

Memorandum



CITY OF DALLAS

DATE April 23, 2021

TO Honorable Mayor and Members of the City Council

SUBJECT **Connect Dallas: Updates to the Draft Plan and Final Plan**

In anticipation of the final Connect Dallas Strategic Mobility Plan being brought before City Council for adoption consideration on April 28, 2021, this memorandum provides a summary of the edits that were made to the draft plan in response to some of the more notable comments received during the January 2021 public comment period, and briefings to the Transportation & Infrastructure Committee and City Council in February 2021 and March 2021, respectively.

Comment 1: Maintenance should be a priority; the plan does not address maintenance.

While the draft plan addressed the need to adequately and sustainably fund maintenance (pg. 63-64), in response to these comments staff identified opportunities to bring greater attention to the need to fully fund maintenance:

- Why Dallas Needs a Plan: the "Our Needs Are Growing Faster Than Our Resources" paragraph was moved to the top of the list of reasons why Dallas needs a plan.
- Funding Best Practices: "Adequately and Sustainably Fund Maintenance" was moved to the top of the list of funding best practices.
- Illustrative Funding Strategy table: the proposed change in funding for maintenance was changed from "TBD" to "↑" with an asterisk below the table: "*Zero degradation of existing pavement quality requires an average investment of \$347 million per year over the next 10 years (Source: FY 2021-2025 Infrastructure Management Program)."

Comment 2: None of the scenarios would increase funding for sidewalks.

This was a comment heard from City Council and the public. Staff agreed that an increased investment in sidewalks will be necessary to advance the Driving Principles. Therefore, the investment recommendations under Scenario A, the selected Transportation Vision, were modified to recommend increased investment in sidewalks.

Comment 3: "Please choose Option A," and "please move forward with Scenario A."

During the public comment period, many members of the public expressed a desire for the City to select Scenario A, giving City staff the impression that the plan did not make clear that Scenario A was selected as the transportation vision for Connect Dallas. In response, much of the scenario planning process discussion was moved to an appendix and the heading for Scenario A was changed to "Transportation Vision". This also helped to address comments about the plan being too long.

Comment 4: "Would like to see micromobility addressed more."

Several members of the public expressed a desire for more discussion of dockless scooters and micromobility in the plan. While City staff and City Council continue to evaluate next steps for the Dockless Scooter Program, the following note was added to the Policy Recommendations page:

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In addition to the specific policy recommendations featured in this section, the City of Dallas should continue to monitor emerging transportation technologies and evaluate their ability to contribute to the Driving Principles. Technologies such as dockless scooters, rideshare, mobility-as-a-service, and automated vehicles can enhance quality of life and access to opportunities. Future studies should evaluate national best practices to identify ways to appropriately implement and manage new technologies in a way that is supportive of community goals.”

Comment 5: Section 3, “Strategic Mobility Network,” was difficult to follow.

It was commented on by the public that the organization of this section was difficult to follow. In response, staff reorganized the information in the lead up to the Strategic Mobility Network map, to more clearly and concisely lay out how projects were identified, evaluated, and prioritized.

Comment 6: The Plan is too long, and “I would have liked to see an executive summary.”

These comments were also received during the public comment period. Some of the edits identified above helped to reduce the number of pages. In addition, an executive summary document was created that highlights the major elements of the plan.

Comment 7: ‘There are no projects shown in my neighborhood,’ or ‘These are not the projects people are asking for.’

Ongoing, citywide projects like maintenance projects, sidewalk improvements, and traffic signal upgrades would continue to occur across the city. The maps shown in Connect Dallas are intended to be an illustration of large capital projects, based on the City’s current inventory of vetted projects, which would provide the greatest community benefits and make the most progress on advancing the Driving Principles using a data-driven project selection process. The Policy Modernization section notes that in order to have a better pool of projects, the Vision Zero Action Plan and Sidewalk Master Plan should be adopted, the Bike Plan and Thoroughfare Plan should be updated, and the projects recommended in these plans should be scoped for inclusion in a future Capital Improvement Program or bond program. Additionally, the Project Delivery Recommendations propose having a small amount of funding set aside for “Local Priority Projects”—locally important projects that may not compete well on a citywide basis—which could be identified through public engagement in advance of a future Capital Improvement Program or bond program.

Dallas Area Rapid Transit (DART) Comments and City Staff Comments

A number of other edits were made in response to comments received from DART and from City staff. Edits made in response to DART comments included things like adding DART Transit System Plans to the list of Guiding Documents and changing “Proximity to DART High Priority Transit Network” to “Proximity to DART Core Frequent Network”. Edits made in response to City staff comments included moving the Project Delivery Recommendations section to after Policy Modernization Recommendations, for better sequential flow of the document.

In summary, Connect Dallas is a historic first for the City of Dallas that will align future transportation investments and decisions with a concrete set of Driving Principles and transportation vision. It reflects a tremendous amount of community and stakeholder input and

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support gained during the two-year plan development process. The Action Plan Matrix included in the final draft plan lays out a series of items for City staff to start implementing immediately.

Please find below links to the Connect Dallas Final Draft Plan, Appendix, and Executive Summary.

1. [Connect Dallas Final Draft Plan](#)
2. [Connect Dallas Final Draft Plan Appendix](#)
3. [Connect Dallas Executive Summary](#)

If you have any questions or need additional information, please contact Ghassan Khankarli, Interim Director of the Department of Transportation, at Ghassan.khankarli@dallascityhall.com.



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