Memorandum

DATE September 25, 2009

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

SUBJECT Presentation on “Great Streets” Briefing

Attached is the “Presentation on Great Streets” briefing that will be presented to
you on September 29, 2009.

Please contact me if you need additional information.

Jill A. Jordan, P.E.
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
   A.C. Gonzalez, Assistant City Manager
   Forest Turner, Assistant City Manager
   David Cook, Chief Financial Officer
   Jeanne Chipperfield, Director, Budget and Management Services
   Edward Scott, Director, Controller’s Office
   Helena Stevens-Thompson, Assistant to the City Manager – Council Office
   Rick Galceran, P.E., Director, Public Works and Transportation
   Theresa O’Donnell, Director, Development Services

“Dallas, The City That Works: Diverse, Vibrant and Progressive”
Streets are more than connectors, they *are* the city...
Streets are the glue that hold a city together...
Streets are the means in which a city is perceived and understood.
Streets are a tangible result of our civic goals and aspirations.
What makes a “great street”???

• Convey the quality, character, and aspirations that distinguish the neighborhood or district

• Provide a framework for activity involving any and all members of the community

• Create a ‘sense of ownership’ by those who work and live on the street

• Balances a diversity of modes… without compromise to any
Streets have been given over exclusively to the realm of the automobile.

At the expense of all other users.
The results are communities that are centered around convenience and parking.
No priority has been placed on identity...

...or maintained any lasting value
Our cities have become a bi-product of a financial exercise.
The streets have become anonymous...
...and we haven’t provided room for people.
The Great Streets concept is a strategy for rebalancing the street. Addressing the needs of pedestrians, cyclists, transit users...and the automobile...
The Kit of Parts: What does it take to create a more balanced approach???
The Kit of Parts: What does it take to create a more balanced approach???
Creating a Balance
Pedestrian Realm:

Sidewalks should include three main zones:

- Planting/Buffer Area
- Sidewalk
- Front Door
Pedestrian Realm:

Pedestrians need sidewalks. Without sidewalks there are no pedestrians.
Pedestrian Realm:

Planting/Buffer Area

- Creates a buffers between pedestrians and oncoming traffic
- Unifies the streetscape
- Provides shade for pedestrians
- Introduces natural features into an urban area
- Creates an area to house ancillary uses (bike racks, transit shelters, street lights, kiosks, etc).
Pedestrian Realm:

Sidewalks

• Sidewalks need to have a clear zone that allows area for two people to walk side by side. Street trees, lighting, newspaper racks, etc. should not be placed in this zone.

• Sidewalks should provide areas for interaction with the building (i.e. entrances, outdoor dining and retailing, storefronts). Think of the sidewalk as a catalyst for civic activity.
Plazas and streets closed to vehicular traffic should be considered a part of the pedestrian realm.
Pedestrian Realm:

Front door

- Front door areas provide space for interaction with the building (i.e. outdoor dining, retailing, seating, and planting areas).

- Front door areas should be designed with the building’s intended ground floor use in mind. Buffer vs. Entrance.
Pedestrian Realm:

Intersections

Curb neck downs reduce the crossing distance at intersections.
Pedestrian Realm:

Intersections

Medians provide pedestrian refuge at the center of the street.
Expanding a median’s width can create a centralized open space.
Clearly marked intersections alert drivers to the presence of pedestrians.
Details: Bio Swale
Details: Canopies / Awnings
Details: Street Lamps
Details: Paving Materials
Details: Planters
Bicycle Lanes
Bicycle Lanes:

Painted Bike Lanes
- Low Cost
- Highly Flexible
- Provides clear demarcation for cyclists and automobiles
- Limited by existing R.O.W. width
Bicycle Lanes:

Curbed / Separated Bike Lanes
• Curb or physical separation safe for the cyclists
• Allows for higher volume of bicycle traffic
• Requires greater R.O.W. commitment
Details: Bicycle Rental
Details: Bicycle Racks / Bike Storage
Details: Bicycle Racks / Bike Storage
Transit
Transit:
Dedicated Right-of-Way

- Reduces traffic conflicts
- Can be placed within existing medians
- Allows room for passenger boarding without slowing other traffic
- May require street closure, lane reduction, or wide existing R.O.W.
Transit:
Integrated with Automobile Traffic

- Maximum flexibility in developing routes
- Uses the least amount of space
- Allows transit to be located in areas with narrow R.O.W. without reducing traffic lanes.
- Creates more transit/pedestrian/automobile conflicts.
- Helps to slow automobile traffic.
Detail: Transit Stops

Buses Stops / Transit Stops

- Foster a safe environment and protection from the elements
- Provides a clear arrival and departure point
- Creates an opportunity for public art
Automobile Traffic
Automobile Traffic:

Narrow Drive Lanes
- Reduce traffic speed in pedestrian areas

On-street Parking
- Provides a buffer between the street and sidewalk
- Beneficial to ground floor retail

Intersection Demarcation
- Slows traffic at crucial areas
- Alerts drivers to the presence of pedestrians

Speeds are determined by the street design, not the posted speed.
Narrow traffic lanes, curb neck downs, and buildings built to the edge of the street create a sense of ‘compression’ that will slow traffic.
Automobile:
On Street Parking

- Provides a pedestrian buffer
- Creates opportunities for convenient parking
- Enhances driver’s awareness of surroundings
Automobile:
On Street Parking
Automobile:

Intersections

- Traffic tables and textured paving marks pedestrians crossings and slow down traffic
Details:

Smart Meters

- Accept multiple forms of payment
- Allows payment for spaces from any meter in the district
- Integrates with wireless technology
Details: Zip Car

- Zip Car
  
  • Car rental for short distance trip
  
  • Integrates with public transit system
  
  • Cars located throughout city rather than central facilities
  
  • Integrates wireless technology
  
  • Works well in cities where not everyone owns a car
Closing Thoughts:

• Great Streets is an opportunity to balance multiple modes of transportation. As a country we are trending away from using the automobile as the exclusive mode of transportation.

• ‘One size fits all’ approaches to street design does not work. Land use, traffic volumes, identity, and existing context all play a role in streetscape approach.

• Use streets to organize districts or corridors. All treatments do not have to be the same, but consistency in materials, design, and approach help to create unity.
Thank You

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