

# MOBILITY RESULTS AREA

Budgeting For Outcomes  
Council Presentation  
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# Mobility Results Team Members

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# Mobility Result Description

*People and goods move reliably, efficiently and safely through the City*



# Result Indicators

Indicator	Sample Statistics	Target
<b>Percentage of streets rated in satisfactory or better condition</b>	In 2006, 85% of Dallas streets received a satisfactory or better rating	Increase the percent of streets rated as satisfactory or better to 87% by 2010
<b>Annual rate of reported accidents with injuries or fatalities per 100,000 population</b>	In 2005, 878 accidents resulted in injuries or fatalities per 100,000 population	Decrease accidents resulting in injuries or fatalities per 100,000 population by 5% by 2010
<b>Percentage of residents using alternate transportation modes regularly</b>	In 2005, 4.3% of Dallas residents reported riding public transit to work	Increase percent of residents using alternative transportation modes to work to 5% by 2010
Percentage of congested arterials	1999 models show that 16.5% of roadway miles experienced congestion	Accommodate anticipated growth without increasing percent of congested arterials

# Key Trends and Gaps

## Congestion:

- DFW has the 6<sup>th</sup> longest travel time delay due to congestion among U.S. Metro areas
- Local congestion results in waste of 83 million gallons of fuel per year
- Congestion causes annual emission of 1,547 Tons of Nitrogen Oxides (NO<sub>x</sub>) and 737 Tons of Volatile Organic Compounds (VOC)
- Modeled trends show that the vehicle miles traveled in Dallas in moderate or severe congestion will increase from 21% in 1999 to 33% by 2030, despite addition of over 500 roadway lane miles

# Key Trends and Gaps

## Injuries and fatalities on the road:

- In 2005, the rate of accidents resulting in fatalities or injuries per 100,000 in Dallas was 878, compared to 925 nationally
- In 2004, the rate of accidents resulting in fatalities or injuries per 100,000 in Dallas was 1,076, compared to 964 nationally

# Key Trends and Gaps

## Alternative Modes of Transportation to Work:

- **4.7%** increase in DART annual ridership in 2005
- Decrease in percent of Dallas residents who rode public transit – from **5.5%** in 2000 to **4.3%** in 2005
- Increase in percent of Dallas residents driving alone to work – from **70.8%** in 2000 to **73.5%** in 2005
- Decline in percent of Dallas residents carpooling to work – from **17.8%** in 2000 to **14.6%** in 2005

# Mobility Results Map

FY 07-08

## External Factors

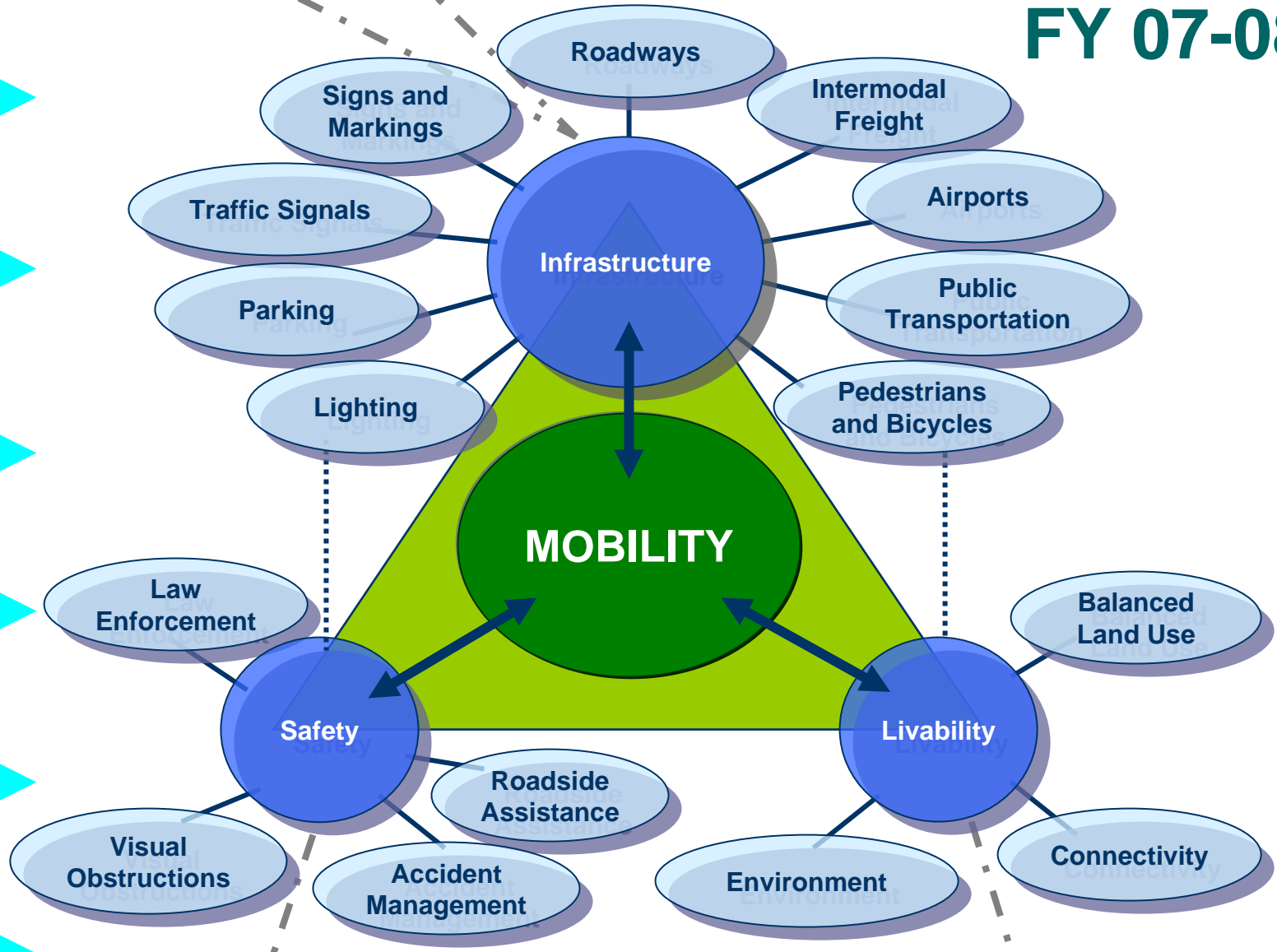
- Fuel & Material Cost
- Population Change
- Regional Pollution Sources
- Legislative Policy
- Homeland Security Requirements
- Forces of Nature

Thriving Economy  
Results Team

Trinity River  
Results Team

Safety  
Results Team

Neighborhoods  
Results Team





# Purchasing Strategies

We are seeking bids to support the following purchasing strategies:

- **Strengthen Infrastructure Quality consistent with the forwardDallas! Vision**
- **Promote Safety by reducing and better managing transportation-related accidents**
- **Enhance Neighborhood Livability through greater mobility choice**

**KFA 1 Economic Development**

**Result 2 Mobility**

**Strategy 1 Strengthen infrastructure quality consistent with *forwardDallas!* Vision**

**Sub-strategy 1.2.s1.ss1** Plan, design, construct and maintain roadways to manage and accommodate current and future demands

**Sub-strategy 1.2.s1.ss2** Provide safe, secure, efficient and convenient aviation facilities

**Sub-strategy 1.2.s1.ss3** Improve access for inter-modal freight facilities to freeways, rail corridors and airports

**Sub-strategy 1.2.s1.ss4** Enhance access to public transportation through infrastructure planning and delivery

**Sub-strategy 1.2.s1.ss5** Design, construct and maintain on and off street facilities to increase walking and bicycling trips

**Sub-strategy 1.2.s1.ss6** Provide adequate parking and encourage parking management programs

**Sub-strategy 1.2.s1.ss7** Enhance right-of-way lighting to improve visibility of roadways, sidewalks and signage while minimizing light pollution

**Sub-strategy 1.2.s1.ss8** Promote effective traffic signals and Intelligent Transportation Systems (ITS) to manage traffic demand and ensure orderly movement

**Sub-strategy 1.2.s1.ss9** Provide well maintained signage and pavement markings that convey a clear meaning and give adequate time for response

**KFA 1 Economic Development**

**Result 2 Mobility**

**Strategy 2 Promote safety by reducing and better managing transportation-related accidents**

**Sub-strategy  
1.2.s2.ss1** Increase traffic law compliance by providing adequate patrols during peak drive times and high visibility patrols on strategic roads

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**Sub-strategy  
1.2.s2.ss2** Decrease the overall number of traffic accidents and fatalities through traffic programs and effective incident management response

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**Sub-strategy  
1.2.s2.ss3** Provide roadside assistance on high volume city streets

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**Sub-strategy  
1.2.s2.ss4** Reduce visual obstructions to provide pedestrians and motorists clear vision at intersections and roadway access points

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**KFA 1 Economic Development**

**Result 2 Mobility**

**Strategy 3 Improve neighborhood livability through greater mobility choice**

**Sub-strategy  
1.2.s3.ss1**

Reduce vehicle miles traveled by encouraging balanced land use through diverse, mixed-use development

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**Sub-strategy  
1.2.s3.ss2**

Improve connectivity through standards that ensure convenient access across, under and through natural and man-made barriers

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**Sub-strategy  
1.2.s3.ss3**

Promote pedestrian and bicycle usage through urban design standards for safe, attractive, convenient and accessible facilities

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**Sub-strategy  
1.2.s3.ss4**

Incorporate environmental considerations into transportation and land use decisions to reduce the production of harmful emissions into the air and water

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# Conclusion

- A fully functional system needs both hardware and software
  - Infrastructure provides the hardware for mobility
  - Livability and Safety are like software that optimizes the use of our mobility infrastructure