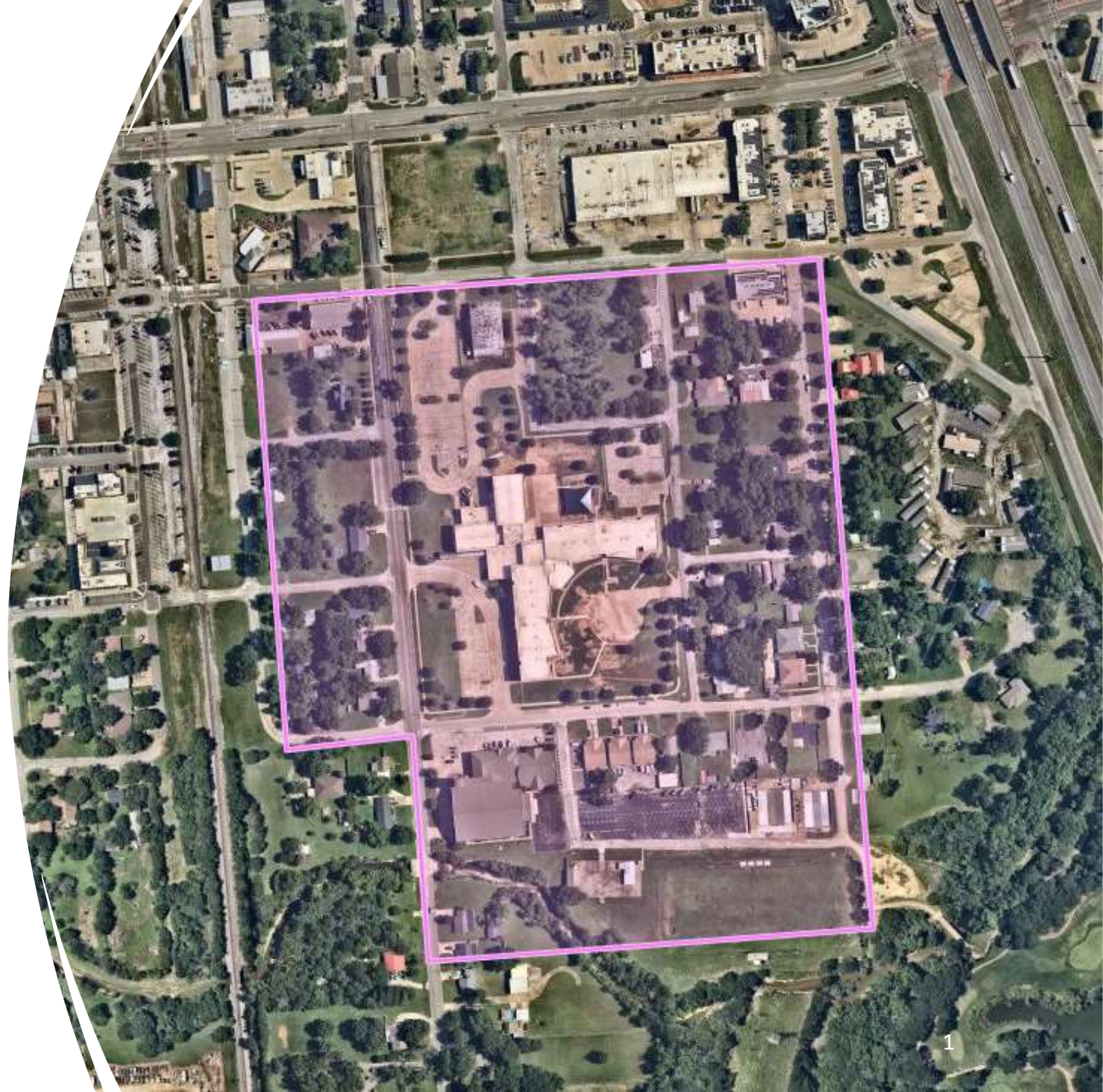


S Dobson Street Pedestrian and Emergency Vehicle Evaluation

City Council
April 21, 2025



Background

Staff has received several citizen concerns

- Pedestrian safety
- Off-street parking

Mayor Pro Tem McClendon requested an evaluation of the surrounding and provide recommendations

Professional Services contract approved by City Council August 5, 2024

Existing Conditions

Dobson is a minor collector connecting E. Renfro Street and Hidden Creek Parkway

Pavement width

- 40 feet - From E Renfro Street to E. Miller Street
- 30 feet - E Miller to just south of S. Dobson Street bridge
- Reduces to less than 30 feet south of Town Creek to Hidden Creek Parkway

Parallel parking on both sides from E Ellison Street to E. Miller Street

- Utilized for drop off and pick up for Nola Dunn Elementary School
- Members of Open Door Church utilize during church services



Scope

Study area

- North – E. Ellison Street
- South – Town Creek
- West – S. Commerce Street
- East – S. Scott Street

Evaluate and provide recommendations for the following –

- Pedestrian safety
- Off street parking

Evaluation will include identifying potential additional parking opportunities



KIMLEY HORN PRESENTATION



Southeast Old Town Safety Study

City Council
April 21, 2025

Kimley»Horn

Outline

- Purpose and Need
- Study Area and Approach
- Observations and Considerations
 - Parking
 - Access
 - Pedestrian Activity

Purpose and Need

- Evaluating pedestrian safety and emergency vehicle access for the study area
- Performed observations during high utilization of on-street parking
 1. Weekday from 2 – 8:30 PM
 2. Sunday from 8 AM – 12 PM
- Study area considerations based on observations regarding parking, access, and pedestrian activity



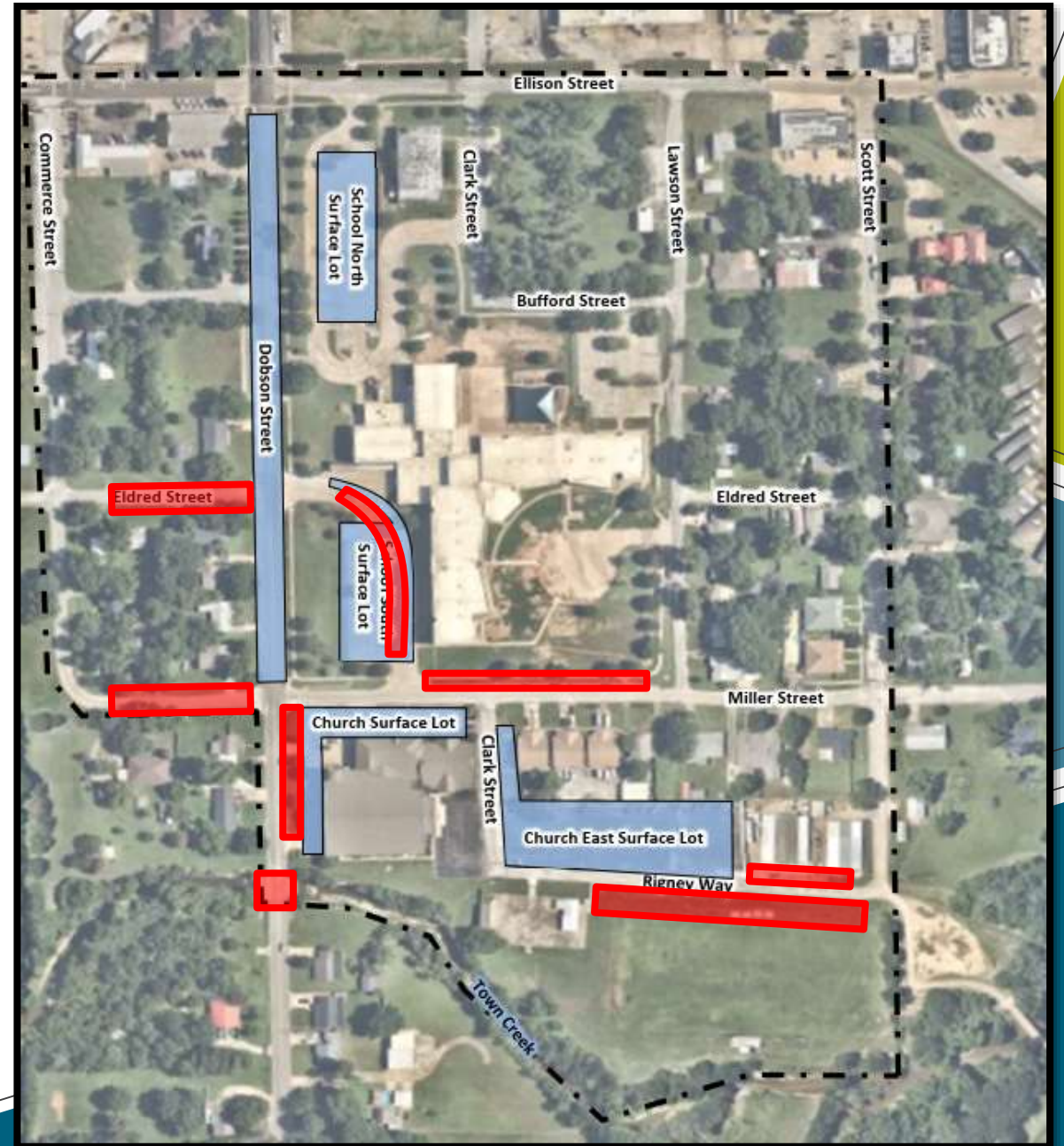
Study Area

- Overall area bounded by Ellison, Scott, Town Creek, and Dobson/Commerce
- The Academy at Nola Dunn and OpenDoor Church are primary generators for vehicular and pedestrian traffic



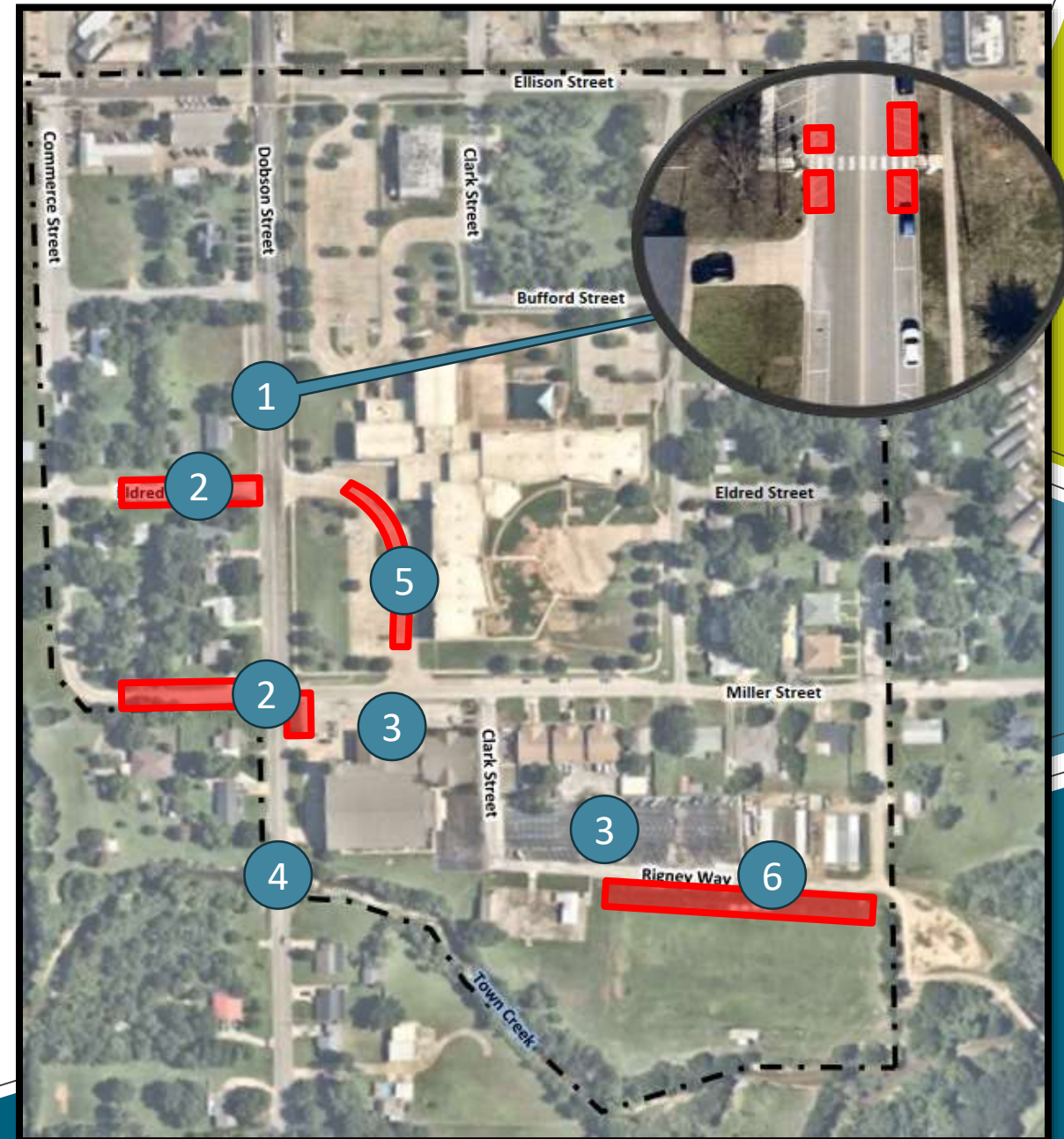
Observations – Parking

Location	Parking Supply	Parking Demand					
		School Peak			Church Peak		
	Spaces	Occupied Spaces	% Occupied	Surplus/Deficient	Occupied Spaces	% Occupied	Surplus/Deficient
Dobson St	55	55	100%	0	22	40%	33
School North Surface Lot	93	20	22%	73	21	23%	72
School South Surface Lot	57	37	65%	20	57	100%	0
Church Surface Lot	39	22	56%	17	39	100%	0
Church East Surface Lot	134	12	9%	122	134	100%	0
Other	0	12	N/A	-12	64	N/A	-64
Total	378	158	42%	220	337	89%	41



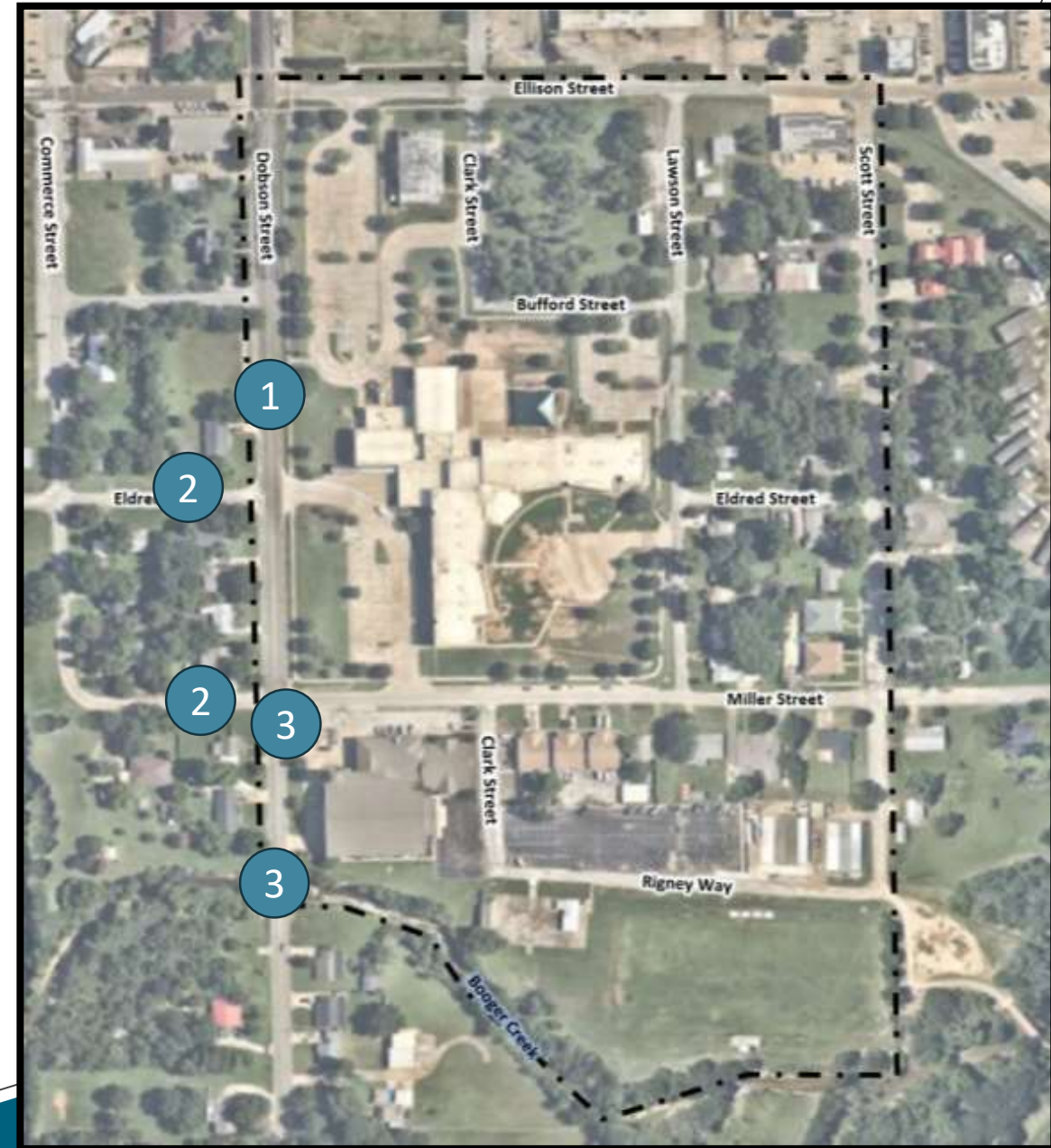
Observations – Parking

1. Parking along Dobson in prohibited areas
2. Parking along Eldred and Miller impacts sight distance
3. Existing parking areas full
4. Parking along bridge
5. Parking along fire lane
6. Parking impacts two-way operations along Rigney



Considerations – Parking

1. Restrict parking through:
 - Striping, curb extensions, bulb-outs, delineators, turtle domes, etc.
2. Formal “No Parking” signage
3. Prohibiting parking



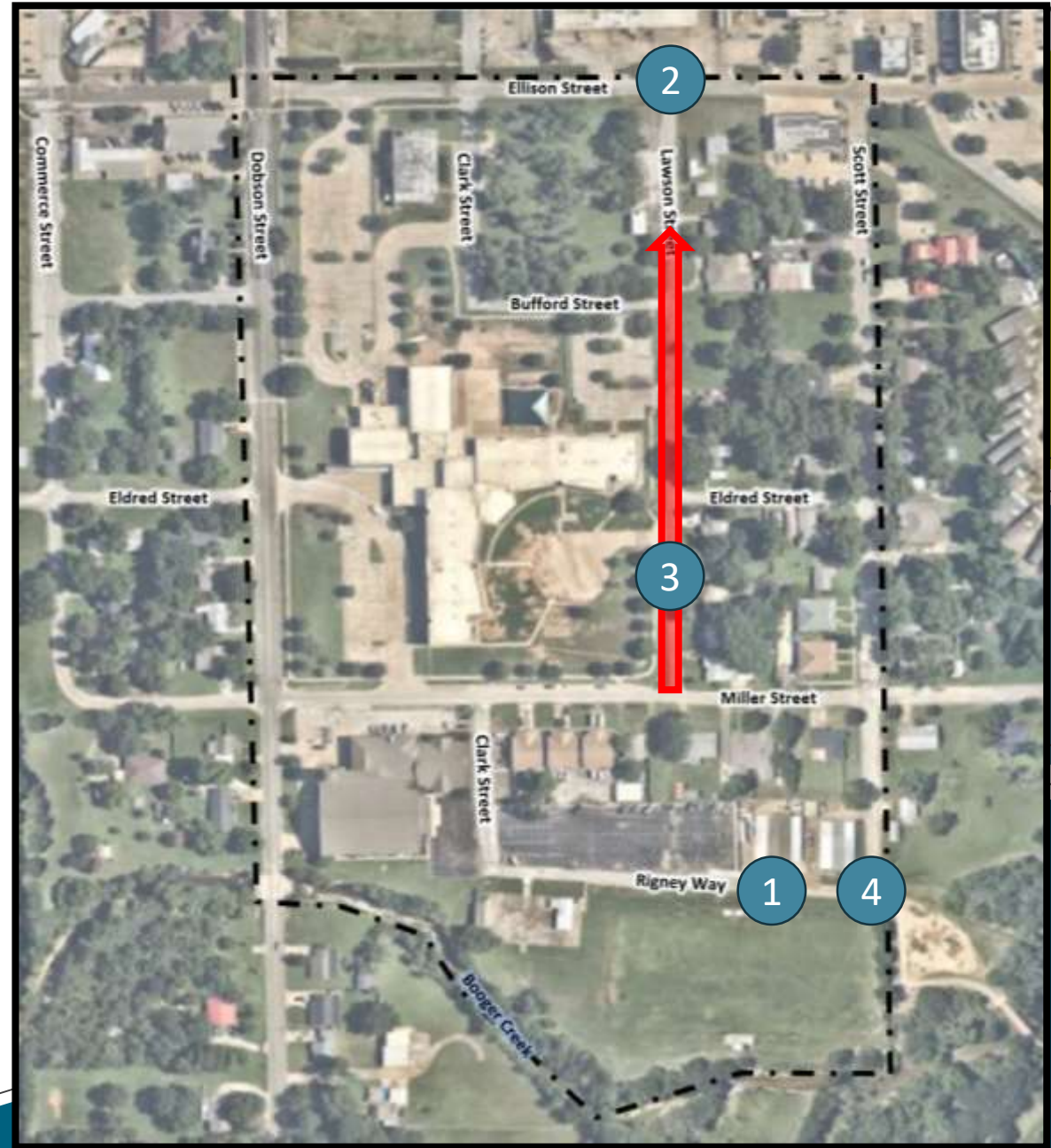
Observations – Access

1. School North Surface Lot queue
2. School South Surface Lot queue
3. Southbound Do Not Enter Signage visibility from Ellison
4. Queue impacts two-way operations
5. On-street parking impacts two-way operations
6. Intersection layout makes maneuvering difficult



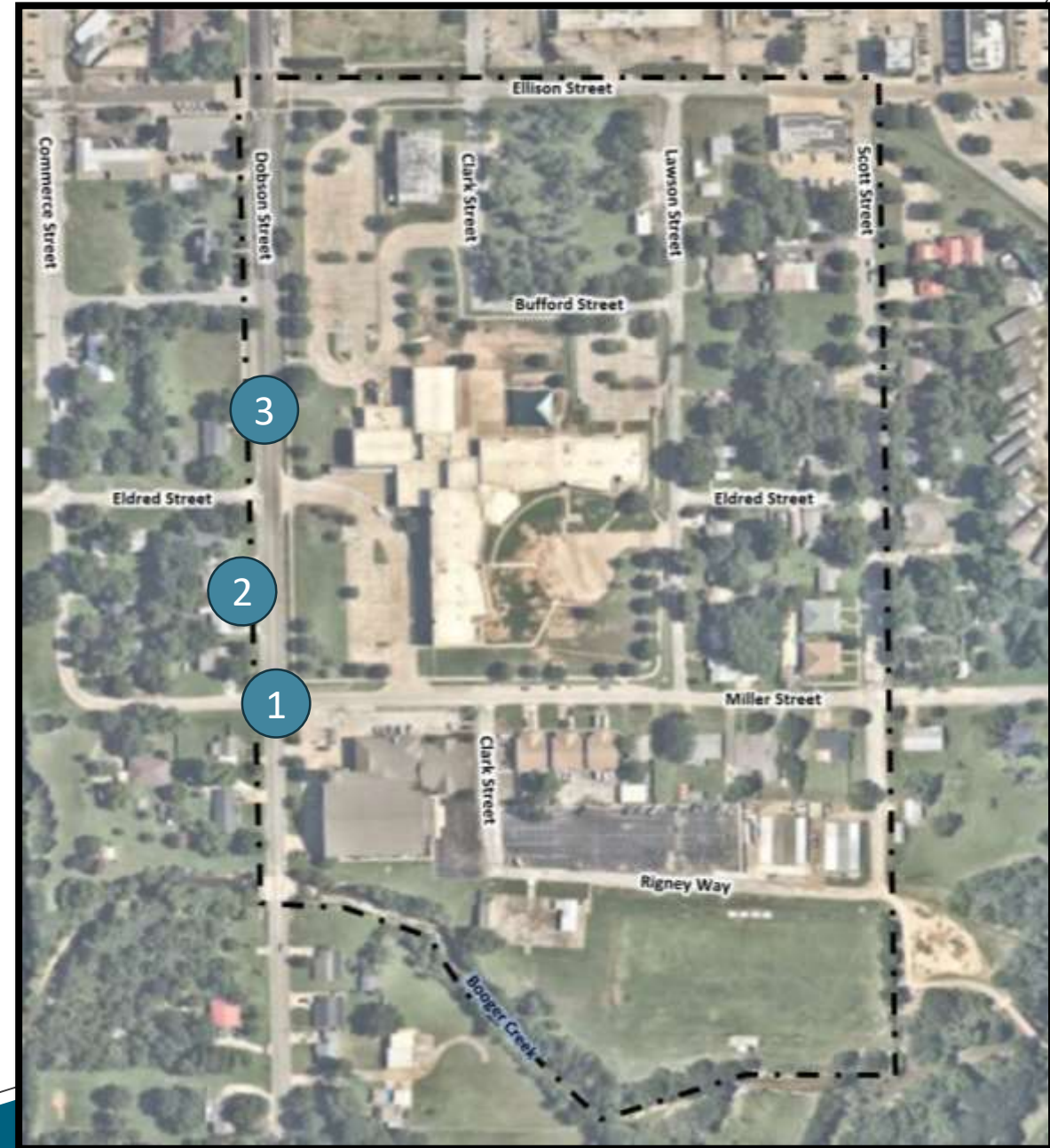
Considerations – Access

1. Formalized on-street parking
 - Alternatively, could consider one-way conversion
2. Additional signage to improve one-way operations visibility
3. Widen to a cross-section similar to Scott
4. Reconstruct intersection to improve maneuverability



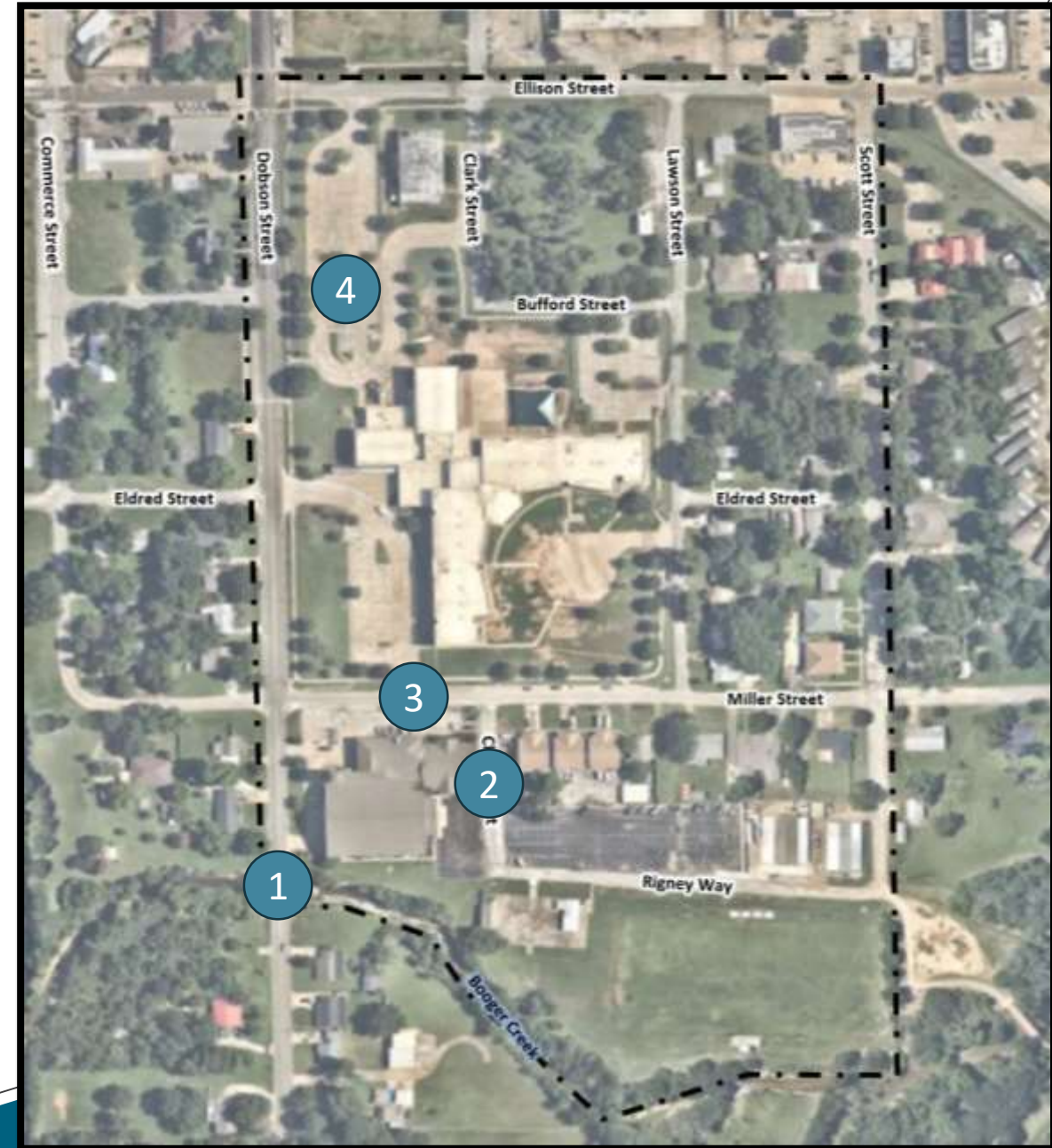
School Peak Hour Observations – Pedestrian Activity

1. Ramp on NE corner with no receiving ramps/infrastructure
2. No continuous sidewalk along west side of Dobson
3. Pedestrian crossings along Dobson at locations other than RRFB



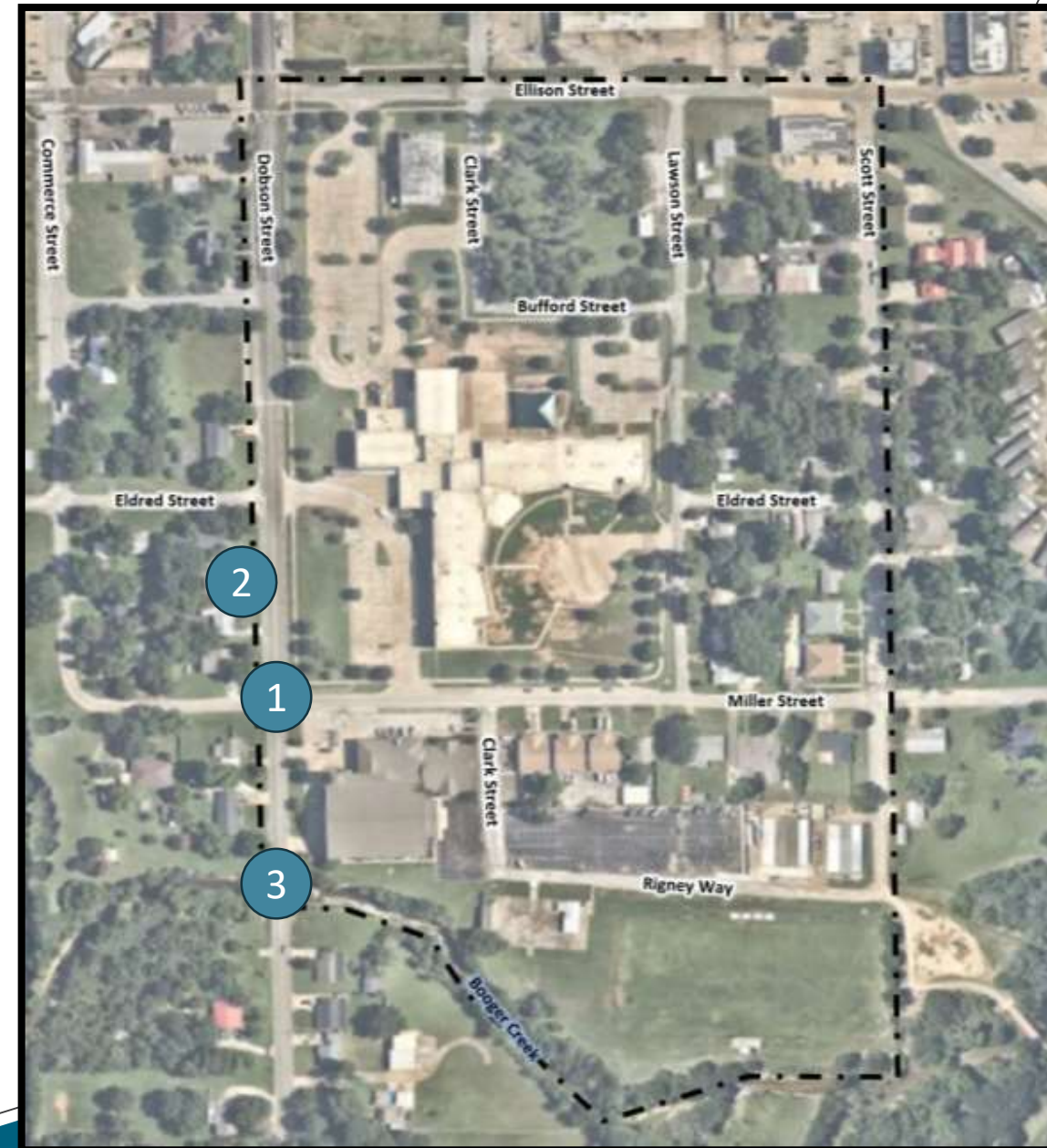
Church Peak Hours Observations – Pedestrian Activity

1. Pedestrian activity due to parking in bridge section with no pedestrian infrastructure
2. Church staff present to facilitate crossing pedestrian traffic
3. No striped crosswalk and no receiving ramp/infrastructure
 - Two church staff members facilitate
4. Golf cart shuttle provided



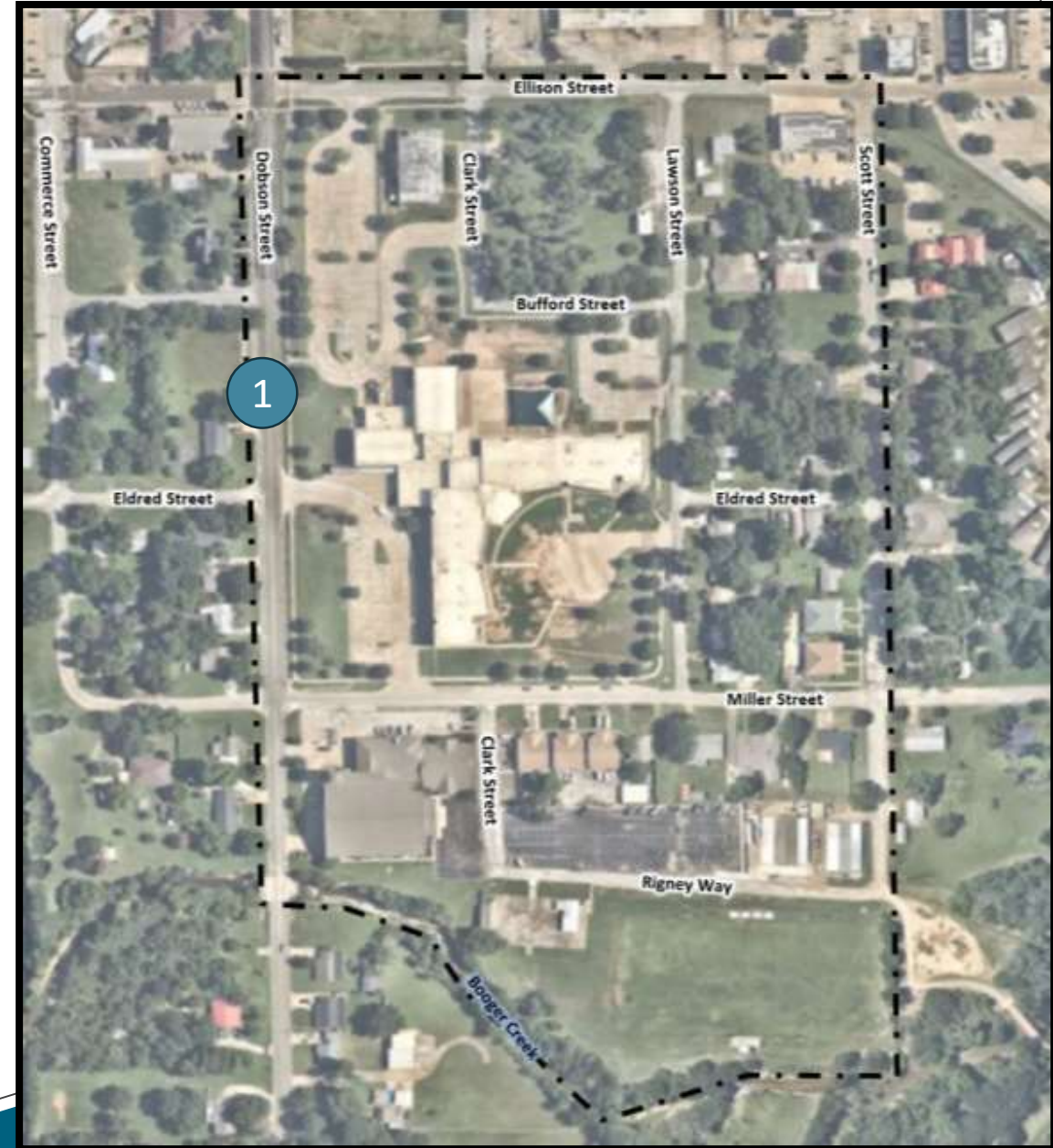
Considerations – Pedestrian Activity

1. Construct receiving ramps/infrastructure
 - Consideration for additional Rectangular Rapid Flashing Beacon (RRFB)
2. Continuous sidewalk along Dobson's western frontage
3. Construct barrier along bridge to prevent parking
 - Potential future pedestrian path project along Dobson



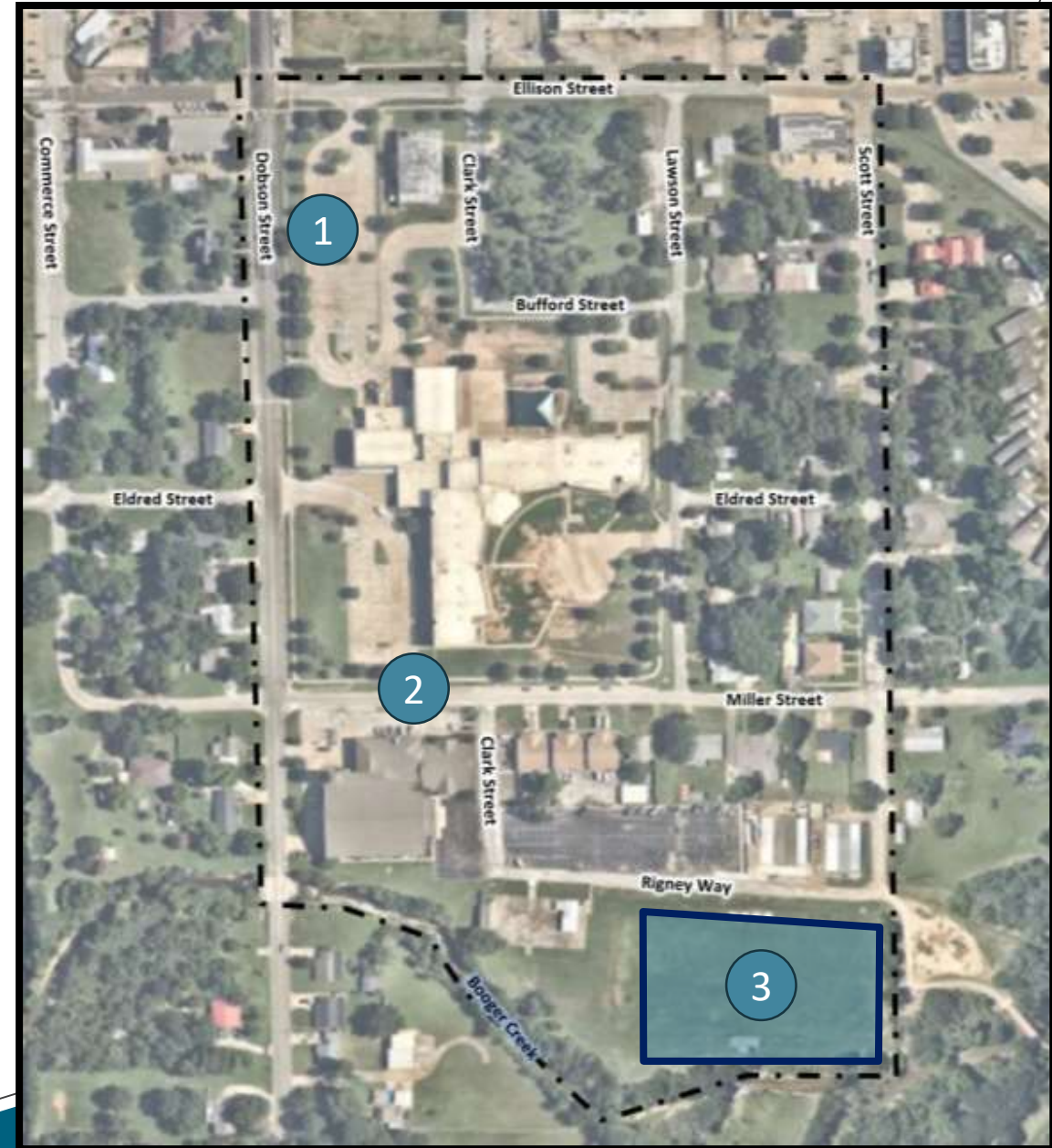
School Considerations – Pedestrian Activity

1. City request BISD staff to encourage use of RRFB
2. Other considerations:
 - Crossing guards and location
 - Additional RRFB



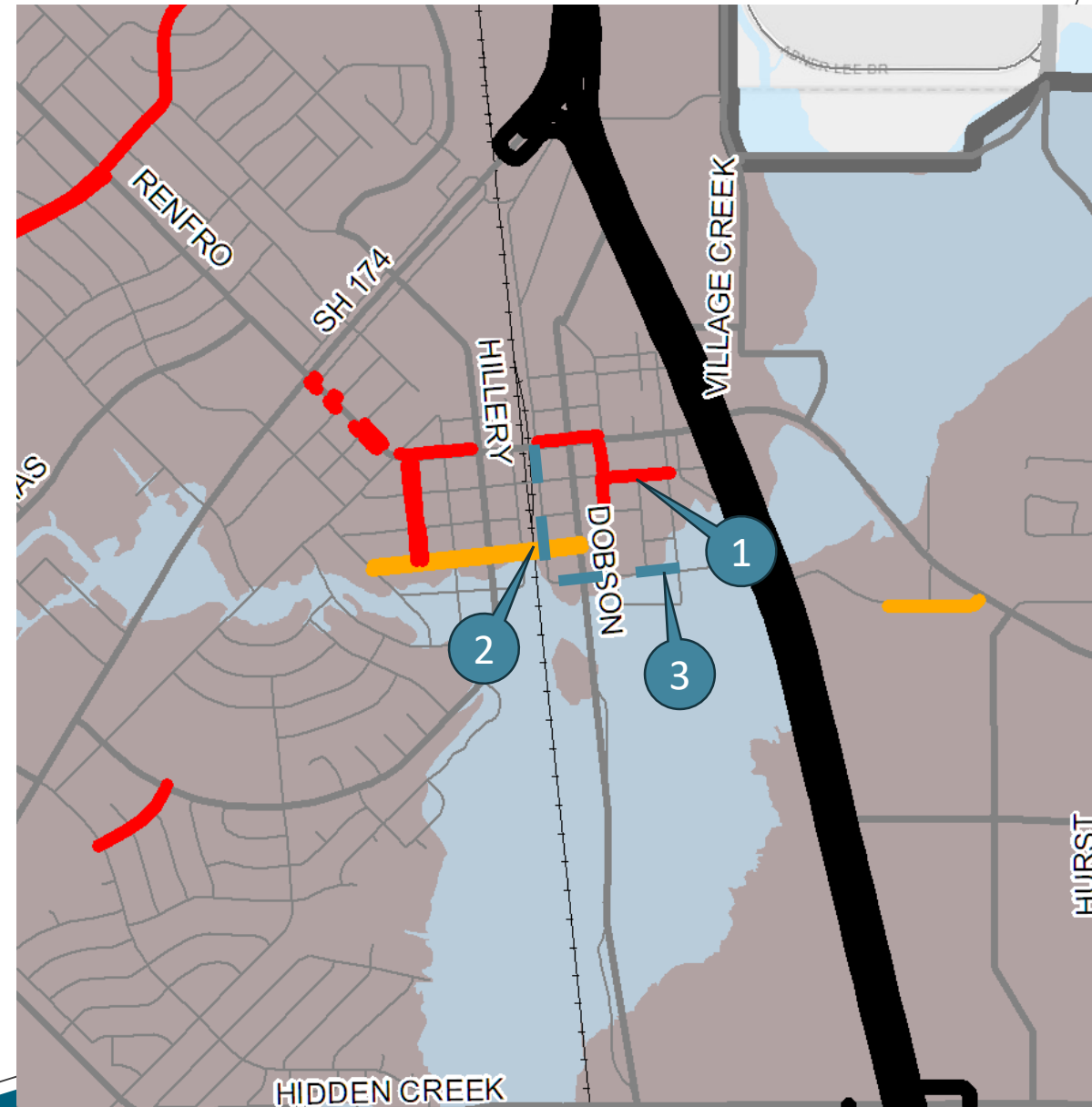
Church Considerations – Pedestrian Activity

1. Church staff encourage members to utilize parking to north and golf cart shuttle
2. Consider providing funding for RRFB and associated signage and striping
3. Add additional parking



Considerations – Mobility Plan

- Three projects identified within study area
 1. Ellison Street sidewalk gap
 2. Eldred Street sidewalk
 3. Commerce Street and Miller Street
 - Identified with proposed shared-use path
- 2 and 3 could be constructed in lieu of adding “No Parking” signs



Questions

