SIDEWALK FLOWERS
Dallas Development Code. SEC. 43-115. ANNUAL FEE FOR USE OF PUBLIC RIGHT-OF-WAY. (a) Except as provided in Section 43-115.1, the annual fee for a license to use a public right-of-way for the following uses is: (3) Fee for landscaping and appurtenant irrigation systems: $1,000.

AWNINGS & ARCADES
Dallas Development Code. SEC. 43-115. ANNUAL FEE FOR USE OF PUBLIC RIGHT-OF-WAY. (a) Except as provided in Section 43-115.1, the annual fee for a license to use a public right-of-way for the following uses is: (4) Fee for awnings and canopies: $1,000 per awning or canopy.

STREET CAFÉS
Dallas Development Code. SEC. 43-115. ANNUAL FEE FOR USE OF PUBLIC RIGHT-OF-WAY. (b) Except as provided in Section 43-115.1, the annual fee for a license to use a public right-of-way for uses other than those listed in Subsection (a) is $1,000 or is calculated in accordance with one of the following formulas, whichever is greater: (1) Fee for use of public right-of-way, including but not limited to sidewalk cafes: area X market value X 85% X 12%.

CROWDS
Dallas Development Code. SEC. 43-129. CAUSING CROWD TO CONGREGATE ON SIDEWALK. No person shall occupy any space on the sidewalk or any space near the sidewalk where the same attracts any crowd or causes any crowd to congregate on the sidewalk or where the patrons or customers must remain on the sidewalk, for the purpose of carrying on any kind of business whether for amusement or profit. (Code 1941, Art. 143-8)
Oak Cliff plaza proposal gains backing of city board

Creation of a public plaza near Davis and Tyler streets in north Oak Cliff has moved a step closer to reality.

The board of the Davis-Garden Tax-Increment Financing District on Monday unanimously endorsed the project, among other public improvements in the area, including a so-called bicycle boulevard along Seventh Street.

The proposal calls for developing what’s being called Kings Plaza on the angular, block-long stretch of Kings Highway between Davis and Tyler. The TIF board supported spending up to $442,492 on the plaza. But when it would be built, what it would include and what it would cost remains to be seen. The project requires City Council approval.

Possible additions to the area include plantings, benches and new paving, said Karl Stundins, a redevelopment manager for the city’s economic development office. The concept may be presented to the City Council’s economic development committee as early as next month, he said.

And if there’s no objection, the project will move ahead with design, drawing on the ideas and any concerns of surrounding residents, businesses and property owners, Stundins said. “We want to make sure they have a voice,” he said.

Jason Roberts, Andrew Howard and Luis Salcedo proposed the plaza months ago. Roberts and Howard presented their concept to the TIF board Monday. They suggest three 30-day demonstrations that would first calm motor vehicle traffic through the plaza area, then reduce traffic flow and temporarily close the block entirely.

“It would be an engagement period to see what works,” Roberts said.

The Seventh Street bicycle supported Monday would include lane stripings, signs, planters, trees and a traffic circle. Estimated cost: $95,844. Previously, the TIF board backed funding for a

Rosemont Plaza Meeting

The City of Dallas invites you to a community walk through and discussion on developing a safe pedestrian and bicycle oriented plaza that would address the intersection of W. Seventh Street and N. Rosemont Avenue. Your input will guide future City improvements to reduce accidents, improve walkability/bikeability, and provide a neighborhood amenity.

For more information, please visit http://rosemont.teambetterblock.com
The Better Block
Focus Area:

• Safety
• Shared / Inviting
• Stay Power
• 8-80
Street Name

BETTER BLOCK SURVEY

<table>
<thead>
<tr>
<th></th>
<th>Rate 1 to 5 (1 being poor, 5 being strong)</th>
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<tbody>
<tr>
<td>Edges that define space</td>
<td></td>
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<tr>
<td>Leasable/Available buildings which present opportunities for temporary business development</td>
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<tr>
<td>Potential for multi-modal street infrastructure</td>
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<tr>
<td>Proximity to a neighborhood</td>
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<tr>
<td>Trees</td>
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<tr>
<td>Interest from local partners</td>
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</tbody>
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Overall Rating: X out of 30

Description of area:
• Commit to physical change in days, not years
• Out of the townhall, onto the street
• Temp to Perm (remove fear)
• Permanent should promote timeless form
• Take away a zero
• Co-Responsibility
2009 Design Charrette for Fort Worth Ave.

- Abstract only
- Plans watered down after process by public works to over-compensate for worst case scenarios
- Fear of permanency
- Assumptions on traffic modeling
- Years to implement
4 Years and hundreds of thousands of dollars later…

Current traffic count: 10,000 cars/day

Built for: 60,000 cars/day

Memphis Better Block - 2011
Fort Worth Better Block - 2011
Testing Cycle Tracks
Dallas Better Block 2012
Testing Pedestrian Bulb Outs, Cycle Tracks, and bike lanes

Wichita Better Block 2012
The best tools for modern transportation planning:

Chalk & Cones

- Removes guesswork
- Immediate results
- Easily adjusted
- Real-Time traffic modeling
Take away a zero
• Creative
• Sustainable
• Incremental (try before you buy)
• Fosters community through direct involvement and local building
• Increases ownership
• “We’re all in this together”

Take away two zeros
• Test with chalk and cones
• Demonstrate with paint/white duct-tape, straw wattles, planters, landscaping and bollards
• Show how bike/ped infrastructure improves the economics
• Removes fear of permanency
• Scientific method – No more expensive assumptions or faulty computer modeled traffic analysis projections
• Fraction of the cost
• Days, not years
• Documentation (YouTube, Instagram, Blogging, FB, Twitter)
Focus on Predictability for Cars

- Engineer roadways for safer speeds, and remove potential for dangerous weaving
- Create parking, bike infrastructure, and pedestrian space with reclaimed roadway
- Makes sense of walkable building footprints
Now you can easily gather and share traffic count data for automobiles and bicycles.
MAP OF NATIONAL PROJECTS

NEVADA - LAS VEGAS
April 28 & 29 - 2012
The project transformed the 1000 block of South Main Street into a vibrant urban experience for a weekend.

The event featured a community classroom, café, farmers market, free yoga, positive affirmation station, dog park, recycled boutique, bike valet and live music.

TEXAS - DALLAS
June 24, 25 & 26 - 2011
The project transformed 11 blocks of Ross Avenue to include a market, an art gallery, a music venue, a food court and a transit plaza.

72 Hour Challenge involved students, architects, and local residents.

NEW YORK - OYSTER BAY
June 12 & 13 - 2010
The project transformed Audrey Avenue into an active and vibrant street. DOTankBrooklyn partnered with the Oyster Bay Main Street Association and Street Plans Collaborative, and the artist Billy Joel, to create the community's first farmers market, as well as a motorcycle museum - 20th Century Cycles, which is now permanent.

PROJECTS BY YEAR

2010 2011 2012
Upcoming National Better Blocks

- Chattanooga, TN  Feb 23
- Norfolk, VA  Apr 12-13
- Baton Rouge, LA  Apr 13-14
- Denver, CO  May 11
- Grand Rapids, MI  May 18-19
- Saint Paul, MN  Summer 2013

More info at BetterBlock.org
Tehran Better Block
SHOW UP!
GIVE IT A NAME

Art Con

BIKE FRIENDLY OAK CLIFF

OCTA
“The time is always right to do what is right.”
– Martin Luther King, Jr.

• Challenge the Rules
• It’s easier and more profitable to do the wrong thing
• Don’t be afraid to get fired over principle
Set A Date
And
Publish It
(Blackmail Yourself)
“Never doubt that a small group of thoughtful, committed people can change the world. Indeed, it is the only thing that ever has.”

-Margaret Mead