



City of Dallas

Dallas Bike Plan 2023

**City Council Briefing
November 1, 2023**

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Department of Transportation

Presentation Overview



- Purpose
- Plan Objectives and Scope
- Public and Stakeholder Engagement
- Advisory Committees Overview
- Final Draft Plan Review
- Next Steps
- Discussions



Purpose



- Provide an overview of the Bike Plan Update approach.
- Summarize public and stakeholder engagement and comments received.
- Provide updates to the Final Draft Bike Plan.



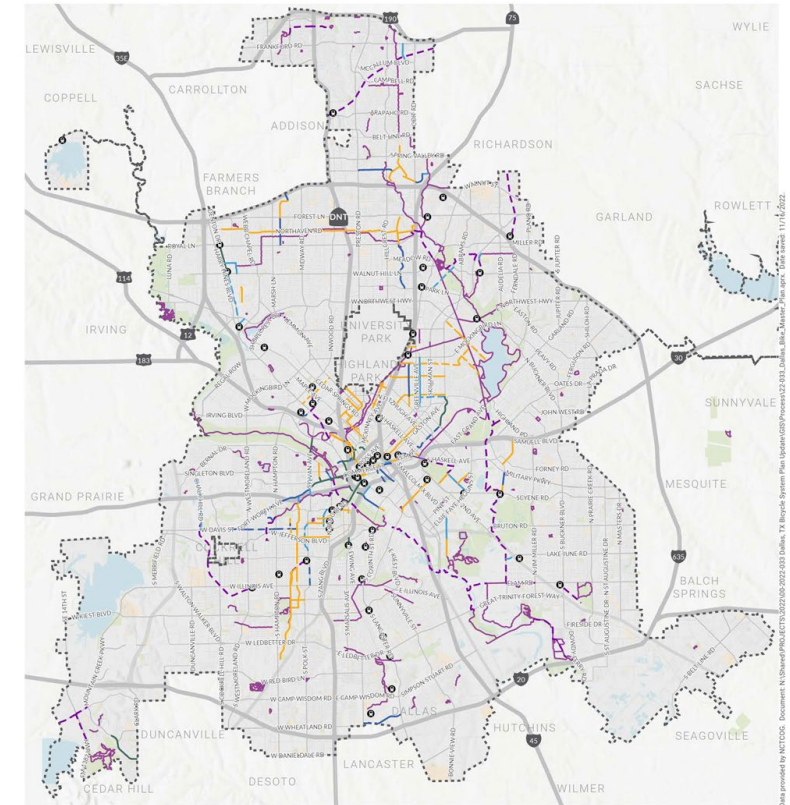
Plan Objectives and Scope



1. Update the Bike Network Map

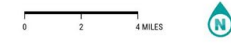
- Inventory the entire bike network, including changes since the 2011 Bike Plan.
- Coordinate with bike plans and projects from partnering agencies and neighboring cities.
- Ensure the updated bike network:
 - a) Connects existing network gaps
 - b) Provides greater safety and comfort
 - c) Improves system connectivity, including connections to trails and transit

Existing Bike Network



EXISTING AND FUNDED FACILITIES
DALLAS BICYCLE PLAN UPDATE

- Existing Bike Facilities
 - Shared
 - Bike Lane
 - Buffered Bike Lane
 - Cycle Track
 - Trail
- Funded Bike Facilities
 - Shared
 - Bike Lane
 - Buffered Bike Lane
 - Cycle Track
 - Trail
- Rail Stations
- Water
- Schools
- Parks
- Dallas City Limits

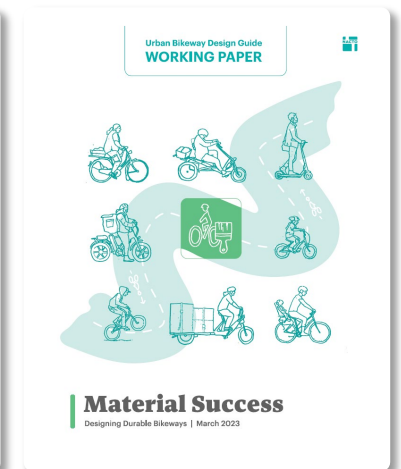
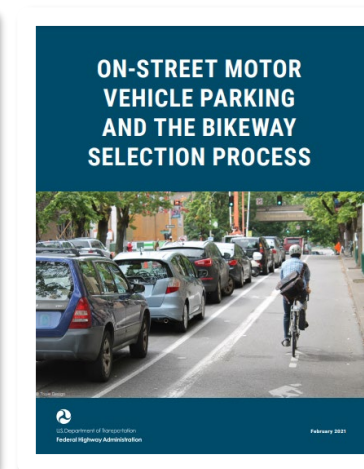
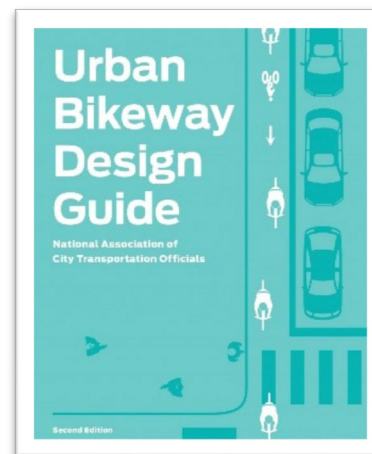
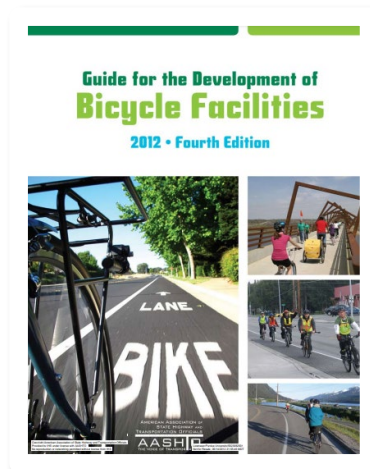


Plan Objectives and Scope (cont.)



2. Develop new or updates to bike facility design standards
3. Develop a list of prioritized projects and provide more detailed implementation guidance on the top 15 projects
4. Educate residents about this mobility option and ensure equity

*Design guidance from
NACTO, FHWA,
AASHTO*



Plan Objectives and Scope



1. EXISTING CONDITIONS ANALYSIS

- Demand
- Level of Traffic Stress
- Safety
- Public Health
- Equity
- Network Gaps
- Plans & Policies

2. UPDATE BIKE NETWORK, POLICIES & DESIGN STANDARDS

- Network Alternatives Evaluation
- Feasibility Evaluation
- Standards, Guidelines, Specifications Review & Recommendations
- Initial, Draft, and Final Recommendations

3. PROJECT PRIORITIZATION & FUNDING

- Project Prioritization Framework
- Prioritize Identified Projects
- Project Plan Sheets
- Funding Analysis
- Project Cost Estimates (Top 15 prioritized projects)

4. PLAN DEVELOPMENT

- Draft Plan
- Revised Draft Plan
- Final Plan



Public and Stakeholder Engagement



Public Involvement Plan

INITIAL OUTREACH: Spread Awareness of the Project

- When: Spring 2022
- How: Flyer distribution at events, social media outreach



PHASE 1: Input on Existing Issues, Opportunities, Vision

- When: Summer 2022
- How: Online/paper surveys and interactive comment map





Public Involvement Plan

PHASE 2: Input on the Draft Bike Network

- When: Fall 2022
- How: 7 in-person events, 3 in-person pop-up events, & online input via interactive webmap



PHASE 3: Input on Priority Projects and the Draft Plan

- When: Summer 2023
- How: 1 virtual meeting, scavenger hunt, online surveys



Phase 1 Public Engagement



PHASE 1 VIRTUAL ENGAGEMENT

Jul 2022



- 3,182 participated in the survey (online + paper)
- 1,823 provided comments on the interactive existing bike network webmap

PHASE 2 OPEN HOUSES

Oct-Nov 2022

PHASE 3 VIRTUAL ENGAGEMENT

Jun-Jul 2023



more than
60%

of survey respondents mentioned conflicts with cars, fears for safety, and lack of access to bike facilities as barriers to biking in Dallas

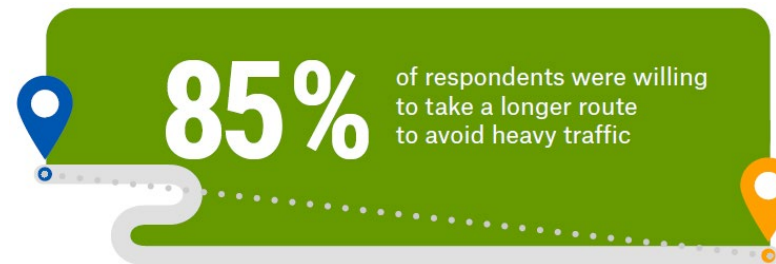
87%

of respondents were in support of bike-friendly policy change



35%

of online map comments described a location with a challenge/barrier to biking



Phase 2 Public Engagement



**PHASE 1
VIRTUAL
ENGAGEMENT**

Jul 2022

**PHASE 2
OPEN HOUSES**

Oct-Nov 2022

**PHASE 3
VIRTUAL
ENGAGEMENT**

Jun-Jul 2023



GET EXCITED

It's almost time!

Check out the new proposed bike network at an **interactive event** for the Dallas Bike Plan update—coming to a location near you!

Join us to help shape the future of transportation in Dallas.

Special Bonus! Also provide input on the ForwardDallas Land Use Plan update!
FORWARD DALLAS



Want to leave your comments virtually?
Visit: tinyurl.com/bikedallas2022





Phase 2 Public Engagement

**PHASE 1
VIRTUAL
ENGAGEMENT**

Jul 2022

**PHASE 2
OPEN HOUSES**

Oct-Nov 2022

**PHASE 3
VIRTUAL
ENGAGEMENT**

Jun-Jul 2023



**If cost was equivalent,
would you rather the city construct...**

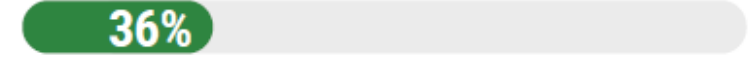
10 miles of protected cycle track facilities on arterial roadways



50 miles of bike boulevard facilities on local neighborhood roads

Would you rather...

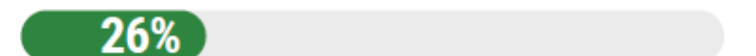
Remove a vehicle lane on a larger, main roadway to incorporate a new bike lane



Implement bike safety improvements on a parallel, lower-stress neighborhood street (ex. adding traffic calming features like speed bumps and/or bulb-outs)

Would you rather bike on...

A busier, higher-stress main roadway with high-quality separated bike facilities that provide more direct connections to your destinations



A bike boulevard facility located on a local, lower-stress neighborhood street that would potentially take longer to get to you destination than a more direct route



Phase 3 Public Engagement



PHASE 1 VIRTUAL ENGAGEMENT

Jul 2022

PHASE 2 OPEN HOUSES

Oct-Nov 2022

PHASE 3 VIRTUAL ENGAGEMENT

Jun-Jul 2023



- 464 comments on proposed bike network map

- Feedback themes:
 - ★ Preference for separated bike facilities

- ★ Safe crossings at intersections

- ★ Connections to parks, trails, and transit

- ★ Traffic calming

- 88 survey comments on the Draft Bike Plan document

- Feedback themes:
 - ☑ General support of Bike Plan Update
 - ☑ General support of updated bike network



Advisory Committees



2 Committees Guided the Plan Update:

- **Bicycle Advisory Committee (17 members):**
 - Representatives nominated by Mayor and each Councilmember.
 - 2 additional representatives nominated by DDOT
 - 5 meetings throughout the plan update
 - 1 additional joint meeting with Technical Advisory Committee
- **Technical Advisory Committee (34 members):**
 - City of Dallas staff from several departments
 - Regional Transportation Partners (DART, NCTCOG, Dallas County, TxDOT)
 - 8 meetings throughout the plan update



Final Draft Plan Review- Overview



Report Sections

- Executive Summary
- Introduction
- Methodology for Updating Bike Network
- Design Standards
- Policies
- Implementation



Final Draft Plan Review – Sections



Methodology for Updating the Bike Network

- Existing Conditions Analysis:
 - Existing Facilities Inventory
 - Bike Demand Assessment
 - Level of Stress Assessment
 - Safety Assessment
 - Equity & Public Health Assessment
- Network Development Process.



Key Elements for Defining the Bike Network

- Connections to Existing & Future Trails
- Low-Stress Routes
- Access to Destinations
- Connections to Areas of High Active Trip Potential
- Interconnectivity & Directness
- Bike Rider Safety & Comfort

Network Development Process

- Map and spatially assess existing conditions.
- Evaluate gaps and opportunities in existing road and bike network.
- Leverage major street connections to emphasize directness.
- Use local network for neighborhood connections.
- Evaluate routes to determine preferred spacing.
- Include trail connections as part of the network.

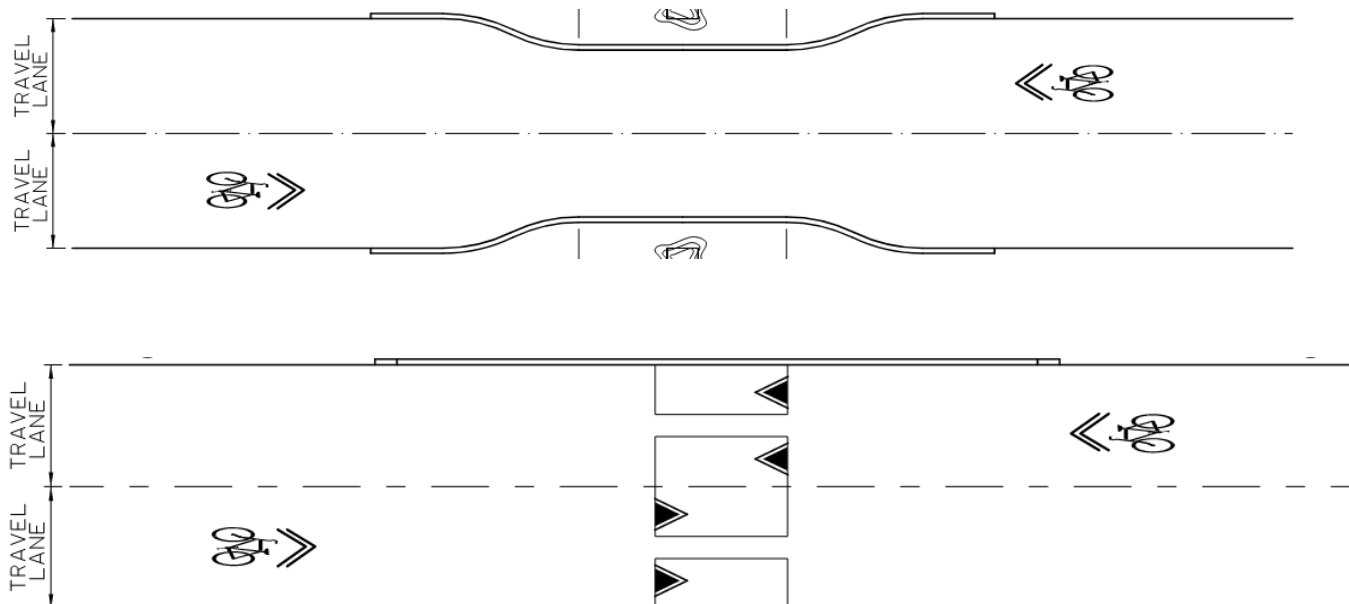


Final Draft Plan Review – Sections

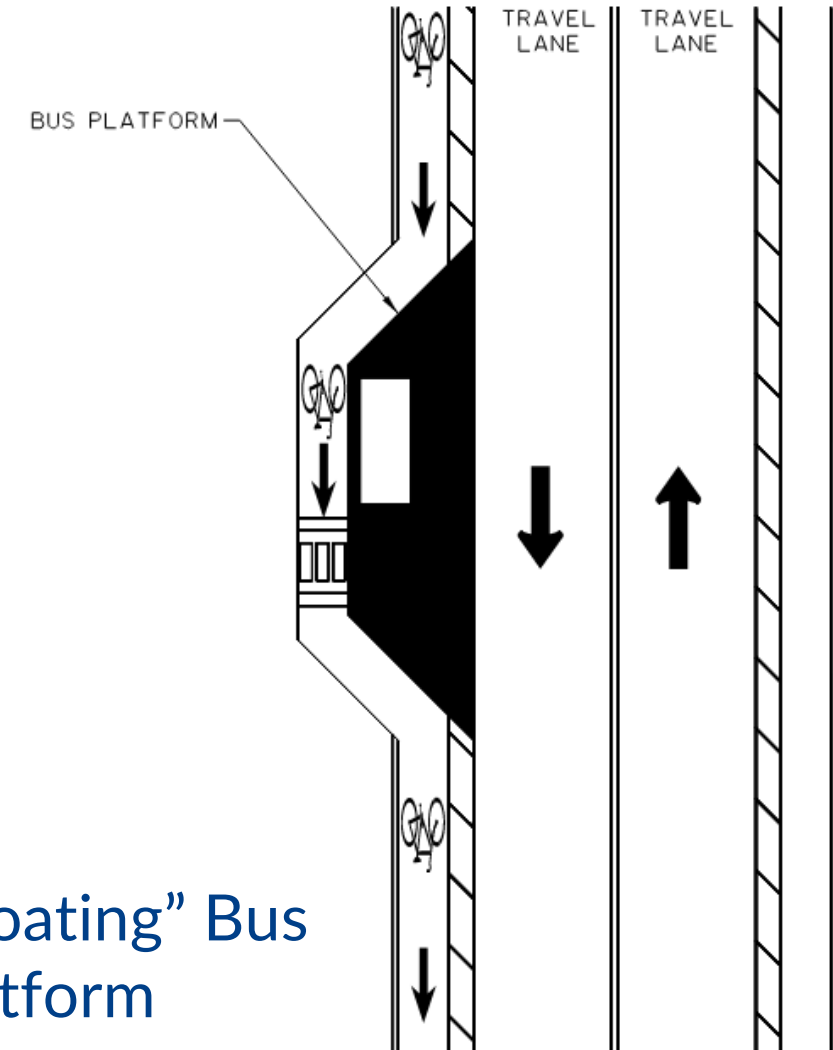


Recommended Design Standards Updates

Bike Boulevard Traffic Calming



“Floating” Bus Platform



Final Draft Plan Review – Sections

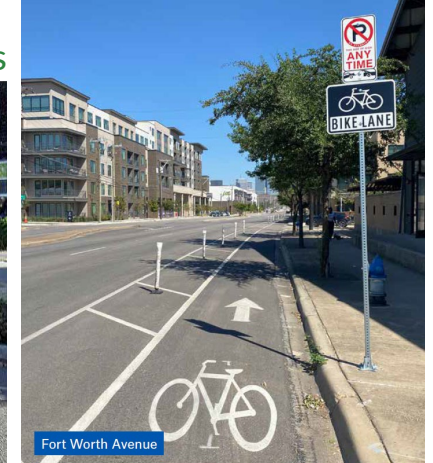


Recommended Design Standards Updates (cont.)

- Updated Bike Facility Classifications:
 - Bike Boulevards
 - Visually Separated Bike Lanes
 - Physically Separated Bike Lanes
 - Shared Use Paths (paved trails)
- DART Bus Stops.
- Treatments for Intersections and Signalization.

Bike Facility Classifications

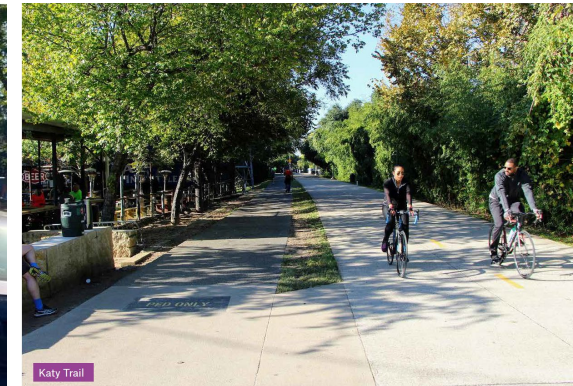
Physically Separated Bike Lanes



Bike Boulevards



Visually Separated Bike Lanes



Shared Use Paths (paved trails)

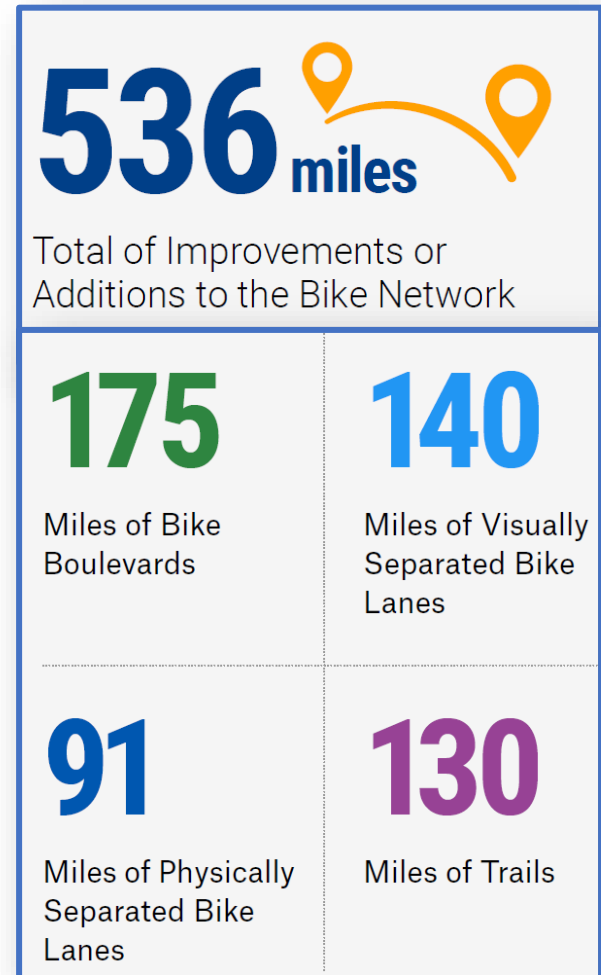


Final Draft Plan Review – Sections



Implementation & Next Steps

- Funding Opportunities.
- Phasing:
 - Top 15 Priority Projects
 - Long-Term Project Phasing
- Inclusion of Bike Facilities in Capital Reconstruction Projects.
- Interdepartmental, Interagency, and Community Bike Plan Working Groups.
- Bike Plan Implementation Progress Reporting.



Final Draft Plan Review– Policy Recommendations



1

Any road reconfiguration project on a street with a bike improvement project identified in the Bike Plan shall include that bike project in the design plans.

2

The bike facility type identified in the Bike Plan shall be the recommended facility type to be implemented.

3

The facility selection chart shall be used to guide the determination of the bike facility type on roads that are not specifically identified in the Bike Plan as having a bike improvement project.

4

The City shall utilize a standardized methodology for identifying, prioritizing, and implementing bike facility improvements consistent with the process used for the Bike Plan.

5

The target design user for future bike facilities in the City of Dallas shall be someone that is “Interested but Concerned.”

6

A Bicycle Route or Bike Boulevard facility shall not be implemented on any road with speeds greater than 25 mph or volume greater than 3,000 vehicles per day.

7

If a project that reconfigures roadway lanes does not include a bicycle facility when one is recommended in the Bike Master Plan, or it is determined by the DDOT Director that the desirable Low Stress bicycle facility is not feasible on that roadway, an alternate parallel route that can provide a Low Stress facility shall be identified, and the bicycle facility implemented on that route is to be part of that original roadway project



Final Draft Plan Review – Policy Recommendations



8

Bike facility design standards shall include the use of green pavement markings and related high visibility design elements...

9

Bike facilities shall be maintained on a schedule similar to or more frequently than the adjacent vehicle travel lanes.

10

Implement when possible low-cost/fast implementation design or operational modifications that would immediately improve the safe operation of bike riders.

11

The City shall use the 3-1-1 System to allow the reporting of bike facility problems or concerns.

12

The City shall require that bike facility and safety issue shall be considered in all roadway or development design plans review.

13

The City shall prohibit vehicle parking that partially or wholly obstructs any bike facility.

14

The City's Thoroughfare Plan shall be updated with the information from the Bike Plan to identify constructed and proposed facilities.

15

The City shall develop dedicated funding strategies for bike projects to leverage the funding apportioned from the General Fund.

16

Street lighting along facilities with constructed bike facilities should be evaluated to improve the safety and visibility of bike riders.





- The Bicycle Network needs to be able to respond to future development, changing land use/facilities conditions, and feasibility challenges.
- A process to review and approve the Bike Network will be proposed in the Bike Plan.



Final Draft Plan Review-BAC Functions



- Refine the Bicycle Advisory Committee (BAC) functions to provide guidance and input to proposed projects.
- The details of the refined functions will be provided in the Bike Plan.



Next Steps



- City Council adoption of the Bike Plan Update by Early 2024.
- Recommendations to update the Street Design Manual and revisions to the City's standard design details.
- Development of the framework for the consolidation of the BAC functions.
- Continue the development of bike projects.
- Continue the identification of potential funding sources for projects implementation.



Discussion



- General questions/comments/feedback.





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Final Draft Plan Review – Policy Recommendations

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- The City shall utilize a standardized process for identifying, prioritizing, and implementing bike facility improvements consistent with the process used for the Bike Plan.

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- The target design user for future bike facilities in the City of Dallas is a user who is “Interested but Concerned.”

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- A Bicycle Route or Bike Boulevard facility shall not be implemented on any road with speeds greater than 25mph or volume greater than 3,000 vehicles per day.

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- If a reconfiguration project does not include a bicycle facility when one is recommended in the Bike Master Plan, or the DDOT Director determines that the desirable Low Stress bicycle facility is not feasible on that roadway, an alternate parallel route that can provide a Low Stress facility shall be identified. The bicycle facility implemented on that route is to be part of that original roadway project.





Final Draft Plan Review – Policy Recommendations

cont.

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- Bike facility design standards shall include the use of high visibility design elements, including green pavement markings.

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- Bike facilities shall be maintained on a schedule similar or more frequently than the adjacent vehicle travel lanes.

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- Implement when possible low-cost/fast implementation design or operational modifications that would immediately improve the safety of bike riders.

11

- The City shall use the 3-1-1 System to allow the reporting of bike facility problems or concerns.

12

- The City shall require that bike facility and safety issues shall be considered in all roadway and/or development design plan reviews.

13

- The City shall continue to prohibit vehicle parking that partially or wholly obstructs any bike facility.

14

- The City's Thoroughfare Plan shall be updated to reflect proposed and existing bike facilities from the Bike Plan

15

- The City shall develop dedicated funding strategies for bike projects to leverage the funding apportioned from the General Fund.

16

- Street lighting along facilities with constructed bike facilities should be evaluated to improve the safety and visibility of bike riders.



Discussion/Feedback

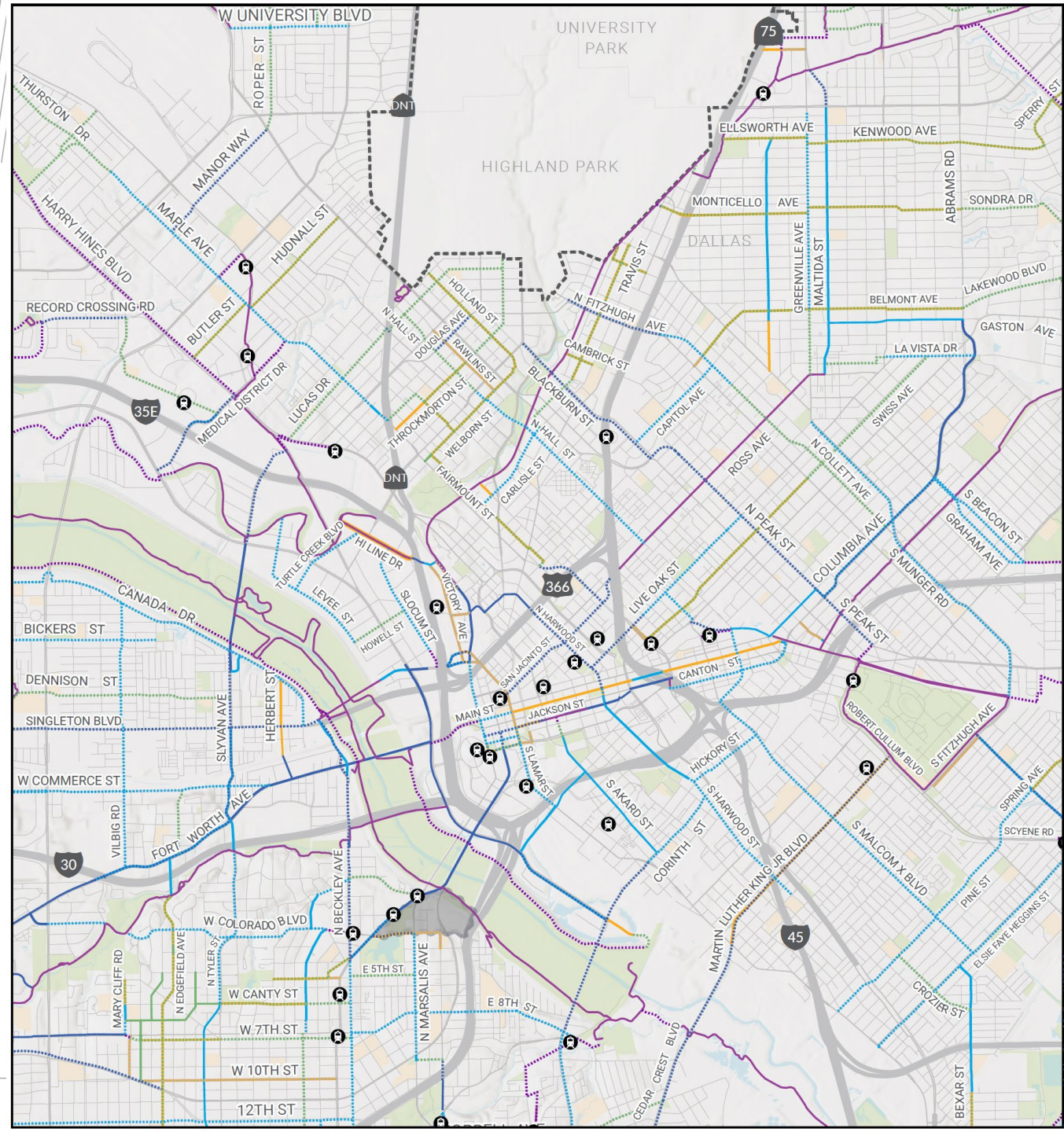
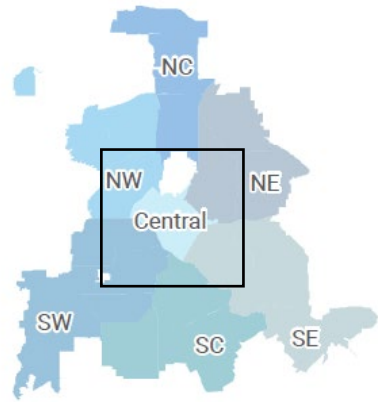
Central Planning Area Network Recommendations

Network Recommendations

- Bicycle Boulevard
- Visually Separated
- Physically Separated
- Trail
- Remove/ Consolidate Route
- Further Study Needed
- Dallas City Limits

Existing and Funded Bike Facilities

- Bicycle Boulevard
- Visually Separated
- Physically Separated
- Trail
- Bicycle Route
- Rail Stations
- Water
- Schools
- Parks



Discussion/Feedback

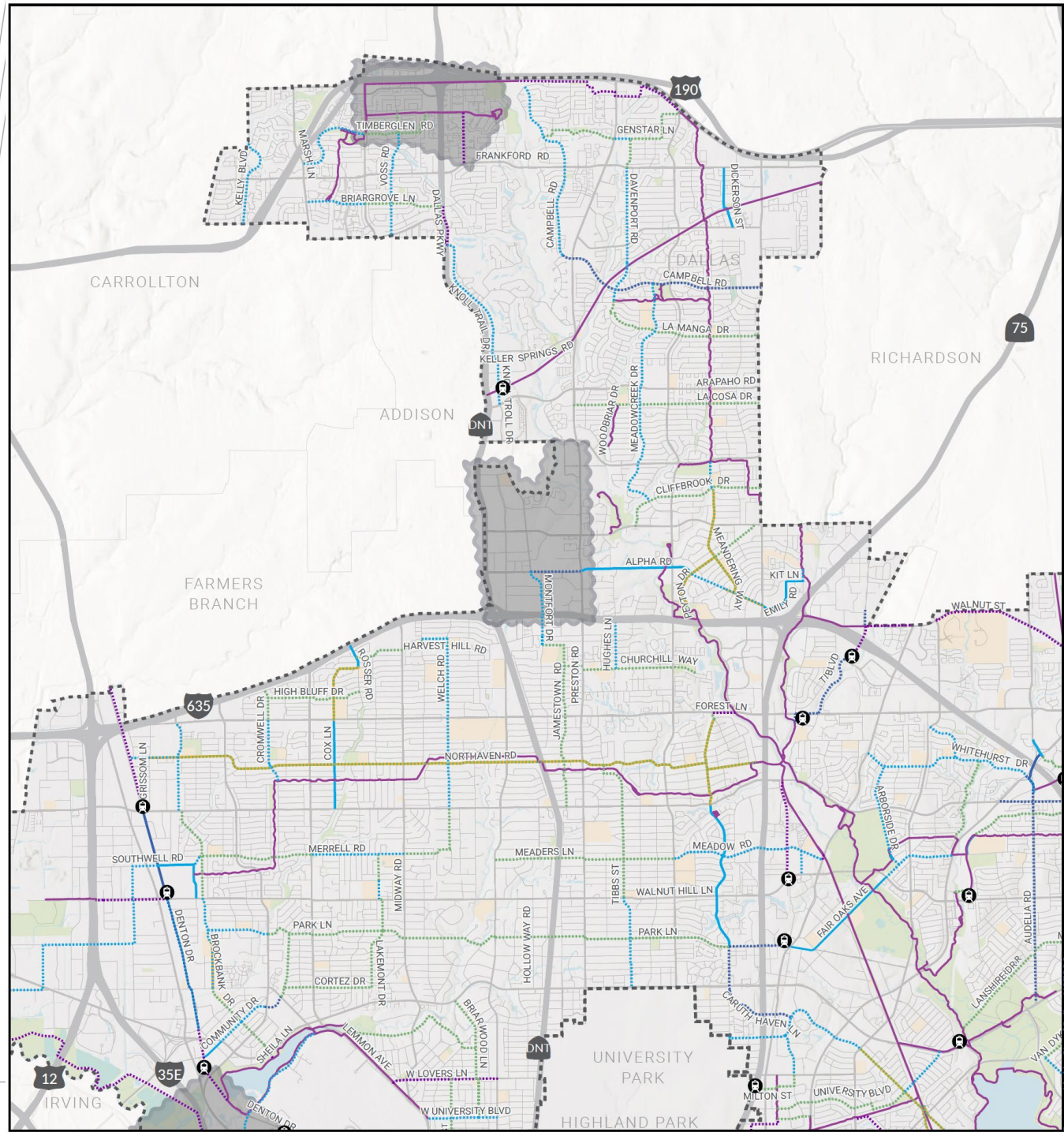
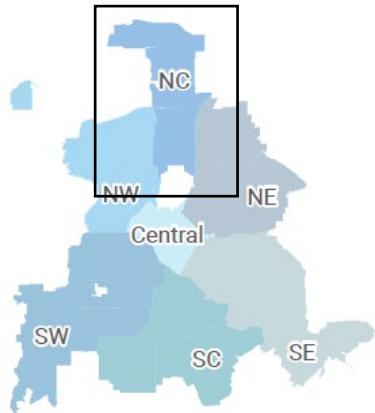
North Central Planning Area Network Recommendations

Network Recommendations

- Bicycle Boulevard
- Visually Separated
- Physically Separated
- Trail
- Remove/ Consolidate Route
- Further Study Needed
- Dallas City Limits

Existing and Funded Bike Facilities

- Bicycle Boulevard
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- Parks



Discussion/Feedback

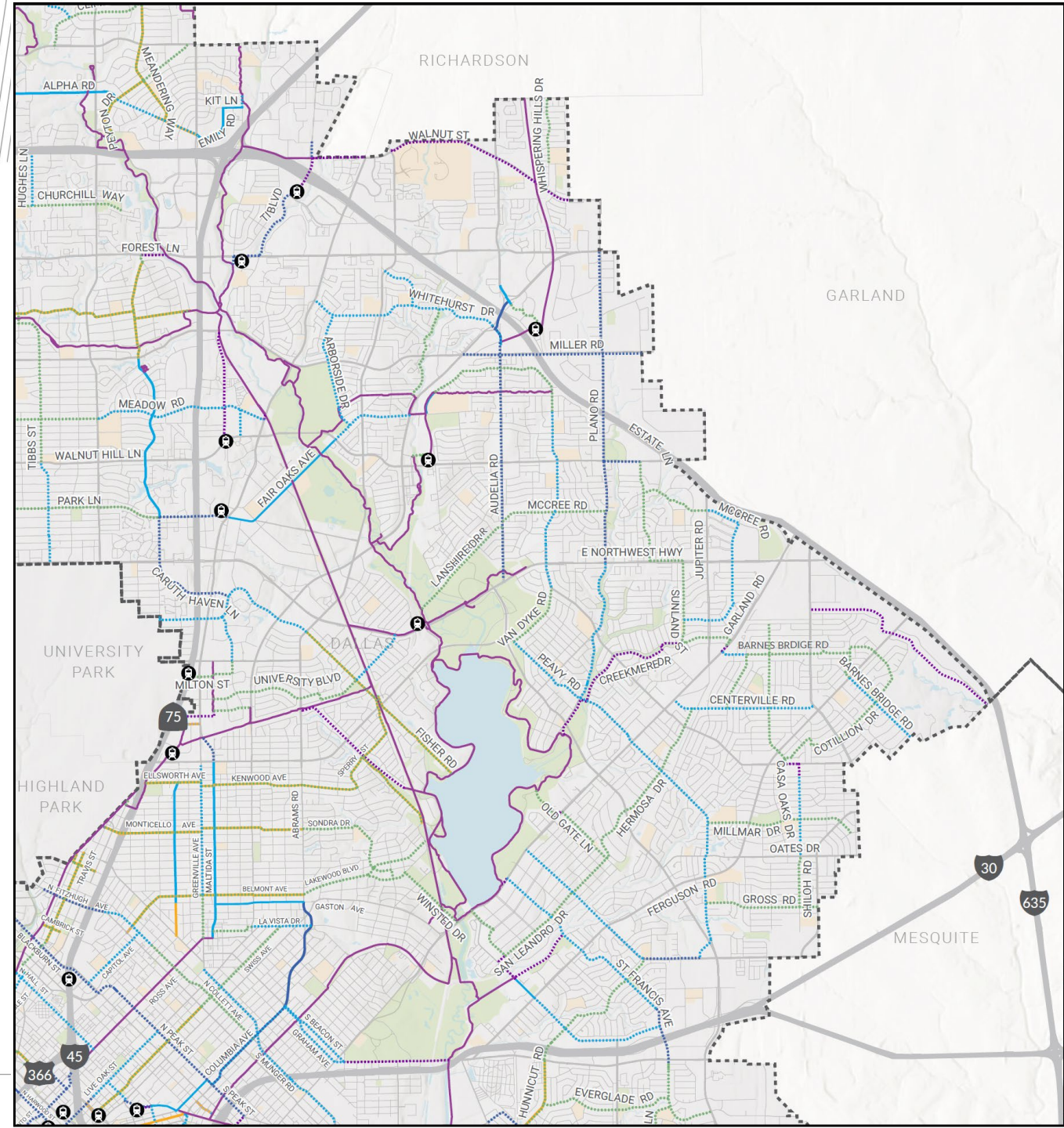
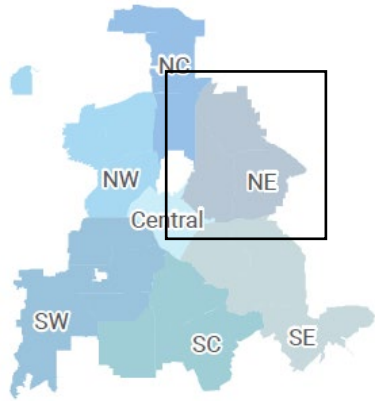
Northeast Planning Area Network Recommendations

Network Recommendations

- Bicycle Boulevard
- Visually Separated
- Physically Separated
- Trail
- Remove/ Consolidate Route
- Further Study Needed
- Dallas City Limits

Existing and Funded Bike Facilities

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- Parks



Discussion/Feedback

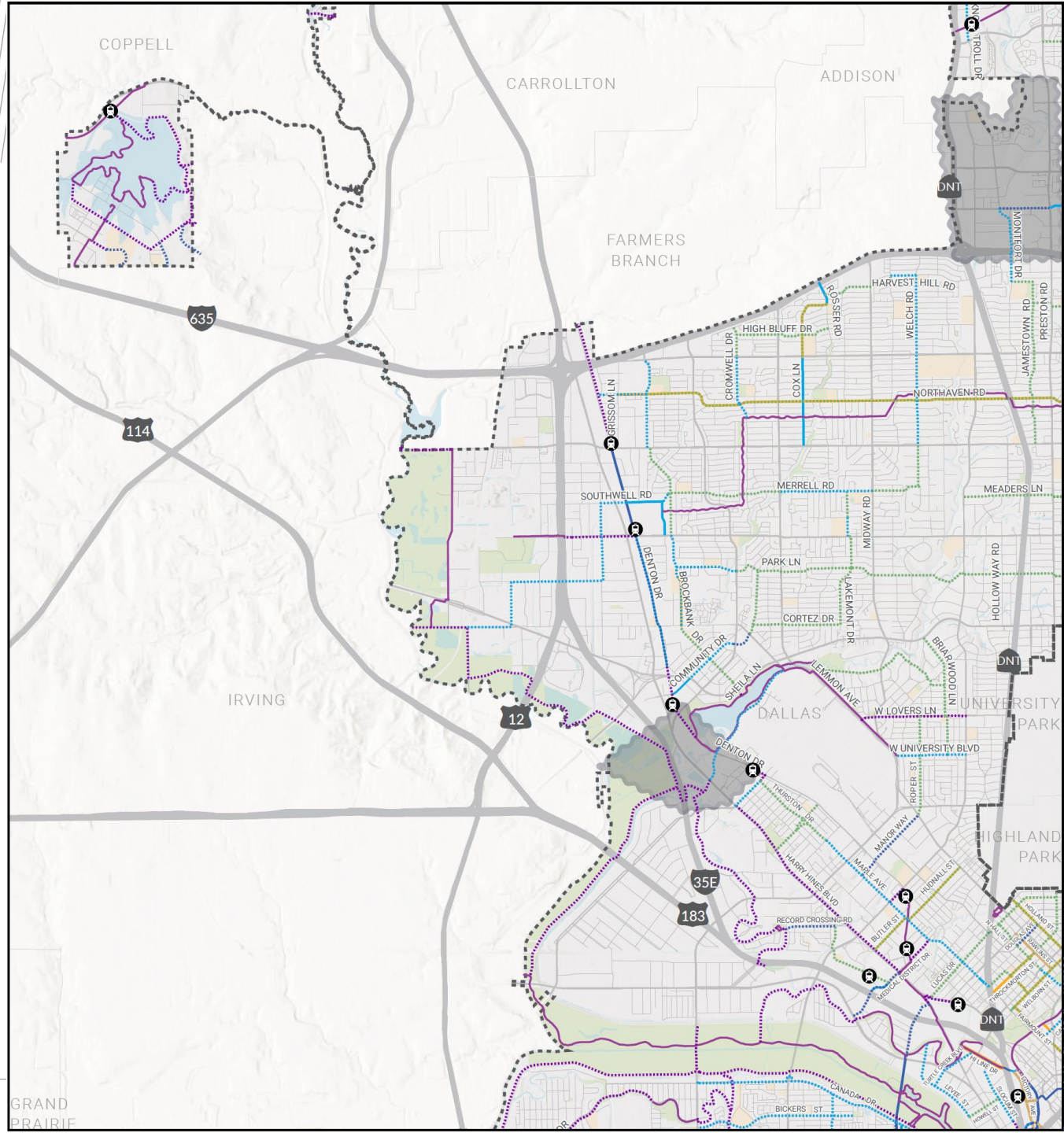
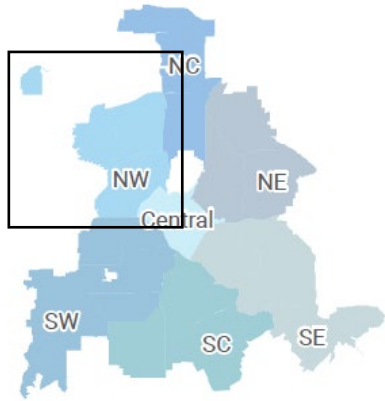
Northwest Planning Area Network Recommendations

Network Recommendations

- Bicycle Boulevard
- Visually Separated
- Physically Separated
- Trail
- Remove/Consolidate Route
- Further Study Needed
- Dallas City Limits

Existing and Funded Bike Facilities

- Bicycle Boulevard
- Visually Separated
- Physically Separated
- Trail
- Bicycle Route
- Rail Stations
- Water
- Schools
- Parks



GRAND PRAIRIE

Map data provided by City of Dallas, NC 1008

Discussion/Feedback

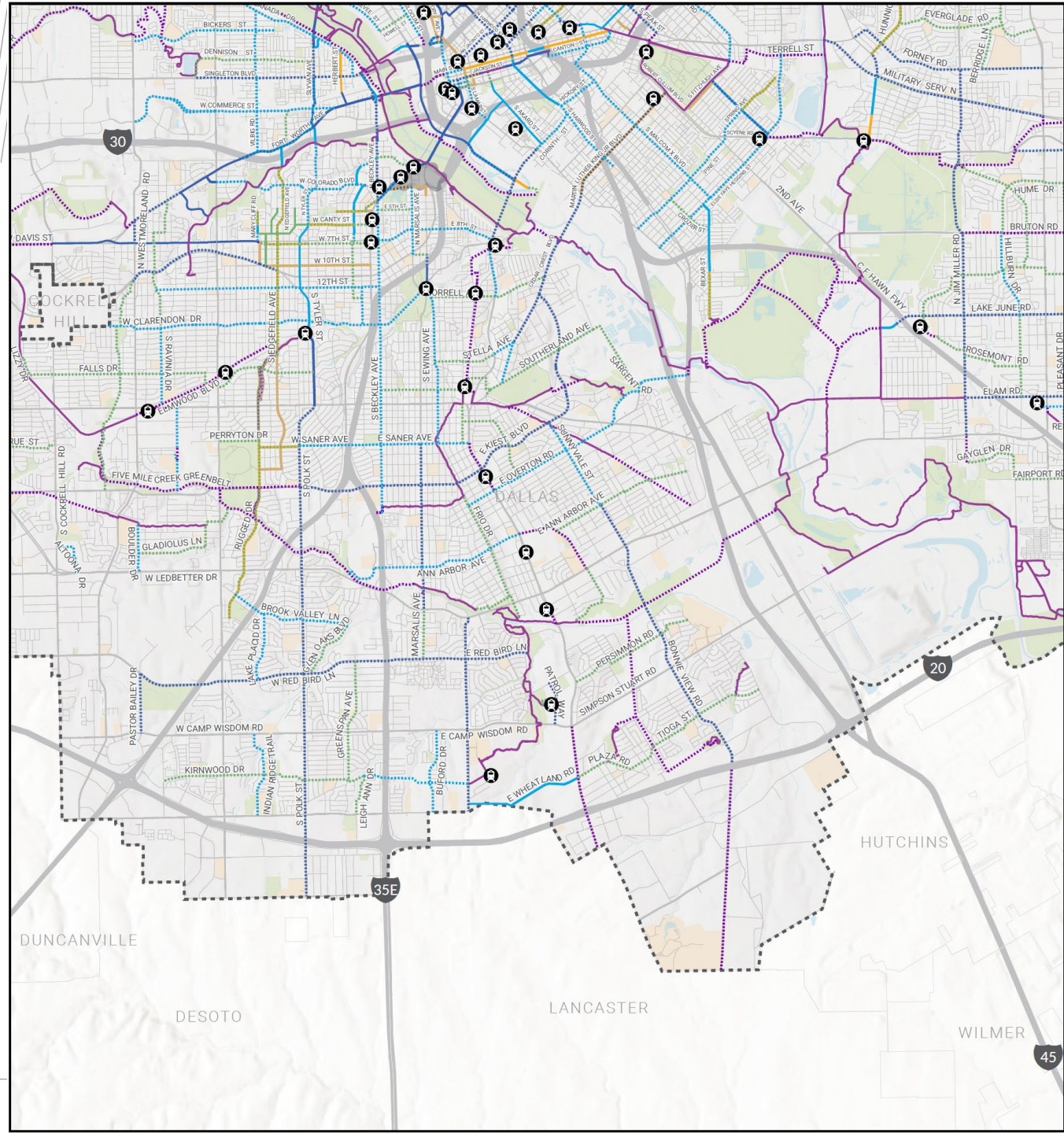
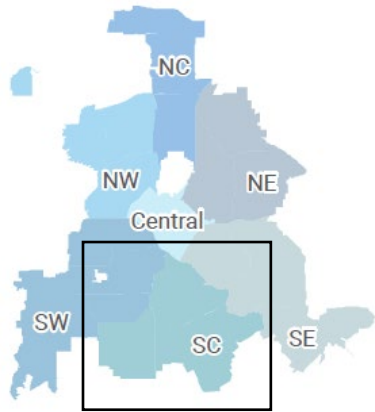
South Central Planning Area Network Recommendations

Network Recommendations

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- Visually Separated
- Physically Separated
- Trail
- Remove/ Consolidate Route
- Further Study Needed
- Dallas City Limits

Existing and Funded Bike Facilities

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Discussion/Feedback

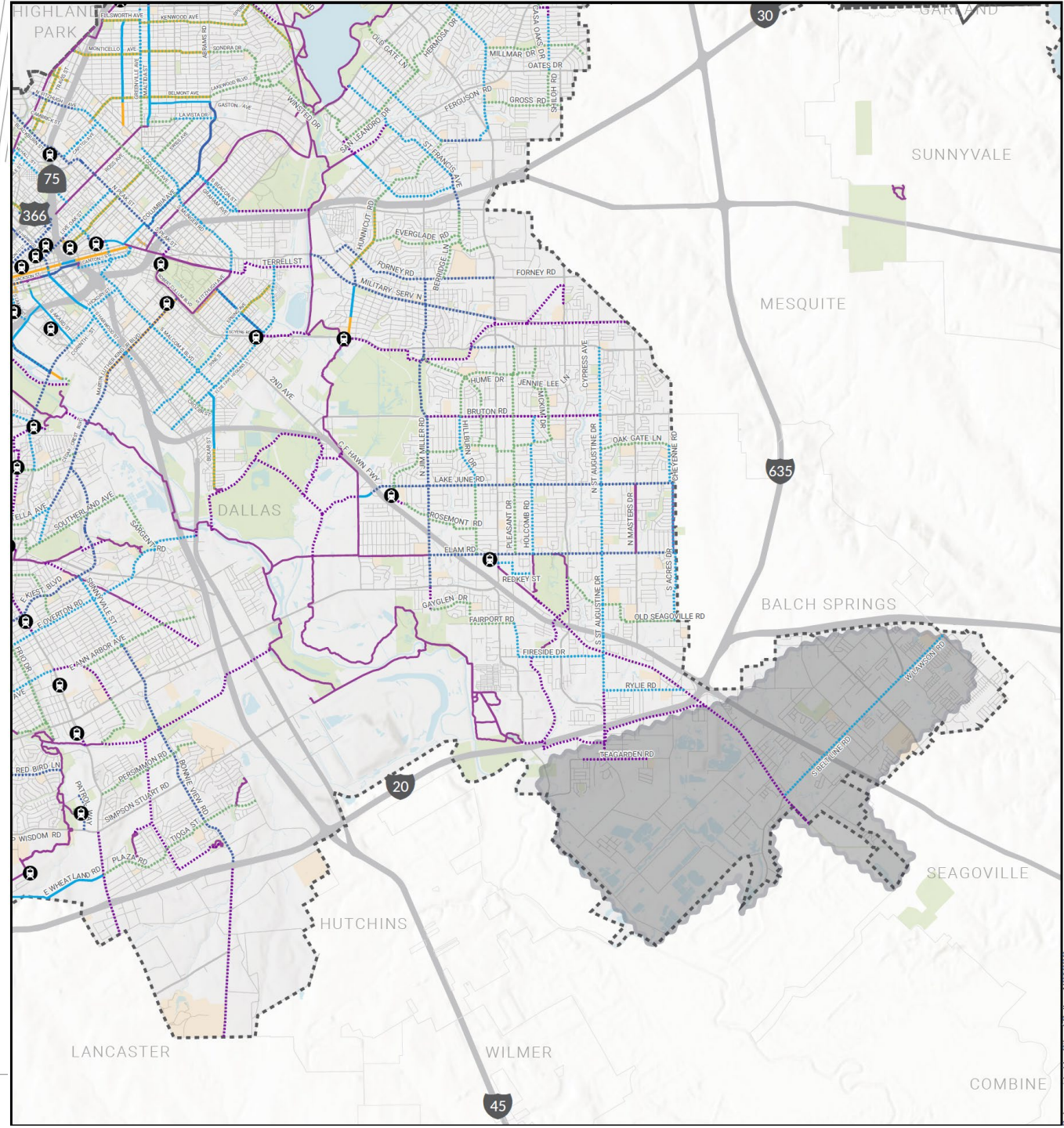
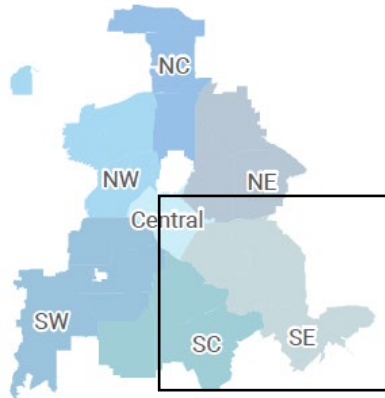
Southeast Planning Area Network Recommendations

Network Recommendations

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- Physically Separated
- Trail
- Remove/ Consolidate Route
- Further Study Needed
- Dallas City Limits

Existing and Funded Bike Facilities








- Bicycle Boulevard
- Visually Separated
- Physically Separated
- Trail
- Bicycle Route
- Rail Stations
- Water
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- Parks












Discussion/Feedback

Southwest Planning Area Network Recommendations

Network Recommendations

-  Bicycle Boulevard
-  Visually Separated
-  Physically Separated
-  Trail
-  Remove/ Consolidate Route
-  Further Study Needed
-  Dallas City Limits

Existing and Funded Bike Facilities

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