

Memorandum



CITY OF DALLAS

DATE 22 May 2015

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo,
Mayor Pro Tem Tennell Atkins, Sandy Greyson, and Sheffie Kadane

SUBJECT Everyone Is a Pedestrian
Improving Pedestrian Safety in Texas

On Tuesday, 26 May, you will be briefed on Everyone Is a Pedestrian Improving Pedestrian Safety in Texas, presented by the Federal Highway Administration. The briefing materials are attached for your review.

Please feel free to contact me if you need additional information.

A handwritten signature in black ink, appearing to read 'Mark McDaniel'.

Mark McDaniel
Assistant City Manager

Attachment

c: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager

Jill A. Jordan, P.E., Assistant City Manager
Eric D. Campbell, Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council



Everyone is a Pedestrian



Longhorns in the Wichita Mountains Wildlife Refuge

Texas Division Office

Improving Pedestrian Safety in Texas

Transportation and Trinity River Project Committee

26 May 2015



U.S. Department of Transportation
Federal Highway Administration



Everyone is a Pedestrian

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Federal Highway Administration [“FHWA”] Programs to Improve Safety for All Roadway Users

- Mayor’s Challenge for Safer People, Safer Streets
- Pedestrian Safety Focus States and Cities
- Road Diets
- Road Safety Assessment [“RSA”]





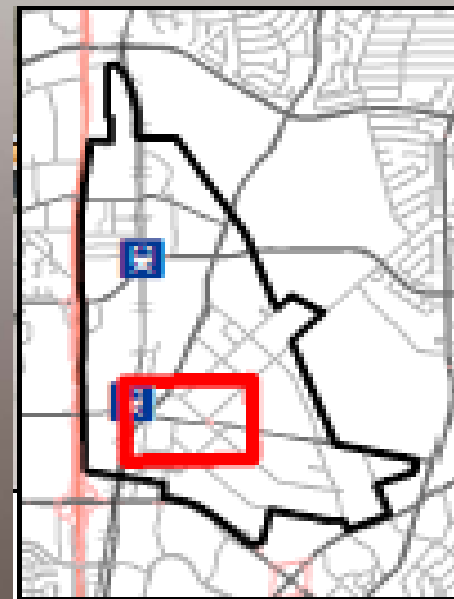
Road Safety Audit

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Vickery Meadow Neighborhood Pilot Project (24-26 February 2015)

FHWA led a study and will report potential road safety issues, and identify opportunities for improvement for all road users.



Project Location and Crashes

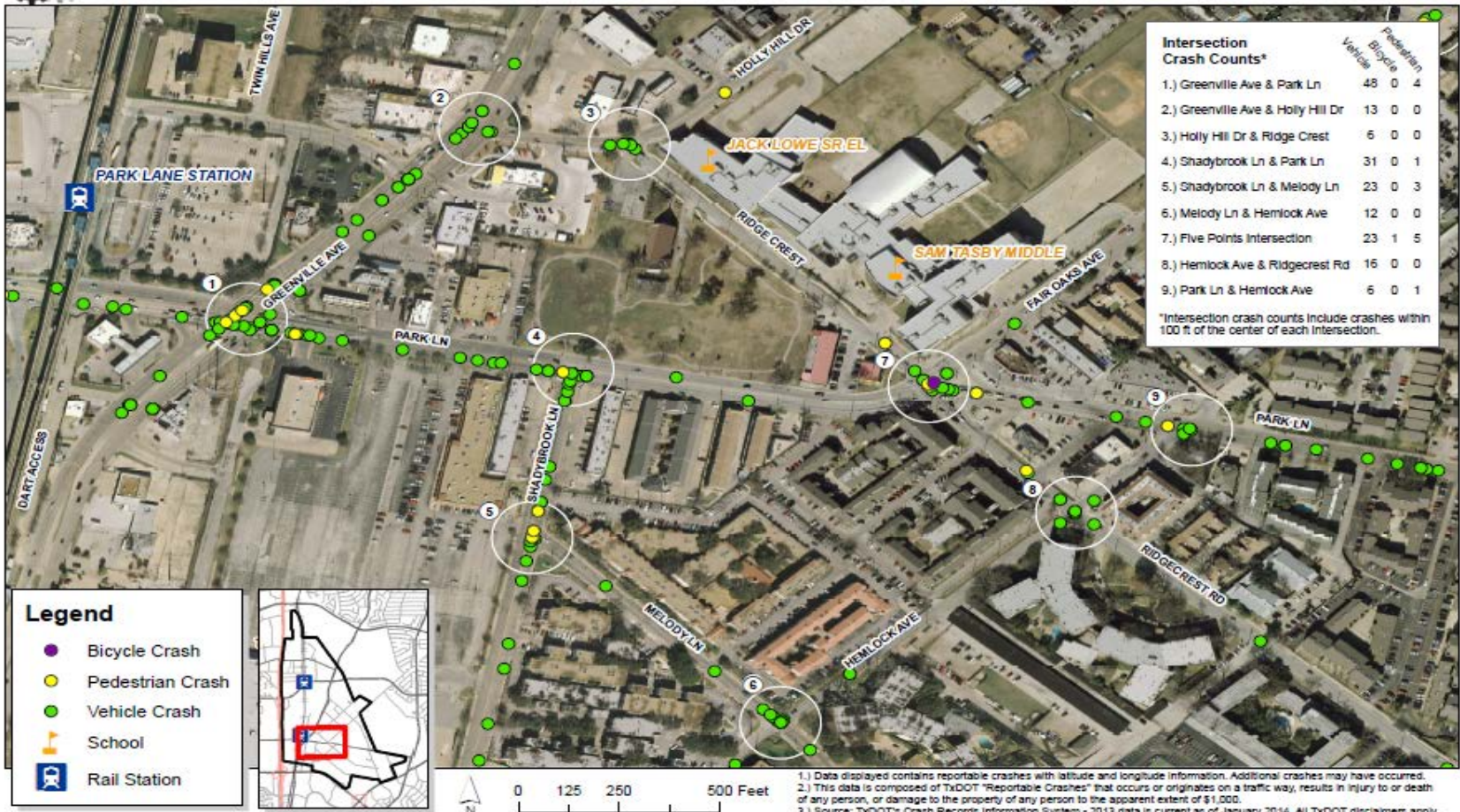
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North Central Texas
Council of Governments

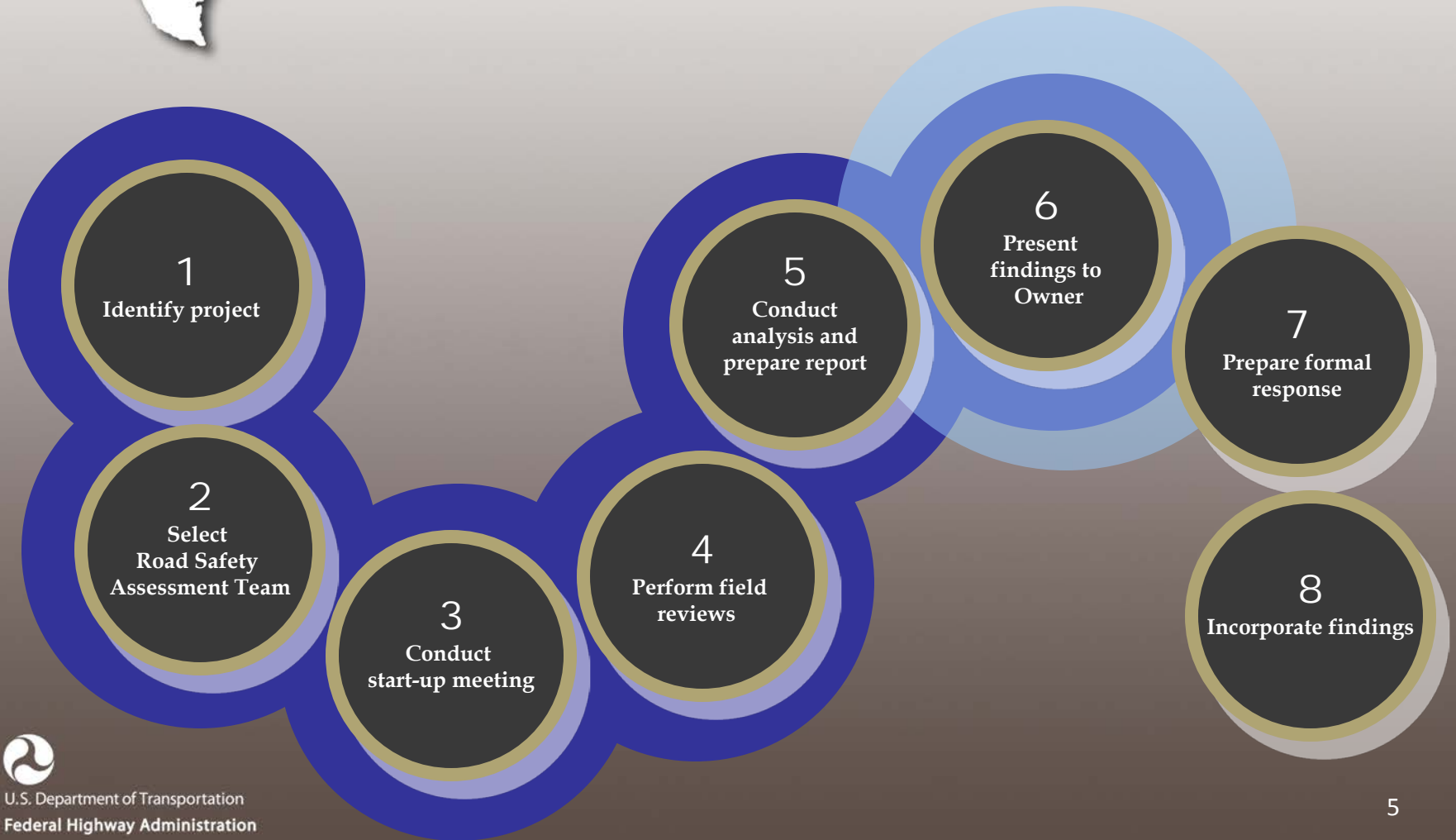
Vickery Meadow Vehicle, Bicycle, and Pedestrian Crashes (2009 - 2013)



Responsibilities

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The RSA Team

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- City of Dallas
- Dallas County
- Dallas Police Department
- North Central Council of Governments [“NCTCOG”]
- Vickery Meadow Public Improvement District
- FHWA



- **Independent**
- **Experienced**
- **Multi-disciplinary**
- **Multi-jurisdictional**



Positives

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- Pavement markings
- Existing sidewalks
- Push buttons and pedestrian signals
- Turning islands
- School Crossing Guards
- Street lighting
- Medians



Positives

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- Proactive group, multiple agency support
- Readily available access to transit service
- Pedestrian activity
- Reduced criminal activity
- Children walking to school
- Planned Southern Pacific [“SOPAC”] Trail



Concerns

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- Inadequate pedestrian facilities
- Insufficient traffic and pedestrian counts
- Under reporting of incidences
- Language barriers
- Prioritization of transportation modes
- Location of schools



Safety Concerns

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- Intersections
 - Pedestrian signals and buttons
 - Signal timing
 - Americans with Disabilities Act [“ADA”] Accessibility
- Sidewalks
 - Connectivity
 - Condition
 - Width
 - Obstructions



Safety Concerns

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- Less than desirable use of pedestrian facilities
- Risky pedestrian actions
- Multimodal interaction
- Roadway width
- Median width
- Turning movements
- “Multiple Threat”
- Pedestrian lighting



Safety Concerns

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- Intersection geometry
- Roadway design encourages higher speeds
- Need for education, positive examples, encouragement and enforcement
- Truck traffic (transfer station)



Complete Streets

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- Street Design Standards that Include all modes of transportation (including vehicles, transit, pedestrians, bicycles)
- City of Dallas Complete Streets Initiative
- Vickery Meadow Station Area Plan recommends a Complete Street approach for Park Lane
- Complete Streets should also be considered for Shady Brook Lane, Fair Oaks Avenue and Greenville Avenue
- Could improve safety for all users in the neighborhood





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Before



After

DART Park Lane Station

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- Crossing locations
- Multiple pedestrian exits from parking lot
 - Remove stone steps
 - Add fencing along Greenville Avenue
- Pedestrian direction through parking lot (signage/striping) and proper crossing points
- Support the addition of pedestrian bridge to platform



Downtown Carrollton Station



Greenville Avenue and Park Lane

Texas Division Office

- Pedestrian signal timing
- Pedestrian signals and push buttons
- Intersection geometry
 - Number of through and turning lanes
 - Higher speed turns
 - Narrow to no medians
 - Long pedestrian crossing distances
- Pedestrian lighting
- Trees and birds



Greenville Avenue and Park Lane

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- Re-evaluate under-utilized turn lanes
 - Southbound Greenville Avenue right turn lane
 - Inside southbound Greenville Avenue left turn lane
 - Northbound Greenville avenue right turn lane
- Pedestrian crossings
 - Tighter radius to decrease speeds
 - Widen medians
 - Decrease distance/exposure



Park Lane and Shady Brook Lane

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- Pedestrian signal timing and operation
- ADA accessibility
- Lighting
- Evaluate potential for Complete Streets

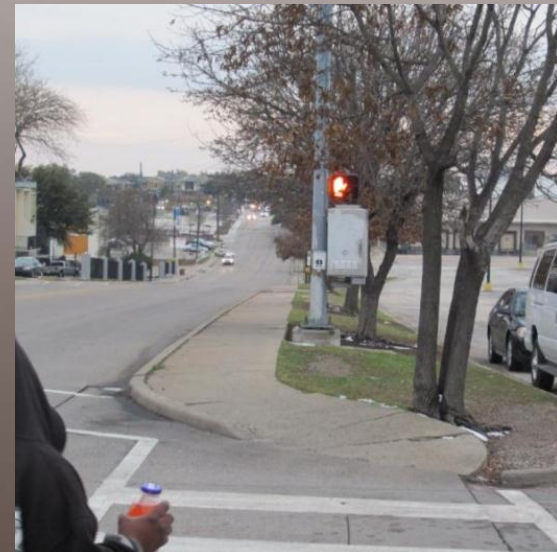
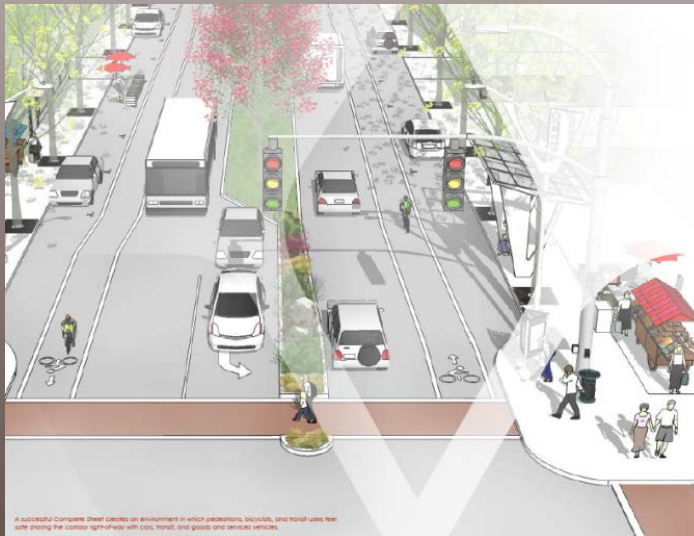


Shady Brook Lane and Melody Lane

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- Pedestrian push button and signal location
- Lighting
- Evaluate potential for Complete Streets



Five Points

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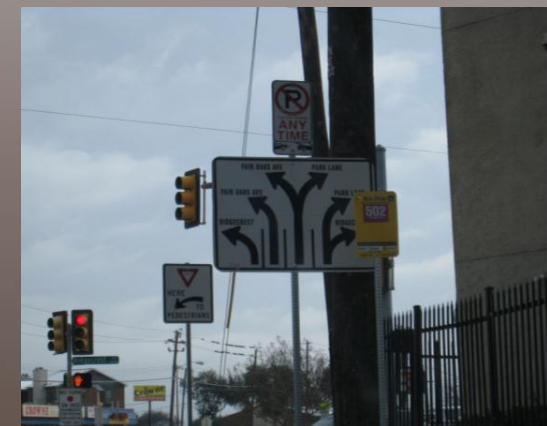
- Evaluate:
 - Extending school zones along Park Lane and Ridgecrest Road
 - Adding advance lane use signage, especially on Park Lane
 - Making Ridgecrest Road One-Way
 - Complete Streets for Fair Oaks Avenue and Park Lane
 - Vehicle Design traffic signal control



Five Points

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- Crossing distances
- Pedestrian signals and push buttons
- Unclear striping, signals and signage
- Signal timing



Schools

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Schools

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- Develop a Safe Routes to School Plan
- During school dismissal
 - De-emphasize the use of the doors adjacent to Fair Oaks Avenue
 - Limit left-turns from Ridgecrest Road to Fair Oaks Avenue
 - Possible street/lane closures
 - Traffic signals programmed to flash red to allow for an all-pedestrian phase
- Widen sidewalks/crosswalks
- More frequent safety education for students and parents





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Leadership



Commitment