

# Memorandum



CITY OF DALLAS

DATE May 21, 2021

TO Honorable Mayor and Members of the City Council

SUBJECT **Follow-up to April 2021 Transportation and Infrastructure Committee Meeting:  
FY2021 Pavement Markings**

During the April 19, 2021 [Transportation and Infrastructure \(TRNI\) Committee](#) meeting, the Department of Transportation provided an update on the state of the City's traffic signals, school flashers, and pavement markings. The presentation outlined the challenges in meeting the current pavement marking needs throughout the City, and Councilmember Atkins requested additional information on the cost to improve our pavement markings to an appropriate level.

## **Current Status**

An annual inventory of pavement marking conditions is conducted by the Department of Transportation Pavement Markings Staff. This analysis determines the visibility and retro-reflectivity of the 1,607 linear miles of roadway within the City. Based upon the 2019 inventory, streets are rated into three categories such as:

- Level A: Acceptable visibility and retro-reflectivity.
- Level B: Better than average pavement marking visibility and retro-reflectivity.
- Level C: Streets that have lost visibility and retro-reflectivity.

The inventory showed that 1,221 out of 1,607 linear miles of lane line striping falls into Level C (little to no visibility). Approximately 76% of the City roadway visibility is lost and no retro-reflectivity is visible.

## **Pavement Marking Needs**

The City's goal is to maintain an acceptable level of pavement marking visibility on major streets to increase safety and mobility. The cost associated with restriping one linear mile of lane lines and reflective buttons is \$4,500. With 1,221 linear miles of roadway within a Level C condition, the cost to upgrade would be \$5.5 million. The current budget of \$1.1 million only funds 245 miles of lane line striping with reflective buttons, which is a shortfall of \$4.4 million for the additional 978 miles in Level C condition.

In addition to the 1,607 linear miles of striping, there are approximately 8,400 crosswalks city-wide. There is a current backlog of 1,500 crosswalks identified by inspection, service requests, or work orders. Due to current funding of only \$100,000, staff only approves restriping of crosswalks that are school related or safety-related sites; all other requests are put on hold due to limited funding, resulting in an increase in overdue service requests. The cost associated with restriping crosswalks once every ten years is \$1,400 per location.

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If you have any questions, please contact Ghassan 'Gus' Khankarli, Director of the Department of Transportation, at [ghassan.khankarli@dallascityhall.com](mailto:ghassan.khankarli@dallascityhall.com).



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