

Abrams Road (Richmond Avenue to Northwest Highway) and Skillman Street (Live Oak Street to Abrams Road) Corridor Studies

Phase 1 Public Engagement (May 2024) Summary

Purpose of Studies

The City of Dallas Department of Transportation is conducting two corridor studies, Abrams Road between Richmond Avenue and Northwest Highway and Skillman Street between Live Oak Street and Abrams Road. The purpose of the corridor studies is to determine recommended strategies and improvements that the City of Dallas can use to improve safety and mobility for all users of the corridors and address resident concerns. These two studies are being done independently, however the impacts of the two studies greatly influence both corridors. Due to this, the public engagement efforts for both corridor studies have been grouped together.

Figure 1 – Map of Project Limits for Abrams Road and Skillman Street Corridor Studies



Public Survey Overview

There was an online survey was open to the public from May 3 to May 30, 2024. The objective of this first phase of engagement was to solicit the public's input on existing conditions and improvements they would like to see on both Abrams Road and Skillman Street. The survey limits for Skillman Street were based on the original project limits from Live Oak Street to Northwest Highway; however, the study limits have been extended north to Abrams Road.

This survey was listed on the City of Dallas Department of Transportation website and distributed by District 9 Councilmember Blackman's office and District 14 Councilmember Ridley's office. There was a total of 223 survey respondents.

Based on the results of this survey, respondents said they primarily drive when traveling along these two corridors. They would like to continue to drive; however, many said they would also like to be able to walk and would like to see improved sidewalks and crosswalks. There were 113 respondents that lived within

two blocks of Abrams and 72 within two blocks of Skillman. The majority of the respondents lived within the 75214 zip code.

The following sections provide further details on the public survey results, the questions pertaining to the roadways are grouped by roadway.

Abrams Road Survey Questions

Question 1: What do you like about Abrams Road within the study limits? There were 180 responses. This was an open-ended question, so the responses were coded into themes. Some responses contained more than one theme. Themes that were mentioned in five or more responses are shown in Table 1. Many people responded that they like the number of lanes and speed of Abrams Road.

Table 1 – Like Most About Abrams Road

Response Theme	Number
No “likes” provided	58
Number of lanes	42
Speed	35
Traffic signal locations	17
Convenience and/or connectivity to downtown, Northwest Highway, neighborhood shops	19
Traffic flows well	12
Lighting	12
Sidewalks and crosswalks	9
Pavement condition	8
Parks and trees; road is pretty	8
Pavement condition	8
Few traffic signals	7
Signal timing	5

Question 3: How do you currently use Abrams Road within the study limits? There were 223 responses. Respondents were given the option to choose multiple options if needed. The results are summarized in Table 2.

Table 2 – How Respondents Currently Use Abrams Road

Response	Number	Percent
Drive	214	96%
Walk	41	18%
Bike	22	10%
Transit	4	2%
Other	6	3%

Question 5: How would you like to use Abrams Road within the study limits? There were 204 responses. Respondents were given the option to rank each mode of transportation as “most preferred”, “preferred”, or “less preferred”. The results are summarized in Table 3. Most people would prefer to continue to drive along Abrams Road; but, compared to how people currently travel, there is interest in being able to walk, bike, and take transit along Abrams Road.

Table 3 – How Respondents Would Like to Use Abrams Road

Response	Most Preferred	Preferred	Less Preferred
Car	86.3%	7.4%	6.4%
Walk	34.8%	30.3%	34.8%
Bike	33.1%	33.8%	33.1%
Transit	18.4%	19.4%	62.2%

Question 7: What improvements would you like to see to Abrams Road within the study limits? There were 210 responses. This was an open-ended question, so the responses were coded into themes. Some responses contained more than one theme. Themes that were mentioned in five or more responses are shown in Table 4. Sidewalk improvements were mentioned most frequently by respondents, followed by traffic calming. Of the 55 respondents that mentioned traffic calming, 14 mentioned reducing the number of travel lanes south of Mockingbird, north of Mockingbird, or both. This is much less than the 42 respondents that mentioned in Question 1 that they like the number of travel lanes.

Response Theme	Number
Sidewalk improvements	78
Traffic calming (reduce speed, reduce number of lanes, reduce lane width, roundabouts, speed bumps, etc.)	55
Crosswalk improvements <ul style="list-style-type: none"> • Abrams and Mockingbird (5) • Abrams and Richmond (4) • Abrams and Belmont (2) • Abrams and Llano/Westlake (2) • Abrams and Kenwood (1) • Abrams and Lakeshore (1) • Abrams and Monticello (1) 	49
Additional traffic signals <ul style="list-style-type: none"> • Abrams and Llano/Westlake, near Our Father's Church (7) • Abrams and Trammel (4) • Abrams and Velasco (3) • Abrams and Lakeshore (2) • Abrams and Vickery (2) • Abrams and Woodcrest (1) • Abrams between Belmont and Monticello (1) • Abrams between Richmond and Kenwood (1) • Abrams between Lakewood and Westlake (1) • Abrams between Lovers and Mockingbird (1) • Abrams between Richmond and Mockingbird (1) 	47
Bike lanes / shared-use path	45
Add a center turn lane or more left-turn lanes	40
Improve pavement condition (fix potholes)	35
Police enforcement (speeding; school zones)	19
Widen roadway (width of lanes; number of lanes; width of right-of-way)	17
Create protected left turns at signalized intersections (add left-turn lane and/or dedicated green arrow for left turns) <ul style="list-style-type: none"> • Abrams and Richmond (5) • Abrams and Belmont (1) • Abrams and proposed signal at Kenwood (1) • Abrams and proposed signal between Lakeshore and Vickery (1) • Abrams and Lakewood (1) 	16
No bike lanes	14
Street lighting improvements	12
DART improvements (add more locations; change locations; dedicated bus lane; bus signal priority; etc.)	11
Traffic signal upgrades and signal timing improvements <ul style="list-style-type: none"> • Abrams and Belmont (1) • Abrams and Larmanda (1) • Abrams and Northwest Highway (1) • Abrams and Sondra (1) 	11
Left turn restrictions (at peak hours; especially regarding turn from southbound Abrams to Richmond)	6
More or better signage	5

Question 9: What is your primary connection to Abrams Road? There were 223 responses. The results are summarized in Table 5. More than half of respondents live within two blocks of Abrams Road.

Table 5 – Connection to Abrams Road

Response	Number	Percent
I live within 2 blocks of Abrams Road	113	51%
I visit destinations along Abrams Road (schools, churches, restaurants, stores, etc.)	73	33%
I commute using Abrams Road	26	12%
I work within 2 blocks of Abrams Road	3	1%
Other	8	4%

Note: Percentages do not add up to 100% due to rounding.

Skillman Street - Survey Questions

Question 2: What do you like about Skillman Street within the study limits? There were 177 responses. This was an open-ended question, so the responses were coded into themes. Some responses contained more than one theme. Themes that were mentioned in five or more responses are shown in Table 6. Similar to Abrams Road, many people responded that they like the number of lanes and speed of Skillman Street.

Table 6 – Like Most About Skillman Street

Response Theme	Number
No "likes" provided	42
Number of lanes	41
Speed	30
Signal locations	27
Crosswalks, particularly by Tietze Park	17
Convenience and/or connectivity to downtown, Northwest Highway, neighborhood shops	17
Traffic flows well	15
Lighting	15
Sidewalks	9
Pavement condition	8
Limited number of traffic signals	8
Parks and trees	7
Width of lanes	6
Likes existing conditions	6

Question 4: How do you currently use Skillman Street within the study limits? There were 223 responses. Respondents were given the option to choose multiple options if needed. The results are summarized in Table 7.

Table 7 – How Skillman Street is Used

Response	Number	Percent
Drive	212	95%
Walk	52	23%
Bike	25	11%
Transit	3	1%
Other	6	3%

Question 6: How would you like to use Skillman Street within the study limits? There were 200 responses. Respondents were given the option to rank each mode of transportation as “most preferred”, “preferred”, or “less preferred”. The results are summarized in Table 8. Most people would like to continue to drive along Skillman Street; but, compared to how people currently travel, there is interest in being able to walk, bike, and take transit.

Table 8 – How Respondents Would Like to Use Skillman Street

Response	Most Preferred	Preferred	Less Preferred
Car	87.0%	7.5%	5.5%
Walk	42.7%	26.0%	31.3%
Bike	34.3%	32.1%	33.6%
Transit	19.6%	18.6%	61.8%

Question 8: What improvements would you like to see to Skillman Street within the study limits? There were 180 responses. This was an open-ended question, so the responses were coded into themes. Some responses contained more than one theme. Themes that were mentioned in three or more responses are shown in Table 9. Sidewalk improvements were mentioned most frequently by respondents, followed by crosswalk improvements, particularly adjacent to Tietze Park.

Table 9 – Proposed Improvements Made to Skillman Street

Response Theme	Number
Sidewalk improvements	61
Crosswalk improvements <ul style="list-style-type: none"> • Skillman adjacent to Tietze Park (12) • Skillman and McCommas (2) • Skillman and Southwestern (1) • Skillman and Woodcrest (1) • Skillman between Lovers and Mockingbird (1) 	49
Bike lanes / shared-use path	42
Traffic calming (lower speed, reduce number of lanes, reduce lane width, roundabouts, speed bumps, etc.)	38
Center turn lane; left-turn lanes	30
Improve pavement condition (fix potholes)	18
Police enforcement (speeding; school zones)	17
Additional traffic signals <ul style="list-style-type: none"> • At Llano/Westlake (2) 	15
Traffic signal upgrades and/or signal timing improvements <ul style="list-style-type: none"> • Skillman and Mockingbird (6) • Skillman and Lovers (1) • Skillman and McCommas (1) • Skillman and Vanderbilt (1) 	13
Likes existing conditions	11
DART improvements (add more locations; change locations; dedicated bus lane; bus signal priority; etc.)	10
No bike lanes	8
Protected left turns at signalized intersections <ul style="list-style-type: none"> • Skillman and Live Oak (1) • Skillman and McCommas (1) 	8
More signage	5
Street lighting improvements	5
Widen roadway (width of lanes; number of lanes; width of right-of-way)	5
Longer turn lanes <ul style="list-style-type: none"> • Skillman and Mockingbird (2) 	3
Increase speed limit	3
Reflective lane and curb striping	3

Question 10 asked respondents what their primary connection to Skillman Street between Live Oak Street and Northwest Highway is. There were 223 responses. The results are summarized in Table 10.

Table 10 – Connection to Skillman Street

Response Theme	Number	Percent
I visit destinations along Skillman Street (schools, churches, restaurants, stores, etc.)	87	39%
I live within 2 blocks of Skillman Street	72	32%
I commute using Skillman Street	55	25%
I work within 2 blocks of Skillman Street	2	1%
Other	7	3%

Survey Questions – Respondent Demographics

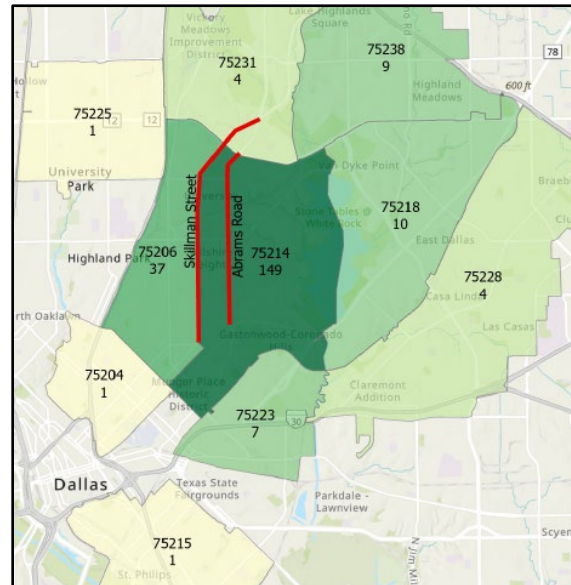
Question 11: What is the ZIP Code in which you live? There were 223 responses. The responses are summarized in Table 11 and in Figure 2. For reference, the project corridors span ZIP codes 75206, 75214, and 75231. One respondent stated that their ZIP Code is 75124 and one respondent stated that their ZIP Code is 74214. These respondents' answers are assumed to be typos that meant to say 75214.

Table 11 – ZIP Code of Respondents

ZIP Code	Number	Percent
75204	1	1%
75206	37	17%
75214	149	67%
75215	1	1%
75218	10	4%
75223	7	3%
75225	1	1%
75228	4	2%
75231	4	2%
75238	9	4%

Note: Percentages do not add up to 100% because of rounding.

Figure 2 – Map of ZIP Codes of Respondents



Question 12: What is your race/ethnicity? There were 222 respondents. This data is summarized in Table 12. This question is intended to understand how representative the respondents are of people that live in the impacted area to ensure any recommendations that result from the survey responses represent the diverse needs and perspectives of the community. When compared to the United States Census's 2020 Census, people of Hispanic or Latino and Black or African American race/ethnicity are slightly underrepresented, and people who identify as White race/ethnicity are slightly overrepresented.

<i>Table 12 – Race/Ethnicity of Respondents</i>		
Response	Number	Percent
White	156	70%
Hispanic or Latino	14	6%
Asian or Pacific Islander	8	4%
Black or African American	1	1%
Native American or American Indian	3	1%
Other	2	1%
Prefer not to say	38	17%