

**Public Comment Period for Draft Strategic Mobility Plan  
Public Comment Matrix**

FEBRUARY 2021

#	Comment	Response
1	I found the plan covered a lot of ground and if successfully implemented will dramatically alter the way the City of Dallas plans and implements transportation. Due to this big shift, a section addressing immediate steps in the next year or prior to the next bond package would go a long way in emphasizing transparency. One example is the Mobility PSP, which would guide funding for many of the prioritized projects. This is an immediate need.	Comment noted. Staff will evaluate more specific next steps that should be included in the plan for preparing for the next bond program.
2	Improving streets and transit must be done in concert with housing equity. If people can't afford to live in the city and easily get to and from work, then all the rest of the efforts will be in vain.	Comment noted.
3	I love to see the prioritization of walkability and transit connection, but if not accompanied by zoning changes (mix of uses, reduced parking minimums, higher density around hubs) I don't think the benefits will be realized.	Comment noted.
4	Improve streets	Comment noted.
5	The city seems to prioritize the transit needs of the NT region over the residents of the city. Dallas residents should be able to move around the city much more safely than we do presently. A decrease in auto dependency would be great.	Scenario A, the plan's preferred strategy, would represent a shift towards putting the local travel needs of Dallas residents first and a greater emphasis on alternative transportation options.
6	I would like to see more discussions on street diets and what could happen to the lanes that aren't needed. Many residential streets have problems with speeding and racing so reducing the amounts of lanes and turning them into bicycle lanes or sidewalks where their are none would help. Also important to note that the walk from someone's location to the nearest bus stop and back is safe and easy to navigate and that the bus stop itself be in an ideal place and not remote.	Comment noted.
7	Overall, I like the ideas proposed in the draft plan to orient the City of Dallas around scenario A. A couple of things that would make pedestrian life easier in Dallas would be wider sidewalks, automatic walk signs at intersections, and more trees for shade cover on sidewalks.	Comment noted.
8	Would like to see micromobility addressed more.	Dockless mobility is addressed on pages 84, 85, 96, and 99 under the topic of "Proactively Manage the City's Mobility Assets" Staff will work with City Council to determine what, if any, next steps or direction on dockless mobility should be included in the plan.
9	<ul style="list-style-type: none"> <li>-Need a master list of proposed projects in the document categorized by short/medium/long term time frames.</li> <li>-Project maps like on page 35 need to be labeled better. There's also very little information about the projects being proposed</li> <li>-Need a clear infograph on how projects were ranked/prioritized</li> </ul>	Comment noted.
10	We need to focus more on getting people out of cars and walking. Off Eagle Ford in Dallas there are literally people walking in the street because the city didn't add in sidewalks. There is also an element of inequality as more diverse neighborhoods in the city have less sidewalks and if there are sidewalks they are in less than optimal quality.	Comment noted.
11	Where are the dockless vehicles? I do not see them addressed.	Dockless mobility is addressed on pages 84, 85, 96, and 99 under the topic of "Proactively Manage the City's Mobility Assets" Staff will work with City Council to determine what, if any, next steps or direction on dockless mobility should be included in the plan.

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12	<p>Page 69: Building on our Strengths. I looked for this in the plan, and hope i didn't overlook it, but i don't see anything about a requirement for new shopping developments to include sidewalks. I see that there will be minimums for the width of sidewalks on commercial streets, but nothing about the easiest low-hanging fruit: requiring the existence of sidewalks when new commercial developments are built. As an example, the newly build development at Northwest Highway and Abrams Road does not have sidewalks despite having lots of pedestrian traffic. Same for the complex at Skillman and Northwest Highway. As a general note, not Page 69, i was glad to see that stretch of Northwest Highway is fairly high priority because it is high density with apartments and businesses yet it is completely pedestrian unfriendly from Central to beyond Abrams, which is a lost opportunity.</p>	<p style="text-align: center;">Comment noted.</p>
13	<p>Oak lawn</p>	<p style="text-align: center;">Comment noted.</p>
14	<p>More specific recommendations. Seems vague.</p>	<p style="text-align: center;">Comment noted.</p>
15	<p>Improve public transportation</p>	<p style="text-align: center;">Comment noted.</p>
16	<p>I have lived on Yorkmont for almost 40 years and every street in this neighborhood has been resurfaced or replace except Evangeline Way. Evangeline Way might as well be somewhere in central Mexico or Guatemala! What are we paying city taxes?</p>	<p style="text-align: center;">Comment noted.</p>
17	<p>Good start</p>	<p style="text-align: center;">Comment noted.</p>
18	<p>We need to bring back the scooters and not have policies that demonize them.</p>	<p>Staff will work with City Council to determine what, if any, next steps or direction on dockless mobility should be included in the plan.</p>
19	<p>Fair</p>	<p style="text-align: center;">Comment noted.</p>
20	<p>If the focus is to increase public/non-car transportation then clearly improvement of those systems needs priority. If a larger workforce is needed to improve those systems in a timely fashion then I don't see how this isn't a win for the city and it's citizens. Hire more people and get these projects done more quickly.</p>	<p>Page 4 of the foundations report outlines this very consideration for improving opportunities in transportation-related workforce development. City of Dallas is partnering with the Office of Business Diversity to inform a strategic plan of engaging education and workforce training for this very industry. <a href="https://dallascityhall.com/departments/transportation/DCH%20Documents/ConnectDallas/FoundationsReport_100319_Final.pdf">https://dallascityhall.com/departments/transportation/DCH%20Documents/ConnectDallas/FoundationsReport_100319_Final.pdf</a></p>
21	<p>Pg 57 (NE Dallas projects): Map does not reflect what is existing (e.g. McMillan has bike lanes already, not proposed). FY21 projects also show potential bike lanes on Audelia (NW Hwy-Walnut Hill) that are not shown on this map. Plano Rd/Lake Highlands Dr bike lanes do not connect to anything - need to find a way to connect facility to the trail along Sinclair/Creekmere since there is a gap there. Can Peavy Rd south of Garland Rd allow bike lanes? The area south of Garland Rd seems to be mostly ignored with future projects.</p>	<p>In the two years since the development of Connect Dallas began, Dallas' bicycle network has changed substantially. The bicycle facilities layer in the maps will be updated before the plan is brought to City Council for adoption.</p>
22	<p>My general comment pertains to the decrease in width of six-lane boulevards and increase in width of sidewalks as well as residential street width. I believe that residential streets offer a relatively pedestrian-friendlier network, but I find that there is insufficient space for on street parking on either side of the sidewalk, and at most two lane traffic to relieve the difficulty of emergency vehicular passage. Specifically, I propose at most 12 feet between building and curb in residential areas and between 20-24 feet distance on major commercial streets/boulevards.</p>	<p style="text-align: center;">Comment noted.</p>
23	<p>More bike lanes</p>	<p style="text-align: center;">Comment noted.</p>

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24	All throughout North East Dallas, it is a death trap trying to make a turn in areas without a protected signal. We need more protected signal lights for the safety of all drivers.	Comment noted.
25	Pg 51 - NE Dallas: Focus on street repair in residential areas, bike path connections and access to White Rock	Comment noted.
26	<p>Page 36 - I strongly recommend that the City look at Circuit's West Dallas services. The pilot has provided a valuable last-mile connection option for commuters and community residents.</p> <p>Page 51 - Circuit's last mile shuttle services are eco-friendly, accessible and can be expanded beyond just the West Dallas Pilot program. The high-ridership is the result of the user-friendly, safe, well-divided nature of the service. This rider experience increases trips and reduces the cost per rider. Vans that require longer boarding times clog up the curb and discourage riders who feel like they're crawling over strangers.</p> <p>Page 84 - Micromobility is great, but it's important that other more accessible options are made available.</p>	Comment noted.
27	<p>On page 46- the Gaston road improvement project will be made useless if a large apartment building is added to this intersection, as is currently up for consideration. Additionally it is unfortunate to see the areas around White Rock considered low priority for pedestrians. We could benefit from more sidewalks as many who live around the lake are missing sections that would allow them to access the park. My neighborhood specifically is missing a section on San Rafael where I always see pedestrians dodging cars.</p> <p>In a general sense, DART investments are not useful to me although I work downtown because as a younger woman, I do not feel comfortable taking the DART. The stations are unsafe and everyone I know who has taken it has a story of being harassed or followed.</p>	Comment noted.
28	Sidewalk construction and reconstruction should be a high-priority item; sidewalk design -- particularly width -- should conform to the Complete Streets guidelines	Comment noted.
29	<p>On page 41: The loop trail is not updated to show Pemberton Hill Rd Alignment</p> <p>Why is Jim Miller identified for an off street trail? What is being connected?</p> <p>Should there be a focus on safe routes to schools? Did that already inform the plan?</p> <p>Why is the section of Military Parkway between the railroad by Dolphin Heights and the start of the hill east shown for on street bike improvements? The railroad trestles don't appear wide enough to get any bike lanes under it and this is too high a volume road for shared bike lanes to make sense. It is a really dangerous curve at the bottom of the hill too. I don't think you would really connect anything to the west in the long run so why spend money there?</p>	<p>The projects shown in Connect Dallas were taken from adopted local, city, and regional plans, including the 2011 Dallas Bike Plan. With the rapid changes that have occurred in Dallas, the 2011 Dallas Bike Plan does not align with existing conditions and preferences in various parts of the City. Connect Dallas includes a recommendation to update the Bike Plan.</p>

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30	<p>The draft plan gives the overall impression that it hopes to convert a significant number of single occupant vehicles drivers to users of alternate transportation methods. The ability to change deeply engrained habits and beliefs requires an enticing motivation that is sufficiently advantageous in time, money or convenience (lower effort). This plan provides insufficient evidence that such resources are reserved to investigate the feasibility of such influence in citizens' mindsets as they relate to a change from the status quo. The notion of "if you build it, they will use it," runs the risk of failure. NTTA, for example, deals with the prevailing mindset of commuters in a realistic and forward looking manner. NTTA has a record of successful and timely completion of major transportation systems in the metroplex and does a better job of maintaining its roads than TXDOT, Dallas County and City of Dallas. Yes, Greater Dallas needs public roads. There is a case to be made for the value of time for commuters willing and able to pay for access to express roadways on occasion or in daily use. The LBJ corridor between US 75 and I-35 is a philosophical and practical model that should be considered elsewhere in Dallas.</p>	<p style="text-align: center;">Comment noted.</p>
31	<p>If possible, look and consider also adding in a subway system to help connect city areas. Consider how New York manages (as busy as it is), gets around. Dallas could be getting that way if not now, in the future. To get a start on something like that now when you have a fair chance and see how it works would be an easy option to help people also get around better in the city and along with the DART system work to provide possibly better transportation around the area.</p>	<p style="text-align: center;">Comment noted.</p>
32	<p>Page 47 (PDF page 51): There are no improvements planned for Abrams Rd, between Gaston Ave. and Mockingbird Lane. This section "screams" to be made five lanes, with a center left-turn lane. It's the primary north-south artery on the west side of the lake, so it carries more medium-speed traffic than it would otherwise, especially during peak travel times. More signals would only make matters worse, and irritate drivers. Without usable capacity enhancement, safety will continue to decline.</p>	<p style="text-align: center;">Comment noted.</p>
33	<p>Quite a large document to take in but i noted that none of the scenarios proposed included increase in sidewalks and the budget for sidewalks would remain very small in comparison to everything else. i was let down seeing this.</p>	<p>Due to the difficulty in evaluating the impact of sidewalks alongside larger projects like highway expansions and rail extensions, sidewalks were not included in the scenario development process. However, the Illustrative Funding Strategy on page 63 recommends increasing funding for sidewalks.</p>
34	<p>Great to see Dallas taking the right policy steps toward building a more connected, and equitable city. The Complete Streets would be my biggest priority. Dallas is a major American city that needs strong walkability. Every neighborhood should be connected and safe to walk throughout the whole city.</p>	<p style="text-align: center;">Comment noted.</p>
35	<p>I'm looking forward to the development of this work. There is a lot of infrastructure needs throughout the Southwest section of the city with a lot of low hanging fruit that can make remarkable improvements to the lives of residents.</p>	<p style="text-align: center;">Comment noted.</p>
36	<p>Page 51. Gaston Ave street calming should not stop at Munger, it should continue at least to Fitzhugh. This would allow all of the Swiss Ave HD and Munger Place HD to be united around a calmed Gaston. It would also improve walkability for students at Lipscomb, Long, and Woodrow Wilson.</p>	<p style="text-align: center;">Comment noted.</p>
37	<p>No more bike lanes! The cyclists DON'T USE THEM!!!</p>	<p style="text-align: center;">Comment noted.</p>

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38	None of your plans include increased maintenance or spending on sidewalks. Our sidewalks are barely accessible to able people, a nightmare for ADA compliance and don't exist in vast parts of the city. More than a quarter of traffic fatalities in the US are pedestrian fatalities. How do you not have one option that actually works to make being a pedestrian in Dallas less lethal?	The Illustrative Funding Strategy on page 63 recommends increasing funding for sidewalks. Dallas is also currently in the process of developing a Sidewalk Master Plan and Vision Zero Action Plan, both of which will outline strategies for addressing sidewalk deficiencies and improving pedestrian safety.
39	I would like to see the city become more walkable and bikeable so people have the option of living in the city without a car, which will improve livability and equity.	Comment noted.
40	Top priorities for me - synchronization of traffic lights and fixing potholes. It is unbelievable on any given day in Northeast Dallas (Skillman and Royal specifically) how the traffic lights from day to day aren't synchronized. A plan such as this will not be successful if these problems are not continually monitored and addressed.	Comment noted.
41	Living in an area of lesser priority is unfortunate, because it takes us 2 hours on the bus to get anywhere north for work, one way. Hopefully the outlying areas won't be forgotten.	The projects highlighted in Connect Dallas are merely an illustration of priorities (projects that best advance multiple City goals) based on our current inventory of projects. Project priorities are subject to change as plans are created and updated. Not shown in the plan are regular maintenance activities and smaller-scale improvements that would continue to be implemented throughout the city.
42	On page 51, in looking over the plans, it appears not much is happening in Lake Highlands other than appearance improvements on Skillman and Walnut Hill. I wish the city would widen White Rock Bike Trail between Lake Highlands and the lake. It's too narrow and with growth in apartments in the area and density, it's only going to get worse. I've quit walking along the trail for fear of getting run over by cyclists. (I've been hit by a bicyclist already while walking.) Also, I would NEVER ride in a bike lane on either Audelia or Fair Oaks Avenue. Those streets are dangerous for drivers. Being a cyclist on those streets would be nuts. I would however, prioritize safe (curb protected) bike lanes leading to area public schools -- FMJH, LHJH and some of the elementary schools.	Comment noted.
43	<p>I would love to ride the Dart more into downtown but I find the signage at the station confusing, which lines to take, how to connect etc. clear line signage (orange line heading into downtown, last stop by AA, green line heading north to Plano etc)</p> <p>More trail connections from north Dallas to downtown and in between. Connecting the Katy trail to white rock was outstanding, and connecting easy trails from north Dallas/Richardson area) to trails that connect to all those. (I know some do but it isn't easy)</p> <p>Last thing: if you live east of 75 and there is a hard rain with wind, book it that half the lights will be flashing red. We can do better than that including fixing the pot holes!!</p>	Comment noted.
44	The connection from Katy Trail to the trail over Mockingbird is dangerous and difficult. The connection to Deep Elm from Santa Fe Trail is difficult to follow and becomes dangerous as one rides under the highway. Turning north on Pearl is also very dangerous. Katy trail has split traffic traffic in some portions of the trail between bikes and pedestrians however pedestrians remain on the bike path because the signs say pedestrians can walk on bike path.	Coment noted.

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45	In general, I do not feel safe riding a bike on the majority of Dallas streets. Many of them lack infrastructure to protect cyclists and pedestrians and in general, the lack of law enforcement for laws on the roads in our cities promotes the idea that you can do anything on our streets. I really hope the city can change this because with beautiful weather all year round, this could be an awesome way to commute for so many people, but ad many are scared for their life they just drive a car.	Comment noted..
46	Please no more highway expansions: <a href="https://www.wired.com/2014/06/wuwt-traffic-induced-demand/">https://www.wired.com/2014/06/wuwt-traffic-induced-demand/</a>	Scenario A, the plan's preferred strategy, would represent a shift towards putting the local travel needs of Dallas residents first and a greater emphasis on alternative transportation options.
47	The map on page 47 seems to be missing the ped bridge across 635 to the Dart station at LBJ/Skillman.  In general more crossing points of the freeways like this are needed. Also, the connection from these crossing points into quiet / bike friendly streets is important.	Comment noted.
48	I would like to see more safe, complete streets for bicyclists. They must be protective and give bicyclists confidence in riding to destinations...	Comment noted.
49	It's all right....but tremendously last-century. Where is electrified bus rapid transit? Where is a transit network even remotely as good as the streetcar lines torn up in the 50s? Where is a plan to demolish the Central Expressway and the Hi-5 and the downtown exchanges and reroute traffic to a ring road and surface streets? C'mon, man.  Also...I've lived in Chicago, New York, and New Jersey....places not renowned for good government and timely maintenance. But Lord have mercy....I've never walked on worse sidewalks. It's a nightmare to push my daughter around Oak Lawn in the stroller. I can only imagine how people who use wheelchairs feel. Seriously, what a disgrace. Tax the rich; you can be better and dream bigger.  Maybe go to Germany or some other first-world country and get a feel for what a livable city is like?	Comment noted.
50	The roads are so bad. I'm constantly at the dealership getting my tires replaced and an alignment. Worst roads in America!	Comment noted.
51	More discussion about ADA compliance	While Connect Dallas touches on sidewalks, topics like ADA compliance will be discussed in more detail in the upcoming Sidewalk Master Plan.
52	Need to understand general scope.	Feel free to reach out to us at the contact listed at the bottom of the Connect Dallas webpage: <a href="https://dallascityhall.com/departments/transportation/Pages/Strategic-Mobility-Plan.aspx">https://dallascityhall.com/departments/transportation/Pages/Strategic-Mobility-Plan.aspx</a>
53	Existing bike trails should be improved. Some are very rough and breaking up. They are also often filled with mud after rains. The parks and recreation department tries to do a good job in clearing them but grading should be done to prevent mud coming on to the paths during rain storms.	You may visit Dallas Parks and Recreation website for information about trail maintenance and updates on the Trail network plan. <a href="https://www.dallasparks.org/149/Trails">https://www.dallasparks.org/149/Trails</a>
54	While the city has improved over the past 10 years for biking we still need more improvement to make it reasonably safe to get around the whole city at even commuting hours. This will also help remove cars from the roads and lower congestion.	Comment noted.

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55	<p>One of the main problems for pedestrians is that vehicles do not stop at crosswalks (or sometimes at red lights) for pedestrians. They do this because the police do not enforce the laws. I have tried to walk at an Oak Lawn crosswalk and had a policeman on a motorcycle do nothing while cars whizzed by. The police also need to enforce the speed limits. Cars continually sped down our street Maple from Wolf to Turtle Creek..an accident every month practically. By the way, in California cars come to a screeching halt for any pedestrian trying to cross a street.</p>	<p>City of Dallas is in the process of developing a Vision Zero Action Plan by December 2021, which will include engineering and enforcement strategies for improved safety. Bicycle and pedestrian education will be harbingers of the program, among other outreach.</p>
56	<p>General Comment: Law Enforcement is understaffed and underpaid. Speeding and reckless driving are multipliers on ped &amp; bike injuries and deaths. More severe penalties for cars hitting peds and bikes would help. I recently moved to Collin County after 2 bicycles were stolen from 7545 E Northwest Hwy apartment (&gt; \$2,000). Dallas DA has dropped prosecution on property crime, so I am out.</p>	<p>Comment noted.</p>
57	<p>Great analysis and thoroughness.</p>	<p>Comment noted.</p>
58	<p>I fully support more biking trails. I live in northeast Dallas, and it would be so easy to connect Audelia Street to existing bike paths. As it exists today, there's no safe way to get to them without riding on the streets.</p>	<p>Comment noted.</p>
59	<p>Many roads such as Royal Lane, Walnut Hill, Midway, etc do not need to be 3 lanes in all areas. Wide open roads actually encourage speeding rather than being safer. The right-hand lane could be repurposed into dedicated bike lanes without impacting car traffic. I'm an avid cyclist. I ride over 5,000 miles per year in and around Dallas. I see drivers speeding like crazy on these wide roads all the time.</p>	<p>Comment noted.</p>
60	<p>We moved to Dallas in Oct 2020. I grew up here, but my wife did not. We live in North Dallas, near Park Lane and the 75. We came from a community that was pedestrian and bike friendly. Dallas is clearly not (pg 7). People here drive fast and do not look for pedestrians at intersections. We have almost been hit more than once, with a walk sign flashing. And we would NEVER take our bikes onto a street in this area. We'd transport them to the White Rock Trail or another protected path.</p> <p>People also regularly cut across more than one lane at the last minute to take a freeway exit or turn at an intersection. Unfortunate, but Dallas drivers are just by and large reckless. We don't know how you change that. Then again, freeway off-ramps and interchanges are a dizzying maze, demand frequent quick lane changes, and are constantly under construction.</p> <p>We get it; the city has been growing rapidly and along with it, road transport demands. We're thankful you are developing a more thoughtful and inclusive plan. It's a shame it wasn't done decades ago, as solutions now will be much more complex and expensive. But they are sorely needed.</p>	<p>Comment noted.</p>
61	<p>Make more bike specific lanes on major arteries - expand trails citywide</p> <p>Improve sidewalk access - do not allow construction projects to block heavily travelled pedestrian areas, require sheds above the sidewalk like in NY.</p>	<p>Comment noted.</p>

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62	<p>Dallas needs to work on controlling the already outrageous spread and word on making Dallas more compact making it easier to walk places and also greatly improving their rail system. Please look at DC as a city you could look up to in terms of rail....they are the best and literally make it so easy to get to any part of the city and it's suburbs. If we had that many cars would be off the road during rush hour, I know I personally would rather sit on a subway ride for 30 min rather than be driving 30+ min in bumper to bumper traffic. Also it will help the ozone problem Dallas has, now is the time to decide, do we want Dallas to be a top US city or be a subpar medium city like Charlotte?</p>	<p style="text-align: center;">Comment noted.</p>
63	<p>Please choose Option A. We need greater safe bike access in this city as well as pedestrian friendly ways to get around. I always want to walk instead of drive to near by restaurants but with no side walks or bike lanes on major roads I am forced to drive for safety concerns.</p> <p>I moved from DC and there is it very common to walk .5 to 1mile to a Resturant and I would love to see that here in dallas. I want to leave my car at home and be able to walk or ride my bike, please give us that option here in dallas.</p>	<p style="text-align: center;">Comment noted.</p>
64	<p>Non-existent bike lanes and lack of sidewalk maintenance with poor plant-pruning resulted in a bicycling accident. Now that I am in a wheelchair, I am noticing how difficult immobility is because of the lack of ADA compliancy</p>	<p style="text-align: center;">The City is in the process of developing a Sidewalk Master plan that will identify strategies to improve ADA accessibility and maintenance. <a href="https://dallascityhall.com/departments/public-works/Pages/SidewalkReplacementProgram.aspx">https://dallascityhall.com/departments/public-works/Pages/SidewalkReplacementProgram.aspx</a></p>
65	<p>Covid 19 has encouraged many more pedestrians/walkers and cyclists including children in 7-14 age range.</p> <p>Therefore now is a good time to improve sidewalks, create new sidewalks where they are intermittent e.g. Sylvan Tyler; Colorado Blvd and some other parts of Oak Cliff, as well as bike lanes.</p> <p>There is heightened public support right now for these measures.</p>	<p style="text-align: center;">Comment noted.</p>
66	<p>Need plan A with emphasis on improving walking and biking paths. Can't expect people to walk or bike instead of taking a car if it's dangerous to do so.</p>	<p style="text-align: center;">Comment noted.</p>
67	<p>I'm an avid runner and cyclist who lives in the Bishop Arts area of Oak Cliff. This area is full of pedestrians who do not have access to public transportation as well as people who use sidewalks and roads for exercise. We need improved sidewalks, crosswalks, speed control, etc in many areas of the neighborhood. Improvements are slowly being made but please keep this top of mind as development and upgrades continue.</p> <p>Drivers do not pay attention to pedestrians so any improved signage that could help remind them that pedestrians are walking and that cyclists follow the same rules as drivers would be appreciated.</p> <p>Finally, did you know that BAD does not have any public bathrooms or water fountains? The area celebrates and encourages being outdoors and spending time dining, walking, shopping, listening to music, etc but yet has no facilities! This seems to be a widespread issue in Dallas as many parks and trails I have run on in the city offer poorly maintained porta-potties, if any facilities at all as well.</p> <p>In closing, why does Downtown always look like a war zone from a construction standpoint? It seems like work is constantly being done (infrastructure?), but never finished?</p>	<p style="text-align: center;">Comment noted.</p>
68	<p>Definitely need improved transportation for our elderly citizens. We need to provide safe alternatives for them when they no longer can drive safely.</p>	<p style="text-align: center;">Comment noted.</p>

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69	Stop building bike lanes with buffers unless you can afford to clean them. The new 1 on Columbia has never been cleaned, the 1 in front of the AAC has a huge puddle for days after any rain and most times has a delivery truck parked in it. Spend the money on painting sharrow lanes and keep the motor vehicle lanes.	Comment noted. Requests for bike lane sweeping may be submitted through the Dallas 311 app.
70	The sidewalks in the Uptown area need to become more user friendly. Many intersections are hard to cross and some are dangerous.	Comment noted.
71	I would love for biking to be a more viable option and to not have to wait 40+ minutes for a bus. Maybe reduce routes on side streets in order to increase the number of buses operating on main thoroughfares.	We recommend visiting DARTZoom Bus Network Redesign website to get involved in the system redesign DART is developing to increase frequency and ridership. <a href="https://dartzoom.org/en/survey">https://dartzoom.org/en/survey</a>
72	If Dallas wants to compete with other large cities as an option and sustain growth long term pedestrian and mass transit is a must. Make it easier for people to get where they are going safely with or without a vehicle.	Comment noted.
73	Northeast Area - the neighborhoods east of White Rock Lake (Forest Hills, Little Forest Hills, Casa Linda) have very limited access to the trail system at White Rock due to the massive unsafe barrier called Garland Road. I was pleased to see an on-street bike lane proposed on what appears to be San Rafael Blvd, but PLEASE improve the connection (bike and ped) from San Rafael across Garland Road to White Rock Lake. It is extremely dangerous but is really the only way for those residents to access the lake. Another option for lake access is Lakeland Drive but there are no sidewalks or bike lanes. Constant streams of pedestrians walk down Lakeland pushing baby strollers, etc., and the traffic on Lakeland is fast and heavy. This is an opportunity to improve mobility as well. Many of the residents of those neighborhoods would be able to link up with the trail system if they just had safe access across Garland Road. Please take a look at this if you haven't already. Thank you.	Comment noted.
74	•Seniors will benefit from enhanced transportation. Many seniors on a fixed income cannot afford car insurance or a monthly car payment. With more accessible to enhanced mass transit, it may encourage more people to make the choice to ride the public transport, there by reducing carbon emissions and help with goals to clean up our air. It's a win win for everyone.	The Dallas Strategic Mobility plan incorporates elements to promote age-friendly, livable communities that include (among other characteristics) walkable streets and safe, accessible modes of transportation from the Age-Friendly Dallas plan. <a href="https://www.aarp.org/content/dam/aarp/livable-communities/age-friendly-network/2020/Dallas-Action%20Plan-TX-2020.pdf">https://www.aarp.org/content/dam/aarp/livable-communities/age-friendly-network/2020/Dallas-Action%20Plan-TX-2020.pdf</a>
75	As a regular DART user and biker, I'm sick of missing train/bus connections, and I'm tired of feeling constantly threatened on the road. I am regularly treated with disrespect by drivers on designated bike routes, and constantly fear for my safety anytime I have to leave residential streets.	The City is in the process of developing a Vision Zero Action Plan by December 2021, with the goal of eliminating traffic fatalities and reducing severe injuries by 50% by 2030. <a href="http://citysecretary2.dallascityhall.com/resolutions/2019/12-11-19/19-1900.pdf">http://citysecretary2.dallascityhall.com/resolutions/2019/12-11-19/19-1900.pdf</a>
76	P38, 39. A proper downtown network of bike lanes is essential. It would have a huge impact on downtown and bike usage. Many, many roads (Elm, Pearl, Olive) can be put on a major road diet. Even if I-345 is kept in the near term remove several of the downtown ramps.  General comment -- more frequent repainting/restriping would be low-cost, add jobs, and help with safety.  Lastly -- please please please -- more trash collection in parks, open space, along streets and highways etc.	Comment noted.

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77	I am very eager to expand bike lanes and improve conditions for pedestrians! COVID-19 has meant more and more Dallasites are spending recreational and exercise time outdoors -- biking, running, walking, and more. Our current infrastructure is inadequate and unsafe for bikers and pedestrians. We're long overdue for improvements and expansion!	Comment noted.
78	emphasis on pedestrian, bike, and commuter options and safety	Comment noted.
79	Distracted drivers and DUIs need to be addressed as much as infrastructure improvements. Also a media campaign informing pedestrians and cyclists about safety. I live by white rock lake and every day I see cyclists who blow through busy intersections without heeding stop signs. They don't want to put forth the effort of stopping, apparently thinking themselves invincible?	The City is in the process of developing a Vision Zero Action Plan by December 2021, which will include engineering, enforcement, and education strategies for improved safety.
80	I am a regular Walker and runner. I live in Lakewood area. Need to put "yield to pedestrians signage in middle of road (like ones in north park) that remind drivers they are legally required to yield to pedestrians, I should be able to cross Abrams without risk to life or limb. Currently most drivers uneducated about the fact there suppose to yield to pedestrians. Maybe a pr public safety campaign reminding drivers that yielding to pedestrians in a crosswalk is not a choice or optional it is the law. Seriously I have been nearly hit crossing roads such as skillman, Abrams, main st, Greenville.	The City is in the process of developing a Vision Zero Action Plan by December 2021, which will include engineering, enforcement, and education strategies for improved safety.
81	I used to cycle to work every day. The streets are not bike friendly and there were a couple areas that were very scary on my journey. Now I have a daughter and think it's too dangerous to cycle to work. I wish the city was more bicycle commuter friendly.	Comment noted.
82	Is there a plan to connect the Coombs Creek Trail to the Trinity Trail in some way?	To see the Dallas Trails Master Plan and get updates on trail projects, visit the Department of Park and Recreation website: <a href="https://www.dallasparks.org/395/Hike-and-Bike-Trail-Plans">https://www.dallasparks.org/395/Hike-and-Bike-Trail-Plans</a>
83	Page 51--I would like to see more specific initiatives for the last mile solutions. That is a significant issue in cities as large as Dallas	Comment noted.
84	Please prioritize streets that are in complete disrepair, especially in neighborhoods that rarely see city-funded improvements.	Comment noted.
85	I would like to see discussion and action on safety for pedestrians and cyclists in South Dallas. I lived and worked in Oak Cliff and although my work was only 2 miles from my home I couldn't safely walk or bike there.	Comment noted.
86	Walking and biking in Dallas has been extremely stressful and dangerous because the majority of the infrastructure doesn't take pedestrian needs into account. Many streets don't even have sidewalks. The streets that do have sidewalks often have significant obstructions occupying the majority of the walkable path, forcing pedestrians to enter the street in order to pass the sidewalk obstructions.	Comment noted.
87	The city needs to be more pedestrian and bicycle friendly.	Comment noted.
88	I commend the plan for selecting option A as the path forward for the city. I would like to see the city implement the plan immediately. Dallas is on track for "sever non-attainment" of air quality standards, and we need to start incentivizing transit, and non automobile transportation immediately! Dedicated bus lanes, improved trails and sidewalks, and orientation around travel by scooter, bike, or walk are critical for density, pedestrian safety, and making Dallas a vibrant city.	Comment noted.

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89	<p>The city of Dallas is a city of dynamic economic growth and ongoing prosperity for its citizens. As such rapid and efficient transportation is a must. Self propelled vehicles (while being quaintly eco friendly and enjoyable for exercise and personal enjoyment) are not a suitable substitute for motorized vehicles and the related tasks that must be performed in a city such as Dallas. Bike trails and neighborhoods are great venues for bicyclists, but for the safety of bicyclists and the well being of everyone else keep bicycles off busy city streets.</p>	Comment noted.
90	<p>If more resources were put into making transit/bike/walk easier, I believe that option would become more attractive to people and hence increase ridership as well as walkers and bikers. Ideally this would decrease congestion on roads.</p>	Comment noted.
91	<p>We would like to thank the city for tackling this important issue. After reading the mobility plan we really liked the outcomes on page 23, with an emphasis on safety for all and investing where the need is the greatest while improving all modes of transportation and not just focused on building more roads for cars.</p>	Comment noted.
92	<p>Dallas needs more safe bike lanes - Tyler to Vernon Dart Station needs bike lanes - Bike lanes to get to the Trinity and to Santa Fe trail would be great! Sidewalk on Wright street to get to the Dart from the attached neighborhoods would also be nice.</p>	Comment noted. Connect Dallas recommends greater investment in walking, bicycling, and local transit improvements.
93	<p>Bicycle safety needs to be better in Dallas. I have ridden my bike for several years in my old town with no instances. Within my first day of riding my bike in Dallas a car hit because they said they never saw any bikes on the road even though it was a designated bike route. Safer bike lanes will encourage more bikers and commuters to help with congestion. A small separated bike lanes with a curb protecting the biker from traffic would be ideal.</p> <p>Dallas Traffic patterns and roads lead to more accidents. Most cities are designed on North/South East/West grids but Dallas is a circular roads which I think causes more accidents. Texas has the 5th highest auto rates in the country due to the accidents.</p>	<p>The City is in the process of developing a Vision Zero Action Plan by December 2021, with the goal of eliminating traffic fatalities and reducing severe injuries by 50% by 2030. <a href="http://citysecretary2.dallascityhall.com/resolutions/2019/12-11-19/19-1900.pdf">http://citysecretary2.dallascityhall.com/resolutions/2019/12-11-19/19-1900.pdf</a></p>
94	<p>I'd like to see more bike lanes. Cars are parked on both sides of the street making it a competition of space between moving cars and me on my bike. People in cars could care less about a person transporting them self from point A to point B. Frankly, it is quite dangerous in this town; Dallas proper.</p>	Comment noted.
95	<p>Improving existing streets and their functionality with alternate transportation means (DART, cycling, walking, etc. ) should be key priority. First off, it would make the city more livable and subsequently raise The outside impression of Dallas as a livable city, thus attracting more people to the general urban core and its surroundings and then more tax revenue.</p>	Comment noted.
96	<p>Better safety for bikes and pedestrians.</p>	Comment noted.
97	<p>More efforts in bicycle/pedestrian safety. Improvements on existing infrastructure, but more emphasis on chilling people on the road out. Too many drivers are raging on people on bikes, and that needs to chill.</p>	Comment noted.
98	<p>The streets SUCK. ADA-compliance? You don't know her.</p>	Comment noted.
99	<p>More bike and walking trails that connect the entire part of Dallas from east to west and north and south</p>	Comment noted.

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100	I am pleased with the Strategic Mobility Plan, I simply fear it is not bold enough! I think the plan needs to be more ambitious in terms of timelines and creating infrastructure for what modern city transportation should emphasize- bikes, pedestrians, and green public transit.	Comment noted.
101	Traffic computers installed decade ago never got software, nor interconnected- lights stop us when no side street traffic present, timing not optimized in the major direction of traffic flow, not timed to unimpede the majority of traffic during a many mile trip. Every stop completely wastes the energy of getting up to speed. Sidewalks I ride my bike on to go to the store have phone poles in the center of them, causing a stop. Guy wires of the poles do same; both are dangerous to safety! Sidewalks have 45 inch height differences between consecutive slabs--again enough to knock one off bike, especially when carrying a heavy grocery load. Many sections of street lane markings worn so cannot see at dusk and at night, causing danger as they zig zag. Intersection at clearhaven and hillcrest is occluded by bushes; simple to cut, multiple accidents there.	Comment noted.
102	"Bike lanes" are not maintained and full of glass and debris. Get a mini-street sweeper	Comment noted.
103	Northeast area. I would like to see speed reduction/ traffic calming measures on Peavy Road between Garland Rd. And Lake Highlands.	Comment noted.
104	Please prioritize bike lanes and sidewalks, design our city for the human, not the car. Thank you.	Comment noted.
105	<ol style="list-style-type: none"> <li>1. When TXDOT was planning the 635East project, there really was no consideration of anything but cars. There were some good opportunities to get DART involved. For example, a circular connector to link the Blue, Red, Orange, and Green lines was suggested but ignored.</li> <li>2. Existing sidewalks in Dallas are too narrow. They won't work well in a mobility setting.</li> <li>3. Many sidewalks are in desperate need of repair, especially where water meters have eroded the sidewalk.</li> <li>4. Trash pickup needs to be considered in your plans. Look at Morningside in the "M" streets on trash day. There is no room for the trash truck, and many residents struggle to get there bins to the street.</li> <li>5. Bulk trash completely blocks sidewalks in Lake Highlands Estates and other neighborhoods for a week or more each month.</li> <li>6. Be sure to watch the YouTube channel "Not Just Bikes." Especially watch the video "Copenhagen is Great ... but it's not Amsterdam." <a href="https://www.youtube.com/watch?v=HjzzV2Akyds&amp;ab_channel=NotJustBikes">https://www.youtube.com/watch?v=HjzzV2Akyds&amp;ab_channel=NotJustBikes</a> This video points out some big mistakes cities make when trying to add bike lanes.</li> </ol>	<p>Comment noted. To request sanitation service or check status on service, visit the City of Dallas Department of Sanitation website. <a href="https://dallascityhall.com/departments/sanitation/Pages/default.aspx">https://dallascityhall.com/departments/sanitation/Pages/default.aspx</a></p>
106	I would love to see the Gaston-type traffic calming on Audelia from NW Highway up to Royal. That could help transform that fast thoroughfare to a Livable Street. Rarely are 3 lanes each way needed.	Comment noted.

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107	Page 51: i would like to see proposals for the Gaston Traffic Slowing to include reducing lanes from 3 to 2 on the southwest west direction (where all housing is) and/or making the remaining 2 lanes both directions. Both would be very effective, and the latter would also eliminate speed racing (a nightly problem). Gaston residents have a beautiful park but we cannot access it because it involves running unprotected with small children across 3 lanes of speeding traffic. Pedestrian walkways, while a good idea, will alone not address the problem of speeding or safe access to the park.	To weigh in and stay updated on the Gaston Avenue corridor study, visit <a href="https://dallascityhall.com/departments/transportation/Pages/Gaston_Ave_Corridor_Study.aspx">https://dallascityhall.com/departments/transportation/Pages/Gaston_Ave_Corridor_Study.aspx</a>
108	I live in the lake cliff area and I do not feel safe walking or biking at any time of day. If I do walk I am very vigilant and carry a pocket knife. I have been in the Bishop Arts area for 4 years.	Comment noted.
109	No comments, specific to pages but need to focus on pricing opportunities to walk a small ride bikes safely. Regarding streets- please invest in smart lights where feasible!	Comment noted.
110	Peavy Road from Garland Road to Ferguson in eastern Dallas is so dangerous. Very curvy, too narrow, pot holes and drainage on south side cause cars to pop into other lanes (speed of cars is too fast). Plano Road at McCree Road needs a light or at least a stop sign. It's very curvy, and the typical speed is 50 MPH both north and south bound. McCree Road at Audelia needs a signal light or stop sign. Its incredibly high trafficked, and speed is typically 50 MPH so cross traffic has no way to cross safely. Its sad to live in the "hood" where the City of Dallas doesn't take care of roads like they do near Preston/Midway/Forest....I guess the rich people over there have better city representation to get better roads.	Comment noted.
111	After living in Chicago for 15 years and moving back to Dallas, I appreciate the transit system they have. Driving and parking there is extremely difficult and expensive, but options for mass transit are convenient and often times faster than driving. Not only is this a healthier lifestyle but the effect is a pedestrian-friendly, safer urban fabric that Dallas should strive for. Expanding traffic accommodations tends to promote faster driving and further divides areas into islands in a sea of concrete lanes. Scenario A would be my choice of the three.	Comment noted.
112	Please do all that you can to make Dallas a safe place for pedestrians!	Comment noted.
113	Pg 45 -The bike path near our house is very active (Friends of Prestonwood Trail). I would like to see a lane for commuter bikes in the street for their protection. Bikers headed north on Hillcrest is a dangerous place. If they had an allocated bike lane on meandering way, that would be nice!	Comment noted.
114	Generally speaking, maintaining our existing roads and sidewalks is the highest priority. This is especially true in the older parts of the city.	Comment noted.
115	page 90 Updating the city's bike plan is important to me, we need more protected lanes and less cars/traffic lanes. page 25 city needs to make every effort to stay within scenario A	Comment noted.
116	Bike safety should be a bigger concern on Dallas's large artery streets. More flexible transit options should be looked at as Dart Rail isn't as useful as one would like, especially in Far North Dallas	Comment noted.
117	It is not safe to walk or bike on many Dallas streets as they are too narrow and do not have bike lanes or sidewalks. This city was designed with cars in mind not pedestrians or cyclists.	Comment noted.

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118	I would like to see equitable public transportation options to residents all over Dallas that are actually convenient, and to help try to bridge the divisions created by so much of our current highway system. I would love to take public transportation more to work in the future, but getting from east-west is particularly challenging, as is connecting to some suburbs where there may be more work opportunities. Additionally, I want to see our city invest in sustainable energy and climate justice solutions, and functional public transportation is a huge part of that investment. I'd rather see more tax dollars spent on that than on technology improvements to make it easier to rely on single-passenger cars for our already vehicle-heavy city.	DART is currently working on a Bus Network Redesign and Transit System Plan. For more information and to get involved: <a href="https://www.dart.org/zoom/zoom.asp">https://www.dart.org/zoom/zoom.asp</a> , <a href="https://www.dart.org/about/expansion/transitsystemplan.asp">https://www.dart.org/about/expansion/transitsystemplan.asp</a>
119	I would like to see more discussion about improving transit routes to meet the needs of riders, improve road conditions in lower income areas and complete/repairs sidewalks, add more off street walking/biking paths. Connect Northaven Trail to Bachman Lake trail.	Comment noted.
120	I would like better sidewalk thought. It is frustrating that most new sidewalks have lampposts right in the middle of them. Two people can not walk next to each other. Look at Sylvan between Commerce and Singleton for an example. We walk and bike often. Thanks so much.	The City is in the process of developing a Sidewalk Master plan that will identify strategies to improve ADA accessibility. For more information or to get involved: <a href="https://dallascityhall.com/departments/public-works/Pages/SidewalkReplacementProgram.aspx">https://dallascityhall.com/departments/public-works/Pages/SidewalkReplacementProgram.aspx</a>
121	There is no efficient way to get from East Dallas to West Dallas (Irving).	Comment noted.
122	Davenport Rd seems to be a good example of improving livability without sacrificing traffic throughput with a minimal investment. Instead of the mix of 2 and 4 lanes and various turn lane configurations create a uniform two lane road with a dedicated turning lane from the start of Davenport at Preston north to Frankford. Each intersection would feature a left turn, straight, and right turn lane to allow smoother traffic flow. The remaining space could provide bike lanes to encourage bike riders and pedestrians toward the Preston Ridge Trail spur which terminates at Davenport and Brentfield.	Comment noted.
123	The focus should be on public transportation, period. I've lived in a lot of cities in my lifetime - Dallas's public transportation is nearly non-existent compared to other cities. I live within the city limits, and the closest metro stop to me is 2 miles away - how is that convenient when I still need a car to get to the station?	Comment noted.
124	I agree with the plan. I'd like to see fewer parking minimums, frequent bus and light rail service. Also, better bus signage (like in London or Madrid), where you can easily tell which major streets will be served by the bus route and in how many minutes.	Comment noted.
125	I would like to see real follow through on the execution of the plan--assuming that what appears to be the most cost effective and strategically beneficial plan (scenario A) is adopted by the city. In Dallas we tend to see a lot of lofty ideas and goals, without a lot of follow through.	Comment noted.

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126	<p>I am disturbed that none of the six Driving Principles of the plan (p. 12) is quality of life or livability. This is borne out in the content of the plan, much of which -- if boiled down out of academese -- is concerned with making driving a car sufficiently unpleasant to force people to take other modes of transportation.</p> <p>Understand that measures of this type (eliminating parking, slowing speeds until mobility is negligible, etc.) does achieve some goals -- fewer VMTs, lower emissions, etc. -- but at the cost of making people's lives more inconvenient and unpleasant, and less mobile. Maybe that's a tradeoff worth making, maybe not, but livability doesn't even seem to be a concern. I've lived in cities that implement the kinds of things this plan talks about, and livability collapses. Dallas is an extremely convenient and pleasant city to live in. Let's not ruin that!</p> <p>I am also just appalled by the suggestion (p. 81) that we substitute lowering VMTs for LOS. Seattle did this, and it had a very predictable result: engineers were literally incentivized to make roads less efficient -- and thus, people's lives more miserable -- because their measure of success went up when they did. When VMTs go down, what's really going down is economic and social engagement, the vibrancy that drives a city.</p> <p>I like the proposals in the plan for sidewalks, bike lanes, and better last-mile support for transit. But I wish that the authors had not accepted the dogma -- current in academia right now, but refuted by facts even in some parts of Dallas -- that these principles cannot live in harmony with the car. We have a lamentable enmity toward the car. Let's drop that but do all the stuff that makes other modes of transportation better!</p>	<p style="text-align: center;">Comment noted.</p>
127	<p>I would like more emphasis on the live-work-play model of development. So long as we continue to enable sprawl by building/improving high speed roadways the major thrusts of this plan will be hard to come by.</p> <p>I'd also suggest more emphasis on highway user fees. If we want less of something (commuting &amp; congestion) we need to be willing to put a price on it. Managed toll lanes are a great tool that should be used more. People need to be confronted by the actual cost of their transit choices rather than thinking that they are owed "free" roadways.</p>	<p style="text-align: center;">Comment noted.</p>
128	<p>Biking lanes are few and only on a small network of connecting streets. Any trails connecting Dallas proper to surrounds suburbs are primarily used for walking/pedestrians; when at high-traffic times, incredibly difficult to maneuver bikes among pedestrians. Very few dedicated bike lanes outside of the small network in Dallas proper—in the suburb areas (Plano, Richardson, etc.) the only lanes are shared bike/vehicle lanes that are dangerous during high-traffic times. It would be great to add dedicated bike lanes to most of Dallas's main streets, as well as build a more robust trail/bike lane network into the surrounding suburbs of Dallas.</p>	<p style="text-align: center;">Comment noted.</p>
129	<p>More pedestrian friendly</p>	<p style="text-align: center;">Comment noted.</p>
130	<p>We need to reclaim lanes downtown to orient the city center around walking, biking, skating, scootering, etc. The parks and trail systems need go be connected to enable cross city trips that spend less time along roadways. It would be wonderful to see the tangle of streets outside the courthouse closed permanently and the Kennedy memorial and museums in the district connected to a green, walking-oriented downtown experience that drives tourism to the district.</p>	<p style="text-align: center;">Comment noted.</p>

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131	The plan should extend to the metroplex. I believe it is important to coordinate with the other counties to make this work	This particular plan is specific to the City of Dallas and serves as a guide for modernizing transportation decision-making. For regional transportation plans, refer to NCTCOG's Mobility 2045 Plan: <a href="https://www.nctcog.org/trans/plan/mtp/2045#plandocument">https://www.nctcog.org/trans/plan/mtp/2045#plandocument</a>
132	i hope you actually follow through with this plan!	Comment noted.
133	Tear down Interstate 345.	Comment noted.
134	<p>I applaud the shift towards a smarter, more density-based approach in city transportation strategy. My family lives in the Northwest Dallas region and uses the Northaven trail every opportunity we can - for recreation, to get to the Walnut Hill/Denton DART station, to run errands at businesses and the library up along Forest Road - and while we love having the still relatively new trail, the "last mile" of many errands or the trip to our DART station gets far more challenging when we run out of trail or have to divert from it onto city streets. I hope to see the trail make more future connections to other nearby trails and more separated bike lanes implemented along streets to make our journeys more safe and convenient. We have also experienced bike theft at the Walnut Hill/Denton DART rail station and hope to see measures that make us feel less weary of leaving our bikes locked up there while we're away and more bike racks near trail heads or other areas where trail users are likely to leave their bikes while going into a nearby business/enjoy a park/etc.</p> <p>I also hope to see the City help facilitate safe pedestrian access to and incentivize construction of dense, modern, mixed-use projects along the still tornado ravaged area around Walnut Hill and Marsh Lane, very near my neighborhood. This oasis of commercial zoning surrounded by a sea of residential neighborhoods could provide desperately needed services for our local community and, if they were walkable/bike-able from the surrounding areas, help drastically reduce the amount of vehicle trips we as a community would be taking elsewhere. My family (and quite a few of our neighbors) would take much fewer car trips if only we had a convenient way to do so!</p>	Comment noted.
135	<p>Prioritize pedestrians over automobiles. Prioritize a livable, walkable, and beautiful space (i.e. trees, landscaping, etc.).</p> <p>Dallas continually misses huge opportunities for growth because of its lack of walkability; but even if that issue is fixed, if the streets don't look beautiful then no one will want to walk there anyways.</p>	Comment noted.
136	We have to be pedestrian friendlier.	Comment noted.

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137	<p>I think the most important thing discussed is the emphasis on land use. Compact growth along corridors or in specific areas can create the density and mix of uses to support transit and active transportation. It can also reduce trip length. I like how the plan identifies some of the existing barriers to compact growth (such as focus on LOS, TIAs, parking). If the city is able to make dense, mixed-use development convenient and attractive to developers in locations where it makes sense, more of this type of development will occur. I would try to encourage street level restaurants, retail, or parklets in these developments rather than just parking garages, offices, or blank walls so people have additional incentive to walk (vs driving).</p> <p>I also like how the plan identifies deficiencies in the active transportation network. I think it is important to identify areas that currently have supportive density but lack the infrastructure to provide a comfortable trip for those who want to bike or walk. Removing barriers between walkable districts (such as wide, high-speed streets between Victory Park and Uptown) would make active transportation between these locations more comfortable, and likely more popular.</p> <p>Competition between cities for business relocations and young talent has a lot to do with which areas can provide the highest quality of life. Much growth in the DFW area over the past decade has gone to the northern suburbs where everything is new and space is less expensive. I think Dallas' competitive advantage will have to be the experience you get living here. That comes from walkability, density done well, parks/trails. It is why I have chosen to live in Victory Park over Legacy West in Plano or The Star in Frisco. I think Dallas needs to build on this competitive advantage as much as possible if it wants to be successful in the long-term.</p>	Comment noted.
138	Scenario A outlined on Page 17 is my preference going forward for the city of Dallas as a downtown resident.	Comment noted.
139	If the city can commit to this, Dallas will be a much better place to live.	Comment noted.
140	The plan -- specifically Scenario A -- envisions a more connected, equitable Dallas. These investments are essential to local developments and unique neighborhood plans.	Comment noted.
141	<p>Maintaining emphasis on data-driven decisions is much appreciated and critical to continue</p> <p>Will Dallas be providing or partnering with anyone to provide other modes of transportation discussed? Bikeshare, electric bikes, scooters, etc.</p>	Dallas will continue to work with TNC (Transportation Network Companies) to facilitate last-mile options across the city.
142	Please get as many cars out of Dallas as possible. Cities are for people not for cars.	Comment noted.
143	<p>I was surprised to see micromobility identified as only a curbside management issue. Installing proper bike lanes (physical separation) would allow for more active modes to access these lanes. Additionally, narrow (and in some cases, dilapidated) sidewalks make it difficult for pedestrians to share these areas, let alone additional modes. This is one of many reasons why Dallas should invest in connected, protected bike lanes. Also (separately but related), McKinney Ave would be a great place to pilot a reduction of cars in favor of other modes. Expand the sidewalks, reduce SOV lanes, and add bikeable paths. This will increase traffic to retail and overall liven up the area, as people will be able to walk from establishment to establishment.</p>	Comment noted.

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144	<p>More emphasis on human-powered mobility options, especially conversion of vehicular lanes or development of new human-centered infrastructure is needed throughout the plan.</p> <p>Also, indicate that seeking federal funding for making this a reality will be required. The Senate will consider a \$435B Economic Justice Act that includes a \$10B pilot program to remove outdated freeways that have also been disruptive to communities. The Plan should articulate equity as a driving force for the Plan on par with Vision Zero.</p> <p>D.C.'s New Vision Zero Law Could Be a Boon for Bike Lanes <a href="https://www.bloomberg.com/news/articles/2021-02-02/how-d-c-s-mandatory-bike-lane-law-happened">https://www.bloomberg.com/news/articles/2021-02-02/how-d-c-s-mandatory-bike-lane-law-happened</a></p> <p>How the Federal Government Could Help Kill the Highways It Built <a href="https://www.bloomberg.com/news/articles/2021-02-01/urban-highway-removals-could-get-federal-help?cmpid=BBD020221_CITYLAB&amp;utm_medium=email&amp;utm_source=newsletter&amp;utm_term=210202&amp;utm_campaign=citylabdaily">https://www.bloomberg.com/news/articles/2021-02-01/urban-highway-removals-could-get-federal-help?cmpid=BBD020221_CITYLAB&amp;utm_medium=email&amp;utm_source=newsletter&amp;utm_term=210202&amp;utm_campaign=citylabdaily</a></p>	<p style="text-align: center;">Comment noted.</p>
145	<p>I appreciate the planning effort and think that this can positively inform ROW construction for the next two decades. How do we connect this effort with sidewalks and streetscapes which are largely installed by new development? Will these recommendations and guidelines be codified in the existing zoning framework? With standard/base zoning, form based zoning, and 900+ PD's I am not optimistic that these concepts can be consistently applied to new construction throughout the city.</p>	<p style="text-align: center;">These recommendations can be found in the Dallas Complete Street Design Manual. The Strategic Mobility Plan recommends updated the Thoroughfare Plan to incorporate the standards in the Complete Street Manual. The Thoroughfare Plan generally takes precedence over zoning standards for new development.</p>
146	<p>Too many communities in the southern part of the city are incredibly disconnected. One doesn't have to travel that far south from downtown to see this disconnect. Though bad sidewalks and transit are issues that plague all parts of Dallas they are one of the largest contributors to the deterioration of quality of life in the communities around Fair Park. It hinders the prospect of a revival and is a legacy of years of institutional discrimination of this community. It is nice to the City of Dallas try to remediate these issues and hope they do.</p>	<p style="text-align: center;">Equity is a key Driving Principle in Connect Dallas, and will be fundamental to the City's decision-making and prioritization process in the future.</p>
147	<p>The city needs to address the growing need for pedestrians, which also means creating more only pedestrian streets- at least during certain hours like other cities have done. Cedar Springs entertainment at night, Bishops arts at night, main street in Deep Ellum at night.</p>	<p style="text-align: center;">Comment noted.</p>
148	<p>Better sidewalks in South Dallas, more public transportation routes, less wait times for public transit.</p>	<p style="text-align: center;">Comment noted.</p>
149	<p>I love that we are focusing on creating a more livable city--one focused on multi-mode transportation. I am worried that version A doesn't go far enough in investing in public transportation. Bike lanes are great but a lot of folks can't bike like disabled people, some older adults, anyone who has to take care of young children and so on. I would love expanded bus services that come regularly enough and meet "last mile" requirements to actually be used by residents. Lastly, a lot of these developments are in predominately lower-income areas. Development without secure housing is displacement. How will this strategic plan solve that problem? One idea could be this <a href="https://www.fastcompany.com/90597128/charlotte-may-have-cracked-the-code-on-affordable-housing-heres-how?fbclid=IwAR0Axfnx4L6QtM_z6lwGVAu4QrQ7-HGqCX2Snrvxq7n7izIXq_OqghkjYU">https://www.fastcompany.com/90597128/charlotte-may-have-cracked-the-code-on-affordable-housing-heres-how?fbclid=IwAR0Axfnx4L6QtM_z6lwGVAu4QrQ7-HGqCX2Snrvxq7n7izIXq_OqghkjYU</a>.</p>	<p style="text-align: center;">The Connect Dallas Strategic Mobility Plan is focused on modernizing the City's transportation decision-making and prioritization processes. While it touches on the need for greater coordination between land use and transportation, many of these land use-transportation topics are expected to be addressed in greater detail in the upcoming update to the ForwardDallas comprehensive plan.</p>
150	<p>Public transportation needs to be a priority for a better, more accessible, and more sustainable city.</p>	<p style="text-align: center;">Comment noted.</p>
151	<p>We need more accessible public transportation and ensure everyone is doing their best to be ecologically friendly</p>	<p style="text-align: center;">Comment noted.</p>

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152	I would like to see the streets of Oak Cliff given better pavement & more infrastructure.	Comment noted.
153	I support more connectivity.	Comment noted.
154	Section 3. This section was difficult to follow. After the strategic network was explained, and each geographic area described, the following pages seemed to be a smattering of concepts and 'current situation' analysis. It seems the organization was rushed and is somewhat confusing. Good information, but how does it relate to the rest of the plan, i.e., impact on decision-making, transition, etc.? Overall, the plan is very well done -- great job!	Comment noted. The project team will look at ways to streamline and clarify section 3.
155	I would have liked to see an executive summary of the plan with "Highlights"	Comment noted.
156	I would say that adding side walks would be important as many neighborhoods do not have them and often streets also have lots of gutters. I noticed in South Dallas where gas lines were replaced the side walks were barely repaired and I'm sure that wouldn't have happened up north.  Increasing opportunities for ride shares and affordable options for folks that currently do not have an income is important too. With job losses, many individuals are currently struggling to have access to public transportation to go to things as simple as a job interview due to cost of a ride. Having options is important.	Comment noted.
157	I like that the plan touches on land use as well, since this is key to making transit mobility effective.  Perhaps there should be some kind of scoring weight that Planning and Zoning staff can use in making recommendations and further, you could codify in the development code that active transportation gets priority for densification.  We MUST look into density bonuses near active transportation.  I'm also glad yall are looking at reducing (removing ideal) parking minimums. They are one of the biggest factors in making unsafe streets and poor land use.	Comment noted.
158	Pedestrian safety and bicycle lanes are the best investment for improving neighborhood safety and access.	Comment noted.
159	We need more shade and trees, changes to reduce traffic injuries and fatalities near northwest highway and Harry Hines, good amenities at bus stops, more bus lanes, sidewalks, and trails, and make it easier for people to get around on bikes, scooters, etc.	Comment noted.
160	People are not going to ride bicycles to work in 90 degree weather.	Comment noted.
161	This is a lot of fancy marketing for very little substantial change. I've been living in uptown for five years, and it gets more treacherous to walk on the sidewalks every day. Invest in safe, contiguous bike lanes and enforce the laws that keep scooters off the sidewalks. And, really, you ought to just shut McKinney to auto traffic and be done with it.	Comment noted.

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162	<p>I already submitted a survey. Yesterday I was watching a video which brought up some useful points I thought I would share: <a href="https://nacto.org/event/nacto-camp-wrangling-the-megaproject/">https://nacto.org/event/nacto-camp-wrangling-the-megaproject/</a></p> <p>Some good clips to listen to: 1:10-3:00, 12:10-15:00, 35:35-43:25</p> <p>City of Dallas can have much more influence than an individual or organization on TxDOT's large highway projects within city limits. These projects have a large impact on the desirability of the land surrounding highway corridors and on how the DFW region grows (compact vs sprawl).</p> <p>The City of Houston chose to augment staff with a consultant and other organizations to come up with recommendations for I-45. The City of Austin partnered with Downtown Austin Alliance and Urban Land Institute to create recommendations for I-35. Coalition for a New Dallas has already created recommendations for I-345. I'm sure organizations like Downtown Dallas Inc, Greater Dallas Planning Council, and Urban Land Institute would also be happy to help with recommendations like this. These recommendations would carry more weight if City of Dallas got behind them and all parties involved came to TxDOT with a consistent message. Even NCTCOG has groups that would likely be in favor of looking at urban highway corridors differently.</p> <p>Thank you for reading!</p>	<p>City staff are actively engaged in the development of TxDOT's plans for I-30 Canyon (I-35 to I-45), I-30 East, and I-345, to ensure that these reconstruction projects promote the City goals of multimodal transportation, connectivity, walkability, safety, and economic development.</p>
163	<p>I WANTED to read the draft plan, but it's 106 pages! I mean, really. The average citizen who wants to stay informed, yet also has a life, will not be able to sit down and read a 106 page draft!</p>	<p>Comment noted.</p>
164	<p>Very impressive document. I want to see more information about the development of Parks especially the Trinity River Park near downtown. The possibilities are immense for a huge urban park; it would solidify Dallas' status as a World Class City.</p>	<p>The Connect Dallas Strategic Mobility Plan is focused on modernizing the City's transportation decision-making and prioritization processes.</p>
165	<p>Dallas needs better curb side management to follow for deliveries, Lyft, and other transportation network companies (plus non-TNC). We need more curb room for bicycles and scooters.</p> <p>Make all walkable places green with trees which can reduce erosion and provide shade during the ever increasing hot Texas days. Walking paths need to connect all public green places and parks. We need dedicated bus lanes.</p> <p>Public transportation desperately needs expansion to offer timely rides across Dallas which will maximize riders and decrease pollution. In addition, all public transit must be net-zero emissions.</p>	<p>Comment noted.</p>
166	<p>I would like to see Scenario A</p>	<p>Comment noted.</p>
167	<p>I would like Scenario A</p>	<p>Comment noted.</p>
168	<p>I truly hope Scenario A is the path Dallas takes. We are currently a city that desperately needs transportation options while taking into account diversity and environmental sustainability. Giving people options to commute safely should be a goal. I also hope something can be done about all the potholes that continuously appear and reappear throughout East Dallas and Downtown. Thank you.</p>	<p>Comment noted.</p>
169	<p>Thank you for detailing this draft plan. It's clear you've incorporated the feedback you've received from the community meetings you've held along the way. I am very pleased to see your emphasis on Vision Zero. I am a pedestrian in the city and appreciate all efforts to reduce pedestrian-involved accidents. We are defenseless against vehicles of all shapes and sizes, from scooters to buses, and need all measures taken to ensure our safety and encourage us to continue to walk these streets.</p>	<p>Comment noted.</p>

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170	Page 21: I strongly advocate for Scenario A "Compact and Connected". I feel this is the only way to ensure Dallas is a "world class city" for the remainder of this century.	Comment noted.
171	I agree with the A Scenario as best overall for achieving our equity and quality of life goals.	Comment noted.
172	We need better access to public transportation. It should not take me 2 hrs to get to my destination when the drive is 20-30 minutes.	Comment noted.
173	I support the proposed Plan A.	Comment noted.
174	Underserved neighborhoods need to be emphasized. I would like to see much more emphasis on livable streets, and also improving safety for pedestrians and bicyclists. Expanding street capacity only leads to more car traffic, more danger, waste of money and pollution.	Equity was built into our analysis and prioritization process and will continue to be a driving factor for future transportation investment. As for livable streets, we are fully committed to delivering a comprehensive safety plan to aid our efforts both here in the Strategic Mobility plan and in our ongoing Complete Streets program.
175	I'd like Plan A!	Comment noted.
176	(Page 52) I have no idea who came up with the idea of a rail line from Plano to the airport, but I believe that is one of the most misdirected use of funds that I have ever seen in DART's history. It is misdirected because you are providing a great service to a population who simply WILL NOT USE IT. The people who live in Northern Dallas/ Collin/ Denton county are very auto-centric. I do not mean this as a criticism, but just an observation that residents who choose to live in the outlying suburbs want to rely on their cars. Spend that money connecting the "Spokes" of rail service closer to the urban core where people will use it. Look at rail service surrounding Loop 12. Residents of these areas surrounding Loop 12 are either A.) Lower income or B.) Progressively minded. These two types of people are the ones who are more likely to use rail service.	Connect Dallas represents a shift away from large regional transportation projects and towards local transportation improvements focused on serving Dallas residents in Dallas.
177	Page 18 "Nearly 75% of all facilities are premier facilities with either striped or physical buffer separation"  Bicycle facilities should all be physically separated and connected as part of a minimum network that is created in a short amount of time or they will not increase bicycle use for transportation a significant amount. See Calgary as an example.	Comment noted.
178	I would like to see added lanes to major freeways and upgrades to smart traffic control devices.	Comment noted.
179	The primary focus on mobility throughout Dallas needs to be on 1) Maximizing funding for DART's rail, bus, and other transit services in order to help reduce car traffic, road congestion, and air pollution, as well as to help improve air quality and regional mobility, 2) Market and promote DART's services and encourage people throughout Dallas to use DART's service instead of driving, and 3) Market and promote walking and bicycle riding throughout Dallas instead of driving.	Comment noted.
180	Please move forward with Scenario A. We need to better and more safely connect what we have. Also, please look at being more of a leader when it comes to micromobility. We have fallen far beyond, and there wasn't enough of a focus on this in the plan.	Comment noted.
181	I'd like to see more thoughts or plans aimed at allowing foot traffic over major roadways or highways. Do plans take into account elevated pedestrian walkways like are employed in Tokyo?	The City does not have any plans that specifically address elevated pedestrian walkways. However, the build-out of the Trails Master Plan will result in a number of separated pedestrian crossings over or under freeways.

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182	<p>Comments submitted by Joe Clemens, DART Interim AVP, Capital Planning</p> <p>Page 5: Under Dallas Is Auto-Centric section, walk and bike to work percentages were highlighted, but not transit (4.2%). Transit has the potential to "move the needle" on non-auto access to work.</p> <p>Page 6: Under The Need to Increase Equitable Access to Jobs section and regarding peak in 2012 at 131K average weekday riders statement, DART had 138,300 average weekday riders in FY2019 (DART Reference Book, March 2020).</p> <p>Page 30: Under Driving Principle, Measures and Considerations table and regarding Environmental Sustainability measure, it states "Proximity to the DART High Priority Transit Network." DART feedback: Does this mean our Core Frequent rail and bus network?</p> <p>Page 50: Under Strategic Transit Investments section and regarding the statement DART is in process of updating their Transit System Plan..."for the entire region," DART does not provide service for the entire region. Please replace phrase with "for the DART Service Area."</p> <p>Page 51: Under Prioritize Enhanced Bus Service and regarding the statements "DART should prioritize the implementation of high-capacity bus corridors..." and "This service may take many forms, including simply increasing frequency on local lines..." DART's Core Frequent bus routes provide 15-minute peak/20-minute off-peak frequencies and the DARTzoom Bus Network Redesign will increase this core frequent bus network. Please note DARTzoom process since it will do exactly what is being proposed.</p> <p>Page 51: Under Identify and Prioritize Last-Mile Connections section, there's a discussion of sidewalk connectivity and gaps and then DART pilot program with TNCs. DART's GoLink zones should be included under Last-Mile Connections since it is already using UberPool service as an option for our 16 GoLink zones. GoLink continues to expand as way to enhance coverage and provide on-demand first-last mile connectivity as well as for short trips. <a href="https://www.dart.org/riding/golink.asp">https://www.dart.org/riding/golink.asp</a></p> <p>Page 52: Under Promote Select Capital Expansions section, D2 Subway Project could be mentioned here. Dallas City Council adopted an LPA in</p>	<p>Comment noted.</p>

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183	<p>Page 5: Under Dallas Is Auto-Centric section and regarding the statement “a drastic change in the way we travel,” it should be noted that this must be tied to supportive land uses, transit incentives, and enhanced connectivity/access.</p> <p>Page 6: Under The Need to Increase Equitable Access to Jobs section and regarding the statement “less than 4 percent of regional jobs by a 45-minute transit commute,” please clarify that this includes a large region where most of the greater DFW region doesn't belong to a transit authority and is also due to decentralized job expansion and sprawl. Regional transit expansion can help but the jobs/housing balance doesn't help.</p> <p>Page 10: Under Guiding Documents section, the list includes NCTCOG's Mobility 2045 but no mention of DART plans. Although DARTzoom and DART 2045 Transit System Plan are in development, it would be good to mention both as they both align/complement this plan relative to transit, mobility/access/connectivity, innovation and improved collaboration.</p> <p>Page 18: Under Scenario A definition of Transit component, does this reflect Mobility 2045 which includes D2 Subway as a critical project to accommodate increased TOD and improved rail frequency in future? Does the 200 miles of infrastructure include BRT corridors for exclusive bus operations in key corridors or is it just rail? Is there a map of this? I would specify D2 in this. Are other rail corridors within DART service area assumed?</p> <p>Page 19: Under Scenario B definition of Transit component, I assume Scenario A also includes D2 and Downtown Streetcar (see above comments) but has less investment in regional rail and bus corridor investments.</p> <p>Page 20: Under Scenario C definition of Transit component (second bullet statement), please clarify what City center means and if this includes D2 and streetcar? Note that D2 is required to accommodate loads projected from regional rail plan expansion as included in Mobility 2045 plan.</p> <p>Page 21: Under Scenario Performance, I'm not sure I agree with Scenario A innovation. It seems like a compact and connected system could greatly enhance innovation as well, and I believe in general this leads to less VMT and increased used of other modes like transit. To me this would be Best. I'm not sure how regional connectivity is best.</p> <p>Page 34: Under Central Planning Area and regarding statement “area is the</p>	<p style="text-align: center;">Comment noted.</p>

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184	<p>Additional comments submitted on behalf of Kay Shelton, DART Interim VP, Capital Planning</p> <p>Page 52: Under Promote Select Capital Expansions section, D2 Subway Project is important to the overall Scenario A and continued focus on TOD. It needs to be in place to allow for other future expansion throughout the city and to improve service levels in the future. Additional expansion beyond D2 would be evaluated with the DART board and city staff as part of ongoing system planning and land use development. I would note the city is the owner of Dallas Streetcar and mention city resolution for Central Link as a way to connect Bishop Arts to Uptown via the central core and consideration of other potential streetcar expansion to support land use/economic development in certain districts/areas.</p> <p>Page 55: At bottom of page call out box, there's mention of federal grant opportunities. D2 Subway has opportunity for an FTA Core Capacity Grant and would be significant investment for Dallas' transit future.</p> <p>Page 59: Under Dedicate Funding to Transit-Supportive Mobility section, DART agrees and sees this as opportunity to work together on prioritizing investments.</p> <p>Page 70: Under Taking a Holistic Approach section and regarding statement "DART has the longest light rail system in the country but ranks 7th in average weekday ridership and 23rd in riders per mile, I appreciate the information below this about the reasons why. The infrastructure is in place. The key for future is to leverage it through land use, zoning decisions, connectivity/access and other policy related changes to better incentivize transit use, walking and reduced auto dependence.</p> <p>Page 72: Under Policy Opportunities and Transit priority bullet, this is a collaboration opportunity for City and DART.</p> <p>Page 76: Under Specific Actions #2, this is a collaboration opportunity for City and DART.</p> <p>Page 76: Under Specific Actions #3, this is DARTzoom process and identification of a core frequent network to focus on (bus and rail). Public outreach on draft plan will be in April/May 2021. Public hearing in summer</p>	<p style="text-align: center;">Comment noted.</p>

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185	<p>Comments submitted on behalf of Rob Smith, DART AVP, Service Planning</p> <p>Page 6: Under The Need to Increase Equitable Access to Jobs section and regarding statement about the lack of frequent, reliable transit service in large parts of Dallas, there are several issues with this blanket statement and it does not provide a nuanced look at the issues. The implication is that access is solely due to transit availability rather than to fundamental issues with gaps between where people live and where they work. In the Metroplex, such distances are so great that conventional bus transit (under 15mph) or even rail transit (under 25mph) cannot bridge the gap within 45 minutes travel time. And there are a number of transit services that offer better than 30-minute peak service even during reduced service levels in the pandemic. And by "South Dallas residents" do you mean residents of that specific neighborhood, or the Southern Sector more generally?</p> <p>Page 7: Under Aging Populations are Growing section and paragraph, no disagreement with this but we would note that Seniors are the least likely population group to use transit (in Dallas and other places), and often have more access to personal automobiles than younger age cohorts.</p> <p>Page 13: Under Focus on Partnerships section and statement regarding DART and Dallas ISD partnership example, DART would note that under Federal Transit Administration rules, there are strict limits to the role that DART can play in providing school transit. DART cannot legally offer specialized school service. We can encourage students and parents to use existing transit services, but we cannot create special routes for school transportation purposes. FTA strictly enforces these rules.</p> <p>Page 30: Under Driving Principle, Measures and Considerations table and regarding Environmental Sustainability measure, it states "Proximity to the DART High Priority Transit Network." DART feedback: We need to get clarification. We do not have something called the "High Priority Transit Network."</p> <p>Page 51: Under Identify and Prioritize Last-Mile Connections section and statement "or where stops are more than one mile apart," is this a reference to the rail system? Bus stop spacing is never more than one mile apart, and bus services are usually offered between rail network gaps.</p>	<p style="text-align: center;">Comment noted.</p>
186	<p>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.</p>	<p style="text-align: center;">Comment noted.</p>
187	<p>Need go up forthworth a.c.</p>	<p style="text-align: center;">Comment noted.</p>
188	<p>The CIRCUITS WEST DALLAS FREE PROGRAM! 🚌🚗 😊 PLEASE KEEP IT GOING WE NEED IT ALOT OF US DON'T HAVE TRANSPORTATION, I WOULD LIKE TO SEE MORE ON THE DRAFT PLAN! THANK YOU.</p>	<p style="text-align: center;">Comment noted.</p>
189	<p>Circuits West Dallas</p>	<p style="text-align: center;">Comment noted.</p>
190	<p>I never got an email about the draft plan</p>	<p>We're sorry to hear that you didn't receive any notification of the draft plan's release; however, its readily available for review here: <a href="https://dallascityhall.com/departments/transportation/DCH%20Documents/ConnectDallas/DSMP_DrafftforPublic_01.08.21.pdf">https://dallascityhall.com/departments/transportation/DCH%20Documents/ConnectDallas/DSMP_DrafftforPublic_01.08.21.pdf</a></p>
191	<p>We need more bicycle lanes and lighting for cyclist throughout the city.</p>	<p style="text-align: center;">Comment noted.</p>
192	<p>Me and my family love this ride and its covenant for those at this point of need</p>	<p style="text-align: center;">Comment noted.</p>

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193	<p>+ I strongly believe that we need to reduce the minimum parking requirements for businesses, high rises, apartments, etc. I live in a very walkable part of Oak Lawn and am committed to walking but even for places half a mile away or less if there is ample parking exists I am much more likely to choose to drive instead of walking. Another key factor is the pedestrian scape between my home and the destination. If it's a nice walk then I'm much more likely to walk. For example, walking along Oak Lawn within a quarter mile of Lemmon is much more enjoyable than walking along Lemmon towards the Tollway from Oak Lawn. The availability of parking induces demand for parking and more driving. We need to reduce parking minimums.</p> <p>+ I am an avid cyclist (and coach a youth cycling team that rides the roads of Dallas multiple times each week) and confidently ride my bicycle in many different locations and cities including across the U.S. and Europe etc. I do NOT ride in most barrier protected bike lanes as they are done in Dallas. Those bike lanes are dangerous and lead to dangerous situations where I am trapped with no "out." The lanes are often filled with dangerous debris, pedestrians, construction closures without warning, standing water, slower cyclists that impede my commute or ride with no way for me to get around them because of being trapped in the protected lane. For example, the lane along Huston street in Victory park is particularly bad and I always take the lane of traffic instead. The bike lane over the Sylvan bridge over the Trinity is also particularly bad and has led to some dangerous riding situations for me. I am 100% FOR bike lanes and bicycle infrastructure but it has to 1. make sense, 2. not be dangerous for the riders, and 3. prioritize the bicycle over the cars. PLEASE see the Dutch Cycling Embassy on social media and via their website: <a href="https://www.dutchcycling.nl/en/">https://www.dutchcycling.nl/en/</a> &amp; <a href="https://www.facebook.com/dutchcyclingembassy/">https://www.facebook.com/dutchcyclingembassy/</a></p> <p>+ The more hassle driving becomes (lower speed limits, road diets, fewer parking options) and the easier other transit modes (cycling, walking, public transt) become the more people will choose other modes of transit over cars.</p> <p>+ PLEASE, prioritize Dallas residents rather than thru-traffic.</p>	Comment noted.
194	I agree Scenario A is the way to move forward.	Comment noted.
195	Weekend service; expand the service area	DART is currently working on a Bus Network Redesign and Transit System Plan. For more information and to get involved: <a href="https://www.dart.org/zoom/zoom.asp">https://www.dart.org/zoom/zoom.asp</a> , <a href="https://www.dart.org/about/expansion/transitsystemplan.asp">https://www.dart.org/about/expansion/transitsystemplan.asp</a>
196	Overall thorough plan. Most looking forward to the emphasis on safety and active transportation (Operationalize Vision Zero and Establish Active Transportation Division items from the Action Plan matrix), as long as the equity lens is not forgotten in the project prioritization/selection process. Thank you for your work on this.	Connect Dallas will establish Equity and Safety as key Driving Principles for transportation decision-making by the City over the next five years.
197	Keep the circuit company in west Dallas	Comment noted.
198	We need more circuit shuttles! Please expand the number of cars, have weekend service, and extend the program into more areas of Dallas. This has been a blessing for me and my family during Covid.	Comment noted.
199	I would like for more enforcement of traffic violators more street lighting and clean up of alleys.	Comment noted.
200	I have not read the draft plan, if it could be emailed to me I would take great pleasure in reviewing it.	Feel free to use this link to read the Draft plan: <a href="https://dallascityhall.com/departments/transportation/DCH%20Documents/ConnectDallas/DSMP_DraftforPublic_01.08.21.pdf">https://dallascityhall.com/departments/transportation/DCH%20Documents/ConnectDallas/DSMP_DraftforPublic_01.08.21.pdf</a>

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201	Pertaining to the scooter TEMPORARY ban, it's now been over 7 MONTHS. We were promised a quick resolution. I LOST MY JOB because I suddenly couldn't get to work since the ban was immediate, I didnt have the time or the resources to find alternative transportation and city buses take 2.5 HOURS to travel the the distance 20 minutes on a scooter did.	Comment noted. We are actively working on a path to bring scooters back to Dallas.