

Memorandum



CITY OF DALLAS

DATE September 11, 2015

TO The Honorable Members of the Transportation and Trinity River Project Committee: Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson, Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT **Complete Streets Initiative Updates**

On Tuesday, September 15, 2015, you will be briefed on Complete Streets Initiative Updates.

Please feel free to contact me if you have any questions or concerns.

A handwritten signature in black ink that reads "Theresa O'Donnell".

Theresa O'Donnell
Chief Planning Officer

c: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager
Eric D. Campbell, Assistant City Manager

Jill A. Jordan, P.E., Assistant City Manager
Mark McDaniel, Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council

Complete Streets Initiative Updates

Transportation and Trinity River Project
Committee

September 15, 2015

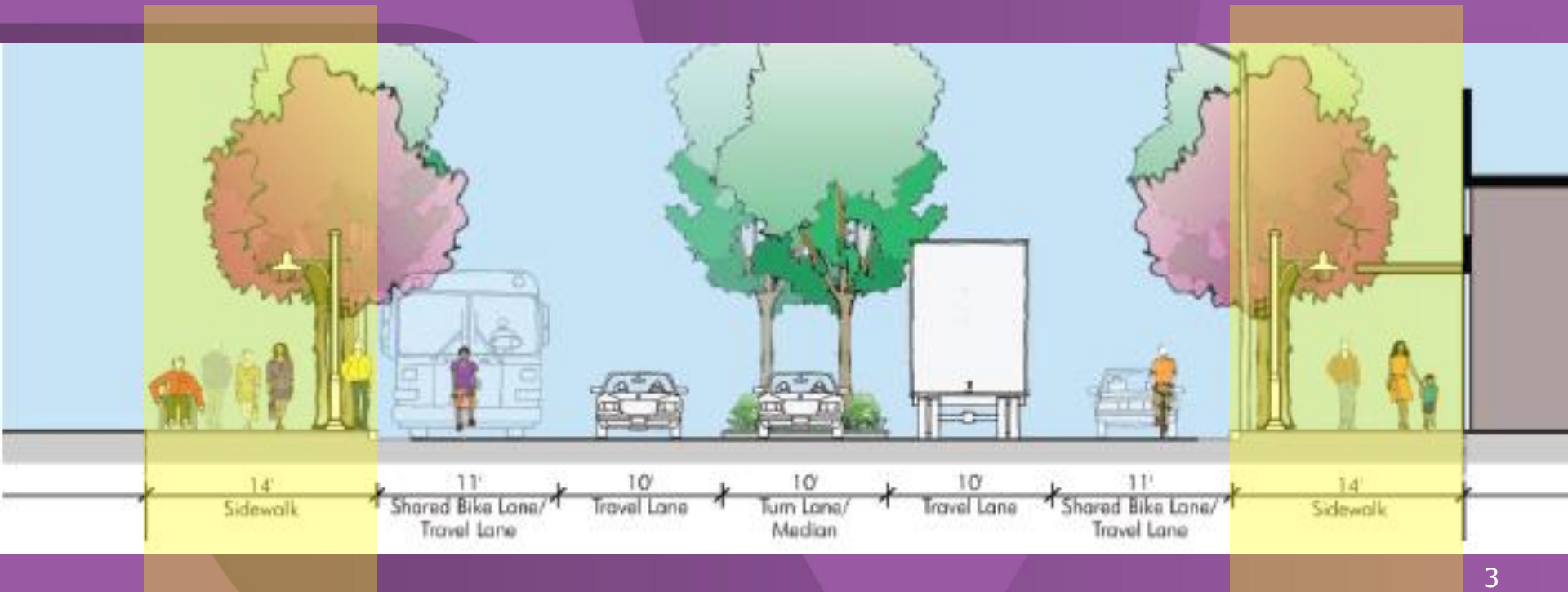


Purpose

- Update the Committee on progress on the Complete Streets Initiative
- Review proposed work plan for FY 2015-2016
- Receive the Committee's recommendation on next steps

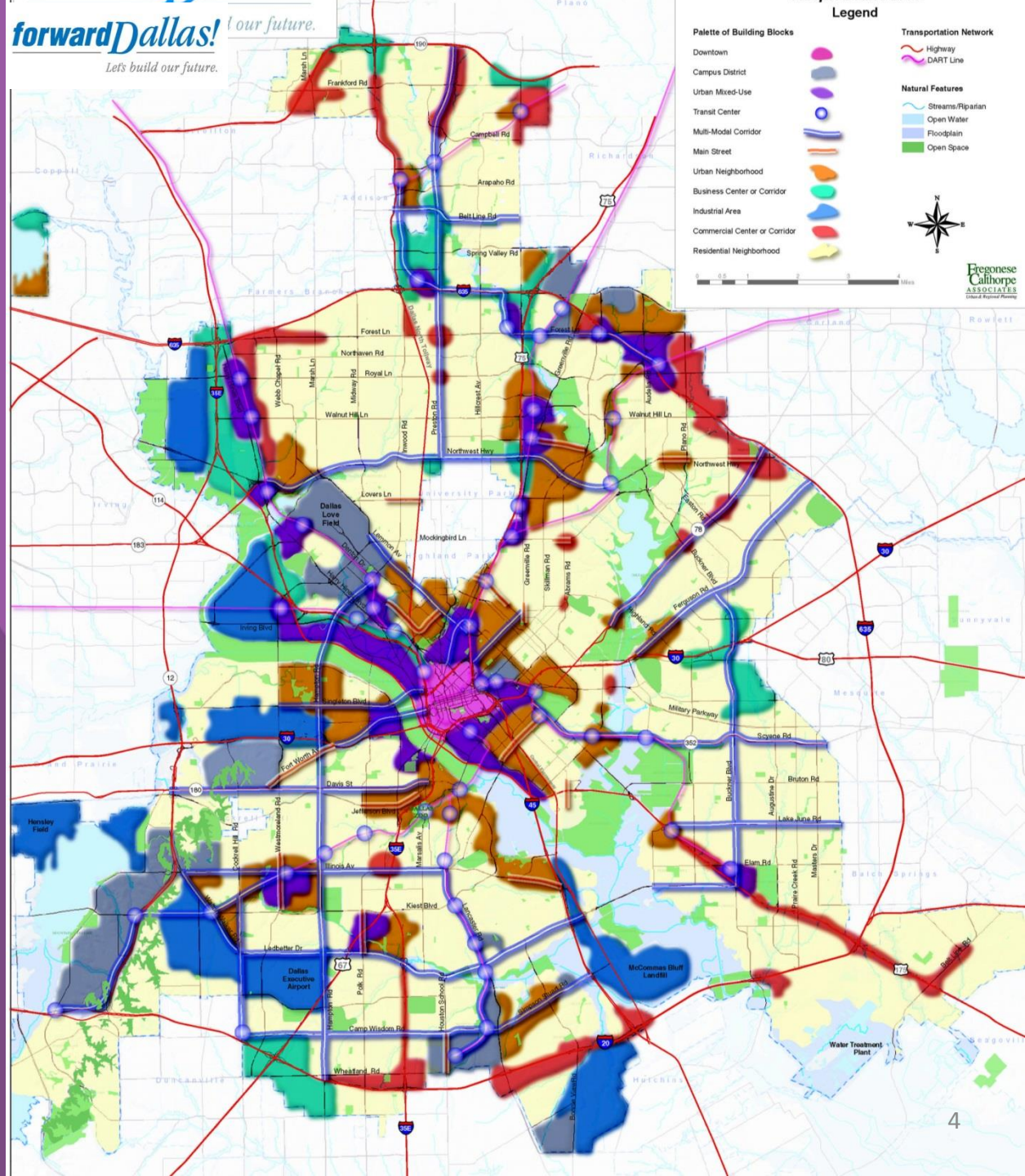
What are Complete Streets?

- Streets designed for all users
- One size/design does not fit all situations
- More than just curb to curb roadway design



The Dallas Context

- Different types of neighborhoods:
 - Stable areas
 - Emerging mixed use areas
- Changing development patterns and shifting mobility needs in parts of the City



Key Progress Milestones

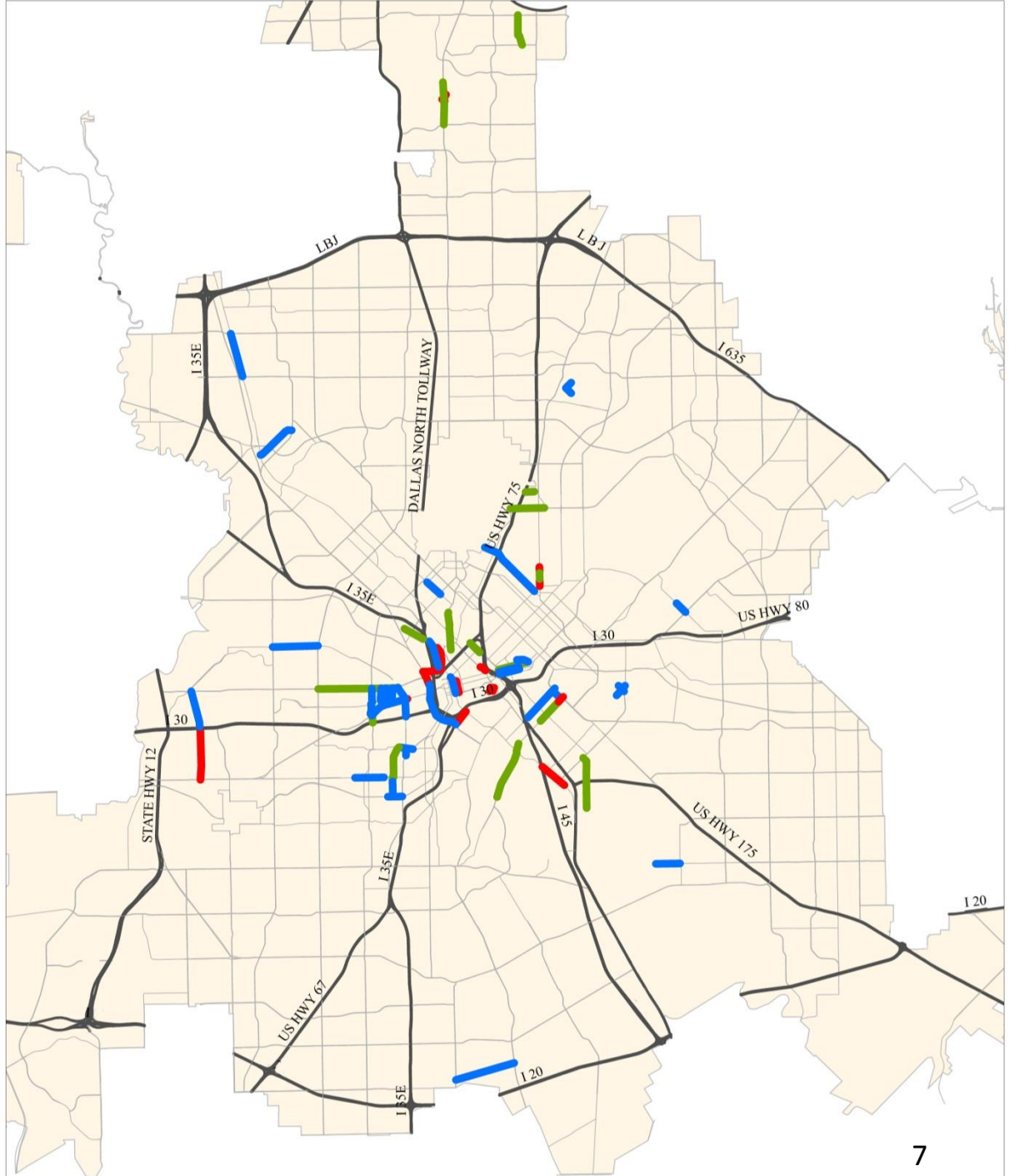
- 2011 Bike Plan marked a significant shift in bike policy
- 2011 Federal grant awarded to develop complete streets policy
- 2012 Bond Program included targeted funding for Complete Street projects
- Since 2012 – Annual funding commitment to on-street bike lane striping

Two Pronged Approach




- Pilot project implementation: Using a “complete street approach” to design and build already funded street improvement projects to test new design elements through community engagement
- New policy development: Developing new street design policies and guidelines to support a comprehensive, systematic and integrated approach across departments

Pilot Projects

- The City has been gaining experience from implementing a range of street improvement projects in a variety of contexts



LEGEND

	Completed	10 miles
	Under Construction	5 miles
	Under Design	18 miles

Pilot Project Examples

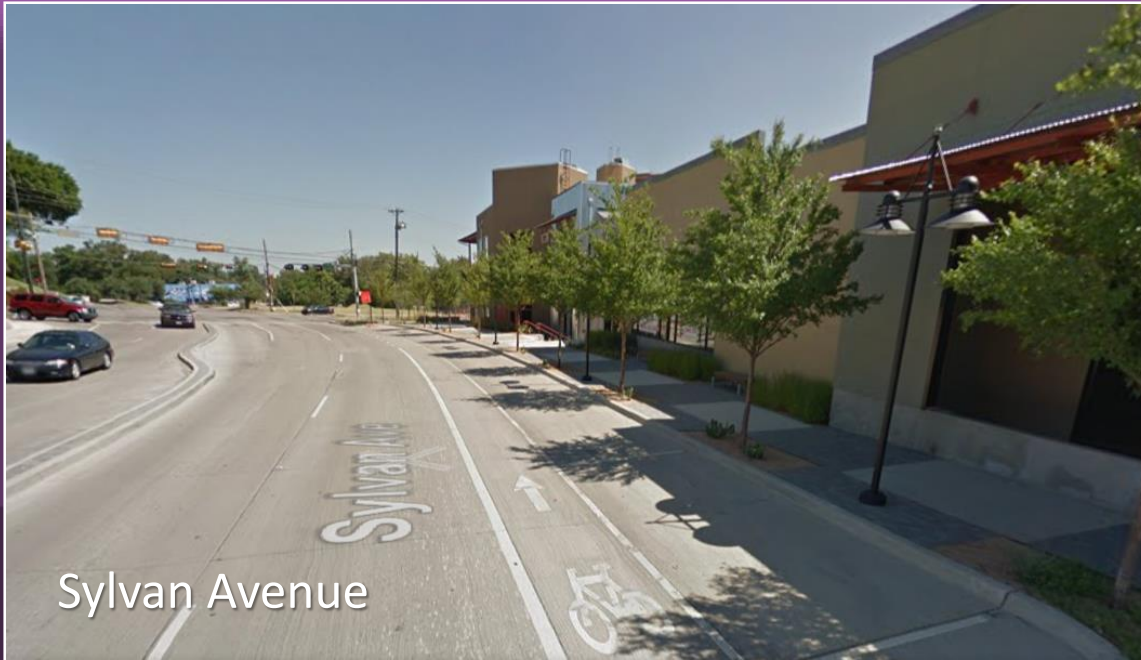


Bishop Avenue



Greenville Avenue

Pilot Project Examples



Sylvan Avenue



Elm Street

Pilot Project Examples



Routh Street



Cedar Springs Roads

Pilot Project Examples



Dickerson Road



Preston Road

New Policy Development

Draft Complete Streets Design Manual

- Street design policies and guidelines
- Multi-disciplinary project planning and implementation process
- Complete Street Vision Map overlay



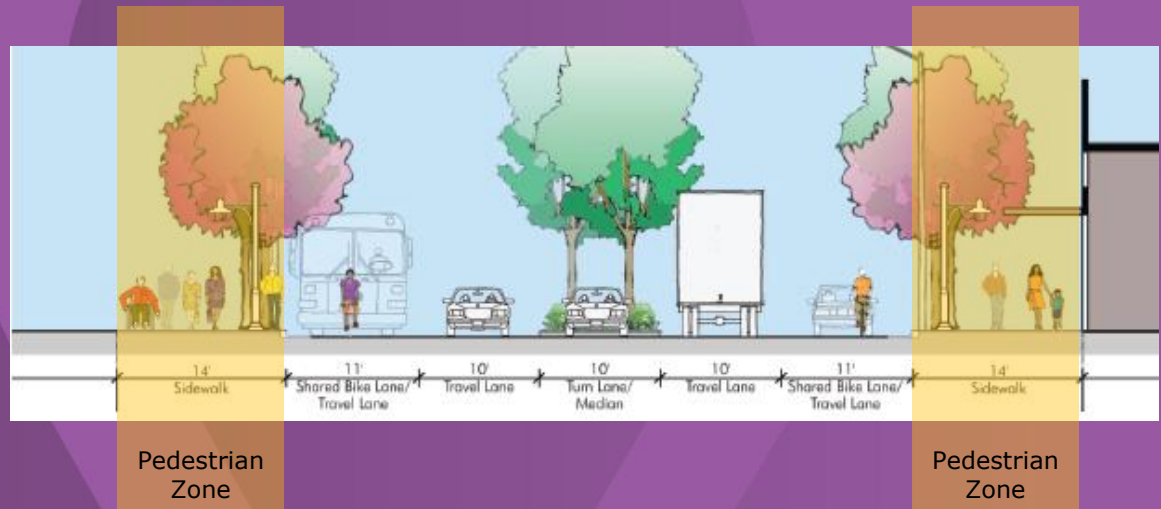
Web link to draft manual:

http://dallascityhall.com/departments/sustainabledevelopment/DCH%20Documents/pdf/DCS-Design-Manual_DRAFT_091713.pdf

Pedestrian Zone Design Guidelines

Design guidelines for elements between the street curb and the building face

- Street Furniture
 - Seating
 - Bike racks
 - Bollards
 - Recycling/garbage bins
 - Newspaper racks
- Transit Stops
- Driveways
- Urban Open Space
 - Plazas, pocket parks, parklets
 - Sidewalk cafes

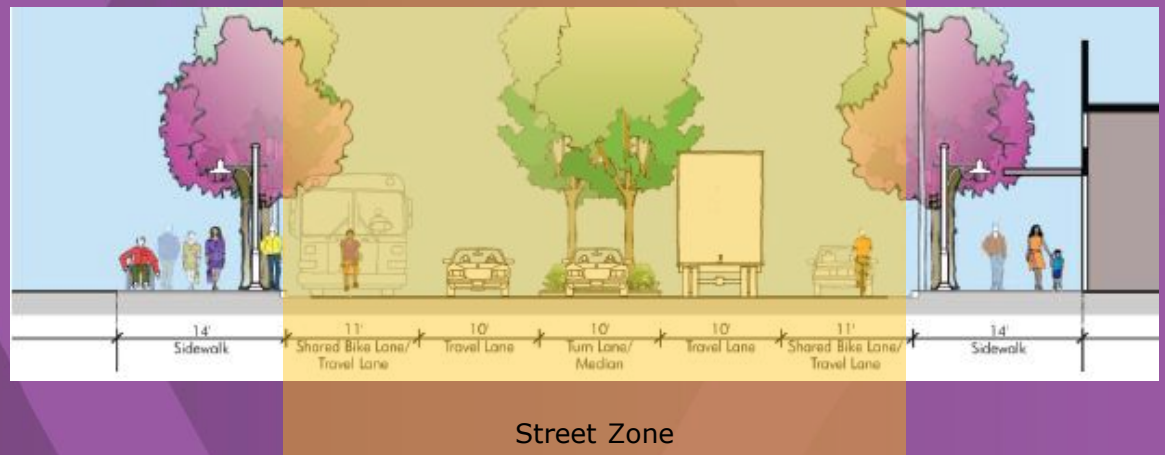


- Pedestrian lighting
- Informational kiosks
- Way-finding and signage

Street Zone Design Guidelines

Design guidelines for street elements between the curbs

- Safe speeds
- Couplets
- Slip streets
- Shared streets
- Bikeways
- On-street parking
- Transit lanes
- Road diets
- Chicanes
- Speed tables

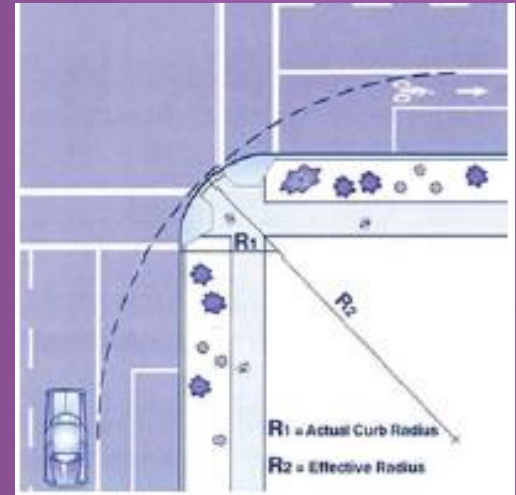


- Median / islands
- Paving treatment
- Street lighting

Intersection Zone Design Guidelines

Multi-modal design guidelines for street intersections

- Controlled and uncontrolled intersections including roundabouts
- Geometric design guidance
- Key pedestrian treatments
- Key bicycle treatments
- Key transit treatments



Green Street Design Guidelines

Design guidelines for green drainage elements

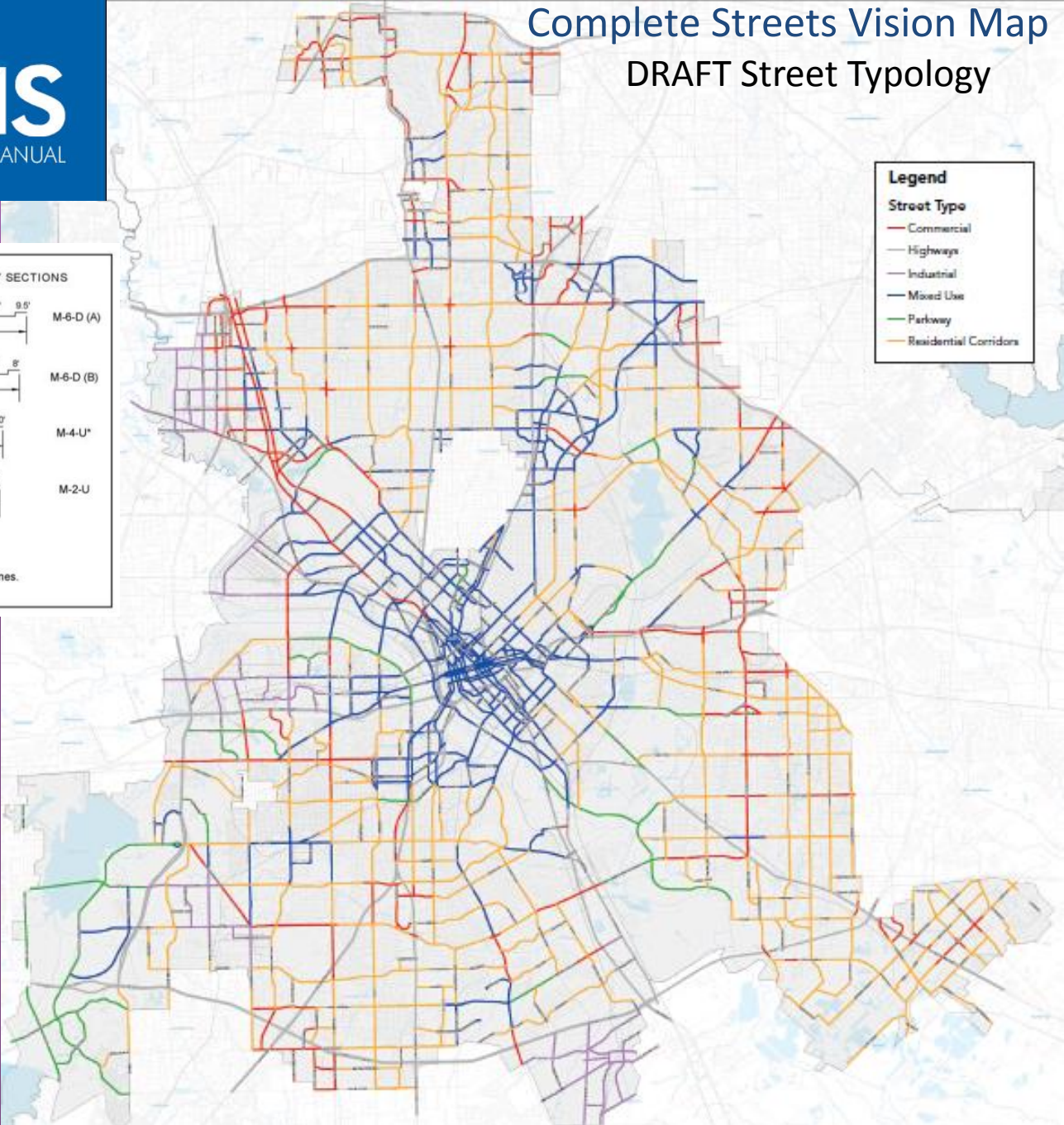
- Landscaping
 - Bioretention
 - Infiltration trenches
 - Planter boxes
 - Enhanced swales
 - Landscaped medians
 - Underground detention
- Pavement
 - Permeable pavement
 - Permeable asphalt/concrete
 - Permeable pavers



Legend

Street Type

- Commercial
- Highways
- Industrial
- Mixed Use
- Parkway
- Residential Corridors



STANDARD ROADWAY SECTIONS		MINIMUM ROADWAY SECTIONS	
S-8-D		M-6-D (A)	
S-6-D		M-6-D (B)	
S-4-D		M-4-U*	
S-4-U		M-2-U	
S-2-U			

*M-4-U can be striped and operated as 2 or 4 lanes.

Design Priorities

DESIGN ELEMENT PRIORITIES CHART

Primary Consideration
Secondary Consideration
Optional Consideration
Not Desirable
NR Not Relevant

Pedestrian Zone										Street Zone										Intersection Zone									
Wide Sidewalks	Shared Use Paths	Trees and Greenscape (Buffer Zone)	Street Furniture				Wayfinding				Slip Streets	Couplets	Shared Streets (Woonerfs) ⁴	Trees and Greenscape (Median)	On-street Parking	Road/Lane Diet ⁵	Chicanes	Midblock Pedestrian Crossings	Special Pavement Treatment/Speed Tables ⁴	Street Lighting	Multimodal Intersection Design	Curb Extensions/Bulbouts	Modern Roundabouts	Traffic Circles	Crossing Islands ²	Special Pavement Treatment/Speed Tables	Special Pedestrian Signals	Special Bicycle Treatments ³	Special Transit Treatments
			Seating	Bicycle Parking Facilities	Bollards	Newspaper Rocks	Recycling/Garbage Cans	Transit Stops	Limited Curb Cuts and Driveways	Plazas/PocketParks/Partlets	Sidewalk Cafes	Pedestrian Lighting	Information Kiosks	Pedestrian Signage	Bicycle Signage														

Contextual Street Type Overlays

Mixed-Use Streets	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR
Commercial Streets	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR
Residential Streets	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR
Industrial Streets	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR
Parkways	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR

Bike and Transit Network Overlays

Bike Network Overlay	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR
Transit Network Overlay ¹	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR	Primary	Secondary	Optional	Not Desirable	NR

Upcoming Work Plan

- Council briefing and action on Complete Streets Design Manual
- Hire consultants to update the Paving Design Manual and Drainage Design Manual
- Administrative amendment to the Thoroughfare Plan to incorporate the complete street overlay
- Incorporate Complete Streets Design manual into *forwardDallas!* to broaden policy role

Upcoming Work Plan (contd.)

- Continue ongoing implementation of funded complete street projects and bike lane striping
- Coordinate with ongoing streetcar planning, DART bus route planning and on-street parking improvements
- Identify complete street opportunities for the next bond program

Issues to Consider Going Forward

- Funding mechanisms for increased capital and maintenance costs
- Monitoring and evaluation of completed projects to assess performance

Recommended Committee Action

- Recommend moving forward with a full Council briefing and action on Complete Streets Design Manual
- Move forward with hiring consultant team to update the Paving Design Manual and Drainage Design Manual

Discussion

Appendix

- Completed projects
- Projects under construction
- Projects under design

Completed Projects

Street Names and Extents

- Bexar: Municipal to Elsie Faye Heggins
- Bishop (Phase 1): Neely to 8th
- Bishop (Phase 2): Colorado to Neely
- Cedar Crest: Morrell to Cleveland
- Cedar Springs: Harwood to Katy Trail
- Dickerson: McCullum to Frankford
- Elm: Good Latimer to Expedition
- Greenville (Phase 1): Alta to Bell
- Hi Line: I 35 to Trinity Strand Trail
- MLK (Phase 1): Intersection improvements at Atlanta, Malcolm X, R.B. Cullum
- Mockingbird: Airline to Matilda
- Mockingbird Plaza: SMU Blvd
- Preston: Arapaho to Davenport
- Routh: Woodall Rodgers to San Jacinto
- Singleton: Canada to Hampton
- Sylvan (Phase 1): IH 30 to Ft Worth

Projects Under Construction

Street Names and Extents

- Beckley/Commerce Intersection
- Cadiz: Riverfront to Lamar
- Chalk Hill (Phase I): I 30 to Davis
- Continental : Riverfront to Houston
- Greenville (Phase 2): Alta to Ross and Belmont to Bell
- Griffin: Young to Elm
- Houston: All Star to Lamar
- Keller Springs/Westgrove Interchange
- MLK (Phase 2): R.B. Cullum to Trunk
- Pearl: Live Oak to Gaston
- Pearl and Taylor (Farmers Market)
- Riverfront (Phase 1): Continental to UPRR
- S. Lamar: IH 45 to Emery

Projects Under Design

Street Name and Extents

- Al Lipscomb: R.B. Cullum to Good Latimer
- Amonette: Singleton to Commerce
- Bataan: Singleton to Commerce
- Beckley: I 30 to Singleton
- Beckley: Colorado to Zang
- Colorado: Zang to Bishop
- Bishop (Phase 3): 8th to Jefferson
- Canada: Westmoreland to Hampton
- Cedar Springs: Douglas to Oak Lawn
- Chalk Hill (Phase 2): Singleton to I 30
- Commerce: Good Latimer to Hall
- Community Drive: Denton to Larga
- Davis: Clinton to Cedar Hill
- Denton: Royal to Walnut Hill
- Elam: Pemberton Hill to 2000' west
- Fair Park Link
- Ft. Worth: Sylvan to Beckley

Projects Under Design (Contd.)

Street Name and Extents

- Henderson: US75 to Ross
- Herbert: Singleton to Commerce
- Highland: Ferguson to Primrose
- Holly Hill: Phoenix to Pineland
- JB Jackson: Al Lipscomb to MLK
- Jefferson: Zang to Adams
- Knox: Katy Trail to US75
- Lamar: Young to Ross
- Main: Good Latimer to Hall
- Phoenix: Holly Hill to Fair Oaks
- Riverfront (Phase 2): UPRR to Cadiz
- Spring: Hatcher to Carter
- Sylvan (Phase 2): Fort Worth to Singleton
- Troy: Heggins to Collins
- Victory: Hi Line to Lamar
- Wheatland: University Hills to Lancaster