

JUNE 2021



Dallas Sidewalk MASTER PLAN

FINAL REPORT



City of Dallas

Acknowledgments

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DALLAS MAYOR & CITY COUNCIL

Eric Johnson, Mayor	Omar Narvaez, District 6	Cara Mendelsohn, District 12
Chad West, District 1	Adam Bazaldua, District 7	Jennifer S. Gates, District 13
Adam Medrano, District 2	Tennell Atkins, District 8	David Blewett, District 14
Casey Thomas, II, District 3	Paula Blackmon, District 9	
Carolyn King Arnold, District 4	Adam McGough, District 10	
Jaime Resendez, District 5	Lee Kleinman, District 11	

CITY OF DALLAS STAFF

T.C. Broadnax, City Manager	Peer Chacko, Director of Planning & Urban Design	Gary Copeland
Majed Al-Ghafry, Assistant City Manager	Ali Hatefi, P.E.	Diana Acero Cepeda
Dr. Robert M. Perez, Director of Public Works	Efrain Trejo, Project Manager	Kathryn Rush
Ghassan Khankarli, Director of Transportation	Jennifer Nicewander, P.E.	Arturo Del Castillo
	Christopher Lutz	John Lawrence
	Jacob McCarroll	Lindsey Wilson

SIDEWALK MASTER PLAN COMMITTEE

Caroline Belote	Rachel McGowan	Bryant Shaw, Dallas ISD
Larry Cole	Laura Messier	Scott Sparks
Ca'Lannye Jackson	Micah Moore	Doug Taylor
Jennifer Jones, DART	Starlet Ramirez	Sheila Washington
Laura Keyes	Geyden Sage	Beverly White
Barbara McLeod	Rod Scales	

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EXECUTIVE SUMMARY



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INTRODUCTION & PURPOSE







What is the Sidewalk Master Plan? Based on the guidance from Connect Dallas, the recently adopted Strategic Mobility Plan, there has been a renewed focus on multi-modal transportation. In all multi-modal trips, the user at some point is a pedestrian, so sidewalks are a critical piece of infrastructure for these users. The Sidewalk Master Plan is a targeted path forward that is aimed at improving the city-wide pedestrian experience. The Sidewalk Master Plan was a process to identify the most impactful projects and provide guidance for decision makers on budgeting for both new construction and sidewalk repair projects. Through an extensive engagement process that involved an advisory committee, project website, interactive mapping, surveys, and community presentations, numerous policy actions were developed to guide the City of Dallas into an improved pedestrian system.



MASTER PLAN PROCESS

DRIVING PRINCIPLES

The Dallas Sidewalk Master Plan is aligned with the six driving principles that guided Connect Dallas and are intended to inform 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 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 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.

DATA COLLECTION & RESEARCH

A database was created to elevate the City of Dallas sidewalk program. This database included the City of Dallas Master Thoroughfare Plan, the Pedestrian High-Injury Network, existing public facilities, the future land use plan, equity indicators, and other factors that would contribute to the prioritization of the city's sidewalks. This data was categorized by council district to ensure that these priorities were balanced, geographically.

PROJECT PRIORITIZATION

Based on the calculations completed during the data collection portion of the plan, the estimated total need for the City of Dallas to repair approximately 50% of defective sidewalks and fill missing gaps is approximately \$2 billion. This plan prioritizes a need of \$24.5 million per year over the next 40 years for maintenance alone. The size and scale of the City of Dallas means that projects and areas must be prioritized according to highest need and impact. A weighted framework was put together through a collaborative experience involving stakeholders, the Advisory Committee, City staff, and Dallas residents. All sidewalks, both missing and existing, were scored using this prioritization criteria and are sorted by Council District as seen in the maps in Chapter 4. The categories for this prioritization and their overall weights are shown below:



KEY RECOMMENDATIONS

PEDESTRIAN TOOLBOX

To better understand what tools and facilities are available to improve the City's pedestrian network, a Pedestrian Toolbox was put together. Each of these tools are summarized in a single page that includes a brief description, design guidelines, and industry insights to better contextualize the tools and when they are most appropriately used.

The following tools are included in the Pedestrian Toolbox in Chapter 5:

- Sidewalks
- Marked Crosswalks
- Curb Ramps
- Mid-block Crossings
- Intersection Strategies
- Streetside Design

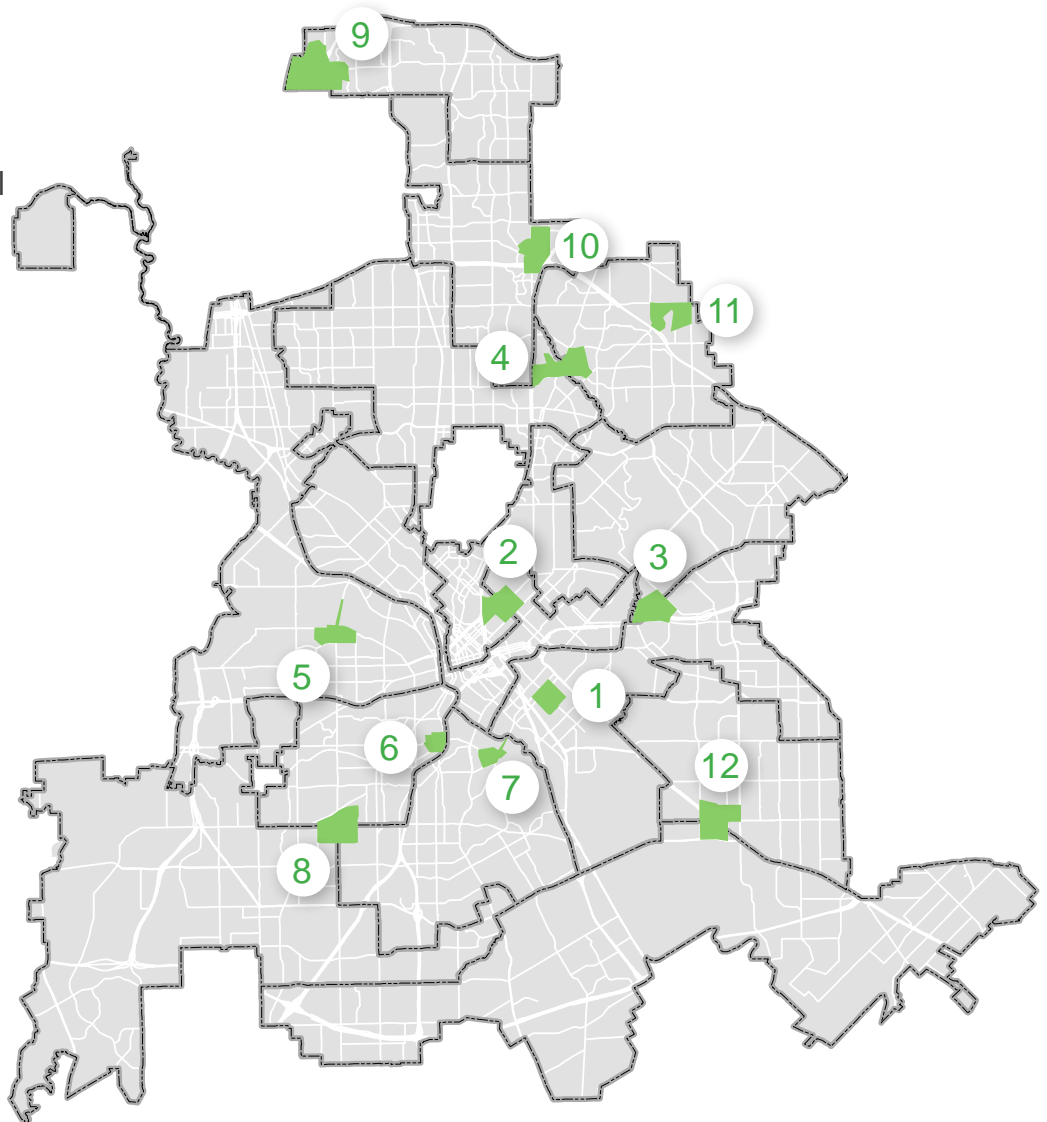
PEDESTRIAN FOCUS AREAS

Once the overall citywide sidewalk prioritization was complete, twelve focus areas were chosen that showed the highest concentrations of priority. For each of these focus areas, a more detailed approach was taken to identify and cost out pedestrian-related improvements that go beyond the presence of sidewalks. Based on existing evaluations, the maintenance includes correcting the vast number of tripping hazards throughout the City. The locations of these twelve focus areas are shown in the graphic below:

All Focus Area Locations

- # Focus Area Numbers
- Focus Areas
- Council District Boundaries

1. Martin Luther King, Jr.
2. Renaissance Oaks & Haskell
3. Tenison Park East
4. Fair Oaks
5. Hampton Crossing
6. Southern Gateway
7. Cedar Creek
8. Hampton & Illinois
9. Denton County Gateway
10. Coit & 635
11. Woodridge
12. Elam Creek



POLICY OPPORTUNITIES

Some actions can be carried over to policies and incorporated into other projects and initiatives. This plan captures these opportunities and aims to address common concerns identified in the public surveys. These policy actions were grouped into six categories:

- Transparency
- Responsibility
- Funding and Implementation
- Identification of Deficiencies
- Data Management
- Design Specifications

ACTION PLANS

An action plan was developed that focused on funding of infrastructure as well as policy actions that are needed to continue to improve pedestrian usability. The plan reemphasizes the Connect Dallas Action Plan and creates a detailed Pedestrian Action Plan where 12 policies have been called out as top priorities for the City to implement in the near future as listed below.

In addition to these proposed actions, a set of performance measures was identified to help regularly evaluate the plan's implementation process after adoption. By tracking these measures on an annual basis, the City will be able to better understand the strength of the plan's actions and help to identify if adjustments need to be made in the long-term.

Dallas Sidewalk Master Plan Priority Actions

- **Safety** - Strategically invest in improved sidewalks along high-crash corridors.
- **Safety** - Improve pedestrian crossings at identified high-crash intersections.
- **Equity** - Reduce sidewalk gaps in areas with a high proportion of vulnerable populations (people of color, low-income, people with disabilities, seniors, and young people).
- **Economic** - Increase sidewalk coverage within ½ mile of schools.
- **Transparency** - Establish a Pedestrian Advisory Committee to increase awareness and continue the identification of high priority sidewalk improvements to be used in the annual budget process.
- **Transparency** - Publish an annual report with sidewalk evaluation metrics and present to the Pedestrian Advisory Committee.
- **Transparency** - Develop a sidewalk program project tracking system.
- **Transparency** - Create a publicly available map showing progress of sidewalk improvements.
- **Funding & Implementation** - Establish a stable Sidewalk Funding Program that incorporates the vision of the DSWMP and City Council recommendations.
- **Identification of Deficiencies** - Implement a phased sidewalk grading program that tackles 10-20% of the DSWMP Focus Areas or 2-3 Council districts per year.
- **Data Management** - Establish a definition of undesirable, damaged, and defective that identifies a difference between non-ADA compliance and non-traversable to set funding priorities.
- **Design & Construction Specifications** - Identify documents that need to be updated, make recommendations for changes, and review and update them annually.

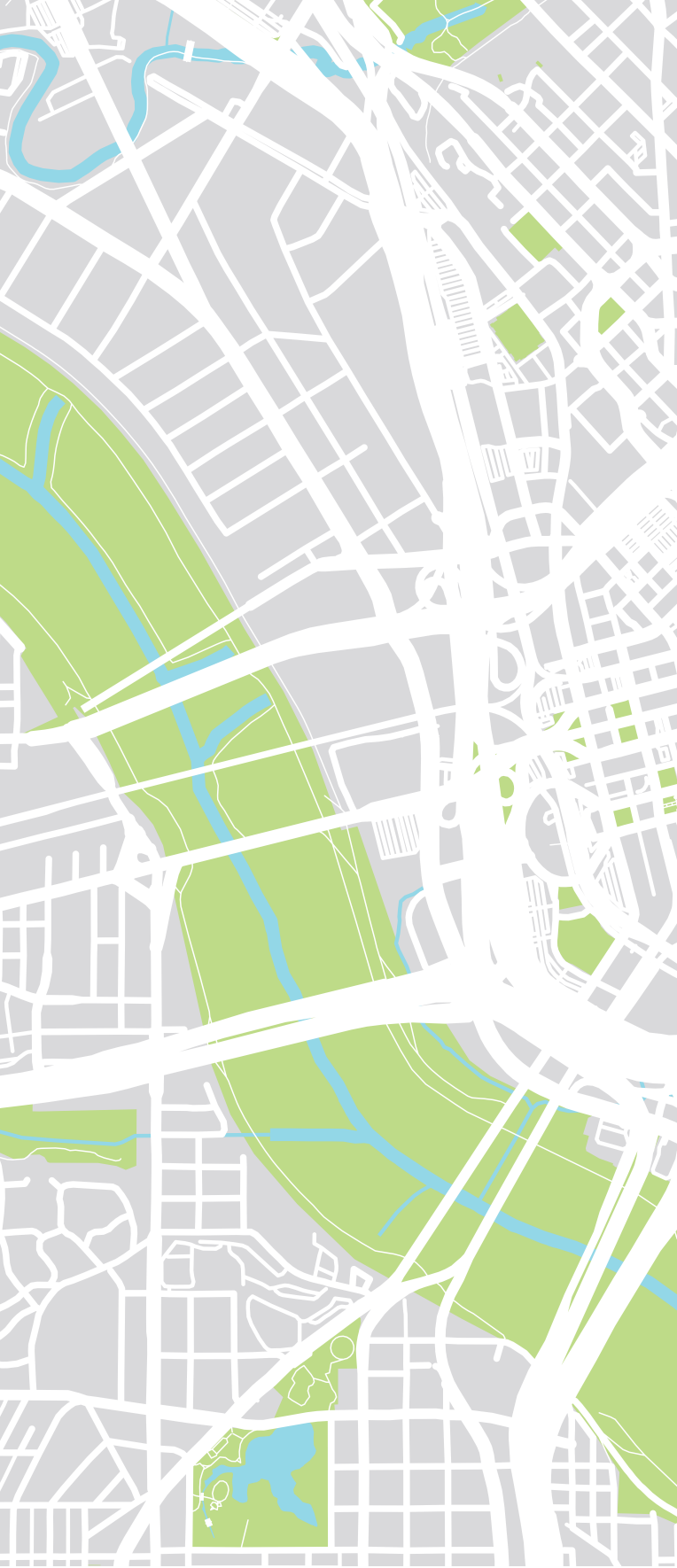
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1. INTRO AND EXISTING RESEARCH



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INTRODUCTION

The Dallas Sidewalk Master Plan (DSWMP) creates a path forward in establishing a concise sidewalk policy, direction on implementable projects and a culture of continuing to evaluate priorities as time passes. This plan builds on the work accomplished in the Dallas Strategic Mobility Plan and the overall work being done everyday by City Staff and the community.

Extensive community outreach over the course of many plans shows that there is a desire for more pedestrian, bicycle, and multimodal solutions to transportation. This intended outcome has driven much of the discussions on sidewalks and provided a clear direction in the path forward.

CONTEXT

The DSWMP is intended to provide guidance and support to City Staff for implementation of capital and maintenance programs as well as a helpful guidebook when administering or deciding on policy changes to systems that will affect the way sidewalks are designed, constructed and maintained.

SIDEWALK SURVEY RESULTS

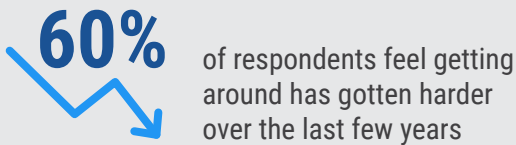
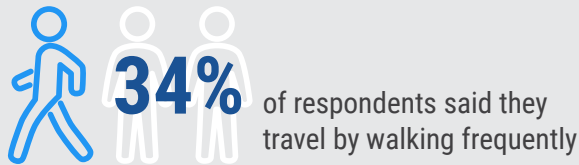
According to a survey completed for the Dallas Strategic Mobility Plan (DSMP), *Connect Dallas*, over 72% of respondents would like to travel by walking more in Dallas. A top reason preventing people from walking in Dallas is that the sidewalks are not connected. Improving the pedestrian network can support themes in other city and regional transportation planning efforts including equity, health & safety, economic vitality and environmental sustainability. By improving sidewalks in areas where it is most needed, the City of Dallas will improve sidewalks for people who need them most and responsibly use local, state and federal resources.

EXISTING RESEARCH

SIDEWALK PLANS IN DALLAS

Dallas has a foundation for sidewalk and pedestrian mobility improvements in existing plans, studies and policies.

- **The City of Dallas Complete Streets Design Manual (2016)** – this guide provides an approach to designing and building streets that make it easier to cross the street and access destinations through walking. The manual includes descriptions and examples of best practice street design elements and complementing policies.
- **Connect Dallas (2021)**—the first ever five-year strategic mobility plan includes transportation goals to guide investment. While the plan is still in development, it includes walking as an important component of mobility. It also included the following feedback from Dallas residents about their opinions on walking:



The top two reasons that prevent people from walking more in Dallas:



Sidewalks are not connected



Destinations are too far



REGIONAL & FEDERAL SIDEWALK PLANS

Regional and state agencies have plans and policies which provide important support for Dallas sidewalk planning:

- **Mobility 2045, The Metropolitan Transportation Plan for North Central Texas (2018)**—this document includes a comprehensive look forward on transportation including goals and recommendations for active transportation and the pedestrian network in the region.
- **Texas Transportation Plan 2050 (in progress)**—This plan charts a path for transportation across the state as the state prepares for population, job growth and other changes in many regions. While the plan recognizes the limited role TxDOT plays in bicycle and pedestrian planning, it identifies federal programming administered through TxDOT to support regional and local projects. TxDOT is also supporting statewide pedestrian safety by collecting data regarding pedestrian crashes and highlighting effective infrastructure improvement projects.
- **Transportation Alternatives Set-Aside Program/Safe Routes to School Program Guide (2019)**—This document provides guidelines for the administration of the federal program in Texas. It identifies local governments as recipients and funding partners and describes criteria for sidewalk project funding.
- **NCTCOG Pedestrian Safety Action Plan** - The draft of this study completed by the North Central Texas Council of Governments (NCTCOG) was finalized in early 2021. This regional plan will include a detailed crash analysis, systemic analysis of local and state roadways in the North-Central Texas region, as well as identifying action items for the 5 E's of planning: Engineering, Education, Enforcement, Encouragement, Evaluation.
- Additional policy includes federal statutes which support the consideration of pedestrian walkways on roadways where pedestrians are permitted (United States Code, Title 23, Chapter 2, Section 217). TxDOT established guidance (March 23, 2011) to proactively and safely accommodate pedestrians through planning, design and construction of facilities.



OTHER PLANS IN DALLAS

Other departments and initiatives share goals and are important considerations for the Dallas Sidewalk Master Plan:

- **Dallas Bike Plan (2011)**—is a bicycle planning document that complements other transportation planning efforts. It recognizes the relationship between cyclist and pedestrian safety and infrastructure as it identifies policies and improvements to support the Dallas bicycle network.
- **Dallas Park and Recreation Department Comprehensive Plan (2016)**—The plan establishes thirteen strategic directions for the Park and Recreation Department. This plan categorizes and evaluates existing park and recreation assets, including parks that are designed to be walkable destinations within neighborhoods.
- **Dallas Comprehensive Housing Policy (2018)**—this policy charts a plan for Dallas housing through a tiered reinvestment plan. It identifies walkability as a component of single-family housing development and a benefit of some housing strategies.
- **Dallas Comprehensive Environmental and Climate Action Plan (2020)**—this plan prepares Dallas to overcome regional climate challenges by striving for new standards in environmental control and policy. It identifies walking as a sustainable transportation option and strategy to support cleaner air and other environmental goals.
- **Dallas ADA Transition Plan (2011)** - this plan provides Dallas with a method for a public entity to implement essential ADA improvements to existing streets, sidewalks, and facilities. It is intended to ensure Dallas creates access to programs, activities, and services for everyone, including citizens with disabilities. This plan was most recently updated September of 2019.

DALLAS SIDEWALK INVENTORY

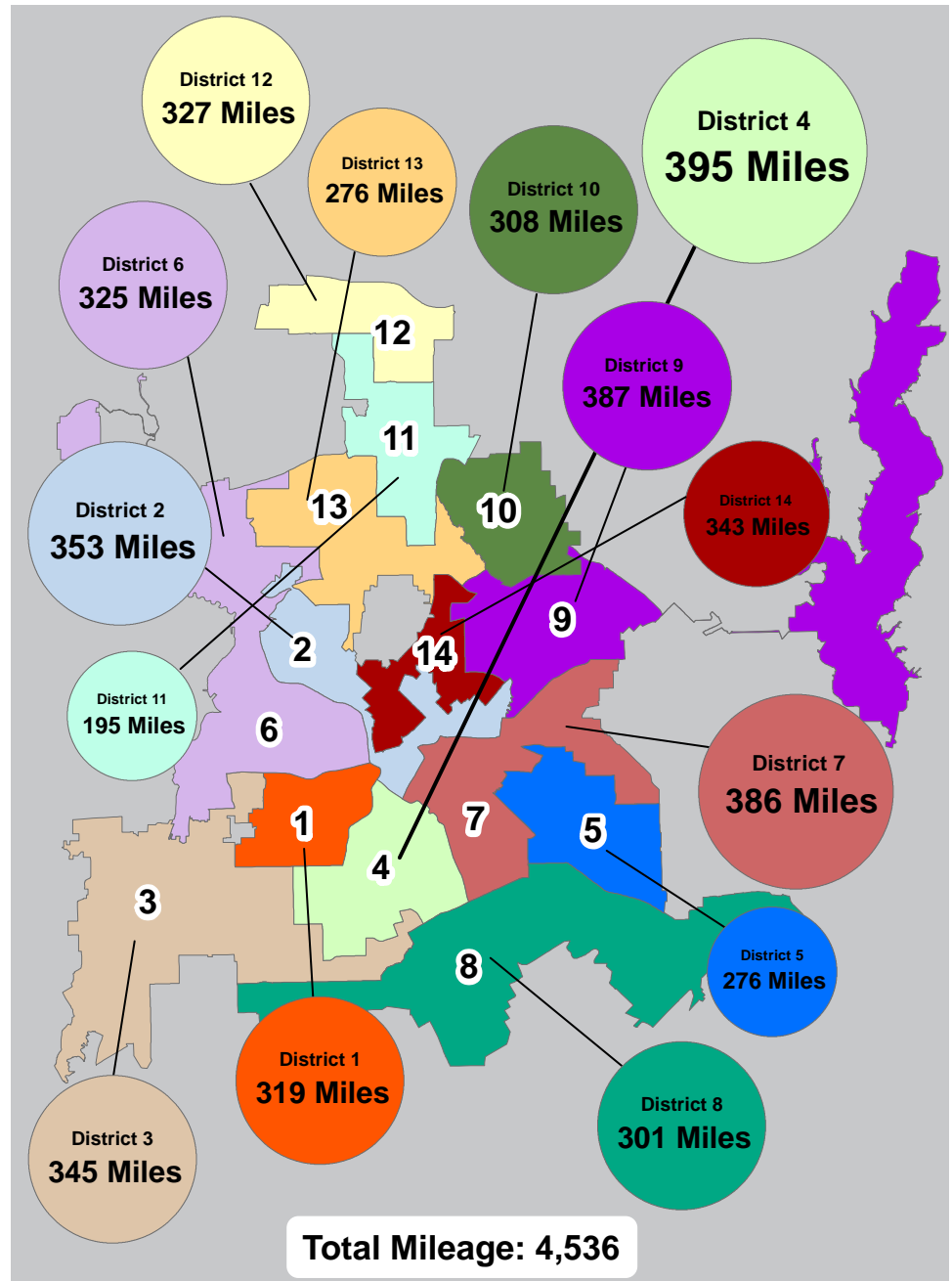
At the beginning of this planning process, an existing inventory of the City’s sidewalk network was conducted. For this data collection, the City was subdivided using the Council District boundaries. This allowed areas within City limits to be categorized easily for prioritization and allow every district to receive individual consideration. A map of both the existing and missing sidewalks are shown in the figures below.

Existing Sidewalks

The first graphic shows the locations of existing sidewalks in the City of Dallas. In total there were 4,536 miles of existing sidewalk throughout the City, with Council District 4 having the largest amount. District 11 is the area that has the least miles of sidewalk today.

Some districts may have more sidewalk to begin with, however there is still a greater need because of the amount of damaged sidewalk in Dallas, especially in older part of the city. Additionally some of the sidewalks marked as existing may be in poor or non-traversable condition. Therefore, if a sidewalk is marked as existing, it does not mean that the network is complete and comfortable for users.

Figure 1. Existing Sidewalk Inventory in Dallas by City Council District

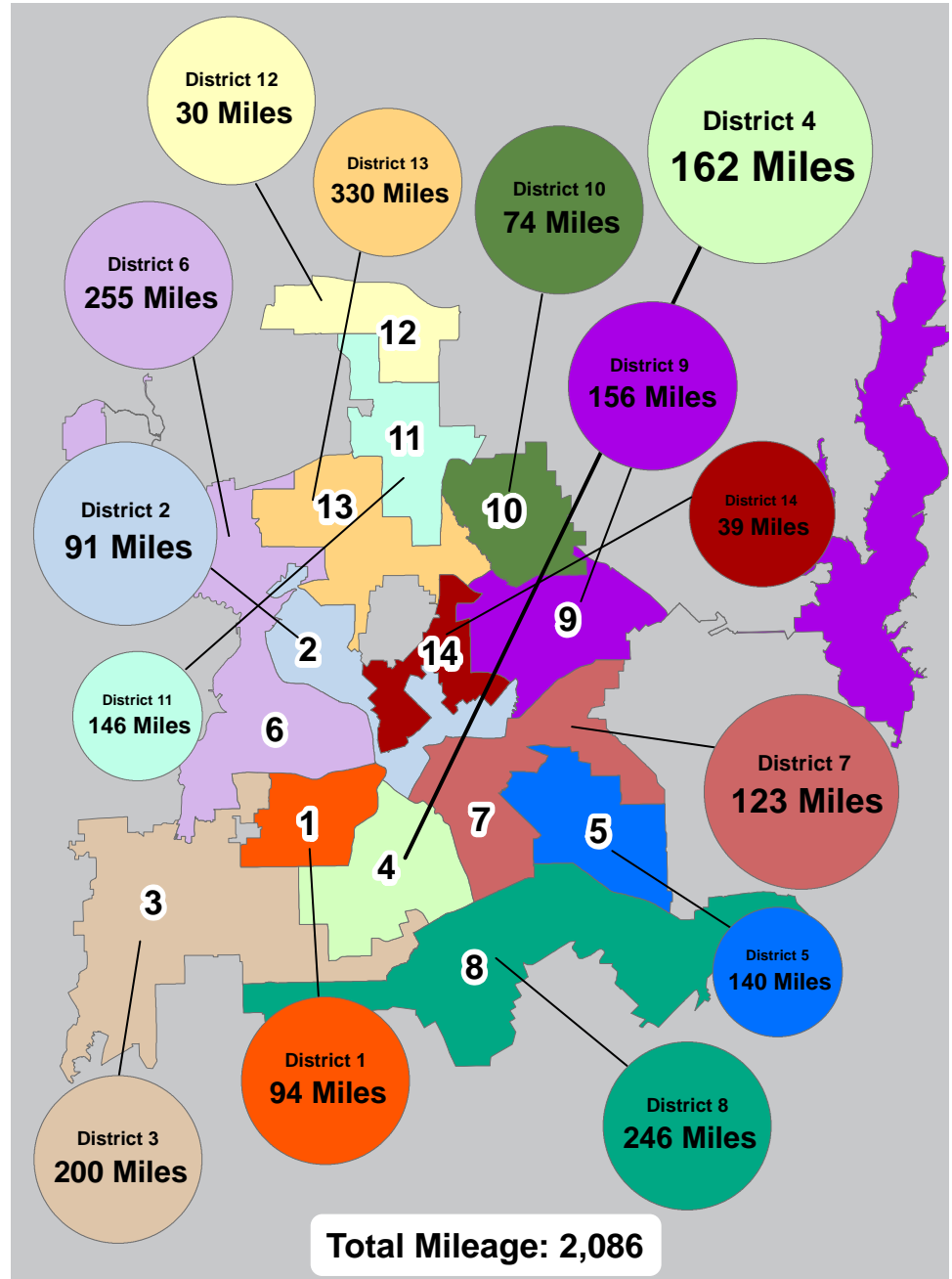


Missing Sidewalks

The amount of missing sidewalk is shown on the following graphic. This image is telling by comparing the number of missing sidewalks with the number of existing sidewalks. District 13 is the area with the most missing sidewalk. The peripheral areas of the City seem to have the most need for building new sidewalks.

This holistic look at the regions of the City informed the future analysis of this plan by determining how to successfully bring the entire City into a pedestrian friendly environment for all neighborhoods.

Figure 2. Missing Sidewalk Inventory in Dallas by City Council District



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2. GOALS



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INTRODUCTION

The goals framework for this plan began with driving principles that represent the final vision for investments and policy decisions for the City in the years to come. These six principles were identified in Connect Dallas, the City’s latest Strategic Mobility Plan adopted in April 2021. By adopting this same vision for the goals framework of this plan, the City can ensure that the two plans share the same image for the City of Dallas as it grows into the future.



DRIVING PRINCIPLES

The six driving principles for this plan are as follows:



➤ **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 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.



GOALS & OBJECTIVES

To build on this already established foundation, each driving principle was given 1-2 goals and objectives as part of this plan to continue to articulate how the City should go about achieving each of them. Additionally, each principle has a target, or performance measure, to help the City track the progress of every goal. For more information on these targets, please reference Chapter 8.



SAFETY

GOALS

- Support community safety by making it safer to walk around Dallas.
- Encourage community wellness by making walking easy and fun.
- Reduce sidewalk defects that are safety hazards.

POLICY OBJECTIVES

- Invest in lighting and other street design improvements to increase pedestrian safety.
- Strategically invest in improved sidewalks along high-crash corridors.
- Improve pedestrian crossings at identified high-crash intersections.
- Increase shade coverage and invest in improved sidewalk amenities.
- Increase sidewalk access to parks, trails and recreation areas.



ENVIRONMENTAL SUSTAINABILITY

GOALS

- Support the Dallas Comprehensive Environmental and Climate Action Plan by reducing the number of trips taken in Single Occupancy Vehicles.

POLICY OBJECTIVES

- Increase the proportion of the population that walks to work.
- Improve walk access to transit including high-speed rail.



EQUITY

GOALS

- Advance equity by improving mobility in historically disadvantaged communities.
- Improve sidewalk accessibility for people of all ages and abilities.

POLICY OBJECTIVES

- Reduce sidewalk gaps in areas with a high proportion of vulnerable populations (people

of color, low-income, people with disabilities, seniors, and young people).

- Increase the level of ADA-compliant facilities citywide to facilitate accessibility for people with disabilities.
- Improve citywide sidewalk pavement quality and remove sidewalk obstructions that make it difficult to walk.



ECONOMIC VITALITY

GOALS

- Expand walking as a mobility option for daily activities.

POLICY OBJECTIVES

- Increase sidewalk coverage in areas with high employment concentrations.
- Increase sidewalk coverage in high-density residential areas.
- Increase sidewalk coverage within ½ mile of schools.



HOUSING

GOALS

- Increase connectivity for multimodal transportation to identified pockets of housing.
- Encourage greater housing variety by providing an efficient pedestrian network.

POLICY OBJECTIVES

- Prioritize pedestrian networks in higher density housing areas.
- Increase pedestrian amenities in TOD developments.



INNOVATION

GOALS

- Implement latest mobility best practices.
- Create a plan that will continue to evolve with changes.

POLICY OBJECTIVES

- Structure documents to be easily amended for future identified needs or change in direction.
- Review and incorporate latest constructions specifications and processes.



3. PUBLIC RESULTS



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INTRODUCTION

Community outreach is a key part of the success of the Dallas Sidewalk Master Plan. The Planning Team used five approaches for outreach, including:

1. Collaborating with the **Sidewalk Advisory Committee**, consisting of members of groups from other plans, city department members, representatives of stakeholder organizations in the city, and others
2. A **project website** for engagement opportunities and information about the Plan and the planning process
3. The **Dallas Sidewalk written survey** administered in English and Spanish on the project website and physical copies available
4. An **interactive map survey** for participants to share comments about the conditions of Dallas sidewalks
5. Public **outreach meetings**



PUBLIC OUTREACH TIMELINE

All four methods of public outreach interacted with each other to influence the contents and recommendations of the final Sidewalk Master Plan. To better understand how these methods contributed towards the development of the final plan, a timeline was created that shows the timeframe of the public surveys as well as when the committee and public meetings were held during the planning process.

Table 1. Public Outreach Events by Month

YEAR	2020				2021					
MONTH	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
1. Advisory Committee Meetings	●			●	●	●		●	●	
2. Dallas Sidewalk Written Survey					●—————●					
3. Interactive Map Survey				●—————●						
4. Public Outreach Meetings							●			●

SIDEWALK ADVISORY COMMITTEE

The Sidewalk Advisory Committee assisted in guiding the planning process by collaborating with the Planning Team and providing feedback at key points throughout the planning process. The Sidewalk Advisory Committee members were selected because of their role with the City of Dallas, including functional roles, transportation, equity, education, and more. These components are important to the city as a whole as well as ensuring that the Plan serves and represents the needs of the different organizations.



The Committee helped refine engagement methods, advertising and outreaching to the community, and reviewing the draft plan. The Committee met six times over the course of the planning process, reviewing multiple items in the plan such as:

- Goals & objectives,
- Existing conditions,
- Survey results,
- Prioritized projects & recommendations, and
- The final plan document.



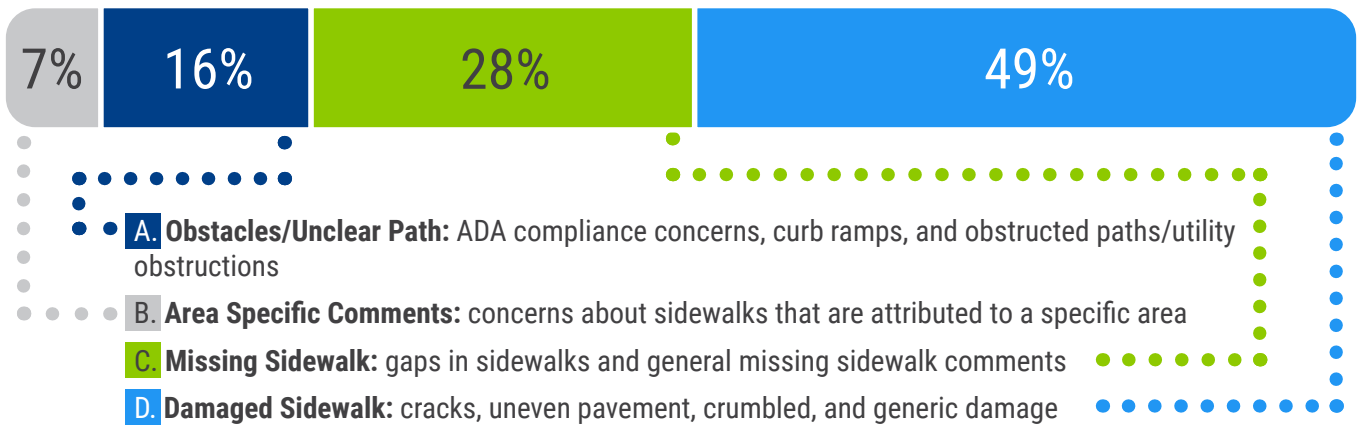
PROJECT WEBSITE


Public engagement with the Sidewalk Master Plan kicked off in January 2021 with the launch of the project website. Social media, business cards, and yard signs were used to reach out and invite the public to interact with the site and participate in the interactive map and sidewalk survey. The project website was also used to share information about upcoming events.



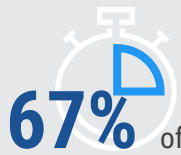
INTERACTIVE MAP SURVEY

Participants used the interactive map to identify the existing condition of sidewalks around the city, including missing, damaged, obstructed, and area-specific comments – in addition to leaving comments or sharing pictures of their concerns. The map was available for about four months and received over 1,600 comments, about 49 percent reporting “damaged sidewalk” and 28 percent “missing sidewalk.” The results seen in the interactive map could also be seen in the sidewalk survey. The graphic below summarizes the makeup of the map survey comments by comment type:





48% of respondents said they use sidewalks daily



67% of respondents are willing to walk 15 minutes or more to a destination

The top three uses for sidewalks for respondents:



Exercise



Visiting Neighbors & Friends



Visiting Parks & Trails

SIDEWALK SURVEY

To gather more feedback about Dallas sidewalks and those who use them, a survey was conducted consisting of 14 questions. 1,000 people responded to the survey online, which was available from February to April 2021 in both English and Spanish. In addition to the digital survey, physical copies were available to those who needed one. Questions included the demographics and the quality, usage, and desired usage of sidewalks.

The survey was valuable in getting a deeper understanding of sidewalk usage in Dallas and future opportunities and priorities to address. Reflected in the Sidewalk Survey, the top priority of the Sidewalk Plan should be repairing existing sidewalks. Key takeaways from the survey include:



- The current state of the sidewalks was primarily identified as “poor” or “fair.”
- 48% of surveyors use sidewalks daily.
- Desired destinations for sidewalks include visiting parks and recreation areas and shopping.
- 13% of surveyors reported using sidewalks for commuting, and 16% for biking.
- Challenges to using sidewalks in Dallas include sidewalks in disrepair (80% of respondents) and missing sidewalks (72% of respondents).
- Primary usage of sidewalks include exercise, visiting neighbors and friends, and visiting parks and trails.
- 67% of respondents are willing to walk 15 minutes or more to a destination (37% willing to walk 20+ minutes).

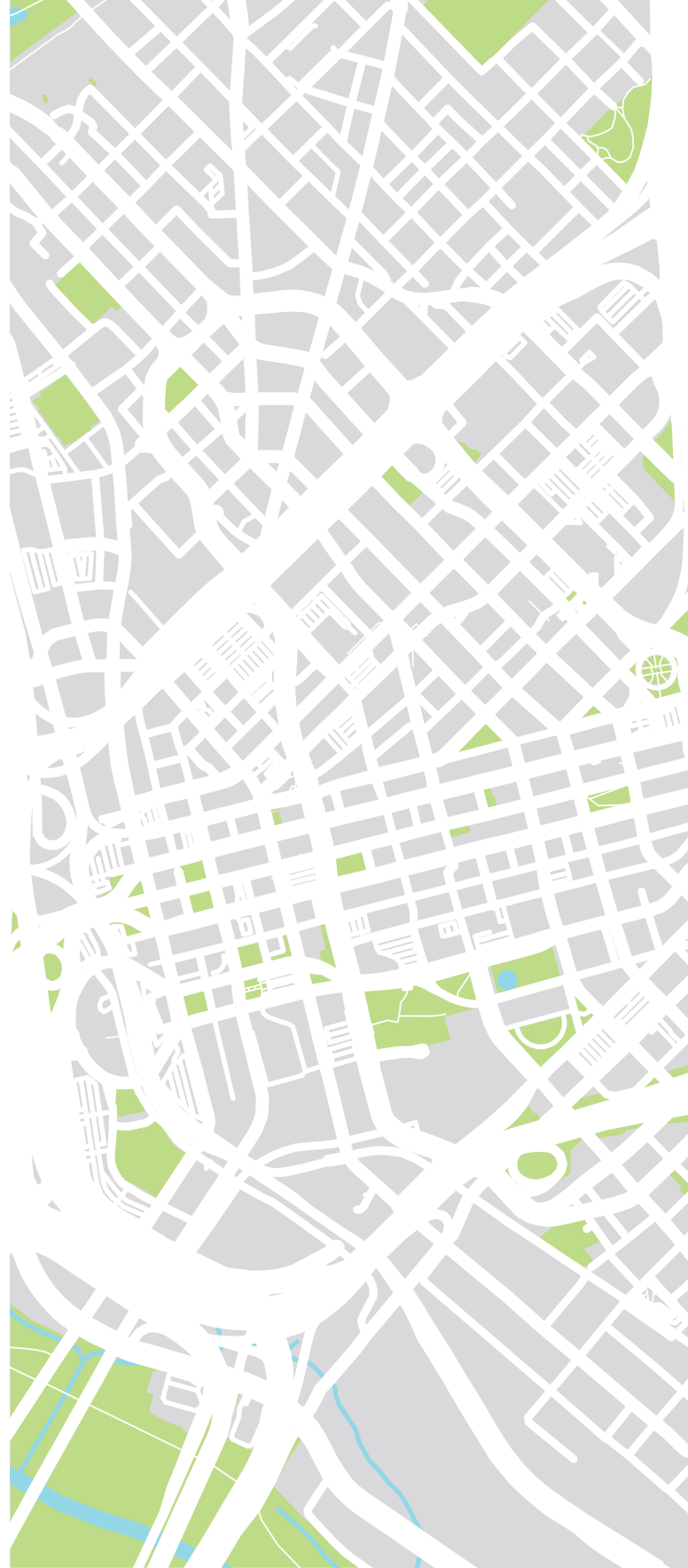


PUBLIC MEETINGS

While the online engagement opportunities were available, a virtual public meeting was also held on March 18, 2021 to discuss the Sidewalk Master Plan with the community and to answer any questions. The presentation was made available on YouTube and comments were accepted until April 15, 2021. Participants included the Planning Team, City Council Members, City Department members, and members of the community. Questions raised by the public mainly focused on two general topics:

1. How will the Sidewalk Master Plan incorporate other existing plans?
2. How will sidewalk projects be prioritized and implemented in the future?

Additional information shared with the public included the online engagement opportunities and the feedback to date.





4. PRIORITIZATION



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INTRODUCTION

In order for the City to address the identified gaps in the existing pedestrian network, a system of prioritization must be used to ensure that the areas with the highest needs are being addressed first. Several methods were explored to better service a wider area of the City and distribute funding throughout all 14 Council Districts of the City. Additionally, these districts were looked at individually to better allocate resources and capture more of the City as a whole, each containing its own internal prioritization relative to the other districts. Overall costing is outlined for the City as well as the Council districts, individually. This process led directly into the formation of established focus areas that will be looked at in depth in Chapter 6.

This chapter presents the prioritization process and results in the following sections:

1. **System Costs** - supports the need for a strong prioritization process by explaining the full cost of improving the City's entire sidewalk system.
2. **Core Methodologies** - walks through the philosophy and methods of the core prioritization criteria.
3. **Prioritization Results** - presents the final results of the sidewalk prioritization process by council district*.



SYSTEM COSTS

The system costs assess the amount of missing and damaged sidewalk, and from there a calculation is made that provides a cost estimate for necessary repairs or installations of these facilities. Given the size and scope of the need in Dallas it is therefore useful to consider a strategic approach to the order in which projects are to be completed. This is the basis for the development of a prioritization model, the fundamental methodologies of which are described in detail in this chapter.

The estimated total system costs can be broken down into three categories:

- Sidewalk gap projects - \$1,007,776,231
- Maintenance projects - \$976,486,028
- Missing ramps - \$54,595,000

HOW MUCH DOES DALLAS NEED? PART 1

\$ 1,984,262,259

total cost of maintaining the existing sidewalk network and fill every gap in the system

\$ 1,007,776,231

needed to **fill in** all 2,086 miles of sidewalk gaps

\$ 976,486,028

needed to **maintain** the existing network over the next 40 years

Cost to maintain at least one side of every **local road** (78% x 50%) =

\$ 857,608,565

City's share of maintaining at least one side of every **thoroughfare** (22% x 25%) =

\$ 118,877,463

* Prioritization results sorted by project ranking can be found in Appendix Item A.

CORE METHODOLOGIES



Activity Areas

FUTURE DEVELOPMENT SITES THAT ARE ANTICIPATED TO HAVE A HIGH LEVEL OF PEDESTRIAN NEED.

The city was broken up into half-mile hexagonal areas, each capturing a range of values for the area that suggest future development:

- Population density
- Density of intersections in the area
- Proximity to rail stations
- Demographical data



Pedestrian Safety

AREAS WHERE NUMEROUS PEDESTRIAN ACCIDENTS HAVE OCCURED OVER TIME.

Sidewalk on a block level basis, both along the City's High Injury Network (where the largest average frequency of traffic related accidents have taken place) and in combination with individual pedestrian-specific fatalities city-wide ranging from 2015-2019. Fatality data derived from CRIS database. These areas could include issues like low visibility, or lack of proper sidewalk/crossing accommodation.



Requests

REQUESTS FROM RESIDENTS TO ADDRESS MISSING AND DEFICIENT SIDEWALKS.

Sidewalk on a block by block basis receives a score wherever there is an issue present (derived from citizen requests in the city's 311 database) and increases in priority the longer it has gone unresolved annually.



Street Classification

MAJOR THOROUGHFARES AND ARTERIALS THAT ENCOURAGE CONNECTIVITY DUE TO THEIR LARGER PEDESTRIAN CAPACITY.

Sidewalk along larger capacity streets (arterials and collectors) receive a designation because these are areas where traffic is generally busier, safety is compromised, and attractions requiring walkability are located.



Equity Index

AREAS WITH HISTORIC INEQUITY, TRANSIT DEPENDENCY AND ACCESS-TO-SERVICE ISSUES.

Using the same half mile hexagonal areas mentioned, but capturing a more specific range of demographical data, in an effort to establish a clear picture of areas that tend to get less attention for development:

- Age: Under 18, over 65
- Disability: Percent of those with a disability
- Race: Percent of non-white population
- Social Vulnerability: CDC combination of Census factors that suggest high risk population in the event of a disaster
- Socioeconomic Status: Census Block Groups where 51% or more of the populations income is "low" or "moderate" by national average
- Transportation: Percent of households without access to a vehicle



Places of Public Accommodation

AREAS SURROUNDING EXISTING WALKABLE PUBLIC DESTINATIONS SUCH AS SCHOOLS, TRANSIT STOPS, LIBRARIES, PARKS/ RECREATION CENTERS, ETC.

Depending on the extent of benefit, either a half-mile or an eighth of a mile circular area was created to capture the areas people are expected to be walking inside to reach these types of destinations.

- Schools and Universities
- Rail Stations
- Bus Stops
- Large Commercial Centers
- Public Facilities
 - City Facilities
 - County Facilities
- Hospitals
- Police Stations
- Parks
- Libraries
- Post Offices

DETAILED METHODOLOGY

As described in the previous section, each core methodology subject had its own set of calculations to score the segments with. Once this subject specific score was determined, then they were combined and weighted using the percentages shown in the chart to the right. This final weighted priority score was then used to sort each segment into one of four priority categories:

- High
- Medium - High
- Medium - Low
- Low



Places of Public Accommodation 20%

This criterion addresses existing walkable public destinations such as schools, transit stops, libraries, parks/recreation centers, etc. We created a general area around these public spaces that ranges from half a mile to an eighth of a mile depending on the extent of the benefit.

- Schools (1/2 mi radius) x 4
- Major Public Destinations (1/8 mi radius) x 3
 - City Facilities, County Facilities, Parks, Cultural Points, Hospitals, Libraries, Police Stations, Post Offices, Rail Stops
- Bus Stops (1/8 mi radius) x 2
- Commercial Districts (1/8 mi radius) x 1

Equity 20%

Areas of historic inequity, transit dependency and access to service issues. An equity index was based on information from the Office of Equity that incorporates the following factors such as race, socioeconomic status, transportation access, age (<18 and >65), people with disabilities and social vulnerability index.

- **Age** - % population under 18 years of age or over 65 years of age
- **Race** - % total minority
- **Disability** - % total civilian noninstitutionalized population with a disability
- **Income** - Sum of "Low" and "Moderate" income individuals
- **Transportation** - % of zero car households

Street Classification 10%

This category was created to identify major thoroughfares and promote connectivity due the amount of pedestrians they can accommodate. A larger street will have a larger capacity for pedestrians and will also have the most vehicle traffic which creates more areas for conflict.

A weight is applied based on the road's thoroughfare plan classification:

- Arterials x 2
- Collectors x 1
- All other roads were not weighted



Citizen Requests 10%

Citizen requests were mapped and categorized according to their length of time passed and amount of requests for a particular area. Requests were broken down into four groups based on date:

- Requests under a year old
- Requests between one and two years old
- Requests between two and three years old
- Requests older than three years

A weight is applied as the date of the request gets older:

- Under 1 year x 1
- 1-2 years x 2
- 2-3 years x 3
- Over 3 years x 4

Pedestrian Safety 10%

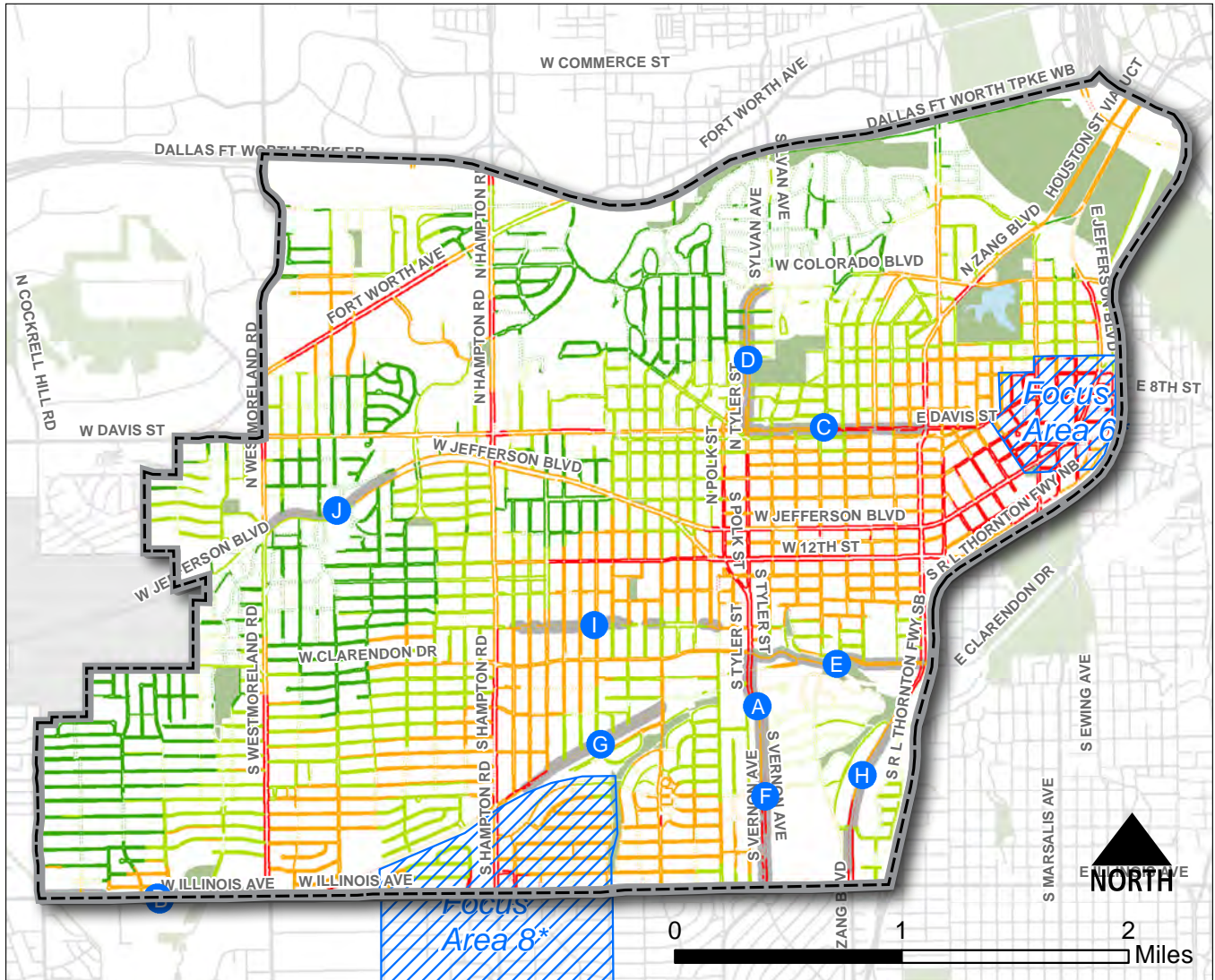
These areas were derived by using the existing sidewalk system (High Injury Network) and superimposing all pedestrian fatality and injuries in order to identify areas that should be prioritized for improvements and attention.

- The segments that fall along the HIN all received a score of 1
- Where pedestrian fatalities occurred, the sidewalk on either side of the road was scored per the number of present instances, up until the next cross street.
- Total Safety Score = Fatalities x2 + participation on the High Injury Network

Activity Areas 30%

This criterion takes into consideration planned priority areas derived from previous planning exercises. Main purpose is to consider future development areas and potential priority nodes based on intersection densities.

Sidewalk Priority: City Council District 1



413 Total Miles of Sidewalk Inventory: 319 Existing & 94 Missing
 9,301 Total Curb Ramps: 7,568 Existing & 1,733 Missing
 256 Public Map Comments

Legend

Existing Sidewalk

- Low Priority
- Medium-Low Priority
- Medium-High Priority
- High Priority

Missing Sidewalk

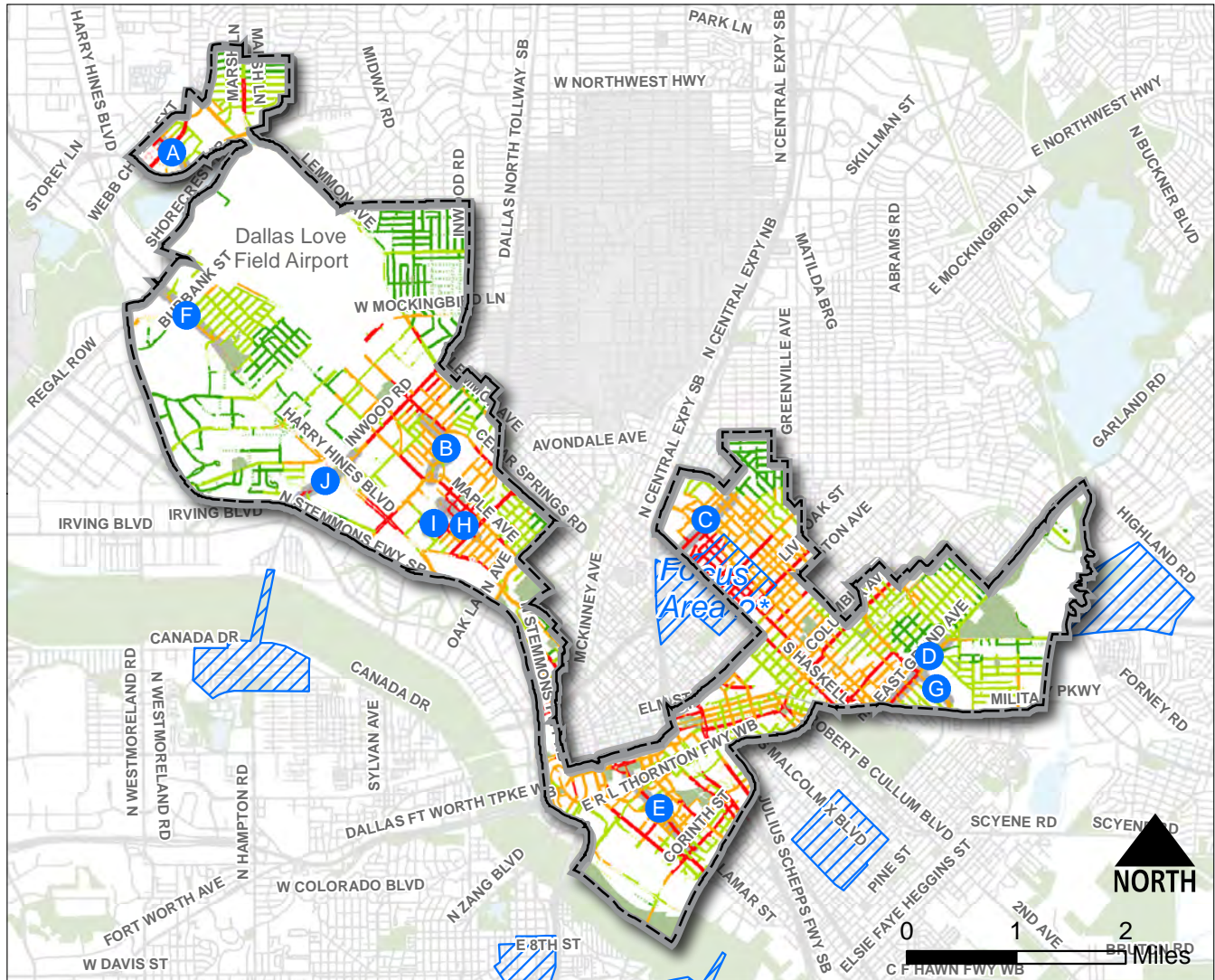
- - Low Priority
- - Medium-Low Priority
- - Medium-High Priority
- - High Priority

Focus Area (see page 57 & 59)

Top Priority Projects

	#	Street Name	From	To	Length
Existing	A	S Vernon Ave	W Clarendon Dr	W Illinois Ave	1 mi
	B	W Illinois Ave	S Cockrell Hill Rd	S Westmoreland Rd	1 mi
	C	W Davis St	N Tyler St	N Zang Blvd	0.75 mi
	D	N Tyler St	W Colorado Blvd	W Davis St	0.66 mi
	E	W Clarendon Dr	S Tyler St	S Zang Blvd	0.75 mi
Missing	F	S Vernon Ave	W Clarendon Dr	W Illinois Ave	1 mi
	G	Wright St	S Hampton Rd	S Edgefield Ave	0.85 mi
	H	S Zang Blvd	W Illinois Ave	W Clarendon Dr	1 mi
	I	Burlington Blvd	S Hampton Rd	S Tyler St	1.13 mi
	J	W Jefferson Blvd	S Westmoreland Rd	N Plymouth Rd	0.75 mi

Sidewalk Priority: City Council District 2



444 Total Miles of Sidewalk Inventory: 353 Existing & 91 Missing
 23,540 Total Curb Ramps: 21,454 Existing & 2,086 Missing
 212 Public Map Comments

Top Priority Projects

	#	Street Name	From	To	Length
Existing	A	Timberline Dr	Community Dr	W Northwest Hwy	0.45 mi
	B	Maple Springs	Maple Ave	Hedgerow Dr	0.81 mi
	C	Capitol Ave	Bennette Ave	N Haskell Ave	0.69 mi
	D	E Grand Ave	S Haskell Ave	Samuell Blvd	0.83 mi
	E	Akard St	Young St	Corinth St	0.98 mi
Missing	F	Harry Hines Blvd	Union Pacific Rail	Anson Rd	1.00 mi
	G	S Barry Ave	E Grand Ave	Crosstown Expy	0.41 mi
	H	Hawthorne Ave	Production Dr	Lake Ave	0.33 mi
	I	Sylvester St	Kings Rd	Vagas St	0.50 mi
	J	Inwood Rd	Interstate 35E	Forest Park Rd	0.80 mi

Legend

Existing

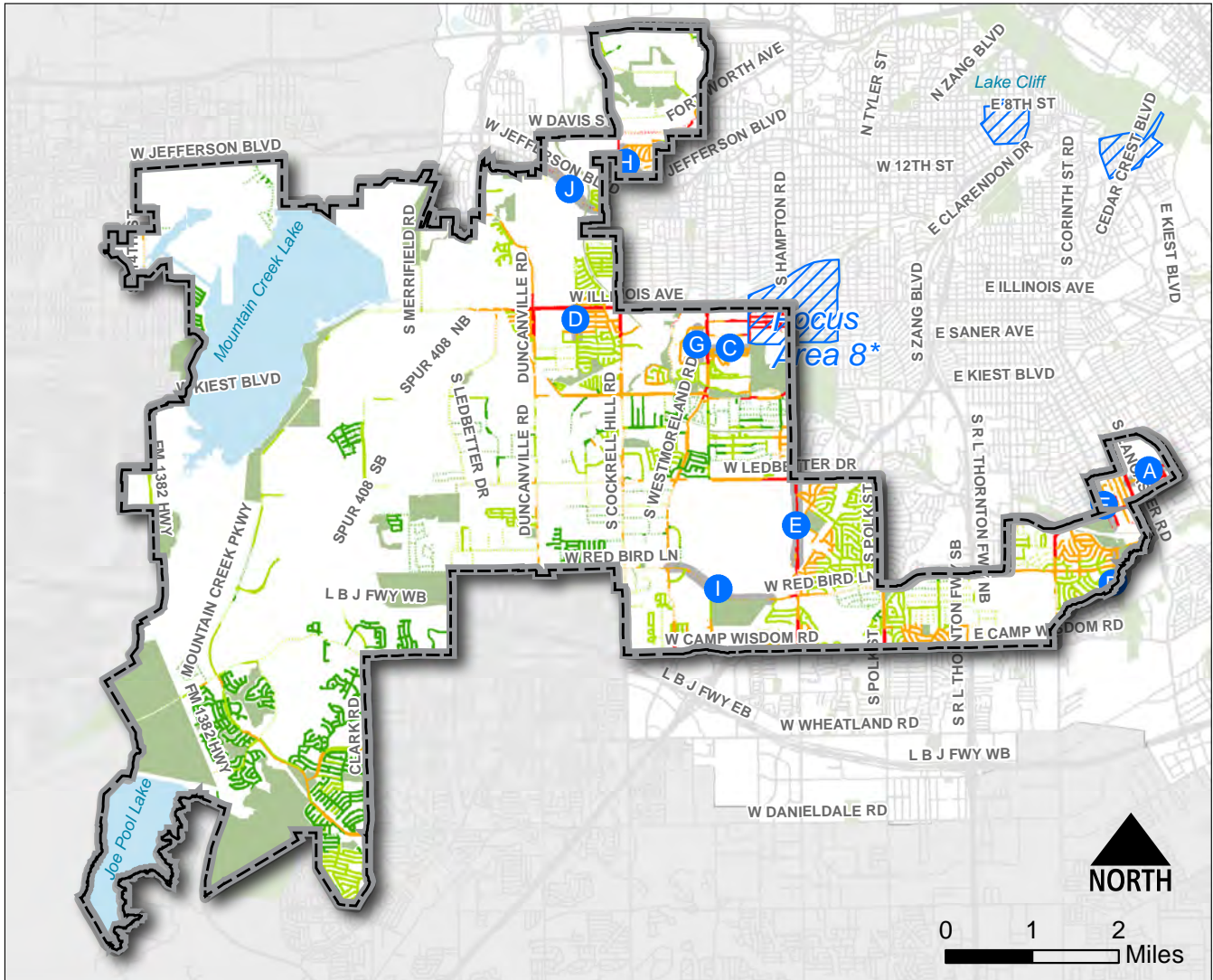
- Low Priority
- Medium-Low Priority
- Medium-High Priority
- High Priority

Missing

- - Low Priority
- - Medium-Low Priority
- - Medium-High Priority
- - High Priority

Focus Area (see page 53)

Sidewalk Priority: City Council District 3



Legend

Existing

- Low
- Medium-Low
- Medium-High
- High

Missing

- - Low
- - Medium-Low
- - Medium-High
- - High

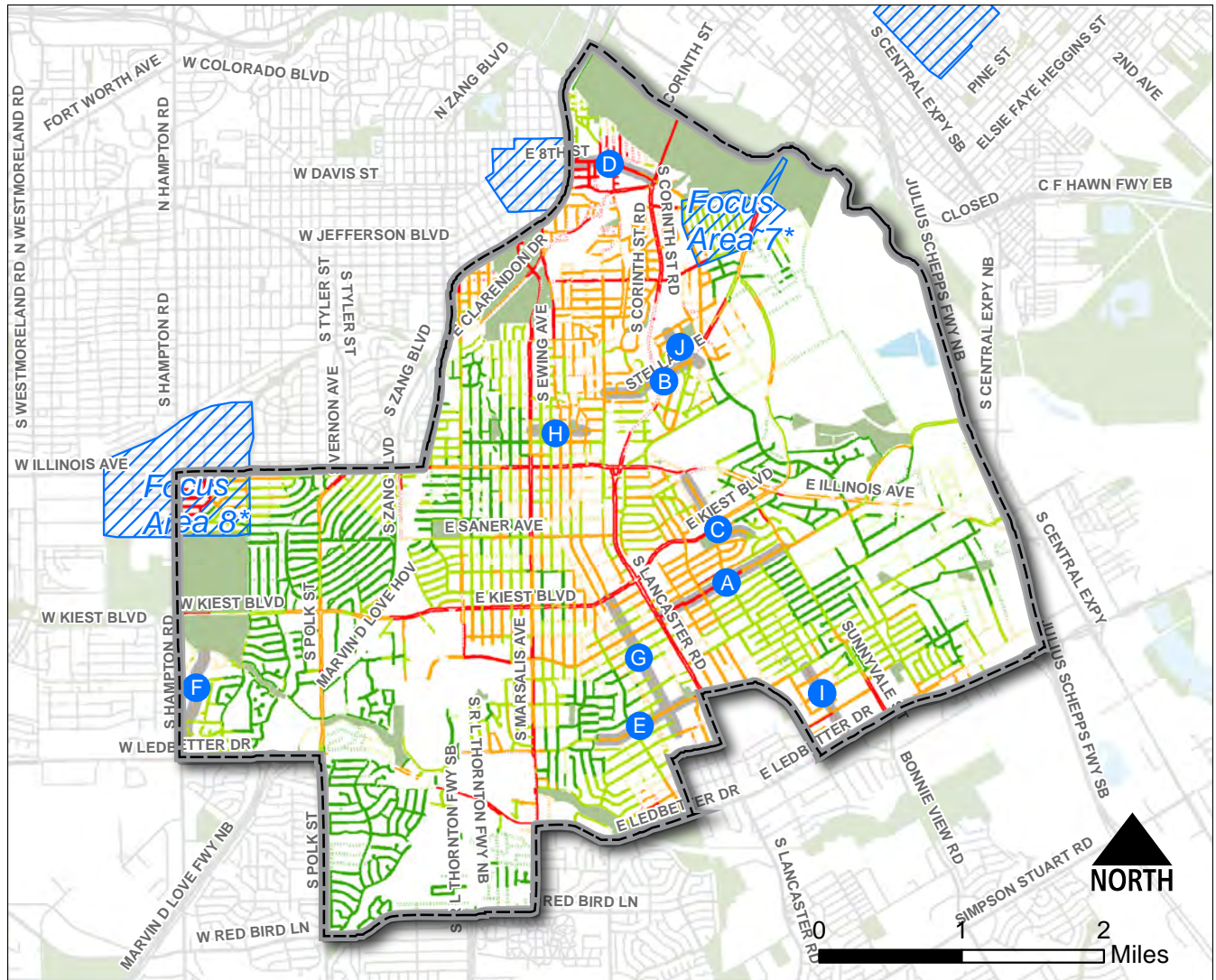
Focus Area (see page 59)

545 Total Miles of Sidewalk Inventory: 345 Existing & 200 Missing
6,793 Total Curb Ramps: 5,151 Existing & 1,642 Missing
 18 Public Map Comments

Top Priority Projects

	#	Street Name	From	To	Length
Existing	A	52nd St	S Lancaster Rd	Veterans Dr	0.58 mi
	B	Lazy River Dr	Wagon Wheels Trl	Harmony Ln	0.74 mi
	C	W Saner Ave	S Westmoreland	Pierce St	0.48 mi
	D	Knoxville St	Black Rock Dr	Wyoming St	0.55 mi
	E	S Hampton Rd	W Ledbetter Dr	Highway 67	1.00 mi
Missing	F	Frio Dr	Atlas Dr	Arden Rd	0.59 mi
	G	Spruce Valley Ln	Banning St	Burgoyne St	0.43 mi
	H	S Randolph Dr	Hensley Ct	Mather Ct	0.38 mi
	I	Red Bird Ln	S Westmoreland	Highway 67	1.25 mi
	J	W Jefferson Blvd	Flowers Ave	S Cockrell Hill	1.00 mi

Sidewalk Priority: City Council District 4



Legend

Existing

- Low Priority
- Medium-Low Priority
- Medium-High Priority
- High Priority

Missing

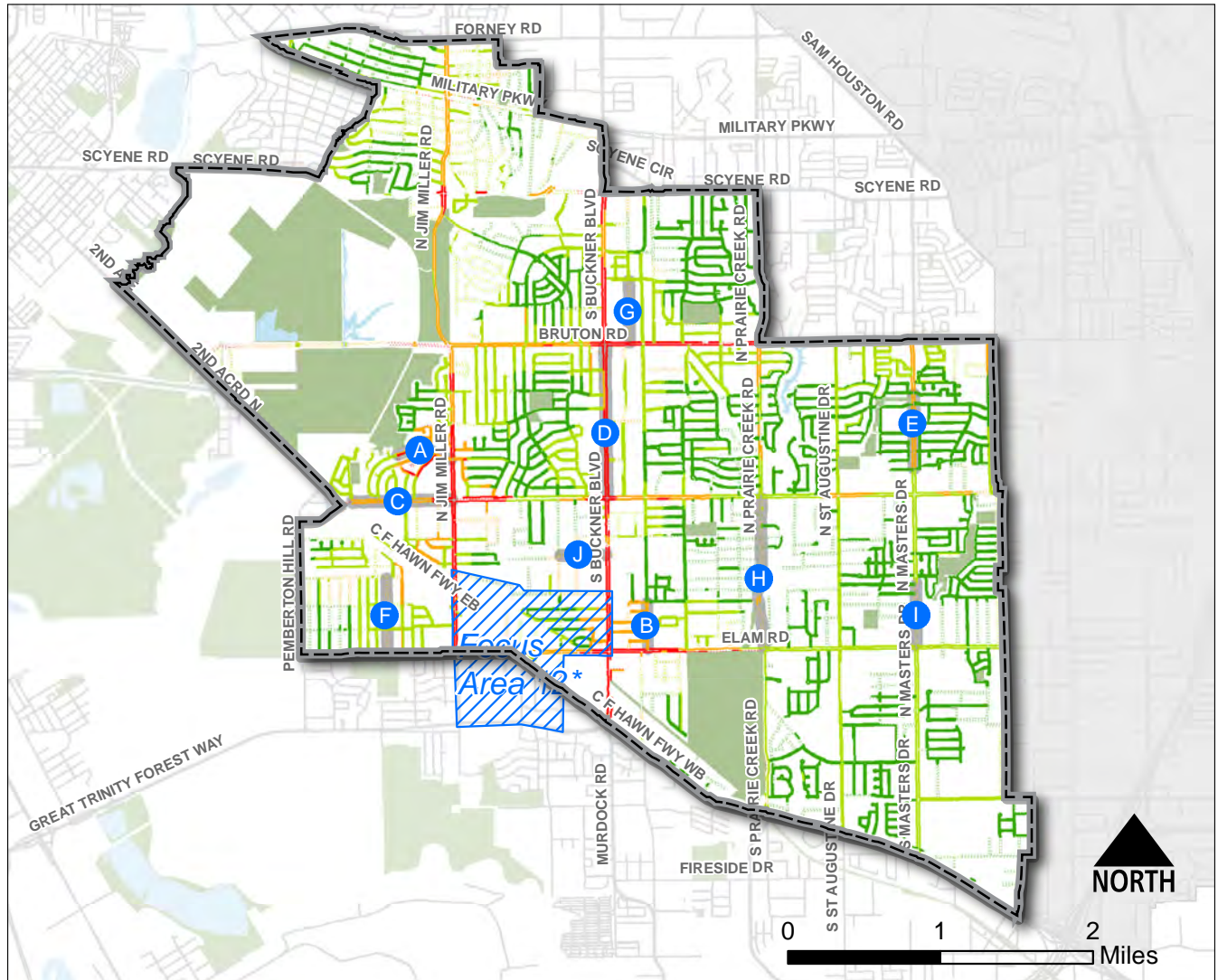
- - Low Priority
- - Medium-Low Priority
- - Medium-High Priority
- - High Priority

Focus Area (see page 58 & 59)

557 Total Miles of Sidewalk Inventory: 395 Existing & 162 Missing
 6,418 Total Curb Ramps: 4,853 Existing & 1,565 Missing
 36 Public Map Comments

		Top Priority Projects			
	#	Street Name	From	To	Length
Existing	A	E Overton Rd	S Lancaster Rd	Sunnyvale St	1.00 mi
	B	E Clarendon Dr	S Marsalis Ave	S Moore St	0.81 mi
	C	E Kellogg	E Illinois Ave	Stovall Dr	0.77 mi
	D	E 8th St	Interstate 35E	N Corinth St	0.60 mi
	E	Ann Arbor Ave	Malden Ln	S Lancaster Rd	0.80 mi
Missing	F	Holiday Rd	Vatican Ln	Five Mile Pkway	0.62 mi
	G	Fernwood Ave	E Kiest Blvd	Mentor Ave	1.00 mi
	H	E Louisiana Ave	S Marsalis	Lamont Ave	0.51 mi
	I	Corrigan Dr	Ann Arbor Ave	E Ledbetter Dr	0.57 mi
	J	Surrey Ave	Dudley Ave	Lanark Ave	0.35 mi

Sidewalk Priority: City Council District 5



Legend

Existing

- Low
- Medium-Low
- Medium-High
- High

Missing

- - Low
- - Medium-Low
- - Medium-High
- - High

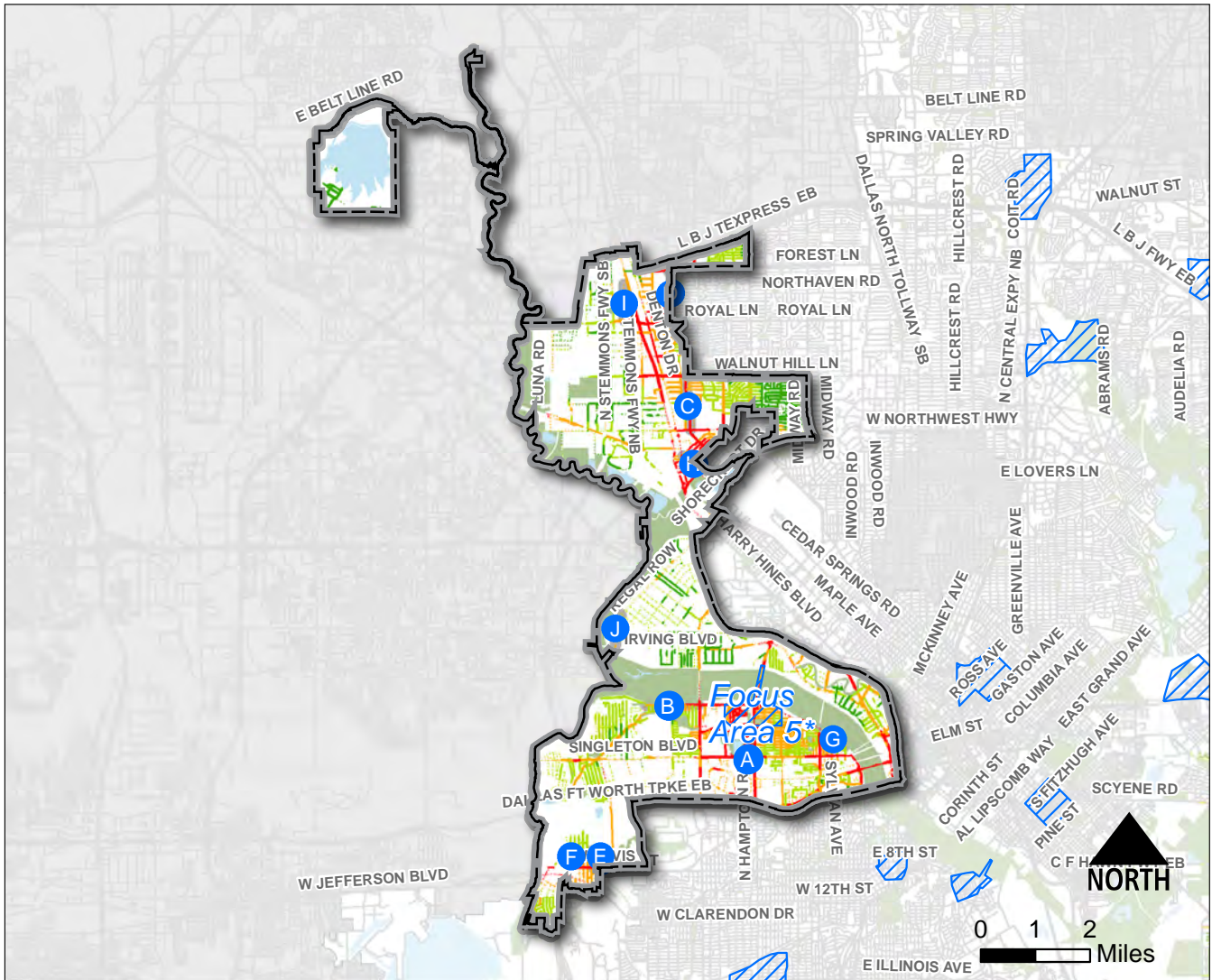
Focus Area (see page 63)

416 Total Miles of Sidewalk Inventory: 276 Existing & 140 Missing
 5,837 Total Curb Ramps: 4,460 Existing & 1,377 Missing
 10 Public Map Comments

Top Priority Projects

#	Street Name	From	To	Length	
Existing	A	Seco Blvd	St Regis Dr	N Jim Miller Rd	0.38 mi
	B	Pleasant Dr	Old Homestead Dr	Elam Rd	0.31 mi
	C	Lake June Rd	US-175	N Jim Miller Rd	0.73 mi
	D	S Bucker Blvd	Bruton Rd	Lake June Rd	1.00 mi
	E	N Masters Dr	Shayna Dr	Tokowa Dr	0.82 mi
Missing	F	Elwayne Ave	Elam Rd	Jeane St	0.48 mi
	G	Lolita Dr	Bruton Rd	Jennie Lee Ln	0.42 mi
	H	N Prairie Creek	Lake June Rd	Elam Rd	1.00 mi
	I	N Masters Dr	Elam Rd	Tamalpais Dr	0.43 mi
	J	Dell Garden Ave	Hillburn Dr	S Buckner Blvd	0.31 mi

Sidewalk Priority: City Council District 6



Legend

Existing

- Low Priority
- Medium-Low Priority
- Medium-High Priority
- High Priority

Missing

- - Low Priority
- - Medium-Low Priority
- - Medium-High Priority
- - High Priority

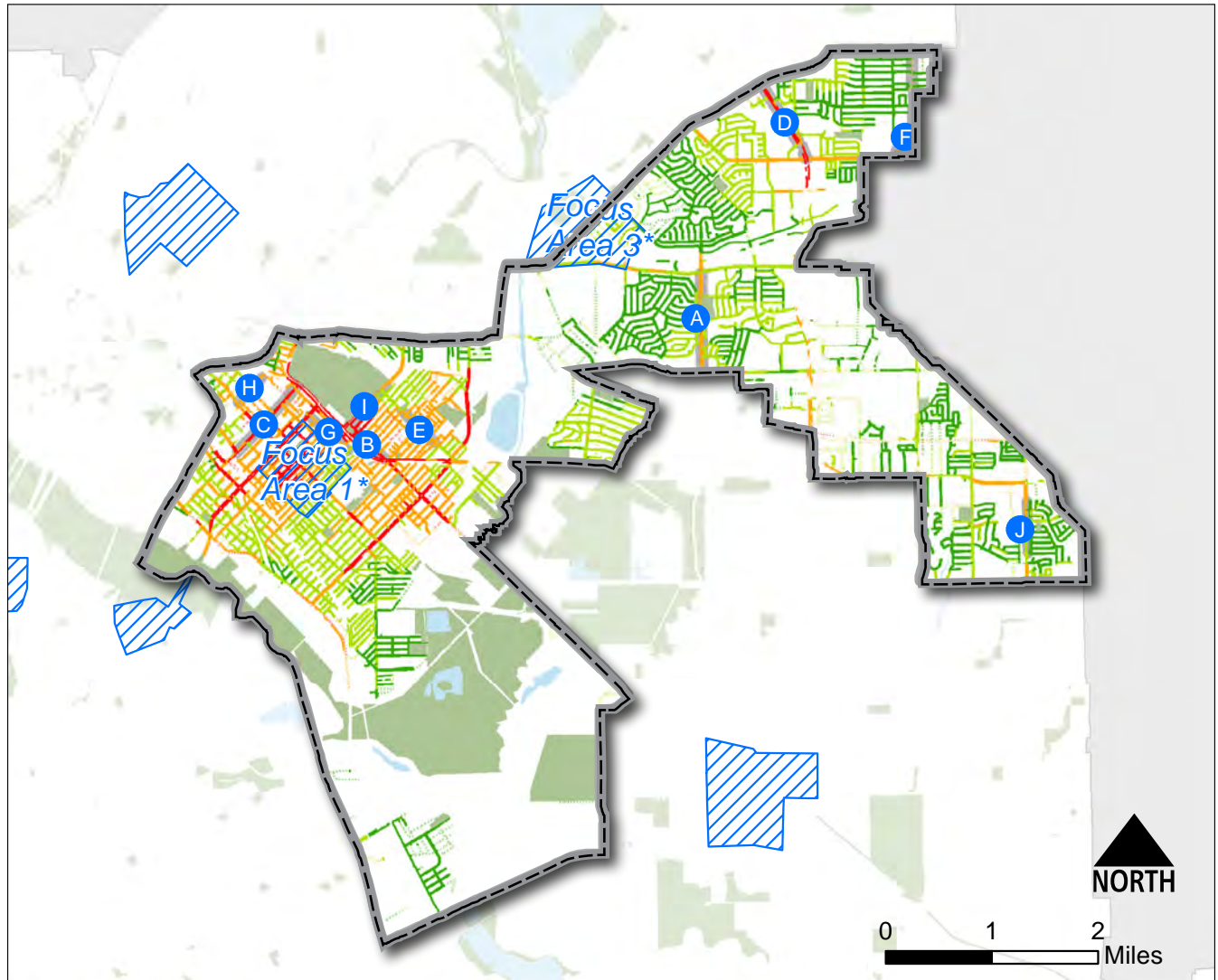
Focus Area (see page 56)

580 Total Miles of Sidewalk Inventory: 325 Existing & 255 Missing
 9,859 Total Curb Ramps: 7,946 Existing & 1,913 Missing
 52 Public Map Comments

Top Priority Projects

	#	Street Name	From	To	Length
Existing	A	Canada Dr	Pluto St	Westmoreland	1.00 mi
	B	Fish Trap Rd	Singleton Blvd	N Hampton Rd	0.43 mi
	C	Brockbank Dr	Lombardy Ln	Walnut Hill Ln	1.00 mi
	D	Dennis Rd	Royal Ln	Forest Ln	1.00 mi
	E	N Bond Ave	Hale St	W Jefferson	0.62 mi
Missing	F	Hale St	N Tatum Ave	N Dwight Ave	0.45 mi
	G	Canada Dr	Pastor St	Sylvan Ave	0.57 mi
	H	Starlight Rd	Storey Ln	Webb Chapel	0.44 mi
	I	Reeder Rd	Forest Ln	Royal Ln	0.68 mi
	J	Regal Row	Irving Blvd	Viscount Row	0.96 mi

Sidewalk Priority: City Council District 7



Legend

Existing

- Low Priority
- Medium-Low Priority
- Medium-High Priority
- High Priority

Missing

- - Low Priority
- - Medium-Low Priority
- - Medium-High Priority
- - High Priority

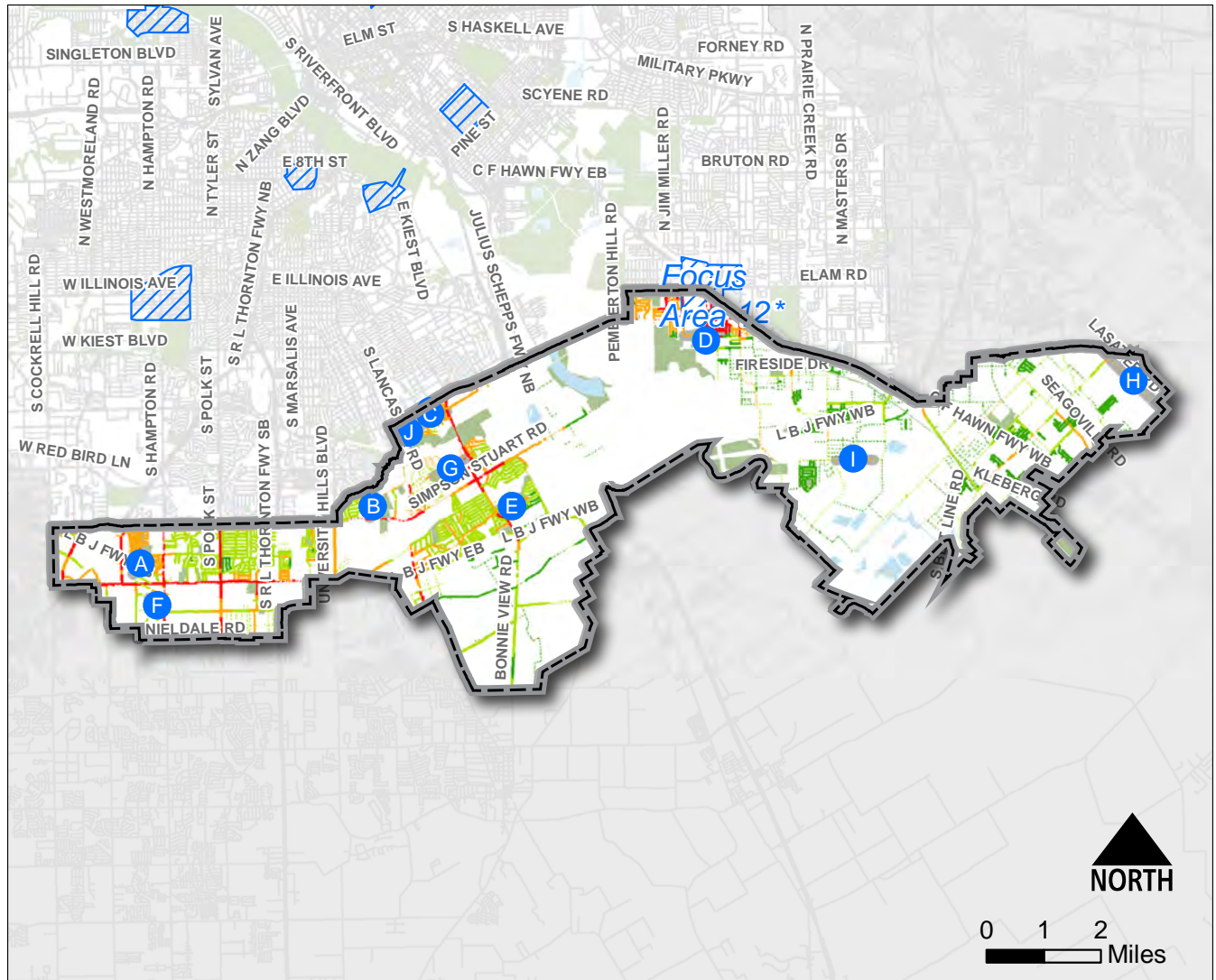
Focus Area (see page 52 & 54)

509 Total Miles of Sidewalk Inventory: 386 Existing & 123 Missing
 7,908 Total Curb Ramps: 6,297 Existing & 1,611 Missing
 160 Public Map Comments

Top Priority Projects

	#	Street Name	From	To	Length
Existing	A	Jim Miller Rd	Samuell Blvd	Forney Rd	0.97 mi
	B	S 2nd Ave	S Fitzhugh Ave	Highway 352	0.48 mi
	C	Al Libscomb Way	S Good Latimer	Highway 352	0.86 mi
	D	Buckner Blvd	Ferguson Rd	John West Rd	0.82 mi
	E	Lagow St	Jamaica St	Carpenter Ave	0.43 mi
Missing	F	La Prada Dr	Oates Dr	John West Rd	1.00 mi
	G	S Truck Ave	Metropolitan Ave	MLK Blvd	0.50 mi
	H	Oak Ln.	Malcolm X Blvs	S Truck Ave	0.37 mi
	I	S Fitzhugh Ave	S 2nd Ave	Gaisford St	0.63 mi
	J	N Masters Dr	Carolina Oaks Dr	Abraham Dr	0.49 mi

Sidewalk Priority: City Council District 8



Legend

Existing

- Low Priority
- Medium-Low Priority
- Medium-High Priority
- High Priority

Missing

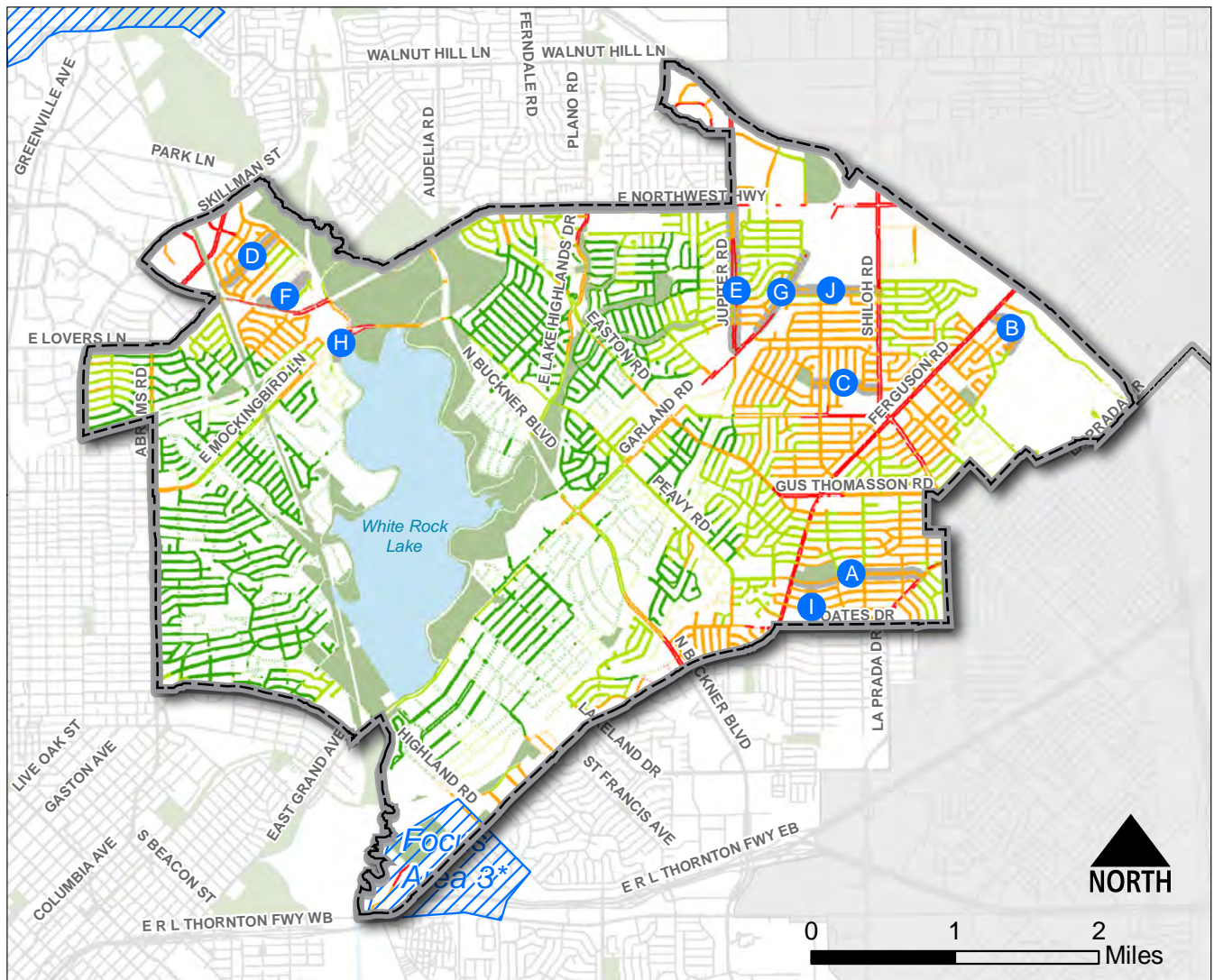
- - Low Priority
- - Medium-Low Priority
- - Medium-High Priority
- - High Priority

Focus Area (see page 63)

547 Total Miles of Sidewalk Inventory: 301 Existing & 246 Missing
 4,195 Total Curb Ramps: 3,425 Existing & 770 Missing
 5 Public Map Comments

		Top Priority Projects			
	#	Street Name	From	To	Length
Existing	A	Bainbridge Dr	Interstate 20	W Camp Wisdom	0.86 mi
	B	Old Ox Dr	E Camp Wisdom	Interlude Dr	0.52 mi
	C	56th St	S Lancaster Rd	Bonnie View Rd	1.10 mi
	D	Gaylen Dr	S Jim Miller Rd	Oklalunion Dr	0.77 mi
	E	Tioga St	Bonnie View Rd	Texas College Dr	0.52 mi
Missing	F	Stoneview Dr	Autobahn Dr	Beckleymeade	0.33 mi
	G	Persimmon Rd	Tracy Rd	Bonnie View Rd	0.71 mi
	H	Lasater Rd	W Lawson Rd	Lasater Rd	0.93 mi
	I	Teagarden Rd	St Augustine	Haymarket Rd	0.93 mi
	J	Randolph St	56th St	Veterans Dr	0.35 mi

Sidewalk Priority: City Council District 9



Legend

Existing Sidewalk

- Low Priority
- Medium-Low Priority
- Medium-High Priority
- High Priority

Missing Sidewalk

- - Low Priority
- - Medium-Low Priority
- - Medium-High Priority
- - High Priority

Focus Area (see page 54)

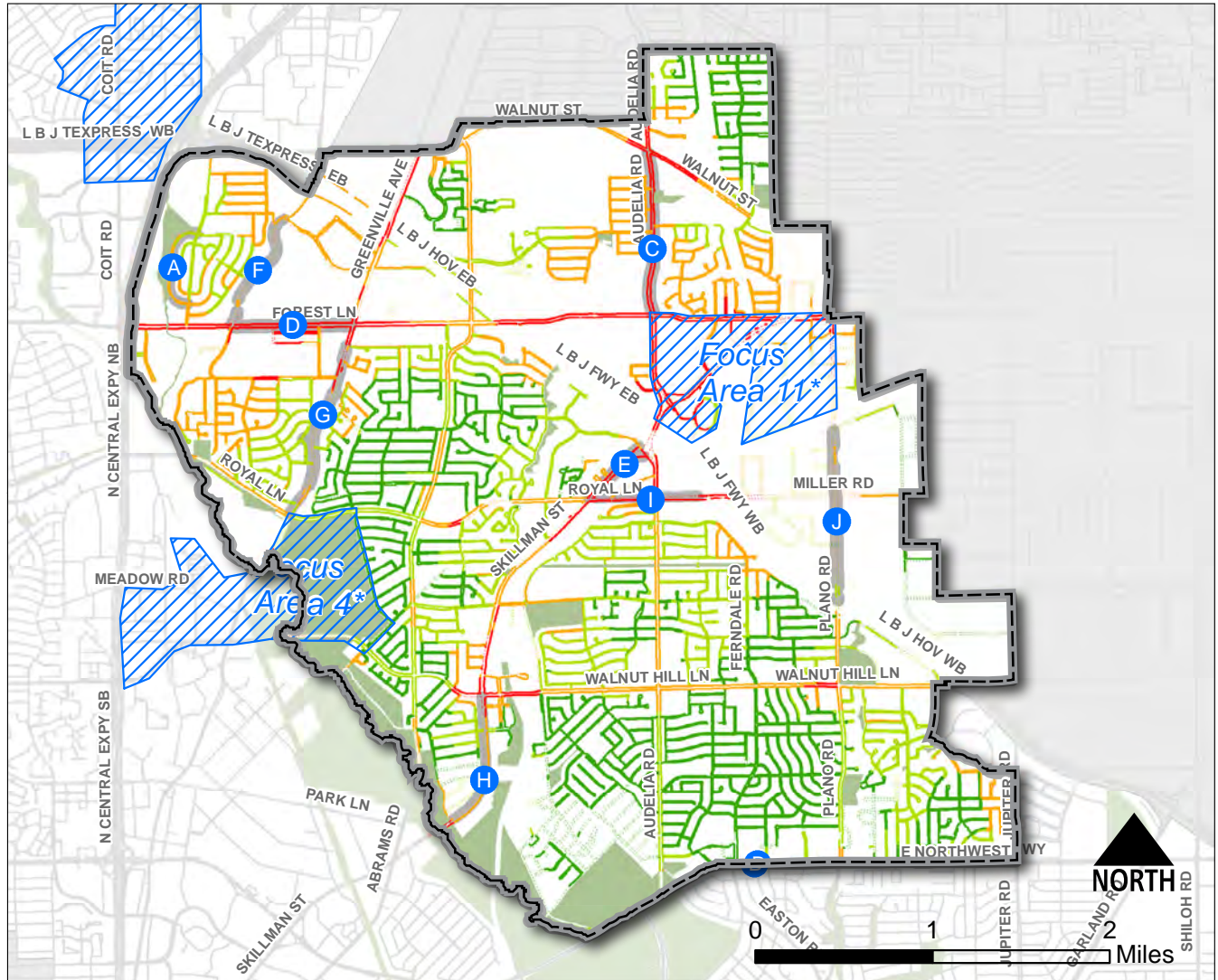
543 Total Miles of Sidewalk Inventory: 387 Existing & 156 Missing
 5,745 Total Curb Ramps: 4,135 Existing & 1,610 Missing
 88 Public Map Comments

Top Priority Projects

#	Street Name	From	To	Length
A	Millmar Dr	Ferguson Rd	La Prada Dr	0.90 mi
B	Drummond Dr	Ferguson Dr	Drummond Pl	0.39 mi
C	Ruidosa Ave	Itasca Dr	Shiloh Rd	0.48 mi
D	Freemont St	Kingbury Dr	Samuell Blvd	0.83 mi
E	Akard St	Young St	Corinth St	0.98 mi

#	Street Name	From	To	Length
F	Edgeton Dr	Wild Valley Dr	Walling Ln	0.39 mi
G	Garland Rd	Jupiter Rd	E NW Highway	1.23 mi
H	W Lawther Dr	E Mockingbird Ln	White Rock Lake	0.25 mi
I	Tellerson Ave	Millmar Dr	Oates Dr	0.30 mi
J	Santa Anna Ave	Garland Rd	Shiloh Rd	0.62 mi

Sidewalk Priority: City Council District 10



Legend

Existing

- Low Priority
- Medium-Low Priority
- Medium-High Priority
- High Priority

Missing

- - Low Priority
- - Medium-Low Priority
- - Medium-High Priority
- - High Priority

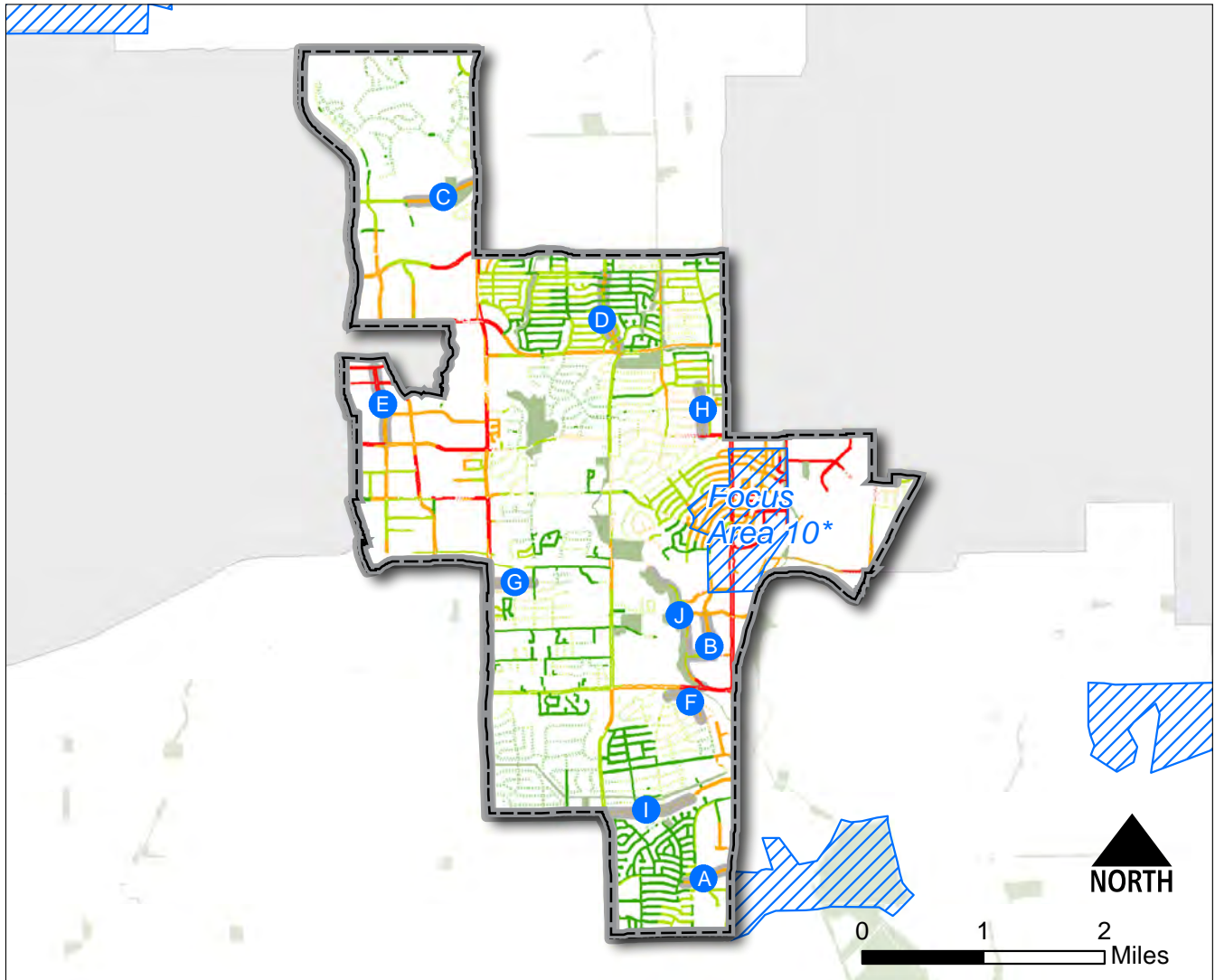
Focus Area (see page 55 & 62)

382 Total Miles of Sidewalk Inventory: 308 Existing & 74 Missing
 8,241 Total Curb Ramps: 5,729 Existing & 2,512 Missing
 10 Public Map Comments

Top Priority Projects

	#	Street Name	From	To	Length
Existing	A	Willowdell Dr	Schroeder Rd	Schroeder Rd	0.55 mi
	B	E NW Highway	Audelia Rd	Plano Rd	1.00 mi
	C	Audelia Rd	Forest Ln	Walnut St	0.90 mi
	D	Forest Ln	TI Blvd	Greenville Ave	0.68 mi
	E	Skillman St	Royal Ln	Whitehurst Dr	0.38 mi
Missing	F	TI Blvd	Forest Ln	Markville Dr	0.71 mi
	G	Greenville Ave	Royal Ln	Forest Ln	1.16 mi
	H	Skillman St	White Rock Creek	Walnut Hill Ln	0.87 mi
	I	Royal Ln	Skillman St	LBJ Freeway	0.73 mi
	J	Plano Rd	LBJ Freeway	Bekay St	0.95 mi

Sidewalk Priority: City Council District 11



Legend

Existing

- Low Priority
- Medium-Low Priority
- Medium-High Priority
- High Priority

Missing

- - Low Priority
- - Medium-Low Priority
- - Medium-High Priority
- - High Priority

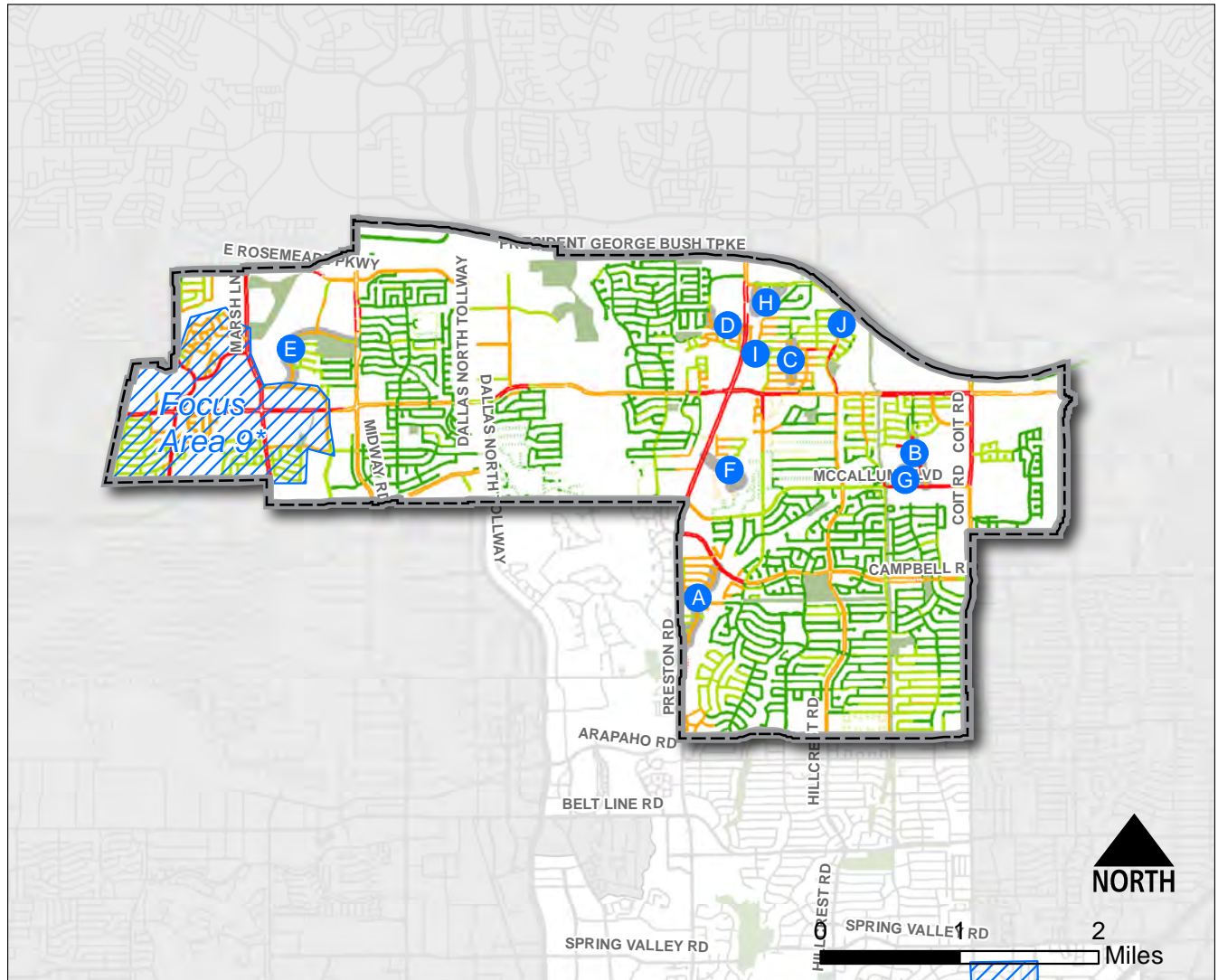
Focus Area (see page 61)

341 Total Miles of Sidewalk Inventory: 195 Existing & 146 Missing
 6,449 Total Curb Ramps: 4,923 Existing & 1,526 Missing
 140 Public Map Comments

Top Priority Projects

	#	Street Name	From	To	Length
Existing	A	Meadow Rd	Boedeker St	SH 75	0.43 mi
	B	Merit Dr	Park Center Dr	Churchill Way	0.54 mi
	C	Keller Springs Way	Bent Tree Forest	Preston Rd	0.62 mi
	D	Hillcrest Rd	La Cosa Dr	Belt Line Rd	0.69 mi
	E	Noel Rd	Verde Valley Ln	Spring Valley Rd	0.64 mi
Missing	F	Valleydale Dr	Hill Haven Dr	Mason Dells Dr	0.42 mi
	G	Linden Ln	Preston Rd	Hughes Ln	0.35 mi
	H	Edgecrest Dr	Cliffbrook Dr	Spring Valley Rd	0.41 mi
	I	Royal Ln	Hillcrest Rd	Royal Pl	0.73 mi
	J	Park Central Dr	Forest Ln	Interstate 635	1.00 mi

Sidewalk Priority: City Council District 12



Legend

Existing

- Low Priority
- Medium-Low Priority
- Medium-High Priority
- High Priority

Missing

- - Low Priority
- - Medium-Low Priority
- - Medium-High Priority
- - High Priority

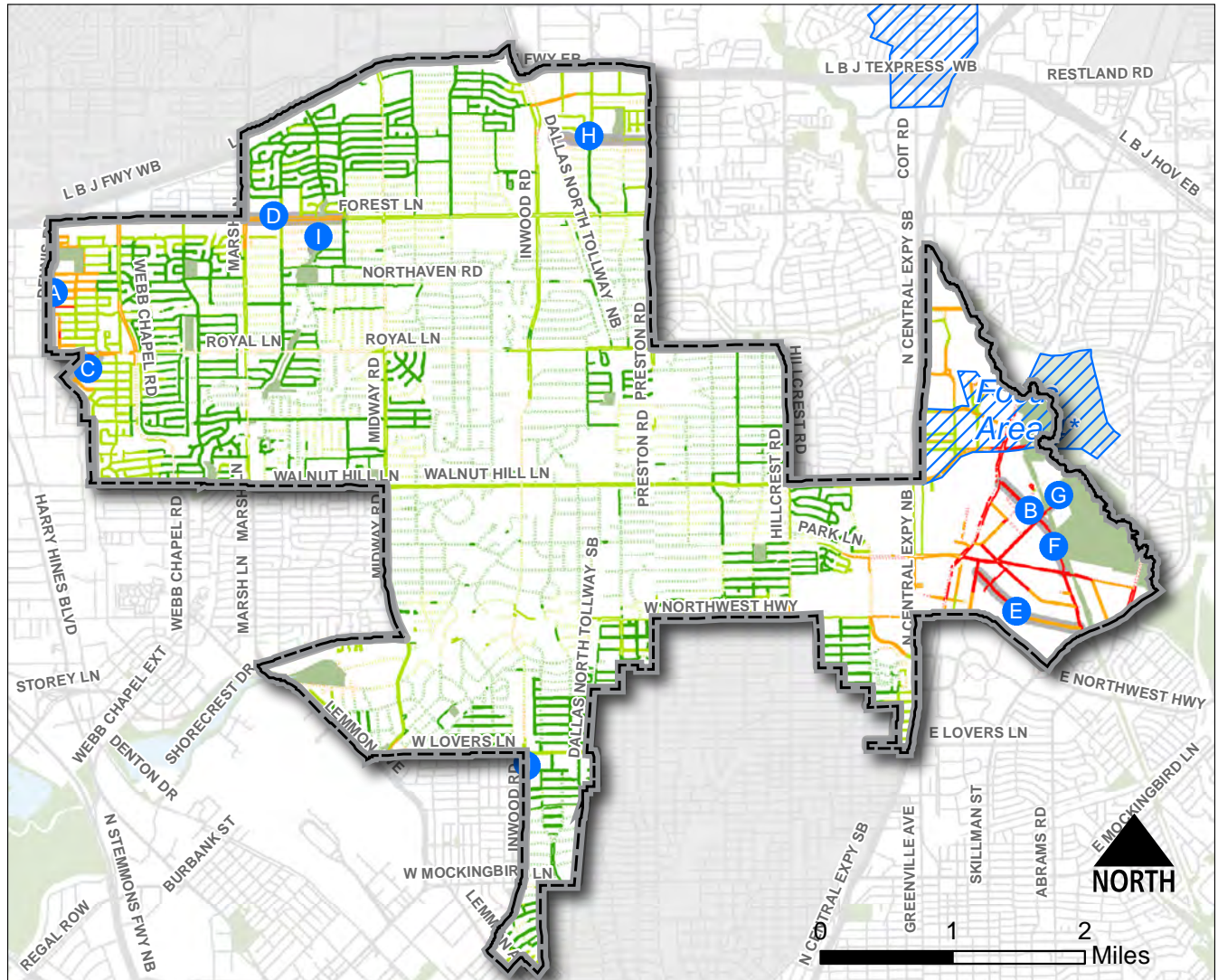
Focus Area (see page 60)

357 Total Miles of Sidewalk Inventory: 327 Existing & 30 Missing
 6,260 Total Curb Ramps: 5,689 Existing & 571 Missing
 124 Public Map Comments

Top Priority Projects

	#	Street Name	From	To	Length
<i>Existing</i>	A	Keller Springs Rd	Preston Rd	Campbell Rd	0.60 mi
	B	Dickerson St	McCallum Rd	Maribeth Dr	0.39 mi
	C	Featherwood Dr	Missy Dr	Wrenwood Dr	0.28 mi
	D	Lloyd Cir	Mapleshade Ln	Preston Rd	0.34 mi
	E	Timberglen Rd	Vail St	Midway Rd	0.71 mi
<i>Missing</i>	F	Baymar Ln	Preston Rd	Marianne Cir	0.43 mi
	G	Ronnie Dr	Dickerson St	McCallum Blvd	0.31 mi
	H	Oxford Dr	Mapleshade Ln	Mapleshade Ln	0.44 mi
	I	Genstar Ln	Preston Rd	Davenport Rd	0.16 mi
	J	Hillcrest Rd	Amador Ave	Flanary Ln	0.13 mi

Sidewalk Priority: City Council District 13



Legend

Existing

- Low Priority
- Medium-Low Priority
- Medium-High Priority
- High Priority

Missing

- - Low Priority
- - Medium-Low Priority
- - Medium-High Priority
- - High Priority

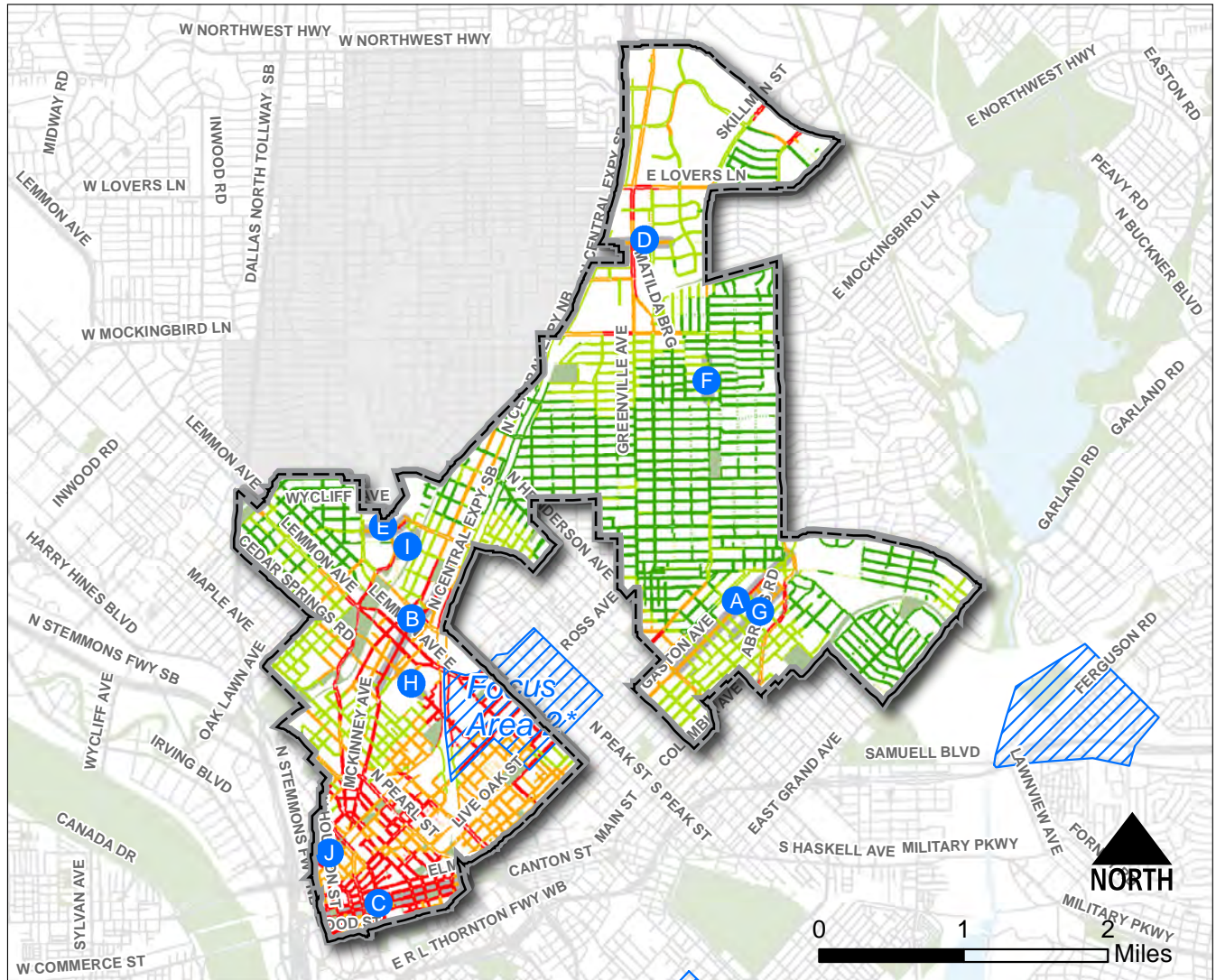
Focus Area (see page 55)

606 Total Miles of Sidewalk Inventory: 276 Existing & 330 Missing
 5,812 Total Curb Ramps: 4,180 Existing & 1,632 Missing
 18 Public Map Comments

Top Priority Projects

	#	Street Name	From	To	Length
Existing	A	Dennis Rd	Royal Ln	Madella Ave	0.80 mi
	B	Pineland Dr	Park Ln	Greenville Ave	0.84 mi
	C	Channel Dr	Brockbank Dr	Royal Ln	0.31 mi
	D	Forest Ln	Marsh Ln	Snow White Dr	0.73 mi
	E	Melody Ln	Shady Brock Ln	Eastridge Dr	0.92 mi
Missing	F	Pineland Dr	Park Ln	Fair Oak Ave	0.45 mi
	G	Fair Oaks Ave	Pineland Dr	Meriman Pkwy	0.53 mi
	H	Charlestown Dr	Quincy Ln	Preston Rd	0.72 mi
	I	Rosser Rd	Shady Hill Dr	Forest Ln	0.26 mi
	J	Inwood Rd	W Mockingbird Ln	Glenwick Ln	0.72 mi

Sidewalk Priority: City Council District 14



Legend

Existing

- Low Priority
- Medium-Low Priority
- Medium-High Priority
- High Priority

Missing

- - Low Priority
- - Medium-Low Priority
- - Medium-High Priority
- - High Priority
- Focus Area (see page 53)

382 Total Miles of Sidewalk Inventory: 343 Existing & 39 Missing
 8,834 Total Curb Ramps: 7,544 Existing & 1,290 Missing
 497 Public Map Comments

Top Priority Projects

	#	Street Name	From	To	Length
Existing	A	Gaston Ave	N Munger Blvd	Abrams Rd	1.13 mi
	B	McKinney Ave	Elizabeth St	Sneed St	1.00 mi
	C	Main St	S Houston St	Cesar Chavez	1.00 mi
	D	E University Blvd	US 75	Jason Dr	0.36 mi
	E	Avondale Ave	Oak Lawn Ave	N Fitzhugh Ave	0.32 mi
Missing	F	Skillman St	Ellsworth Ave	McCommas Blvd	0.28 mi
	G	Junius St	Glendale St	N Paulus Ave	0.46 mi
	H	N Hall St	Oak Grove Ave	Hugo Pl	0.22 mi
	I	Stonebridge Dr	Turtle Creek	Rock Creek Dr	0.17 mi
	J	Broom St	N Lamar St	N Field St	0.20 mi



CURB RAMP INVENTORY BY COUNCIL DISTRICT

In addition to sidewalks, the presence and condition of existing curb ramps were also noted during the existing inventory task of the DSWMP. Curb ramps are essential to the safe crossing of individuals with disabilities as they guide the pedestrian into the crosswalk portion of the roadway. The table below summarizes the curb ramp inventory of existing and missing by City Council District:

Table 2. Existing Curb Ramp Inventory by Council District

Council District	Total Ramps	Existing (%)	Missing (%)	Est. Cost to Build Missing
1	9,301	7,568 (81%)	1,733 (19%)	\$ 4,332,500
2	23,540	21,454 (91%)	2,086 (9%)	\$ 5,215,000
3	6,793	5,151 (76%)	1,642 (24%)	\$ 4,105,000
4	6,418	4,853 (76%)	1,565 (24%)	\$ 3,912,500
5	5,837	4,460 (76%)	1,377 (24%)	\$ 3,442,500
6	9,859	7,946 (81%)	1,913 (19%)	\$ 4,782,500
7	7,908	6,297 (80%)	1,611 (20%)	\$ 4,027,500
8	4,195	3,425 (82%)	770 (18%)	\$ 1,925,000
9	5,745	4,135 (72%)	1,610 (28%)	\$ 4,025,000
10	8,241	5,729 (70%)	2,512 (30%)	\$ 6,280,000
11	6,449	4,923 (76%)	1,526 (24%)	\$ 3,815,000
12	6,260	5,689 (91%)	571 (9%)	\$ 1,427,500
13	5,812	4,180 (72%)	1,632 (28%)	\$ 4,080,000
14	8,834	7,544 (85%)	1,290 (15%)	\$ 3,225,000
TOTAL	115,592	93,354 (81%)	21,838 (19%)	\$ 54,595,000



5. PEDESTRIAN TOOLBOX



Dallas Sidewalk
MASTER PLAN
FINAL REPORT

The Dallas Sidewalk Master Plan (DSWMP) prioritizes improvements by developing a prioritization process and funding plan that will help develop a complete sidewalk network. Although sidewalks are an important component of the pedestrian network, this Chapter highlights six elements that should also be considered while developing a comprehensive pedestrian network to improve walkability in Dallas.

Each of these elements serves a distinct purpose. While sidewalks and curb ramps form the structural foundation for walking along a roadway, elements like marked crosswalks, mid-block crossings, and various intersection strategies help mitigate barriers while walking and help connect sidewalk facilities. To help encourage a pleasant experience when walking, streetside designs and techniques are very helpful.



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WALKABILITY BEST PRACTICES

Walkability best practices establish technical standards and create a policy framework that help to establish parameters for efficient, safe, and healthy pedestrian travel within the street network. They include:



SUSTAINABLE DENSITY

A policy is considered to support sustainable density when it encourages or requires a land use mix that is surrounded by substantial residential density and multi-modal transit options, with a connected pedestrian network.



MIX OF USES

A policy is considered to support a mix of uses if it establishes substantial policy guidance, design criteria, or offers funding sources for the appropriate residential density or construction of infrastructure required to develop a mix of land uses in a designated area.



COMPACT PEDESTRIAN-ORIENTED DESIGN

A compact pedestrian-oriented policy includes technical standards that encourage or require the safe and efficient passage of a high volume of pedestrians. It should establish large pedestrian clear zones, buffers from high speed traffic, provide respite areas, and limit obstructions.



ACTIVE, DEFINED CENTER

A policy is deemed to support an active defined center when it created or encourages standards to establish a central geographic boundary that provides multi-modal access and a strong economic center at most points during the day.



LIMITED, MANAGED PARKING

A policy is considered to encourage limited, managed (automobile) parking if it establishes technical design requirements that limit traffic congestion, allows for multi-modal activity, and limit the creation of a substantial surplus of surface parking in any given development.

1

SIDEWALK



Sidewalks are the standard pedestrian facility that provide a designated space for people to get from one place to another.

Design Guidelines:

- The recommended minimum sidewalk width is 5 feet. It is recommended that a buffer zone of 4-6 feet be incorporated to further separate pedestrians from the roadway.
- Prohibiting right turns on red at sidewalk crossings can reduce conflicts between drivers and pedestrians. Providing a leading pedestrian interval at crossings may be appropriate to accommodate higher levels of path use in intersections.
- Sidewalks should be installed along both sides of a roadway.
- Sidewalks should be maintained. Keeping a clear path avoid of vegetation should be a code compliance responsibility of the property owner. Structural maintenance should be a partnership between the City and property owner. The property owner should notify the City of known issues and the cost will be of the facility handled with the current practices of the City at that time.

Industry Insights:

- Sidewalks improve both pedestrian safety and comfort by providing a defined travel space that is separate from automobile traffic.
- Sidewalks function as the backbone of the pedestrian network by connecting pedestrians to their homes and other important destinations such as schools, parks, commercial areas, employment, and community services.
- It is recommended that sidewalks be installed along any new or reconstructed roadway.
- Efforts should be made to install sidewalks along roadways that do not currently have them, starting with areas of high pedestrian activity.
- Sidewalks should be designed to accommodate people of all ages and all abilities.

2

CURB RAMP



Curb ramps are sloped facilities that provide transitions between sidewalks and roadways, particularly at pedestrian crossing facilities. The designs of curb ramps are critical for all pedestrians, but particularly for people with disabilities.

Design Guidelines:

- At intersections, separate curb ramps should be installed in the direction of each adjacent crosswalk rather than one curb ramp installed at the corners of the intersection.
- The slope of a curb ramp must be no more than 1:12 (cannot exceed 1 inch per foot, or a maximum of 8.33%) for newly constructed ramps. The maximum slope allowed on any side flares of a curb ramp is 1:10.
- It is recommended that all curb ramps are designed with the lowest slope possible for each specific context.
- Tactile and detectable warnings should be provided at the edges of each curb ramp to alert pedestrians to both the presence of the facility and the roadway's edge. These should not be placed on paving or expansion joints. The rows of truncated cones should be aligned perpendicular to the grade break between the ramp run and the street so users with mobility or sight impairments can detect when they are entering the street and what direction to travel in.

Industry Insights:

- Allows pedestrians of all abilities to safely move between the sidewalk and the roadway without having to step up or down the curb.
- Correct placement improves orientation for visually impaired pedestrians by directing them toward the correct crosswalk.
- To meet ADA requirements, newly constructed or altered streets must have curb ramps at all pedestrian crossings, whether at intersections or midblock locations, that have curbs or other barriers to entry. Ramps should be altered and constructed with major maintenance projects including reconstructions and overlays
- Existing curb ramps that do not meet design requirements and recommendations should be upgraded wherever possible, especially when new sidewalk is built or reconstructed.
- Though curb ramps should be installed/upgraded in all applicable locations, facilities within a quarter-mile locations with high pedestrian volumes should be prioritized. These locations can include, but are not limited to, near schools, commercial areas, parks, transit stops, medical facilities, and employment hubs.

3

MARKED CROSSWALK



Marked crosswalks are designated locations where pedestrians can cross a roadway. These facilities are generally installed at intersections. Motorized vehicles are expected to yield to pedestrians when they are using a crosswalk.

Design Guidelines:

- Crosswalks should be large enough to accommodate the width of the sidewalks at the intersection approach, but should be no less than 6 ft. wide, and 8-10 ft. in most cases.
- Include ADA compliant directional curb ramps at the sidewalk and intersection joint.
- Crosswalks should be painted in high visibility pavement paint in a typical ladder pattern to ensure high visibility to all roadway users.
- Orient crosswalks perpendicular to streets to minimize crossing distances and limit the time that pedestrians are exposed.
- Border decorative crosswalk treatments with thermoplastic edge striping to increase visibility.
- Minimize crossing distance by considering curb extensions or bulb outs.
- Designate clear signage to achieve high visibility for pedestrians and drivers.

Industry Insights:

- Increases pedestrian and automobile safety by designating the appropriate locations for pedestrians to cross a roadway and by alerting drivers to the potential presence of crossing pedestrians.
- Creates crucial linkages in the broader pedestrian network that provide connectivity.
- Crossing distances should be minimized to the extent possible to improve the safety of users, and when necessary, should be broken up using crossing islands.
- Marked crosswalks should be accompanied by other measures on uncontrolled roadways where the speed limits exceed 40 mph and average daily traffic exceeds 12,000 vehicles. Crossings in these contexts benefit from the addition of crossing islands, or by being converted to Pedestrian Hybrid Beacons or Rectangular Rapid Flashing Beacons.
- Crosswalks can be enhanced by special materials or paint treatments to help increase the visibility of the facility. These can include brick pavers or stamped concrete to add to the aesthetic quality of a street.

4

MID-BLOCK CROSSING



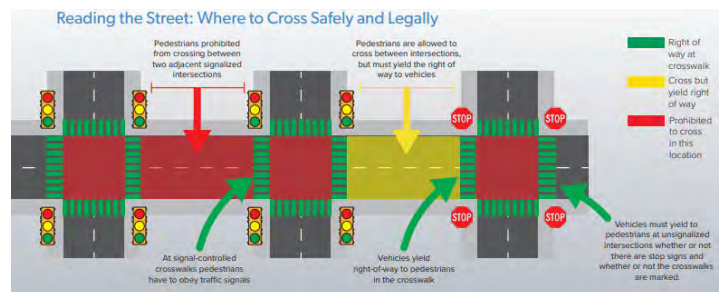
Mid-block crossings are designated crosswalk locations where pedestrians can safely cross a roadway between intersections.

Design Guidelines:

- Mid-Block Crossings are most applicable on multi-lane roads with speeds in excess of 35 mph and on single-lane roads with volumes over 9,000 vehicles per day and speeds in excess of 35 mph.
- **High Visibility Mid-Block Crossing**
 - These include improved lighting, improved in-street warning signage at uncontrolled crossing at busy multi-lane roadway crossings.
- **Active (Rectangular Rapid Flashing Beacon)**
 - RRFBs are activated by pedestrians at busy, uncontrolled crossings with high traffic volumes to increase visibility for bicyclists & pedestrians.
- **Stop Controlled (Pedestrian Hybrid Beacon)**
 - Pedestrian hybrid beacons increase visibility of pedestrians crossing at midblock and should be used at busy or higher speed roads and uncontrolled crossings. They include a pedestrian controlled traffic light that signals motorists to slow, then stop, allowing pedestrians to cross on demand.

Industry Insights:

- Addresses efficiency concerns by connecting heavy pedestrian uses like parks, schools, and social gathering spaces by creating more direct access into the specific development.
- Include pedestrian crossing islands with raised medians that interrupt opposing lanes of traffic and separate pedestrians from motor vehicles.
- Pedestrians are prohibited from crossing between two adjacent signalized intersections, unless there is a mark crosswalk to do so. Pedestrians are allowed to cross between intersections but must yield the right-of-way to vehicles unless there is a marked crosswalk.



5

INTERSECTION STRATEGIES



Intersection strategies include the design of efficient, integrated, and safe pedestrian travel that may include specific technical requirements to include sidewalks.

Design Strategies:

- **Leading Pedestrian Interval** - A leading pedestrian interval gives pedestrians 3-7 seconds to enter an intersection before vehicles are given a green light for designated left turns.
- **Smart Right Turns** - A smart right turn widens the cone of vision for motorists at 70 degrees and increases safety at high speed right-turn areas.
- **No Right Turn on Red** - No Right Turn on Red signage prohibits motorists from turning right on red lights, and allows for uninterrupted, timed pedestrian crossings.
- **Accessible Pedestrian Signals (APS)** - This device communicated information about the WALK and DON'T WALK signals to pedestrians who are blind or have low vision at signalized intersections.
- May include wayfinding or directional symbols, differentiated color treatments on pavement, or bike symbols

- May include specific elements that safely designate travel instruction for various motorists and pedestrians, like no right turn on red, signalized pedestrian signals and leading pedestrian intervals
- Include signage and marking for pedestrian safety

Industry Insights:

- Intersections are major barriers and the source for high stress in pedestrian mobility.
- Appropriate design increases visibility and awareness of pedestrians which can increase safety
- Helps pedestrians and motorists clearly understand how to navigate through the intersection

6

STREETSIDE DESIGN



Streetside design is an approach to supporting the elements between the physical street and the property line to make the street more attractive, pedestrian friendly and visually interesting. Aesthetic treatments help to generate economic activity by allowing clustered locations that complement the commercial activity.

Design Strategies:

- **Buffer** - A buffer is the distance between the curb edge and sidewalk edge. Buffers are typically landscaped and create a physical separation between pedestrians and motorists. They may incorporate other design elements like trees, furniture, or art.
- **Lighting** - Lighting treatments should be added to maintain good sight lines and provide a safe, connected sidewalk network. Special district lighting helps to enhance the aesthetic quality of the pedestrian network.
- **Trees and Shade** - Street trees create shade for pedestrians and a tree canopy for enhanced aesthetic quality while also subconsciously signaling motorists to slow their speeds.
- **Furniture** - Street furniture typically include benches and sidewalk cafes and is typically located in areas with wider sidewalks to provide pedestrian friendly amenities and add character.
- **Public Art** - Public art helps to enhance the sidewalk network and can be added along the buffer area, on utility boxes, or crosswalks in places of special character.

Industry Insights:

- Streetside design helps establish a sense of place where people want to go and spend time.
- Enhanced streetscapes can activate the pedestrian realm, bringing shopping and dining out onto the public environment to boost the local economy.
- Streetscape tools also help slow down vehicles by installing features that cause motorists to pay closer attention to their surroundings, especially when paired with traffic calming tools.
- Streetscape design is most appropriate in dense, mixed-use areas that have an appropriate land use mix and tax revenue to support funding and maintenance of the enhanced street section.

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6. FOCUS AREAS



Dallas Sidewalk
MASTER PLAN
FINAL REPORT

INTRODUCTION

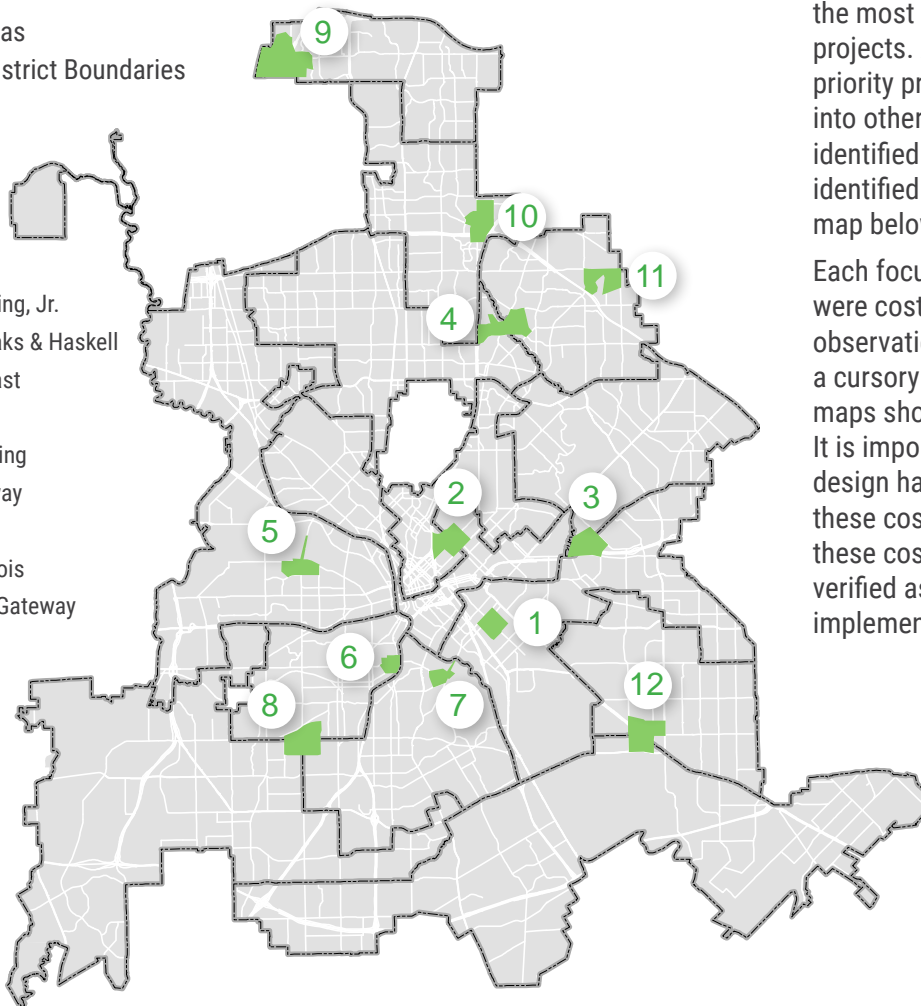
This chapter takes an in-depth look at individual prioritized areas that are built from a data driven prioritization process. Each focus area was developed to look into shifting the focus from a specific project to a group of projects that could transform a neighborhood and develop holistic solutions to coordinate large scale improvements.

The prioritization chapter (Chapter 4) explains the methodology and process for identifying the highest priority areas. The focus areas are derived from small areas of the City with highest priority. The focus areas were created using data-driven prioritizations, community feedback, and logical boundaries created by natural and manmade barriers, and a sensitivity to the neighborhood fabric.

Figure 3. All Focus Area Locations

- # Focus Area Numbers
- Focus Areas
- Council District Boundaries

1. Martin Luther King, Jr.
2. Renaissance Oaks & Haskell
3. Tenison Park East
4. Fair Oaks
5. Hampton Crossing
6. Southern Gateway
7. Cedar Creek
8. Hampton & Illinois
9. Denton County Gateway
10. Coit & 635
11. Woodridge
12. Elam Creek



The focus areas look at prescribed improvements within these boundaries that inform residents, business owners, and City Staff on what makes the most impact when prioritizing projects. Additionally, these identified priority projects can be incorporated into other infrastructure projects as identified. The locations of all twelve identified focus areas are shown in the map below.

Each focus area's identified projects were costed based on the in-field observations. This cost is based on a cursory inventory outlined in the maps shown beginning on page 52. It is important to note that detailed design has not been completed for these costed improvements. Therefore, these cost estimates should be verified as the projects move into the implementation phase.

FOCUS AREA FIELD WORK OBSERVATIONS

The field work performed for the Dallas Sidewalk Master Plan project was not an American with Disabilities Act (ADA) compliance evaluation, but rather an evaluation for the Focus Areas identified confirming adequate and navigable paths of travel are being provided, on at least one side of the corridor. An ADA compliance evaluation is still recommended to be performed for the Focus Areas evaluated.

The evaluation of each Focus Area identified spot and segment issues along the corridors evaluated. Spot issues occurred either at existing ramp points, proposed ramp points, or within a one panel length of the sidewalk (~5 feet). Segment issues were identified along the corridors evaluated that spanned more than one panel (>5 feet).

Each issue was categorized as either damage, ramp, or other. Common damage issues observed included sinking, heaving, cracking, and anything else where the sidewalk or ramp itself would need to be replaced in order to make the path of travel navigable. Ramp issues were identified where ramps were missing and needed to be installed, or along thoroughfares or at major intersections where diagonal ramps are installed and directional ramps are recommended. Other issues included water pooling, utility conflicts/vegetation impeding vertical clearance, or crosswalks that needed to be restriped. Additionally, areas with missing sidewalk were noted. These areas consisted primarily of instances where sidewalk would abruptly terminate mid block, or locations where ramps were providing access, or to provide a path of travel on at least one side of the corridor.

Field work informed the following:

- Locations for sidewalk installation & widening
- Location of barriers (vegetation & obstacles)
- Mid-block pedestrian crossing improvements
- Other trip hazards or potential improvements to walkability

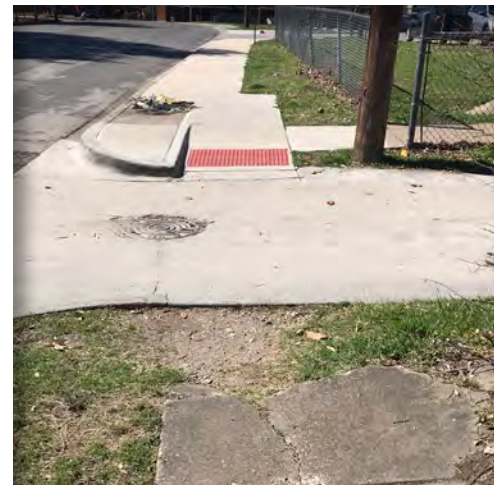
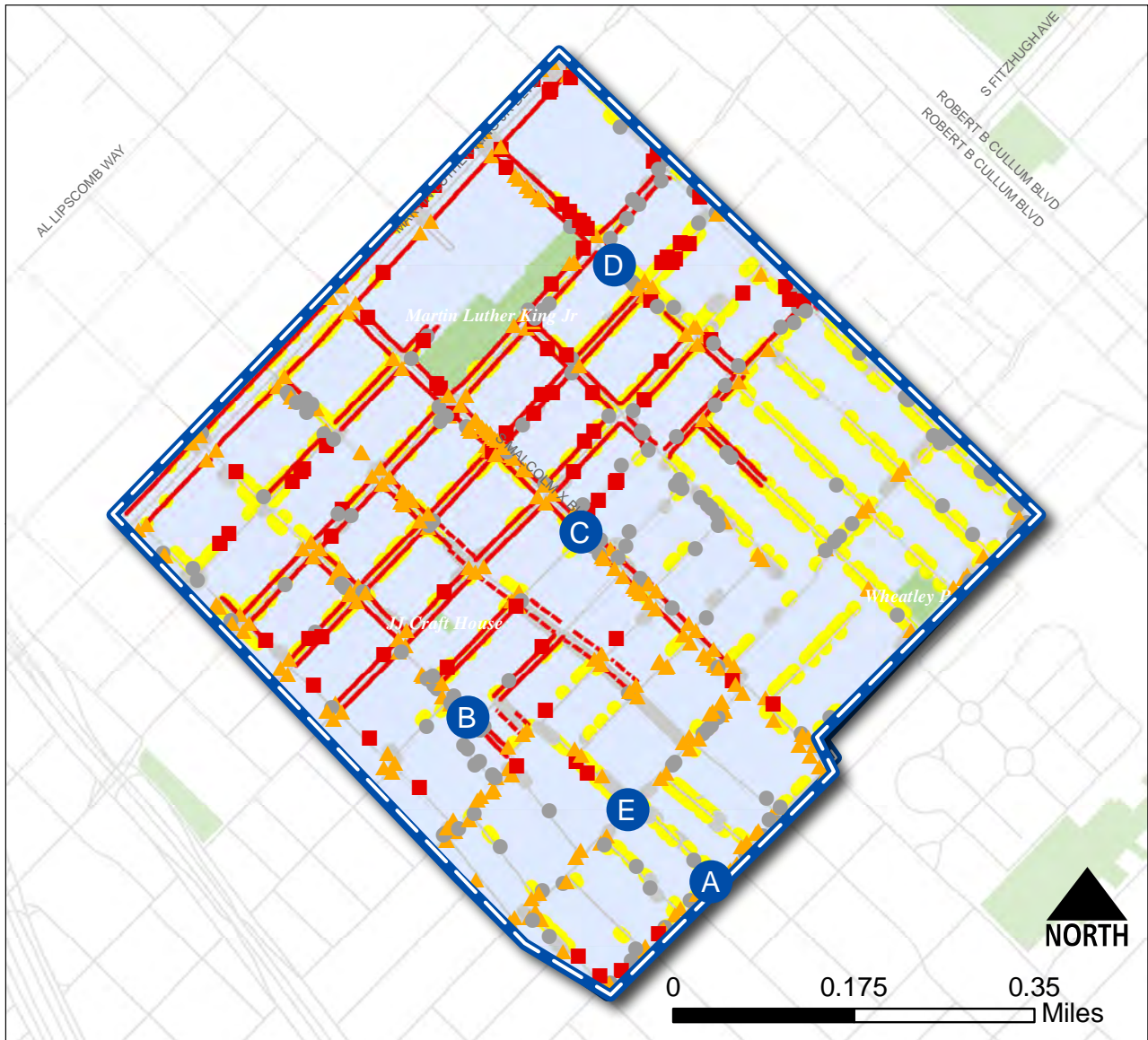


Figure 4. Examples of non-traversable sidewalks & ramps observed in the field

Focus Area 1: Martin Luther King, Jr (Council District 7)



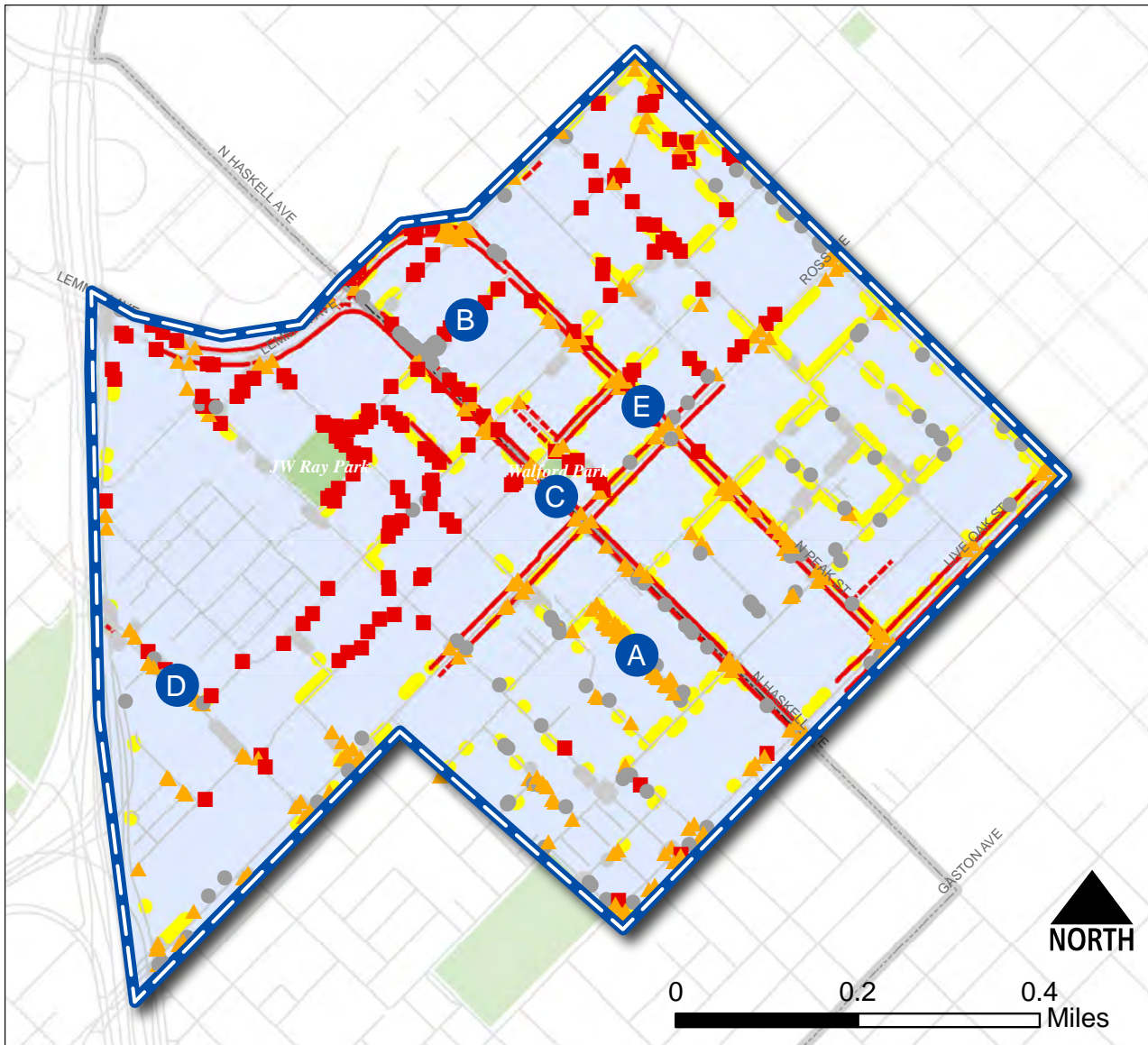
- ▲ Ramp Issue (293)
- Spot Damage (94)
- Other Issue (191)
- ▬ Sidewalk Damage
- ▬ Other Sidewalk Issue
- ▬ High Priority Sidewalk - Existing
- - - High Priority Sidewalk - Missing
- Council District Boundaries

Total Estimated Priority Cost: \$ 3,039,416.00

Top Priority Projects

Street Name	From	To	Priority Score	Est. Cost
A. Romine	Latimer St	Myrtle St	42	\$130,182.50
B. Atlanta	Pennsylvania Ave	Burger Ave	51	\$100,965.00
C. Malcolm X	MLK Jr Blvd	Romine Ave	55	\$288,535.00
D. Meyers	MLK Jr Blvd	Lenway St	52	\$119,140.00
E. Metropolitan	Eason St	Malcolm X Blvd	48	\$88,125.00

Focus Area 2: Renaissance Oaks & Haskell (Council Districts 2 & 14)



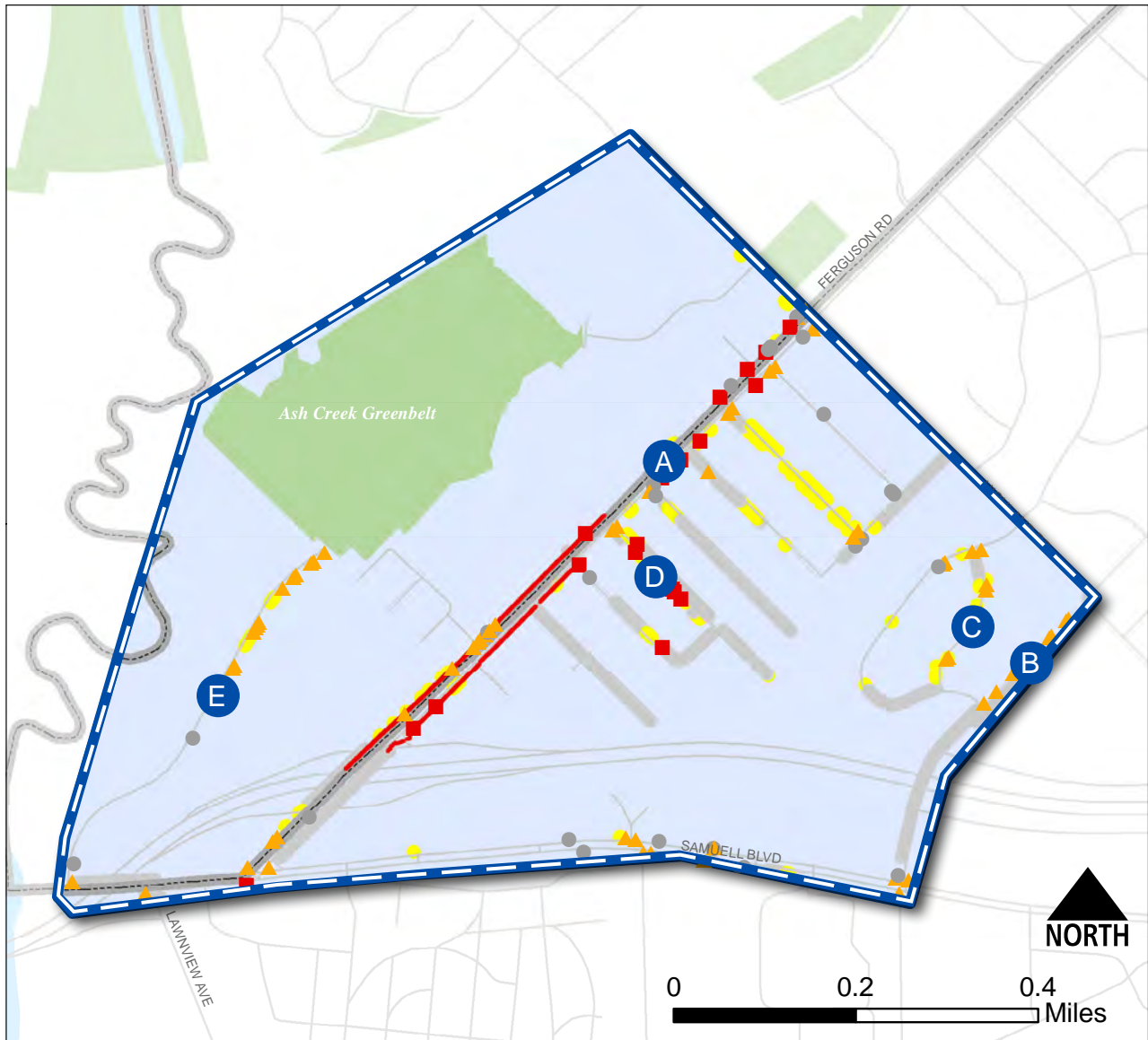
- ▲ Ramp Issue (254)
- Spot Damage (183)
- Other Issue (127)
- Sidewalk Damage
- Other Sidewalk Issue
- High Priority Sidewalk - Existing
- High Priority Sidewalk - Missing
- Council District Boundaries

Total Estimated Priority Cost: \$ 2,758,845.50

Top Priority Projects

Street Name	From	To	Priority Score	Est. Cost
A. Apple	San Jacinto St	Bryan St	48	\$112,873.50
B. Lafayette	Haskell Ave	N Peak St	46	\$19,307.50
C. Haskell	Lemmon Ave	Live Oak St	58	\$202,152.50
D. Hall	Lafayette Pl	Ross Ave	47	\$113,607.50
E. Peak	Munger Ave	Live Oak St	59	\$210,605.00

Focus Area 3: Tenison Park East (Council Districts 7 & 9)



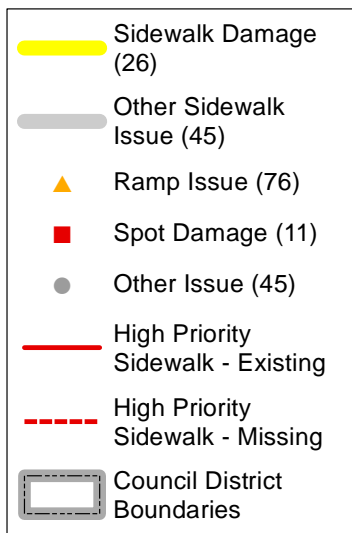
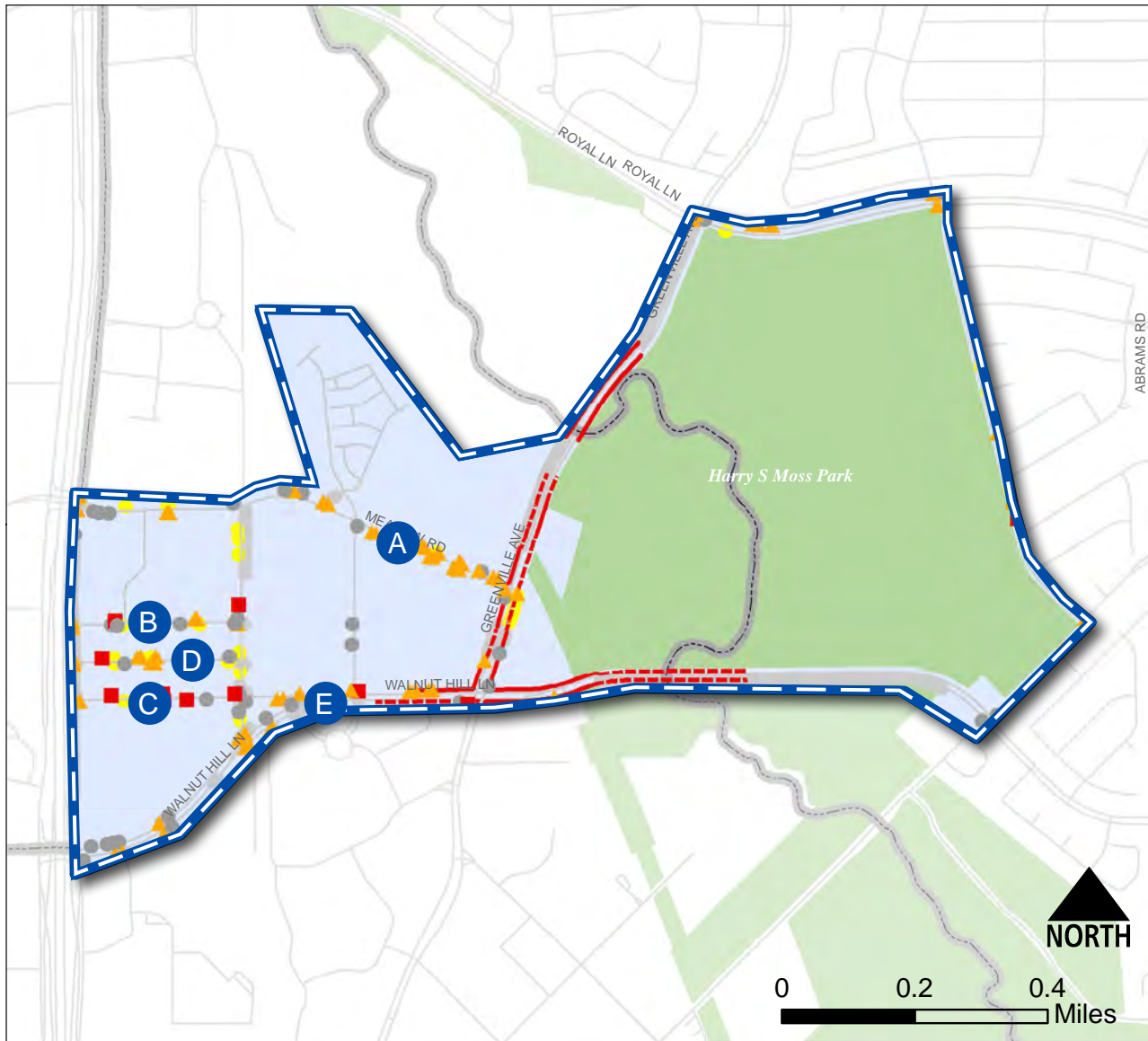
- ▲ Ramp Issue (70)
- Spot Damage (21)
- Other Issue (26)
- Sidewalk Damage
- Other Sidewalk Issue
- High Priority Sidewalk - Existing
- High Priority Sidewalk - Missing
- Council District Boundaries

Total Estimated Priority Cost: \$ 1,411,866.00

Top Priority Projects

Street Name	From	To	Priority Score	Est. Cost
A. Ferguson	Cambridge Sq Dr	Highland Rd	50	\$96,332.50
B. Hunnicut	Claremont Dr	Highland Rd	33	\$113,382.50
C. Milestone	Claremont Dr N	Claremont Dr S	37	\$34,672.50
D. Laughlin	Ferguson Rd	Avenue Q	36	\$120,020.00
E. Valleyglen	Samuell Blvd	End	39	\$48,886.00

Focus Area 4: Fair Oaks (Council Districts 10 & 13)

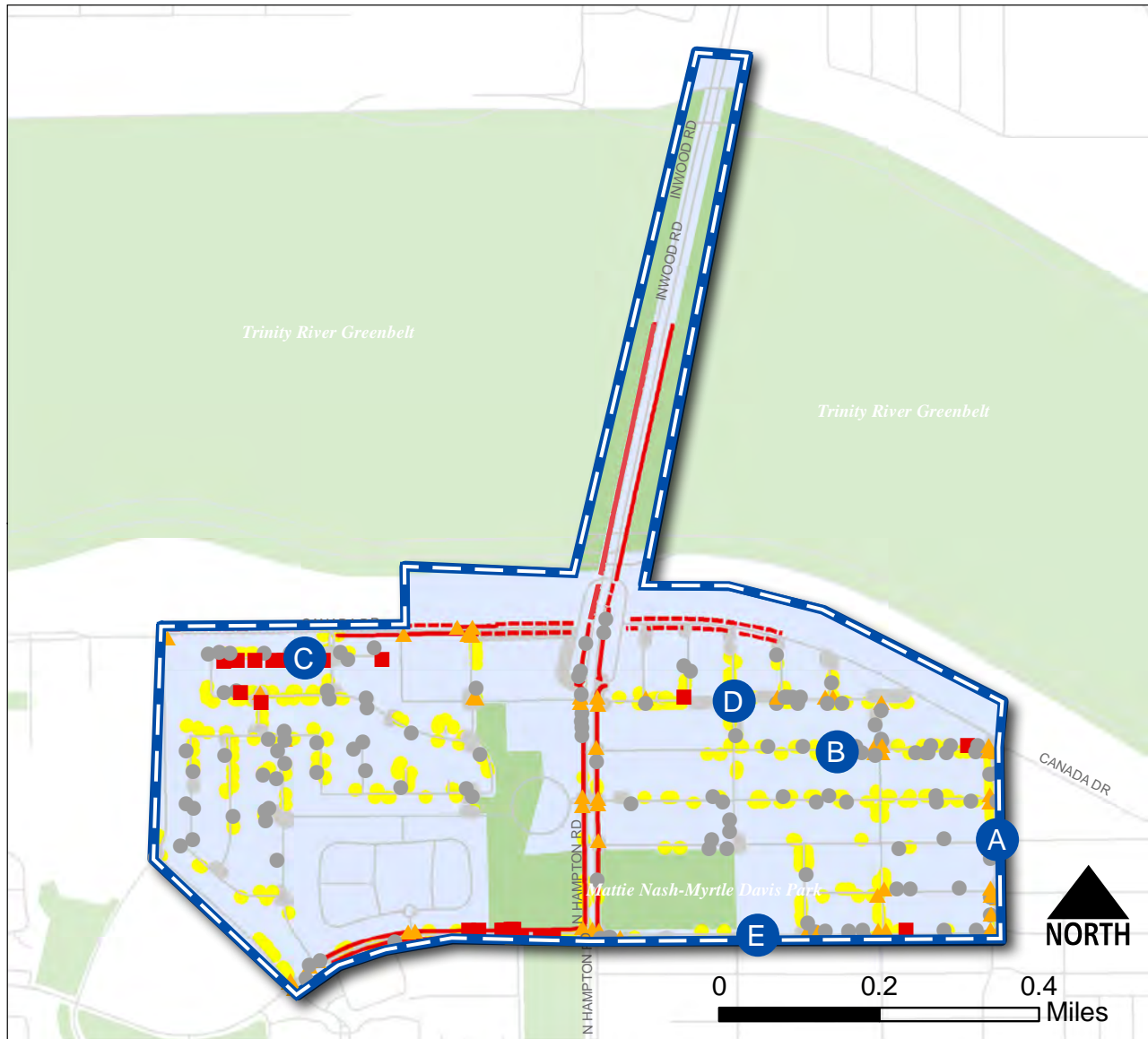


Total Estimated Priority Cost: \$ 1,434,255.00

Top Priority Projects

Street Name	From	To	Priority Score	Est. Cost
A. Meadow	Manderville Ln	Greenville Ave	38	\$112,732.50
B. Blair	N Central Expwy NBFR	Manderville Ln	31	\$29,587.50
C. Glen Lakes	N Central Expwy NBFR	Manderville Ln	31	\$7,550.00
D. La Sierra	N Central Expwy NBFR	Manderville Ln	35	\$60,842.50
E. Walnut Hill	N Central Expwy NBFR	Greenville Ave	46	\$141,845.00

Focus Area 5: Hampton Crossing (Council District 6)



- ▲ Ramp Issue (73)
- Spot Damage (22)
- Other Issue (137)
- Sidewalk Damage
- Other Sidewalk Issue
- High Priority Sidewalk - Existing
- High Priority Sidewalk - Missing
- Council District Boundaries

Total Estimated Priority Cost: \$ 1,542,711.50

Top Priority Projects

Street Name	From	To	Priority Score	Est. Cost
A. Vilbig	Angelina Dr	Bickers St	38	\$133,097.50
B. Angelina	Puget St	Vilbig Rd	34	\$48,255.00
C. Poinciana/Tan Grove	Elmgrove Ln	End	39	\$42,837.50
D. Calypso	N Hampton Rd	Harston St	35	\$132,531.00
E. Bickers	Greenleaf St	Vilbig Rd	47	\$144,967.50

Focus Area 6: Southern Gateway (Council District 1)



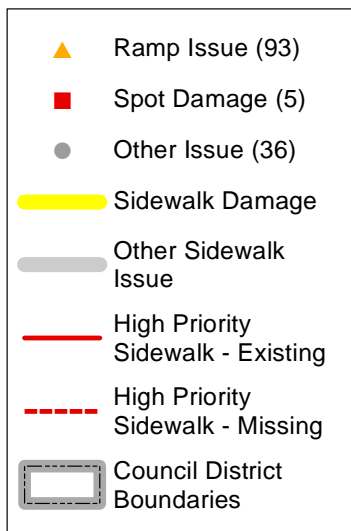
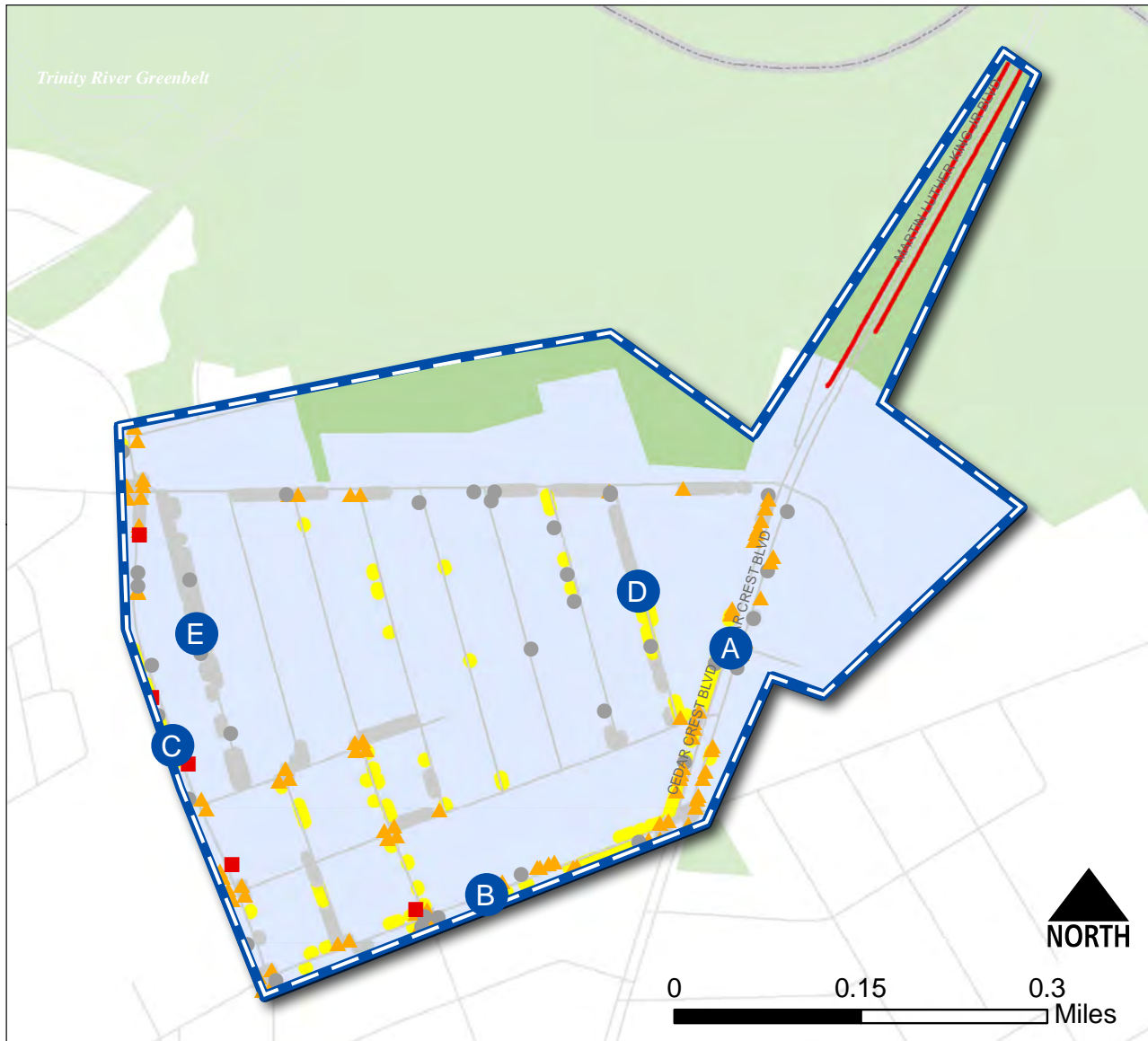
- ▲ Ramp Issue (94)
- Spot Damage (0)
- Other Issue (55)
- Sidewalk Damage
- Other Sidewalk Issue
- High Priority Sidewalk - Existing
- High Priority Sidewalk - Missing
- Council District Boundaries

Total Estimated Priority Cost: \$ 1,829,852.50

Top Priority Projects

Street Name	From	To	Priority Score	Est. Cost
A. Jefferson (North)	E 6th St	E 7th St	51	\$39,985.00
B. E 8Th	N Denver St	S RL Thornton SBFR	67	\$262,495.00
C. Jefferson (South)	S Denver St	S Lancaster Ave	62	\$50,800.00
D. E 6Th	N Maralis Ave	E Jefferson Blvd	44	\$136,522.50
E. Ewing Ave	E 6th St	E 9th St	50	\$107,367.50

Focus Area 7: Cedar Creek (Council District 4)

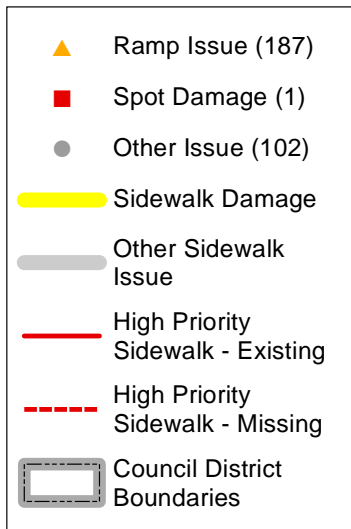
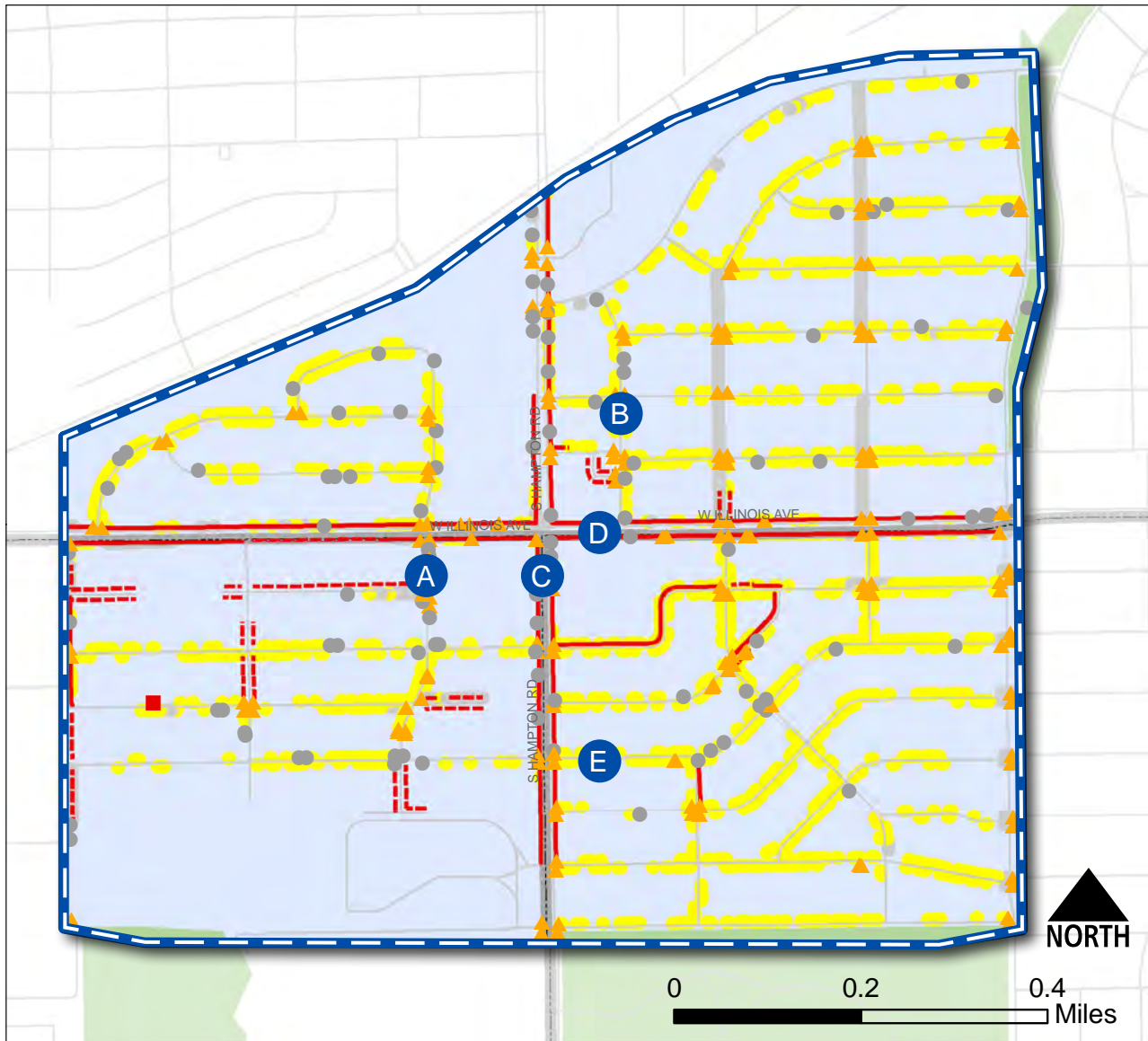


Total Estimated Priority Cost: \$ 1,254,203.50

Top Priority Projects

Street Name	From	To	Priority Score	Est. Cost
A. Cedar Crest	E 11th St	Morrell Ave	47	\$152,062.50
B. Morrell	Bonnie View Rd	Cedar Crest Blvd	40	\$139,307.50
C. Bonnie View	E 11th St	Morrell Ave	42	\$113,360.00
D. Avenue L	E 11st St	Childs St	39	\$86,292.50
E. Avenue E	E 11th St	Sanderson Ave	41	\$160,847.50

Focus Area 8: Hampton & Illinois (Council Districts 1,3, & 4)

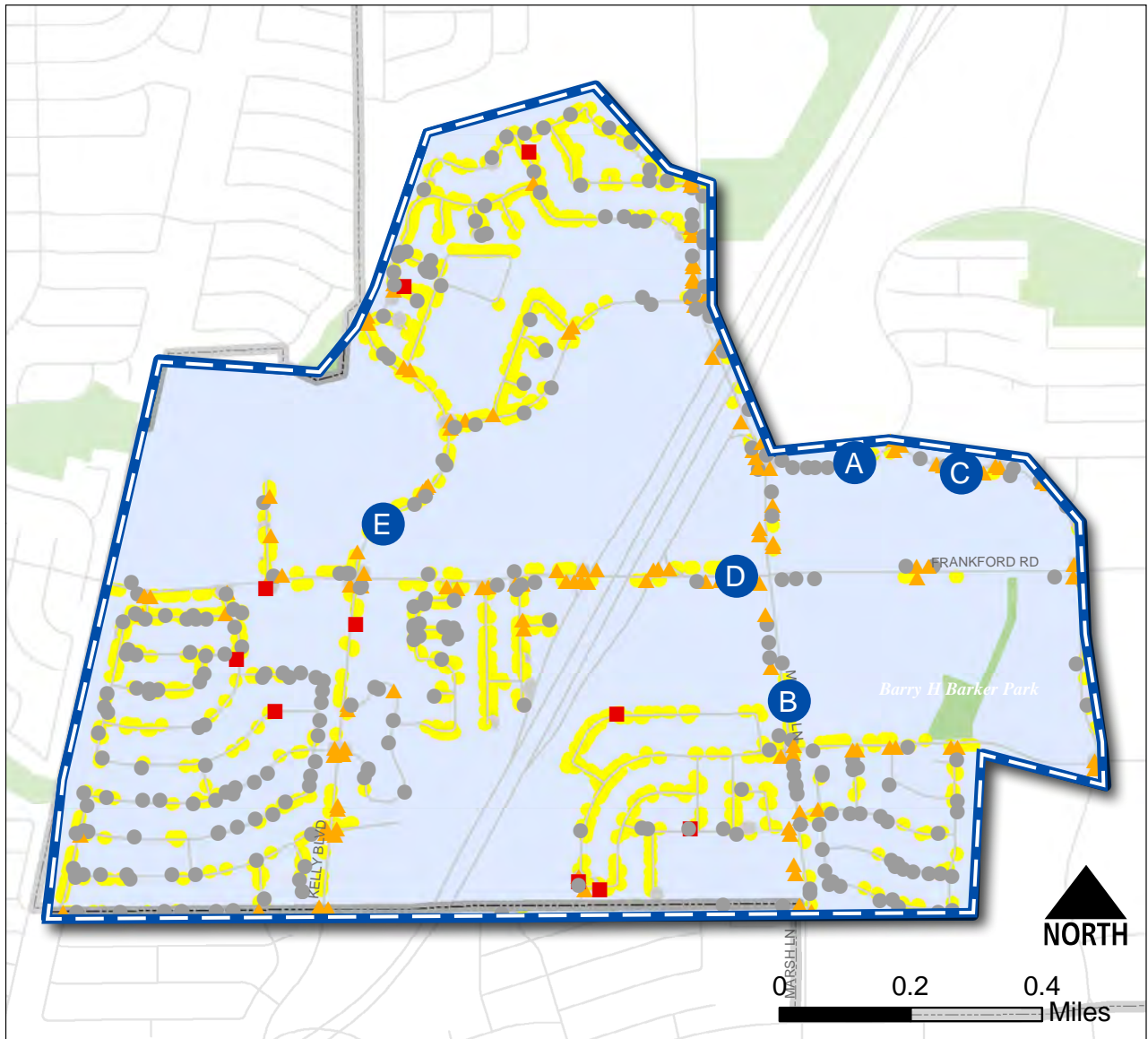


Total Estimated Priority Cost: \$ 4,614,235.00

Top Priority Projects

Street Name	From	To	Priority Score	Est. Cost
A. Franklin	Wilbur St	Glenfield Ave	58	\$156,847.50
B. Hollywood	Elmwood Blvd	W Illinois Ave	49	\$67,367.50
C. Hampton	Hampton DART Station	Perryton Dr	58	\$213,347.50
D. Illinois	S Franklin St	Rugged Dr W	57	\$184,422.50
E. Glenfield	Chalmers St	S Waverly Dr	48	\$242,092.50

Focus Area 9: Denton County Gateway (Council District 12)



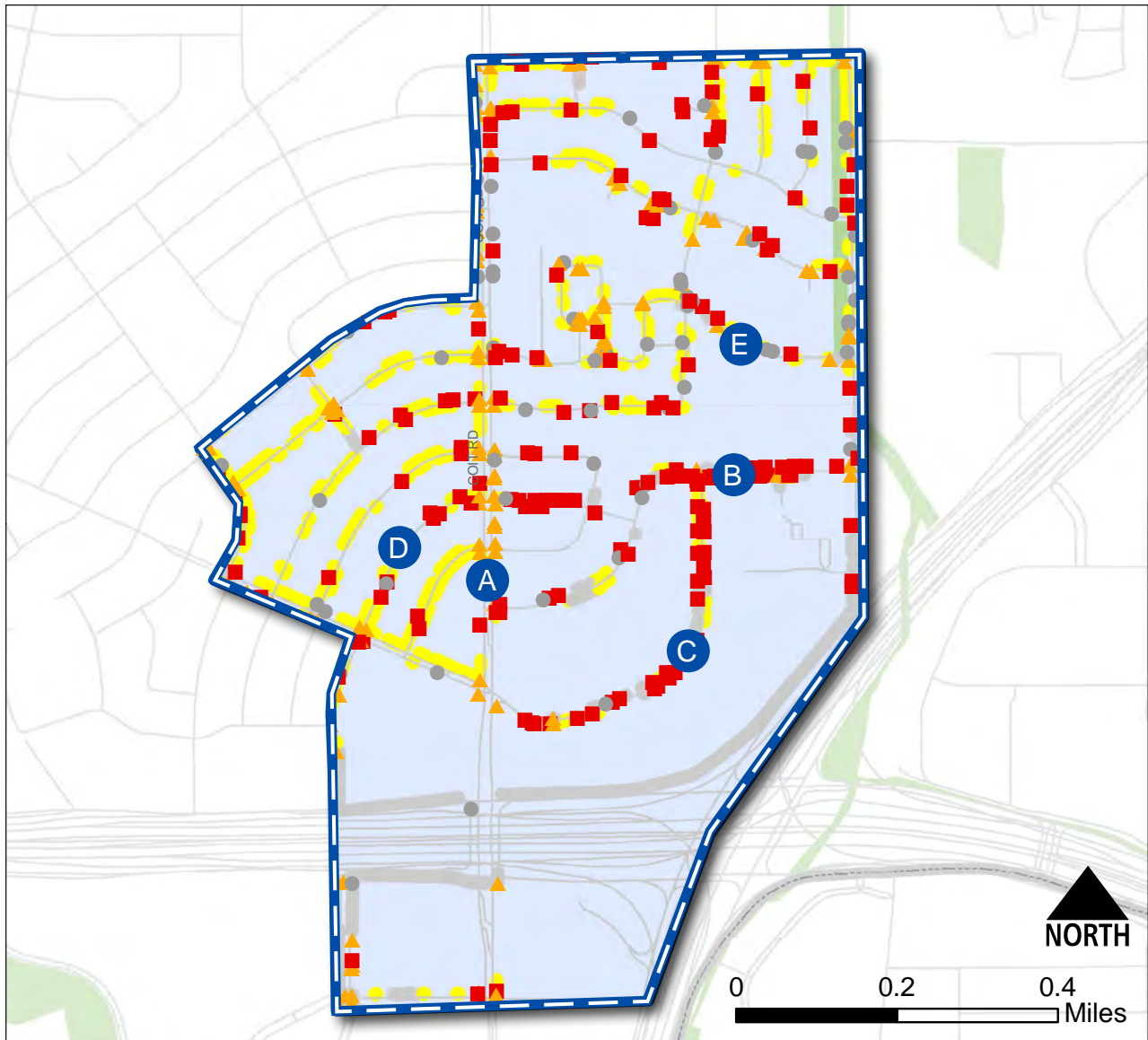
- ▲ Ramp Issue (147)
- Spot Damage (10)
- Other Issue (289)
- Sidewalk Damage
- Other Sidewalk Issue
- High Priority Sidewalk - Existing
- - - High Priority Sidewalk - Missing
- Council District Boundaries

Total Estimated Priority Cost: \$2,961,382.50

Top Priority Projects

Street Name	From	To	Priority Score	Est. Cost
A. Timberglen	Marsh Ln	Vail St	29	\$10,502.50
B. Marsh	Gainesborough Dr	Old Mill Rd	35	\$203,975.00
C. Vail	Timberglen Rd	Briargrove Ln	28	\$162,867.50
D. Frankford	Appleridge Dr	Vail St	37	\$306,675.00
E. Kelly	Michaelangelo Dr	Old Mill Rd	39	\$160,147.50

Focus Area 10: Coit & 635 (Council District 11)



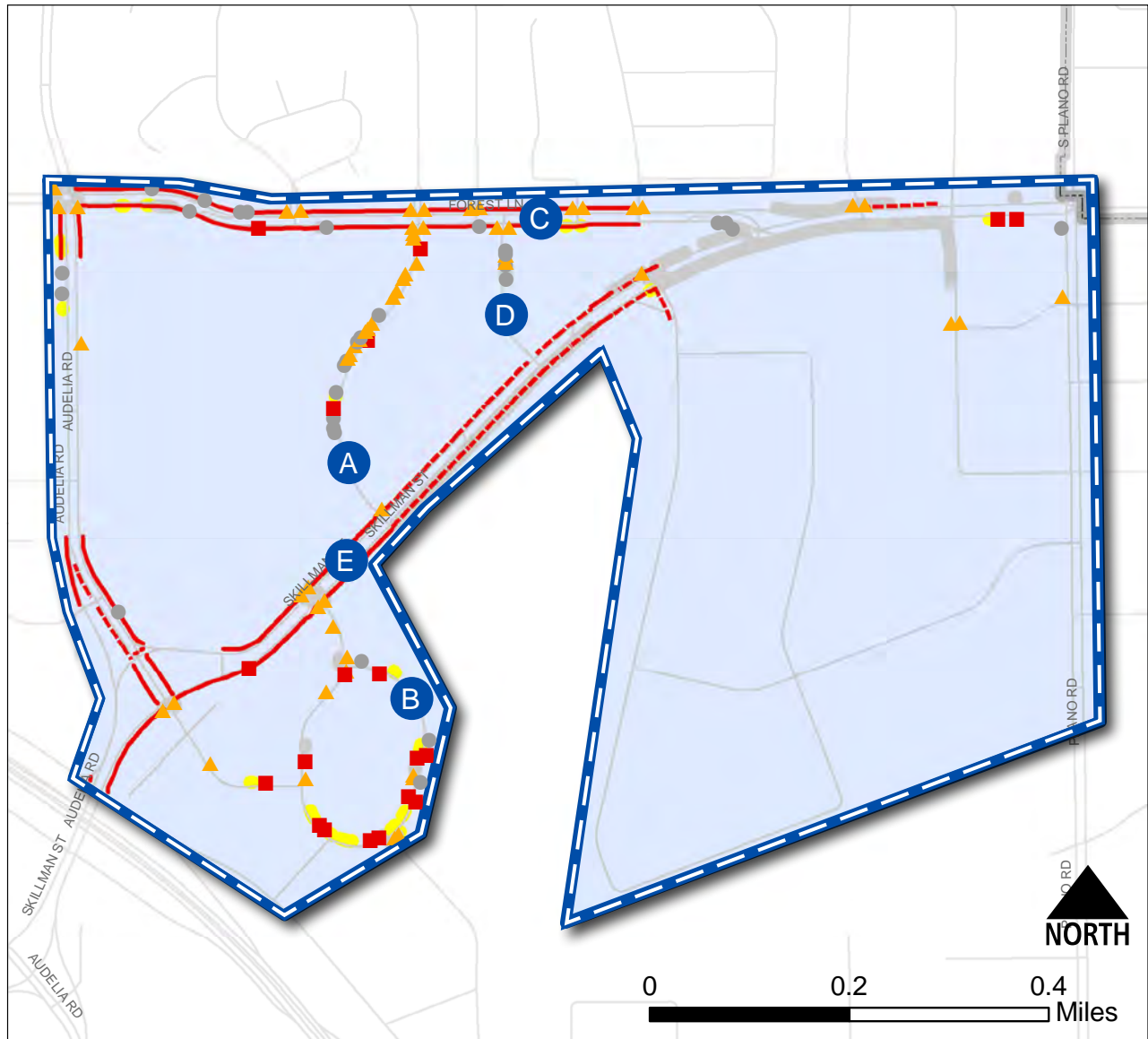
- ▲ Ramp Issue (151)
- Spot Damage (182)
- Other Issue (66)
- Sidewalk Damage
- Other Sidewalk Issue
- High Priority Sidewalk - Existing
- High Priority Sidewalk - Missing
- Council District Boundaries

Total Estimated Priority Cost: \$2,602,162.50

Top Priority Projects

Street Name	From	To	Priority Score	Est. Cost
A. Coit	Greenhollow Ln	Alpha Rd	45	\$277,342.50
B. Kit	Coit Rd	Maham Rd	40	\$68,135.00
C. Emily	Kit Ln	Coit Rd	45	\$77,222.50
D. Blossomheath	Thistle Ln	Kit Ln	33	\$94,532.50
E. Brookgreen	Coit Rd	Maham Rd	38	\$103,012.50

Focus Area 11: Woodridge (Council District 10)



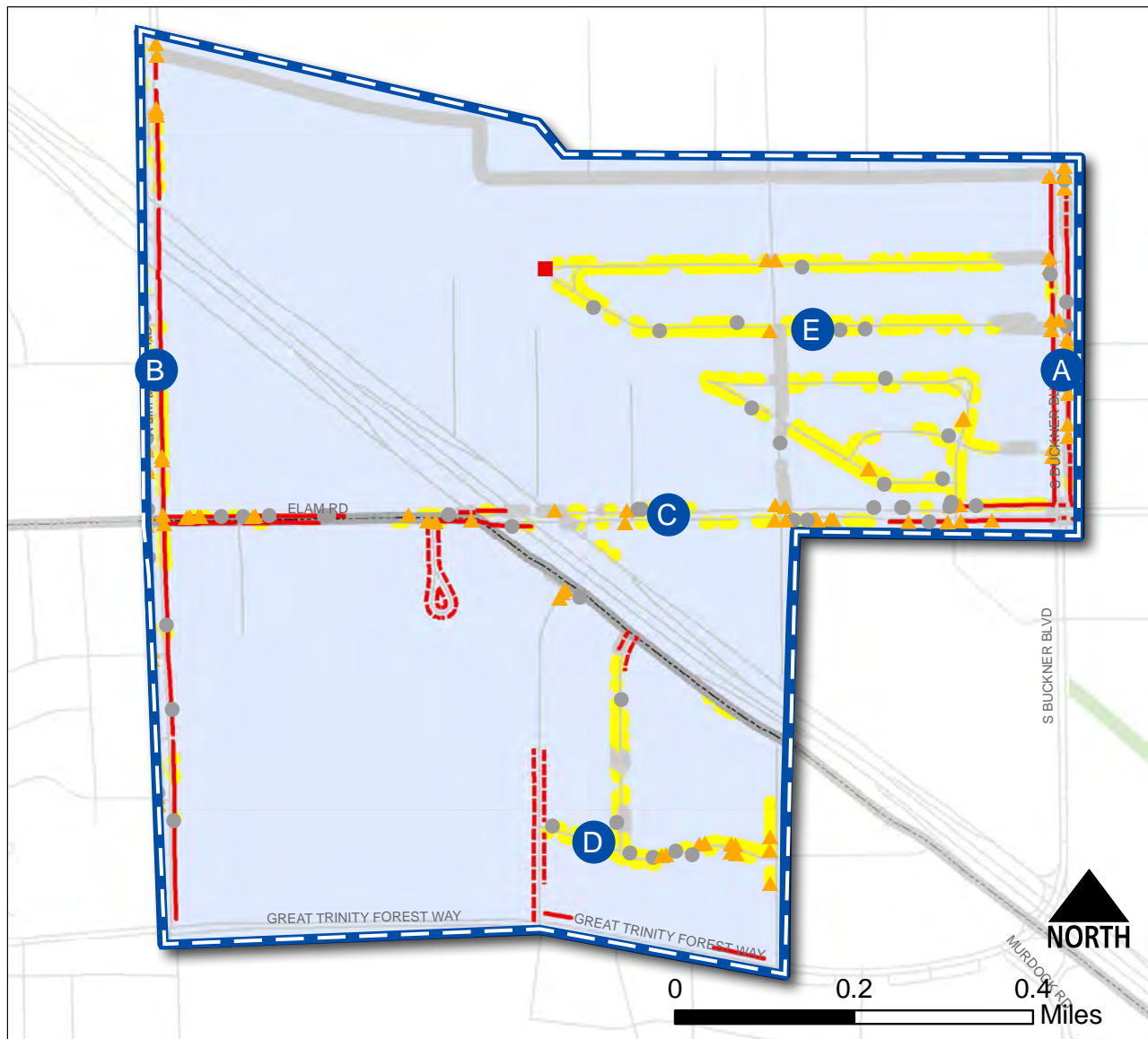
- ▲ Ramp Issue (57)
- Spot Damage (19)
- Other Issue (30)
- Sidewalk Damage
- Other Sidewalk Issue
- High Priority Sidewalk - Existing
- High Priority Sidewalk - Missing
- Council District Boundaries

Total Estimated Priority Cost: \$1,220,502.50

Top Priority Projects

Street Name	From	To	Priority Score	Est. Cost
A. Leisure	Forest Ln	Skillman St	43	\$49,717.50
B. Adelta	Skillman St	End	39	\$143,570.00
C. Forest	Audelia Rd	Skillman St	53	\$86,372.50
D. Forest View	Forest Ln	Skillman St	44	\$16,117.50
E. Skillman	Adleta Blvd	Forestgate Dr	52	\$688,155.00

Focus Area 12: Elam Creek (Council Districts 5 & 8)



- ▲ Ramp Issue (96)
- Spot Damage (1)
- Other Issue (51)
- Sidewalk Damage
- Other Sidewalk Issue
- High Priority Sidewalk - Existing
- High Priority Sidewalk - Missing
- Council District Boundaries

Total Estimated Priority Cost: \$3,717,000.00

Top Priority Projects

Street Name	From	To	Priority Score	Est. Cost
A. Buckner	Rosemont Rd	Elam Rd	55	\$122,872.50
B. Jim Miller	CF Hawn Freeway EBFR	Great Trinity Forest Way	55	\$196,387.50
C. Elam	N Jim Miller Rd	S Buckner Blvd	48	\$400,725.00
D. Antoinette	N Murdeaux Ln	Hillburn Dr	49	\$129,940.00
E. Rayville	Jacobie Blvd	S Buckner Blvd	38	\$380,567.50

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7. POLICY OPPORTUNITIES



Dallas Sidewalk
MASTER PLAN
FINAL REPORT



INTRODUCTION

To know where we are going, we must know where we are. One of the major goals of the Dallas Sidewalk Master Plan (DSWMP) is to create a plan that identifies what the community wants and prioritizes where it wants to go in the future. A framework of policies was developed to address this future vision as well as concerns from the public. This chapter addresses policy recommendations by examining the best practices of walkability and responding to the most common concerns identified in the public outreach stage of the plan.

REFERENCE MANUAL REVIEW

City leadership has taken community feedback into account and have helped formed a vision for the policies within the DSWMP by first identifying the following existing reference manuals relating to sidewalks and streets:

- Chapter 43 Dallas Code of Ordinances (Streets and Sidewalks)
- Complete Streets Design Manual
- Street Design Manual
- Standard Construction Details

CHAPTER 43 DALLAS CODE

Chapter 43 of the Dallas Code of Ordinances is an adopted series of ordinances within the City's charter that includes ten articles that establish requirements for the construction, use, and maintenance of sidewalks while setting consequences for not abiding by these rules. The provisions are for all people in the City of Dallas, and some standards pertain to property owners or land developers only.

COMPLETE STREETS DESIGN MANUAL

The Complete Streets Design Manual was adopted in 2016 with the purpose of guiding policy and design that encourages a multimodal split increasing the use of transit, biking, and walking to move more people through a corridor. It was used to inform the technical requirements that were later created in the Street Design Manual.

STREET DESIGN MANUAL

The Street Design Manual was adopted in 2019 by the department of Public Works with the purpose of establishing minimum standards for designing streets and thoroughfares to assist in construction in the City of Dallas. It's intended to serve motorists, bicyclists, pedestrians (including users with disabilities), public safety, trucks, and transit riders.

POLICY OPPORTUNITIES FOR NEW & EXISTING SIDEWALKS

Results from the survey and comments from the DSWMP Advisory Committee raised many concerns with the sidewalk network that directly impacted the Dallas Sidewalk master plan policy recommendations. The following is a list of policy recommendations to help address the five most common concerns identified in the public surveys.

1 Transparency

The lack of transparency surrounding sidewalk quality evaluation, maintenance and replacement, funding, and improvement progress.

Policy recommendations:

- Establish a Pedestrian Advisory Committee to increase awareness and continue the identification of high priority sidewalk improvements to be used in the annual budget process.
- Publish an annual report with sidewalk evaluation metrics and presented to the Pedestrian Advisory Committee.
- Develop a sidewalk program project tracking system.
- Create a publicly available map showing progress of sidewalk improvements.

2 Responsibility

The general lack of understanding regarding sidewalk maintenance and programming for repairs.

Policy recommendations:

- Create digital and print marketing materials for the public that outlines sidewalk maintenance responsibility and the various partnership programs available.
- Incorporate driving principals of the DSWMP in an audit of the existing Dallas City Code when evaluating the responsibility of property owners.
- Utilize the Pedestrian Advisory Committee to provide feedback on sidewalk maintenance and construction priorities.

3 Funding and Implementation

The lack of diversified and sustainable funding sources.

Policy recommendations:

- Consider hiring an additional staff person to coordinate sidewalk maintenance and funding.
- Create efficiencies and economies of scale by combining sidewalk and street maintenance projects.
- Establish a sidewalk funding program that incorporates the vision of the DSMP and City Council recommendations.
 - Fund sidewalk maintenance by needs aligned with Council Districts.
 - Fund filling gaps in the sidewalk network and maintenance on existing sidewalk using separate and dedicated funding.
 - Cluster improvement projects within a geographical area, node, or corridor to gain efficiencies and secure grant funding from various agencies like USDOT, FHWA, or TXDOT.
- Consider mapping priority funding areas by resource group (pedestrian, ADA, regional/recreational trail, rail crossing) to help secure diverse funding sources.
- Establish a yearly training opportunity on construction and ADA compliance for contractors, elected officials, project managers, and City staff..



4 Identification of Deficiencies

There is not a standardized method of prioritizing sidewalk maintenance and construction projects.

Policy recommendations:

- Continue to monitor 311, and display its data via an online dashboard, to ensure the program is working as intended.
- Implement a phased sidewalk grading program that tackles 10-20% of the DSWMP Focus Areas or 2-3 Council districts per year.
- Establish an annual training opportunity across all City departments that construct, review, fund, or maintain sidewalks to heighten awareness of sidewalk priority areas.
- Establish a standardized weighted score across all City departments that construct, review, fund, or maintain sidewalks.
 - Ensures priority areas are incorporated into the CIP for the year or are complying during the new construction review and remodel permitting processes.
- Establish an annual sidewalk inspection to be conducted by all City departments that construct, review, fund, or maintain sidewalks.

5 Data Management

The degree of variation in sidewalk quality data and unclear financial priorities for ADA compliance, sidewalk maintenance, or replacement.

Policy recommendations:

- Establish a definition of undesirable, damaged, and defective that identifies a difference between non-ADA compliance and non-traversable to set funding priorities.
- Rank and prioritize the type and severity of non-ADA compliance ranging from undesirable to non-traversable that fits within the context of the established grading analysis.

6 Design Construction Specifications

The degrading quality of sidewalk infrastructure and non-compliance with current standards.

Policy recommendations:

- Identify documents that need to be updated, make recommendations for changes, and review and update them annually.
- Develop low cost solutions to improve walkability.
- Develop and ensure traffic control policies for pedestrians during construction.
- Prioritize better implementation of current standards and ensure that the sidewalk standards are compatible with utility placements near or under sidewalks.
- Consider functional adjustments to back of curb dimensional standards, trench back-filling, pavement depth, and restrictions on sand leveling course.



8. ACTION PLAN



Dallas Sidewalk
MASTER PLAN
FINAL REPORT



INTRODUCTION

The policies and actions are an important component of any transportation plan. They ensure that the overarching goals of the plan are implemented in the future after the plan's adoption. For the DSWMP, several policy actions have already been identified in Chapters 2 and 7. The goal of this final chapter is to organize these actions into one overarching plan that the City can use after the plan's adoption. This chapter is organized into the following four sections:

- Implementers
- Funding
- Action Plans
- Performance Measures

RESPONSIBLE AGENCIES

This section identifies the parties responsible for carrying out the policies of the DSWMP. In addition, each action in the policy section identifies, in parenthesis, which stakeholder is primarily responsible for completing that task.

The list of potential implementers in the action plans include the following agencies and departments:

- City of Dallas
 - Transportation (TRN)
 - Public Works (PBW)
 - Budget & Management Services (BMS)
 - Housing & Neighborhood Revitalization (HOU)
 - Parks & Recreation (PKR)
 - Office of Economic Development (ECO)
 - Office of Equity (EQU)
 - Sustainable Development & Construction (DEV)
 - Planning & Urban Design (PNV)
 - Police (DPD)
 - Communications, Outreach, & Marketing (COM)
- Dallas Area Rapid Transit (DART)
- Texas Department of Transportation (TxDOT)



FUNDING

Funding is an essential part of the implementation process. It is important to identify the total cost of implementing the projects recommended in a transportation plan, in order to identify what funding sources may be required to support this need.

As discussed in Chapter 4, the total amount of funds needed to address maintenance issues on the sidewalk network today is nearly \$2 billion. However, it is unrealistic to assume that all of the identified gaps and deficiencies should be fixed in just one year. Instead, the vision for this funding model is to spread out this total cost over the span of the average sidewalk lifespan - 40 years. When you divide the total anticipated maintenance cost by this number, the final estimated annual funding need is close to \$24.5 million per year.

Crossing facility maintenance should be taken into consideration as well. The cost to build new curb ramps along the existing sidewalk, where none currently exist, over the next 40 years is \$54.6 million, or \$1.4 million per year.

In addition to existing maintenance and curb ramp cost, the City of Dallas should consider the inclusion of new sidewalk projects into the capital improvements budget. Existing sidewalk maintenance and curb ramps should be part of the annual general fund and missing sidewalks be included in the design and maintenance of ongoing CIP/bond roadway projects.

HOW MUCH DOES DALLAS NEED? PART 2

SIDEWALKS

\$ 976,486,028

over the next 40 years

$$\text{\$ } 976,486,028 / 40 = \text{\$ } 24,412,151$$

per year

CURB RAMPS

21,838 X \$ 2,500 = \$ 54,595,000

of ramps

over the next 40 years

$$\text{\$ } 54,595,000 / 40 = \text{\$ } 1,364,875$$

per year

ACTION PLANS

For the DSWMP, there are two main purposes the actions in this plan are serving: they need to serve the driving principles and framework proposed in the DSMP as well as create a new framework of actions that serve the City’s pedestrians independently. For this reason, two separate action plans were created to serve these two unique functions for the City to use in implementation. The goal of these action plans is to identify the who, when, and cost level for each recommended action.

ONGOING ACTION PLAN

The Ongoing Action Plan was created to build upon the extended implementation strategy of the DSMP. It takes the pedestrian-specific analyses conducted in this plan and reapplies it to best practice actions for the City to implement. It is important to note that since these actions are addressing the long-term visions of the DSWMP’s driving principles, these actions are considered ongoing and do not have a cost value associated to them. The Ongoing Action Plan is shown in the table below:

Table 3. Ongoing Action Plan

DSMP Principle	Action	Who
Safety	Invest in lighting and other street design improvements to improve pedestrian safety.	PBW, TxDOT
	Strategically invest in improved sidewalks along high-crash corridors.	TRN, BMS, EQU, TxDOT
	Improve pedestrian crossings at identified high-crash intersections.	TRN, EQU, TxDOT
	Increase shade coverage and invest in improved sidewalk amenities.	TRN, BMS, EQU, DART
	Increase sidewalk access to parks, trails and recreation areas.	TRN, PKR, NCTCOG
Environment	Increase the proportion of the population that walks to work.	TRN, BMS, HOU, ECO, EQU, COM, DART, TxDOT
	Improve walk access to transit including high-speed rail.	TRN, BMS, DART
Equity	Reduce sidewalk gaps in areas with a high proportion of vulnerable populations (people of color, low-income, people with disabilities, seniors, and young people).	TRN, BMS, HOU, EQU, DART
	Increase the level of ADA-compliant facilities citywide to facilitate accessibility for people with disabilities.	TRN, EQU, TxDOT
	Improve citywide sidewalk pavement quality and remove sidewalk obstructions that make it difficult to walk.	TRN, PBW, TxDOT
Economic	Increase sidewalk coverage in areas with high employment concentrations.	TRN, BMS, ECO, TxDOT
	Increase sidewalk coverage in high-density residential areas.	TRN, BMS, HOU, DART, TxDOT
	Increase sidewalk coverage within ½ mile of schools.	TRN, BMS
Housing	Prioritize pedestrian networks in higher density housing areas.	TRN, BMS, HOU, DART, TxDOT
	Increase pedestrian amenities in transit-oriented developments.	TRN, BMS, ECO, DART
Innovation	Structure documents to be easily amended for future identified needs or change in direction.	PBW, PKR, DEV, PNV
	Review and incorporate latest constructions specifications and processes.	DEV, TRN, PBW, TxDOT

PEDESTRIAN ACTION PLAN

The Pedestrian Action Plan serves the shorter term needs identified in the analyses of the DSWMP. These actions are more specific and have varying timelines, costs, and responsible parties with respect to their implementation. They were identified in Chapter 7 by centering around the top opportunities for the City to address existing issues in the sidewalk network. The Pedestrian Action Plan is shown in the table below:

Table 4. Pedestrian Action Plan

Opportunity	Action	Who	When	Cost
Transparency	Establish a Pedestrian Advisory Committee to increase awareness and continue the identification of high priority sidewalk improvements to be used in the annual budget process.	TRN, DEV, PKR, PBW	1-3 yrs	\$
	Publish an annual report with sidewalk evaluation metrics and presented to the Pedestrian Advisory Committee.	TRN, DEV, PKR, PBW, COM	1-3 yrs	\$\$
	Develop a sidewalk program project tracking system.	TRN, PNV	3-5 yrs	\$\$
	Create a publicly available map showing progress of sidewalk improvements.	TRN, PNV, COM	3-5 yrs	\$\$
Responsibility	Create a brochure for the public that outlines sidewalk maintenance responsibility and the various partnership programs available.	TRN, PNV, COM	1-3 yrs	\$
	Incorporate driving principals of the DSWMP in an audit of the existing Dallas City Code when evaluating the responsibility of property owners.	TRN, PBW, CP	3-5 yrs	\$
	Utilize the Pedestrian Advisory Committee to provide feedback on sidewalk maintenance and construction priorities.	TRN, DEV, PKR, PBW	Ongoing	N/A
Funding & Implementation	Consider hiring an additional staff person to coordinate sidewalk maintenance and funding.	TRN, PBW, CP	5+ yrs	\$\$
	Create efficiencies and economies of scale by combining sidewalk and street maintenance projects.	TRN, PBW	5+ yrs	\$
	Establish a stable sidewalk funding program that incorporates the vision of the DSMP and City Council recommendations.	TRN, PBW, BMS	3-5 yrs	N/A
	Consider mapping priority funding areas by resource group (pedestrian, ADA, regional/recreational trail, rail crossing) to help secure diverse funding sources.	TRN, EQU, COM	1-3 yrs	\$
	Establish a yearly training opportunity on construction and ADA compliance for contractors and inspectors.	TRN, EQU, TxDOT, COM	1-3 yrs	\$\$
Identification of Deficiencies	Continue to monitor 311 and ensure the program is working as intended.	TRN, PBW	Ongoing	N/A

Table 4. Pedestrian Action Plan (Continued from page 75)

Opportunity	Action	Who	When	Cost
<i>Identification of Deficiencies (cont.)</i>	Implement a phased sidewalk grading program that tackles 10-20% of the DSMP Focus Areas or 2-3 Council districts per year.	TRN, PBW	1-3 yrs	\$\$\$
	Establish an annual training opportunity across all City departments that construct, review, fund, or maintain sidewalks to heighten awareness of sidewalk priority areas.	TRN, PBW, COM	1-3 yrs	\$\$
	Establish a standardized weighted score across all City departments that construct, review, fund, or maintain sidewalks.	TRN, PBW	1-3 yrs	\$\$
	Establish an annual sidewalk inspection to be conducted by all City departments that construct, review, fund, or maintain sidewalks.	TRN, PBW	1-3 yrs	\$\$
<i>Data Management</i>	Establish a definition of undesirable, damaged, and defective that identifies a difference between non-ADA compliance and non-traversable to set funding priorities.	TRN, PBW, OE	1-3 yrs	\$
	Rank and prioritize the type and severity of non-ADA compliance ranging from undesirable to non-traversable that fits within the context of the established grading analysis.	TRN, PBW, OE	3-5 yrs	\$\$
<i>Design Specifications</i>	Identify documents that need to be updated, make recommendations for changes, and review and update them annually.	TRN, DEV, PNV	Ongoing	N/A
	Develop low cost solutions to improve walkability.	TRN, EQU, TxDOT	3-5 yrs	\$
	Develop and ensure traffic control policies for pedestrians during construction.	TRN, EQU, COM, TxDOT	1-3 yrs	\$\$
	Prioritize better implementation of current standards and ensure that the sidewalk standards are compatible with utility placements near or under sidewalks.	TRN, PBW, TxDOT	1-3 yrs	\$\$
	Consider functional adjustments to back of curb dimensional standards, trench back-filling, pavement depth, and restrictions on sand leveling course.	TRN, PBW, TxDOT	5+ yrs	\$\$
	Partner with utility companies to ensure that sidewalk maintenance be included in future utility construction projects.	TRN, PBW	Ongoing	N/A

PRIORITY ACTIONS

Between these two action tables, there are specific actions that are higher in priority and should be addressed first after the plans adoption. These prioritized actions are listed below:

- **Safety** - Strategically invest in improved sidewalks along high-crash corridors.
- **Safety** - Improve pedestrian crossings at identified high-crash intersections.
- **Equity** - Reduce sidewalk gaps in areas with a high proportion of vulnerable populations (people of color, low-income, people with disabilities, seniors, and young people).
- **Economic** - Increase sidewalk coverage within ½ mile of schools.
- **Transparency** - Establish a Pedestrian Advisory Committee to increase awareness and continue the identification of high priority sidewalk improvements to be used in the annual budget process.
- **Transparency** - Publish an annual report with sidewalk evaluation metrics and present to the Pedestrian Advisory Committee.
- **Transparency** - Develop a sidewalk program project tracking system.
- **Transparency** - Create a publicly available map showing progress of sidewalk improvements.
- **Funding & Implementation** - Establish a stable sidewalk funding program that incorporates the vision of the DSMP and City Council recommendations.
- **Identification of Deficiencies** - Implement a phased sidewalk grading program that tackles 10-20% of the DSMP Focus Areas or 2-3 Council districts per year.
- **Data Management** - Establish a definition of undesirable, damaged, and defective that identifies a difference between non-ADA compliance and non-traversable to set funding priorities.
- **Design Specifications** - Identify documents that need to be updated, make recommendations for changes, and review and update them annually.



PERFORMANCE MEASURES

The actions identified in the Pedestrian Action Plan, as discussed in Chapter 7, were identified based on stakeholder feedback on what opportunities the City has to improve upon its current practices. However, the actions in the Ongoing Action Plan are less specific and larger in scope. Since these actions are working towards the broader driving principles from the DSMP, it is a good idea for the City of Dallas to monitor progress by tracking certain performance measures after the implementation of any action from this plan.

Tracking performance measures helps to establish a baseline of the existing state of each driving principle in the City. By evaluating them on an annual basis, the City will be able to identify what areas are improving and what areas need more work during this plan’s implementation phase. The table below lists out the performance measures the City should track after this plan’s adoption as well as their current baselines:

Table 5. Performance Measures

Principle	Performance Measure
Safety	Number of crashes on the high-injury network
	Number of injuries or fatalities caused by pedestrian-related crashes
Environment	Percent of trips taken by walking or transit, both work and non-work
Equity	Miles of sidewalk in areas with a high equity index score
	Percent of curb ramps identified as existing and in good condition
Economic	Miles of sidewalk in areas of high employment concentration
	Miles of sidewalk within a 1/4 mile of schools
Housing	Miles of sidewalk in areas of residential development
Innovation	Number of signalized intersections with updated pedestrian crossing facilities and equipment



APPENDIX



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APPENDIX ITEM A: DSWMP PROJECT RANKING CRITERIA

The project ranking criteria was developed to provide consistent, and unbiased prioritization results based on the scoring matrix for sidewalk prioritization. Following are the factors and the associated scores; however, priority will be given to projects with highest total score using various factors. The maximum total score for each project is 100. As data is refined and collected, the points may be calibrated based on review feedback.

To provide a safe and continuously paved sidewalk serving government offices and facilities (including schools), health care facilities (hospitals, clinics, retirement facilities, etc.), bus stops and transportation centers (DART), commercial districts (private businesses offering goods and services to the public), followed by walkways serving residential areas.

#	Factors	Maximum Point	Score
1	Places of Public Accommodation	20	
2	Equity Index	20	
3	Pedestrian Safety	10	
4	Street Classification System	10	
5	Citizen Request	10	
6	Activity Areas (DSMP Heat Map)	30	
	Total Score	100	

1) Places of Public Accommodation within 1/8 of mile radius – (Maximum Score: 20 points)

- Schools (use 1/2-mile radius instead of 1/8-mile) 20
- Major Public Destinations focus on Government Offices/Facilities, Major Health Care Facilities (Baylor, Parkland, Methodist, etc.) & Transportation Centers 15
- Bus Stops 10
- Commercial Districts 5

2) Equity Index – (Maximum Score: 20 points)

- Highest (Top 25%) 20
- Middle (2nd Quartile) 15
- Middle (3rd Quartile) 10
- Lowest (Bottom 25%) 5

3) Pedestrian Safety – (Maximum Score: 10 points)

- Specific Ped Fatality 10
- On High Injury Network 5
- None 0

4) Street Classification System – (Maximum Score: 10 points)	
• Arterial	10
• Collector	5
• Residential	0
5) Citizen Request – (Maximum Score: 10 points)	
• 3+ years	10
• 1-3 years	5
• Less than 1 year	2
6) Activity Areas (DSMP Heat Map) – (Maximum Score: 30 points)	
• Highest (Top 25%)	30
• Middle (2nd Quartile)	20
• Middle (3rd Quartile)	10
• Lowest (Bottom 25%)	5



City of Dallas