease” and partnerships could get it done. Either way, partnering with City of Dallas Transportation and Public Works Department staff will be key.

AARP Communit Challenge Grant:

[Aarp.org/livable-communities/community-challenge/](https://aarp.org/livable-communities/community-challenge/)

Best Practices for Idea Execution:

New York City Street Design Manual
[Nycstreetdesign.info/geometry/chicane](https://nycstreetdesign.info/geometry/chicane)



A permanent chicane installed by the New York City Transportation Department

LIGHTING FOR SAFETY

ALONG THE MILITARY PKWY CORRIDOR & THE SURROUNDING NEIGHBORHOODS



CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Lighting Individual Homes & Businesses

Adequate nighttime lighting is one way to enhance safety, real and perceived. Neighborhoods across every city vary in the amount and types of lighting provided by the city on residential and commercial streets.

Lighting can increase the opportunity for natural surveillance, making a place appear cared for and easily observable for anyone to be watching. Intruders or trouble makers who hope to operate in the shadows are easily observed. Front porches and doors and windows that look onto public spaces or outdoor areas can also enhance safety.

Adequate Lighting Without the Light Pollution

Adequate lighting doesn't mean everything becomes as bright as day. Light pollution creates its own set of problems. By keeping lighting facing down toward the ground and on objects to be lit, adding strategic lighting can be useful without creating unnecessary light pollution.

Placemaking with Lighting

Interestingly, some of the best-lit and safest streets are not those with ample city infrastructure, but those that have an abundance of private contributions to the area's lighting. A residential neighborhood with few street lights will feel well-lit where neighbors all have porch lights or even landscaping lights on at night.

Strategic lighting can highlight special signage or other assets, can help define a specific area, and can contribute to it feeling like a beloved space and a cohesive place, somewhere you want to be.

ART FOR IMMEDIATE RESULTS



Mural on the historic Clarendon trestles, in Dallas

MURALS

As a tool for igniting neighborhood pride, murals enhance the aesthetics of the area and can be combined to create a cohesive sense of place.



Lancaster, CA

CROSSWALKS AND INTERSECTIONS

Artistic crosswalks, mid-block or throughout an intersection, have proven to increase safety for all road users.

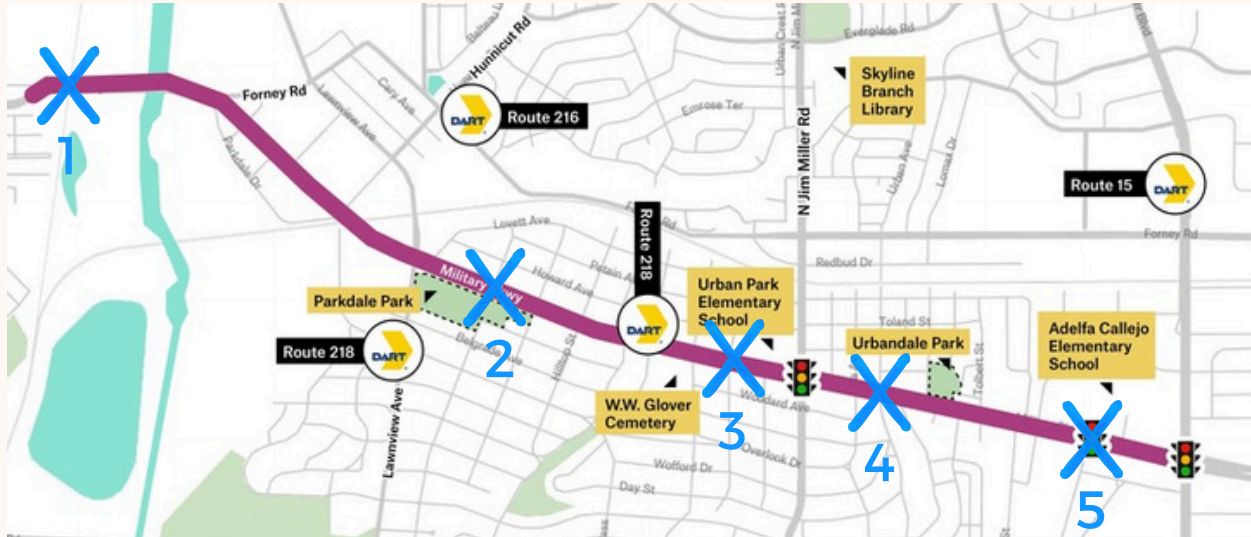
COMMUNITY-DRIVEN IS THE KEY

These quick, easy, inexpensive projects can be done as soon as the community wants. Although they require partnership with the city, they don't require government initiation. In fact, these types of projects work best when community members are driving the initiative. When the community comes together to determine the project scope, design, and costs, a pride in ownership develops that often creates cascading ripple effects in the neighborhood beyond the project itself.

If these projects are included in a city-initiated phase of implementation, community involvement and buy-in will be the number one key to success.

ART OPPORTUNITY SITES

MURALS, CROSSWALKS, AND INTERSECTIONS



1 - MURAL: RAIL BRIDGE GATEWAY & WALKABILITY

This rail bridge is a gateway to the neighborhood, even though it is an industrial and commercial segment of the corridor. As **property of Union Pacific Railway, the rail line owner would need to be a partner** in the project. The recently painted Parkdale neighborhood mural on Lawnview Ave is a great example of a neighborhood gateway.

The wild brush growing into the public right before and after the bridge also impede pedestrians who must walk here. Stakeholders can log 311 complaints for code compliance to clear the public right of way here. Although the width of the bridge pylons prevent a sidewalk from being constructed here now, when the bridge needs to be rebuilt some day, sidewalks could be added.



Parkdale Neighborhood Mural on the Kansas City Railroad trestle bridge over Lawnview Ave.

2 - CROSSWALK: ARTISTIC CROSSWALK AT PEDESTRIAN HYBRID BEACON (PHB) CROSSING

Artistic crosswalks can be a quick, cheap, impactful solution to safety concerns crossing Military Pkwy mid-block. The Military Parkway Corridor Study identified 4 potential locations for a crosswalk and Pedestrian Hybrid Beacon (PHB) to help neighbors cross Military Parkway between Lawnview and Jim Miller Rd. Three major destinations (Urban Park Elementary School, Parkdale Park, T.B.O.C. Community Church) compel neighbors to cross at multiple places along the corridor here.

The best location for a PHB will be where people naturally want to cross. A temporary installation in conjunction with collecting usage data would inform exactly where PHBs here are best warranted.

Multiple artistic crosswalks, at PHBs and not, could be leveraged together to create a strong identity for the area, especially referencing themes such as kids and learning, and reflecting historic themes or colors the neighborhood would like to promote.

ART OPPORTUNITY SITES

MURALS, CROSSWALKS, AND INTERSECTIONS



3 & 5 - CROSSWALK: CROSSING TO URBAN PARK & ADELFA CALLEJO ELEMENTARY SCHOOLS

The existing zebra crosswalks at Grover Dr to Urban Park School and at Cedar Lake Dr to Adelfa Callejo School, are a great opportunity to use asphalt art to elicit caution within the entire intersection and pick-up / drop-off area. The crosswalk designs at the two schools could coordinate to create visual cohesion and emphasize a strong identity or brand for the area, a request mentioned by stakeholders during the Military Pkwy Corridor Study. See the following pages for more information and inspirational images for how artistic intersections are useful in creating safer streets.

4 - MURALS & INTERSECTION ART: URBAN AVE

A collection of historic buildings sit at the intersection of Urban Ave and Military Pkwy. Though many of the businesses have bars on the windows, neighborhood stakeholders have a vision for bringing life back to this historic block. The Military Pkwy corridor improvements could bring some investment to widen sidewalks and plant street trees, infrastructure changes that have revitalized similar districts in two other Dallas neighborhoods (Bishop Arts District and Greenville Ave), but this is a long-term plan.

The community could start now to make some quick, easy, and cheap improvements with inspiring murals, artistic crosswalks, and possibly even painted intersections. Simple signage proclaiming the district could also help passers by to see the area in a new light. Long term, sculptural art could be placed in the median or in the center of the proposed roundabout.



Saginaw, Michigan

Although colorful versions of asphalt art have been approved in some cities, right now it is not approved in Dallas. Perhaps in the future, or at just the right location, there's a chance this could work on the Military Pkwy corridor.

ARTISTIC CROSWALKS: IMPACT AND REGULATIONS

WHAT ARE ARTISTIC CROSWALKS?

Artistic crosswalks are eye-catching art that grab the attention of automobile drivers where it's needed most: at the pedestrian crossing.

WHAT ARE THE REGULATIONS?

The ***Manual on Uniform Traffic Control Devices (MUTCD)***, the guidelines for transportation engineering design, specified guidelines in its 2023 edition for artistic crosswalks to be used for enhancing safety.

A defining characteristic of an artistic crosswalks is that it is not a traffic control device: it does not communicate regulations, warnings, guidance, or other information to road users.

In the MUTCD, Section 3H.03 allows for “aesthetic surface treatments”, both in the roadway (at intersections and mid-block) and outside of the roadway (in pedestrian-only curb extensions.)

Section 3H.03 Paragraph 7 states, “[c]olors used for aesthetic surface treatments shall be outside the chromaticity coordinates that define the ranges of acceptable colors for traffic control devices.”

Although colorful versions of asphalt art have been approved by some cities, it is not allowed now in Dallas. Perhaps future guidance may support more colorful creative installations of artistic crosswalks and full intersections, reflecting the positive impact of artistic crosswalks worldwide.

For more information on MUTCD guidance see: https://mutcd.fhwa.dot.gov/knowledge/faqs/faq_part3.htm

SAFETY DATA

A 2022 study analyzed the impact of artistic crosswalk projects around the world. The Asphalt Art Safety Study details the considerable improvement in traffic safety that followed various types of artistic crosswalk implementations. Specific findings include:

- » 50% decrease in the rate of crashes involving pedestrians, cyclists, or other vulnerable road users
- » 37% decrease in the rate of crashes leading to injuries
- » 17% decrease in the total crash rate
- » 25% decrease in pedestrian crossings which involved a conflict with drivers
- » 27% increase in frequency of drivers immediately yielding to pedestrians with the right of way
- » 38% decrease in pedestrians crossing against the walk signal

See the Asphalt Art Safety Study and more:
<https://asphaltart.bloomberg.org/guide/>

WHAT COULD WE DO?

ARTISTIC CROSSWALKS DON'T NEED COLOR TO BE IMPACTFUL

Although some cities in the US have approved color artistic crosswalks, right now Dallas has decided to allow only crosswalks in the standard colors for traffic control devices as defined by the MUTCD (Manual on Uniform Traffic Control Devices). Even within this restriction, however, artists have creatively added a sense of place to crosswalks across the country.

Most importantly, these artistic crosswalks are not a traffic control devices: they do not communicate regulations, warnings, guidance, or other information to road users. They do make drivers look twice and pay more attention right at the place where more attention is necessary: where people may be crossing the street!





Intersection bumpouts in Austin, Texas.

THE PROCESS: IT'S MORE THAN JUST PAINT

THE KEY IS FOR THE PROJECT TO BE DRIVEN BY THE COMMUNITY. THIS CAN START NOW.

Beyond improving safety for all road users, and creating a sense of place these projects can be tools to build community resilience as neighbors get to know one another in a new context while both new and old community leaders step up to fill a role for the project.

Keep this in mind as the project progresses: coming together in the spirit of community will make the neighborhood more livable for all!

A committee of neighbors can help share the organizational burden and help reach out to even more neighbors to participate.

The more inclusive the process can be, the better. Involve as many different community groups, residents, and businesses as possible. In fact, it's best when projects like these are spearheaded by the community, rather than city staff.

Let the vision of a safer neighborhood push the process forward and let the history and unique assets and spirit of this community define the aesthetic. Let the art brand and promote a community identity for the area. Community members involved in the Military Parkway Corridor Study requested more coordinated branding interventions for the Military Parkway Corridor.

These are the types of projects that don't have to wait for the next million dollar bond program to be funded. A little money here and there can add up in big ways.

The most important part of the process may well be the artist! Employ a professional. Host a call for proposals. Pay them well. You'll reap returns on that investment through neighborhood pride for years to come!

An example Call for Artists:

Assets.bbhub.io/dotorg/sites/43/2022/12/Tallahassee-AsphaltArt-Prospectus-Final-Reduced.pdf

Best Practices for Idea Execution:

Baltimorecity.gov/transportation/our-work/community-led-placemaking-program-information-application

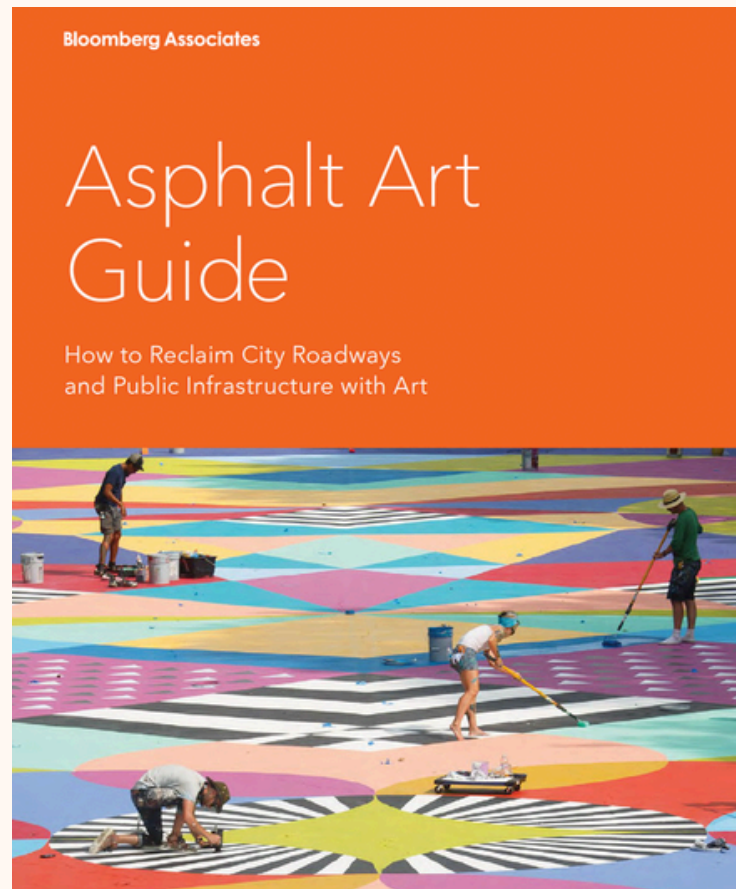


Murals on historic Clarendon trestles in Dallas.

ART RESOURCES

The **Dallas Office of Arts & Culture** is a natural partner. The department has a “Walls Y’all Mural Guide” which has many applicable sections. The Public Art Program under the Dallas Office of Arts & Culture may also

- “Walls Y’all Mural Guide”: A guide to help artists and interested residents become familiar with how to create murals in Dallas.
Dallasculture.org/publicart/
- Public Art Program: partners to facilitate permanent art which could include murals or other gateway installations.
Dallasculture.org/publicart/
- Arts Activate: Calls for arts and cultural projects by Dallas arts and culture non-profit organizations, social service organizations, individual artists, and artist collectives to engage with communities. Grants up to \$16,000 based on project and partnership.
Dallasculture.org/grants-and-calls,
Dallasculture.org/cultural-funding-programs/artsactivate/
- Culture of Value Micro-grants:
Dallasculture.org/cultural-funding-programs/cultureofvalue/



Bloomberg Philanthropies funds a semi-annual grant program for installation and technical assistance for these low-cost activations. Check their website for information about the next grant cycle.

The Asphaltart.bloomberg.org website is a wealth of resources, including examples of impactful projects around the world, as well as helpful tips on successful design, installation, and development.

Art House Dallas is a local nonprofit supporting hundreds of local artists through artist formation and outreach opportunities.

- Deploy: Through the Deploy program, Art House Dallas connects local artists with communities.
Arthousedallas.com/programs-events
- There could be an opportunity to discuss an intersection art project with Art House Dallas and find a creative partnership to apply for a grant or connect with artists interested in the project.