

Complete Streets, Traffic Calming and Road Diets, and Slow Streets Program

Transportation and
Infrastructure Committee
September 21, 2020

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Presentation Overview



- Complete Streets
 - What are Complete Streets, Complete Streets types and considerations, and examples
- Traffic Calming
 - What is traffic calming, benefits, and examples
- Road Diets
 - What are road diets, benefits, examples, and typical screening criteria
- Dallas Slow Streets Program
 - Pilot program overview and results, next steps for program continuation and success



What are Complete Streets?



- Streets that ensure safety and comfort for everyone, including the young and old, wheelchair or walker users, motorists, bicyclists, and bus and train riders
- Complete Streets consider the entire space between buildings on both sides of the street



Complete Streets Types



- Mixed-Use Streets
- Commercial Streets
- Residential Streets
- Industrial Streets
- Parkways
- Woonerf Streets
- Alleys

Table 2.5 Typical Street Types and Elements

	Frontage	Sidewalk Clear	Buffer/ Furnishing/ Curb	Parking	Travelway	Median
Mixed-Use	•	•	•	•	•	•
Commercial	•	•	•		•	•
Residential	•	•	•	•	•	
Industrial	•	•	•	•	•	
Parkways	•	•	•		•	•
Woonerf	•	•	•	•	•	
Alleys					•	



Complete Streets Considerations



- View all Streets with Complete Streets Lens
 - Known issues on the street
 - Speeding, Accidents, other data
 - Neighborhood wishes
 - Public Interaction
 - Roadway cross section
 - Right-of-Way, Utilities
- Take all into account to determine appropriate Complete Streets' features for any project
- Applies to new construction and rehabilitation projects



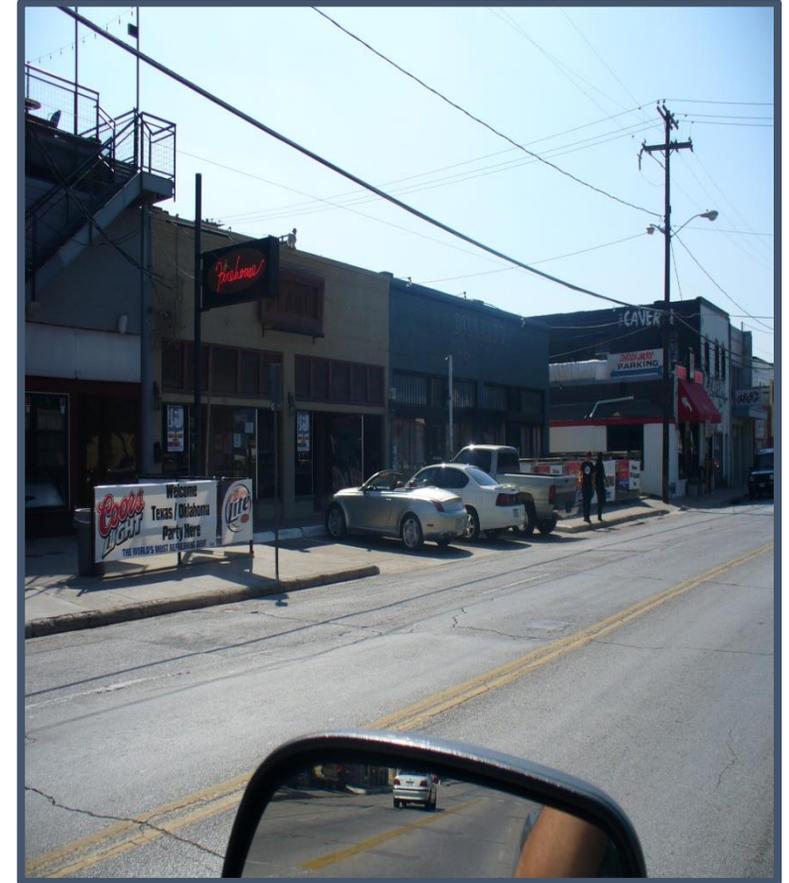
Example: Lower Greenville Project



- Street Furniture
- Extensive Landscaping
- Enhanced Traffic Calming
- Crosswalks
- Indented Parking
- Upgraded Sidewalks
- Traffic Calming
- Lane Diet



Before



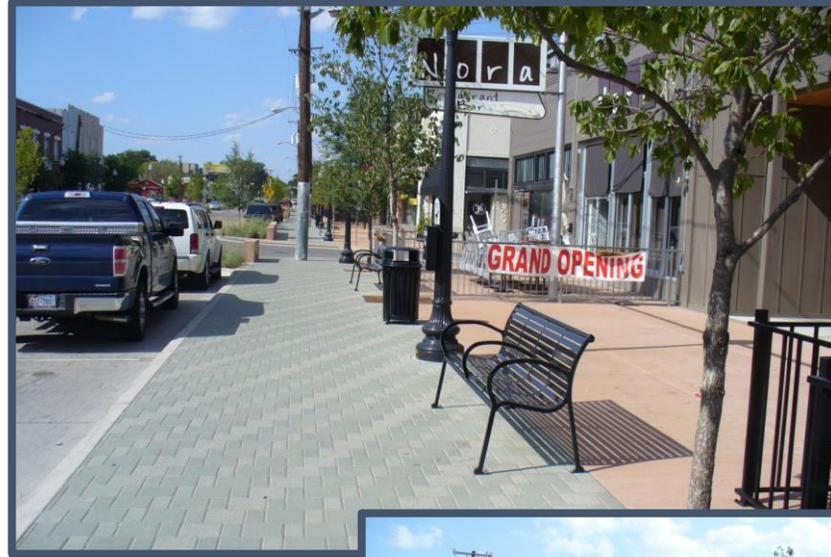
Before



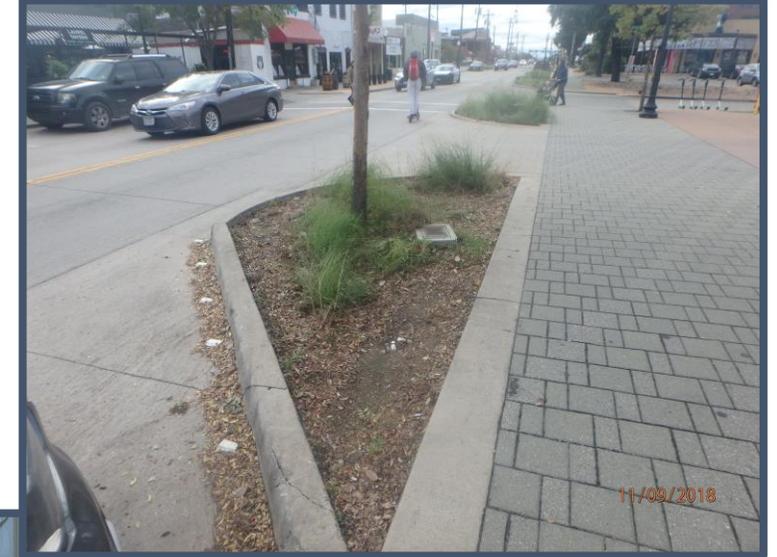
Lower Greenville Project, Continued



- Street Furniture
- Extensive Landscaping
- Enhanced Traffic Calming Crosswalks
- Indented Parking
- Upgraded Sidewalks
- Traffic Calming
- Lane Diet



After



After



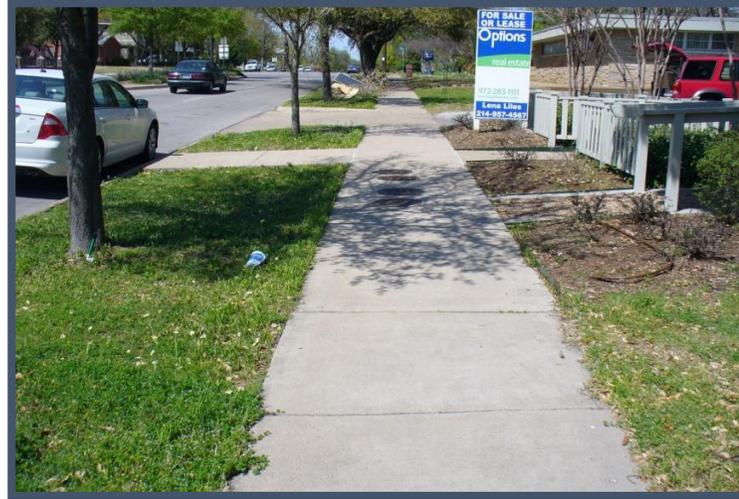
After



Example: Bishop Avenue Project



- Street Furniture
- Landscaping
- Enhanced Traffic Calming Crosswalks
- Indented Parking
- Upgraded Wide Sidewalks



Before



Before



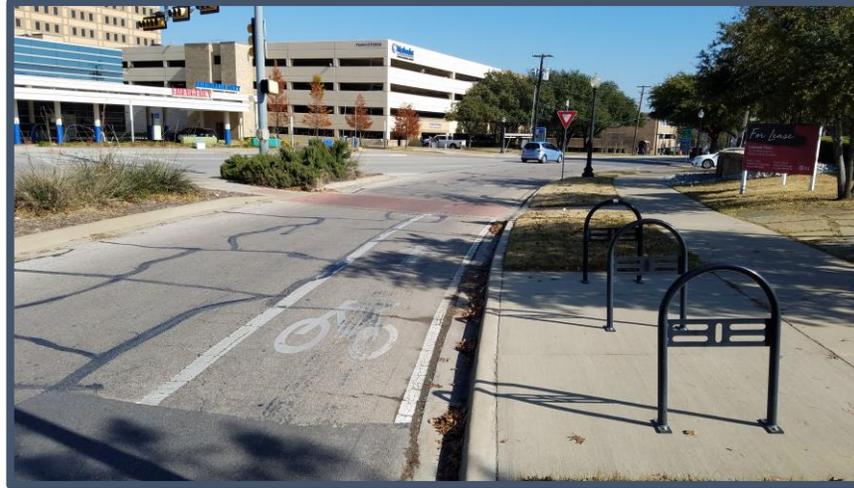
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Bishop Avenue Project, Continued



- Street Furniture
- Landscaping
- Enhanced Traffic Calming
- Crosswalks
- Indented Parking
- Upgraded Wide Sidewalks



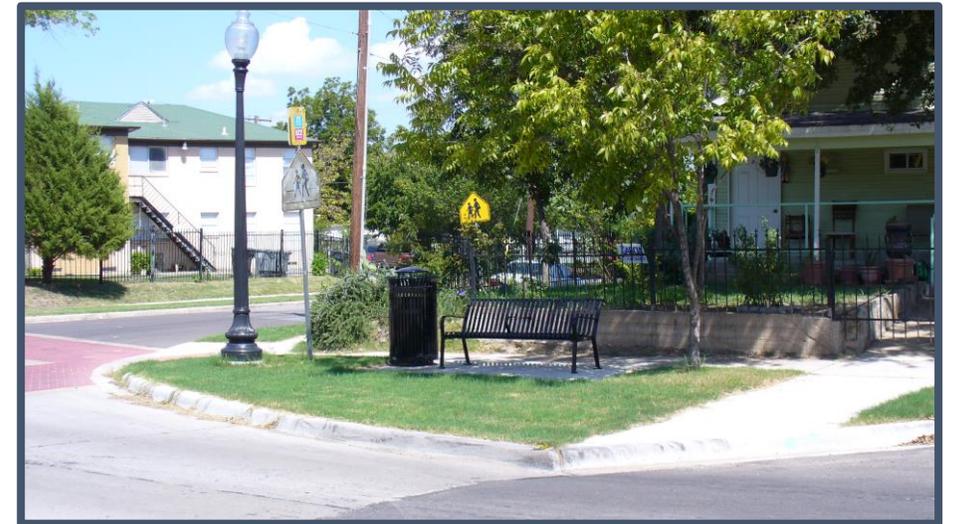
Before



After



Before



After



What is Traffic Calming?



- Physical measures or operational enhancements that reduce vehicle speeds or volumes in order to support the livability or vitality of an area and/or improve motorist and/or non-motorist safety.
- Examples of traffic calming treatments:
 - Vertical speed control (speed humps, speed cushions, raised crosswalks)
 - Horizontal deflection (chicanes, traffic circles)
 - Roadway narrowing (road diets, bulb-outs, pinchpoints, median island, on-street parking)
 - Signal timing enhancements and law enforcement presence

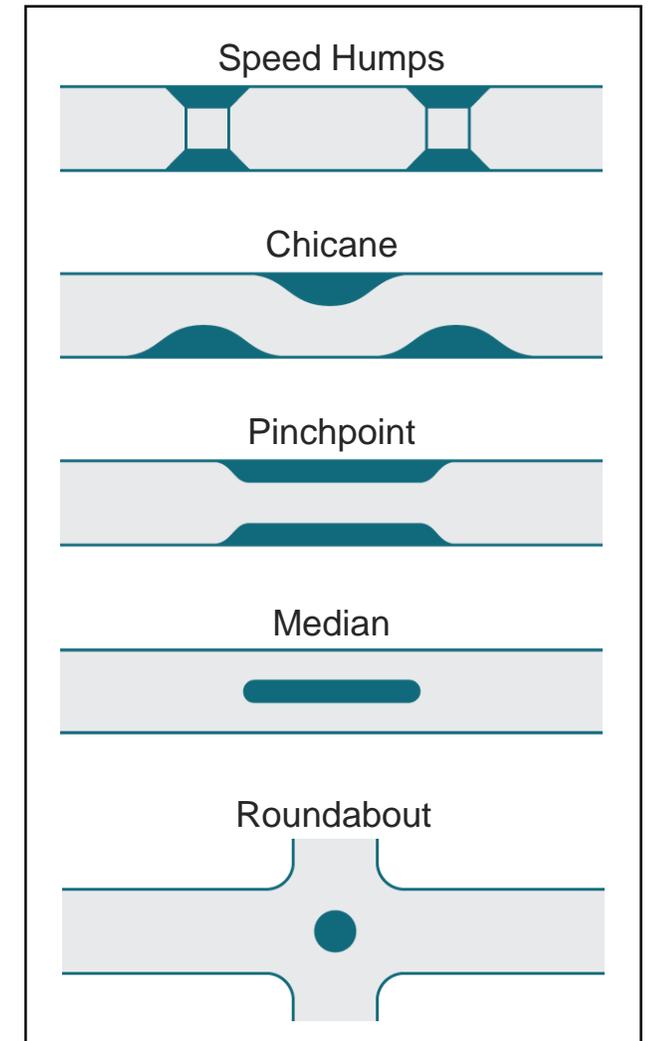


Image Source: NACTO



Benefits of Traffic Calming?



- Benefits:
 - Lower vehicular speeds
 - Reduction in collision frequency and severity
 - Increased safety for all users
 - Reduction in cut-through vehicle traffic
- Primary challenge: selecting the appropriate measures and appropriate locations
- Secondary challenge: Funding for the more elaborate traffic calming measures



Examples of City Traffic Calming Projects



Speed Humps



Persimmon Road

Speed Cushions



Benefits:

- Lowers vehicular speeds
- Reduces vehicular noise



Examples of City Traffic Calming Projects



Saint Michaels Drive Quick-Build Chicanes/Pinchpoint

Benefits:

- Slows traffic as it approaches Northaven Trail crossing
- Improves safety for bicyclists and pedestrians



What are Road Diets?



- Road Diets remove travel lanes or reduce lane widths.
- Reasons to pursue road diets:
 - Accommodate others uses (e.g., bicycle lanes, sidewalks, parking)
 - Improve safety: reduce conflict points and frequency of certain types of crashes (rear-end, left-turn, sideswipe)
 - Traffic calming

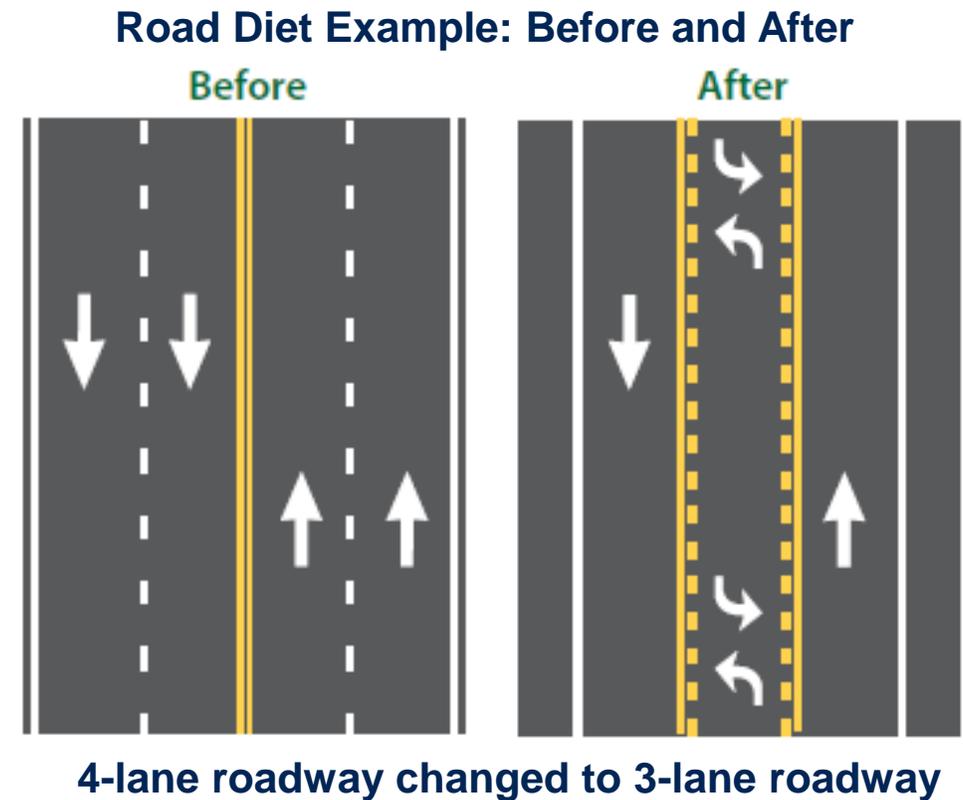


Image Source: FHWA, 2014; adapted from Welch, 1999.



Examples of City Road Diet Projects



12th Street

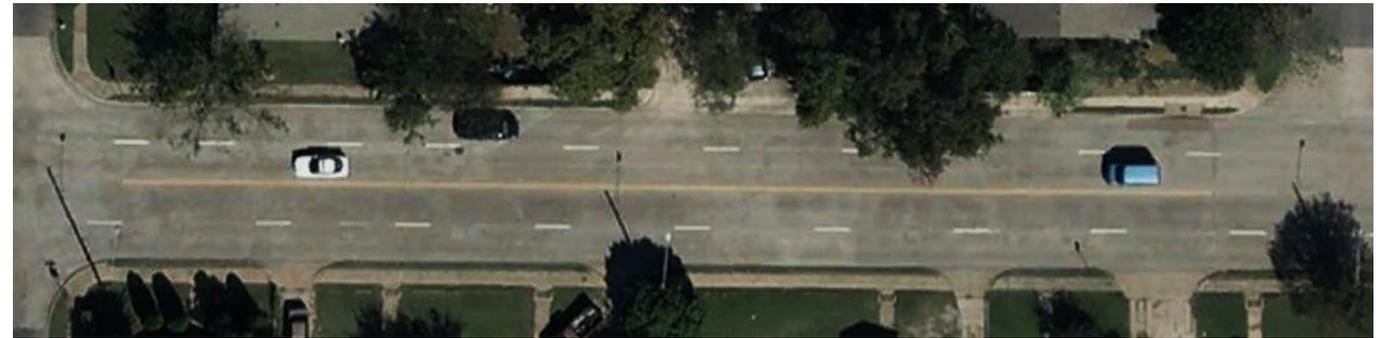
Before: 4 lanes, no median.

After: 3 lanes (one lane in each direction and a center turn lane) and striped curb extensions.

Purpose:

- Traffic calming
- Reduced speeds

Before



After



Road Diets: Typical Screening Criteria



- The road's average daily traffic (ADT): roads with fewer than 20,000 vehicles per day may be good candidates.
- Systems considerations:
 - Is the road on the Bike Plan? If yes – good candidate.
 - Roadway Function: If a Principal Arterial – may not be a good candidate.
 - Is corridor heavily used by freight traffic? If no – good candidate.
 - If bus routes are present, would the road diet reduce bus level of service or result in significant delays? If no – good candidate.
 - Are there conflicting driveways or cross streets? If no – good candidate.
- The neighborhood or community's vision for the roadway
- Crash history



Performance Measures



- Change in vehicular traffic speeds
- Change in crash rates and severity
- Resident satisfaction
- Change in walking or bicycling activity (if applicable)



Dallas Slow Streets Program



- On June 4, 2020, Public Works briefed Ad Hoc Committee on COVID-19 Human and Social Recovery and Assistance on the City of Dallas' Slow Streets Pilot Program
- Collaborative effort with, and funded by, the following partners:
 - Better Block Foundation
 - Amanda Popken Development
 - Bike DFW
 - Coalition for a new Dallas



Dallas Slow Streets Program



- Pilot program provided Dallas residents with an opportunity to close 10 residential streets to through traffic
- Intent of the pilot program was to provide additional space, close to home, to enjoy outdoor activities while maintaining social distancing during the COVID-19 pandemic



Dallas Slow Streets Program



- As requested by neighborhoods, the pilot program permitted 10 residential streets in 4 council districts (D1, D7, D9, D14) for a period of 30 days based on the following criteria:
 - Low-Vehicular Traffic
 - Neighborhood street
 - No signals along the street
 - Applicant agrees to be Block Captain
 - Approval from 25% of neighbors on street
 - Limited to one block
 - Must be open to local traffic, deliveries and emergencies
 - No other city or utility work along the block during its Slow Street implementation



Dallas Slow Streets Program



- As of August 11, 2020, the Slow Street Pilot program was completed.
- In order to continue the program during the pandemic, it was recommended that the City allocate \$25,000 to fund the program and find a private partner to match the allocated amount. This effort is in progress, pending additional requirements.



Dallas Slow Streets Program – Next Steps



- To continue this program, the following items would need to be completed:
 - Define the program criteria to include level of approval (25% approval of households was needed for pilot program)
 - Obtain confirmation from County/City's COVID-19 health experts if this program promotes healthy outcomes
 - Determine if City or third-party will administer the program
 - If administered by a third-party:
 - Determine insurance and indemnity requirements
 - Create RFQ/RFP process
 - Establishing a temporary program requires an approved ordinance with a start and expiration date
 - A permanent program requires a formal code amendment
 - Brief full council and receive feedback/recommendations





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