DALLAS BIKE PLAN

2025

City of Dallas

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Contents

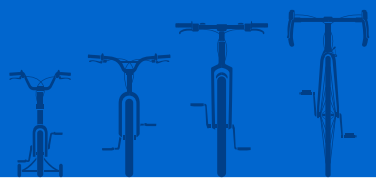
EXECUTIVE SUMMARY

Executive Summary

A hallmark of any world-class city is a safe, accessible, and interconnected transportation network. Healthy, resilient, and vibrant cities prioritize multi-modal transportation systems that feature high-quality pedestrian and bicycle infrastructure that integrates well with other modes of transportation. Dallas has demonstrated its commitment to this vision through forward-thinking initiatives such as the adoption of Vision Zero policies, Bicycle Friendly Community (BFC) status through the League of American Bicyclists, the *Comprehensive Environmental and Climate Action Plan* (CECAP), the *Dallas Strategic Mobility Plan*, the *Complete Streets Design Manual*, and other plans aimed to address the wellbeing and quality of life of its residents. The Dallas Bike Plan builds upon these efforts by providing a strategic framework and identifying specific bike projects, policies, and action items to advance the City's transportation goals and to improve the lives of all Dallasites.

Vision

We aspire to a multi-modal Dallas that has a **bike system for All Ages and Abilities** connecting people to the places they want to go. We envision **more people traveling by bike** or other micromobility devices for short trips.



GOALS

1. **Build** a safe, comfortable, and connected All Ages and Abilities Bike Network
2. **Maintain** the integrity and usability of bike facilities
3. **Increase** bicycling in Dallas in support of the *Comprehensive Environmental & Climate Action Plan*
4. **Improve** safety for bicyclists
5. **Equitably** implement bike facilities in all areas of the city

Methodology for Developing the Bike Network

By comprehensively analyzing existing conditions (existing bike facilities, roadway conditions, bike stress levels, safety, bike trip demand, access to transit, equity and public health outcomes), the updated bike network reflects needed improvements in safety and accessibility. The bike network development process emphasized public engagement to gather a wide array of perspectives and concerns about the perceived safety and connectivity of the current network. The proposed improvements went through numerous levels of public, committee, and City staff review and network iterations including project feasibility assessments and the equitable distribution of projects.

Level of Traffic Stress

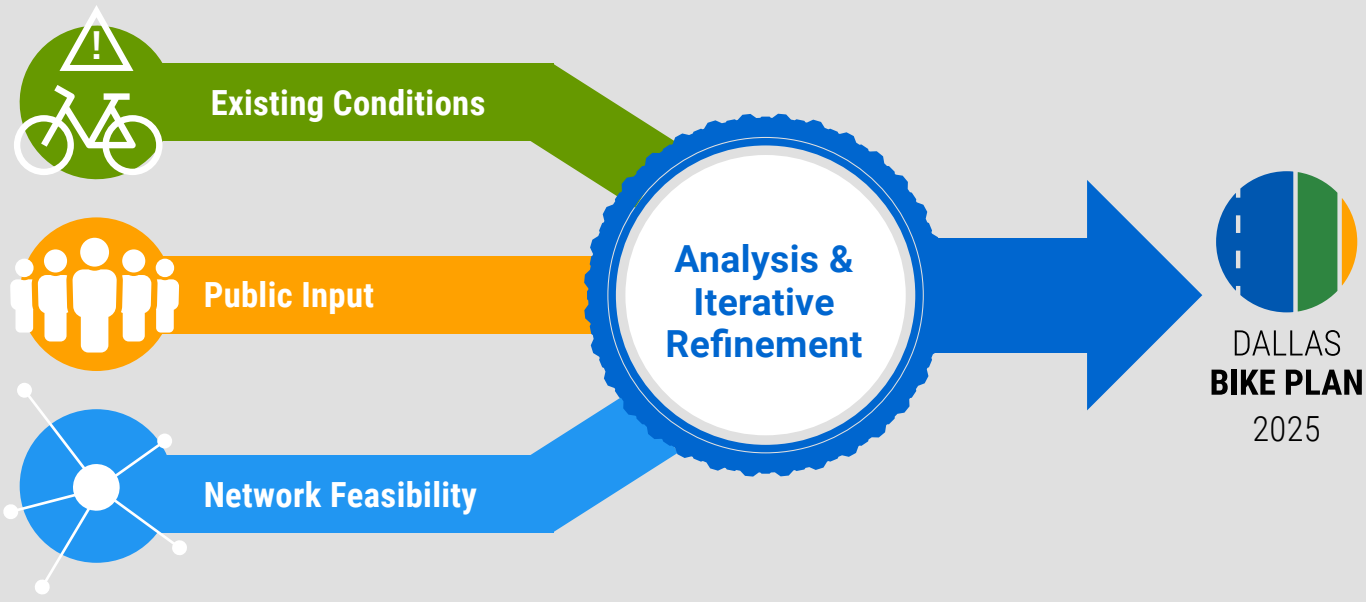
A standard measure of bicyclist comfort is the Level of Traffic Stress (LTS). Bicyclists are typically less comfortable as vehicle travel speeds increase, or when there is inadequate dedicated space for bicyclists. For instance, a separated shared-use path has a low LTS while a four-foot wide bike lane directly adjacent to a 45 mph-posted speed travel lane has a higher LTS.

The LTS metric was used to evaluate all roadways (local street, collectors, and arterials) that may support bike travel (even shared lanes). The LTS range of scores goes from 1 (lowest stress) to 4 (highest stress). The higher the existing LTS on a roadway, the greater the consideration for constructing a physically separated bike lane.

Safety

The safety analysis considered the locations of bike-involved collisions throughout Dallas, focusing on locations with a higher frequency of collisions that resulted in a severe injury or fatality. The latest available data for use came from the TxDOT Crash Records Information System for the six-year period of 2014 through 2019.

In addition to this spot collision analysis, the City's existing Bike High Injury Network (HIN) was referenced. This analysis helped identify the roadways with existing safety problems, further guiding the selection of bike facility type and priority for improvement.



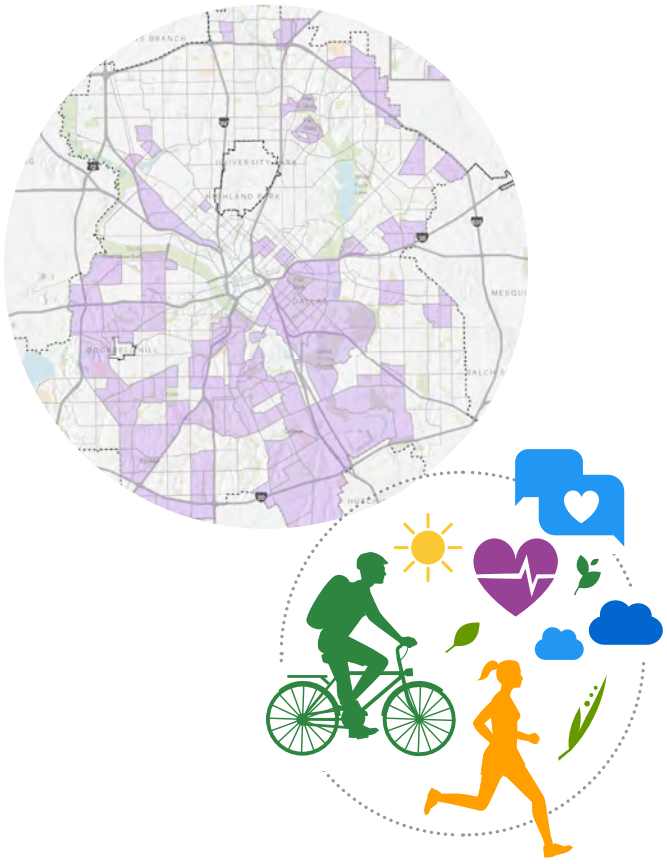
Bike Trip Demand

While the existing level of bike usage throughout the city is always a factor in a bike plan, the latent demand for increased bike usage is a significant factor. For the purpose of assessing latent bike trips, a three-mile trip length was used. National studies have shown that 50% of all vehicle trips are three miles or less. These short trips make up 40% of all trips in Dallas.

Areas that typically attract bike trips from residential areas are parks, schools, shopping centers, transit stations, and places of employment. Using this information, the Dallas Bike Plan identified such bike trip links and corridors that would support latent demand bike trips.

Fifty percent of all car trips in the US are three miles or less.

***Short trips** (three miles or less) make up at least 40% of trips in most areas of Dallas.*



Equity & Public Health

The equity analysis conducted for this plan sought to discover where the people who may have the highest transportation needs reside, emphasizing historically under-served communities. This analysis relied on large-scale, publicly available US Census data. The various equity and health factors were combined into a composite score based on US Census Block boundaries. The composite score helped to identify areas where targeted improvements in bike facilities would benefit socioeconomically disadvantaged communities. These high-need areas are predominately located in the South Central and Southeast planning areas.

Public Engagement

The extensive public engagement process was crucial for updating the Dallas Bike Plan, emphasizing community involvement to help address existing bike travel concerns and ideas for future improvements. The public input received was used to review and adjust proposed bike facility locations, project limits and facility types, and address other community concerns about bike safety and neighborhood connections. Supplementing the continuous public engagement process was the guidance provided by the two advisory committees—the Technical Advisory Committee (TAC) and the Bike Advisory Committee (BAC). The TAC and BAC members provided the project team with detailed knowledge of local bike infrastructure conditions and safety concerns, and helped ensure consistency of the Dallas Bike Plan with other City planning initiatives and ongoing infrastructure projects. This expertise and local experience helped ensure the plan addressed local community issues and concerns about safety and equity of bike facilities.

PUBLIC ENGAGEMENT WAS ONGOING THROUGHOUT THE PLAN DEVELOPMENT PROCESS AND INCLUDED NUMEROUS OPPORTUNITIES FOR INPUT:

Phase I: Community Preference and Behavior Surveys
Summer 2022

- Virtual online engagement, followed by paper-based surveys between August 8 and August 21
- Over 3,000 online participants

Phase II: Bike Network and Prioritization Process Development
Fall 2022

- Seven community workshops throughout the City
- 175 attendees having one-on-one discussions with Project Team representatives

Phase III: Draft Bike Plan and Network Review
Summer 2023

- Virtual online engagement on the proposed bike network and the Draft Plan
- Over 450 online participants

Phase IV: Bike Plan Validation and Targeted Location and Network Connections Feedback
Summer 2024

- Virtual and in-person engagement targeted at specific areas of concern across five different council districts and events
- Over 680 comments received during the in-person and virtual engagement events

Phase V: Review of Final Draft Plan
Spring 2025

- The final draft of the plan was made available to the public for review and comment on March 3 (with the comment period closing on March 30)
- Reminders were sent to 717 email subscribers and 47 text subscribers requesting feedback on the Plan; in all, 138 comments were provided during Phase V
- Eighteen percent of comments received during Phase V of the engagement process were positive, while another 21% requested enhanced facilities or expedited delivery

Bike Network

The update of the City's Bike Network is comprised of five facility types—Bike Routes, Neighborhood Bikeways, Visually Separated Bike Lanes, Physically Separated Bike Lanes, and Trails/Shared Use Paths.

Bike Routes is the least-preferred facility type and is not considered to be comfortable for all ages and abilities.

Neighborhood Bikeways combine elements from shared bike/vehicle streets (like the existing Bike Routes or "sharrow" streets) with added traffic calming measures. These facilities are only appropriate on low-volume residential streets.

Visually Separated Bike Lanes designate an exclusive space for bicyclists on the roadway using signage and pavement markings.

Where greater protection may be required, **Physically Separated Bike Lanes** are proposed, which provide a physical barrier between cars and bicyclists.

The final component is the continued expansion of the city's shared-use path and **Trails** system, in which pedestrians and bicyclists share a wide path outside of the roadway or through a park.

Facility Type	Existing Miles*	Funded Miles	Recommended Miles	Total Miles
Bike Routes	2.7	0.2	0.0	**2.9**
Neighborhood Bikeways	0.0	1.3	178.9	**180.2**
Visually Separated Bike Lanes	16.7	8.9	118.2	**143.7**
Physically Separated Bike Lanes	13.3	12.7	107.9	**133.9**
Trails**	115.2	45.4	138.2	**298.8**
Total Miles	**148.0**	**68.4**	**543.1**	**759.5**

**Not included in the Existing mileage totals are the 6.3 miles of existing bike routes proposed to be removed, and 49.9 miles of existing Bike Routes or Visually Separated Bike Lanes proposed to be upgraded to a higher-comfort facility.*
***For the purpose of this plan, Trails refers to linear trails or larger loop trails (10 feet or wider) that are intended to connect one area to another, as opposed to small park loop trails.*

Prioritization Criteria

STAKEHOLDER INPUT

Accounts for comments received by the BAC and TAC stakeholder committees.

CONSTRAINTS

Project complexity and planning-level opinions of probable construction cost.

OPPORTUNITIES

Account of projects that coincide with previously programmed roadway improvements and projects that were specifically physically separated or trail facility types (a reflection of public input).

SAFETY

Project is located on the City's HIN, with previous record of fatal and serious injury bike crashes and level of traffic stress.

EXISTING CONDITIONS

Account of upgrades to protected/separated facility types for existing non-separated facilities on roads with high levels of traffic stress.

DEMAND

Level of active bike trip potential based on existing conditions analysis.

CONNECTIVITY

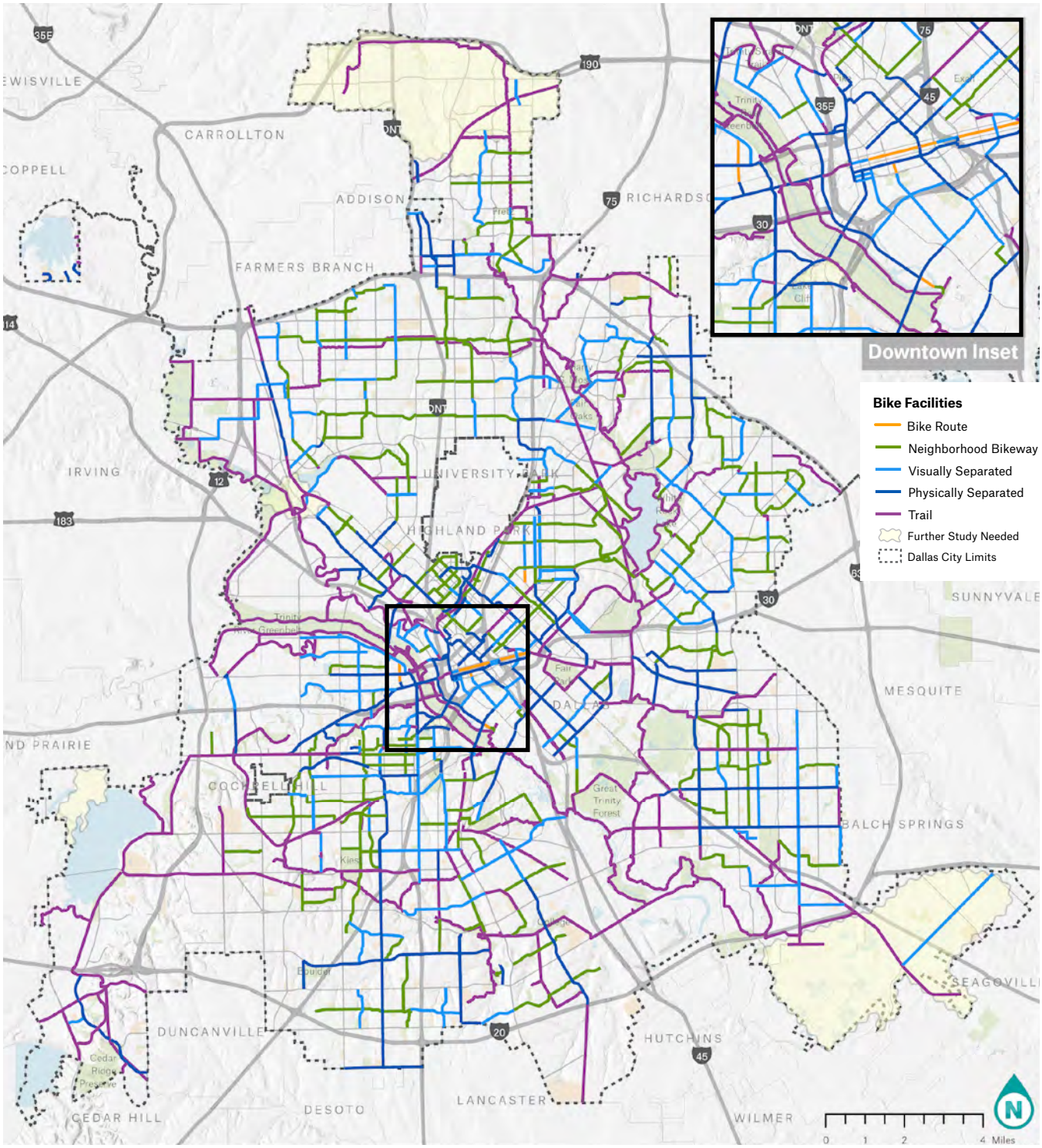
New bike network connections provided by the project including new/improved connections to Dallas Area Rapid Transit (DART) rail.

EQUITY

Socioeconomically disadvantaged communities served along the proposed project route.

PUBLIC INPUT

Level of favorable public reactions to proposed projects during Phase II and III engagement.



Bike Network

The Bike Network for the City of Dallas is a product of many rounds of public engagement, TAC and BAC input, and detailed technical analysis. The implementation of this network is expected to support a significant increase in bike rider safety, and support the City in meeting its goals as established by the Dallas Bike Plan, the CECAP, the Vision Zero Action Plan, ForwardDallas, and the Racial Equity Plan.

Implementation Policies & Phasing Strategy

Project Prioritization, Phasing, and Funding

To achieve the vision of the Dallas Bike Plan, a robust and multi-faceted funding and implementation strategy is essential. The plan utilized and recommends project prioritization criterion that are based on the industry standard ActiveTrans Priority Tool, published by the Transportation Research Board National Academy of Sciences, with additional input from the Dallas BAC.

Simply going off of a data-driven approach, however, leaves little room to take advantage of unforeseen opportunities (e.g., resurfacing projects, funding initiatives, public support), and results in a network that has gaps as it is built out.

A three-phase implementation framework was developed to ensure projects are prioritized based on sound criteria and with consideration of a logical network build-out, while also leaving flexibility to respond to opportunities as they arise.

The size and breadth of each phase was determined based on a review of current and possible future funding levels, and in consultation with the BAC and the Transportation & Infrastructure Committee. The projections below were developed assuming funding levels remain at their current fiscal years 2025 base amount.

PHASE 1 (Years 0-5)

The goal for the first five years is to complete the currently funded projects and a handful of high-priority, lower-cost unfunded projects. The projects that fall under the latter category are generally the lower-cost projects that make up the Top 15 Priority Projects identified in Technical Report 3.

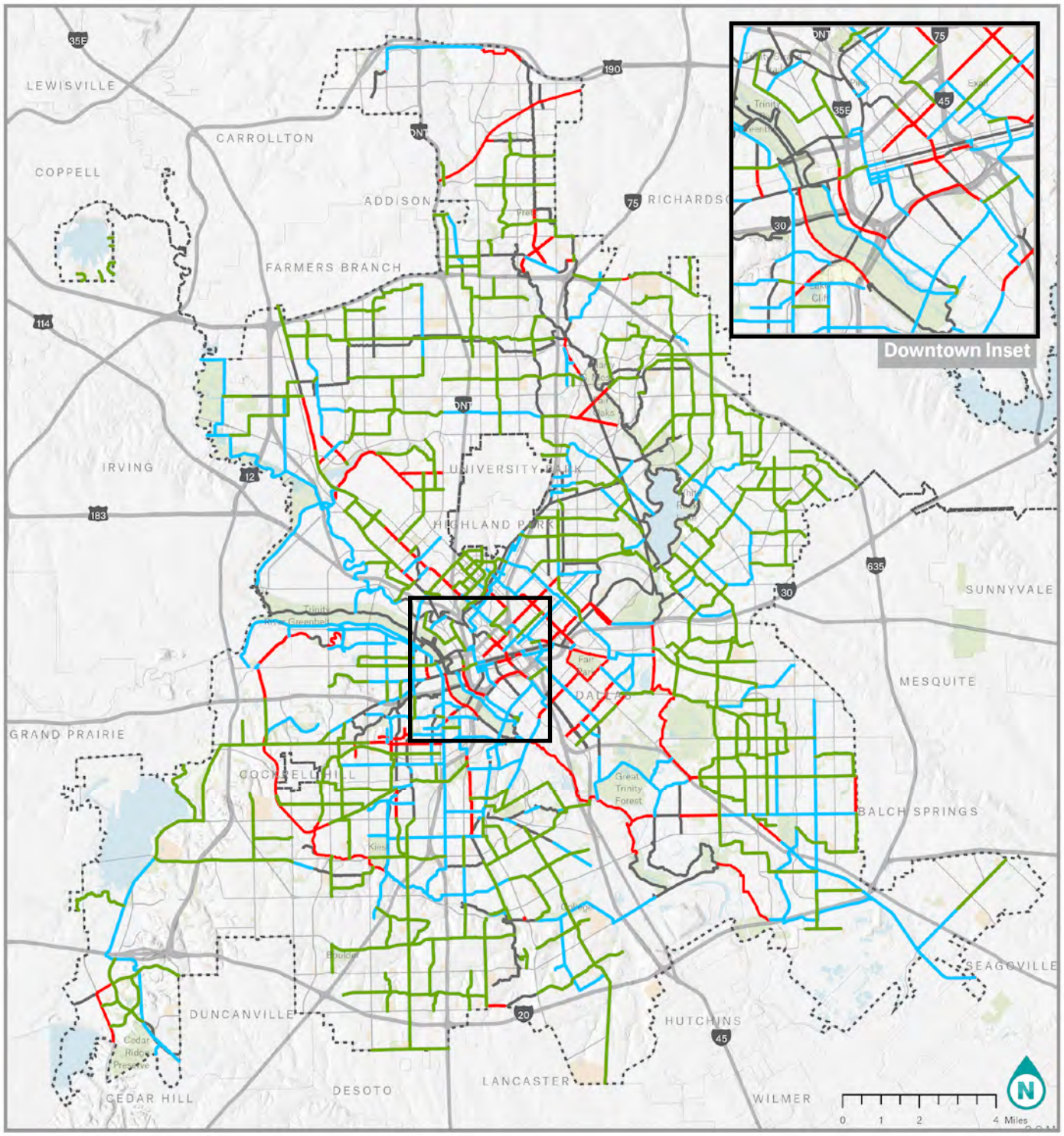
PHASE 2 (Years 5-20)

Phase 2 would complete the implementation of other top-scoring projects up to a value of $300 million. A value of $300 million assumes $100 million in future Bond program, $150 million in grants, and $2.5 million/year from the general fund. The Phase 2 projects were determined using the prioritization methodology in the Dallas Bike Plan, as well as input from the Bike Advisory Committee.

PHASE 3

Additional identified projects that are not anticipated to secure funding within Years 0-20.

Three Phase Implementation Framework



Bike Network Project Phasing

Implementation Phasing

- Phase 1
- Phase 2
- Phase 3

Existing Bike Facilities

- Completed
- Dallas City Limits

Policies & Procedures

The policies listed herein are a set of directives that should be followed to realize the vision and goals of this plan.

1. Implement the recommendations in the Bike Network as part of street improvement projects.
2. Identify alternative routes if needed (i.e., comply with the Bike Facility Selection Matrix).
3. Assess all streets for Complete Streets improvements.
4. Use the Bike Facility Selection Matrix to select the appropriate bike facility type.
5. Design for users that are "Interested but Concerned" to achieve a network that is comfortable for all ages and abilities.
6. Maintain bike facilities on a schedule equal to/more frequent than that of the adjacent vehicular lanes
7. Implement bike facilities such as bike corrals as part of private development projects, as applicable.
8. Prioritize the enforcement of No Parking in bike lanes, and design bike facilities to discourage parking encroachment.
9. Consult the BAC.
10. Don't let "great" be the enemy of "good."
11. Utilize the phasing strategy for the Bike Network in this plan.
12. Implement a "continuous" improvement/regulation approach based on changing conditions

PERMANENT BICYCLE ADVISORY COMMITTEE (BAC)

A permanent BAC should be formed to advise the City and champion the implementation of the plan. Made up of least one representative from each council district and comprised of individuals that represent the breadth of bicyclists in Dallas, this group will communicate the desires of the council district they represent and will play a key role in disseminating information into the bicycling community. Additionally, the group should have ex-officio non-voting members of the BAC, including the Director of the Transportation and Public Works Department and Director of the Park and Recreation Department, or their representatives. The group will be overseen by the Transportation & Public Works Department and should meet at least quarterly.

GOALS OF THE PERMANENT BAC:

- Advise on policy implementation
- Provide comment on projects under design
- Develop and implement strategies that advance the goals of the Dallas Bike Plan

AMENDING THE BIKE NETWORK

Annually, City staff should review and process requested amendments to update the Bike Network and ensure it reflects the latest project limits, alignments, and proposed facility types. The process for amending the network is:

- Staff accepts amendment requests from internal and external parties through a formal process.
- At end of the year, staff publishes a list of amendments requests received and their recommendation status (approved, approved with modifications, or denied).
- Recommendations will also be posted online for public comment.
- BAC will provide guidance on objections received from public comment to the recommendations and staff will make changes to the network as needed.
- City council committees will be briefed on amendments.
- Amendments will be provided to City Council for consideration and adoption via resolution.

Action Items & Performance Measures

By defining actionable steps and measurable benchmarks, the City can ensure consistent progress toward building a safe, comfortable, and connected bike network. These performance measures serve as key indicators of success, helping City staff and stakeholders track advancements, identify areas for improvement, and adapt strategies as needed. These action items were identified as the priority areas for improvement and are intended to be implemented in the next five years.

GOAL 1
Build Network

12 Total Action Items

- 2 action items related to City standards and manual updates
- 3 action items related to community and staff education
- 7 action items related to building out the network

GOAL 2
Maintain Network

7 Total Action Items

- 4 action items related to maintenance
- 1 action item related to enforcement
- 1 action item related to manual updates
- 1 action item related to education materials

GOAL 3
Increase Biking

16 Total Action Items

- 1 action item related to measuring bicycling
- 2 action items related to building the network
- 3 action items related to funding
- 3 action items related to promoting bicycling
- 3 action items related to bike parking
- 4 action items related to education

GOAL 4
Bike Safety

6 Total Action Items

- 1 action item related to implementation
- 1 action item related to code updates
- 1 action item related to training
- 3 action items related to evaluation

GOAL 5
Equitable Implementation

2 Total Action Items

- 1 action item related to outreach
- 1 action item related to implementation

CHAPTER 1

INTRODUCTION

Introduction

As Dallas continues to grow and evolve, the Dallas Bike Plan envisions a city where residents of all ages and abilities can safely and comfortably choose bicycling as a viable option for commuting, recreation, and exploring the city.

WHY SHOULD DALLAS ADVOCATE FOR BICYCLING?

Environmental Sustainability

Bicycling is the most environmentally friendly form of transportation other than walking, and bicyclists can travel four times further than pedestrians in the same amount of time. Bicycling can be a time-competitive alternative to driving or taking transit for short trips (three miles or less), which account for 40% of trips in Dallas. Research has shown that if you build connected, high-comfort bike facilities, people will bike more, and getting more people to bike would reduce greenhouse gas emissions in support of the Comprehensive Environmental and Climate Action Plan (CECAP).[1]

Safety

Streets that are designed for bicyclists offer safety benefits to pedestrians and motorists by encouraging slower travel speeds and increasing the amount of separation between people on the sidewalks and vehicles. These are key components of the Safe Systems Approach that the City needs to embrace to achieve the Vision Zero goal of eliminating traffic fatalities and reducing severe injuries by 50%.

Equity

Expanding mobility options expands access to opportunity. After walking, bikes are the cheapest way to get around; therefore, adding bike facilities can increase access to opportunities for the City's lowest-income residents or those without access to a driver's license.

Economic Vitality

Many corporations looking to relocate their headquarters demand alternative modes of transportation like bike lanes. With a growing population comes increasing traffic. While bike lanes are unlikely to decrease current traffic congestion, if current and future residents opt to replace car trips with alternative modes like bicycling, it can mitigate increasing congestion and facilitate continued economic growth. Additionally, four decades of research (32 articles) has shown that the fear that bike lanes will negatively impact a business' bottom line is unfounded.[2]

Housing

People that want lower housing prices should advocate for bicycling. Driveways and garages are not only expensive, but they take up a lot of land; so, housing that is built without them is cheaper to build. Housing built without parking must be built in tandem with alternative modes of transportation, as economies without adequate mobility can stagnate.

Fiscal Responsibility

Bike lanes are a lot cheaper to build than new vehicle travel lanes, and one bike lane has the potential to move a lot more people than one travel lane. (And no, people who are bicycling are not paying a gas tax; but most of Dallas's streets are not funded by the gas tax. They are funded by property taxes and sales taxes).

Health

People that bike have been shown to have healthier knees, improved cardiovascular health, and may live longer.[3,4] Bicycling is a low-impact way for adults to exercise after their joints can no longer take the pounding of jogging. Despite the inherent risks tied to bicycling in car-oriented cities, studies have shown that the health benefits of bicycling to an individual outweigh the risks 9 to 1, even when accounting for higher exposure to air pollution and risk of traffic collisions.[5]

1 *Monsere, C., et. al. (2014) Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S. NITC-RR-583. Portland, OR: Transportation Research and Education Center (TREC), 2014. http://dx.doi.org/10.15760/trec.115*

2 *Rogers, A. (2024, Mar 7). Bike Lanes are Good for Business. Business Insider. Retrieved from https://www.businessinsider.com/bike-lanes-good-for-business-studies-better-streets-2024-3*

3 *Lo GH, et. al. (2024). Bicycling over a Lifetime Is Associated with Less Symptomatic Knee Osteoarthritis: Data from the Osteoarthritis Initiative. Med Sci Sports Exerc. 2024 Sep 1;56(9):1678-1684. doi: 10.1249/MSS.0000000000003449.*

4 *Ried-Larsen M, et. al. (2021). Association of Cycling With All-Cause and Cardiovascular Disease Mortality Among Persons With Diabetes: The European Prospective Investigation Into Cancer and Nutrition (EPIC) Study. JAMA Intern Med. 2021 Sep 1;181(9):1196-1205. doi: 10.1001/jamainternmed.2021.3836.*

5 *de Hartog, Jeroen Johan; Boogaard, Hanna; Nijland, Hans; Hoek, Gerard. 2010. Do the Health Benefits of Cycling Outweigh the Risks? Environmental Health Perspectives. https://www. ncbi.nlm.nih.gov/pmc/articles/PMC2920084/*

Achievements Since the 2011 Plan

The Dallas Bike Plan, first developed in 1975 and last updated in 2011, has been the City's guide for implementing a system of on- and off-street bike facilities.

When the 2011 plan was adopted, only one street in Dallas, Bishop Avenue, had dedicated bike lanes. The City was far behind its peer cities in Texas and across the country in implementing a high-comfort bike network, and hadn't yet experienced the challenges that would come with maintaining such a network. Nevertheless, the plan recommended a vast network of 833 miles of on-street bike facilities and 456 miles of off-street facilities, and that it be implemented by 2021. In the 10 years since the adoption of the 2011 Plan, the City has made progress: today, there are 89 miles of on-street bike facilities and 115 miles of off-street linear trails/shared-use paths. However, we are far from the goal set by the *2011 Dallas Bike Plan*.

Over the past several decades, a shift in thinking away from the "bicycle as a vehicle" teachings of the past has been occurring in Dallas and across the nation. This previous framework taught that bicyclists were supposed to operate like a motor vehicle, but this limited bicycling to people who were highly trained, fit, and daring enough to "do battle" with motor vehicles on busy roads. It rarely led to any increase in bicycling. Getting more people on bikes requires safer and more comfortable bicycling conditions designed for all ages and abilities, or for people that are "Interested but Concerned." Bike facilities that are comfortable for all ages and abilities are often physically separated from motor vehicles or are located on very low-speed, low-volume streets. While the *2011 Dallas Bike Plan* was the first plan to recommend dedicated on-street bike facilities, it failed to identify a target design user (e.g., Interested but Concerned, All Ages and Abilities) or the types of bike facilities that are appropriate in different contexts. This was likely a contributing factor to the implementation of many miles of "shared roadway, or "sharrow" facilities after the plan's adoption that benefit only those bicyclists already confident enough to operate like a vehicle.

It was time for a reassessment of the vision for bicycling in Dallas and the type of bike network, policies, and action items that would be needed to get us there. Rooted in an analysis of previous and related plans and policies, existing conditions, public input, and feasibility, the updated Dallas Bike Plan builds on past progress while addressing current challenges and opportunities.

PLANS AND POLICY DOCUMENTS REVIEWED

City of Dallas Thoroughfare Plan (1993, As Amended)

2011 Dallas Bike Plan (2011)

Dallas Complete Streets Design Manual (2016)

The 360 Plan (2017)

Dallas Development Code Dallas Street Design Manual (2019)

Dallas Comprehensive Environmental and Climate Action Plan (CECAP) (2020)

Connect Dallas Strategic Mobility Plan (2021)

Vision Zero Action Plan (2022)

Mobility 2045 Update (NCTCOG Long Range Transportation Plan – 2022)

Dallas Racial Equity Plan (2022)

ForwardDallas 2.0 – Comprehensive Plan (2024)

The New North Star

In consultation with City Council, the BAC, and the TAC, the following vision and goals were established for bicycling in Dallas. The policies, action items, and performance measures in this plan were shaped to support the vision and goals, and future decisions should be made with the vision and goals as the guiding north star.

VISION

We aspire to a multi-modal Dallas that has a **bike system for All Ages and Abilities** connecting people to the places they want to go. We envision **more people traveling by bike** or other micromobility devices for short trips.

GOALS

1. **Build** a safe, comfortable, and connected All Ages and Abilities Bike Network
2. **Maintain** the integrity and usability of bike facilities
3. **Increase** bicycling in Dallas in support of the Comprehensive Environmental & Climate Action Plan
4. **Improve** safety for bicyclists
5. **Equitably** implement bike facilities in all areas of the city

The following chapters explain the methodology that went into developing the recommended Bike Network, introduce the recommended Bike Network and its components, and detail the implementation policies and action items that will need to be pursued to fully realize the vision and goals for bicycling in Dallas.

CHAPTER 2

METHODOLOGY

for Developing the Bike Network

Methodology for Developing the Bike Network

The development of the Bike Network was rooted in a thorough understanding of existing conditions that shape it, a foundation of strong stakeholder collaboration, and an effective framework for project implementation and assessment.

The Bike Network is informed by a comprehensive analysis of factors such as Level of Traffic Stress, Safety, Active Trip Demand, Equity, Public Health, and Existing Bike Facilities. These inputs were utilized to develop a bike network that serves destinations and neighborhoods across the city. The process of updating the plan involved an inclusive approach to public engagement which integrated a wide range of perspectives, concerns, and opportunities for collaboration. This multi-pronged process resulted in a bike network that enhances safety, creates new connections, and expands access for bicyclists of all ages and abilities.

Detailed explanations of the three critical components—***Existing Conditions Analysis, Feasibility Analysis, and Public Engagement***—are provided in the following sections.

Existing Conditions Analysis

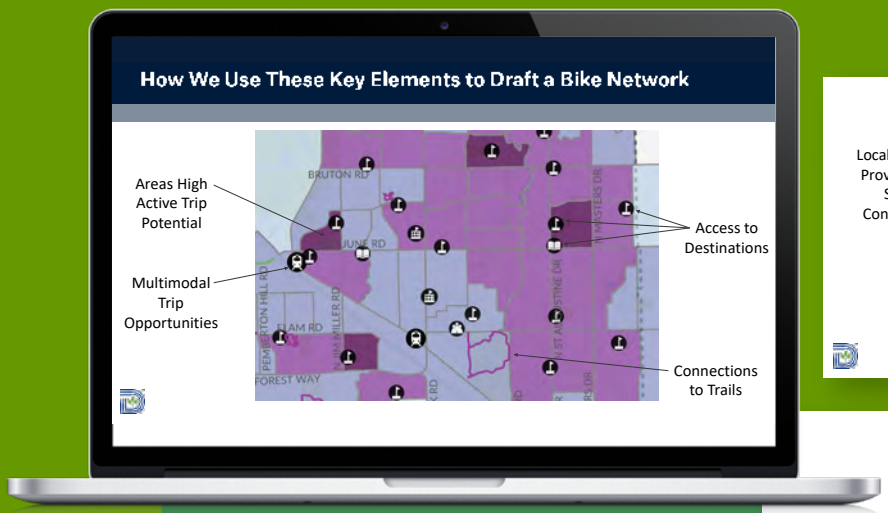
Feasibility Analysis

Public Engagement

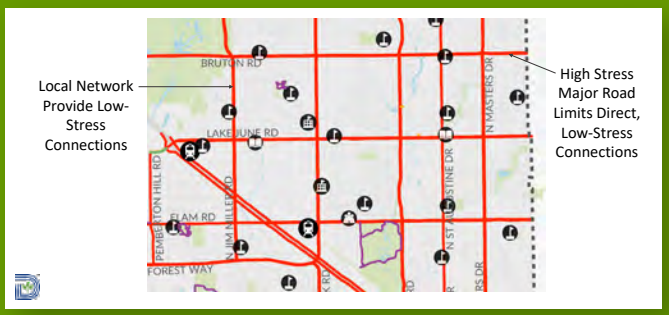
2.1

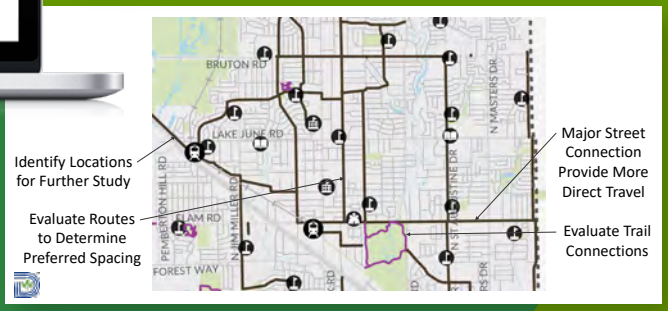
Existing Conditions Analysis

Development of the update to the Dallas Bike Plan began with an evaluation of the existing bike facilities and roadway characteristics (e.g., width, speed, traffic volumes), LTS, crash history, active trip demand, equity, public health, and connections to other transportation facilities. The following sections provide an overview of the existing conditions analysis. The full Existing Conditions report can be found in Technical Report 1.

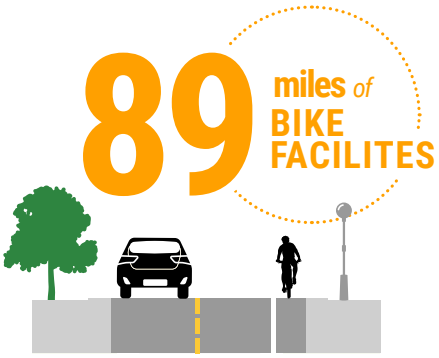


Presentation given to the public about how the City uses ***key elements*** to draft a bike network





Existing Bike Facilities



As of January 2025, Dallas's existing bike facilities include 89 miles of on-street bikeways, alongside 115 miles of existing paved off-street linear trails (trails that are predominantly 10-foot wide or more and connect from one area to another, as opposed to circle within a park). The existing routes are predominantly located in Central, North Central, and Northeast Dallas, which collectively house 59% of the on-street facilities. In contrast, the South Central, Southeast, and Southwest areas only make up 30% of the city's bike facilities, highlighting significant connectivity and accessibility challenges for residents in southern Dallas. Currently, many on-street bikeways rely on shared lane pavement markings, known as sharrows, which are referred to as "Bike Routes" in this document. However, Bike Routes are no longer considered suitable for future bike network expansion, as they leave bicyclists feeling less comfortable due to the lack of protection or separation from higher vehicle speeds or volumes.

SHARROWS

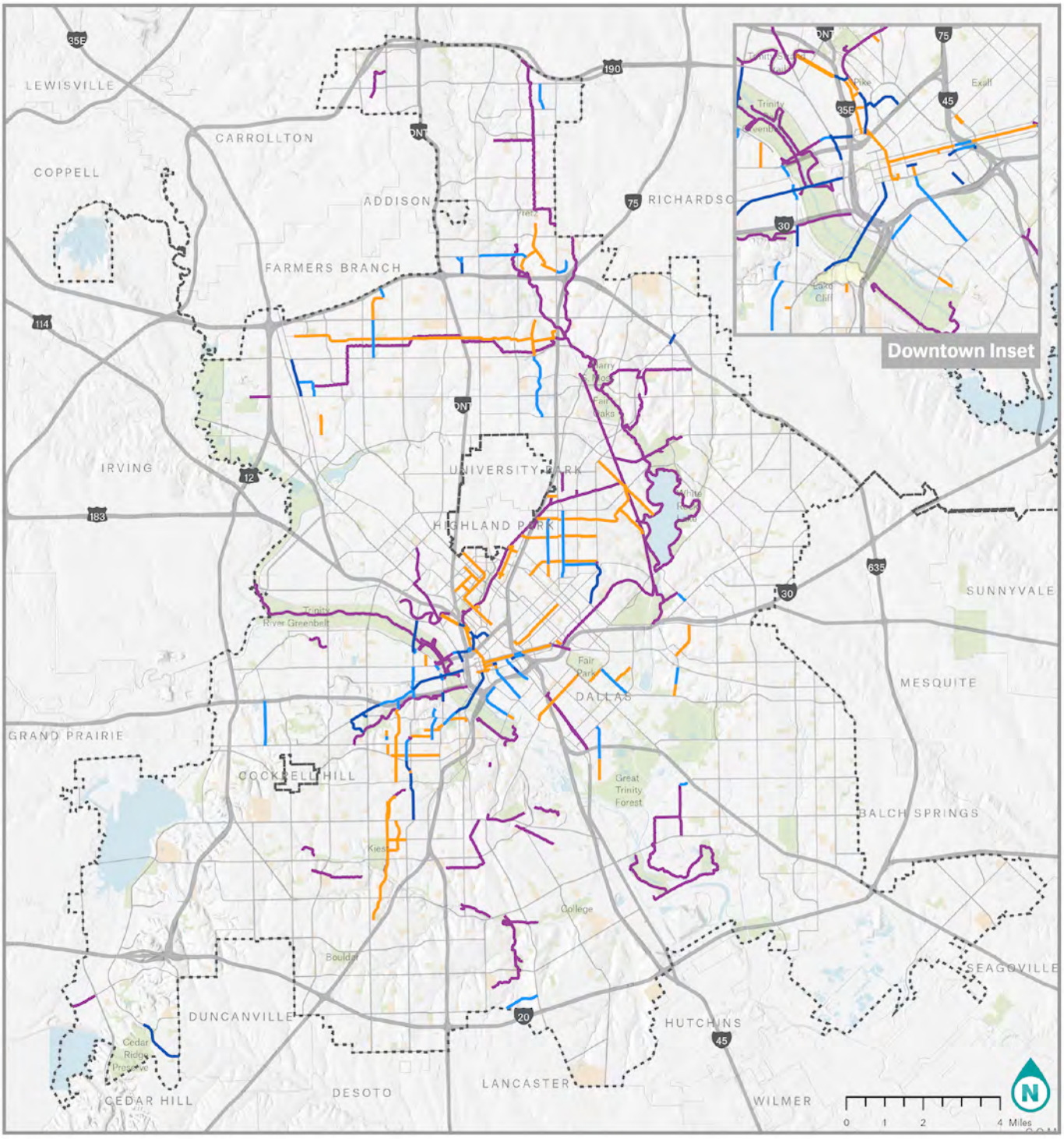
Sharrows are most effective on low speed, low volume streets, but do not offer the bike rider the comfort of a dedicated space separate from the motor vehicle travel lane.

Historical fiscal, political, and physical barriers and challenges have limited the ability for the City to construct a cohesive, high-quality bike network in Dallas. Historical funding limitations and lack of political momentum have left some projects incomplete or unfunded. Existing gaps have been left unconstructed due to increased costs of designing and constructing safe and comfortable facilities in challenging areas, such as grade-separated or high-speed roadways (e.g., I-30, I-35E, Harry Hines Blvd.), or even natural features like the Trinity River or White Rock Lake.

The Dallas Bike Plan aims to address these gaps through a comprehensive approach that includes a geographically distributed Bike Network, policy and regulatory recommendations, funding and implementation strategies, revised design standards, guidance for project review, and criteria for prioritizing network improvements.

The analysis identified that the emerging network of paved trails, if connected and supported by new routes, could enable new connections to many disconnected neighborhoods, supporting regional and even inter-city travel. These separated trails appeal to the approximately 50% of residents who are "interested but concerned" about bicycling, as they prioritize safety and comfort.

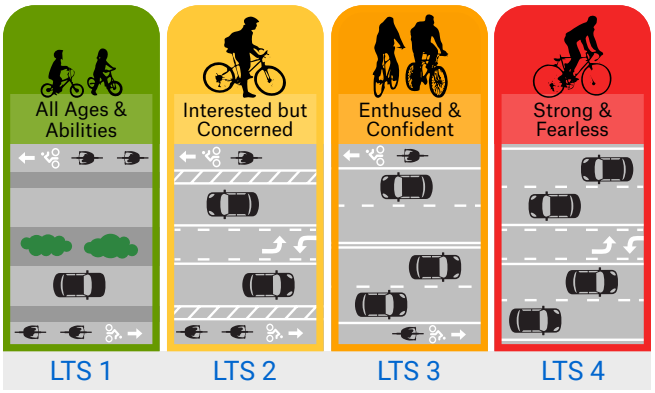
Figure 2.1 Existing Bike Facilities



Level of Traffic Stress

The Level of Traffic Stress (LTS) scoring system rates roadways based on conditions affecting bicyclist comfort, such as speed limits, lane width, and dedicated bike space.[1] Roadways with fewer motor vehicle lanes, lower speeds, and greater bike separation yield lower stress scores (LTS 1 or 2), while higher-speed, high-volume roads score higher (LTS 3 or 4), indicating less comfort for bicyclists. A map showing the City's LTS designations is shown on the next page with additional information in the Existing Conditions Technical Report.

The extensive network of low-stress local roadways—comprising over 65% of Dallas's street network—can provide access to local destinations if supported by bike infrastructure. By introducing Neighborhood Bikeway or Visually Separated Bike Lane elements such as improved intersections, traffic calming measures, and enhanced signage and striping, the City can create a safer and more comfortable environment for bicycling. This approach builds on the successful Vision Zero strategies in urban areas across the country.



Higher-stress corridors require enhanced treatments, such as Physically Separated Bike Lanes or Trail/Shared Use Paths, to improve safety and comfort.

This analysis focuses on designs that maximize separation and protection. In turn, the prioritization process emphasizes creating a low-stress network using low-volume roads, allowing for quicker and more accessible implementation, particularly in equity-priority areas.

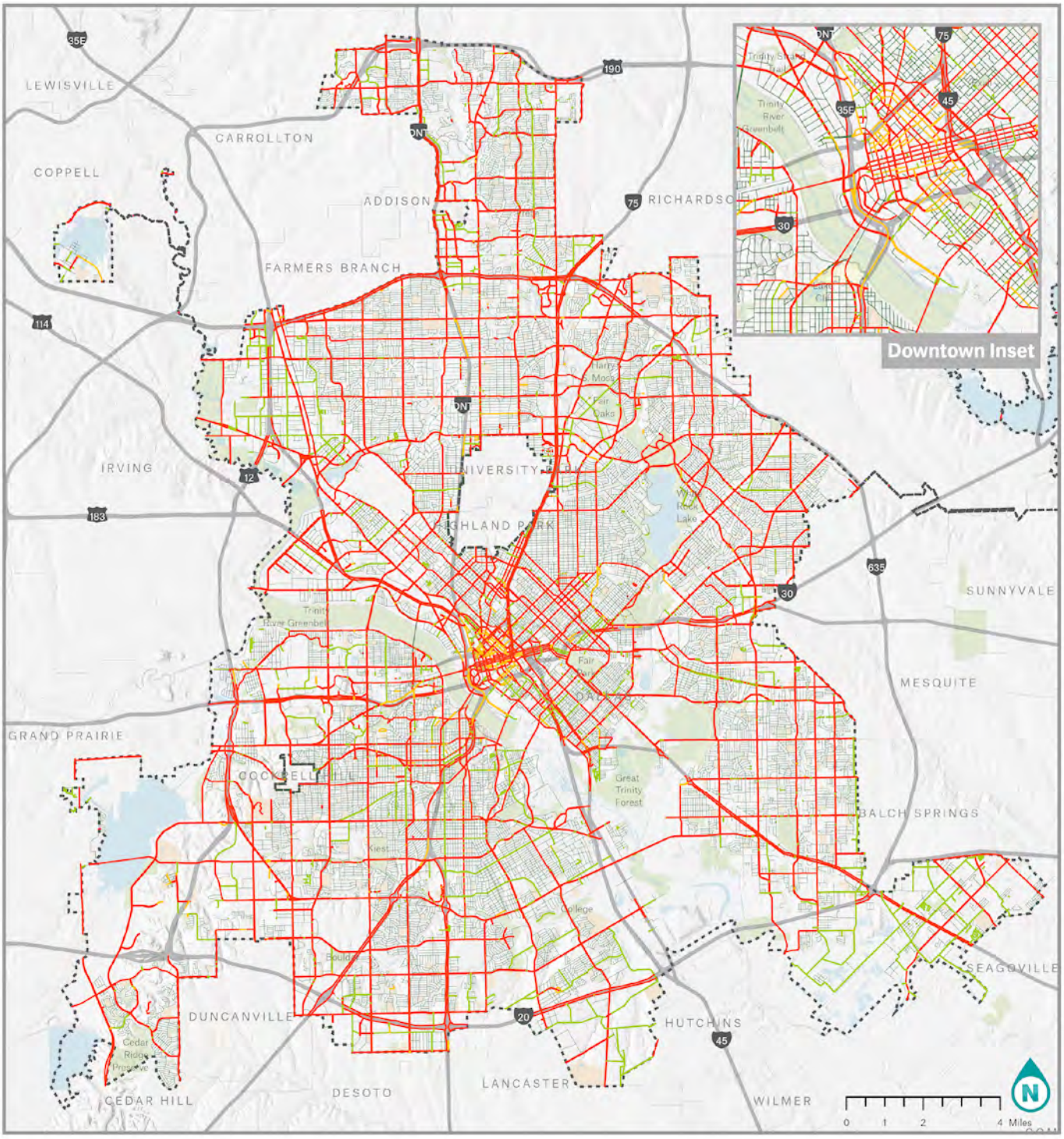
Example of LTS scoring for roadways with visually separated bike lanes.

		Posted Speed Limit						
Number of Lanes	**Effective ADT**	**<20mph**	**25mph**	**30mph**	**35mph**	**40mph**	**45mph**	**50+mph**
Unlaned 2-way street (no centerline)	0-750	1	1	2	2	3	3	3
	751-1500	1	1	2	3	3	3	4
	1501-3000	2	2	2	3	4	4	4
	3000+	2	3	3	3	4	4	4
1 thru lane per direction (1-way, 1-lane street or 2-way street with centerline)	0-750	1	1	2	2	3	3	3
	751-1500	2	2	2	3	3	3	4
	1501-3000	2	3	3	3	4	4	4
	3000+	3	3	3	4	4	4	4
2 thru lanes per direction	0-8000	3	3	3	4	4	4	4
	8001+	3	3	4	4	4	4	4
3+ thru lanes per direction	Any	3	3	4	4	4	4	4

Source: Washington State Department of Transportation Development Division Design Bulletin #2022-01

1 The LTS analysis utilizes data provided by the City of Dallas and relies on the accuracy of attributes within the available dataset. Given the complexity of a city-wide dataset, the results of this analysis should be used a framework to guide further review and provide insight into recommended facilities. As this data is used to develop recommendations in subsequent stages of the Plan, further review may be required to confirm that roadway attributes are accurate.

Figure 2.2 Level of Traffic Stress



Safety

Safety trends reveal that a majority of the most severe or fatal bike collisions occurred on streets without clearly marked or designated bike facilities. This emphasizes the need for significantly expanding the bike network through a well planned approach that includes the construction of dedicated bike facilities.

According to the City's Vision Zero Action Plan, just one percent of city streets account for 38% of fatal or severe injury collisions involving a person biking. Using data from TxDOT's Crash Records Information System (CRIS) from 2014 to 2019, the Dallas Bike Plan considered the locations of bike-involved collisions throughout Dallas, focusing on locations with a higher frequency of collisions as well as collisions resulting in a severe injury or fatality. Overall, this data showed 661 bike-involved collisions, including 14 fatalities and 108 severe injuries.

In addition to crash data, this analysis examined the City's Vision Zero Action Plan's Bike High Injury Network (HIN) to further focus on areas that had high percentages of bike-involved fatalities and severe injuries. A map showing the location of bike-involved fatal and severe injury crashes in relation to the City's Bike HIN is on the next page.

The HIN is largely concentrated along major roadways. While a large proportion of bike-involved fatalities and severe injuries occurred on HIN roadways, over half were located outside of the HIN. With nearly 60 miles of the HIN, the Bike Plan directly calls for bike infrastructure on 12 of those miles. However, 94% of the HIN will be within a quarter mile of the proposed Bike Network. This means that nearly all of the HIN networks will have an alternative route providing safer connections to destinations across the city.

HIGH INJURY NETWORK (HIN)

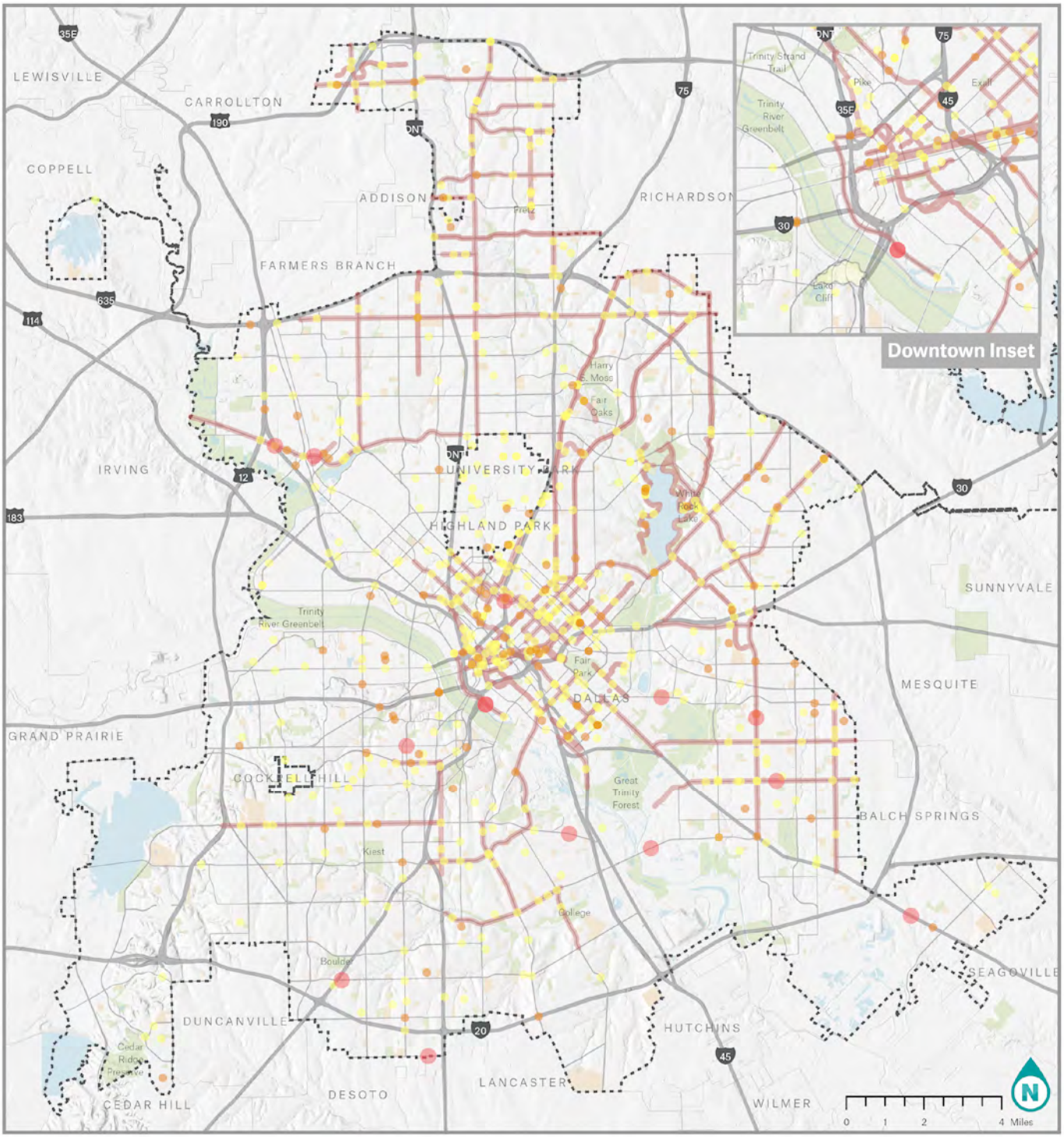
A HIN represents portions of the roadway network where there is a high frequency of more severe crashes.

94%

*of the HIN is within a quarter mile of the proposed Bike Network. Nearly all of the HIN will have a **parallel route providing safer connections to destinations across the city.***

Most severe or fatal bike collisions occur on streets without clearly marked or designated bike facilities.

Figure 2.3 Safety - Bike Collisions 2014-2019

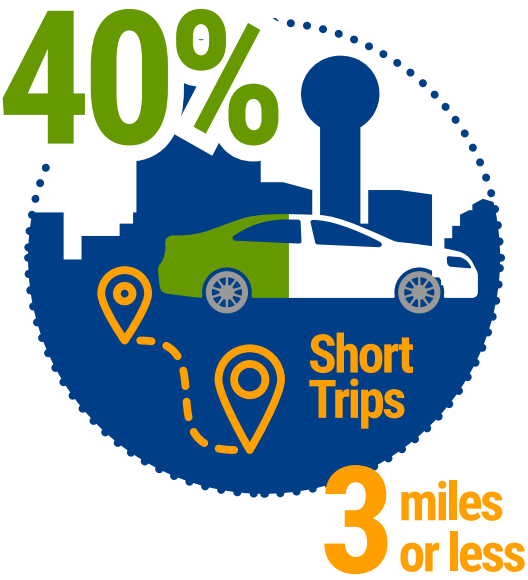


Active Trip Demand

Many trips that residents take in Dallas are less than 3 miles in length. If there was a comfortable and connected bike network, research shows that these trips have a higher likelihood of replacing motor vehicle trips as bike trips. To understand the latent demand for bicycling, an active trip demand analysis was performed. Areas with the most potential for active trip demand in the city were where most trips are three miles or less in length, or what are called 'short trips' for the purposes of this analysis.[2] These trips could be completed in less than 20 minutes by bike. Additional information about the data sources used to conduct this active trip demand analysis is included in the Existing Conditions Technical Report.

Many areas of Dallas have high percentages of residents taking short trips for their daily needs, such as taking children to school, trips to the grocery store, or to local restaurants and services, as shown in Figure 2.4. In fact, short trips make up at least 40% of trips taken in most areas of the city. While many areas have a high potential for bicycling, they often lack adequate facilities or fail to provide a sufficient sense of safety and comfort given the traffic volumes. These high-potential areas are often nearest to the locations that generate those trips, such as dense urban environments or in areas adjacent to mixed-use or retail developments. However, without a safe and connected network providing these bicycling connections, people who are capable of short trips may choose to drive instead of bike.

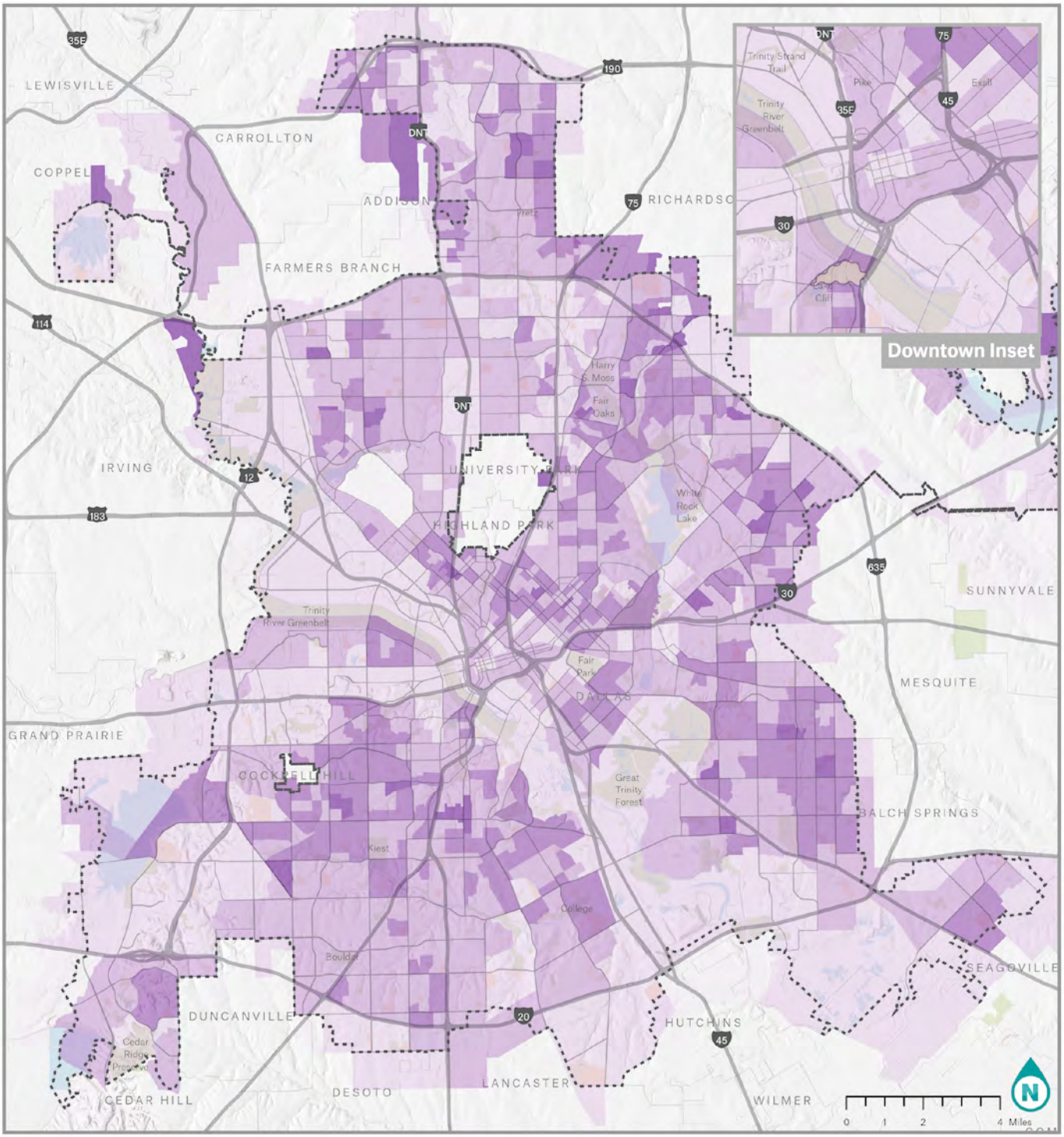
The Dallas Bike Plan aims to close gaps in the network, ensuring safer connections to popular destinations while encouraging the discovery of new ones. By reducing short car trips, the plan aligns with the *Comprehensive Environmental & Climate Action Plan's* (CECAP's) goals to expand affordable transportation options, improve air quality, and promote public health. With safe, high-quality bike infrastructure, Dallas can truly become a city of 'Mode Choices,' providing residents with diverse mobility options.



Short trips (3 miles or less) make up at least 40% of trips in most areas of Dallas.

2 Curry, Melanie, et al. "Bikes and Scooters Could Replace a Lot of Car Trips in U.S. Cities." Streetsblog California, 17 Sept. 2019, https://cal.streetsblog.org/2019/09/16/bikes-and- scooters-could-replace-a-lot-of-car-trips-in-u-s-cities/. Accessed 5 July 2022.

Figure 2.4 Active Trip Demand



Percent of Trips Less Than 3 Miles

- Greater than 60 Percent
- 50 - 60 Percent
- 40 - 50 Percent
- 20 - 40 Percent
- Less than 20 Percent

Dallas City Limits

Equity

Defining equity is a contextual exercise, and identifying disadvantaged populations may differ across communities. However, it remains a crucial step in the review of existing conditions to determine where future bike investments can best address systemic challenges more prevalent in historically under-served communities.

To establish a baseline, the equity analysis considered variables related to opportunity, accessibility, environmental justice, health, affordability (cost of living), and vulnerability. The equity analysis conducted for the Dallas Bike Plan sought to discover where people with the highest need for multimodal transportation options live. Identifying the locations of these communities has guided the prioritization of improvements, ensuring that future investments deliver benefits to areas with the greatest need.

The equity analysis used U.S. Census data at the Block Group level to identify priority areas. These equity priority areas, also defined by the City of Dallas Public Works Department in alignment with the City's Racial Equity Plan, are illustrated in Figure 2.5.

Key Equity Takeaways

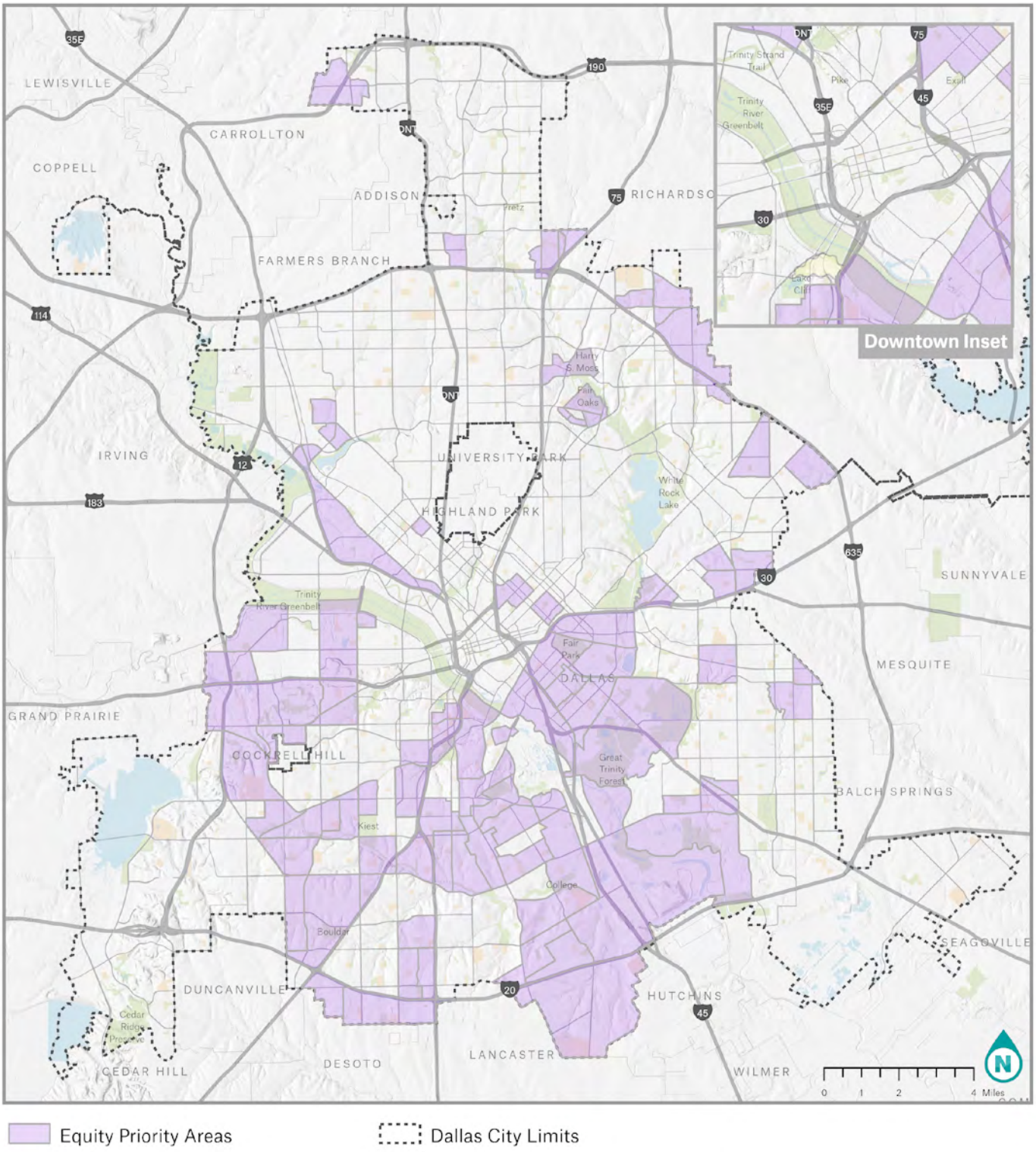
- High-need areas are primarily in southern Dallas, often near highways and physical barriers, with the highest concentrations in South Central and Southeast Dallas.
- The safety analysis shows that bike-involved fatalities and severe injuries are disproportionately concentrated in high-need areas and locations with poor health outcomes. Nearly a third of bike fatalities and severe injuries occurred in high-need areas with the poorest health outcomes, indicating a need for bike infrastructure in these under-served communities.
- Missing bike network connections to light rail in high-need areas limit the accessibility of active transportation options, impacting access to employment centers and limiting job opportunities to residents.

How the Bike Plan will Address Equity Outcomes

A safe, connected bike network transforms bicycling into a viable and important transportation option, especially for neighborhoods where many households lack access to a car and public transit options are limited. Expanding the bike network to serve priority equity areas identified in this plan not only improves access to essential destinations but also advances public health and aligns with the goals of the City's Racial Equity Plan, fostering a more inclusive and resilient Dallas.

Historically vulnerable communities were given additional consideration in the prioritization process and implementation of bike facilities to create an equitable transportation system.

Figure 2.5 Equity Priority Areas



Public Health

To gain a better perspective of the current conditions of public health across the city, two factors—the percent prevalence of coronary heart disease among adults and the location of medical facilities—were examined, as shown in Figure 2.6. The public health analysis reveals areas of the city with greater inequities in public health compared to overall equity.

How the Bike Plan Will Assist and Improve Health Outcomes

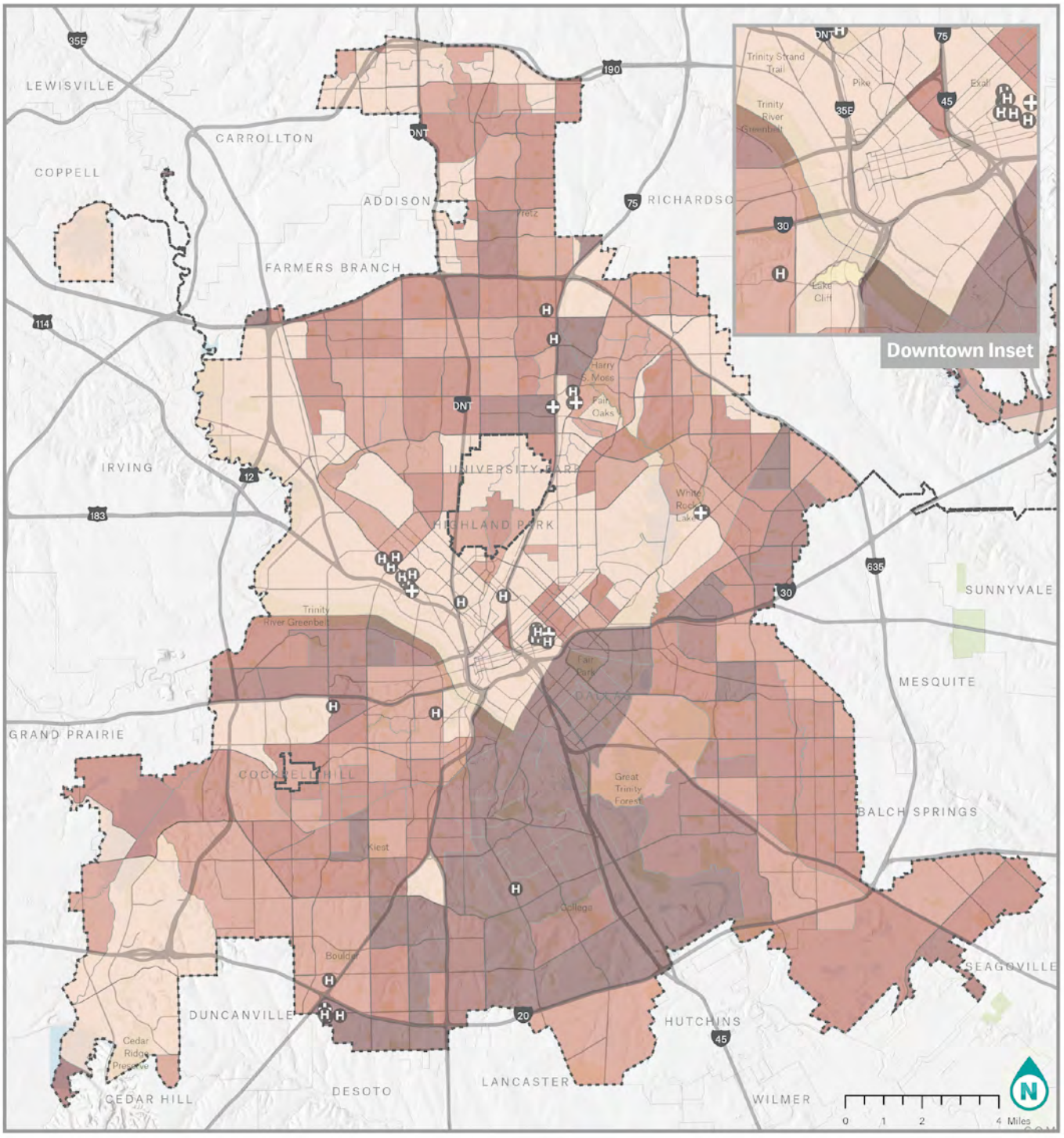
Increasing physical activity through walking or biking has been shown to lower risk of mortality and certain diseases and improve mental health and wellbeing.[3] These improvements in health also result in lower healthcare costs. Furthermore, studies have shown all road users benefit in cities with a high bicycling rate, as this enhanced level of safety for all road users has led to a lower fatal crash risk for bicyclists, pedestrians, and drivers.[4]

By being intentional with where resources are directed, the implementation of the recommendations in this plan can have a meaningful impact on public health outcomes and quality of life in Dallas.

3 Benefits, risks, barriers, and facilitators to cycling: a narrative review - PMC (nih.gov)

4 Marshall & Garrick, 2011 - https://www.cambridge.org/core/journals/environmental-practice/article/abs/research-article-evidence-on-why-bike-friendly-cities-are-safer-for-all-road-users/2C597333A1F382095574D0346DA43580.

Figure 2.6 Coronary Heart Disease Among Adults Ages 18 or Older



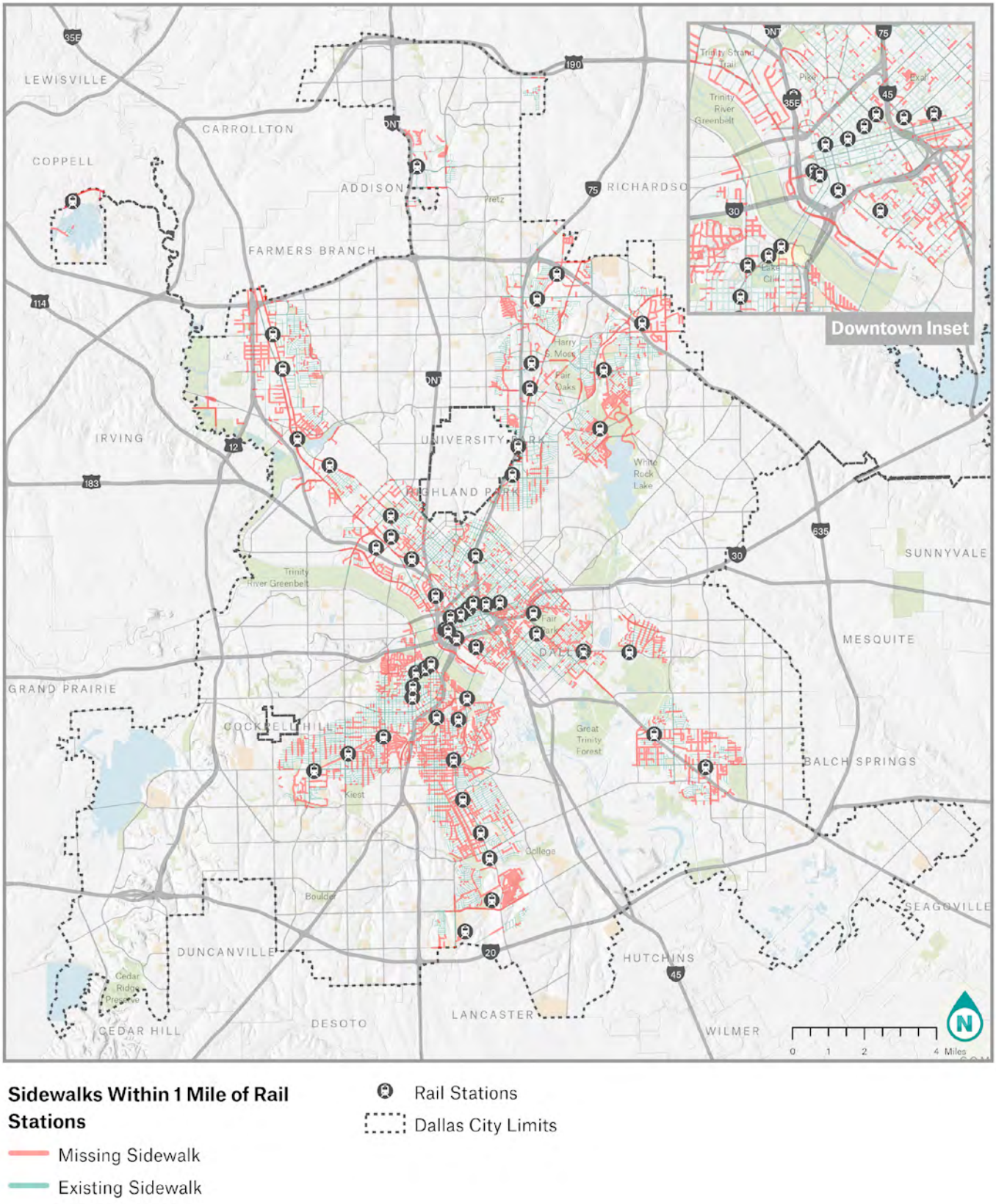
Pedestrian & Transit Multimodal Facilities

While the Dallas Bike Plan primarily focuses on developing the bike network, it also emphasizes integration with the city's pedestrian, transit, and trail networks to create a seamless multi-modal system. Gaps in sidewalk facilities and limited transit connections can make multi-modal trips challenging, especially when residents need to combine biking, walking, and public transit. Without reliable and comfortable links between these modes, residents are less likely to choose to walk, bike, or take transit.

To address this, the plan considers how bike and pedestrian networks can work together to improve access to transit stops and stations. Although it does not make specific sidewalk recommendations, the Dallas Bike Plan aligns with the City's Sidewalk Master Plan (2021) by facilitating connections that enhance multi-modal travel (Figure 2.7). This alignment helps ensure that Dallas has an interconnected network that supports safe, convenient movement across bike, pedestrian, and transit systems.

Without reliable and comfortable links between these modes, residents are less likely to choose to walk, bike, or take transit.

Figure 2.7 Multimodal Connections to Transit within One Mile



2.2

Feasibility Analysis

Upon development of the initial proposed Bike Network, a high-level feasibility evaluation was conducted to provide a cursory assessment of the proposed network's feasibility for implementation.

Bike network feasibility at a city-wide level was assessed using existing data, which identified roadway and traffic characteristics. City and TxDOT GIS data on right-of-way, surface width, traffic volume (annual average daily traffic/AADT), heavy truck percentages, roadway configuration, and speed limit were reviewed. The results of this analysis and how they influenced the development of the proposed Bike Network is included in Technical Report 3 - Project Evaluation & Funding.

The feasibility assessment consisted of the following steps and procedures to confirm the appropriateness of the proposed bike facility:

- Recommend completion of the gaps with a similar facility type to maintain consistency when biking for bike rider safety and expectation.
- Recommend extensions and enhancements to existing facilities, broadening the network coverage, linking destinations across the city.
- Confirm Neighborhood Bikeway facility types are proposed only on local (low-speed, low-volume) residential streets.
- Seek to avoid having Visually or Physically Separated Bike Lanes on streets with high numbers of single-family residential driveways, when possible. (Driveways are used as a proxy for likely demand for on-street parking).
- Seek to avoid highly congested arterial roadways if an alternative route can be identified that provides similar connectivity and directness. (Most roadways in the City of Dallas have very limited right-of-way, with insufficient space to implement dedicated bike facilities between existing curb lines and private property lines).
- Avoid bike facilities on principal arterials including TxDOT roadways. (Opportunities to implement bike facilities on those roadways should be determined as part of a comprehensive process inclusive of the environmental review process for TxDOT/federally funded projects).

Note: *As routes are designed, and before construction, further analysis of feasibility will be conducted to assess roadway and traffic characteristics.*

These more detailed studies should include, at a minimum, the following elements:

- Detailed roadway characteristics
- Characterization of existing traffic conditions
- Right-of-way information (such as as-builts, property appraiser parcel information, etc.)
- Development of the appropriate typical sections based on varying conditions, recognizing multiple may be necessary

2.3 Public Engagement

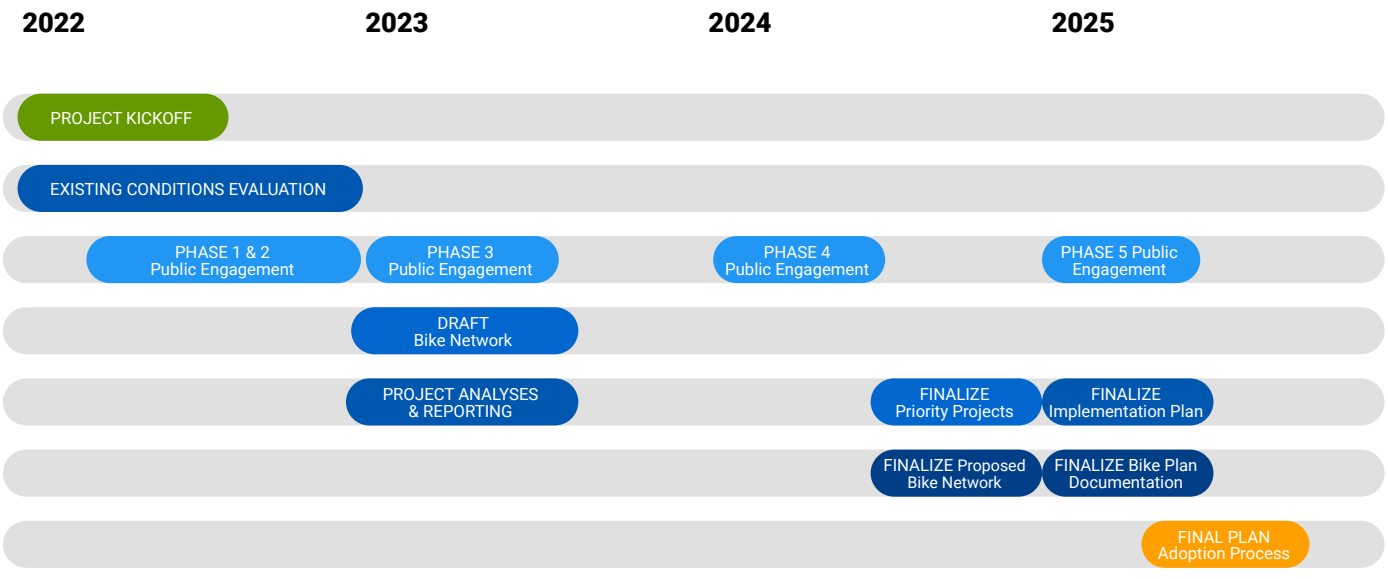
At the heart of the Dallas Bike Plan are the voices of the community it serves. Broad representation of community perspectives has ensured that this plan delivers a bike network that is safe and comfortable for a city as diverse as Dallas, that multi-modal improvements are distributed equitably across the city, and that the investment of public funds for active transportation is made with community input.

To accomplish this, the public engagement strategies used during the plan were informed by the following guiding principles:

- Create opportunities for two-way communication aimed at incorporating the views and concerns of the people of Dallas.
- Foster continuous and ongoing engagement throughout all phases of the project.
- Include varied and diverse decision-makers, stakeholders, and populations represented in Dallas.
- Provide unique opportunities for public engagement through the use of new and varied outreach tools.
- Develop detailed records to ensure that all comments and concerns have been heard and would be considered.

The Dallas Bike Plan included multiple distinct phases of public involvement and the formation of two stakeholder committees: a Bicycle Advisory Committee (BAC) and a Technical Advisory Committee (TAC).

PROJECT SCHEDULE



Public Participation Summary

Public interest in the Dallas Bike Plan was robust, as evidenced by the number of participants throughout the public engagement process. The project team provided a wide variety of ways for interested residents to participate, ranging from one-on-one discussions and virtual meetings to engaging with the interactive project website and completing various community opinion surveys.

ENGAGEMENT ACTIVITIES

PHASE I
Community Preference and Behavior Surveys

July - August 2022

- **3,200** visitors to the project website
- **3,162** responses to online surveys
- **1,823** individual comments on the proposed Bike Network (via the interactive Webmap tool)
- **22** paper survey responses
- **12** Textline conversations with a member of the project team

PHASE II
Bike Network and Prioritization Process Development

October - November 2022

- **200+** attendees at the 11 community meetings held across the City
- **115** comments regarding policy and facility type were collected
- **40+** route recommendations and comments received
- **347** votes cast in "Would You Rather" bike infrastructure game

PHASE III
Draft Bike Plan and Network Review

June - July 2023

- **464** individual comments on the proposed Bike Network (via Webmap)
- **45** individual comments on the proposed top 15 priority bike projects
- **60** individual comments on the Draft Bike Plan document
- **20** community participants at the virtual public forum event

PHASE IV
Bike Plan Validation and Targeted Location and Network Connections Feedback

May - July 2024

- **147** attendees to both the virtual and in-person events
- **164** comments provided across 5 events
- **770** individual responses to on-line surveys
- **338** individuals added to the project email notification list

PHASE V
Review of Final Draft Plan

March 2025

- **3,295** views of the project website during the comment period
- **1,069** number of times the Dallas Bike Plan was downloaded
- **717** email subscribers receiving updates on the Plan's progress during Phase V
- **349** views on March 4, the day the project site had its heaviest traffic

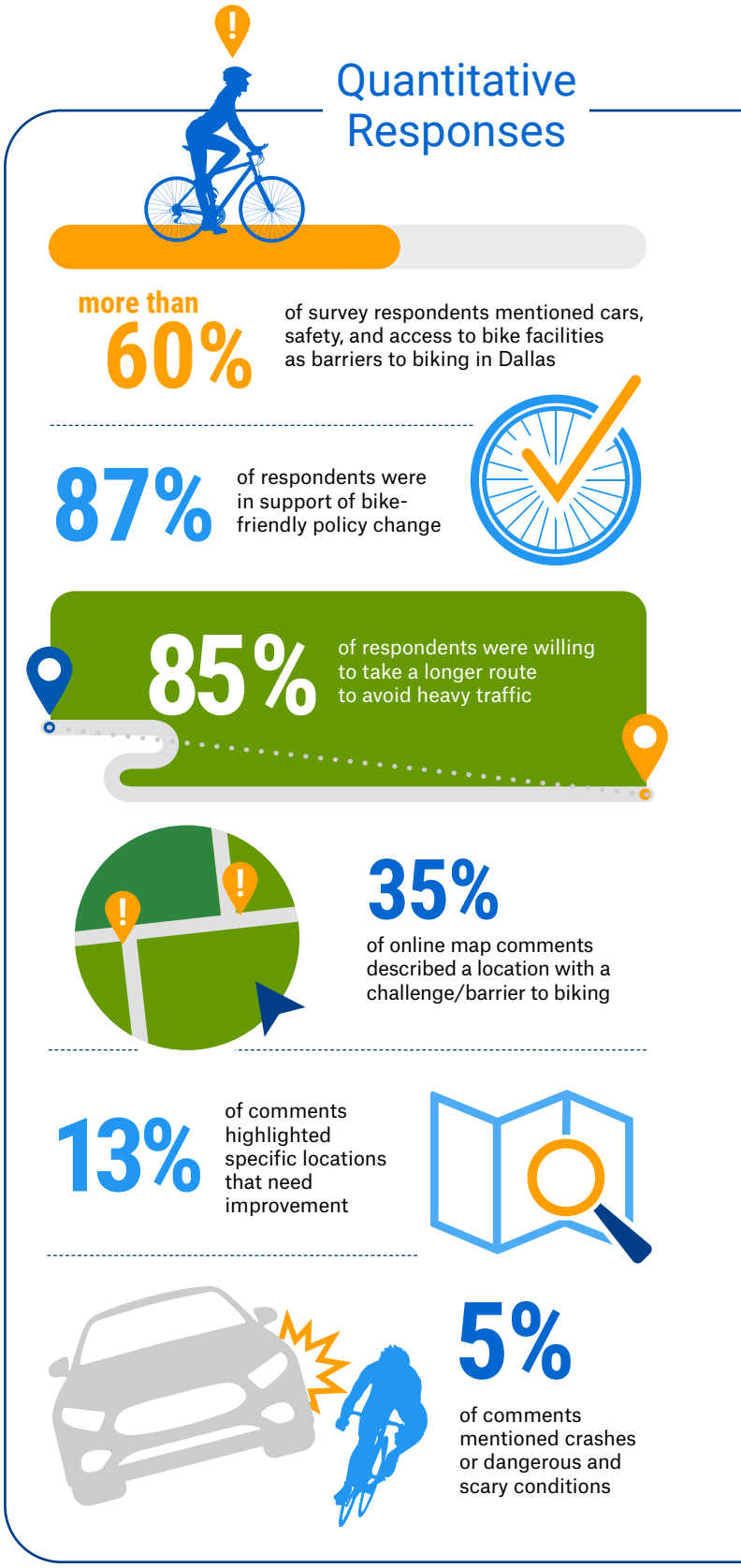
Engagement Phase I

During July 2022, the first phase of public engagement featured a three-week virtual and interactive comment collection period with a supplemental two-week paper-based survey. The survey questions focused on understanding the community's preferences and regular behavior when it comes to bicycling, their perception of what is working and what could be improved, and their general preferences for facility types. Additionally, a map of the existing bike network was provided to begin gathering location specific feedback about the quality and concerns for the existing network.

Visitors to the web-page were invited to post pins or draw routes to identify opportunities for new routes, preferred trails or facility types, or areas of conflict or barriers for cycling.

An additional round of outreach occurred in August 2022. During the second round, paper surveys were distributed to and collected from more than two dozen libraries and recreation centers to solicit additional participation across the city.

Throughout Phase I engagement, a dedicated project text message phone number via Textline was opened to create a direct line of communication between the project team and members of the public.



Phase I
Key Take-Aways

- People voiced a strong desire for separation from motor vehicles. This feedback was used to find opportunities to provide separation on high-stress roadways or to guide riders to lower-stress roadways using bike friendly improvements.
- Respondents were willing to take a longer route to avoid mixing with motor vehicles on roads with high traffic volumes. This supported the guiding philosophy of developing a low-stress network of neighborhood bike facilities.
- The BAC, TAC, and public expressed a desire for direct connections to destinations, transit, activity/employment centers, and dense residential areas to shorten bike travel times. As a result, the plan seeks to minimize the route deviations in the bike network.
- Most survey respondents said they biked only for exercise. These results emphasized the need for a comfortable, low-stress network with access to parks and trails. Furthermore, providing connections to trails will help build support for on-street bike facilities.
- A sizable group answered that they were "Interested but Concerned" and are not currently bicycling but would if there were safe and comfortable facilities available. This matches results found in the NCTCOG *2017 Bicycle Opinion Survey Report of Results*[1]: The availability of facilities would encourage more people to ride, supporting the need to expand the bike network.
- On the Webmap, in the Textline conversations, and in the written survey comments, people noted specific routes or destinations they wanted to reach by bike. Comments on specific routes or policy considerations were taken into account and directly influenced route type and prioritization scoring.

1 https://www.nctcog.org/trans/plan/bikeped/bicycle-opinion-survey

Engagement Phase II

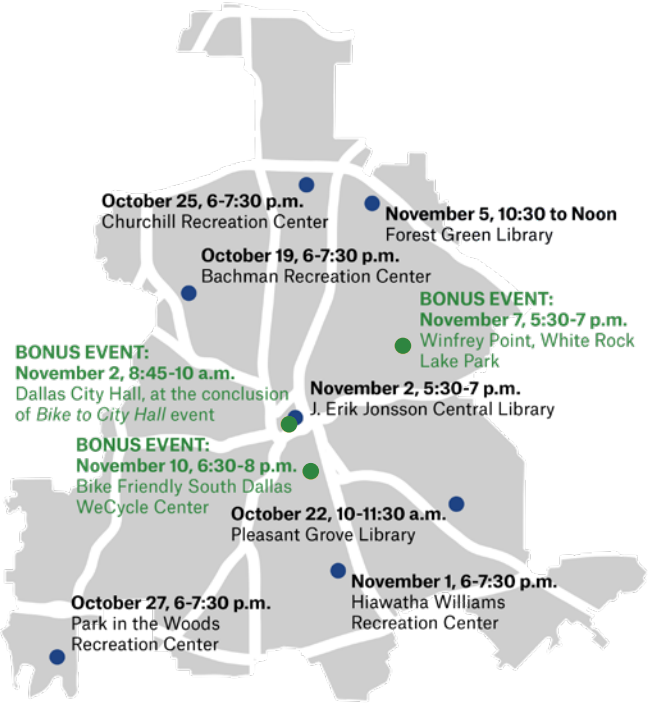
For the second phase of public engagement, in October through November 2022, engagement efforts were combined with those for ForwardDallas 2.0 to jointly host seven public meetings in the seven planning areas identified in the Dallas Strategic Mobility Plan. There were four additional ad-hoc events where the project team presented materials and solicited input at the request of residents and community leaders.

This phase of engagement sought feedback on the network development and prioritization criteria. Through open house style meetings and workshops with the public, this round of engagement provided an opportunity for the public to get involved directly in the route prioritization and policy development process.

Meeting notifications occurred through numerous channels:

- Dallas Bike Plan webpage - Materials were posted and respondents were able to provide input on the draft network.
- Social Media Advertisements - Run on City of Dallas social media channels, including Facebook, Twitter, and Instagram.
- Emails - Sent out to City-managed distribution lists, including 200+ residents and homeowners' association representatives, and persons who signed up to receive notifications via the project webpage.
- BAC and TAC - Shared notice of the engagement events and were provided with individual ads for each public meeting to post throughout the three-week open house period.
- Notices - Provided to each of the City Council offices for distribution across their email lists and social media channels.
- Planning Department - Posted advertisements on their department's social media channels, and assisted with publishing advertisements on Clear Channel digital billboards throughout the city and print ads in the water bills of all Dallas residents.

EVENTS



Attendees had the opportunity to learn about existing conditions and previous public engagement feedback, explore the proposed Bike Network, and contribute their thoughts on prioritization and decision-making regarding public right-of-way space allocation. This format facilitated valuable community input and involvement in the bike network development process, which is crucial for the success of the plan.

The final "Gamification for Prioritization & Decision-Making" station was designed to educate the public on how space is allocated and used in the public right-of-way and to gauge people's preferences for how they think space should be physically allocated between travel modes.

Phase II

Key Take-Aways

- Residents largely see the current bike network in Dallas as a system for recreational trips but not as a connected network for bike commuting.
- Unlike the first round of engagement, many participants at the meeting voted for more direct and time-efficient connections to their local destinations using Physically Separated routes.
- Responses also reflected that the current on-street network does not feel safe and that many routes would need additional separation to encourage higher ridership. Speed, separation, and driver awareness were common concerns of those interested in bicycling more.
- Comment cards and responses overwhelmingly signaled that almost all respondents were interested in bicycling more and felt that current conditions limited them.
- Whether it was to a park, a neighborhood shopping center. or school or work, most residents were clear about their desire to see increased access through policy changes and funding to create bike infrastructure.

Engagement Phase III

The third phase of public engagement was styled as a four-week virtual open house with a live, online public forum in July 2023. The Virtual Forum event provided the public with an opportunity to discuss directly with project representatives the revised Bike Network map and the draft version of the Dallas Bike Plan document.

The public had the opportunity to review and provide feedback on these through various means on the project's website including:

- The Draft Bike Network Webmap
- Survey questions addressing the draft plan document
- Survey questions addressing the top 15 priority projects
- Participation during the live Virtual Forum event

Phase III
Key Take-Aways

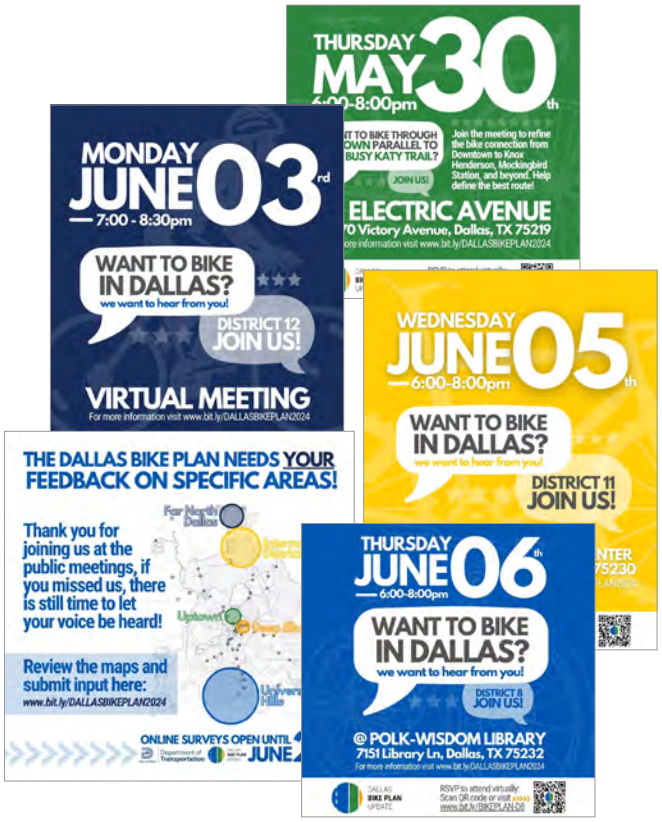
- Most comments during this phase recommended alterations to proposed routes, questions about the proposed facility type, or were statements of support for specific projects.
  - This feedback validated the Bike Network approach as most agreed that the updated network served the right areas and only needed minor adjustments to facilitate better local connections.
- Comment themes included requests for safe crossings at intersections, separated bike lanes, connections to parks and the existing trail network, traffic calming, and connections to transit stations.
- For the Draft Dallas Bike Plan document, comments included:
  - A desire for descriptions of the context and conditions for specific bike facility types
  - Need for enhanced visibility of bicyclists and the bike lanes/facilities
  - Need for ongoing maintenance of the bike facilities
  - Strong desire for improved and expanded bike facilities throughout the city

Engagement Phase IV

This phase of engagement occurred from May 2024 to July 2024. The engagement events drilled further into specific areas of the city that city council members had identified as needing further analysis or engagement. These included:

- East-west connectivity through Deep Ellum
- Alternative connections to the Katy Trail through Uptown
- All routes in District 12
- The International District area in District 11
- The University Hills/UNT Dallas and Red Bird Mall areas of District 8

Public engagement methods included district meetings, pop-up events, online surveys, and attendance at a Critical Mass Event.



Phase IV
Key Take-Aways

Key takeaways from the public participation and engagement process included:

Stakeholder Inclusion: The project team sought to raise awareness about the plan, increase knowledge about its objectives, and build support for City investment in bike infrastructure. Metrics included the number of website visitors and survey submissions.

District and System Revisions: Local knowledge was used to enhance the network within a district and citywide. This included revising maps based on local knowledge and input.

Engagement Phase V

The final phase of public engagement occurred from March 3-30, 2025 and provided a virtual platform for the community to learn about the plan development process and review a draft copy of the plan itself. Community members were asked for their opinions on the plan, and if they had any proposed comments, additions, or revisions.

During the month-long engagement period, the plan received 138 comments from 123 unique commenters—though the engagement page itself was visited by over 1,800 unique visitors during that same period. The plan itself was downloaded 1,069 times. Of the comments received, a plurality (40%) involved requests to edit the proposed bike network map, while the second largest group of comments (21%) were related to requests for enhanced improvements, a quicker timeline, or requests to alter the proposed network phasing.

Phase V
Key Take-Aways

The majority of Phase V engagement responses reinforced two important take-aways:

- **"The Devil is in the Details":** While a plurality of responses (41%) involved edits to the proposed Bike Network Map, those comments were made by groups both advocating for enhanced facility-types along the same proposed routes and by those advocating for the facilities to be placed elsewhere entirely – further proof of the need for a formal amendment process (such as the one currently proposed). Project-level engagement will also be completed as detailed designs are developed.
- **"Show Us the Receipts":** Many responses involved requests to expedite delivery of proposed facilities, to enhance the facilities currently proposed, or to increase the total number of facilities entirely. To each of these comments, the response is the same: the proposed bike network is funding-constrained, and accommodating the changes requested would require additional funding sources.

Bicycle & Technical Advisory Committees

To ensure ongoing engagement throughout the planning process, including continuity with other planning initiatives, the BAC and TAC were formed. TAC members included representatives from the City of Dallas and other intergovernmental and interagency partners. The BAC included persons appointed by each of the City of Dallas's 14 city council members, the Mayor, and three additional members appointed by City of Dallas staff to represent bike and trail advocacy groups.

The BAC and TAC members provided the project team with detailed knowledge of local bike infrastructure conditions and bike safety concerns, helping to ensure consistency of this plan with other City planning initiatives and ongoing infrastructure projects. This expertise and local experience helped verify the plan addressed local community issues and concerns about safety and equity of bike facilities. Due to the importance of the BAC and TAC work, recommendations for a permanent advisory committee to assist with the oversight and implementation of the Dallas Bike Plan can be found in Chapter 4.

Elliott Muñoz Photography

CHAPTER 3

BIKE NETWORK

3.1 Facility Types in the Bike Network

The City's Bike Network includes five distinct facility types: 1) Bike Routes; 2) Neighborhood Bikeways; 3) Visually Separated Bike Lanes; 4) Physically Separated Bike Lanes; and 5) Trails/Shared Use Paths. The plan does not recommend additional Bike Routes be installed in the future though some currently planned Bike Routes will still move forward (and are detailed in the following pages).

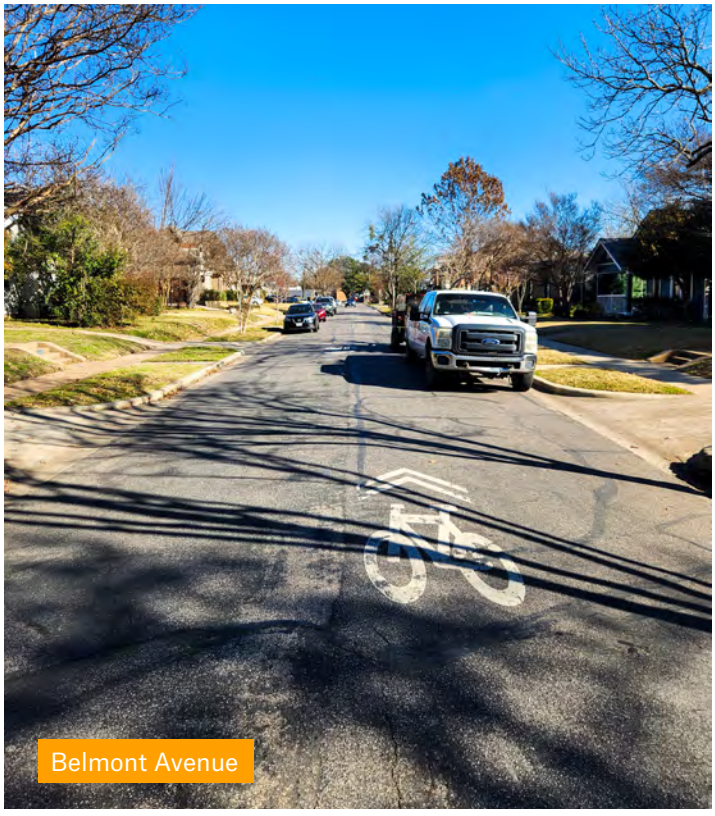
These facility types are consistent with the National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide*, and the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*. They are designed to be implemented in varying roadway conditions and contexts. Characteristics such as posted speed, traffic volume, availability of right-of-way, costs, and future maintenance requirements influence which facility type is most appropriate in a given area. Definitions and visual examples of the facility types are on the following pages. The five facility types are presented in order of level of separation from motor vehicle traffic, beginning with the facility type with the lowest level of separation and ending with the facility type with the highest level of separation.

Bike Facility Categorizations

The types of facilities that fall under the five categories of bike facilities.

	Bike Routes	Neighborhood Bikeways	Visually Separated Bike Lanes	Physically Separated Bike Lanes	Trails
Shared Lanes (Sharrows)	●				
Bike Boulevards		●			
Standard Bike Lanes			●		
Buffered Bike Lanes			●		
Parking-Protected Bike Lanes				●	
One-Way Protected Bike Lanes				●	
One-Way Raised Bike Lanes				●	
Two-Way Protected Bike Lanes				●	
Two-Way Raised Bike Lanes				●	
Trails					●

Canty Street



Belmont Avenue

BIKE ROUTES

Bike Routes are bike facilities that are indicated by signs and pavement markings, in which bicyclists share the travel lane with motor vehicles. Signage present on Bike Routes acts to remind drivers that bicyclists are permitted on the roadway, and may be present. Shared lane pavement markings can also guide bicyclists to connecting bike facilities, and may allow for a more intuitive bikeway system.

While this bike facility type is part of the existing network, it is not a facility type that is recommended for further implementation. Existing Bike Routes will be upgraded to Neighborhood Bikeways or other more comfortable facility types as funding is available.

Source: City of Denver, CO

Source: City of Austin Transportation and Public Works Department

NEIGHBORHOOD BIKEWAYS

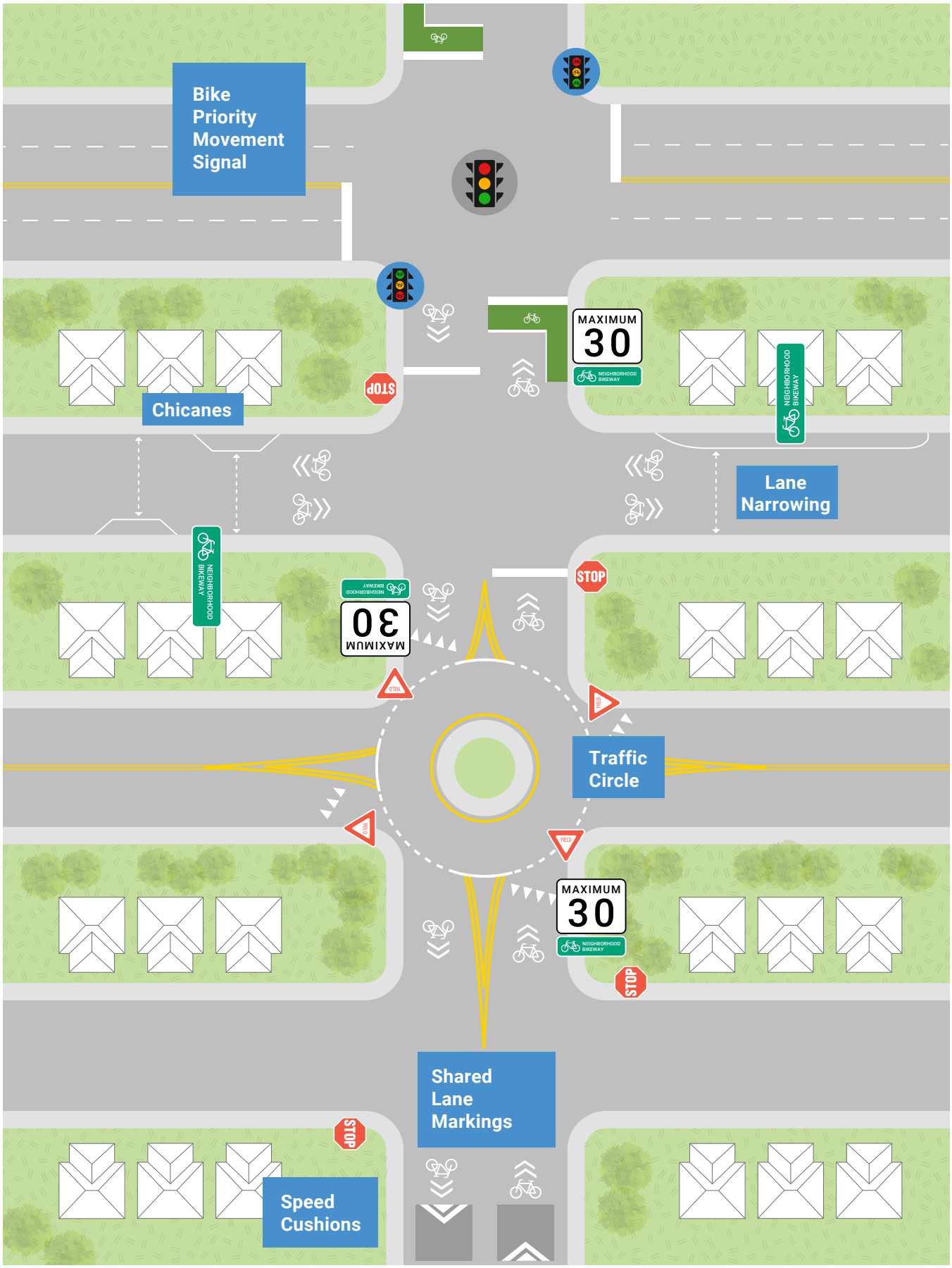
Neighborhood Bikeways combine elements of existing Bike Route facilities with additional traffic calming enhancements. These facilities are designed in a way that allows bicyclists and motor vehicle drivers to safely share roadways with lower speeds and traffic volumes. There are three distinct differences between Neighborhood Bikeways and existing Bike Route facilities:

1. Unlike Bike Routes, Neighborhood Bikeways include additional traffic calming enhancements such as speed cushions, roadway narrowing, "bulb out" curbs, flexible bollards, surface texture treatments, traffic flow diversions, and miniature traffic circles.
2. Neighborhood Bikeways are easily identifiable via extensive roadway signage and pavement markings.
3. Along Neighborhood Bikeway routes, traffic control modifications give bicyclists priority over vehicle movements at key intersections.

Neighborhood Bikeways should only be used on low volume neighborhood roadways of speeds of 30 mph or less.

Source: City of Hoboken, NJ

Neighborhood Bikeway Potential Elements



Bishop Avenue

North Polk Street

VISUALLY SEPARATED BIKE LANES

Visually Separated Bike Lanes use signage and pavement markings to clearly designate an exclusive space for bicyclists, typically on the right side of the roadway, between the travel lane and curb. Bike traffic flows in the same direction as motor vehicle traffic. The lack of physical barrier between motor vehicles and bicyclists is one of the defining features of Visually Separated Bike Lanes.

Along corridors with higher traffic speeds, or when sufficient right-of-way is available, Visually Separated Bike Lanes may include a painted buffer (typically two to five feet wide) to increase separation between motor vehicles and bicyclists.

Houston Street Concrete Separators

PHYSICALLY SEPARATED BIKE LANES

Physically Separated Bike Lanes provide a physical barrier or separation between motor vehicles and bicyclists. This can be done at the street level by adding medians, flexible bollards, barriers, or on-street parking. It can also be done at the sidewalk level, where a curb or median separates bicyclists from motorists. Physically separated bike facilities may accommodate one-way bike travel or two-way bike travel.

Abrams Road Two-Way Physically Separated Bike Lane

Katy Trail

Coombs Creek Trail

TRAILS

Trails are often called shared-use paths, as they are intended to be shared by bicyclists, pedestrians, and other non-motorized users and are located outside of the roadway, in a utility corridor, or along a waterway. Trails are some of the most popular bike facility types in Dallas, and serve as a vital recreational amenity for residents. Trails can also often serve as "bike highways" that enable longer regional journeys when possible. Trails may not be appropriate where pedestrian or bicyclist volumes are anticipated to be high. In those circumstances, it is recommended that separate facilities be provided for pedestrians and bicyclists.

3.2 Bike Network

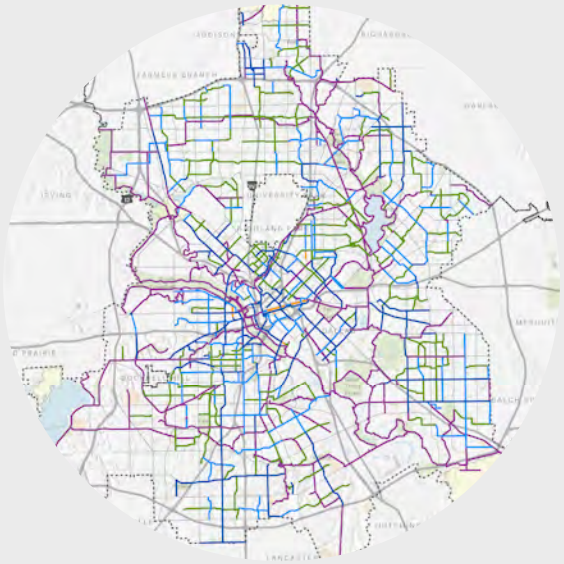
The proposed Bike Network includes 543 miles of bicycling improvements—including 179 miles of Neighborhood Bikeways, 118 miles of Visually Separated Bike Lanes, 108 miles of Physically Separated Bike Lanes, and 139 miles of Trails.

When the proposed Bike Network is fully implemented, over 82% of all residents would live within a quarter mile of a bike facility. When the network is fully implemented, 96% of equity priority area residents will be within a half mile of a bike facility. This is a substantial increase from the current coverage of 30%. This transformative shift will enhance bicycling accessibility citywide while addressing equity gaps. It would also strengthen connections to transit, enabling seamless, door-to-door multi-modal journeys for most residents.

Funding is in place for 69 miles of the proposed system at this time. It will include construction approximately 1 mile of Neighborhood Bikeways, 9 miles of Visually Separated Bike Lanes, 13 miles of Physically Separated Bike Lanes, and 46 miles of Trails within the city. Information on the funding and implementation of the Bike Network can be found in Chapter 4 of this report.

Facility Type	Existing Miles*	Funded Miles	Recommended Miles	Total Miles
Bike Routes	2.7	0.2	0.0	**2.9**
Neighborhood Bikeways	0.0	1.3	178.9	**180.2**
Visually Separated Bike Lanes	16.7	8.9	118.2	**143.7**
Physically Separated Bike Lanes	13.3	12.7	107.9	**133.9**
Trails**	115.2	45.4	138.5	**299.1**
Total Miles	**148.0**	**68.4**	**543.4**	**759.8**

**Not included in the existing mileage totals are the 6.3 miles of existing bike routes proposed to be removed, and 49.9 miles of existing Bike Routes or Visually Separated Bike Lanes proposed to be upgraded to a higher-comfort facility (as of January 2025).*
***For the purpose of this plan, Trails refers to linear trails or larger loop trails (10 feet or wider) that are intended to connect one area to another, as opposed to small park loop trails.*



543 miles

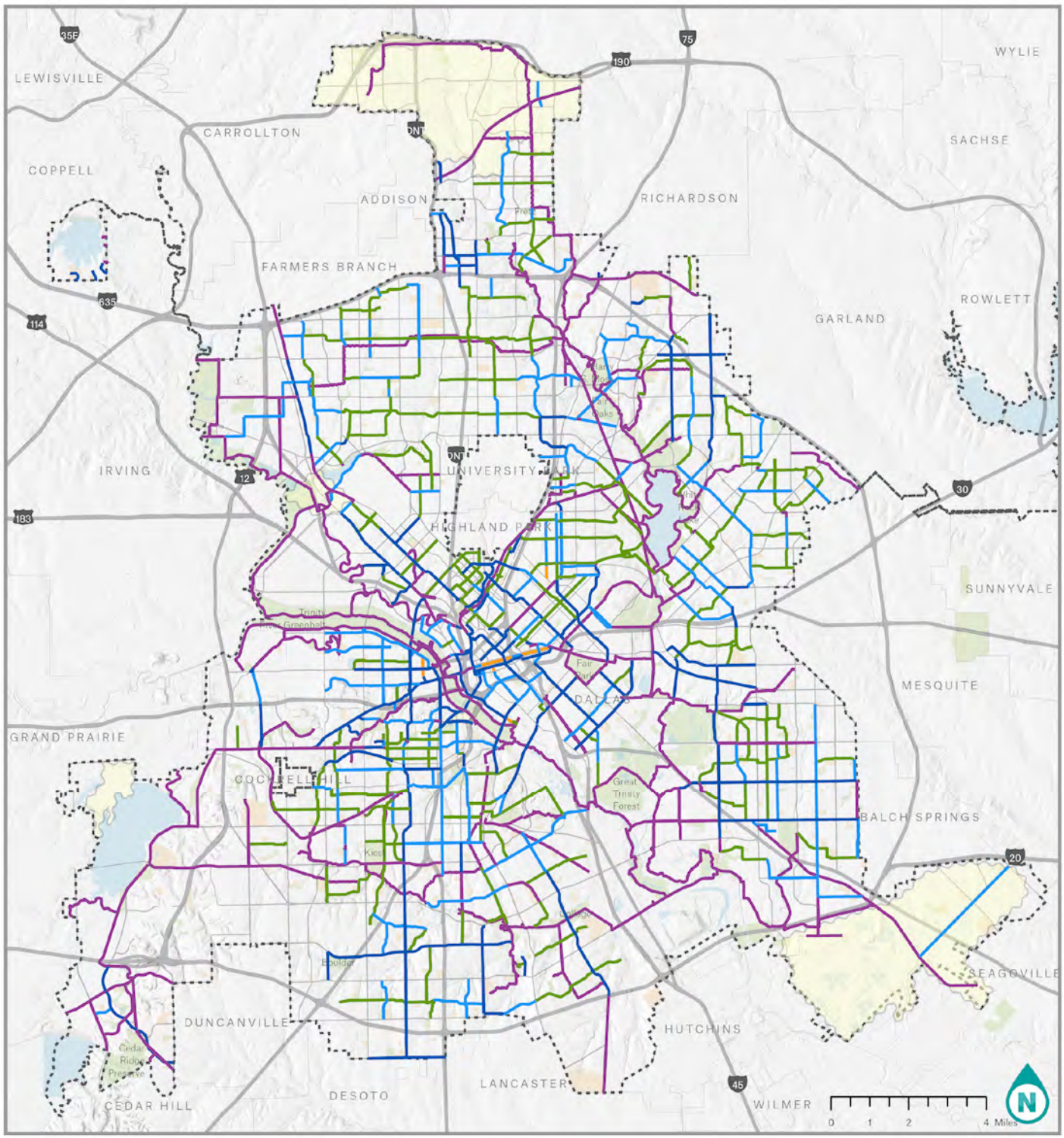
Total of Improvements or Additions to the Bike Network

179
Miles of Neighborhood Bikeways
2 *Miles of which is funded*

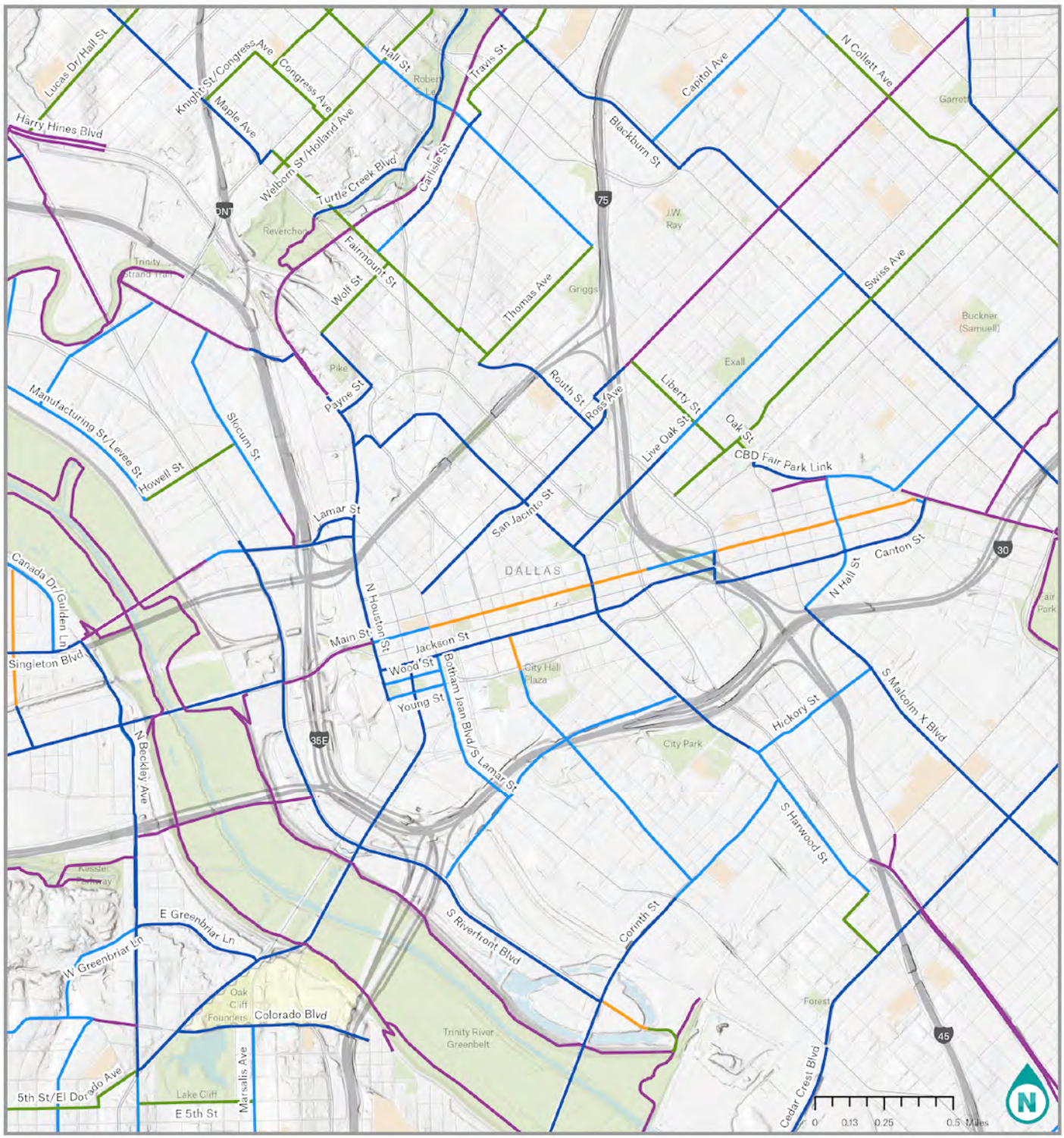
118
Miles of Visually Separated Bike Lanes
9 *Miles of which is funded*

108
Miles of Physically Separated Bike Lanes
13 *Miles of which is funded*

139
Miles of Trails
46 *Miles of which is funded*



Overall Bike Network

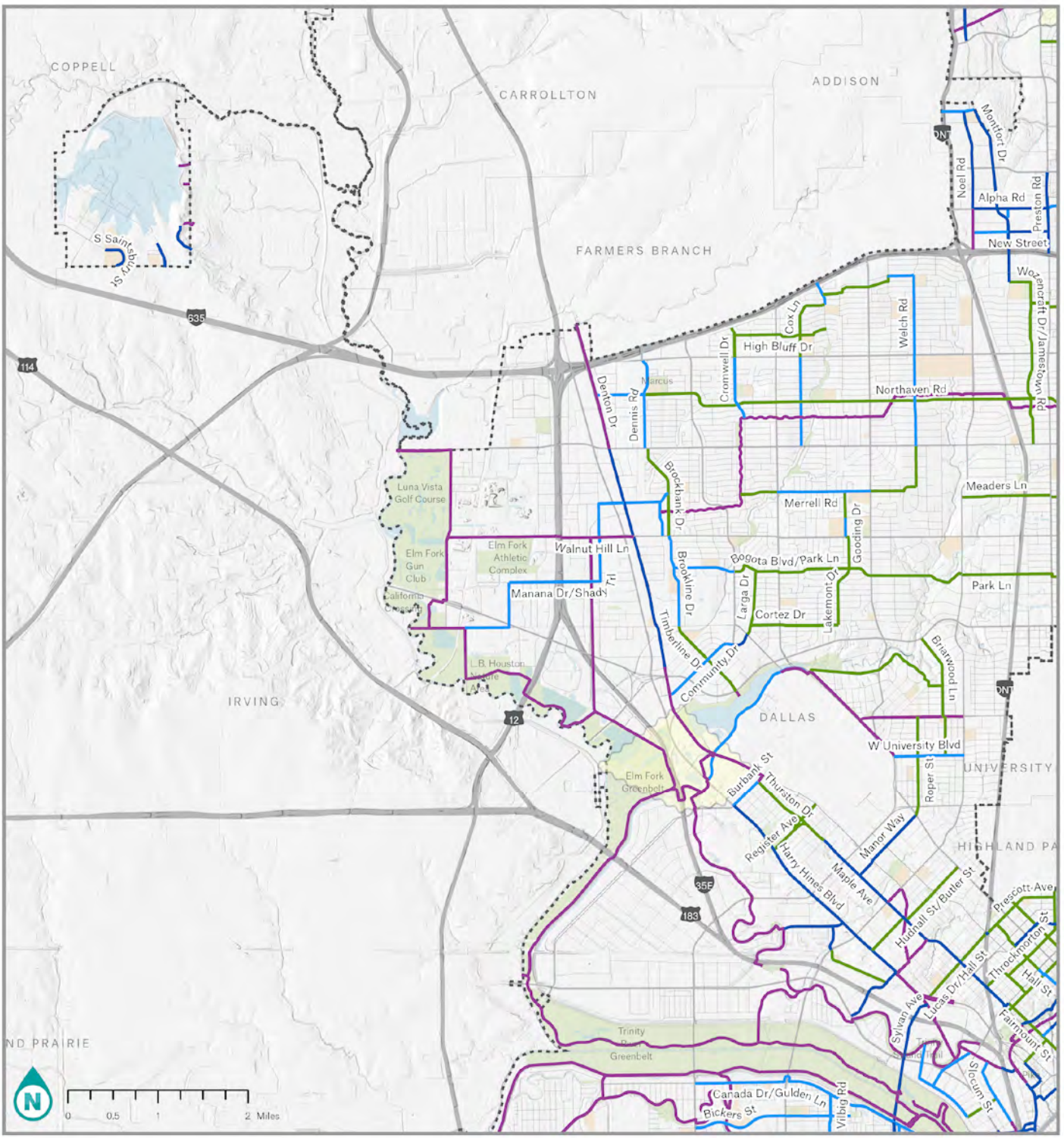


Bike Facilities

- Bike Route
- Neighborhood Bikeway
- Visually Separated
- Physically Separated
- Trail

- Further Study Needed
- Dallas City Limits

Central Planning Area

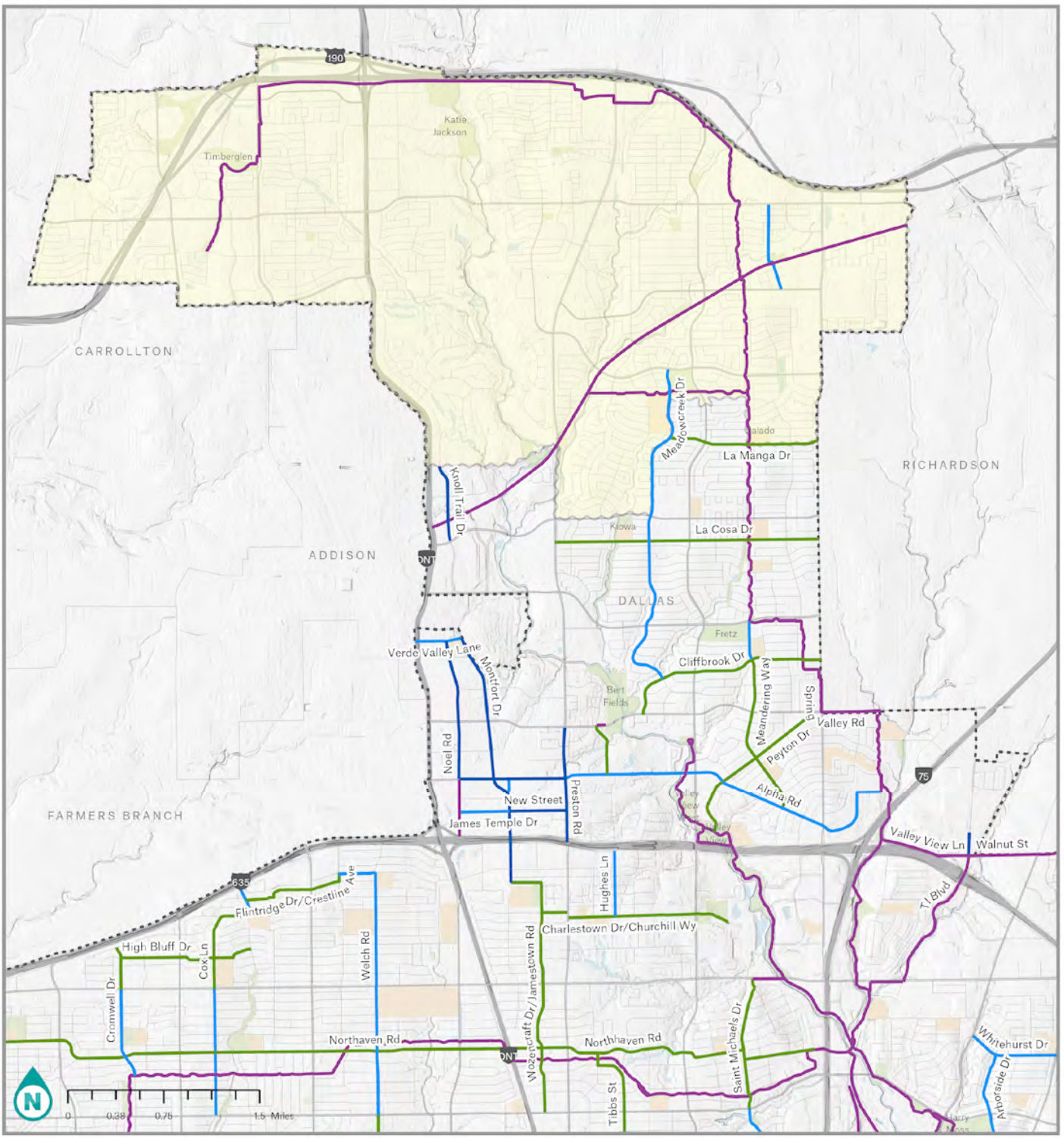


Bike Facilities

- Bike Route
- Neighborhood Bikeway
- Visually Separated
- Physically Separated
- Trail

- Further Study Needed
- Dallas City Limits

Northwest Planning Area

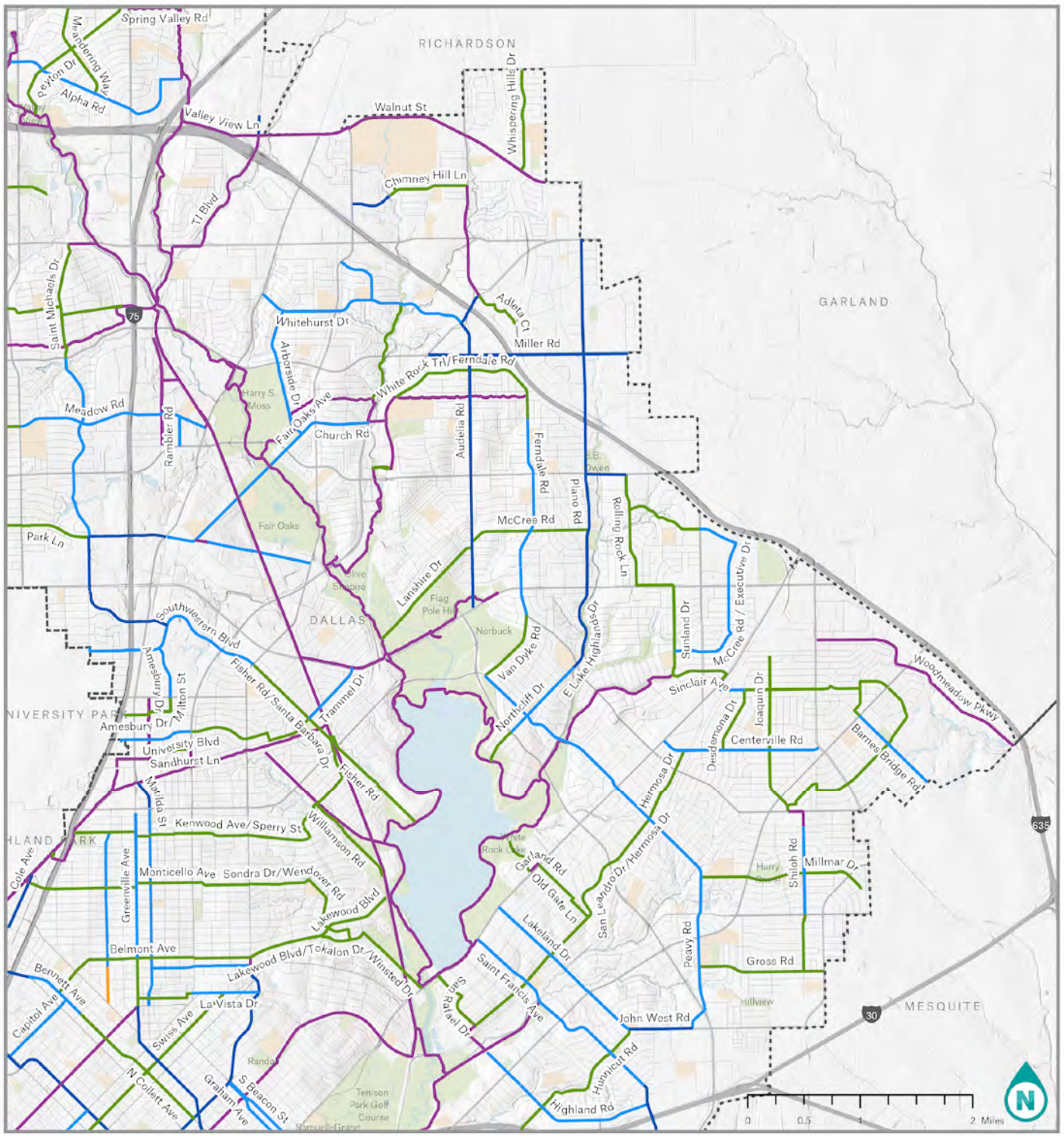


Bike Facilities

- Bike Route
- Neighborhood Bikeway
- Visually Separated
- Physically Separated
- Trail

- Further Study Needed
- Dallas City Limits

North Central Planning Area

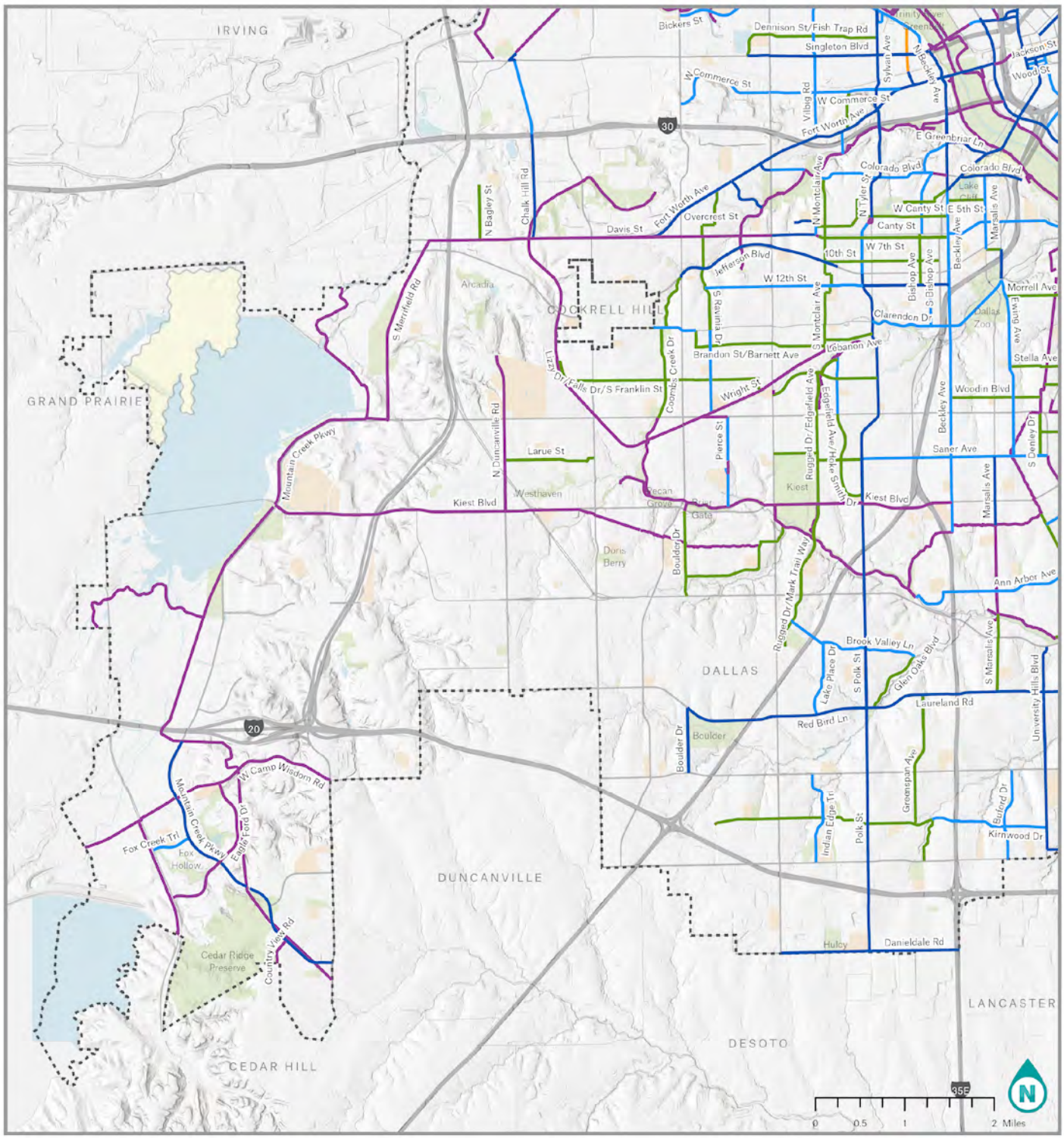


Bike Facilities

- Bike Route
- Neighborhood Bikeway
- Visually Separated
- Physically Separated
- Trail

- Further Study Needed
- Dallas City Limits

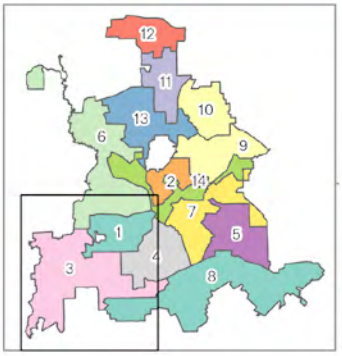
Northeast Planning Area



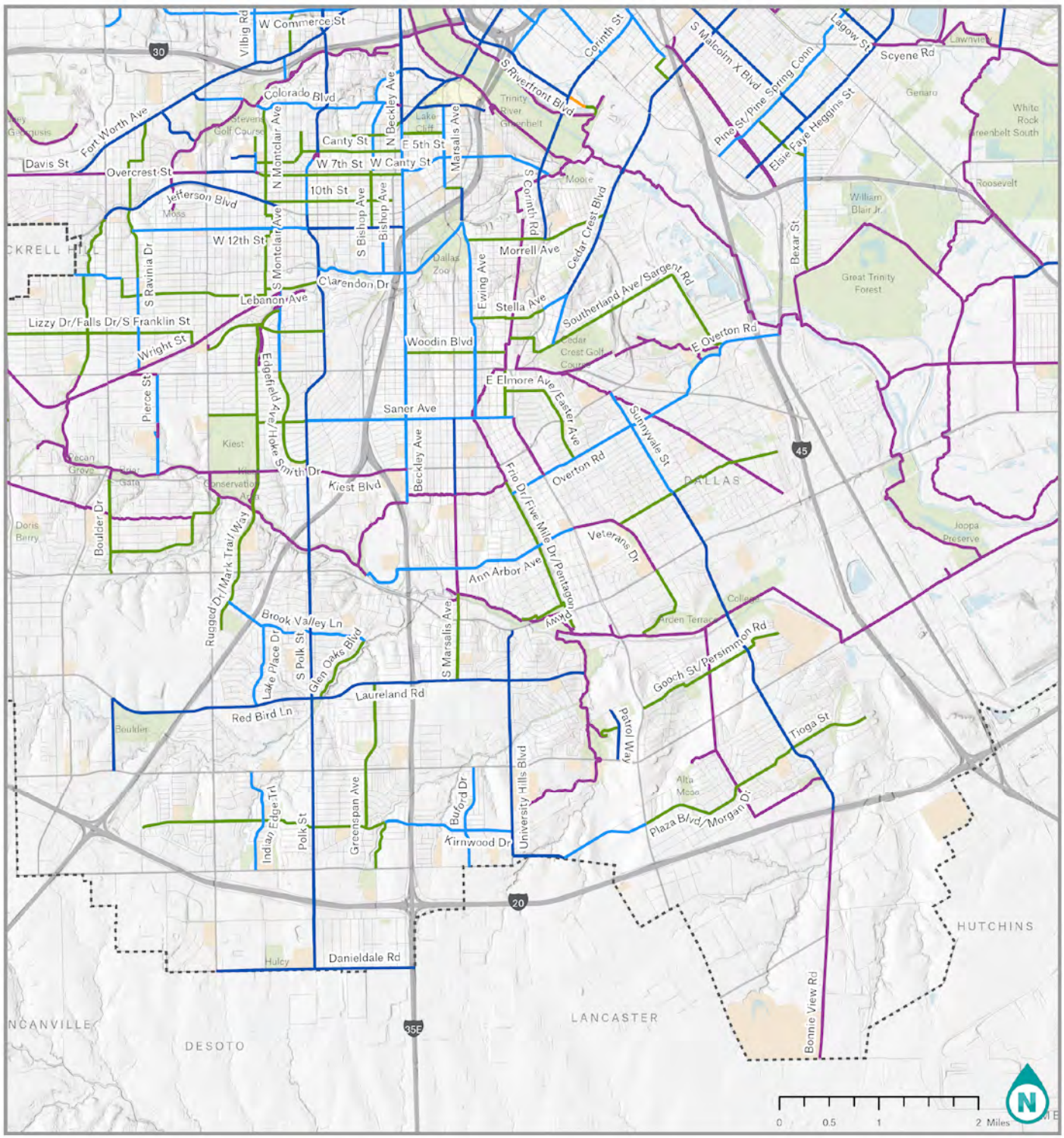
Bike Facilities

- Bike Route
- Neighborhood Bikeway
- Visually Separated
- Physically Separated
- Trail

- Further Study Needed
- Dallas City Limits



Southwest Planning Area

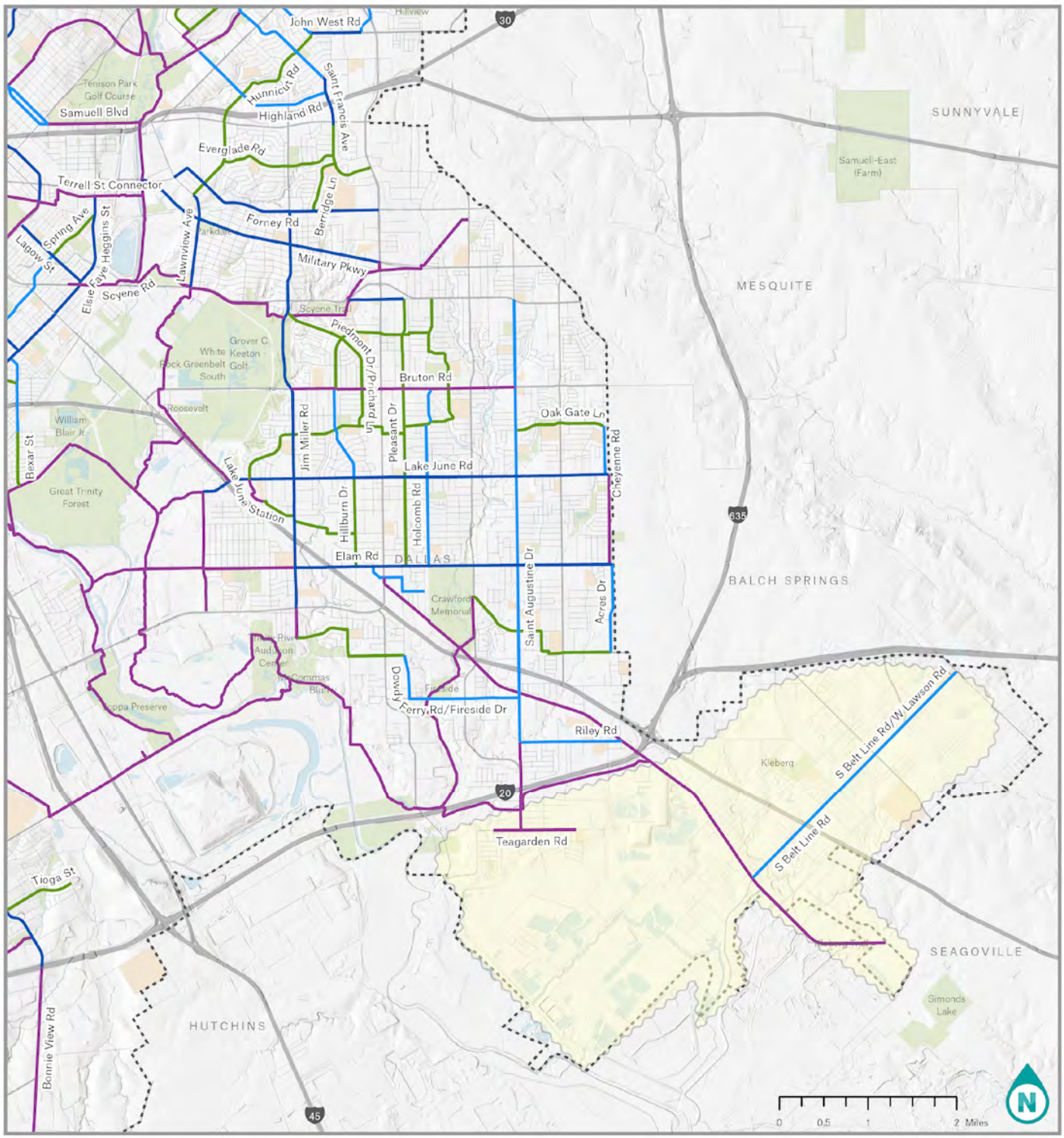


Bike Facilities

- Bike Route
- Neighborhood Bikeway
- Visually Separated
- Physically Separated
- Trail

- Further Study Needed
- Dallas City Limits

South Central Planning Area



Bike Facilities

- Bike Route
- Neighborhood Bikeway
- Visually Separated
- Physically Separated
- Trail

- Further Study Needed
- Dallas City Limits

Southeast Planning Area

CHAPTER 4

IMPLEMENTATION

Policies and Phasing Strategy

4.1
Putting the Plan Into Action

Improving the Bike Network in Dallas requires both visionary planning and practical, actionable strategies. While previous policies and plans have laid the groundwork for progress, there have been several challenges with implementing bike improvements. Recognizing these hurdles, the Dallas Bike Plan takes a fresh approach by introducing revised policies, actionable strategies, and adaptable guidelines that address the unique needs of Dallas residents.

4.2

Project Prioritization, Phasing, and Funding

To achieve the vision of the Dallas Bike Plan, a robust and multi-faceted funding and implementation strategy is essential. The plan utilized and recommends project prioritization criterion that are based on the industry standard ActiveTrans Priority Tool, published by the Transportation Research Board National Academy of Sciences, with additional input from the Dallas Bike Advisory Committee.

Simply going off of a data-driven approach, however, leaves little room to take advantage of unforeseen opportunities (e.g., resurfacing projects, funding initiatives, public support), and results in a network that has gaps as it is built out.

A three-phase implementation framework was developed to ensure projects are prioritized based on sound criteria and with consideration of a logical network build-out, while also leaving flexibility to respond to opportunities as they arise.

The size and breadth of each phase was determined based on a review of current and reasonable future funding levels, and in consultation with the BAC and the Transportation & Infrastructure Committee.

The following sections provide details about the prioritization methodology used as well as how the City developed the implementation plan in coordination with the BAC and the City's Transportation & Infrastructure Committee.

Project Prioritization Methodology

Since there are limited resources for implementation, and the proposed Bike Network is ambitious in both its scope and scale, it is critical to prioritize the projects that provide the greatest benefits and meet the community's needs. The plan incorporates a data-driven prioritization process that evaluates projects based on their ability to connect residents to jobs, schools, community facilities, places of worship, transit, other bike routes, and other priorities as determined through the public engagement process.

The prioritization process also reflects extensive input from the BAC, TAC, and the public to ensure alignment with community needs and goals. Nine overarching criteria (shown on the right) were identified to guide the ranking process, balancing factors like cost, accessibility, equity, and connectivity. By scoring and ranking hundreds of proposed projects using these quantifiable measures, the plan provides a road map for phasing and implementation in a way that maximizes benefits and ensures that community voices remain central to decision-making.

The prioritized list provides a framework for identifying the phasing of the proposed Bike Network projects. This phased implementation is dependent upon several factors:

- Available funding each year or within each 5-year Capital Improvement Program (CIP).
- Public support and advocacy by City officials for early implementation of specific projects.
- Identification of "goes with" projects where the proposed bike facility (even a segment of a proposed project) can be constructed along with a roadway improvement project.
- An implementation approach resulting in "quick wins" for the City.
- Other funding or policy-related issues.

It is recommended that throughout the life of the Plan that City staff use the prioritized list of bike projects.

Prioritization Criteria

STAKEHOLDER INPUT

Accounts for comments received by the BAC and TAC stakeholder committees.

CONSTRAINTS

Project complexity and planning-level opinions of probable construction cost.

OPPORTUNITIES

Projects that were specifically either physically separated or a trail facility type (a reflection of facility types favored by the public as evidenced in their comments and input).

SAFETY

Project is located on the City's High Injury Network (HIN), has previously recorded fatal and serious injury bike crashes, and the level of traffic stress.

EXISTING CONDITIONS

Accounting for upgrades to protected/separated facility types for existing non-separated facilities on roads with high levels of traffic stress.

DEMAND

Level of active bike trip potential based on existing conditions analysis.

CONNECTIVITY

New bike network connections provided by the project including new/improved connections to DART rail transit.

EQUITY

Socioeconomically disadvantaged communities served along the project route.

PUBLIC INPUT

Level of favorable public reactions to proposed projects during Phase II and III engagement.

Implementation & Phasing Plan

During the initial development of the Dallas Bike Plan update, the focus of the implementation plan was on a set of Top 15 Priority Projects. However, that left unanswered questions about project phasing beyond those 15 projects and the anticipated timeframe for building out the network.

In consultation with the BAC and TAC, three phases were recommended for building out the Bike Network. The City conducted a review of existing and historic funding for bicycling projects, projecting this into the future 20 years as a starting point for developing the three phases. Additional information on the funding assumptions for each phase is provided in the graphic below.

The projects included in each phase were determined first using prioritization criteria, with some modifications then made to ensure the network is built out in a logical manner (i.e., there were not small gaps) and based on feedback from the BAC and TAC. The projects in each phase are shown on the maps in this section. The Transportation & Infrastructure Committee were engaged to review the approach and reasonableness of the financial targets and timelines. If more funding becomes available that what is assumed here, the estimated timeframes for completing each phase would be shortened.

It is recommended that Phase 1 and Phase 2 projects be pursued before Phase 3. However, if opportunities arise to implement Phase 3 projects, for example as part of a street reconstruction project, they should be reprioritized. Within each phase, projects can be prioritized using the prioritization criteria in the Dallas Bike Plan, or in consideration of opportunities to leverage other projects, public support, ease of implementation, and funding availability. It is recommended that after Phase 1 is completed, an implementation plan be created for Phase 2 projects that will be pursued in the subsequent five years.

By using a phased approach, the City can strategically utilize existing funds, explore public/private/ partnerships, and extend local funds through federal, state, and private grants (more information on these can be found in Technical Report 3). The phased approach provides a stable way to identify near, mid, and long-term projects and funding.

PHASE 1 (Years 0-5)

The goal for the first five years is to complete the currently funded projects and a handful of high-priority, lower-cost unfunded projects. The projects that fall under the latter category are generally the lower-cost projects that make up the Top 15 Priority Projects identified in Technical Report 3.

PHASE 2 (Years 5-20)

Phase 2 would complete the implementation of other top-scoring projects up to a value of $300 million. $300 million assumes $100 million in future Bond program, $150 million in grants, and $2.5 million/year from the general fund. The Phase 2 projects were determined using the prioritization methodology in the Dallas Bike Plan, as well as input from the Bike Advisory Committee.

PHASE 3

Additional identified projects that are not anticipated to be funded within Years 0-20.

CONNECTING COMMUNITIES

Proving connections to people and places is a key focus for the Dallas Bike Plan. As phases of the network are built, the number of residents within a quarter mile of the network grows, as does their ability to access key destinations.

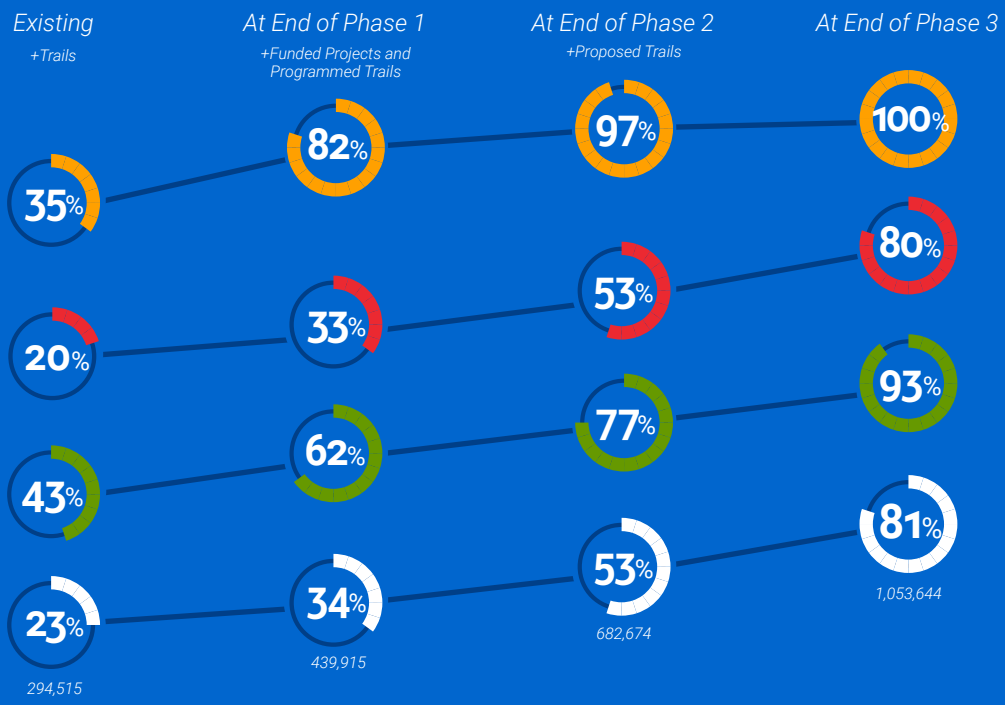
DART RAIL STATIONS
21 (35%)

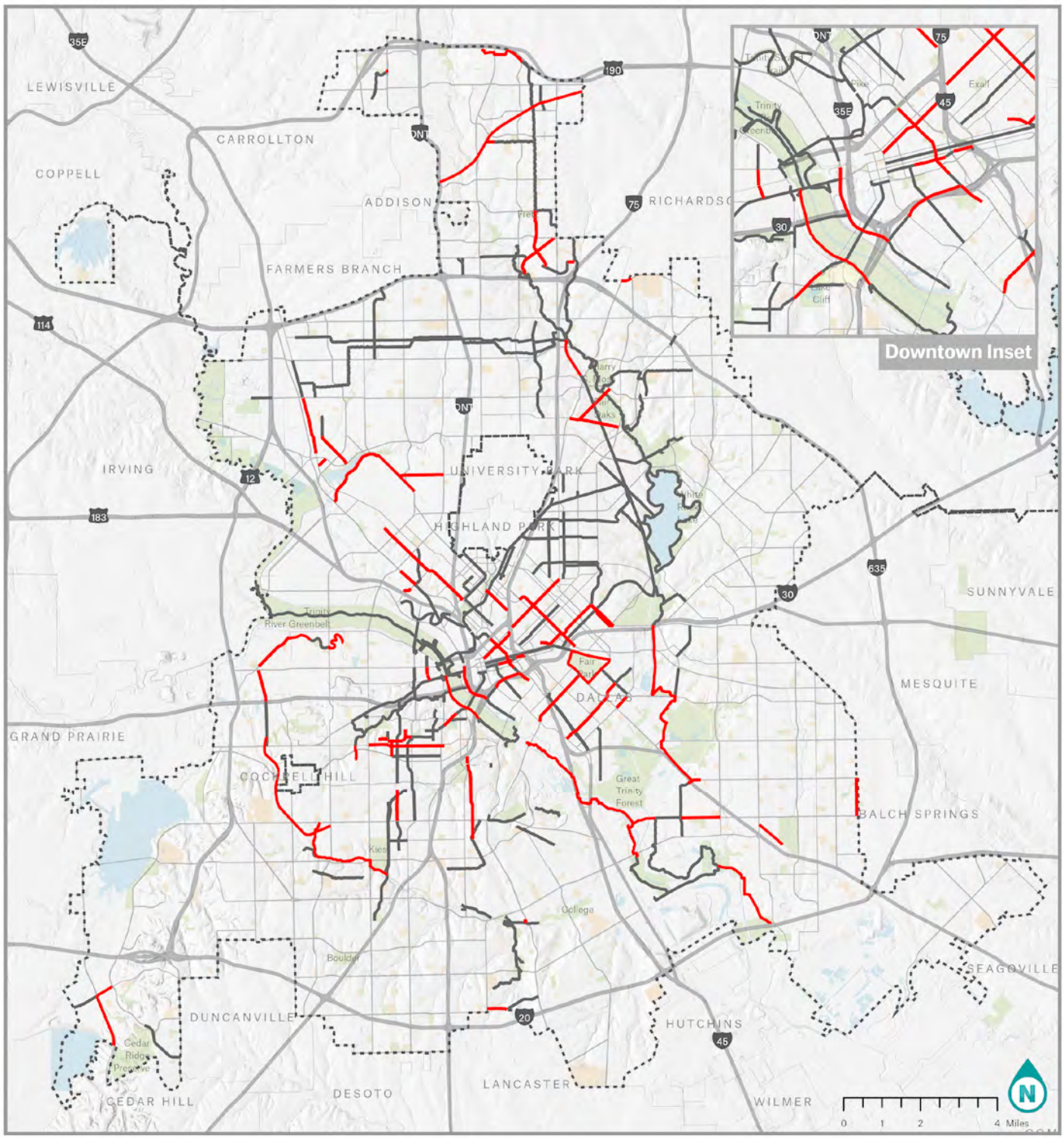
SCHOOLS
85 (20.05%)

PARKS
170 (43.04%)

POPULATION
294,515 (22.64%)

Population Source: 2022 American Community Survey 5-Year Data





Implementation Phasing

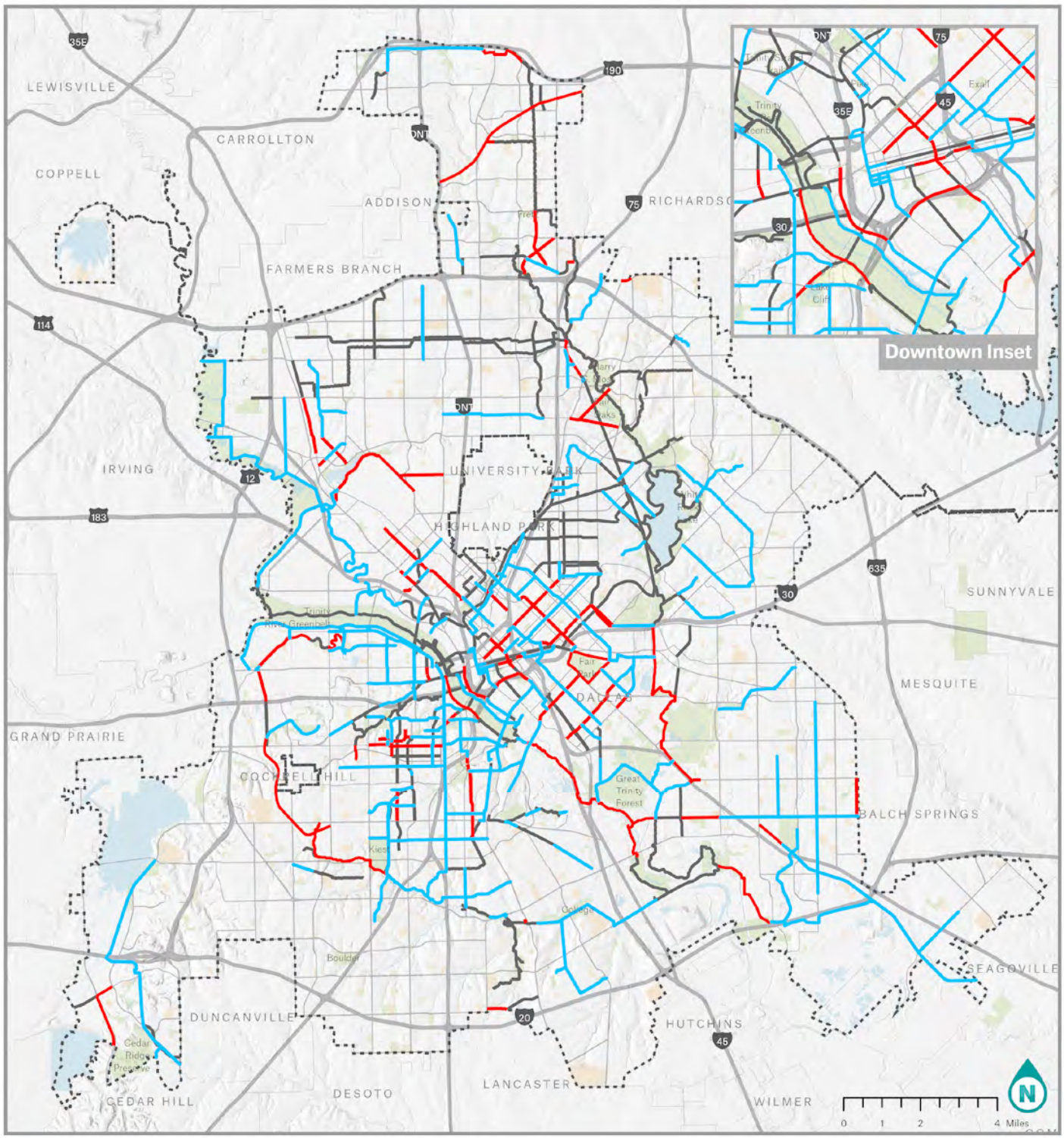
— Phase 1

Existing Bike Facilities

— Completed

⬚ Dallas City Limits

Phase 1 Projects



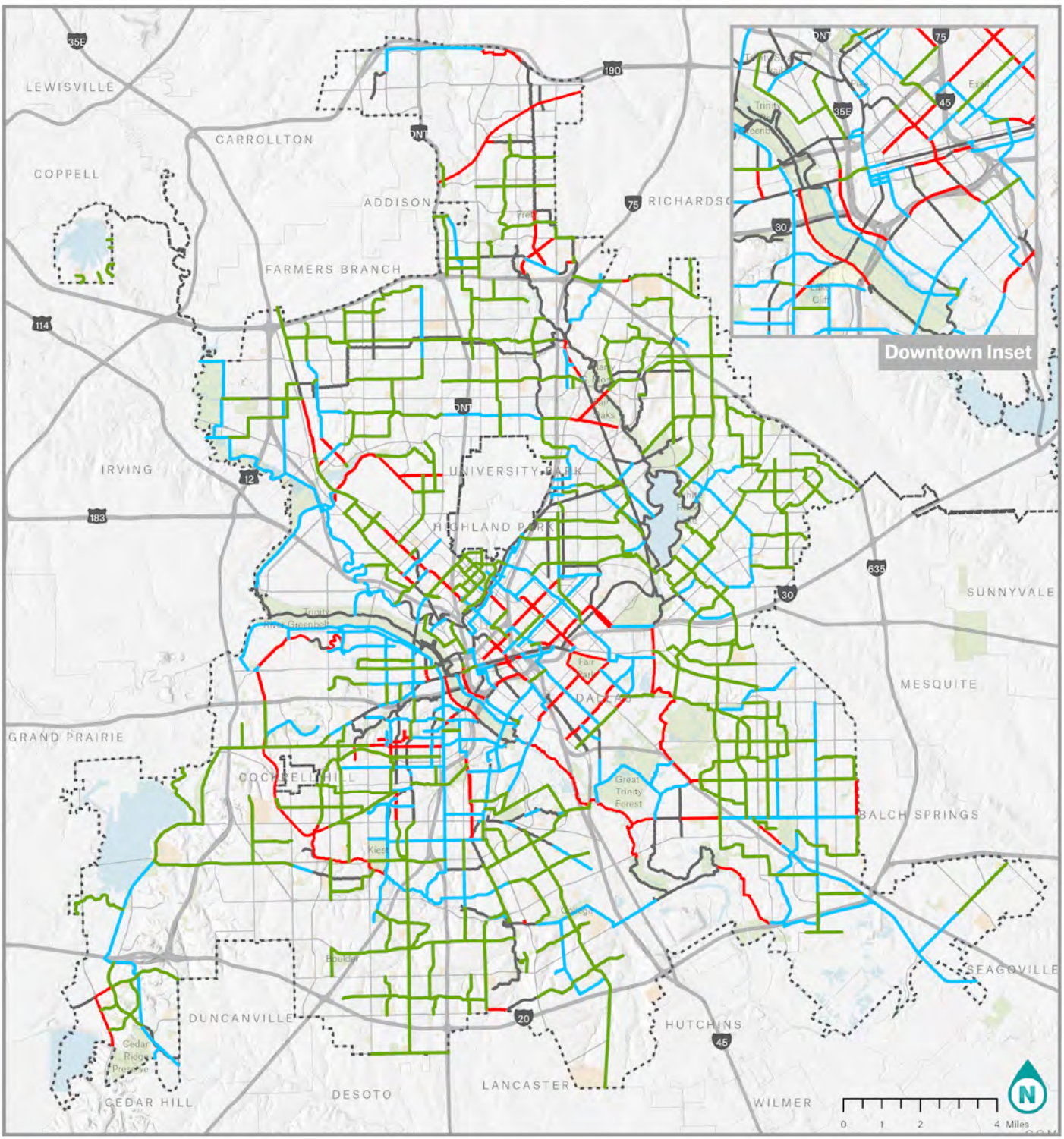
Implementation Phasing

- Phase 1
- Phase 2

Existing Bike Facilities

- Completed
- Dallas City Limits

Phase 1-2 Projects



Implementation Phasing

- Phase 1
- Phase 2
- Phase 3

Existing Bike Facilities

- Completed
- Dallas City Limits

Phase 1-3 Projects

4.3 Policies & Procedures

The policies listed in this section are a set of operational rules or decision-making guides that City leadership and staff should follow to meet the vision and goals of this plan. The procedures provide more detailed guidance for some of the policies, including how to establish a permanent Bicycle Advisory Committee and how to amend the Bike Network in the future.

Policies

1. **Implement the recommendations in the Bike Network as part of street improvement projects.** Any project that would reconfigure or improve a roadway identified on the Bike Network should include the recommended bike facility, unless is it determined that a higher comfort facility type is feasible. Examples of road reconfiguration projects include adding or reducing the number of vehicle travel lanes or the pavement width.
2. **Identify alternative routes if needed.** If it is determined that it is not feasible to include the Bike Network's recommended facility along a roadway being reconfigured: an alternate parallel route for a high comfort facility should be identified and the Dallas Bike Plan amended to reflect the modified route. The alternate parallel route should provide similar connectivity and directness as the original route and be of an appropriate comfort level for the alternate street (i.e., comply with the Bike Facility Selection Matrix).
3. **Assess all streets for Complete Streets improvements.** In accordance with the City of Dallas' Complete Streets Policy (Section 2 of Resolution 16-0173), all road projects should be designed to comfortably accommodate all users, regardless of age and ability, to the fullest extent possible within the context of the adjacent community, in a manner that balances multi-modal transportation needs, including pedestrians, bicyclists, mass transit, vehicles, trucks, and emergency vehicles, and that these considerations should be a routine part of road planning, design, construction, operation, and maintenance.
4. **Use the Bike Facility Selection Matrix to select the appropriate bike facility type.** Use the matrix in this plan (Table 4.1) or in the Street Design Manual, once amended, to determine the appropriate facility type for a given roadway.
5. **Design for users that are "Interested but Concerned"** to achieve a network that is comfortable for all ages and abilities.
6. **Maintain bike facilities** on a schedule equal to or more frequent than that of the adjacent vehicular lanes. Consider maintenance costs, procedures, and long-term funding mechanisms as a part of all new bicycle facility projects.
7. **Implement bike facilities as part of private development projects, as applicable.** As part of private developments, implement bike facilities on the Bike Network, or at the very least, enable or do not preclude the future implementation of adjacent facilities on the Bike Network. Avoid design elements that could negatively impact the safety of bicyclists in the future.
8. **Prioritize the enforcement of No Parking in bike lanes,** and design bike facilities to discourage parking encroachment.
9. **Consult the Bicycle Advisory Committee.** Maintain a Bicycle Advisory Committee to provide ongoing guidance on proposed amendments to the Bike Network and to support the continuous improvement of bicycling in Dallas.
10. **Don't let "great" be the enemy of "good."** Implement low-cost, rapid deployment projects as interim solutions to immediately enhance bike safety and functionality while longer-term, higher-cost improvements are developed and funded.
11. **Utilize the phasing strategy for the Bike Network in this plan.** Purse the implementation of Phase 1 and Phase 2 projects before Phase 3 projects unless opportunities to implement Phase 3 projects arise that do not delay the other phases.
12. **Implement a "continuous" improvement/regulation approach based on changing conditions.**

Table 4.1 Bike Facility Type Selection Matrix

FACILITY TYPES	Minimum Width*	Max Posted Speed*	Max Lanes*	Recommended Daily Volume*	Highest Functional Class**	Max Heavy Truck %	Preferred Application	Considerations
Bike Routes	*Facility Type is present in existing network but not recommended for future bike facility implementation.*							
Neighborhood Bikeway	N/A	30	2	<1,000	Local	<3%	Low-speed and low-volume local roads that provide bike facilities	1. May require signalized crossing of higher volume/speed roads 2. Traffic calming measures are necessary
Visually Separated Bike Lane	4 ft (no buffer) 7 ft (with buffer)	35	4	1,000-10,000	Community Collector	<5%	Local residential streets	1. Buffer is preferred 2. Bike lane pavement markings should continue through intersections and across larger driveways
Physically Separated Bike Lane (one-way)	7 ft (8 ft adjacent to parking lane)	40	6	>5,000	Arterial	N/A	Higher speed, higher volume roads	1. Availability of right-of-way 2. Number of driveways impacts bike safety 3. Bike lane markings should continue through intersections and larger driveways
Physically Separated Bike Lane (two-way)	11 ft	35	4	>5,000	Arterial	N/A	Urban core or higher-speed, higher-volume roads where pedestrian or bike volumes are expected to be high	1. Bike signalization recommended due to contra-flow movements. 2. Number of driveways impacts bike safety 3. Bike lane marking should continue through intersections and larger driveways
Trail / Shared-Use Path	12 ft (May be 8-10 ft if there are constraints)	N/A	N/A	N/A	N/A	N/A	Higher-speed, higher-volume streets or connecting to key destinations, where pedestrian or bike volumes are expected to be low to moderate.	Enhanced crossing treatments including signals (RRFBs, HAWKS, full signalization) for crossing higher volume and speed collector arterial roadways

* Target Speed by Street Typology/Functional Classification; Dallas Street Design Manual.
** Typical Characteristics of Functional Classifications; Dallas Street Design Manual.
*** When floating bus stops are not employed.

Establishing a Permanent Bicycle Advisory Committee

To ensure that bike safety is prioritized, a safe bike network is expanded throughout the city, and that City departments have clear direction, it is critical to secure early support from City Council and City staff leadership for these measures and their corresponding target goals.

Research of peer cities and cities with expansive bicycle networks shows that many had an advisory committee to champion the implementation of bicycle projects and hold their cities accountable for implementing bicycle infrastructure. The committees would also assist in building community support, which is often a challenge encountered by city staff when conducting public engagement prior to the implementation of on-street bicycle projects.

A permanent Bicycle Advisory Committee (BAC) should be formed to advise the department overseeing transportation infrastructure in Dallas, champion the implementation of the Dallas Bike Plan, and communicate the desires of the council district they represent. The members will also play a key role in disseminating information into the bicycling community.

The City of Dallas Transportation & Public Works Department will oversee the creation and operation of the BAC, and develop and maintain agendas, attendance, and meeting minutes.

The BAC is recommended to consist of at least one representative from each council district. To the extent possible, this committees should represent the breadth of bicyclists in Dallas, from “Interested but Concerned" to “Enthused and Confident,” to ensure the implementation of an All Ages and Abilities bike network. There should also be ex-officio non-voting members of the BAC, including the Director of the Transportation and Public Works Department and Director of the Park and Recreation Department, or their representatives.

It is recommended that this committee meet at least quarterly to advise on policy implementation, provide comment on projects under design, and to develop and implement strategies that advance the goals of the Dallas Bike Plan. The BAC should establish bylaws within the first two meetings.

Future Amendments to the Bike Network

On an annual basis, City of Dallas staff should review and process requested amendments to update the Bike Network and ensure it reflects the latest project limits, alignments, and proposed facility types. Amendments to the Bike Network should be taken to City Council for approval. Amendments should follow the minimum public input process described below in advance of any consideration by City Council.

The recommended process is as follows:

1. City staff may **accept amendment requests** through a formal request process throughout the year—both internal requests and requests by members of the public.
2. At the end of the year, staff should publish a document that lists each of the amendment requests and an explanation of why the request is recommended for approval, denial, or approval with modifications, based on the criteria outlined below. At the same time, the recommended amendments to the Bike Network should be **posted online for public comment.**
3. After the public comment period closes, staff could **convene the BAC** to provide guidance on any objections to the recommended amendments. Staff would then make any changes needed to the recommended amendments to the Bike Network, **brief relevant City Council Committee(s),** and **take the amendments to City Council** for consideration and adoption via resolution.

Note: Adding or removing routes from the Bike Network does not infer that a route be removed or installed within a given period of time. Installation or removal would be dependent on prioritization of projects and resource availability.

KEY CONSIDERATIONS

These should be used to evaluate amendment requests:

Directness: Bicycling distances and trip times are minimized. Any increases to out-of-direction travel as a result of the amendment are minimal (e.g., the new route has less than a 10% increase in trip length compared to the current route).

Comfort: Conditions of the built environment and bike facility do not deter bicycling due to stress, anxiety, or concerns over personal safety. Any proposed changes to route alignment do not increase Bike Level of Traffic Stress compared to the current route alignment, and do not detract from the goal of increasing the number of people that bike by providing an All Ages and Abilities network. New routes proposed to be added to the Bike Network meet the facility type recommendations. Any proposed changes to the facility type of routes on the Bike Network will not result in a lower level of comfort for bicyclists.

Connectivity: All destinations can be accessed using the Bike Network and there are no gaps or missing links in the planned network. The proposed amendment would not result in a decrease in the number of destinations accessible by bike relative to the existing Bike Network.

4.4 Action Items & Performance Measures

The following section outlines the framework for evaluating the effectiveness of the Dallas Bike Plan by establishing clear goals, action items, and performance measures. By defining actionable steps and measurable benchmarks, the City can ensure consistent progress toward building a safe, comfortable, and connected bike network. These performance measures serve as key indicators of success, helping City staff and stakeholders track advancements, identify areas for improvement, and adapt strategies as needed. These action items were identified as the priority areas for improvement and are intended to be the implemented in the next five years.

Staff are encouraged to remain apprised of best practices as it relates to creating a safe, comfortable, and connected bike network and to review, revise, and develop, as appropriate, new policy, action items, or performance measures to help further the goals as established by the Dallas Bike Plan.

The City applied for and was awarded in January 2025 the Bronze status as a Bicycle Friendly Community through the League of American Bicyclists. Using the guidance provided by the Bicycle Friendly Community Report Card, staff should prioritize the implementation of its recommendations.

The recommendations in the League's Bicycle Friendly Community Report Card for Dallas were incorporated into the action items listed in this section. By implementing the action items, the City can foster a more bicycle friendly community.

Responsible Party Acronyms

TPW	Transportation and Public Works
OEQ	Office of Environmental Quality
DBI	Office of Data Analytics and Business Intelligence
NCTCOG	North Central Texas Council of Governments
PKR	Park and Recreation
COM	Communications & Customer Experience/311 Department
CAO	City Attorney's Office
PDD	Planning & Development
OEI	Office of Equity and Inclusion

GOAL 1

Build a safe, comfortable, and connected All Ages and Abilities Bike Network

PERFORMANCE MEASURES

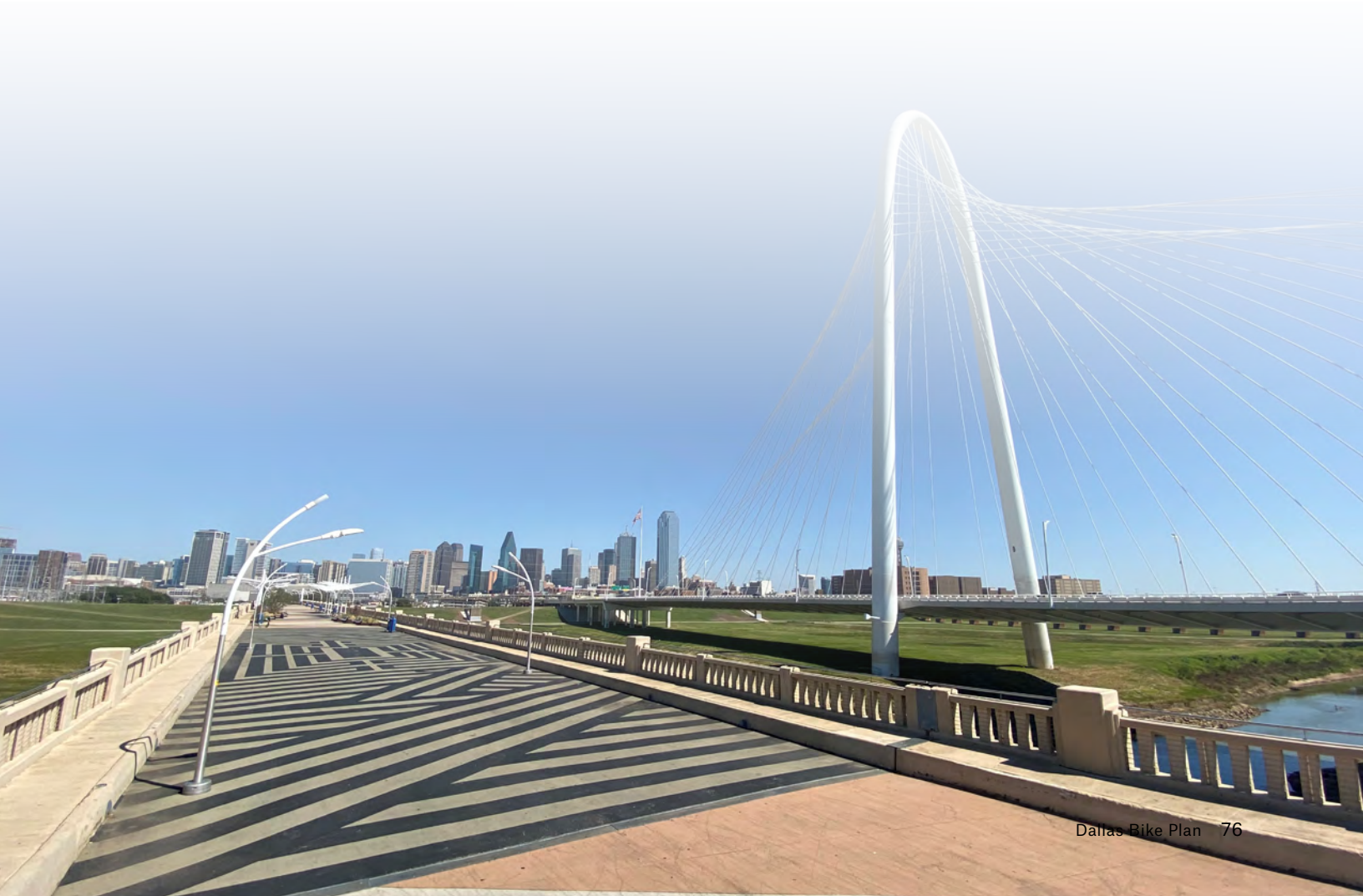
- Percent of the Phase 1 network recommendations that have been completed (Target: 100% within 5 years.)
- Number of miles of All Ages and Abilities Bike Facilities that have been completed to-date.

ACTION ITEMS

1. Adopt new "standard details" for bike facilities, including, but not limited to options for green pavement markings and raised concrete barriers, following national standards. *Responsible Party: TPW*
2. Update relevant sections of the Street Design Manual as called for in Technical Report 4. *Responsible Party: TPW*
3. Complete Phase 1 of the Bike Network recommendations. *Responsible Party: TPW*
4. Develop project evaluation standards and standardize before/after evaluations of bike projects to demonstrate "proof of concept" and build support for projects. *Responsible Party: TPW*
5. Improve messaging about the benefits of multi-modal projects. Messaging should be tailed to specific projects and the concerns and experiences of the local stakeholders (e.g., safety, access to destinations, time savings, economic impact). *Responsible Party: TPW*
6. Establish standardized public involvement and traffic study procedures/requirements compatible for different project types (in compliance with national standards). *Responsible Party: TPW*
7. Increase staff knowledge by funding continuing education for City engineers that is focused on bike facility design. *Responsible Party: TPW*
8. Increase the ability to implement bike facilities as part of routine resurfacing and reconstruction projects by developing the annual resurfacing and reconstruction program far enough in advance to be able to design bike facilities that are recommended on the roadways to be resurfaced or reconstructed and conduct public engagement. *Responsible Party: TPW*
9. Actualize the City's Complete Streets policy (Resolution No. 16-0173) by requiring that the Project Development Form in the City of Dallas Street Design Manual, or another similar form that requires project managers to evaluate multi-modal needs and ability to accommodate them, be completed for all resurfacing and reconstruction projects. *Responsible Party: TPW*
10. Increase rapid response capacity to be able to implement and iterate on quick-build projects by improving coordination among engineers, planners, and field operations divisions. *Responsible Party: TPW*
11. Establish and update a dashboard with the Bike Network and action item implementation information. *Responsible Party: TPW*
12. Publish on an annual basis a map of completed and upcoming bike facilities to help educate users of new and future facilities. *Responsible Party: TPW*

EXAMPLE OF PROJECT EVALUATION STANDARDS

Intended Outcomes				Data Collection Time Periods	Data Collection Timeframe		
Goal	**Objective/ Question**	**Metrics**	**Evaluation Tools**		**Pre-Project**	**Post-Project**	**Resources**
Mobility	Has the number of cyclists increased?	Bike Volumes	Video data collection with manual reduction	Weekday; 48 hrs.	2 months prior	6 months after	Contractor
Mobility	Has the number of pedestrians increased?	Pedestrian Volumes	Video data collection with manual reduction	Weekday; 48 hrs.	2 months prior	6 months after	Contractor
Safe Behavior	Are vehicles traveling at safer speeds?	Vehicle Speeds – 50th percentile, 85th percentile, and percent going ≥10 mph over limit	Pneumatic tubes with manual reduction	Weekday; 48 hrs.	2 months prior	6 months after	Contractor
Perceived Safety	Do people feel safer?	User Survey, Pedestrians, Bicyclists, and Drivers	Online survey with promotion in the field	Four 2-hour promotion periods; online survey 2 weeks	2 months prior	6 months after	Staff
Real Safety	Are there fewer crashes?	Number of Crashes	Crash Records Information System	1 year	Time of project construction	1 year after	Staff



GOAL 2

Maintain the integrity and usability of bike facilities

PERFORMANCE MEASURES

- Number of requests each year for bike lane sweeping in 311 (Trend: decrease). Frequency in which dedicated bike lanes are swept (Trend: increase).
- Amount of time it takes to address bike lane sweeping 311 complaints (Trend: decrease).
- Frequency in which bike lane sweeping facilities are re-striped (Target: every four years)
- Percent of the existing bike facilities that is re-striped each year (Target: 25%)
- Frequency in which missing or damaged temporary bike lane separators are replaced (Baseline: 6 months) (Trend: increase).
- Number of requests for enforcement of parking in bike lanes in 311 received every year (Trend: decrease).

ACTION ITEMS

1	Increase the level of enforcement for parking violations. Regularly evaluate the staffing level for parking enforcement, specifically for bike lanes. *Responsible Party: TPW*
2	Create a maintenance schedule for all segments of the existing Bike Network, for sweeping, re-striping, and separator replacement. *Responsible Party: TPW*
3	Identify funding to adequately sweep bike facilities. *Responsible Party: TPW*
4	Update relevant sections of the Barricade Manual to include bike and pedestrian friendly enhancements for sidewalk, bikeway, and roadway closures. *Responsible Party: TPW*
5	Fund the maintenance of 25% of the Bike Network annually to keep facilities on a 4-year repainting cycle. Identify funding and/or staff to adequately maintain the striping and physical barriers of the Bike Network. *Responsible Party: TPW*
6	Develop educational materials to educate residents and business owners about where to place trash bins when bike lanes are present. *Responsible Party: TPW*
7	Increase the public's knowledge about 311, the process to submit bike related service requests. Continue to refine the service request structure to increase efficiency and to meet changing needs. *Responsible Party: TPW, 311, COM*

GOAL 3

Increase bicycling in Dallas in support of the Comprehensive Environmental & Climate Action Plan

PERFORMANCE MEASURES

- Number of schools with bike facilities that connect to them.
- Citywide bike commute mode share (baseline: 0.2% in 2022) (Target: 5% by 2045) (Source: 5-Year American Community Survey).
- Bike commute mode share in dense urban area of the city (over 4,000 population/sq. mi) (Trend: Increase).
- Number of schools where students participate in bike buses or bike to school day events (Trend: Increase).
- Achieve a Silver-level Bicycle Friendly Community award from the League of American Bicyclists. (Target: Silver-level designation).

ACTION ITEMS

1. Measure the number of people bicycling through bike counters and other methods. Publish regular reports on the number of bicyclists riding in the city and on new bike infrastructure. *Responsible Party: TPW*
2. Support other City departments/stakeholders initiatives in identifying resource needs and potential external funding partners for an E-Bike Rebate Program to help residents gain access to electric bikes once a more completed All Ages and Abilities network has been developed in and around downtown. *Responsible Party: OEQ, TPW*
3. Encourage bicyclists to track their rides in North Central Texas Council of Government's (NCTCOG's) "Try Parking It", which encourages fewer Single Occupancy Vehicle (SOV) trips. *Responsible Party: TPW, NCTCOG*
4. Periodically send the updated network of existing facilities to Google, Open Street Maps, and other platforms to incorporate into their mapping and trip planning services. *Responsible Party: TPW*
5. Participate in opportunities to make bicycling in Dallas more comfortable in warm weather such as reviewing and piloting cool pavement materials, or other means to protect users from extreme heat. *Responsible Party: TPW*
6. Increase City of Dallas staff participation in Bike to Work Day and Bike to City Hall Day. *Responsible Party: Various Departments*
7. Establish bike parking design standards in the City's development code and the Street Design Manual. *Responsible Party: TPW, PDD*
8. Develop a process to permit privately funded and installed bike racks in the public right-of-way. *Responsible Party: TPW*
9. Increase awareness of learn-to-ride classes and bike education opportunities hosted by bike advocacy groups through City of Dallas channels. *Responsible Party: TPW, COM*
10. Partner with bike advocacy groups to offer low-cost or no-cost space at City recreation centers to host adult bike education classes such as Learn to Ride classes and Urban Cycling classes. *Responsible Party: TPW, PKR*
11. Partner to offer foundational bike education and traffic safety offerings as part of recreation center youth programming and/or summer camps. *Responsible Party: TPW, PKR*
12. Partner with ISDs to integrate traffic safety and bike skills into K-12 physical education curriculum and/or after-school offerings. *Responsible Party: TPW*
13. Leverage and support all forms of active transportation, micromobility, and car trip replacement through the construction of an All Ages and Abilities Bike Network, including the City's Shared Dockless Vehicle Program, contingent upon permitted companies maintaining safe, orderly, and equitable operations. *Responsible Party: TPW*
14. Build on-street parking corrals to support bike and scooter parking with protected bike infrastructure in high-demand areas for bicycling and Shared Micromobility. *Responsible Party: TPW*
15. Create a city-wide bike parking database of publicly available bike parking, to lower barriers to bicycling to local destinations. Update the database regularly when new bike parking is added as part of a new development. *Responsible Party: TPW, PDD*
16. Explore opportunities to secure funding and provide incentives for installing secure bike parking for short-term and long-term use to identify and close bike parking infrastructure gaps. *Responsible Party: TPW, PDD*

GOAL 4

Improve safety for bicyclists

PERFORMANCE MEASURE

- Number of bike crashes relative to the number of bike commuters. (Trend: Decrease) (Baseline: 119 reported bicycle crashes and an estimated 13,070 bike commuters in 2022) (Source: TxDOT, 5-Year American Community Survey)

ACTION ITEMS

1. Implement Physically Separated Bike Lanes to improve traffic safety for all road users, where feasible/appropriate. Source: Bicycle Lanes | FHWA *Responsible Party: TPW*
2. Evaluate projects to increase the level of comfort for bicyclists by upgrading existing facilities to physically separated where appropriate based on the Bike Facility Type Selection Matrix.. *Responsible Party: TPW*
3. Track crash rates and severity before and after project implementation to monitor safety benefits to ensure that improvements are working as intended, and to present local examples to the public of the benefits of bike infrastructure improvements. Implement "quick win" improvements if needed based on user safety and comfort feedback and staff evaluation after installation. *Responsible Party: TPW, DBI*
4. Support a "3 Foot" passing law for motorists, in an effort to create a more friendly and safe bicycling environment in the city. *Responsible Party: TPW, CAO*
5. Evaluate the use of a flashing yellow for signalized left-turns and its impact to bicyclist and pedestrian safety. Develop a plan to implement the findings, if any. *Responsible Party: TPW*
6. Conduct Bicycle Friendly Driver training for all staff who are approved to operate City vehicles. *Responsible Party: TPW*

GOAL 5

Equitably implement bike facilities in all areas of the city

ACTION ITEMS

1 Reach out to vulnerable groups to facilitate networking and community input on bike projects. *Responsible Party: TPW, OEI*

2 Initiate on-street bike facility projects in Council Districts or historically under-served parts of Dallas that currently lack bike facilities. *Responsible Party: TPW*

PERFORMANCE MEASURES

- Percent of people within a half mile of an All Ages and Abilities bike facility. (Trend: Increase)
- By 2050, implement 100% of the facilities in the highest need areas.
- Percent of Census Tracts in which the percent of zero-car households is greater than 5% that have access to the All Ages and Abilities Bike Network (Trend: Increase)
- Percent of Census Block Groups identified as highest need in the equity analysis that have access to an All Ages and Abilities bike facility (Trend: Increase)

CITY OF DALLAS

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