



**City of Dallas**

# **Connect Dallas: Reviewing the Draft Strategic Mobility Plan**

**City Council Briefing  
March 3, 2021**

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# Presentation Overview



- **Project Background**
  - Why Do We Need a Plan?
  - Relationship to Other Plans
  - Plan Development Process
- **Driving Principles**
- **Identifying the Preferred Strategy/Vision**
- **Preferred Mobility Strategy: Compact & Connected**
  - Project Prioritization Methodology
  - Policy Modernization Recommendations
  - Project Delivery Recommendations
- **Public Comment Period Results**
- **Next Steps and Discussion**



# Background: Why do we need a plan?



- **Our needs far outweigh our resources.**
  - Pavement Maintenance: Our average pavement quality will drop to an F-grade in 5 years unless we increase spending by \$100 million/year.
  - Traffic Signals: We need to spend \$20 million more per year on traffic signals to bring them up to modern standards in 15 years.
  - Sidewalks: 2,100 miles are missing, 1,200 miles are damaged/obstructed.
  - Unimproved Streets: There are 808 miles of “unimproved streets” in the city.
- **Environmental Sustainability**: CECAP set the goal of increasing the percent of people that walk, bike, take transit, or carpool to work by 26% by 2050.
- **Safety**: City Council set a goal of eliminating traffic fatalities by 2030.
- **Equity**: It is difficult for our low-income residents to travel around Dallas.
- **Economic Vitality**: Quality infrastructure is essential to maintaining and attracting businesses.



# Background

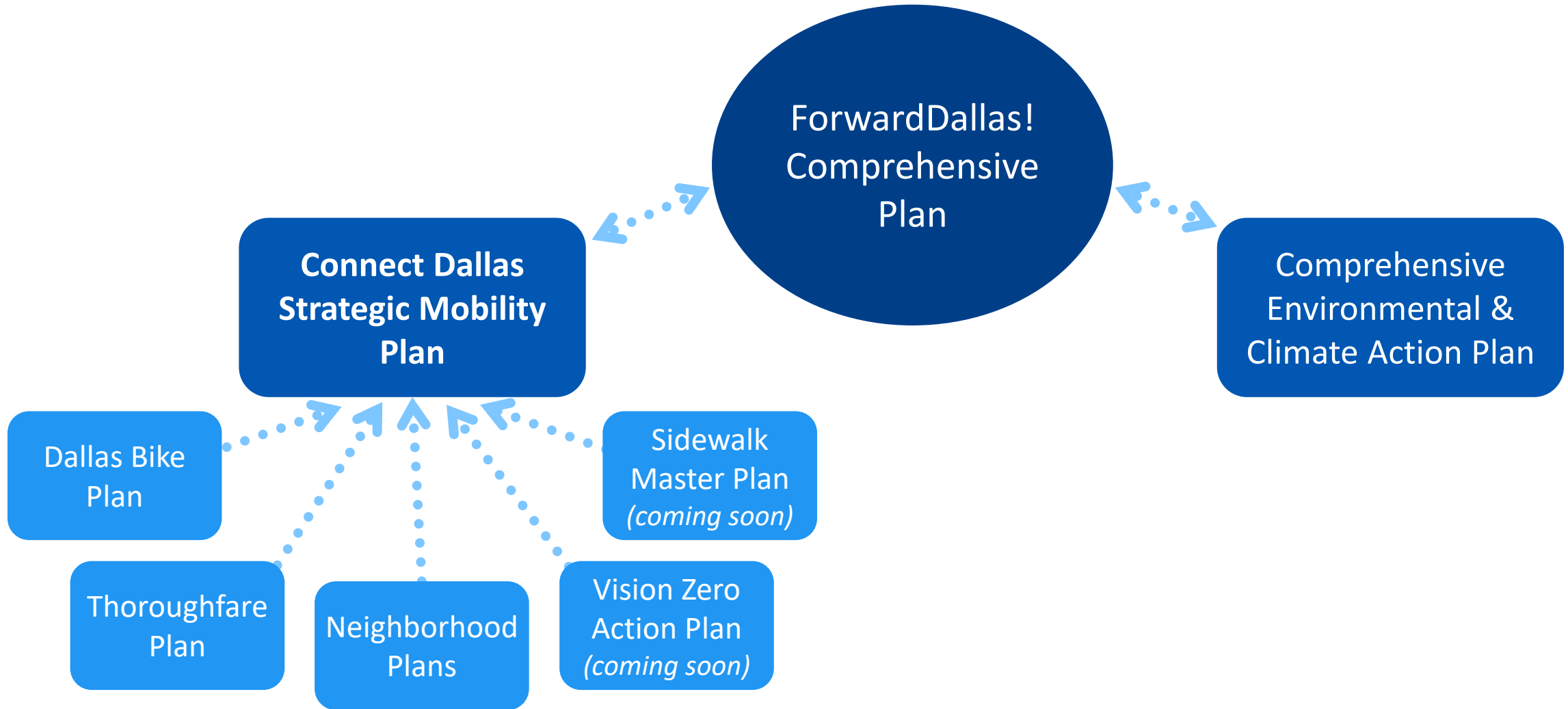


## We started this process endeavoring to:

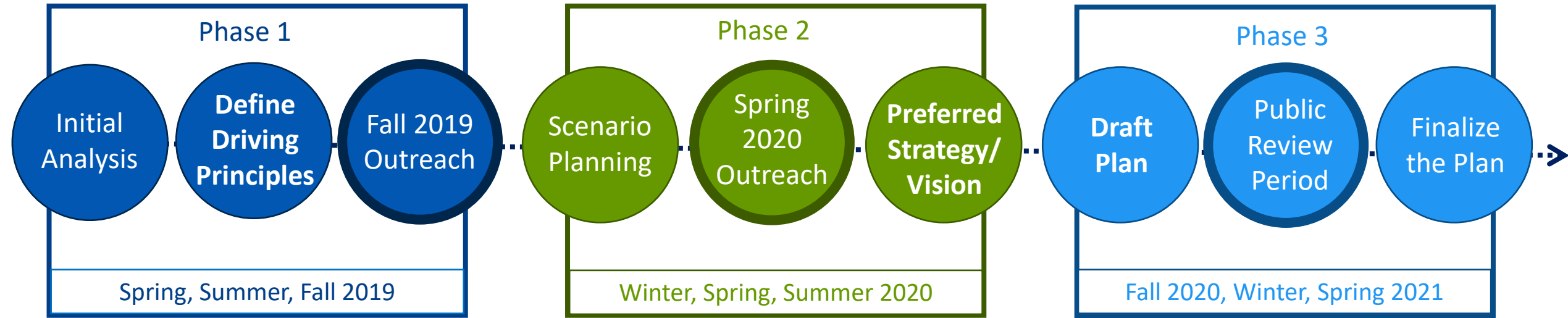
- Modernize how we prioritize transportation resources
- Create a roadmap that guides transportation planning and investments over the next 5 years
- Align transportation efforts with the City's goals
- Identify a strategy based on public input



# Background: Relationship to Other Plans



# Background: Plan Development Process



- Fall 2019 Survey (4,606 responses)
- Spring Survey (2,500 responses)
- 37 outreach events
- Mobility Fair & Symposium
- 5 Mobility Advisory Committee (MAC) meetings





# Driving Principles

*What is Guiding the Plan?*

21<sup>st</sup> Century  
Challenges

Council  
Priorities

**DSMP Driving Principles**

**Safety**



**Sustainability**



**Equity**



**Economic Vitality**



**Innovation**



**Housing**

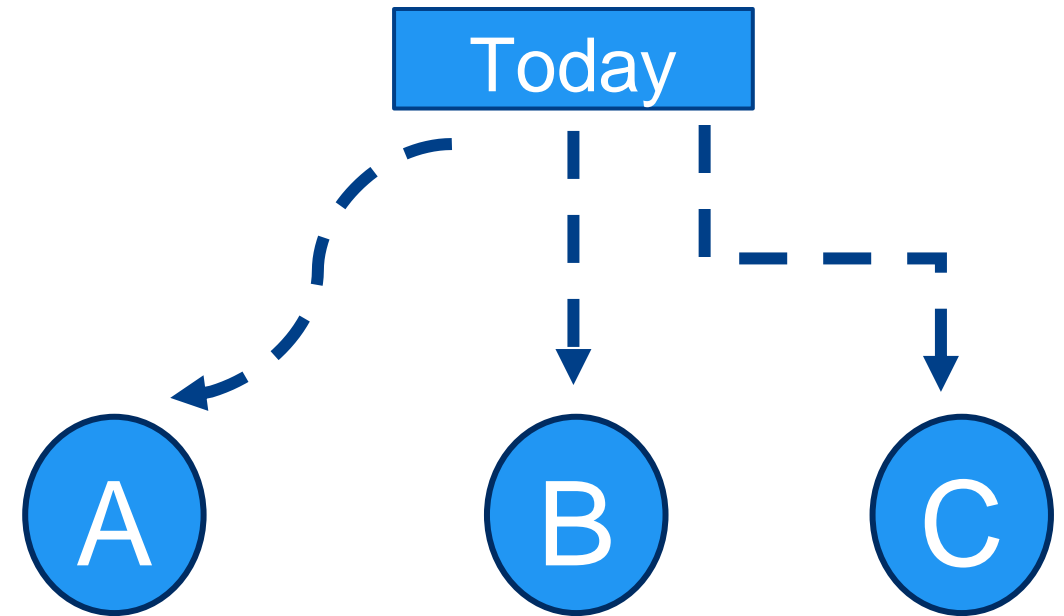


# Identifying the Preferred Strategy/Vision



## We evaluated various scenarios

- Tested likely outcomes of three different scenarios (projects, policies, programs).
- Considered projects from all of our adopted plans, capital programs, and regional and state efforts.
- Evaluation metrics were developed to determine how well each scenario will advance the Driving Principles.





# Identifying the Preferred Strategy/Vision



## Scenario A

Compact,  
Connected,  
Multi-modal

### Land Use

Promotes compact growth and transit-oriented development

**65**  
New Roadway Lane Miles

**225**  
New Miles of Transit

**885**  
New Miles of Bikeway & Trails

Total cost by 2045  
**\$\$\$\$\$**

### Roadway

- Over 100 miles of roadway projects throughout the City of Dallas

- Emphasis placed on streetscape, lane reallocation, and capacity and connectivity of local roads

### Transit

- Enhanced bus service along key routes and investment in regional rail, light rail, and streetcar for a total of over 200 new miles of infrastructure

### Bicycle

- Over 850 miles of new bike facilities and trails across the City of Dallas

- Nearly 75% of all facilities are premier facilities with either striped or physical buffer separation

### Sidewalks

- Maintains current levels of investment in sidewalk construction and maintenance

### Transportation Demand Management

- Moderate increases in TDM investments beyond existing. This may include alternative commute programs, rideshare, or other programs that reduce SOV rideshare.

### Technology

- Includes less of a focus on operational improvements such as express lanes





# Identifying the Preferred Strategy/Vision

## Scenario B

Business as Usual

### Land Use

Maintains current growth patterns

**463**  
New Roadway Lane Miles

**48**  
New Miles of Transit

**273**  
New Miles of Bikeway & Trails

Total cost by **2045**  
\$\$\$\$\$

### Roadway

- Roadway projects funded by NCTCOG, TxDOT, and other agencies in the region
- Emphasis placed on maintaining a consistent geographic mix of projects to address capacity and operations

### Transit

- Maintains currently funded transit projects such as the Cotton Belt, D2, and Downtown Streetcar.
- Lowest investment in transit among the three scenarios. Provides little funding for local bus improvements

### Bicycle

- Maintains currently projected levels of investment to construct nearly 275 miles of bicycle infrastructure.
- Lowest investment in bicycle infrastructure among the three scenarios.

### Sidewalks

- Maintains current levels of investment in sidewalk construction and maintenance.

### Transportation Demand Management

- Consistent with current levels of regional TDM programming, to promote telecommuting and flexible schedules

### Technology

- Includes over 25 miles of operational improvements such as safety improvements and the addition of express lanes.



# Identifying the Preferred Strategy/Vision



## Scenario C

Regional Focus



# Identifying the Preferred Strategy/Vision



## Scenario Report Card




	Scenario A	Scenario B	Scenario C
Economic Vitality	BEST	MIDDLE	MIDDLE
Equity	BEST	WORST	MIDDLE
Housing	BEST	WORST	MIDDLE
Innovation	MIDDLE	WORST	BEST
Safety	BEST	MIDDLE	WORST
Sustainability	BEST	WORST	WORST



# Identifying the Preferred Strategy/Vision



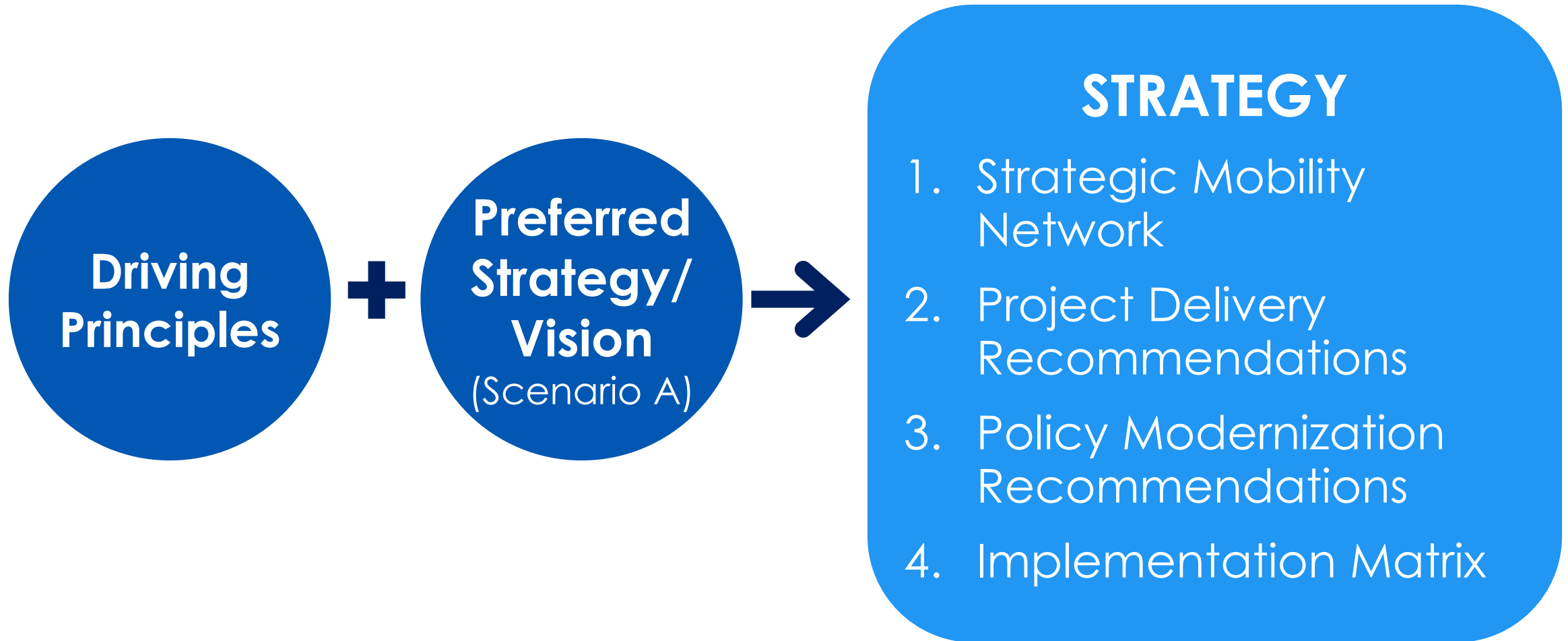
## Selecting a Preferred Scenario (Vision)

Scenario	Public Input Rate your preference for each of the scenarios (Out of 5)	Mobility Advisory Committee Which scenario do you believe should be our starting point?
<b>Scenario A</b> (Compact and Connected)	4.28 	83%
<b>Scenario B</b> (Business as Usual)	2.29 	8%
<b>Scenario C</b> (Corridor-based Growth)	2.99 	8%

- 2,600 Total Survey Responses
- Responses from all zip codes and Council Districts
- MAC and TRNI Committee supported Option A
- Clear preference for **Scenario A**



# Preferred Mobility Strategy



# 1. Strategic Mobility Network



The Strategic Mobility Network consists of:

- 1 a. Project Prioritization Framework
  - Broken out into Planning Areas
- 1 b. Pedestrian Priorities Framework
- 1 c. Strategic Transit Investments



# 1a. Project Prioritization Framework



Gather Previously Identified Projects

- 2011 Bike Plan
- Dallas Trail Plan
- Thoroughfare Plan
- The 360 Plan
- Needs Inventory
- Mobility 2045

Identify Evaluation Metrics

- Safety
- Sustainability
- Equity
- Economic Vitality
- Housing

Score and Rank Projects

Top scoring projects in each of the 7 “planning areas.”



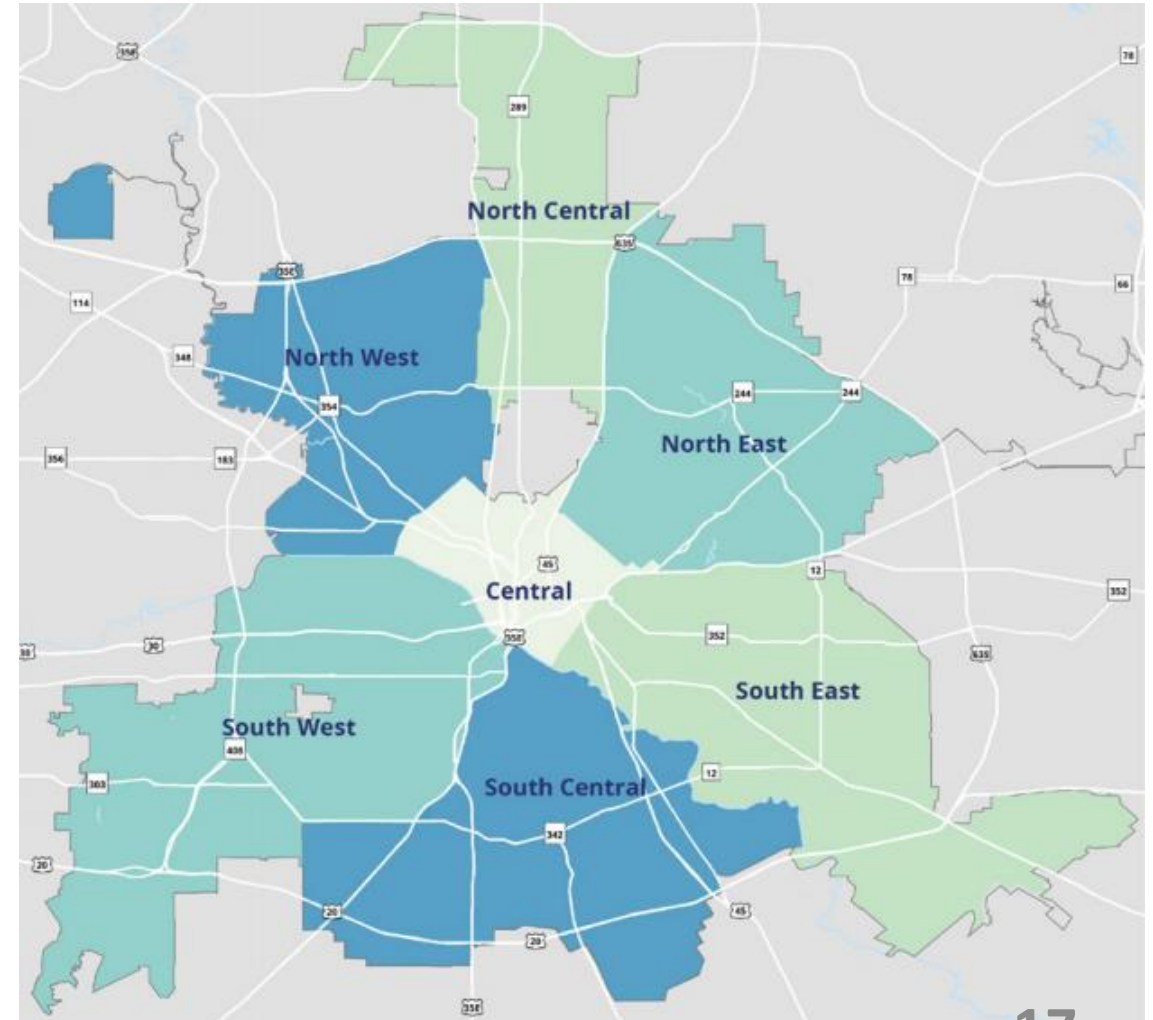


# 1a. Project Prioritization Framework (cont.)



## Planning Areas

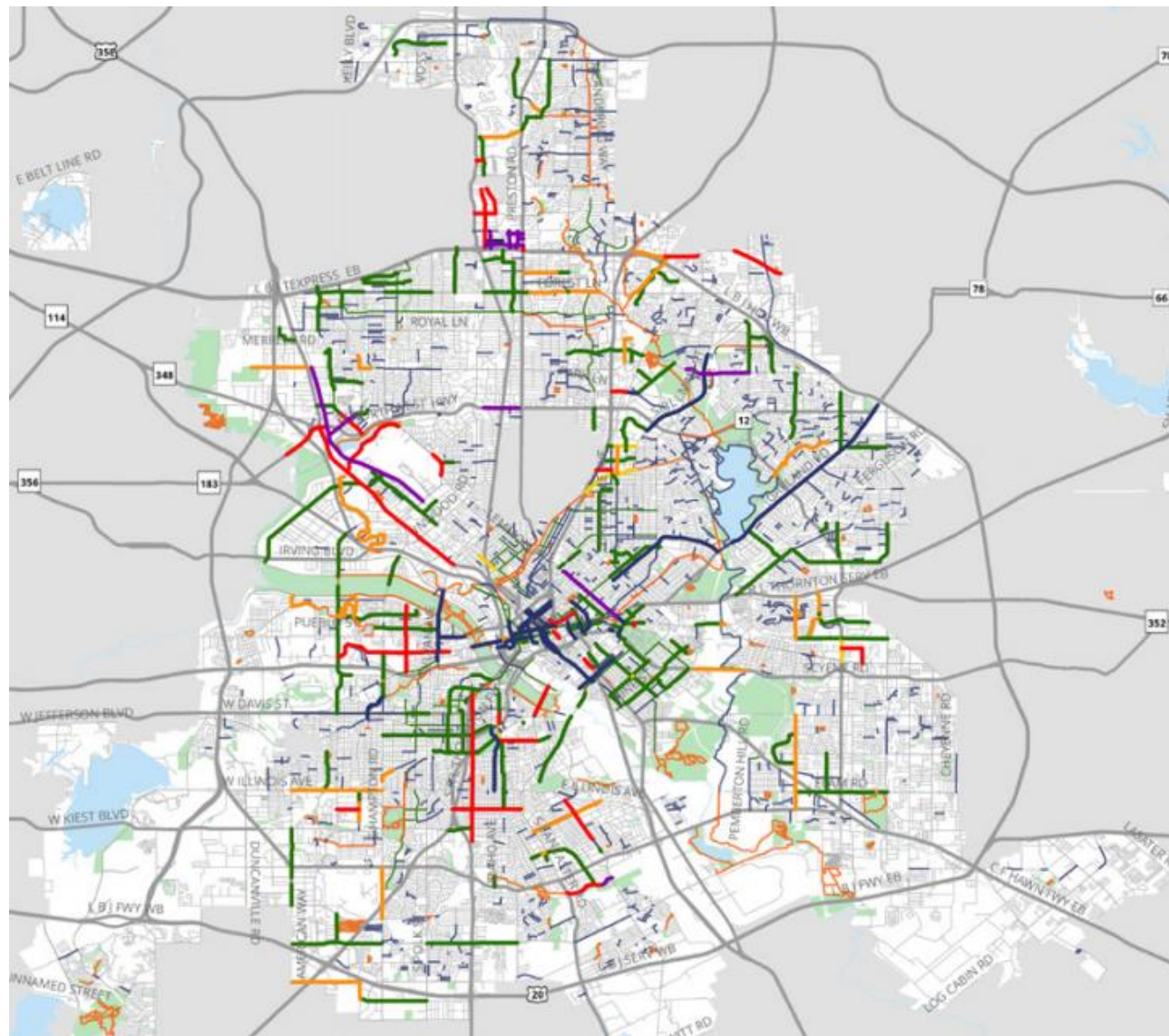
- Projects were scored to determine how well they contribute to the Driving Principles.
- The top scoring projects within each “planning area” were then defined as part of the Strategic Mobility Network.



# 1a. Project Prioritization Framework (cont.)



## Strategic Mobility Network



### Top-Scoring Projects

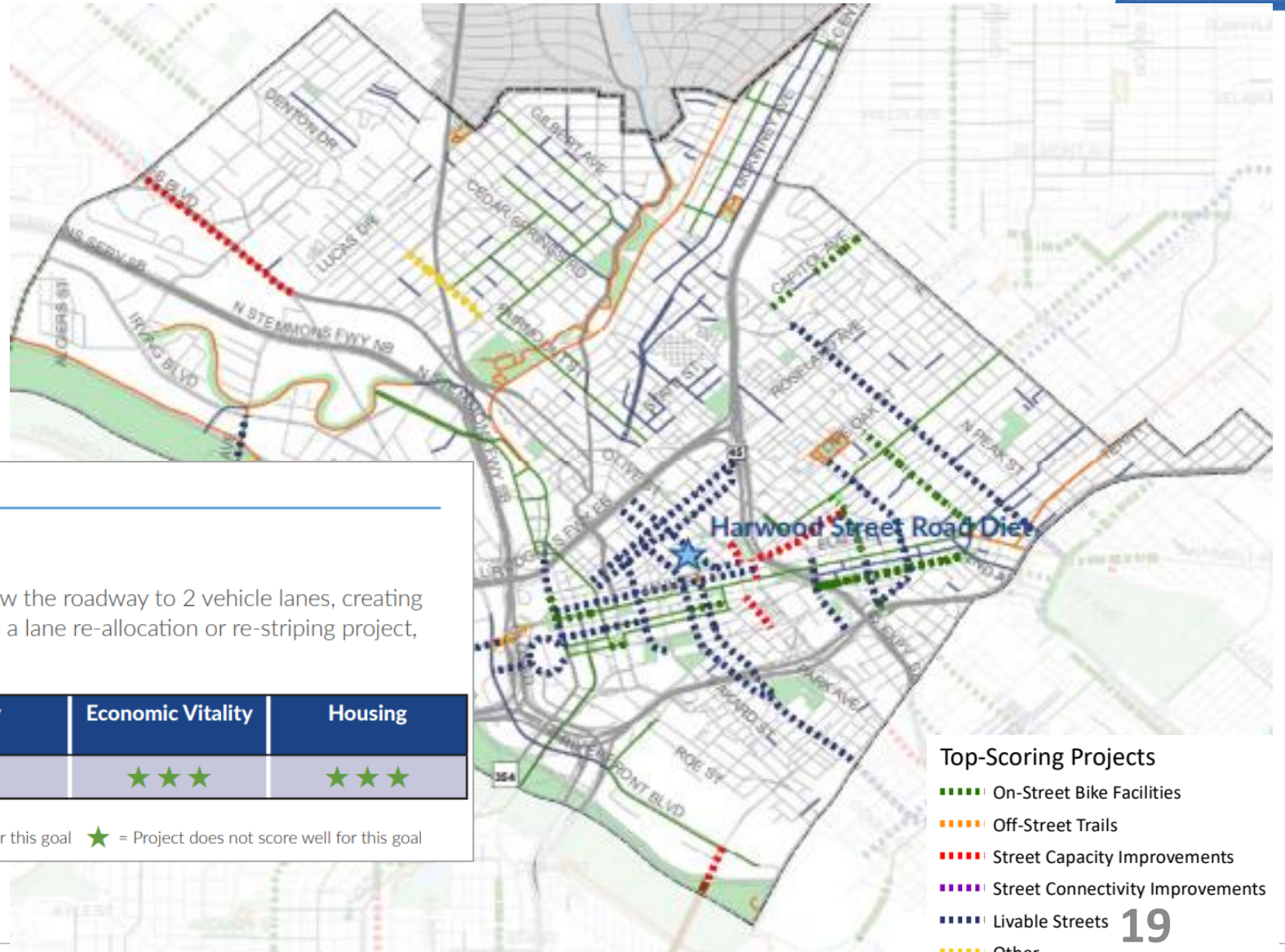
- On-Street Bike Facilities
- Off-Street Trails
- Street Capacity Improvements
- Street Connectivity Improvements
- Livable Streets
- Other



# 1a. Project Prioritization Framework (cont.)



## Central Planning Area



### Featured Project

#### HARWOOD STREET ROAD DIET

This project, recommended in the Downtown 360 plan, would narrow the roadway to 2 vehicle lanes, creating space for bicycle facilities. This would likely be implemented through a lane re-allocation or re-striping project, but would also require signal improvements.

Total Score	Safety	Environmental Sustainability	Equity	Economic Vitality	Housing
46/46*	★★★	★★	★★	★★★	★★★

★★★ = Project scores highly for this goal    ★★ = Project scores in the middle for this goal    ★ = Project does not score well for this goal

#### Top-Scoring Projects

- On-Street Bike Facilities
- Off-Street Trails
- Street Capacity Improvements
- Street Connectivity Improvements
- Livable Streets
- Other

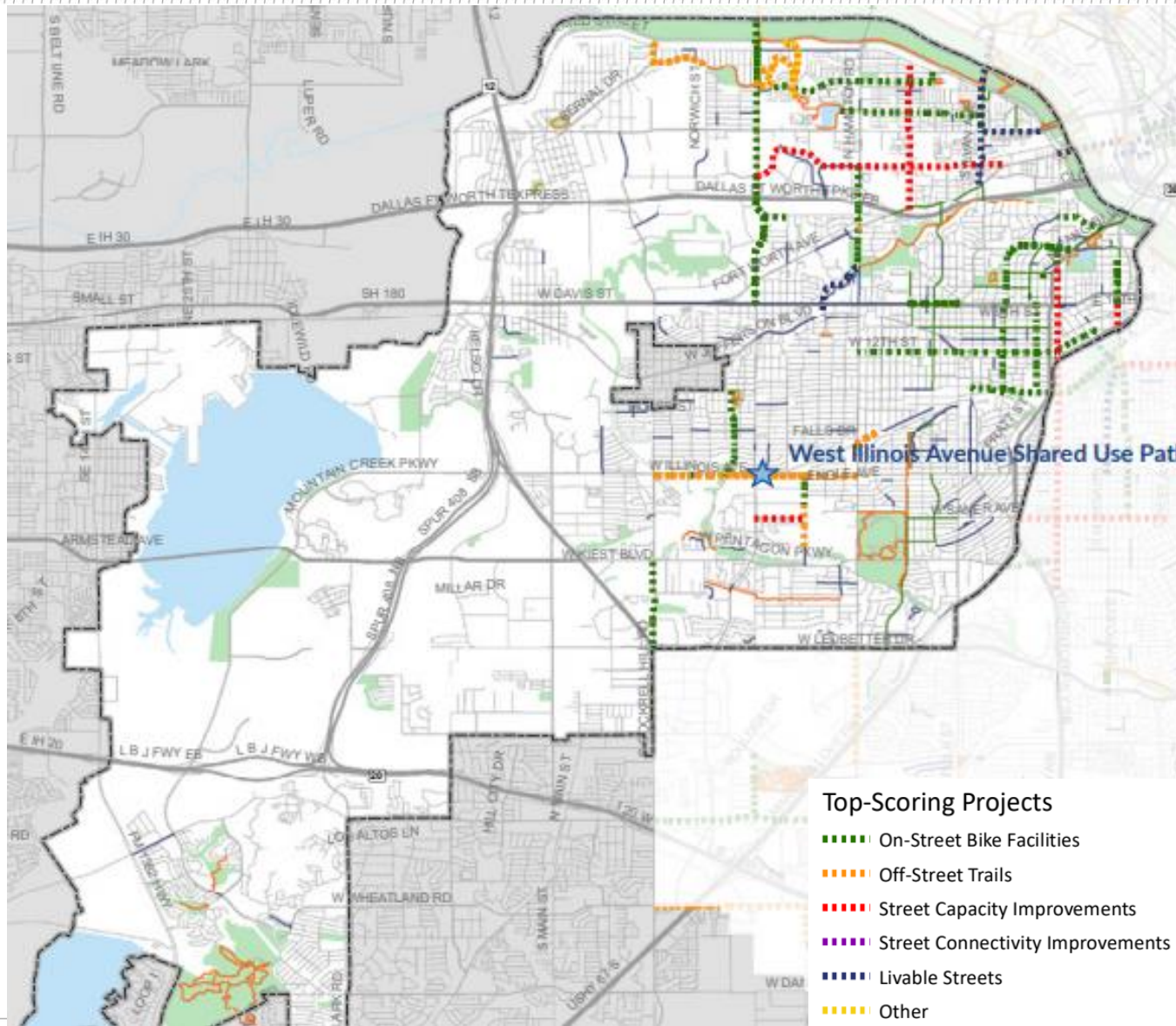
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# 1a. Project Prioritization Framework (cont.)



South West  
Planning Area

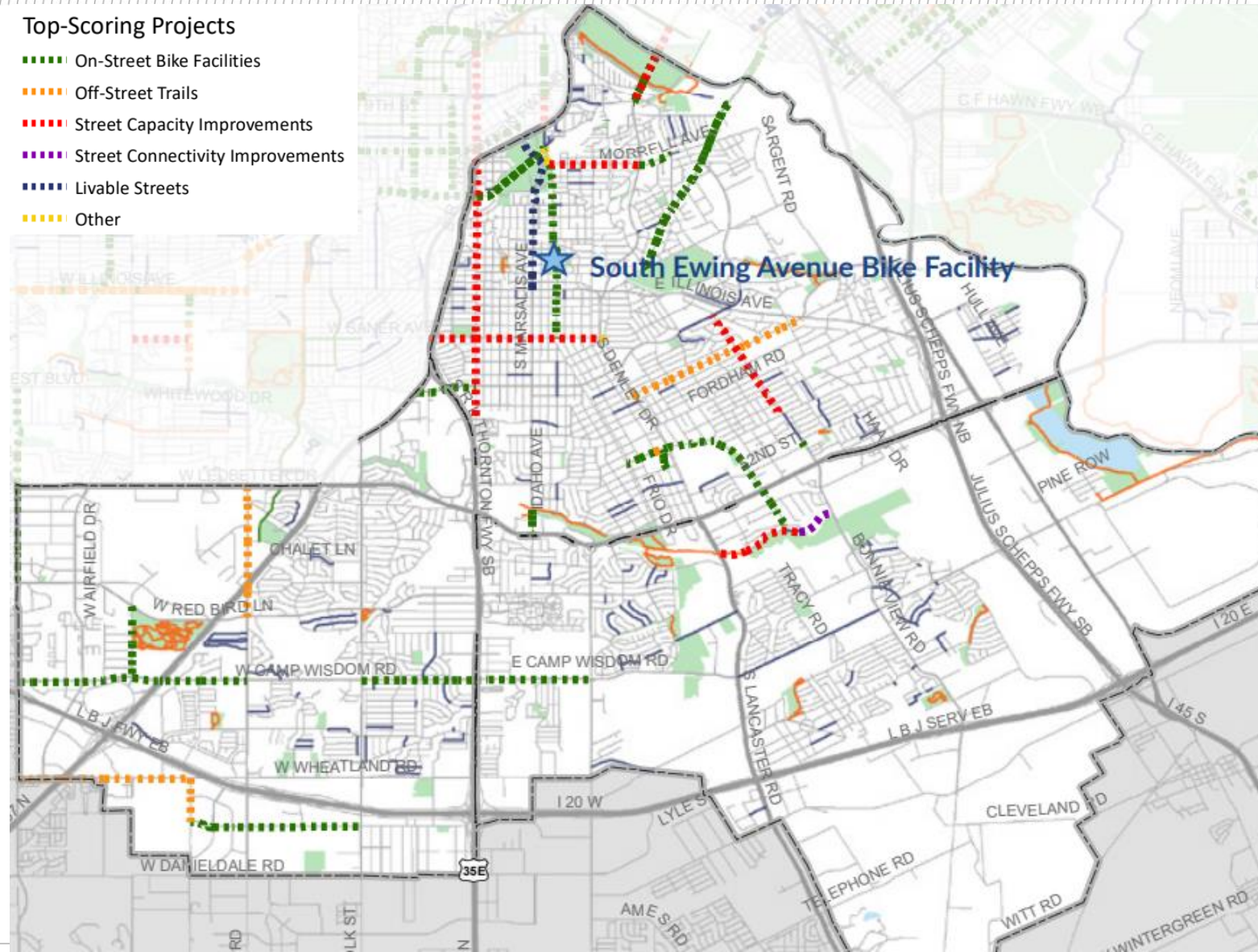


# 1a. Project Prioritization Framework (cont.)



## South Central Planning Area

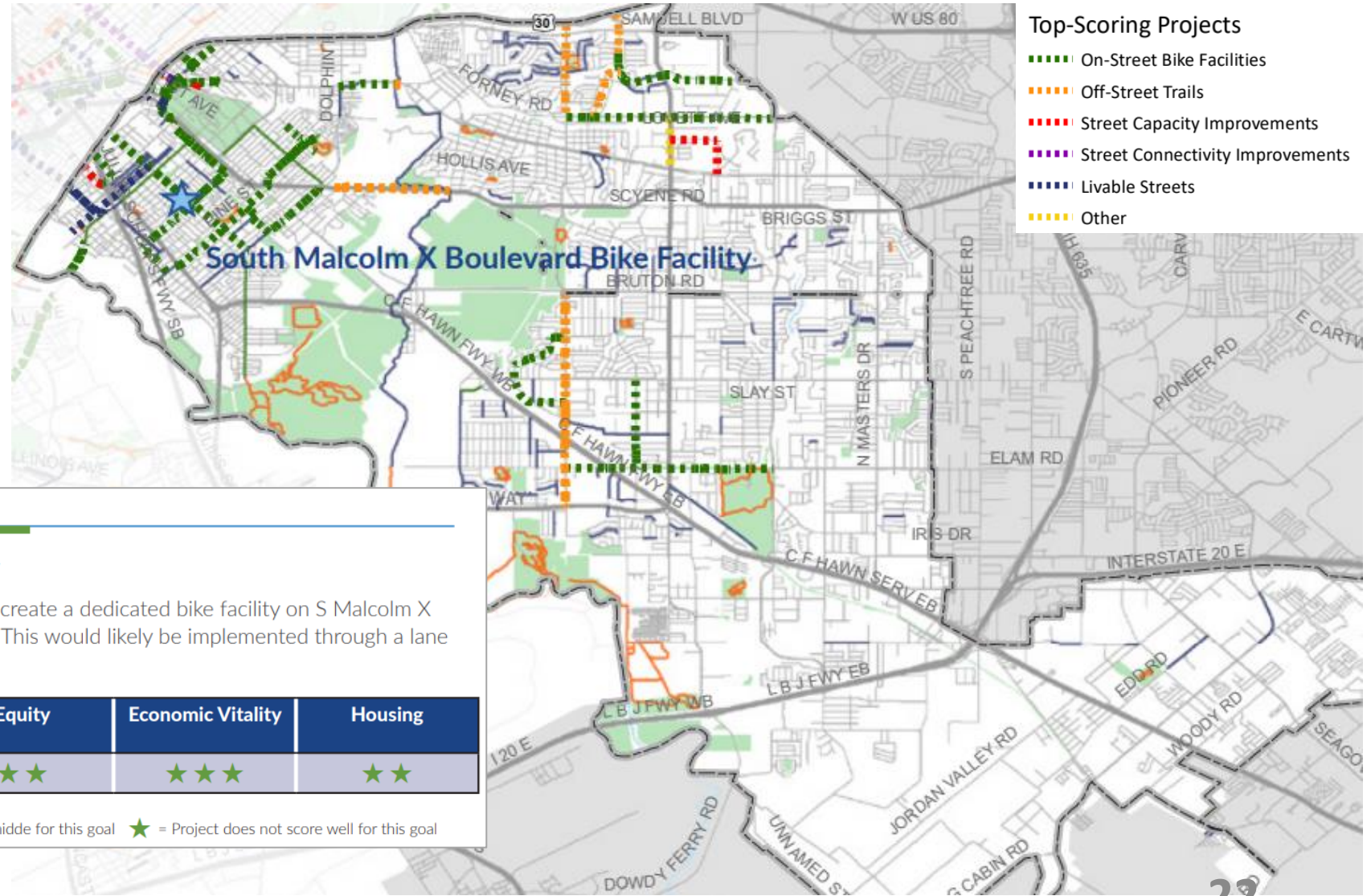
- Top-Scoring Projects
- On-Street Bike Facilities
  - Off-Street Trails
  - Street Capacity Improvements
  - Street Connectivity Improvements
  - Livable Streets
  - Other



# 1a. Project Prioritization Framework (cont.)



## South East Planning Area



### Featured Project

#### SOUTH MALCOLM X BOULEVARD BIKE FACILITY

This project, recommended in the Downtown 360 plan, would create a dedicated bike facility on S Malcolm X Boulevard between Deep Ellum and Elsie Faye Higgs Street. This would likely be implemented through a lane re-allocation to utilize existing roadway space.

Total Score	Safety	Environmental Sustainability	Equity	Economic Vitality	Housing
42/43*	★★★★	★★★★	★★★	★★★★	★★★

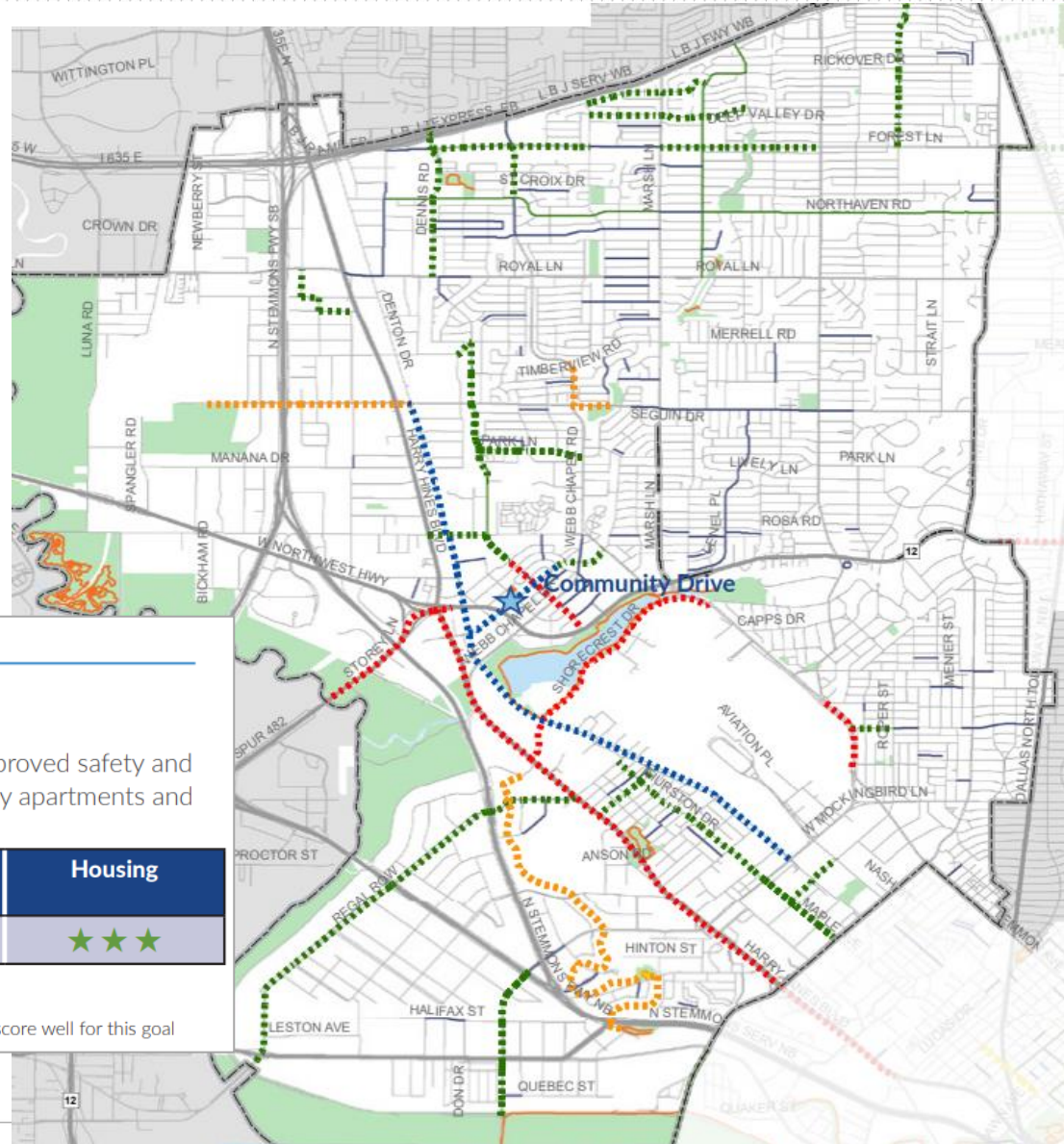
★★★★ = Project scores highly for this goal    ★★★ = Project scores in the middle for this goal    ★ = Project does not score well for this goal



# 1a. Project Prioritization Framework (cont.)



## North West Planning Area



### Featured Project

#### COMMUNITY DRIVE LIVABLE STREETS IMPROVEMENTS

This project would reconstruct the existing roadway to include bike lanes and sidewalks for improved safety and mobility. This would help provide a critical multimodal connection between the corridor's many apartments and employers.

Total Score	Safety	Environmental Sustainability	Equity	Economic Vitality	Housing
34/35*	★★★★	★★	★★★★	★★★★	★★★★

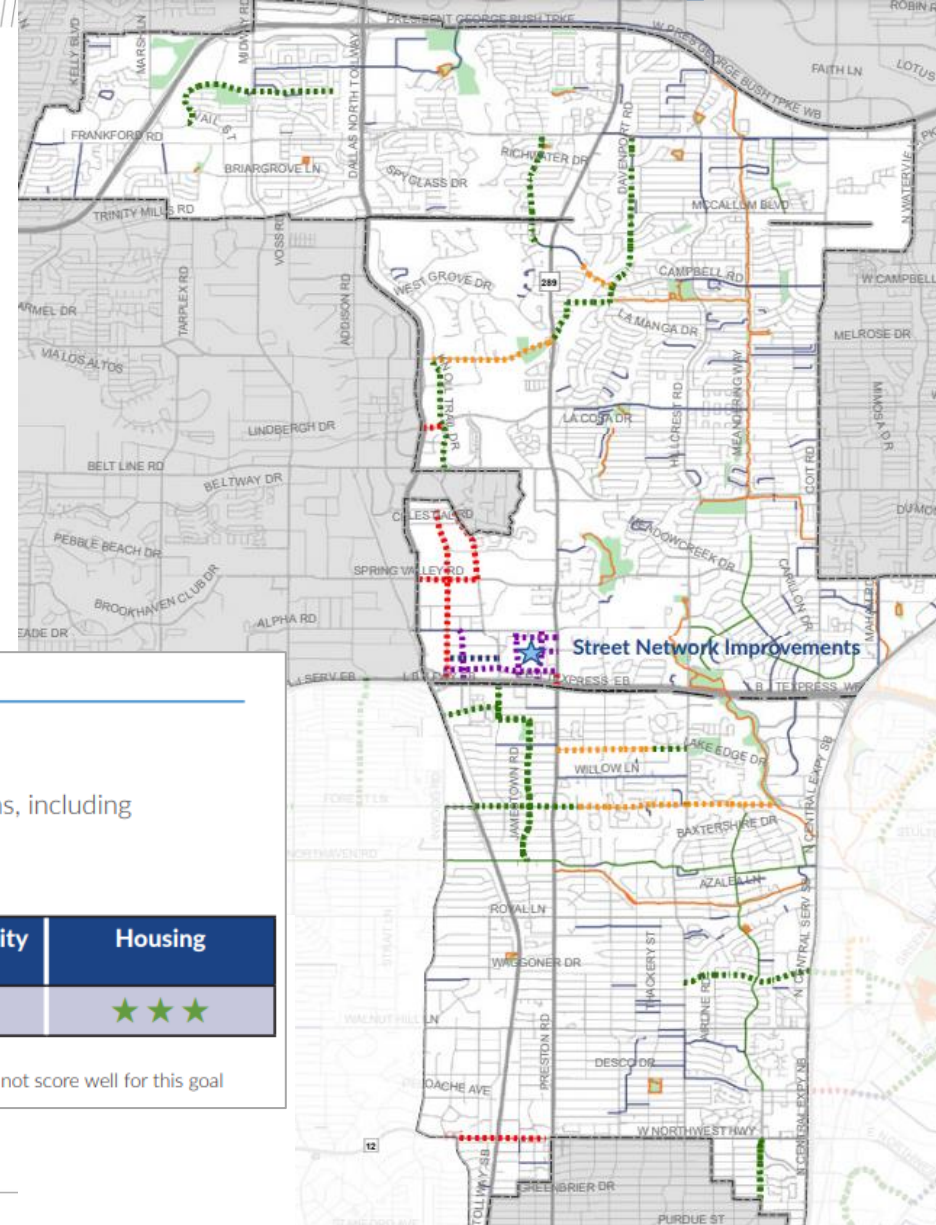
★★★★ = Project scores highly for this goal   ★★ = Project scores in the middle for this goal   ★ = Project does not score well for this goal



# 1a. Project Prioritization Framework (cont.)



## North Central Planning Area



### Featured Project

#### GALLERIA/VALLEY VIEW MALL STREET NETWORK

These projects would create a connected street grid surrounding the two major destinations, including multimodal facilities. This would create additional travel options in a congested area.

Total Score	Safety	Environmental Sustainability	Equity	Economic Vitality	Housing
24/31*	★★	★★	★★★	★★★	★★★

★★★ = Project scores highly for this goal    ★★ = Project scores in the middle for this goal    ★ = Project does not score well for this goal





# 1a. Project Prioritization Framework (cont.)



## North East Planning Area

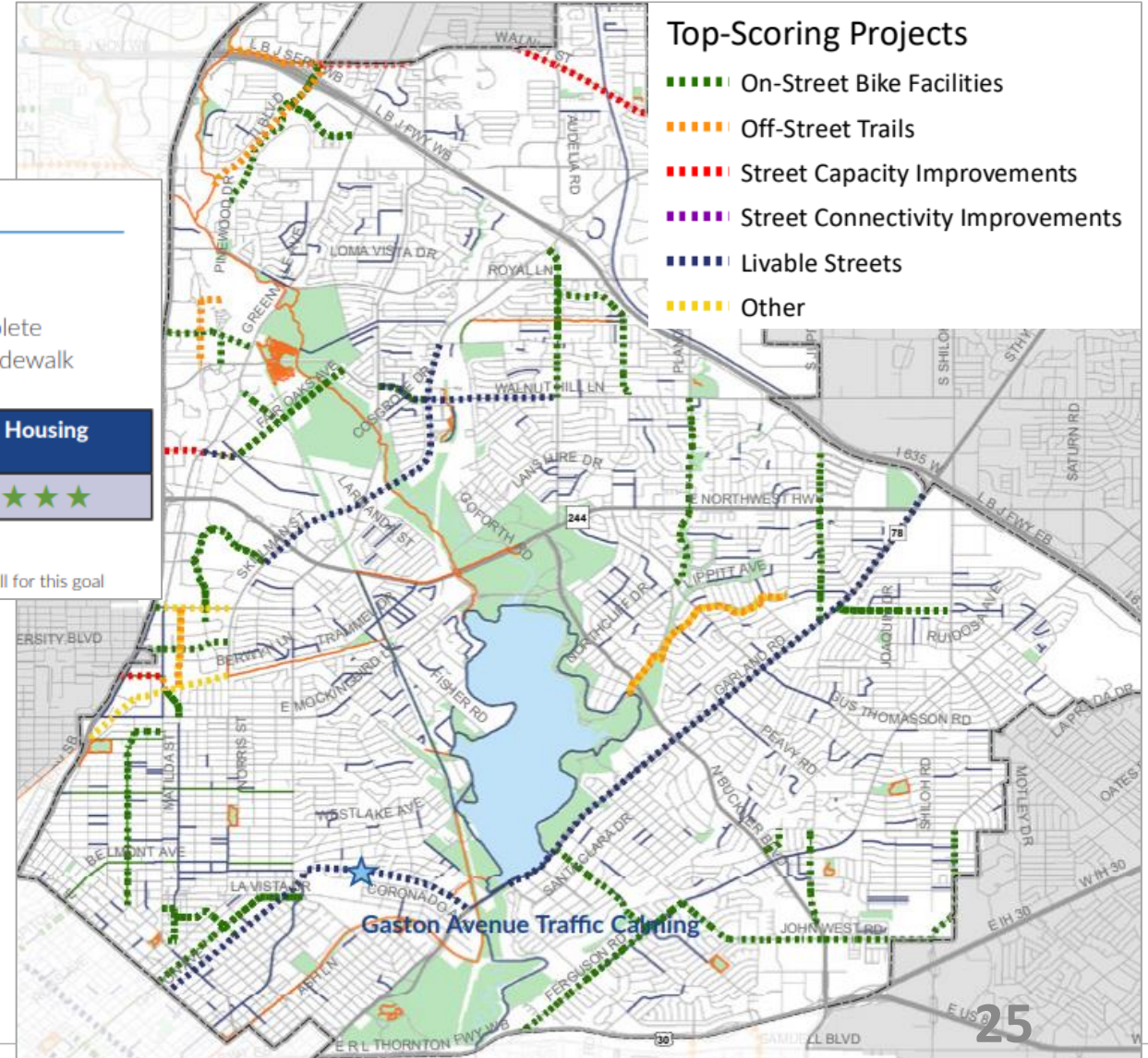
### Featured Project

#### GASTON AVENUE TRAFFIC CALMING

This project, recommended in the City's Needs Inventory, would implement traffic calming and complete streets improvements between downtown and Garland Road. This would include updated lighting, sidewalk improvements, and speed management.

Total Score	Safety	Environmental Sustainability	Equity	Economic Vitality	Housing
31/36*	★★★★	★★★★	★★	★★	★★★★

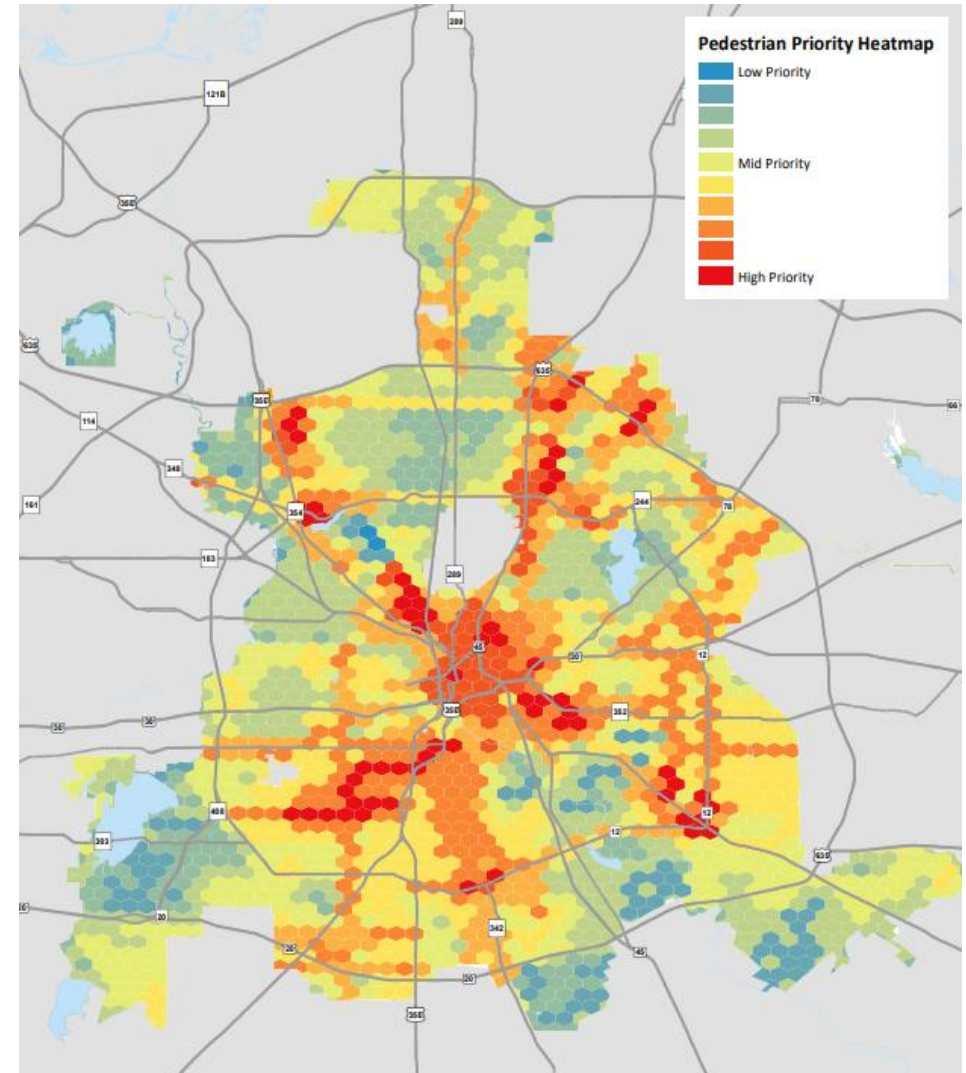
★★★★ = Project scores highly for this goal    ★★★ = Project scores in the middle for this goal    ★ = Project does not score well for this goal



# 1b. Pedestrian Prioritization Framework



- The Strategic Mobility Network does not prioritize missing sidewalks.
- As a starting point for the Sidewalk Master Plan, Connect Dallas identified a pedestrian priority map based on:
  - Pedestrian High Injury Network (draft)
  - Proximity to transit
  - Population density
  - Intersection density (proxy for walkability)
  - Vulnerable populations



# 1c. Priority Transit Enhancements



- Recognizing DART's own planning process, Connect Dallas does not identify specific projects. Rather, these are the types of projects called for in the transportation vision (Scenario A).



# 2. Project Delivery Recommendations



## Funding Best Practices

- Fund maintenance separately
- Dedicate funding to technology improvements
- Dedicate funding for local priority projects
- Dedicate annual funding to bicycle infrastructure, trails and new sidewalk construction
- Dedicate funding to Vision Zero implementation
- Dedicate funding to transit-supportive mobility
- Increase clarity of project type groupings
- Adequately and sustainably fund maintenance



# 2. Project Delivery Recommendations (cont.)



## 2017 Bond: Project Categories and Amounts

Project Type	Amount	Percent
Street Reconstruction	\$111.4 M	21.1%
Street Resurfacing	\$147.5 M	28.0%
Alley Reconstruction	\$38.8 M	7.4%
Alley Petitions	\$1.1 M	0.2%
Street Petitions	\$12.5 M	2.4%
Target Neighborhoods	\$15.8 M	3.0%
Thoroughfares	\$69.3 M	13.1 %
Intergovernmental Projects	\$58.9 M	11.2%
Streetscape/Urban Design	\$13.4 M	2.5%
Traffic Signals	\$39.2 M	7.4%
Intersection Improvements	\$2.9 M	0.5%
Street Lighting	\$2.6 M	0.5%
Sidewalks	\$14.3 M	2.7%


## Illustrative Funding Strategy

							Proposed Change in Funding
Maintenance							TBD
Upgrading Unimproved Streets	✓	✓	✓	✓	✓		↔
Street Connectivity Improvements		✓		✓			↔
Expanding Street Capacity				✓			↓
Livable Streets	✓	✓	✓	✓	✓	✓	↑
Traffic Management & Technology	✓	✓				✓	↔
Vision Zero/Safety	✓	✓	✓				↑
Sidewalk Plan Improvements	✓	✓	✓		✓		↑
Transit Enhancements	✓	✓	✓			✓	↑
Local Priorities	✓	✓	✓	✓	✓	✓	↑



# 3. Policy Modernization Recommendations



Policy & Action Recommendations						
Align the CIP with <i>Connect Dallas</i> Principles	✓	✓	✓	✓	✓	✓
Update the Bike and Thoroughfare Plans	✓	✓	✓	✓		✓
Operationalize Vision Zero	✓	✓				
Align Land Use Goals with Driving Principles		✓	✓	✓		✓
Establish a City of Dallas Transit Support Program		✓	✓	✓	✓	✓
Establish an Active Transportation Program	✓	✓				✓
Reform the Development Review Process		✓	✓	✓		✓
Emphasize TDM to Improve System Efficiency	✓	✓		✓	✓	✓
Proactively Manage the City's mobility assets	✓	✓		✓	✓	
Develop a Freight Master Plan	✓			✓		
Enhance Internal & External Coordination	✓	✓			✓	✓



# Outcomes



## THROUGH CONNECT DALLAS, CITY LEADERS:



Established concrete Driving Principles to guide future City transportation investments and policy decisions



Created a framework for evaluating potential projects, prioritizing those that provide the greatest opportunity for community benefit



Identified ways to modernize City policies to better achieve the transportation vision outlined in Connect Dallas



Laid out a road map to implement the selected strategy and monitor progress



# Public Comment Period Results



**Question 1: Please provide your comments on the draft plan in the text box below. (N=219)**

- There was significant support for the plan. 44 people indicated explicit support for the plan, 92 implicit support. Only six respondents had objections to the plan.
- Need to identify next steps for dockless scooters/micromobility.
- Identify the next steps to prepare for the next bond program.
- “I would like to see more discussions on street diets and what could happen to the lanes that aren't needed.”
- “Section 3. This section was difficult to follow.” “Need a clear infograph.”
- Plan is too long. Need an executive summary.



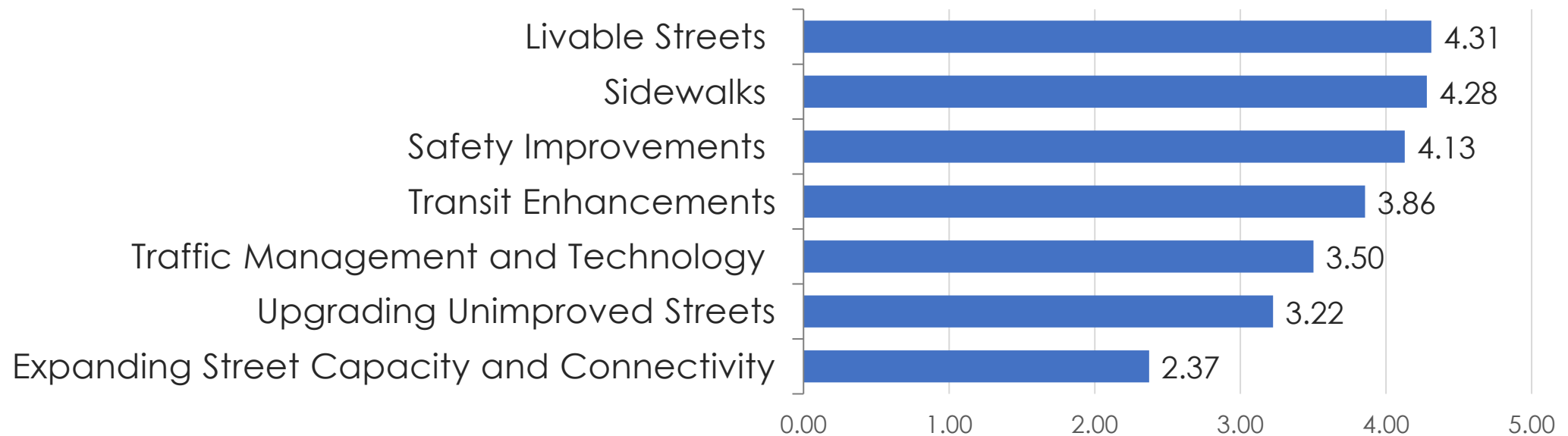


# Public Comment Period Results (cont.)



**Question 2: How would you rank the following types of transportation improvements for priority for future funding?** (On a scale from Highest to Lowest, or 1-5) (N=211)

**Average Rank of Transportation Improvements**



# Next Steps



- **March - April 2021:** Update Plan with public and City Council comments.
- **April - May 2021:** Bring Plan to City Council for adoption.



# Discussion



- General questions about the draft plan?
- Comments?





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