



**City of Dallas**

# **Connect Dallas Strategic Mobility Plan Update**

**Transportation and  
Infrastructure Committee  
February 23, 2021**

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# Presentation Overview



- Project Background
- Public Outreach
- Identifying Our Vision
- Defining Our Strategy
  - Strategic Mobility Plan
  - Project Delivery Recommendations
  - Policy Recommendations
- Public Comment Period Results
- Next Steps
- 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 within 15 years.
  - Sidewalks: 2,100 miles are missing, 1,100 miles are damaged/obstructed.
- **Environmental Sustainability**: CECAP calls for the City to reduce single-occupant vehicle mode share by 17% by 2050.
- **Safety**: Traveling in Dallas is less safe than our peer cities in Texas.
- **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

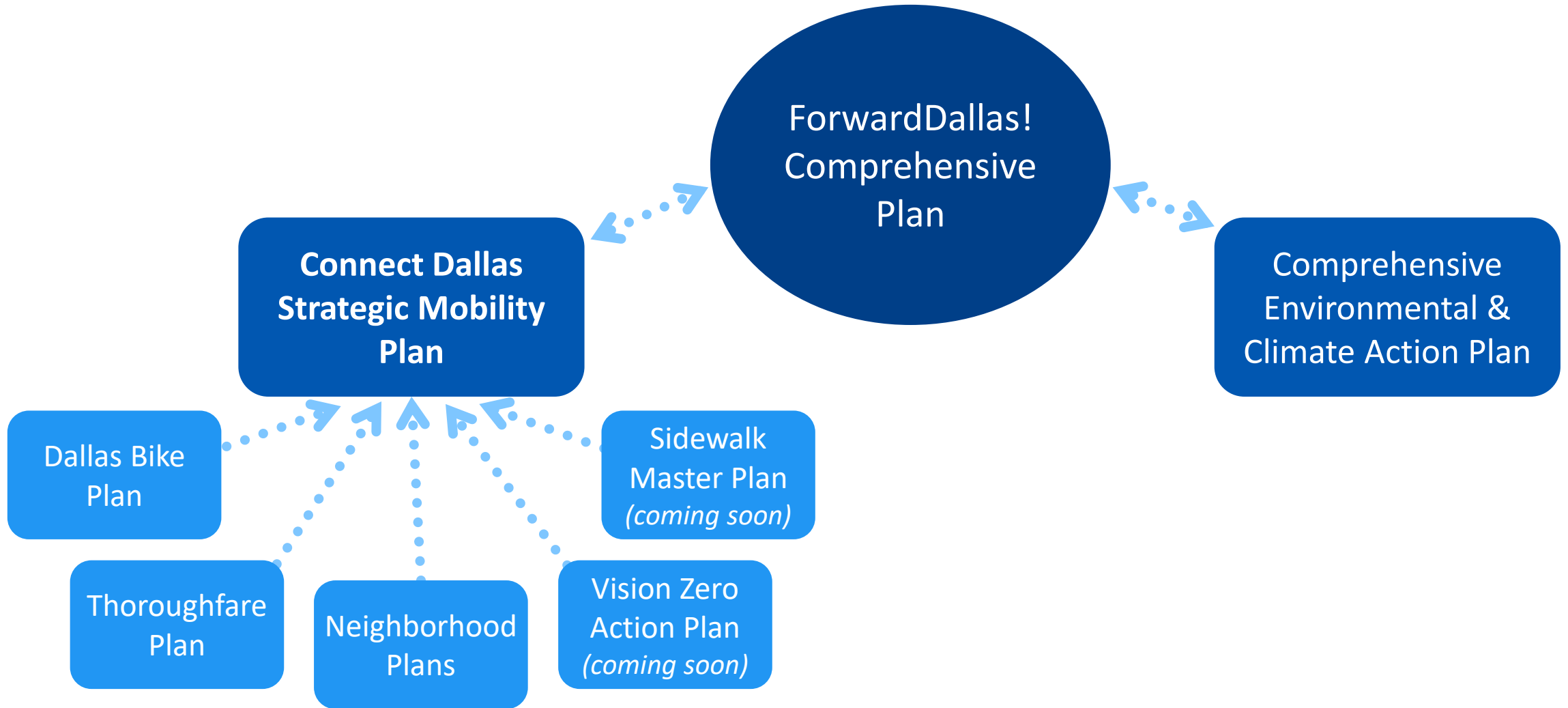


## **We started this process endeavoring to:**

- 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

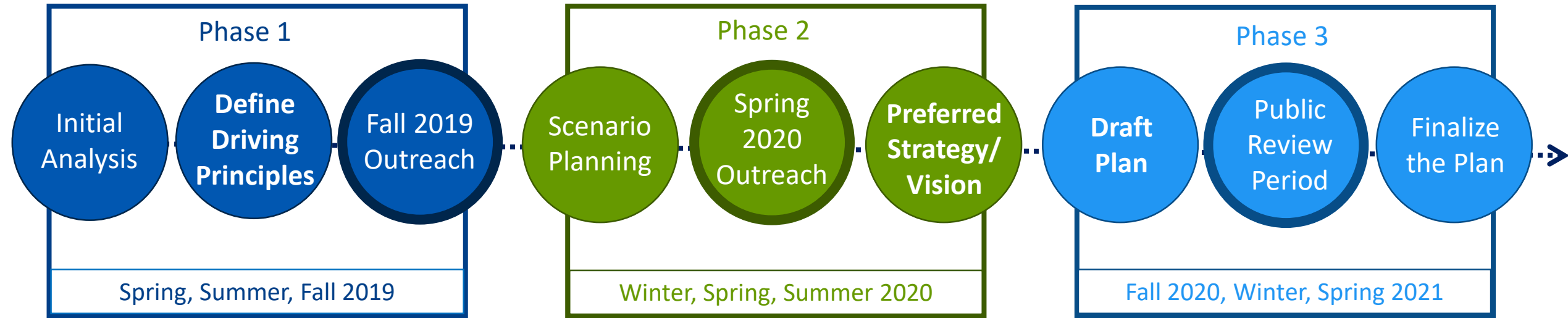


# Relationship to Other Plans





# 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



# What is Guiding the Plan: Driving Principles



21<sup>st</sup> Century  
Challenges

Council  
Priorities

**DSMP Driving Principles**

**Safety**



**Sustainability**



**Equity**



**Economic Vitality**



**Innovation**



**Housing**

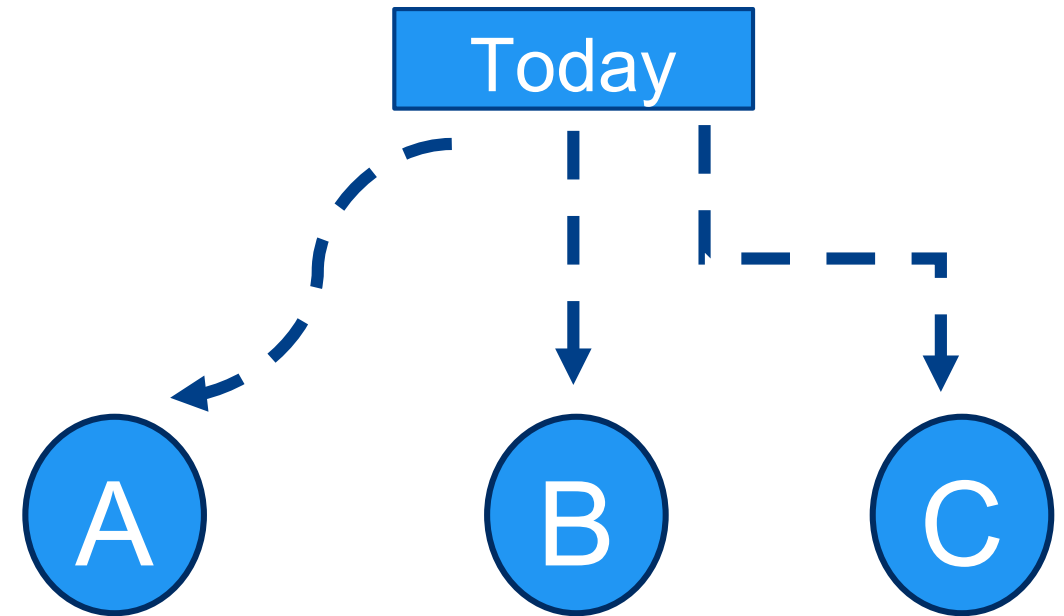


# What is Guiding the Plan: Vision



## 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.














# What is Guiding the Plan: Vision (cont.)



## Scenario Report Card and Public Feedback

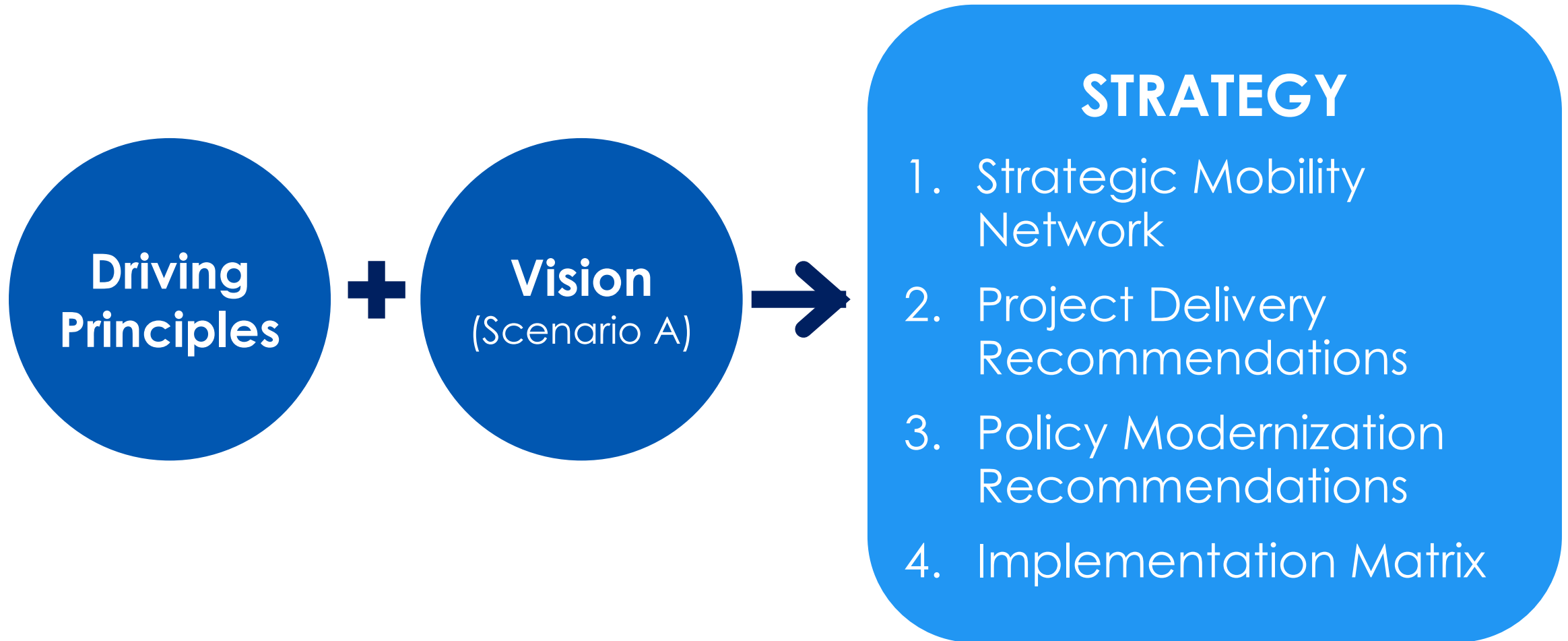
						
<b>Scenario A</b> (Compact & Connected)	BEST	BEST	BEST	BEST	MIDDLE	BEST
<b>Scenario B</b> (Business as Usual)	MIDDLE	WORST	WORST	MIDDLE	WORST	WORST
<b>Scenario C</b> (Regional Corridors)	WORST	WORST	MIDDLE	MIDDLE	BEST	MIDDLE

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%

Transportation & Infrastructure Committee endorses **Scenario A** as the vision/preferred strategy (June 2020).



# Defining Our Strategy



# 1. Strategic Mobility Network



The Strategic Mobility Network consists of:

1a. Project Prioritization Framework

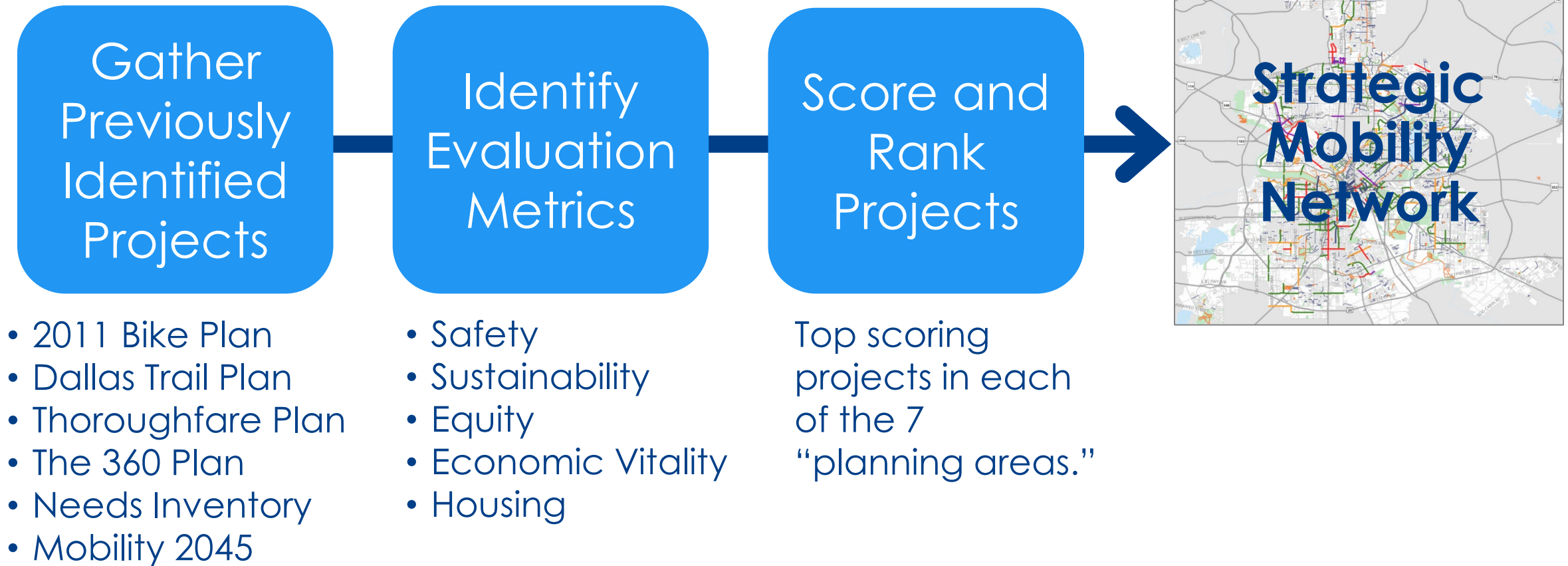
- Broken out into Planning Areas

1b. Pedestrian Priorities Framework

1c. Strategic Transit Investments



# 1a. Project Prioritization Framework





# 1a. Project Prioritization Framework (cont.)



## Example: North East Planning Area

### Featured Project

#### GASTON AVENUE TRAFFIC CALMING

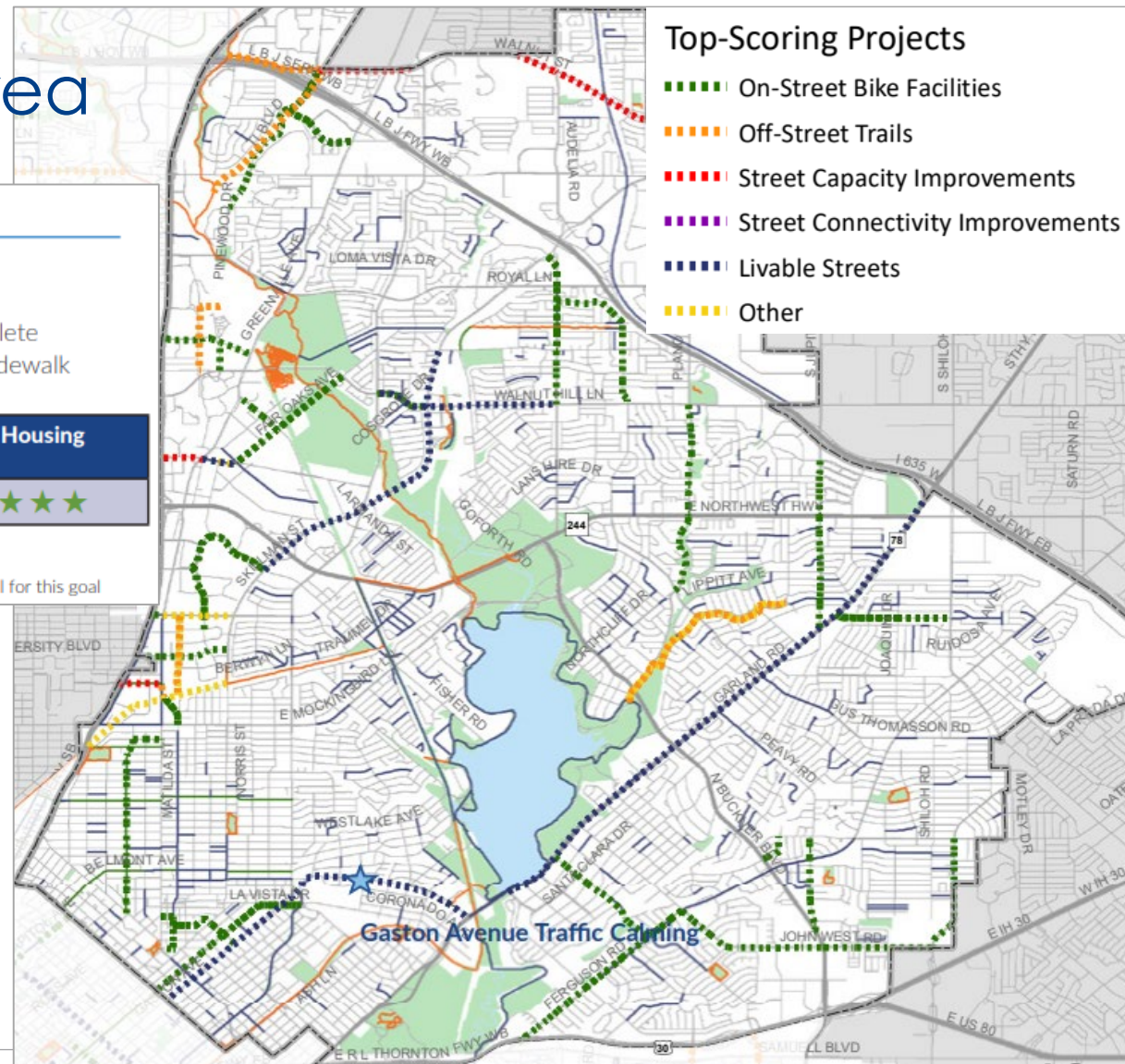
This project, recommended in the City's Needs Inventory, would implement traffic calming and complete streets improvements between downtown and Garland Road. This would include updated lighting, sidewalk improvements, and speed management.

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

### Top-Scoring Projects

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

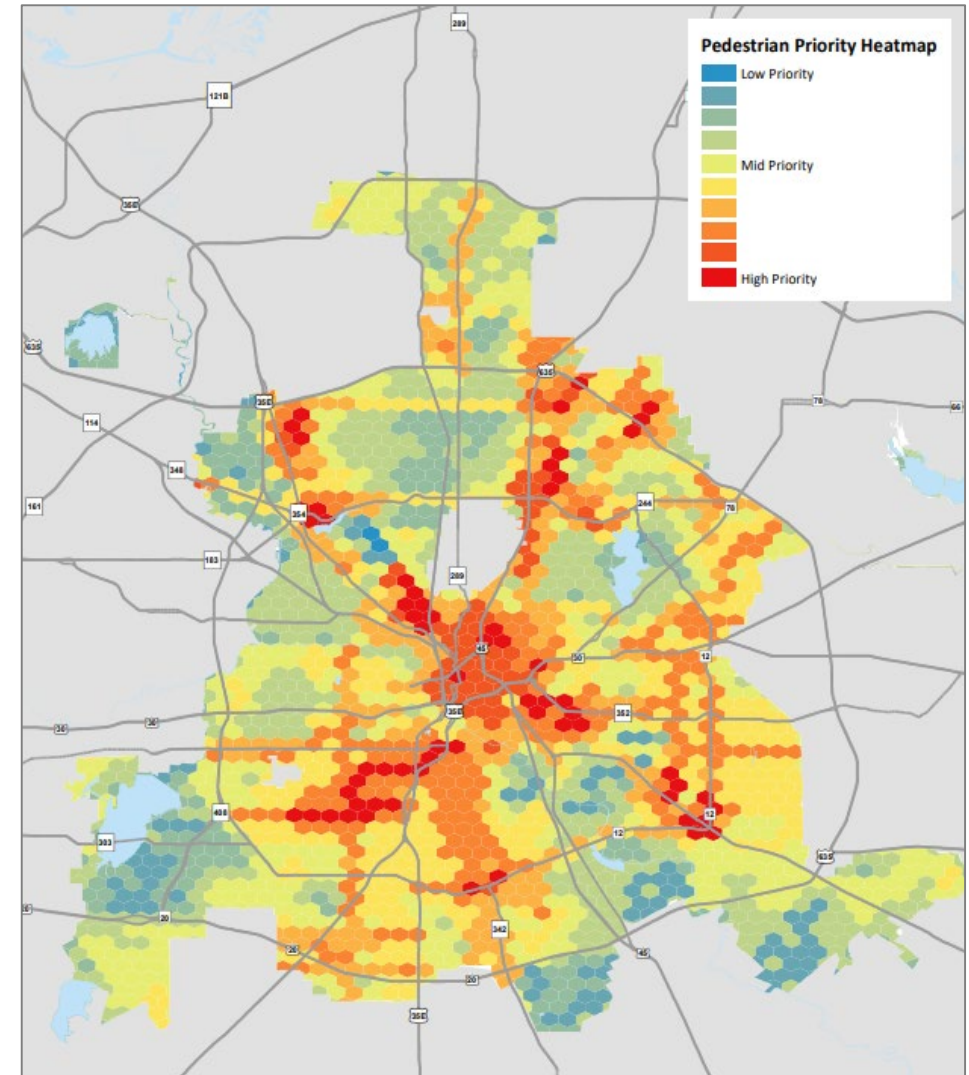




# 1b. Pedestrian Prioritization Framework



- 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. Strategic 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 (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 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	✓	✓			✓	✓

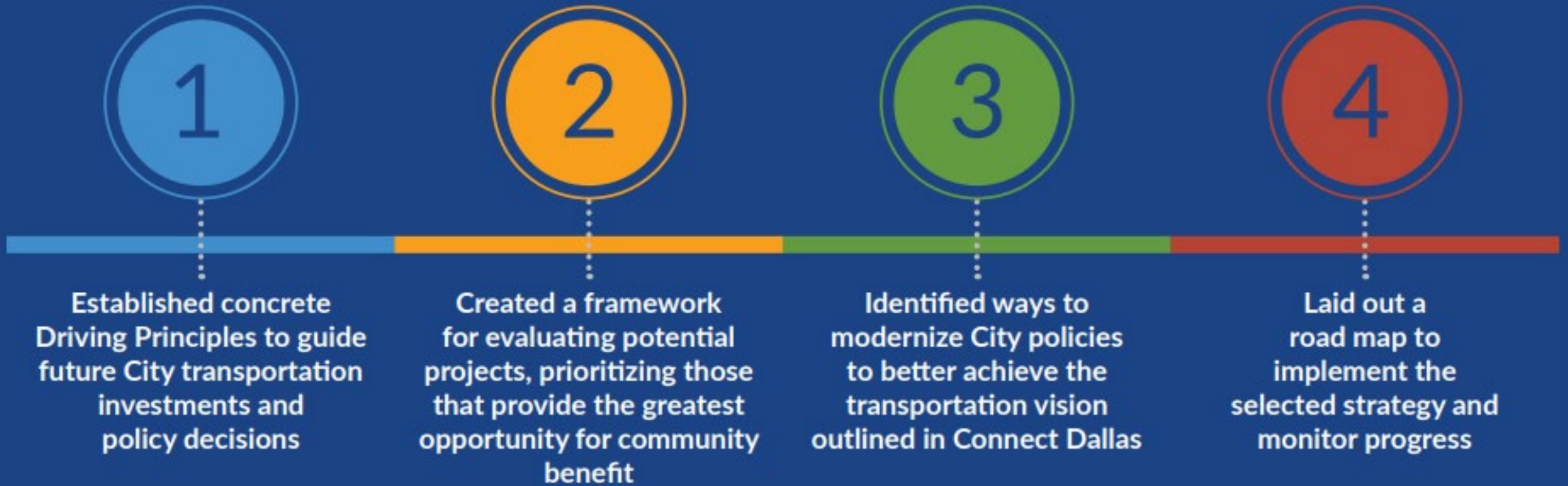




# Outcomes



## THROUGH CONNECT DALLAS, CITY LEADERS:



# Public Comment Period Results



1) Please provide your comments on the draft plan. (N=219)

## **There was significant support for the plan.**

44 people indicated explicit support for the plan, and 92 indicated implicit support for the plan. Only six respondents had objections to the plan's vision or overall strategy.

- "Great to see Dallas taking the right policy steps toward building a more connected, and equitable city."
- "Maintaining emphasis on data-driven decisions is much appreciated and critical to continue"
- "This is one of the most comprehensive and forward looking plans I have seen in a long time. Great Job to staff and citizens who put in lots of house to make this happen."
- "city needs to make every effort to stay within scenario A"
- "i hope you actually follow through with this plan!"



# Public Comment Period Results (cont.)



## Corrections or changes to the plan were requested.

- Identify next steps for dockless scooters/micromobility. (N=6)
- Several people called for more discussion in the plan about sidewalks (funding, maintenance, improve sidewalks, development standards, etc.) (N=4)
- “Section 3. This section was difficult to follow.” “Need a clear infograph“ (N=2)
- Identify the next steps to prepare for the next bond program. (N=1)
- “I would like to see more discussions on street diets and what could happen to the lanes that aren't needed.” (N=1)
- “I would have liked to see an executive summary of the plan” (N=1)
- The existing bike facilities needs to be updated in the Strategic Mobility Network maps.
- DART also submitted corrections and comments.

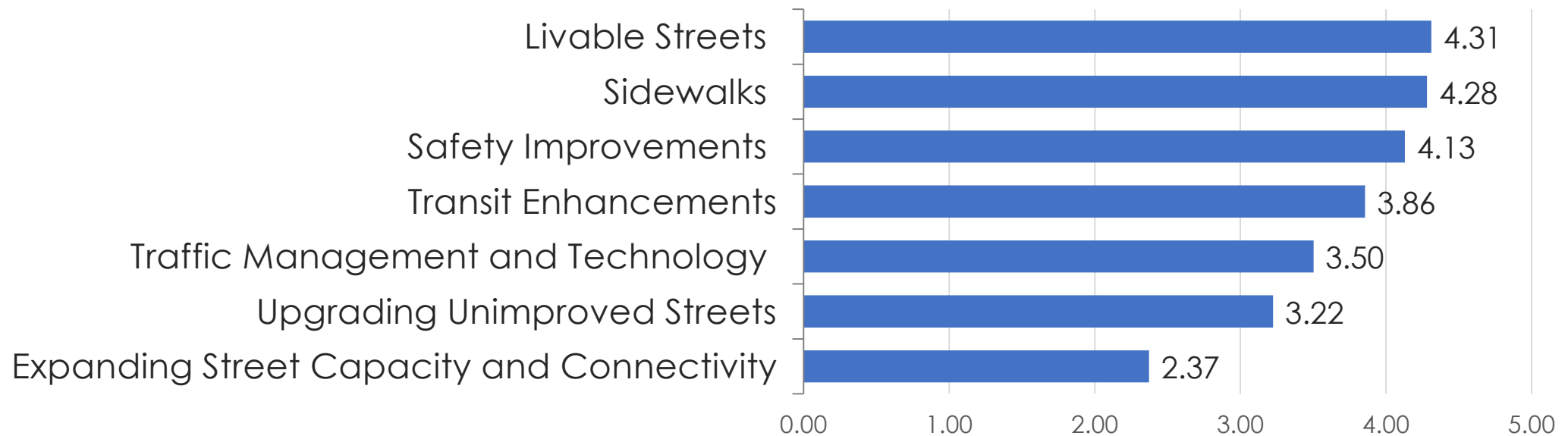


# Public Comment Period Results



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



- Get input from committee
- **March 3, 2021:** Briefing to City Council – present the proposed strategy for how we intend to address the public and TRNI Committee's comments, collect any additional feedback from City Council.
- **March - April 2021:** Update Plan with public and City Council comments.
- **April - May 2021:** Bring Plan to City Council for adoption.





# Discussion



- General questions/comments about the draft plan?
- Thoughts on Public Comment Period feedback?





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