

Update of the City's Sidewalk Master Plan and Sidewalk Project Prioritization Process

City Council Briefing
June 16, 2021

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Agenda

- What is a Sidewalk Master Plan?
- What have we heard?
- How do we use data/input?
- What does the cost look like?
- What are next steps?



What is it?

- A Plan to move Dallas forward in improving pedestrian usability
- Process to identify impactful projects for staff
- Visioning to take in feedback from public
- Alignment with policy documents and other plans such as the ADA Transition Plan
- Guidance for decision makers on budgeting and improvements



Goals and Objectives

- Goals and objectives developed through review of existing plans and studies including:
 - Dallas Strategic Mobility Plan / Connect Dallas
 - Mobility 2045
 - Texas Transportation Plan 2050
 - Dallas Complete Streets Design Manual
 - Peer city pedestrian and sidewalk plans
- Public survey results will help us finalize the plan goals



Goals and Objectives

Driving Principles

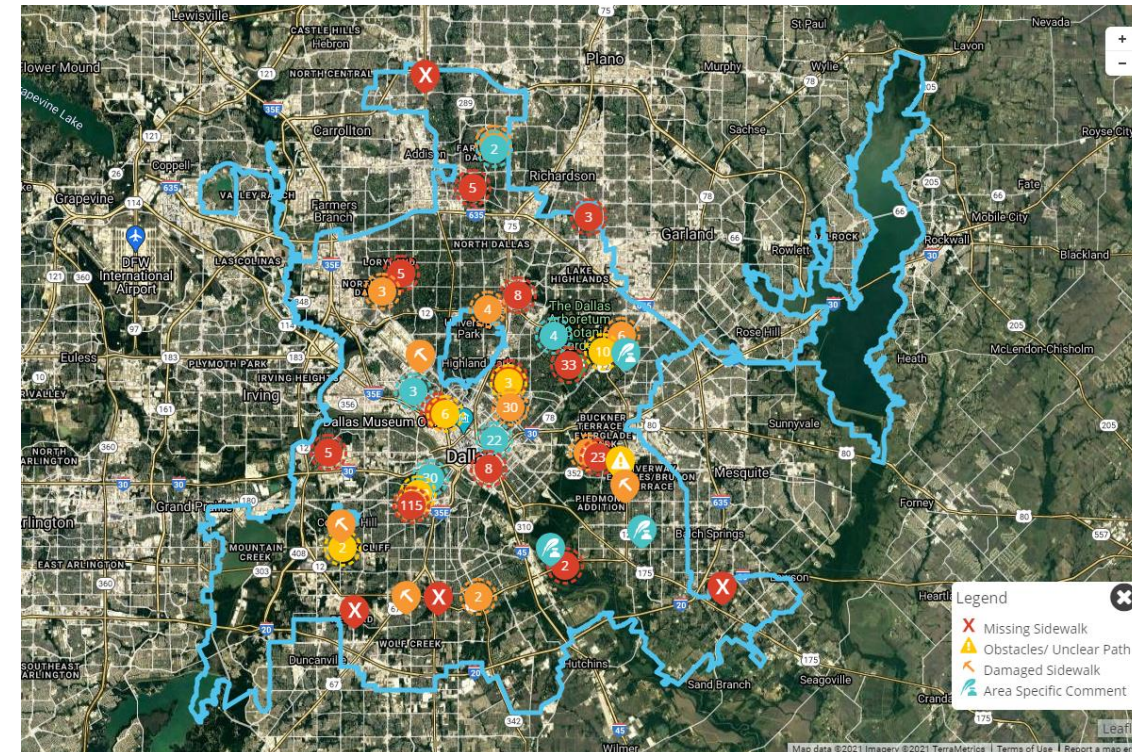
- Equity
- Safety
- Housing
- Economic Vitality
- Environmental Sustainability
- Innovation





What we've heard

- Online Input
 - DallasSidewalk.com
- Outreach/Advertisement
 - Yard Signs – DISD schools, parks, trails
 - Business Cards
 - Social Media Ad
- Advisory Committee Meetings (5)





What we've heard

Icon of two speech bubbles.

TELL US HOW TO
**Improve Walking
IN DALLAS**

visit: www.DallasSidewalk.com

City of Dallas logo.

**Dallas Sidewalk
MASTER PLAN**

Icon of two speech bubbles.

DÍGANOS COMO PODEMOS
**Mejorar La
Experiencia En Aceras
EN DALLAS**

visite: www.DallasSidewalk.com

City of Dallas logo.

**Dallas Sidewalk
MASTER PLAN**



What we've heard

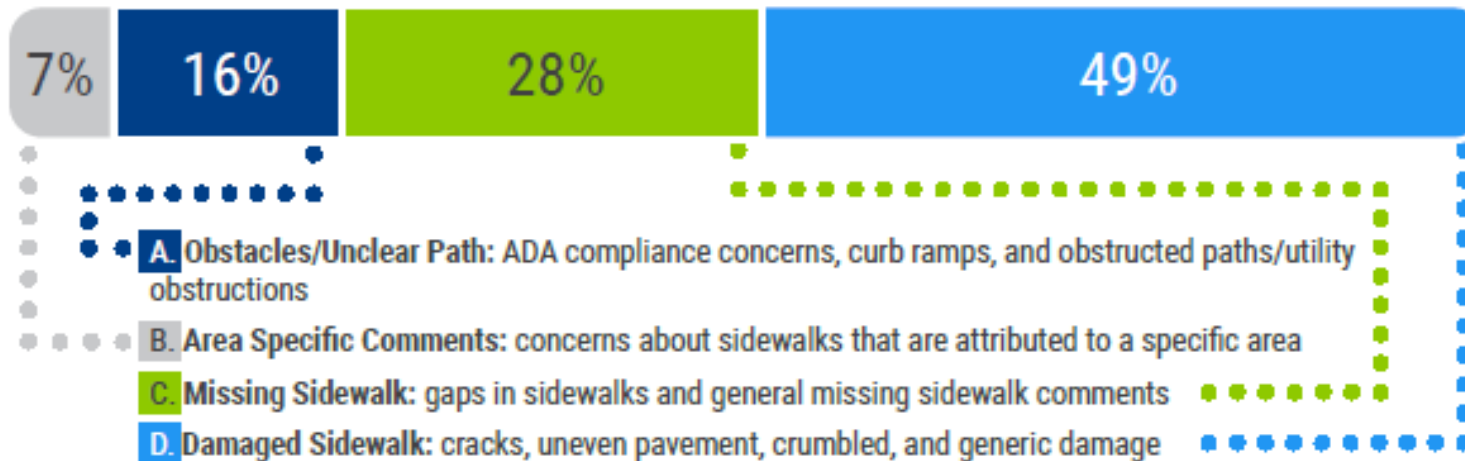
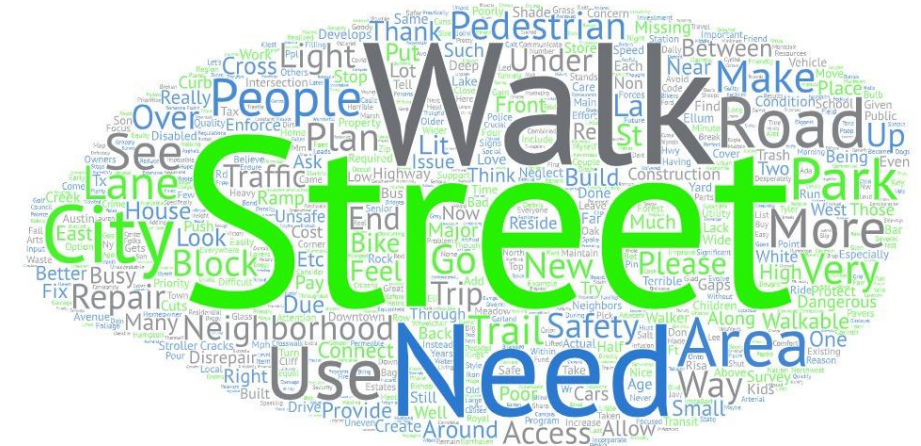
- Responsibility & Funding: Property Owners Vs. the City
- Repair and Installation Requests: Improving Communication
- Complete Streets
- Maintenance Planning
- High variance in condition depending on the area

“The presence and quality of the sidewalks vary dramatically across the city - downtown's sidewalks are very good, but the overall is fair to poor.” - Citizen Comment



What we've heard

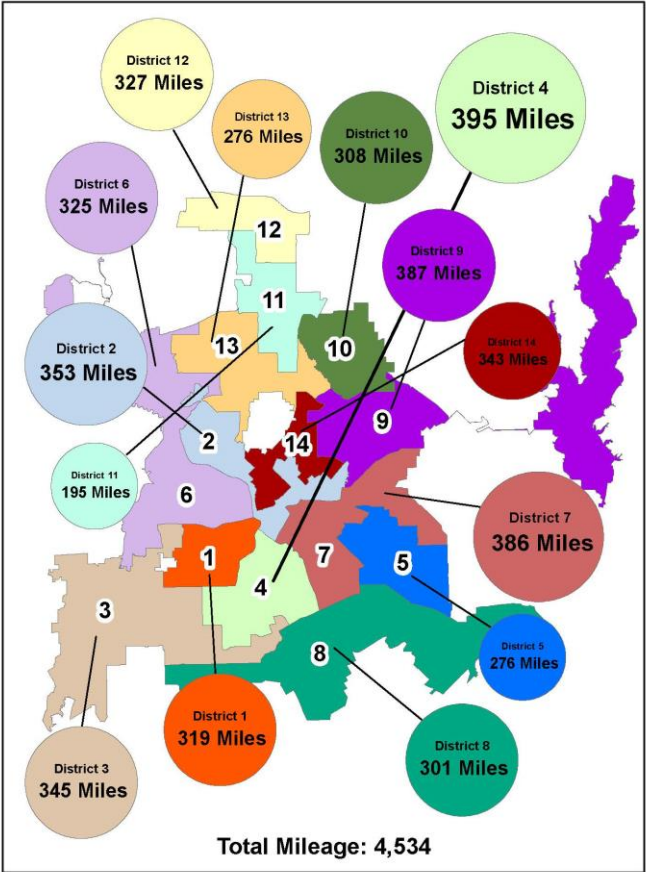
- Over 12,600 total visits to website
- 1,000 survey responses
- Available in English and Spanish



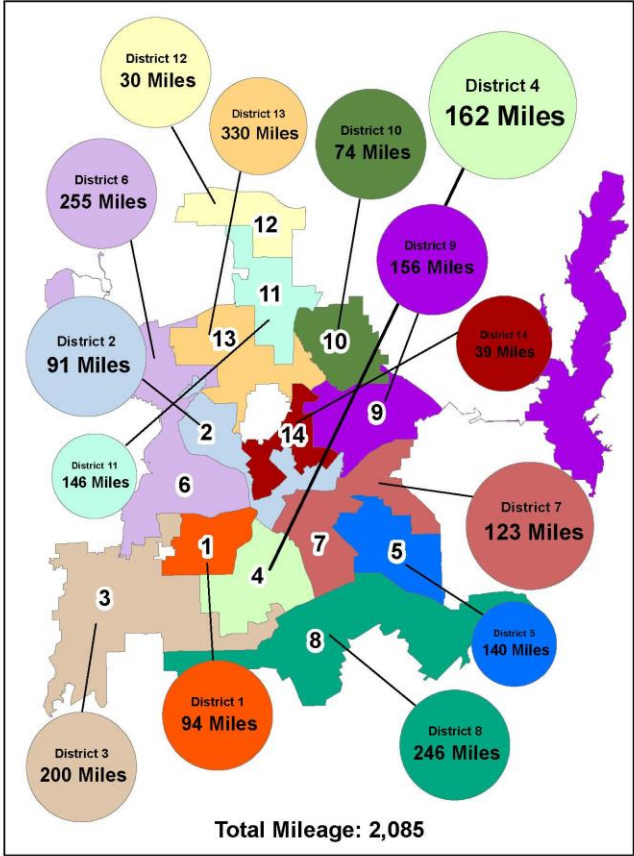


Existing Conditions Review

Existing Sidewalk by Council District



Missing Sidewalk by Council District





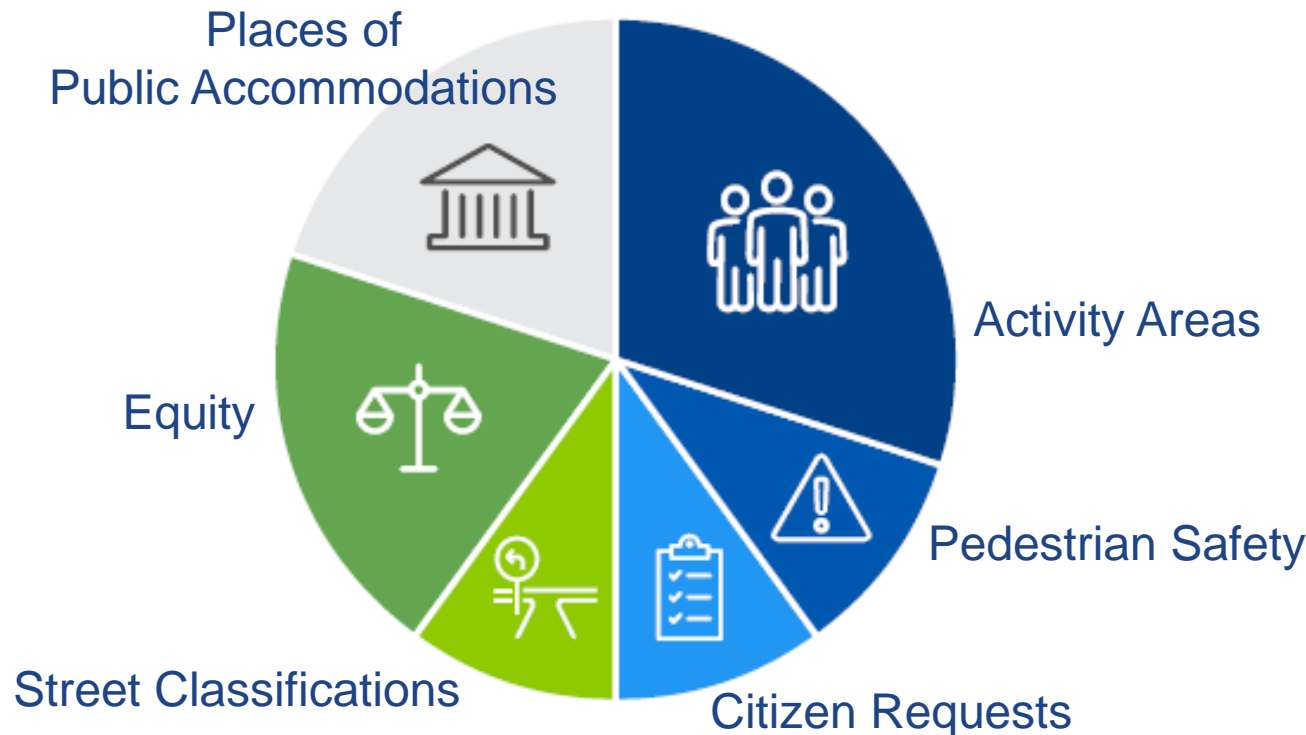
How are we using data and input

Factors

- Places of Public Accommodation (Existing)
- Equity Index
- Pedestrian Safety
- Street Classification
- Citizen Requests
- Activity Areas (Future)



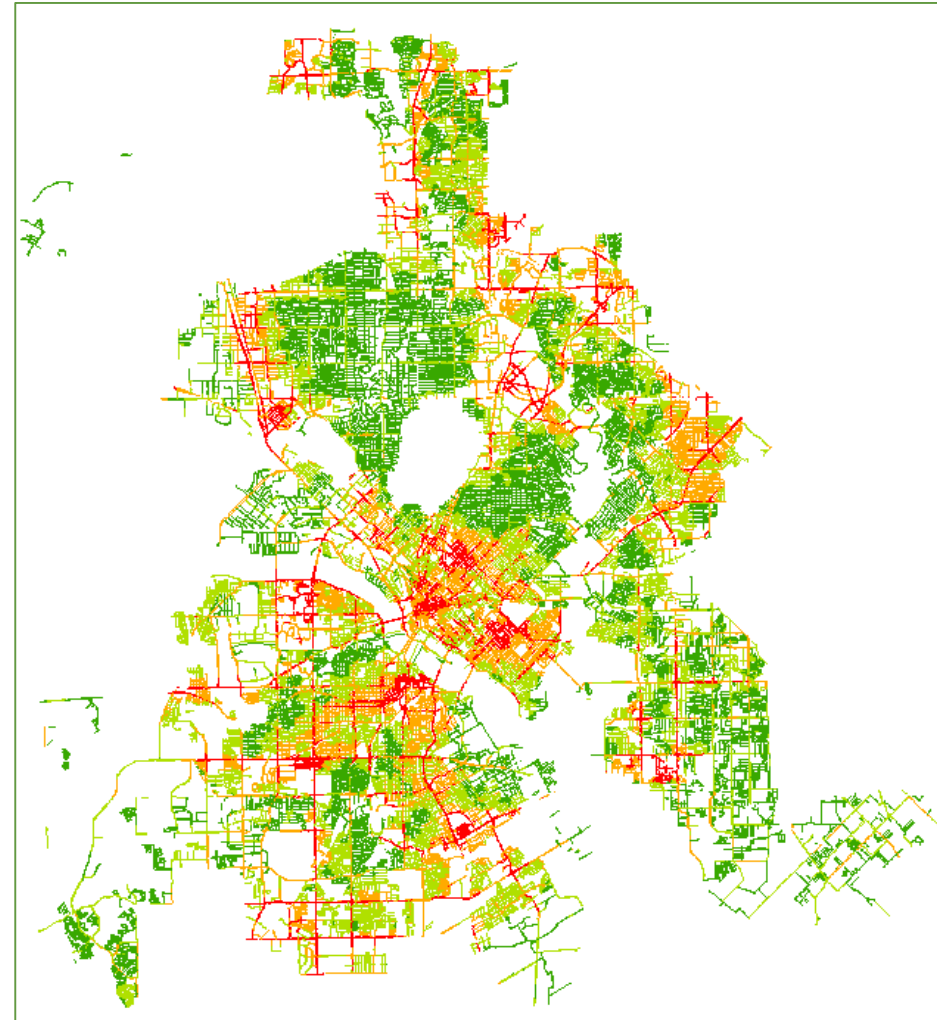
Weighted Factor Scoring





Prioritization Map

- Low
- Medium-Low
- Medium-High
- High

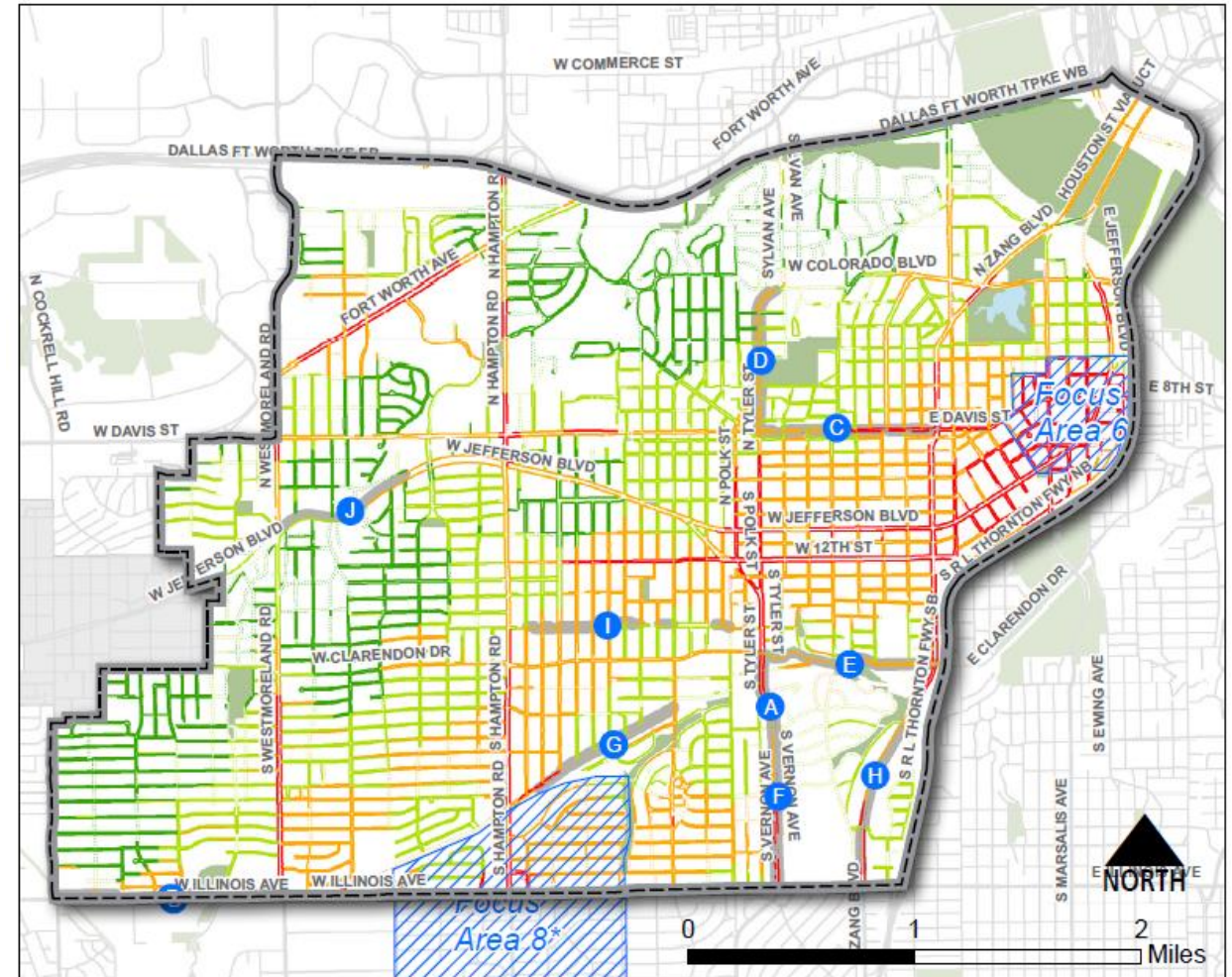




Council Specific

- Provides in-depth look into Council District
- Expanded area based on neighborhood characteristics
- Identification of major improvements

Sidewalk Priority: City Council District 1





Council District 1

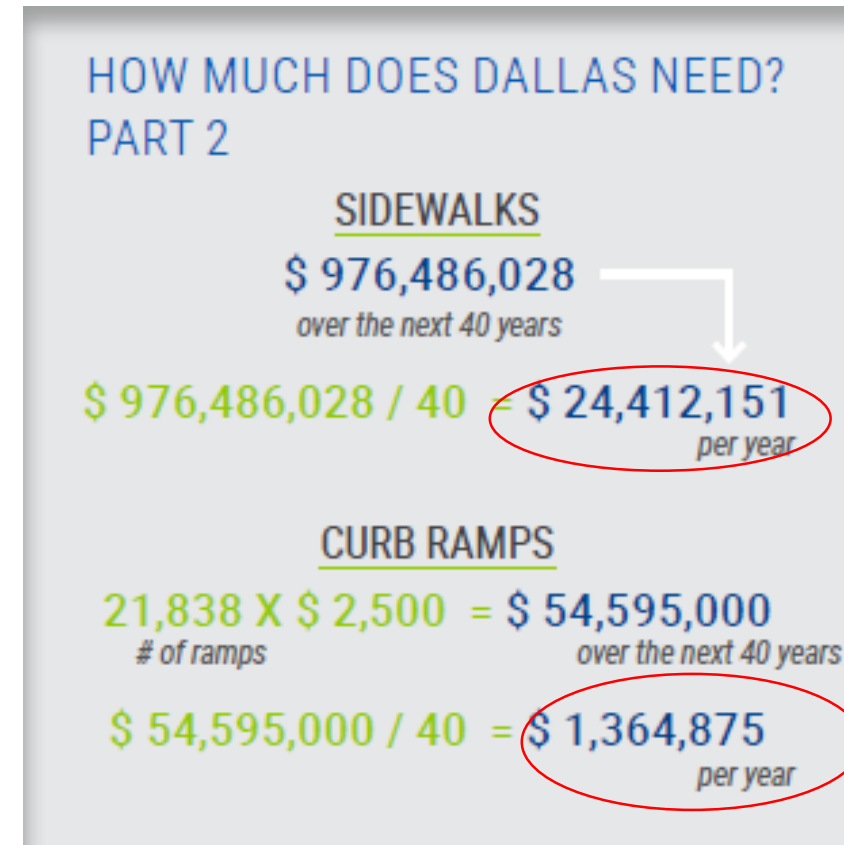
- Pertinent metrics identified
- Incorporation of public feedback
- Top 5 corridors/areas within district

413 Total Miles of Inventory: 319 Existing & 94 Missing
256 Public Map Comments

| Existing | # | Street Name | From | To | Length |
|----------|---|------------------|--------------------|-------------------|---------|
| | A | S Vernon Ave | W Clarendon Dr | W Illinois Ave | 1 mi |
| | B | W Illinois Ave | S Cockrell Hill Rd | S Westmoreland Rd | 1 mi |
| | C | W Davis St | N Tyler St | N Zang Blvd | 0.75 mi |
| | D | N Tyler St | W Colorado Blvd | W Davis St | 0.66 mi |
| | E | W Clarendon Dr | S Tyler St | S Zang Blvd | 0.75 mi |
| Missing | # | Street Name | From | To | Length |
| | F | S Vernon Ave | W Clarendon Dr | W Illinois Ave | 1 mi |
| | G | Wright St | S Hampton Rd | S Edgefield Ave | 0.85 mi |
| | H | S Zang Blvd | W Illinois Ave | W Clarendon Dr | 1 mi |
| | I | Burlington Blvd | S Hampton Rd | S Tyler St | 1.13 mi |
| | J | W Jefferson Blvd | S Westmoreland Rd | N Plymouth Rd | 0.75 mi |



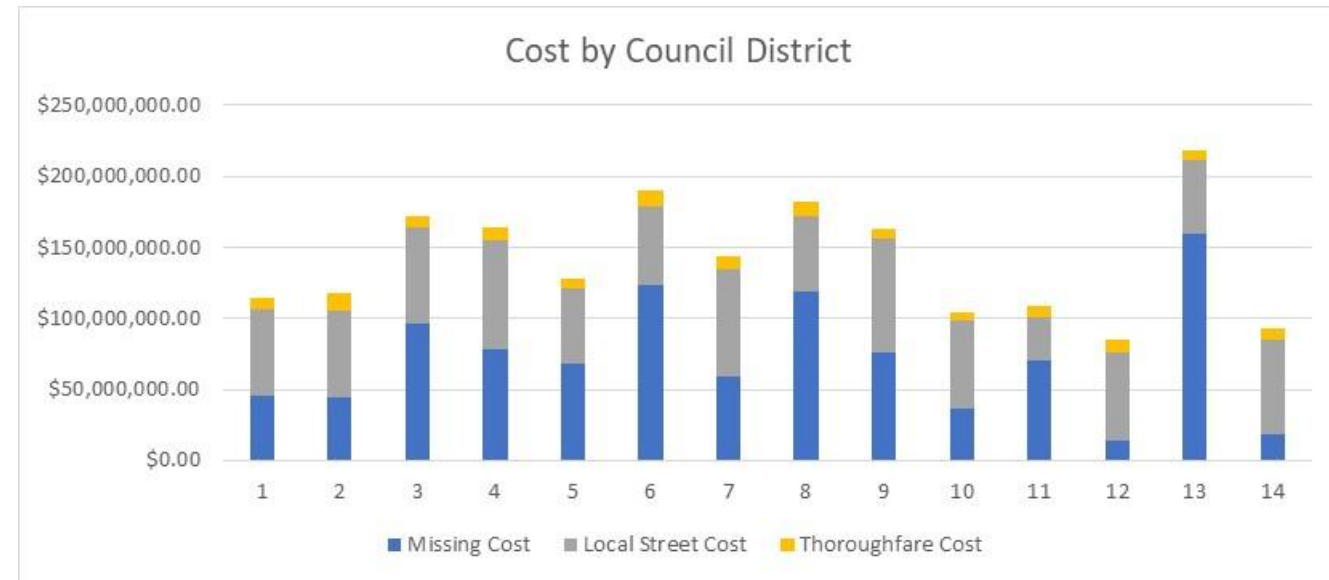
Maintenance Cost Break Down





Cost by District

- Average cost per district
 - \$141,733,000
- Range from \$85 million to \$219 million
- Includes Maintenance and Capital (Missing)
 - Not all missing will be built





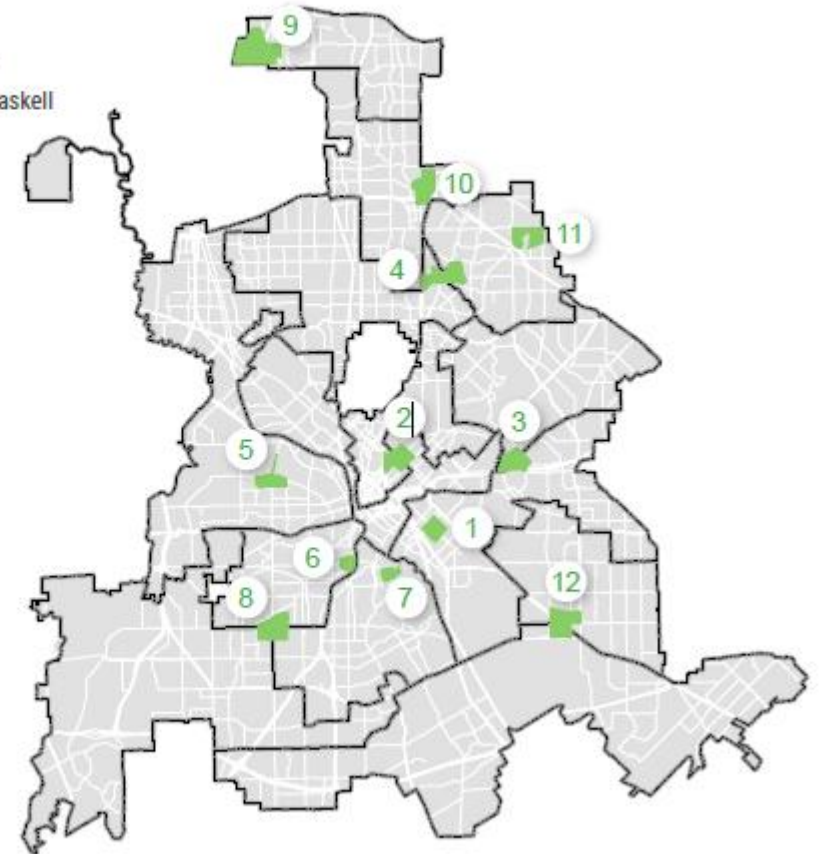
Overall Focus Areas

- Scored highest with data driven process
- Boundaries established to include deficient areas and logical boundaries by neighborhood or natural barriers
- Classification by Council district (some combined)

- # Focus Area Numbers
Focus Areas
Council District Boundaries

All Focus Area Locations

1. Martin Luther King, Jr.
2. Renaissance Oaks & Haskell
3. Tenison Park East
4. Fair Oaks
5. Hampton Crossing
6. Southern Gateway
7. Cedar Creek
8. Hampton & Illinois
9. Carrollton Gateway
10. Coit & 635
11. Woodridge
12. Elam Creek

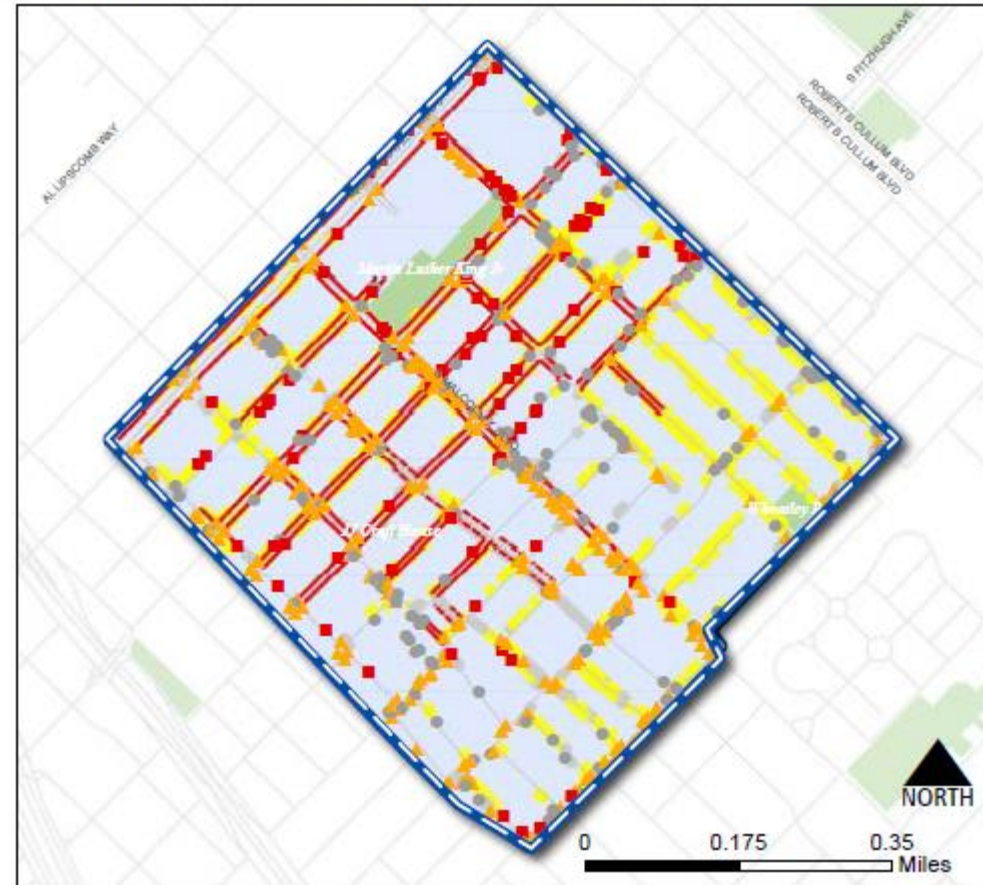




Focus Areas

- Targeted look at highest ranking area within each district.
- Project identification
- Costing associated
- Prioritization built-in

Focus Area 1: Martin Luther King, Jr (Council District 7)





Focus Areas

- Identification of top projects
- Specific stretch characterized
- Project list for decision makers

Total Estimated Priority Cost: \$4,671,776.00

Top Priority Projects

| | Street Name | From | To | Spot Issues |
|---|--------------|------------------|----------------|-------------|
| A | Romine | Latimer St | Myrtle St | 40 |
| B | Atlanta | Pennsylvania Ave | Burger Ave | 42 |
| C | Malcolm X | MLK Jr Blvd | Romine Ave | 91 |
| D | Meyers | MLK Jr Blvd | Lenway St | 45 |
| E | Metropolitan | Eason St | Malcolm X Blvd | 40 |



Policy Opportunities

1. Transparency
2. Responsibility
3. Funding and Implementation
4. Identification of Deficiencies
5. Data Management
6. Design Specifications



Policy Opportunities

1 Transparency

The lack of transparency surrounding sidewalk quality evaluation, maintenance and replacement, funding, and improvement progress.

Policy recommendations:

- Establish a Pedestrian Advisory Committee to increase awareness and continue the identification of high priority sidewalk improvements to be used in the annual budget process.
- Publish an annual report with sidewalk evaluation metrics and presented to the Pedestrian Advisory Committee.
- Develop a sidewalk program project tracking system.
- Create a publicly available map showing progress of sidewalk improvements.



Policy Opportunities

2 Responsibility

The general lack of understanding regarding sidewalk maintenance and programming for repairs.

Policy recommendations:

- Create a brochure for the public that outlines sidewalk maintenance responsibility and the various partnership programs available.
- Incorporate driving principals of the DSWMP in an audit of the existing Dallas City Code when evaluating the responsibility of property owners.
- Utilize the Pedestrian Advisory Committee to provide feedback on sidewalk maintenance and construction priorities.



Priority Actions

- **Safety** - Strategically invest in improved sidewalks along high-crash corridors.
- **Safety** - Improve pedestrian crossings at identified high-crash intersections.
- **Equity** - Reduce sidewalk gaps in areas with a high proportion of vulnerable populations (people of color, low-income, people with disabilities, seniors, and young people).
- **Economic** - Increase sidewalk coverage within ½ mile of schools.
- **Transparency** - Establish a Pedestrian Advisory Committee to increase awareness and continue the identification of high priority sidewalk improvements to be used in the annual budget process.
- **Transparency** - Publish an annual report with sidewalk evaluation metrics and present to the Pedestrian Advisory Committee.
- **Transparency** - Develop a sidewalk program project tracking system.
- **Transparency** - Create a publicly available map showing progress of sidewalk improvements.
- **Funding & Implementation** - Establish a stable sidewalk funding program that incorporates the vision of the DSMP and City Council recommendations.
- **Identification of Deficiencies** - Implement a phased sidewalk grading program that tackles 10-20% of the DSMP Focus Areas or 2-3 Council districts per year.
- **Data Management** - Establish a definition of undesirable, damaged, and defective that identifies a difference between non-ADA compliance and non-traversable to set funding priorities.
- **Design Specifications** - Identify documents that need to be updated, make recommendations for changes, and review and update them annually.



Performance Measures

- Categorized by Driving Principles

| Principle | Performance Measure |
|-------------|--|
| Safety | Number of crashes on the high-injury network |
| | Number of injuries or fatalities caused by pedestrian-related crashes |
| Environment | Percent of commuters that walk or take transit to work |
| Equity | Miles of sidewalk in areas with a high equity index score |
| | Percent of curb ramps identified as existing and in good condition |
| Economic | Miles of sidewalk in areas of high employment concentration |
| | Miles of sidewalk within a 1/4 mile of schools |
| Housing | Miles of sidewalk in areas of residential development |
| Innovation | Number of signalized intersections with updated pedestrian crossing facilities and equipment |



Schedule





Questions?

Update of the Sidewalk Master Plan



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