

Woonerf/Living Street Conceptual Plan

Even though each woonerf is uniquely adapted to local preference and circumstance, they do share similar characteristics:

- lack of separated raised pavements
- a variety of surface treatments suited to a pedestrian environment
- use of trees, plantings and street furniture to define and screen parking
- use of bollards and street lighting to define space
- use of simple "gateways" at the entry points
- organic design that introduces uncertainty into the roadway
- low car speeds - 16 kph (10 mph)

Woonerfs are designed so that drivers are just one of the many users of the public right-of-way. They are not very linear or very predictable. No lines separate lanes, no signs enforce speed, no traffic signals regulate traffic. Woonerfs rely on eye contact, the design of the roadway and the intelligence of the driver to interpret the signals he is being given by both the architecture of the street and others using the street.

The City of Dallas wishes to encourage the development of mixed transportation "woonerf" corridors or "living streets" within the Old Trinity & Design District Planned Development utilizing many of the former C.R.I. & P. rail corridors that run between and behind the buildings in the District. Some of these corridors could be utilized to provide a mixture of pedestrian, bicycle, automobile, delivery and low speed "people-mover" transportation throughout the area.

This network would also extend underneath Stemmons Freeway to connect to the DART Rail platform at the Victory Development, thereby providing transit access to the District. Properties that now face the streets could be re-oriented to face the woonerf/living street areas, while maintaining a street face as well.

To aid in the development of these "living street" corridors, the City of Dallas is willing to apply for Federal Transportation funds covering up to 80% of the cost for development, provided that the private landowners contribute a 20% match, either in financial contribution or land donations. These may also be funded privately, as long as the conditions listed below are met. Projects wishing to be part of the woonerf/living street design exception must apply for an exception to the requirements for off-street parking.

In the "woonerf" model, automobiles are tolerated at pedestrian speeds, through the use of traffic calming measures such as speed bumps, textured pavement patterns and direction changes. Parking is allowed in restricted pockets screened by landscaping and street furniture. Priority in use by pedestrians of the common street space in a woonerf is emphasized through the use of design elements such as: