

Memorandum



DATE June 10, 2011

TO Members of the Transportation and Environment Committee:
Linda Koop (Chair), Sheffie Kadane (Vice Chair), Jerry R. Allen, Tennell Atkins,
Carolyn R. Davis, Vonciel Jones Hill, Delia Jasso, Pauline Medrano, Ron Natinsky

SUBJECT **Complete Streets Initiative Update**

At the Transportation and Environment Committee Meeting on Monday, June 13, 2011, there will be a briefing on the Complete Streets Initiative Update. Please feel free to contact Theresa O'Donnell at 214-671-9293 if you need additional information.



A.C. Gonzalez
Assistant City Manager

c: The Honorable Mayor and Members of the City Council
Mary K. Suhm, City Manager
Thomas P. Perkins, Jr. City Attorney
Deborah Watkins, City Secretary
Craig Kinton, City Auditor
Judge C. Victor Lander, Administrative Judge
Ryan S. Evans, First Assistant City Manager
Jill A. Jordan, Assistant City Manager
Forest Turner, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Edward Scott, Director, Controller's Office
Frank Libro, Public Information Office
Theresa O'Donnell, Director, Sustainable Development and Construction
Helena Stevens-Thompson, Assistant to the City Manager – Council Office

Complete Streets Initiative Update



Council Transportation and
Environment Committee

June 13, 2011

Presentation Outline

- Review of Project Goal, Objectives, Approach and Anticipated Outcomes
- Public Involvement Plan
- Next Steps

Initial Assumptions

- The Complete Streets Initiative calls for a paradigm shift involving a gradual transformation of appropriate streets over decades
- Not all streets are appropriate or feasible candidates for complete streets transformation – the majority of streets will not change significantly
- Cost of enhancements and maintenance will be one of the key trade-offs that must be weighed against the benefits of complete streets

Opportunities / Challenges

- Explore more efficient and flexible use of existing public rights-of-way:
 - Some roadways have excess capacity and can accommodate new elements/uses without need for additional right-of-way
 - Greater flexibility in using public right-of-way for private uses (eg: outdoor seating, display)
 - Shared use of right-of-way space at different times (eg: on-street parking and loading; on-street parking and outdoor dining; shared bike lanes)

Opportunities / Challenges

- Explore new public/private roles related to roadway usage
 - Use of right-of-way for new cost saving or revenue generating purposes (eg: energy production)
 - Flexibility to encourage private roles in capital funding, ongoing maintenance and liability related to roadway improvements
 - Inclusion of elements on private property through easements (eg: utilities)

Complete Streets Initiative Project Goal

- Launch a phased and systematic transformation of our street network to facilitate a sustainable balance between competing needs within constrained rights-of-way as the city continues to redevelop and invest in multimodal infrastructure



Complete Streets Principles



- ❑ Different design solutions for different contexts: flexibility to accommodate changing needs over time
- ❑ Street design for all transportation modes: pedestrians, bicycles, transit, automobiles
- ❑ Enhanced public realm: Streets as destinations rather than mere traffic conduits
- ❑ Green streets: Environmentally sustainable design solutions

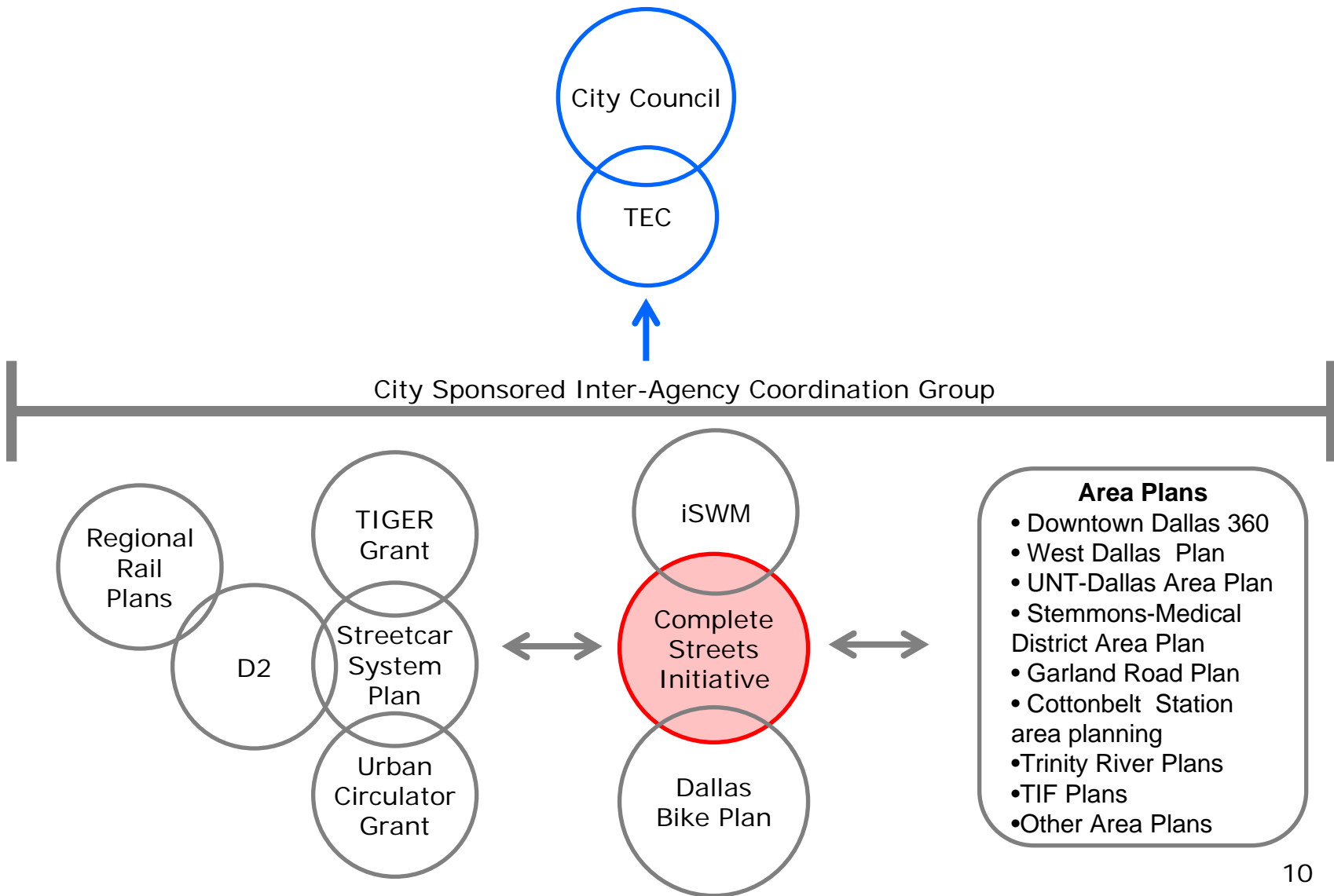
Complete Streets Initiative Project Objectives

- ❑ Engage the community on the opportunities and trade-offs of complete streets
- ❑ Introduce new policy guidance and standards for roadways to inform design and budgeting of public works projects, private development review and roadway operation
- ❑ Ensure coordination with:
 - Proposed 2012 Bond Program planning
 - Current CIP projects entering design phase
 - iSWM manual amendment (COD addendum)

Coordination With Proposed iSWM Amendments

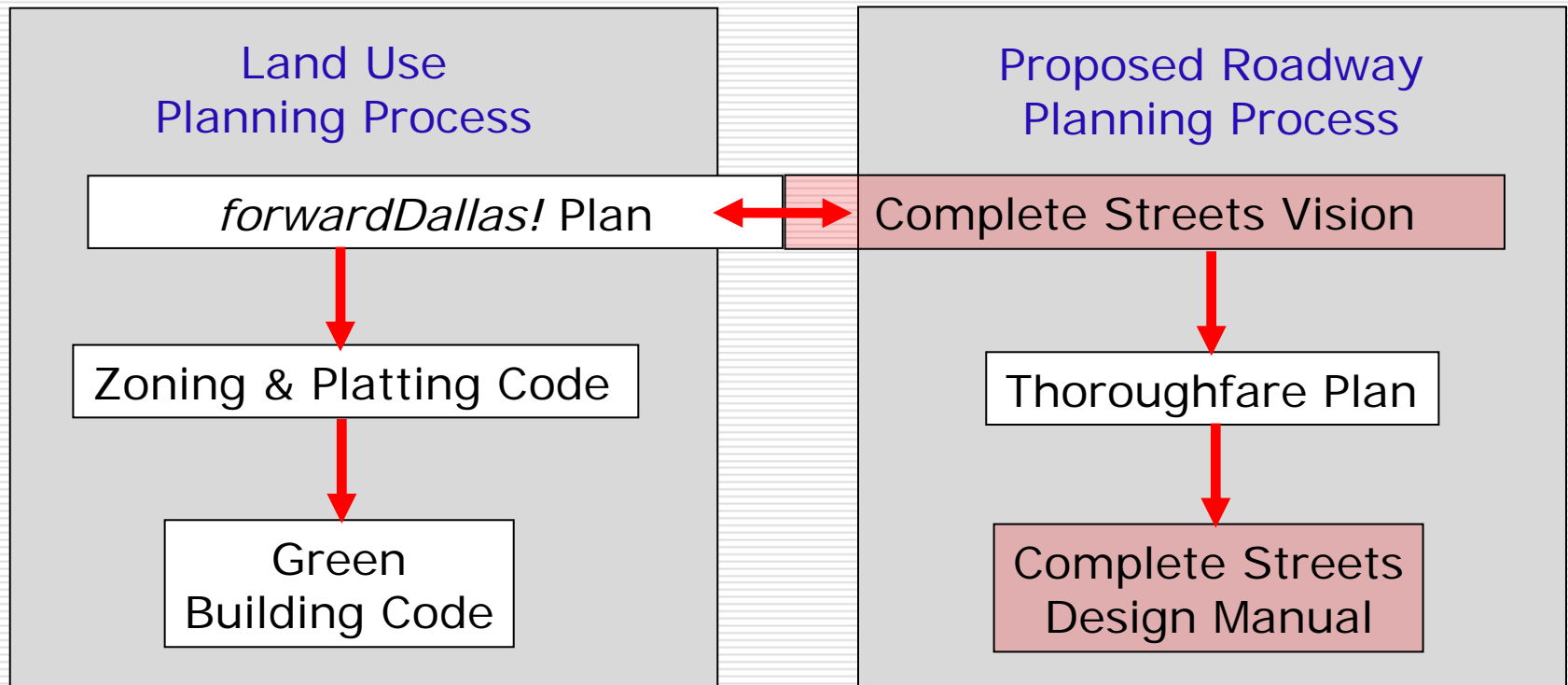
- ❑ New NCTCOG iSWM manual established voluntary storm water management practices and standards for on-street as well as off-street improvements
- ❑ New EPA rules anticipated in Summer 2011 are expected to impose mandates for storm water management standards and practices
- ❑ A process has been initiated to draft an addendum to the NCTCOG iSWM manual with potential storm water management requirements
- ❑ Complete Streets Manual will be coordinated with this process to ensure compatibility

Planning Context



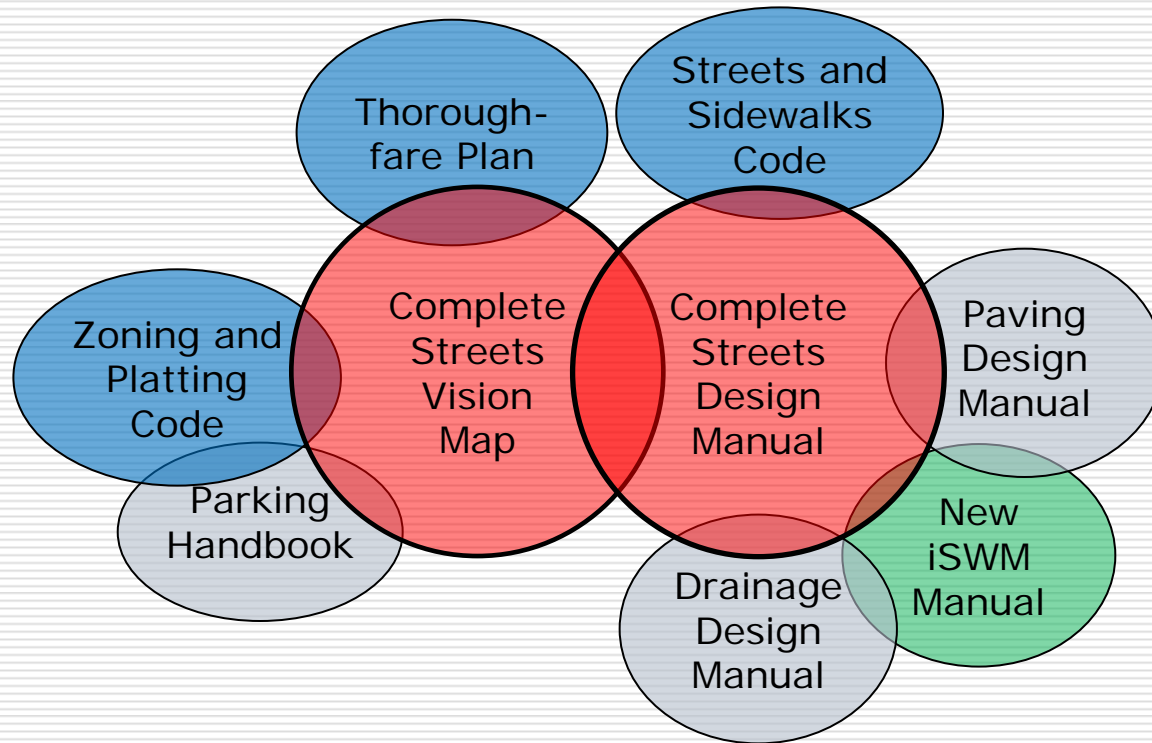
Proposed Approach

Link Land Use and Transportation



Proposed Approach

Fill Gaps In Existing Policy Framework



Complete Streets Initiative

Anticipated Products

- Three components:
 - Complete Streets Vision Map: Establish a future design vision for all roadways
 - Complete Streets Design Manual: Translate the vision into easy-to-use design guidelines and standards
 - Implementation Program: Develop early implementation projects and manage expectations on how and when new policies and standards will impact public and private projects

Complete Streets Design Manual

- Comprehensive reference manual of complete street policies, standards, guidelines and processes
 - Design guidance for roadway capital improvement projects
 - Engineering review guidance for private development
 - Incorporate 2011 Bike Plan facility design recommendations
 - Coordination with iSWM to integrate green storm water management techniques

Complete Streets Design Manual

- Relative priorities for various design elements based on complete streets typology
- Flexible standards to enable balancing of competing objectives within site specific constraints

Implementation Program

Early Implementation/Demonstration Projects

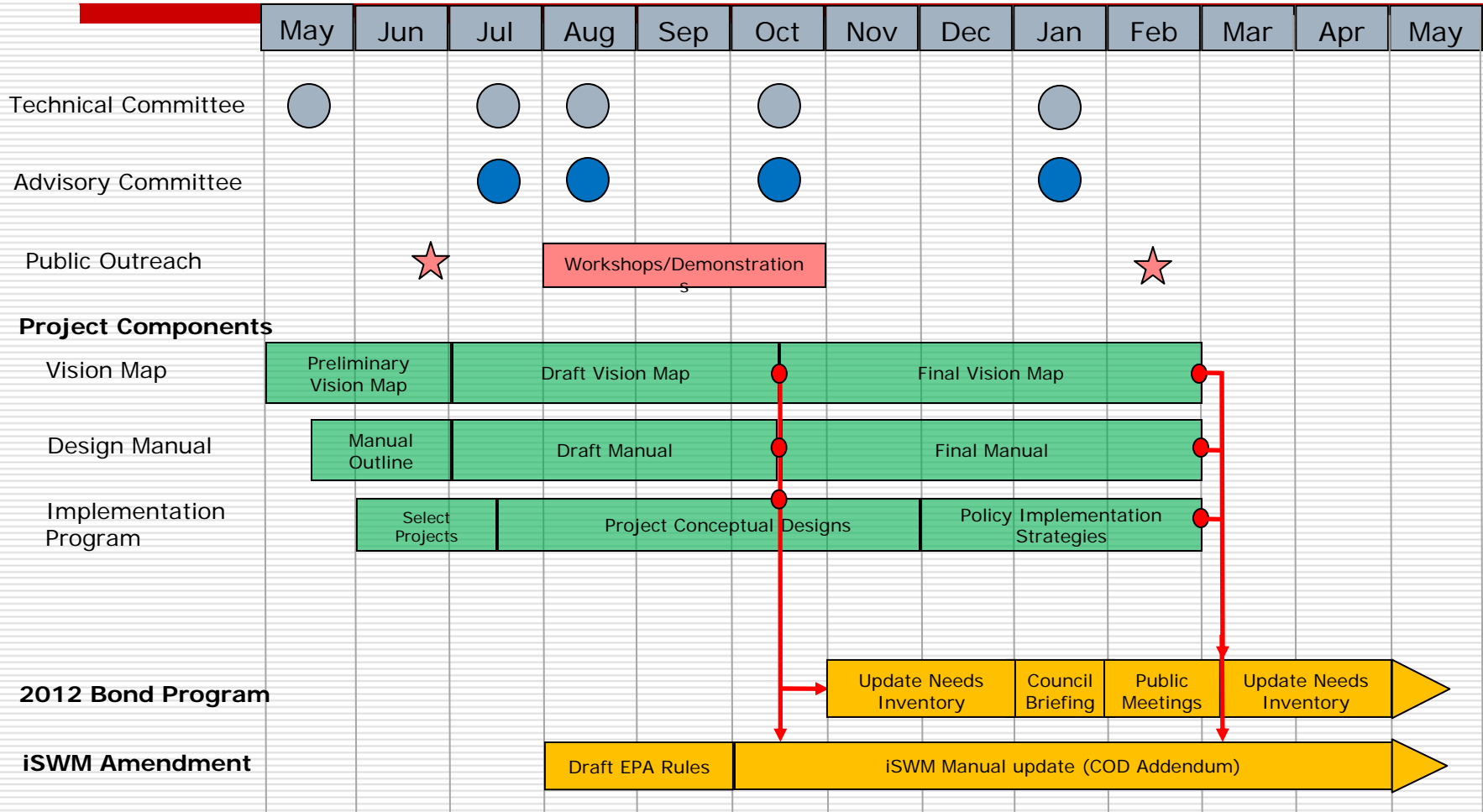
- Roadway capital improvement projects to demonstrate new complete street design solutions
 - Conceptual design and cost estimates
 - Program for testing design solutions through temporary installations where significant lane reconfigurations are involved
 - Emphasis on funded CIP projects and proposed bond projects in areas experiencing land use changes
 - Opportunity to include “Green Street” (iSWM) solutions where appropriate

Implementation Program

Policy/Regulation Outcomes

- ❑ Adoption of complete streets design manual and recommended amendments to other design manuals to eliminate potential conflicts
- ❑ Incorporation of complete streets overlay into the Thoroughfare Plan
- ❑ Potential recommendations for phased Thoroughfare Plan amendments (functional/dimensional classification) for specific roadways based on modeling and analysis
- ❑ Potential recommendations for Chapter 51A code amendments to provide complete streets design standards for minor streets
- ❑ Potential recommendations for Chapter 43 code amendments to enable more flexible use of right-of-way
- ❑ Monitoring program to measure impacts and effectiveness of new policies over time

Complete Streets Process and Preliminary Schedule



Public Involvement Plan

- ❑ Technical Committee
- ❑ Project website and facebook page
- ❑ Stakeholder in-depth interviews; Public values survey
- ❑ Public kick-off event
- ❑ Community workshops focused around early implementation projects
- ❑ Focus groups and advisory input
- ❑ Two demonstration projects (temporary installations)
- ❑ Citywide open house

Technical Work Group

- ❑ Key staff from impacted departments and other agencies
- ❑ Developers involved in past projects that push the envelope on street design and street use
- ❑ ITE and other relevant professional expertise
- ❑ Coordination as needed with iSWM Committee
- ❑ Coordination as needed with regular meetings held by PW&T with utility companies

Stakeholder Interviews

- 80 in-depth interviews:
 - Council members
 - City Plan Commission chair and committee chairs
 - Park Board chair and committee chairs
 - City manager and assistant city managers
 - Other agencies leaders (DART, TXDOT, NCTCOG, Dallas County)
 - Development community
 - Issue-based organizations
 - Professional organizations
 - Resident leaders (suggested by Council members)

Stakeholder Interviews

- Focus on policy-orientation and messaging:
 - Awareness of Complete Streets
 - Framing and messaging for Complete Streets
 - Benefits and concerns
 - Impacts of key trends that may require transportation policy changes – eg: increasing gas prices
 - General public level of interest and acceptance
 - Priorities for various street elements, eg: bike lanes, sidewalks, landscaping, parking, outdoor dining, other activities in the right-of-way
 - Barriers and drivers for implementation

Public Values Survey

- 500 phone surveys
 - Representative random sample
 - Geographic areas
 - Race/ethnicity
 - Survey questions will focus on:
 - Perceptions regarding the current transportation system
 - Comfort level with changes in how streets function

Public Kick-off Event

- ❑ Proposed Date: Sunday, June 26th
- ❑ Ross Avenue from Pearl to Washington with temporary street installations
- ❑ Better Blocks inspired community engagement: An open design-build competition for complete streets related ideas
- ❑ First Citywide "Cycle Sunday" event - bicyclists from various parts of the City will ride to Ross Avenue event
- ❑ Press conference

Stakeholder Work Group

- ❑ Broad representation from geographic areas, stakeholder groups and interest groups
- ❑ Candidates will be solicited through the initial public involvement: in-depth interviews, kick-off event, web-based interactions
- ❑ Serve as sounding board and forum for review of preliminary concepts and recommendations

Key Next Steps

- Stakeholder interviews: May - June
- Public values survey: June
- Launch web site, facebook: Early June
- Public kick-off event: June 26

Complete Streets Initiative Update



Council Transportation and
Environment Committee

June 13, 2011