



**Connect
Dallas**

Strategic Mobility Plan

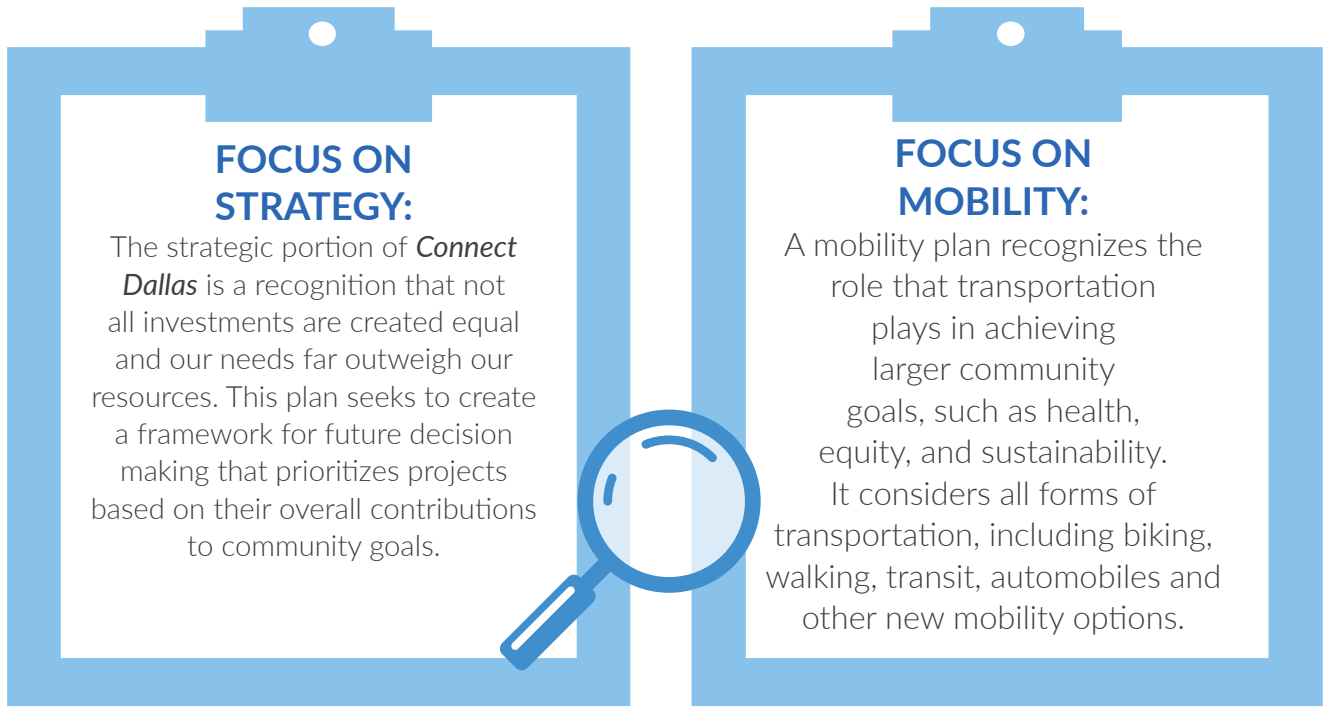
EXECUTIVE SUMMARY



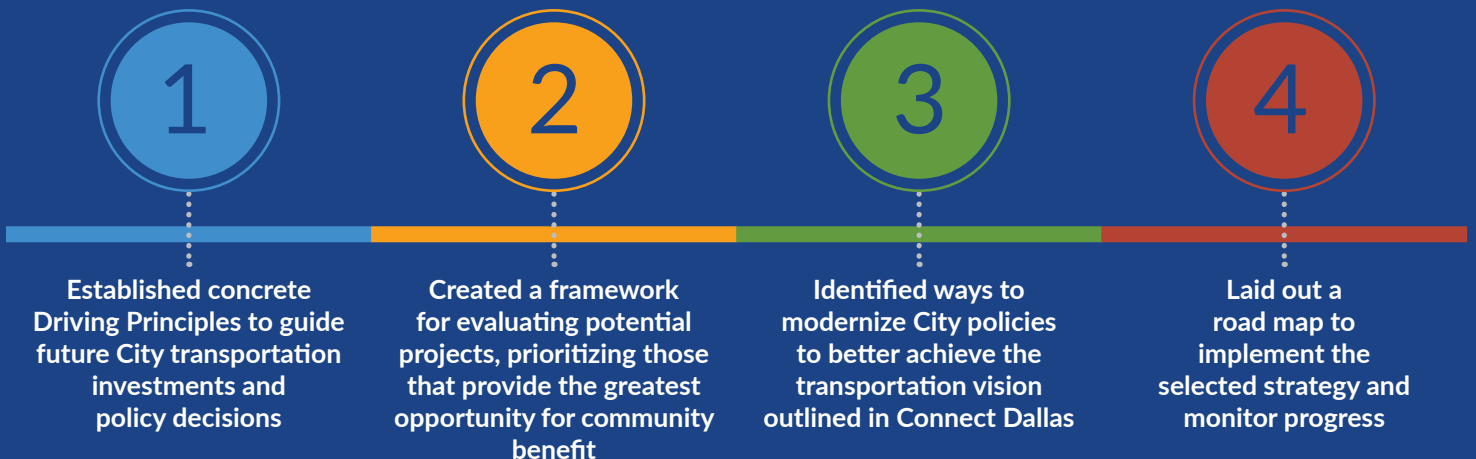
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What is a Strategic Mobility Plan?

For many decades, cities have focused on creating traditional transportation plans. These plans typically heavily focus on automobile travel, and seek to minimize congestion and commute times by investing heavily in roads. By contrast, a strategic mobility plan is different in two fundamental ways:



THROUGH CONNECT DALLAS, CITY LEADERS:



Driving Principles

Connect Dallas is rooted in six driving principles that guided the plan's development and are intended to guide investment and policy decisions over the next five years. These principles, which are a combination of City Council and community priorities, identify key areas of community life that are inextricably linked to mobility and that should be advanced through thoughtful transportation investments and changes to transportation policy.



- **Safety:** Improve safety for all modes of transportation.



- **Economic Vitality:** Integrate transportation investments with land use and economic priorities to improve quality of life.



- **Environmental Sustainability:** Reduce vehicle miles traveled and single occupancy vehicle mode share, and provide a variety of travel options to encourage residents to travel by transit, biking, or walking, to reduce greenhouse gas emissions.



- **Housing:** Support the creation of affordable and varied housing options that meet the city's growing needs.



- **Equity:** Provide safe, affordable access to opportunities for all city residents.



- **Innovation:** Leverage existing and emerging technologies to meet 21st century challenges.



Defining the Transportation Vision

The transportation vision laid out in this document was developed over several months. The process began with the development of three scenarios, which were then tested to determine how well they promote the Driving Principles (more information in the Appendix). The scenario selected by City leaders and the community formed the vision for the Transportation Vision. The three elements that make up the Transportation Vision —the Strategic Mobility Network, policy recommendations, and an implementation action plan—are explored in document sections 3, 4, and 5.



Transportation Vision: Compact and Connected


This scenario seeks ways to give people more choices in how they travel, especially for short trips. It emphasizes improving existing city streets, local bus and rail projects, and bicycle facilities that serve local activity centers. It also emphasizes more development around transit stops and on vacant or underutilized land in already developed areas. In general, there would be a greater intensity and mix of land uses.

Land Use

Promotes compact growth and transit-oriented development

65 
New Roadway Lane Miles

225 
New Miles of Transit

885 
New Miles of Bikeway & Trails

Total cost by **2045**

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Roadway

- Over 100 miles of roadway projects throughout the City of Dallas
- Emphasis placed on streetscape, lane reallocation, and connectivity instead of the city's historical emphasis on new roadways and widenings

Transit

- Enhanced bus service along key routes and investment in regional rail, light rail, and streetcar for a total of over 200 new miles of infrastructure
- Increases current investment in transit

Bicycle

- Over 850 miles of new bike facilities and trails across the City of Dallas
- Nearly 75% of all facilities are premier facilities with either striped or physical buffer separation
- Significant increase in investment compared to current levels

Sidewalks

- Increases investment in sidewalk construction and maintenance

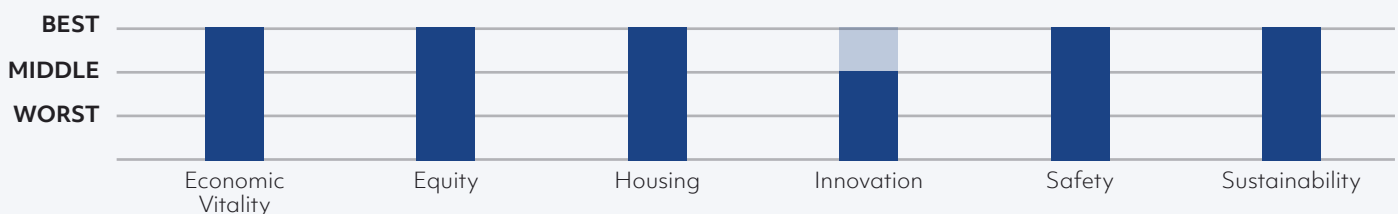
Transportation Demand Management

- Moderate increases in TDM investments beyond existing levels

Technology

- Includes less of a focus on operational improvements such as express lanes

How This Scenario Scored









Project Prioritization Framework & Strategic Mobility Network

Since resources are limited—both funding and time—it is important for the City of Dallas to select projects that provide the highest level of community benefits, as defined in the Driving Principles. To guide the identification of high-priority projects that best advance the Driving Principles, Connect Dallas has defined a data-driven project prioritization framework. This framework should be used to prioritize capital transportation projects for funding, along with more qualitative factors such as community support, project readiness, and dual-benefit projects (e.g., projects that also address a critical maintenance need).

To illustrate how the City's current inventory of projects would perform using this data-driven process, a Strategic Mobility Network was created that identifies high-priority projects for future capital improvement programs. However, it is expected that this network will change in the future as projects are funded, plans are updated and developed, additional projects are identified and scoped, prioritization measures are updated as appropriate, and more qualitative factors are considered.

Project Prioritization Framework

Driving Principle	Measures and Considerations
 SAFETY	<ul style="list-style-type: none"> • Location on High Injury Network
 ENVIRONMENTAL SUSTAINABILITY	<ul style="list-style-type: none"> • Proximity to DART Core Frequent Rail and Bus Network • Diversity of land use • Bicycle network connectivity • Walkability based on intersection density
 EQUITY	<ul style="list-style-type: none"> • Demographic and socioeconomic data
 ECONOMIC VITALITY	<ul style="list-style-type: none"> • Location within Federal Opportunity Zones • Location within half mile of DART rail stations • Density of trip generators nearby • Employment density
 HOUSING	<ul style="list-style-type: none"> • Density of home-based trips nearby
INNOVATION	<ul style="list-style-type: none"> • Innovation was not considered for spatial analysis. Instead, Innovation will be addressed through the Policy Modernization recommendations.
 OTHER	<ul style="list-style-type: none"> • Existing congestion

Pedestrian Priorities

Currently, the City of Dallas owns and maintains approximately 4,500 miles of sidewalk. However, according to City data, much of the current network is damaged or obstructed in some way, and over 2,100 miles of the sidewalk network are missing. As an important part of a complete mobility system, the City is seeking to improve the overall quality of the sidewalk network through repair and replacement ensuring the network serves those of all ages and abilities.

In late 2020, the City of Dallas began the development of a Sidewalk Master Plan. This plan will analyze the City's existing sidewalk network, to identify priority sidewalk locations for new construction or improvement to ensure a high-level of mobility throughout the City. That plan will prioritize future sidewalk investments based on:

- **Pedestrian High Injury Network:** As part of the City's Vision Zero initiative, the City has identified roadways where a high frequency or severity of crashes involving pedestrian occur.
- **Proximity to transit:** areas within half mile of existing rail stations.
- **Population density:** areas with a high population density
- **Intersection density:** areas with a high frequency of roadway crossings (considered to be areas with a walkable grid network)
- **Vulnerable populations:** areas with a high percentage of Black, Hispanic, senior citizens, or low-income residents.

Strategic Transit Investments

DART is currently in the process of updating their Transit System Plan. The updated plan, to be released in 2021, will identify a long-term transit investment strategy for the DART Service Area, including bus service enhancements and capital expansion.

The DSMP recognizes the importance of high-quality transit service to improve the sustainability, equity, and economic vitality of the city. The preferred transportation vision and Driving Principles should serve as policy guidance for the City in discussions about future transit improvements with DART and regional partners, and evaluating the impact of changes to public transit.

Some example recommendations the City should emphasize include:



Prioritize enhanced bus service



Identify Last-Mile Connections



Promote select capital expansions

Policy Recommendations

Based on the results of an existing policy diagnostic, several policy recommendations and action items were developed to help advance the transportation vision. Discrete action items are grouped by major policy focus areas. The table below summarizes these recommendations, and ties each to the Driving Principle(s) that it advances most.

	Safety	Environmental Sustainability	Equity	Economic Vitality	Housing	Innovation
Update the Bike and Thoroughfare Plans	✓	✓	✓	✓		
Develop a Freight Master Plan	✓	✓		✓		✓
Operationalize Vision Zero	✓		✓			
Align Land Use Goals with Driving Principles		✓	✓	✓	✓	
Establish a Streamlined Project Development Process	✓	✓	✓	✓	✓	✓
Establish a Transit Support Program		✓	✓	✓	✓	✓
Reform the Development Review Process		✓	✓	✓	✓	
Emphasize TDM to Improve System Efficiency	✓	✓	✓	✓		✓
Proactively Manage the City's Curbside Assets	✓		✓	✓		✓
Enhance Internal & External Coordination	✓	✓	✓	✓	✓	✓
Align the CIP with <i>Connect Dallas</i> Principles	✓	✓	✓	✓	✓	✓



Kimley»»Horn

Expect More. Experience Better.