

# Memorandum



CITY OF DALLAS

DATE October 2, 2020

TO Honorable Mayor and Members of the City Council

SUBJECT **Use of Streets and Road Diets – Planning and Implementation**

As part of the October 19, 2020 Transportation and Infrastructure Committee meeting, the departments of Transportation and Public Works will deliver a presentation on efforts to develop complete street projects, road diets, and the Slow Streets Pilot Program. The upcoming presentation on the use of streets, which includes complete streets, road diets, and programs such as the Slow Streets Pilot Program, is timely being that other cities such as Los Angeles, Seattle, and New Orleans, are taking advantage of lower traffic volumes to transition vehicular traffic lanes to other modes of transportation including bike lanes, sidewalks, or green spaces.

## **Complete Streets**

The 2017 Bond Program includes a number of complete street projects such as Abrams Road, Military Parkway, and Skillman Street. Aimed at ensuring multi-modal use of street right-of-way, complete street projects include amenities to accommodate vehicular, bike, and pedestrian traffic. While not every complete street will be the same, complete street concepts include landscaping, sidewalk, enhanced crosswalks, and lane diets or reductions.

As several of the complete streets projects in the 2017 Bond Program are under design or under construction, the departments of Transportation and Public Works will begin evaluating streets with known traffic issues such as speeding and accidents and gauge public interests for potential complete streets projects that can be included in the City's next bond program.

## **Road Diets**

A road diet is the removal of travel lanes or reduction of lane widths. Road diets can be implemented in order to accommodate others uses such as bicycle lanes, sidewalks, or added parking. They are also used as a traffic calming tool to improve safety outcomes. They are most effective on local streets with fewer than 20,000 vehicles per day and should be used when they can meet other mobility goals.

## **Slow Streets Program Expansion**

On June 4, 2020, the Department of Public Works briefed the Ad Hoc Committee on COVID-19 Human and Social Recovery on the City of Dallas' Slow Street Pilot Program. The Slow Streets Pilot Program gave Dallas residents the opportunity to close 10 residential streets to through traffic in an effort to provide additional space to enjoy outdoor activities while maintaining social distance.

DATE October 2, 2020

SUBJECT **Use of Streets and Road Diets – Planning and Implementation**

Given the success of the Slow Streets Pilot Program, staff is seeking City Council input on the investment of \$25,000 of traffic calming funds towards issuing a request for proposals (RFP) to seek a contractor to administer the program. If approved by City Council, the Slow Streets Program would continue in early 2021 until the funds are expended or COVID-19 subsidies.

Should you have additional questions or concerns, please contact Michael Rogers, Director of Transportation or Robert M. Perez, Director of Public Works.



Majed A. Al-Ghafry, P.E.  
Assistant City Manager

c: T.C. Broadnax, City Manager  
Chris Caso, City Attorney  
Mark Swann, City Auditor  
Billierae Johnson, City Secretary  
Preston Robinson, Administrative Judge  
Kimberly Bizzor Tolbert, Chief of Staff to the City Manager

Jon Fortune, Assistant City Manager  
Joey Zapata, Assistant City Manager  
Dr. Eric A. Johnson, Chief of Economic Development and Neighborhood Services  
M. Elizabeth Reich, Chief Financial Officer  
M. Elizabeth (Liz) Cedillo-Pereira, Chief of Equity and Inclusion  
Directors and Assistant Directors