



**City of Dallas**

# **Dallas Bike Plan Update**

**Transportation and  
Infrastructure Committee  
September 19, 2022**

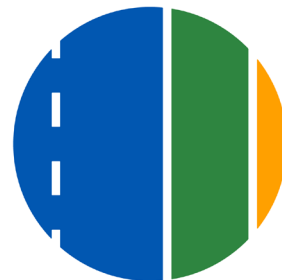
Ghassan “Gus” Khankarli, Ph.D., P.E., PMP, CLTD  
Director, Department of Transportation

Jessica Scott, AICP, LCI  
Manager, Department of Transportation

# Presentation Overview



- Presentation Purpose
- Objectives of the Bike Plan Update
- Scope of the Bike Plan Update
- Existing Conditions Analysis
- Public and Stakeholder Engagement
- Next Steps



DALLAS  
**BIKE PLAN**  
UPDATE



# Purpose of Presentation



- Brief the Transportation & Infrastructure Committee on the work completed and input received so far on the update to the Dallas Bike Plan.



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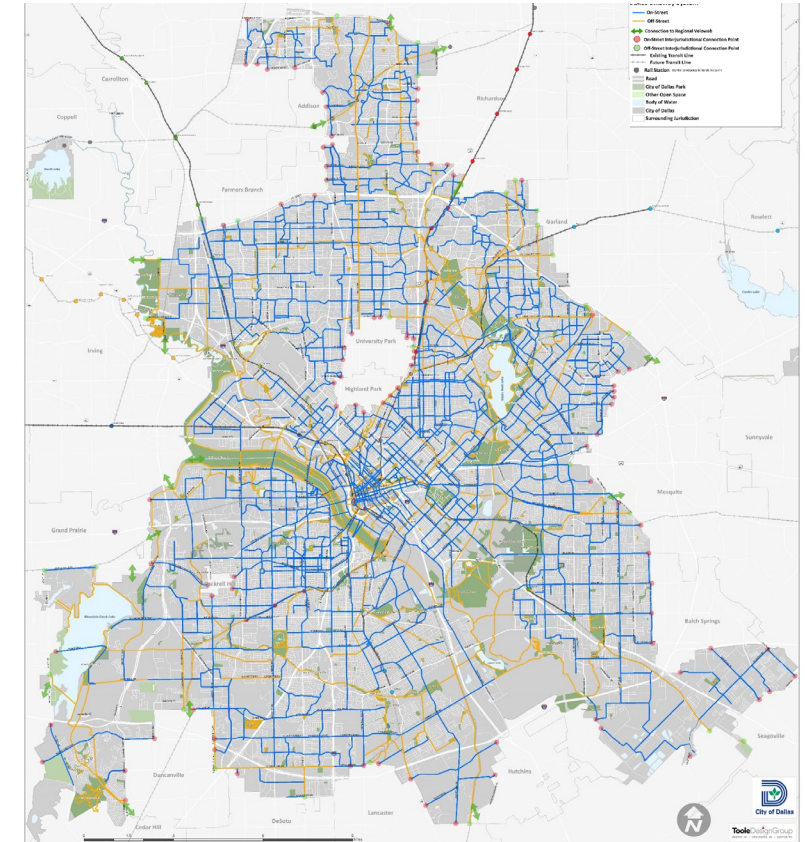
# Objectives of Bike Plan Update



## 1. Update the Bicycle Network Map

- The map recommends the appropriate location and type of bicycle improvements throughout the city
- Locations are prioritized for bike lane funding and go on the City Needs Inventory
- Updates are needed to:
  - Reflect changes to the city since 2011
  - Reconcile with recommendations in the Trail Master Plan and local area plans
  - Focus on routes and facilities that:
    - 1) provide higher safety and comfort,
    - 2) necessary for a connected network, 3) connect to key destinations, 4) have greater support and feasibility

*Bicycle Network in the 2011 Dallas Bike Plan*

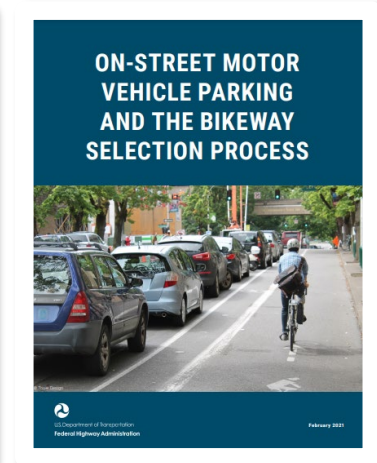
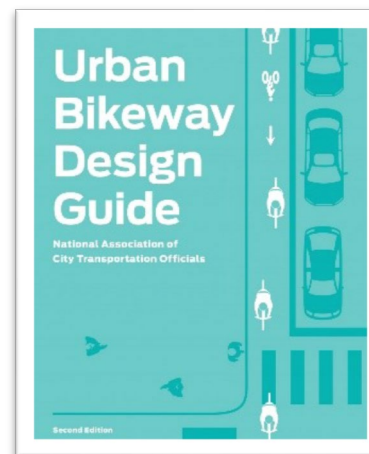
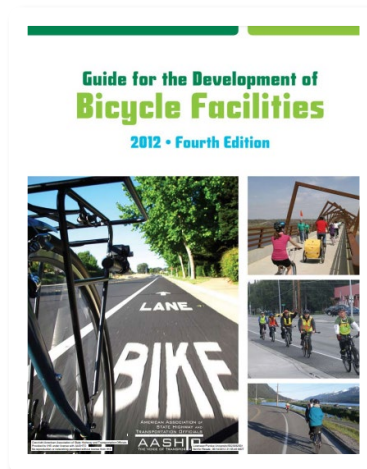


# Objectives of Bike Plan Update (cont.)



2. Modernize the City's bicycle design standards
3. Update the project prioritization framework and identify priority projects
4. Educate residents about this mobility option and ensure equity

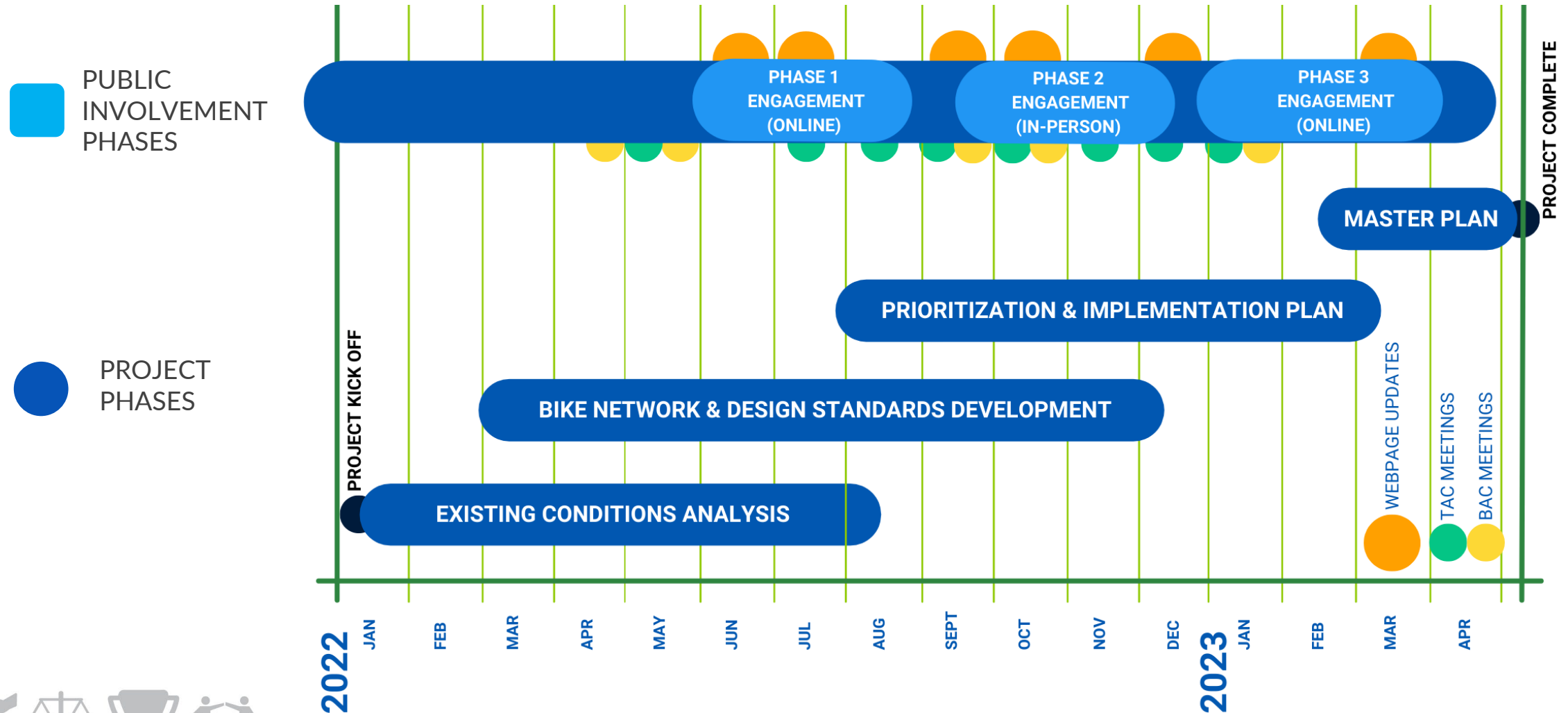
*Design guidance for bicycle facilities has increased and evolved significantly since 2011*



# Scope of Bike Plan Update



## DALLAS BIKE PLAN UPDATE PROJECT SCHEDULE





# Scope of Bike Plan Update



## 1. EXISTING CONDITIONS ANALYSIS

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

## 2. UPDATE BICYCLE NETWORK & DESIGN STANDARDS

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

## 3. PROJECT PRIORITIZATION, FUNDING, & PHASING

- Project Prioritization Framework
- Prioritize Identified Projects
- Project Cut Sheets
- Funding Analysis
- Project Estimates
- Phasing Recommendations

## 4. PLAN DEVELOPMENT

- Draft Plan
- Revised Draft Plan
- Final Plan



# Existing Conditions Analysis



## Existing Conditions

- Existing Network
- Level of Traffic Stress
- Safety
- Demand
- Equity + Public Health



- Understand Current Network
- Identify Network Gaps
- Project Opportunities
- Community Input
- Prioritization and Implementation



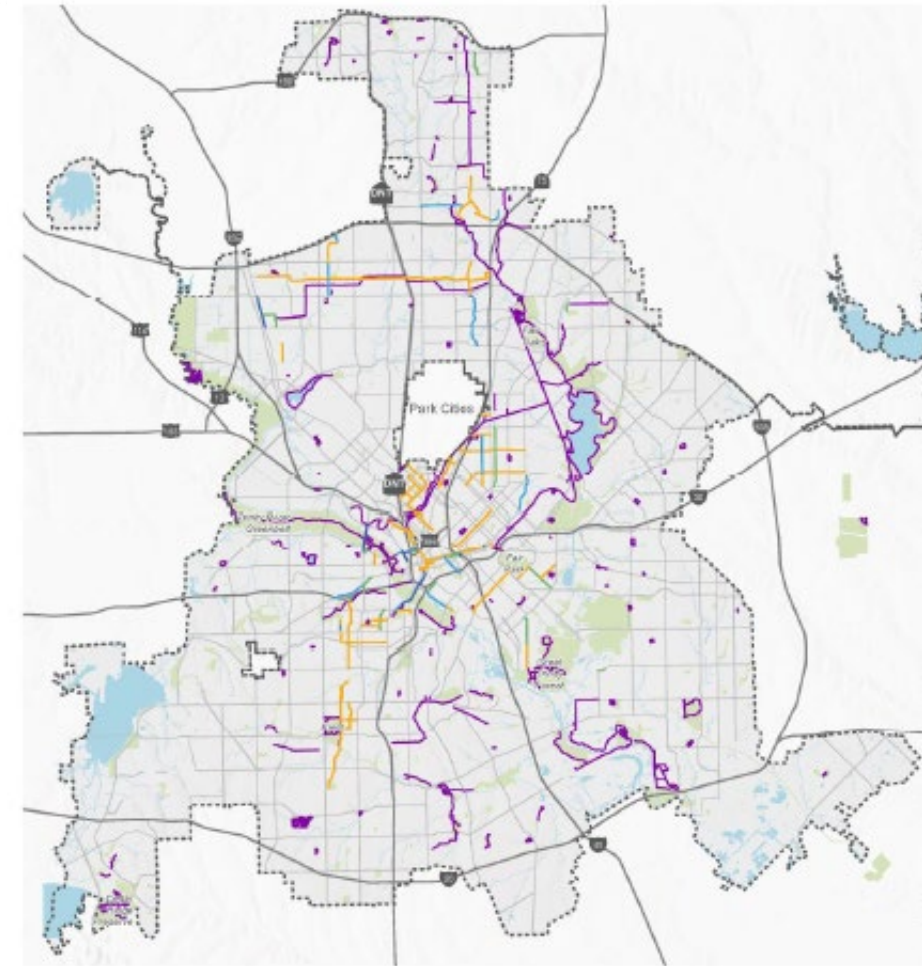


# Existing Conditions Analysis



## Existing Network

- Where are facilities?
- What type?
- Where do they go?
- How complete are they?



EXISTING BIKEWAYS  
DALLAS BICYCLE PLAN UPDATE

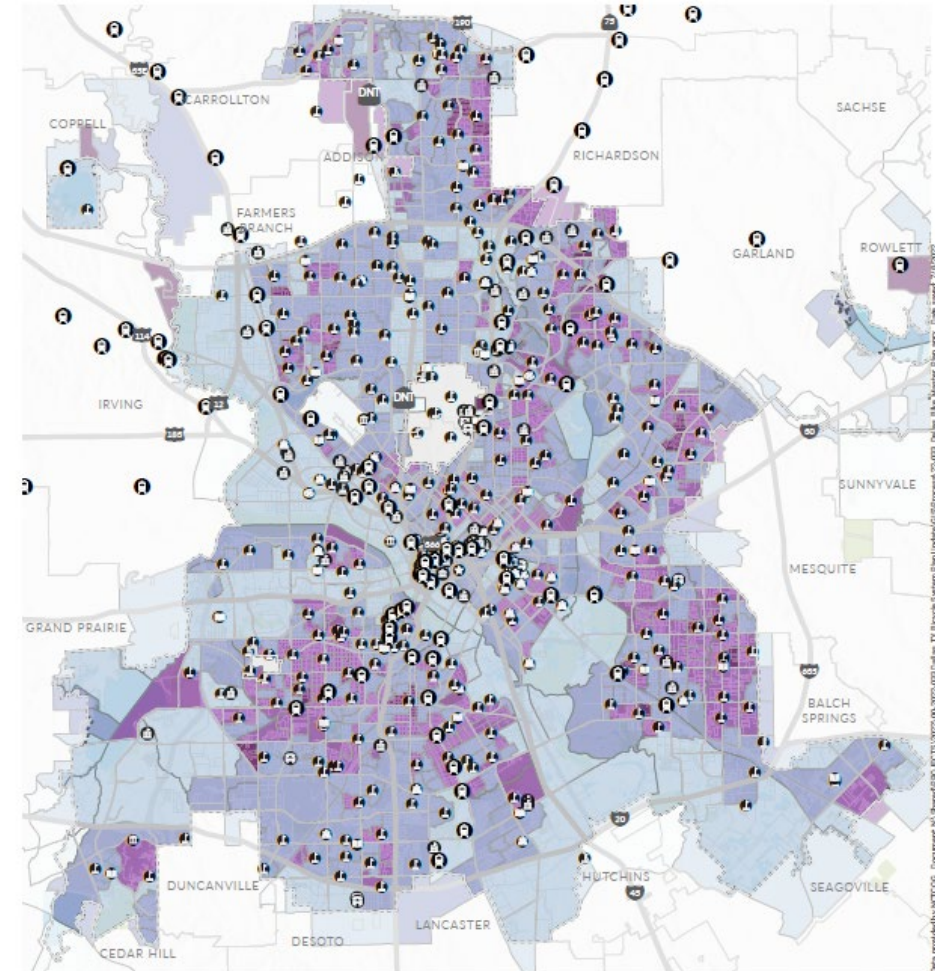


# Existing Conditions Analysis



## Demand

- Short Trips (less than 3 miles)
- Relationship to Destinations
- Identify Patterns Related to:
  - Gaps in the Bike Network
  - Safety Hot Spots
  - Trip Potential



ACTIVE TRIP POTENTIAL  
(ATP)  
DALLAS BICYCLE PLAN UPDATE

Places of Interest:  
• Arena/Stadium  
• City Hall  
• Community Center  
• Landmark  
• Fine Arts  
• Library  
• Museum  
• Higher Education  
• Primary/Secondary Education  
• Transit  
• Rail Stations

Percent of Trips Less Than 3 Miles:  
• Greater than 60 Percent  
• 50 - 60 Percent  
• 40 - 50 Percent  
• 30 - 40 Percent  
• Less than 20 Percent

0 2 4 MILES



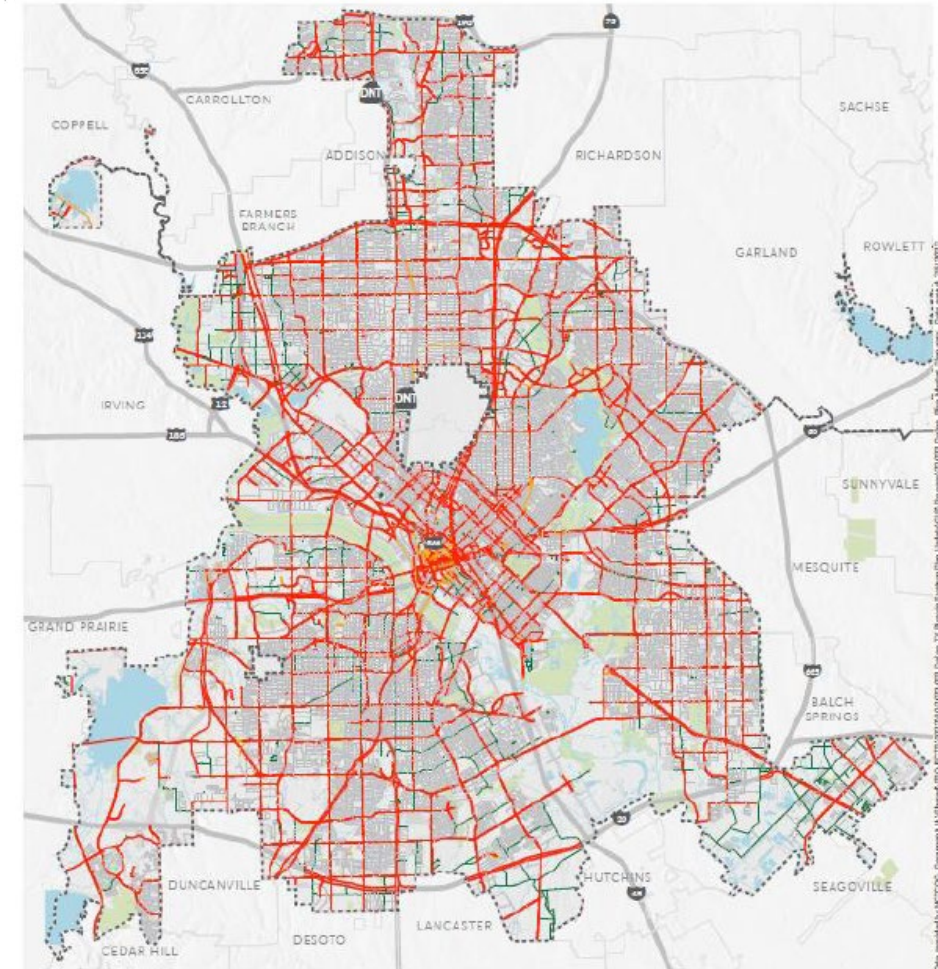


# Existing Conditions Analysis

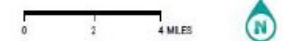
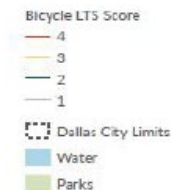


## Level of Traffic Stress

- Expected experience traveling by bicycle along a roadway
- Considers a roadway's travel speeds, width, and presence, and the type of existing bicycle facility
- Framework to guide identification of bike network opportunities and barriers



LEVEL OF STRESS (LTS) ANALYSIS  
DALLAS BICYCLE PLAN UPDATE

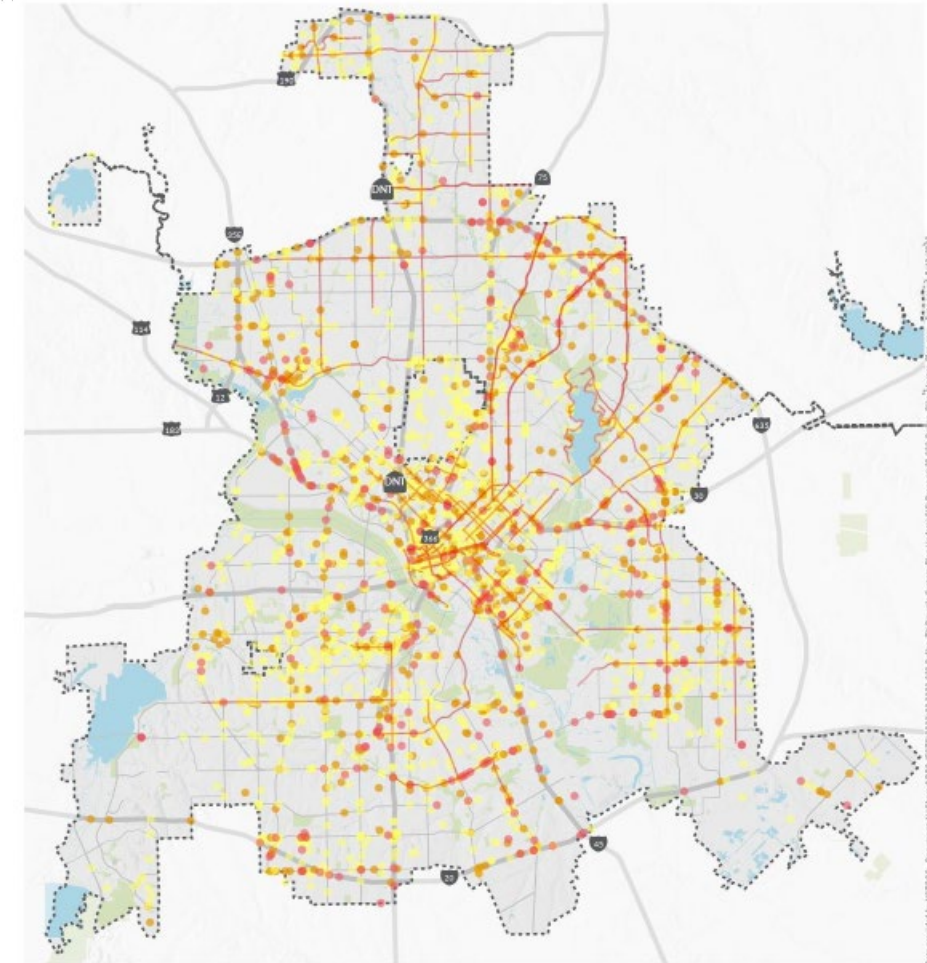


# Existing Conditions Analysis



## Safety

- Frequency + Severity of Collisions
- Vision Zero Bicycle High Injury Network
- Identify Patterns Related to:
  - Roadway Conditions
  - Existing Bikeways
  - Areas of High Demand
  - Equity Focus Areas



ACTIVE TRANSPORTATION  
COLLISIONS + BICYCLE HIN  
DALLAS BICYCLE PLAN UPDATE

Bicycle and Pedestrian Collisions  
(2014-2019)

- Fatal
- Suspected Serious Injury
- Other Collisions

Other Features

- Bicycle High Injury Network



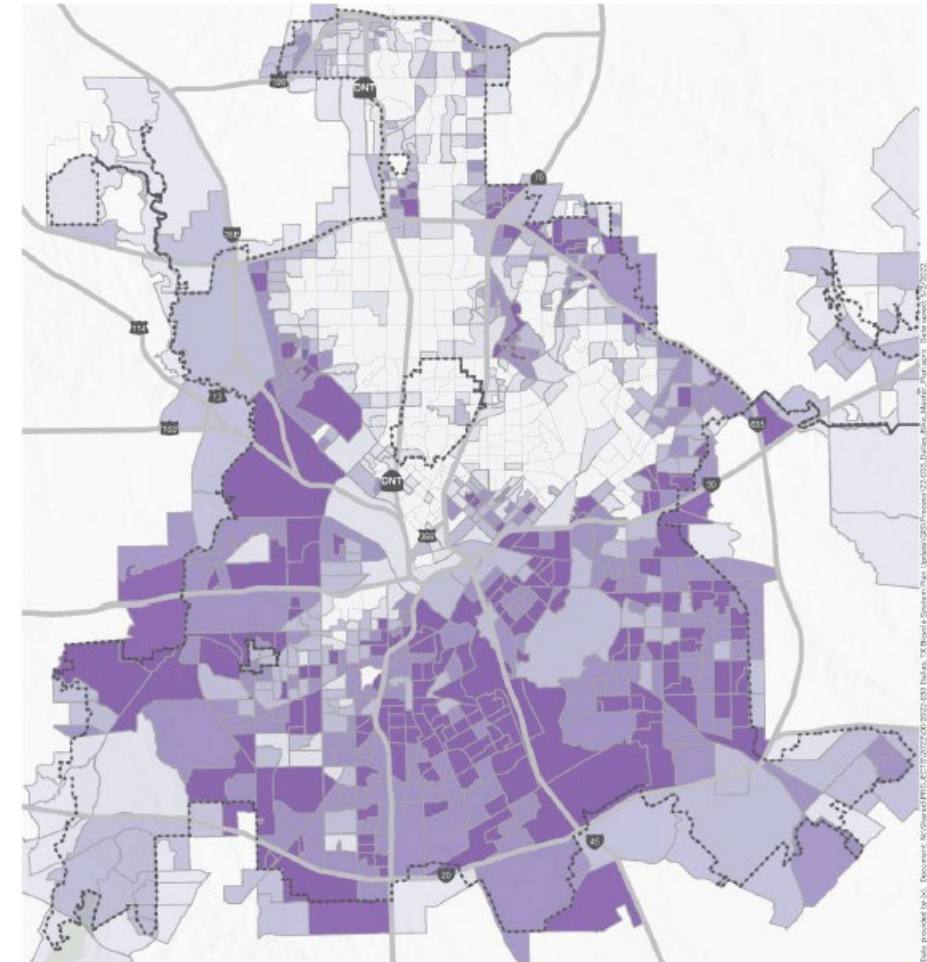


# Existing Conditions Analysis



## Equity + Public Health

- Demographic Factors
- Environmental Factors
- Identify Patterns Related to:
  - Existing Bike Network
  - Safety



EQUITY ANALYSIS  
DALLAS BICYCLE PLAN UPDATE

--- Dallas City Limits  
Equity Composite Score  
■ Highest Need  
■ Lowest Need

0 2.5 5 MILES



# Existing Conditions Analysis



## Key Takeaways

1. Highways, major roads create barriers for low stress bicycle travel
  - *Opportunity: Improve local roadways to support traveling along low-stress networks and across high-stress barriers*
2. “Highest need” areas from the Equity + Public Health analysis have the least complete bike networks, higher number of serious crashes
  - *Opportunity: Prioritize improvements to support safer, more comfortable travel in underserved communities*
3. Connections among existing bikeways, especially trails, is limited
  - *Opportunity: Explore connections to existing trails to form the foundation of a low-stress network*



# Public and Stakeholder Engagement



## Public Involvement Plan

### **INITIAL OUTREACH: Spread Awareness of the Project**

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

### **PHASE 2: Input on the Draft Bicycle Network**

- When: Fall 2022
- How: 7 in-person events, 1 virtual meeting, online input

### **PHASE 1: Input on Existing Issues, Opportunities, Vision**

- When: Summer 2022
- How: Online survey and interactive comment map

### **PHASE 3: Input on Priority Projects and the Draft Plan**

- When: Spring 2023
- How: 1 virtual meeting, online surveys



# Public and Stakeholder Engagement



Two advisory bodies are guiding the project. Each will meet at least five times.

- **Bicycle Advisory Committee (BAC):** Residents nominated by Mayor and each Council Member.
- **Technical Advisory Committee (TAC):** City of Dallas staff across many departments and inter-agency partners such as DART, Dallas County, and TxDOT.

In addition, staff will coordinate with the Micromobility Working Group.





# Public and Stakeholder Engagement



## PHASE 1: Input on Existing Issues, Opportunities, Vision

- When: July 5 to July 24, 2022 (online engagement)
- How: Online survey, interactive comment map
- Results:
  - Online Survey: 3,200 started; 2,542 surveys fully completed
  - Webmap: 1,217 visitors to webmap, 1,392 suggestions (unique points and lines), and 314 comments
  - Textline conversations: 11



# Public and Stakeholder Engagement



Tell us about your challenges and the opportunities you see for bicycling in Dallas today.

Using the button below, add a point or add a route to share more about your experiences traveling in Dallas.

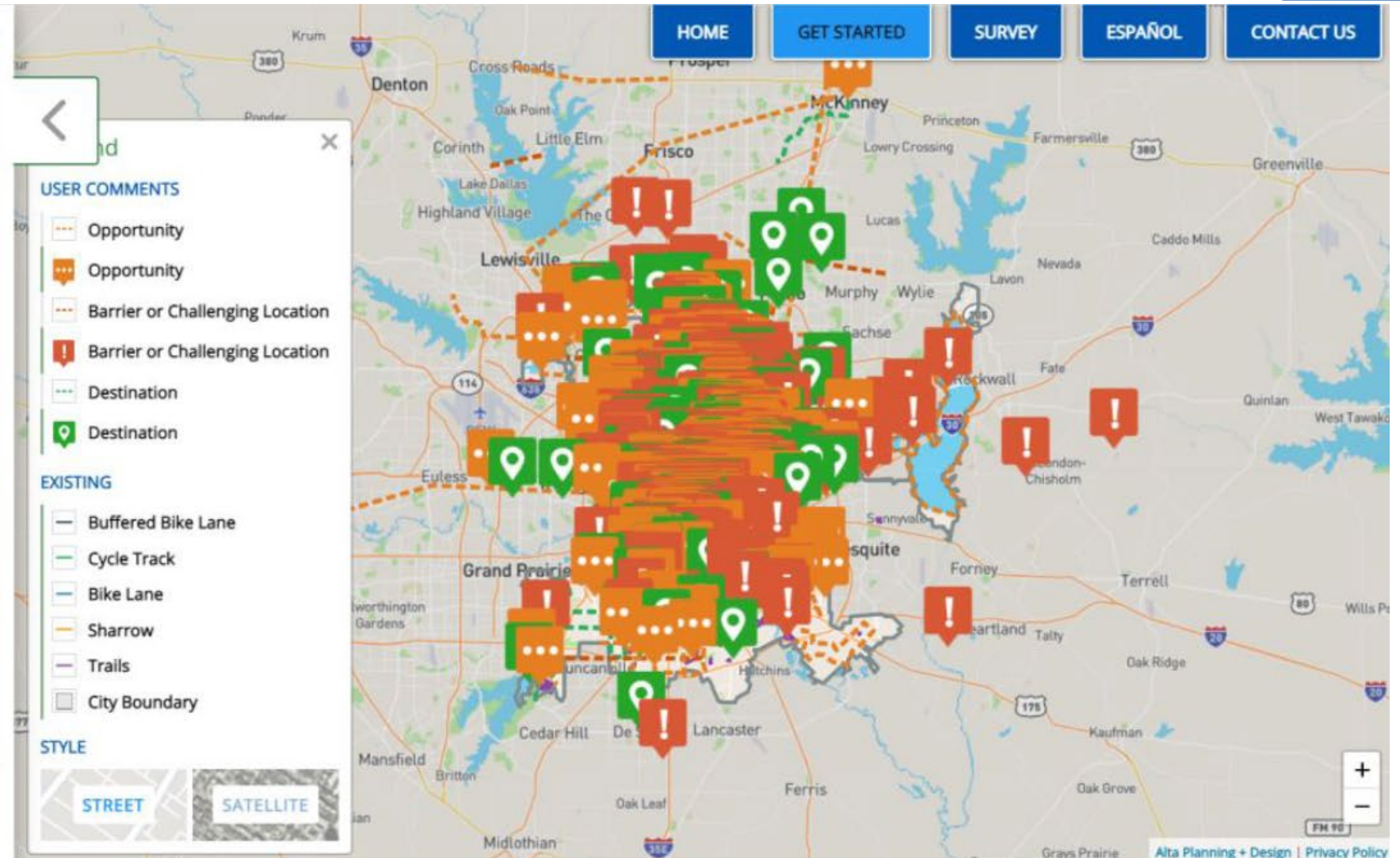
Choose one of the options below to continue:

Add a point

Add a line

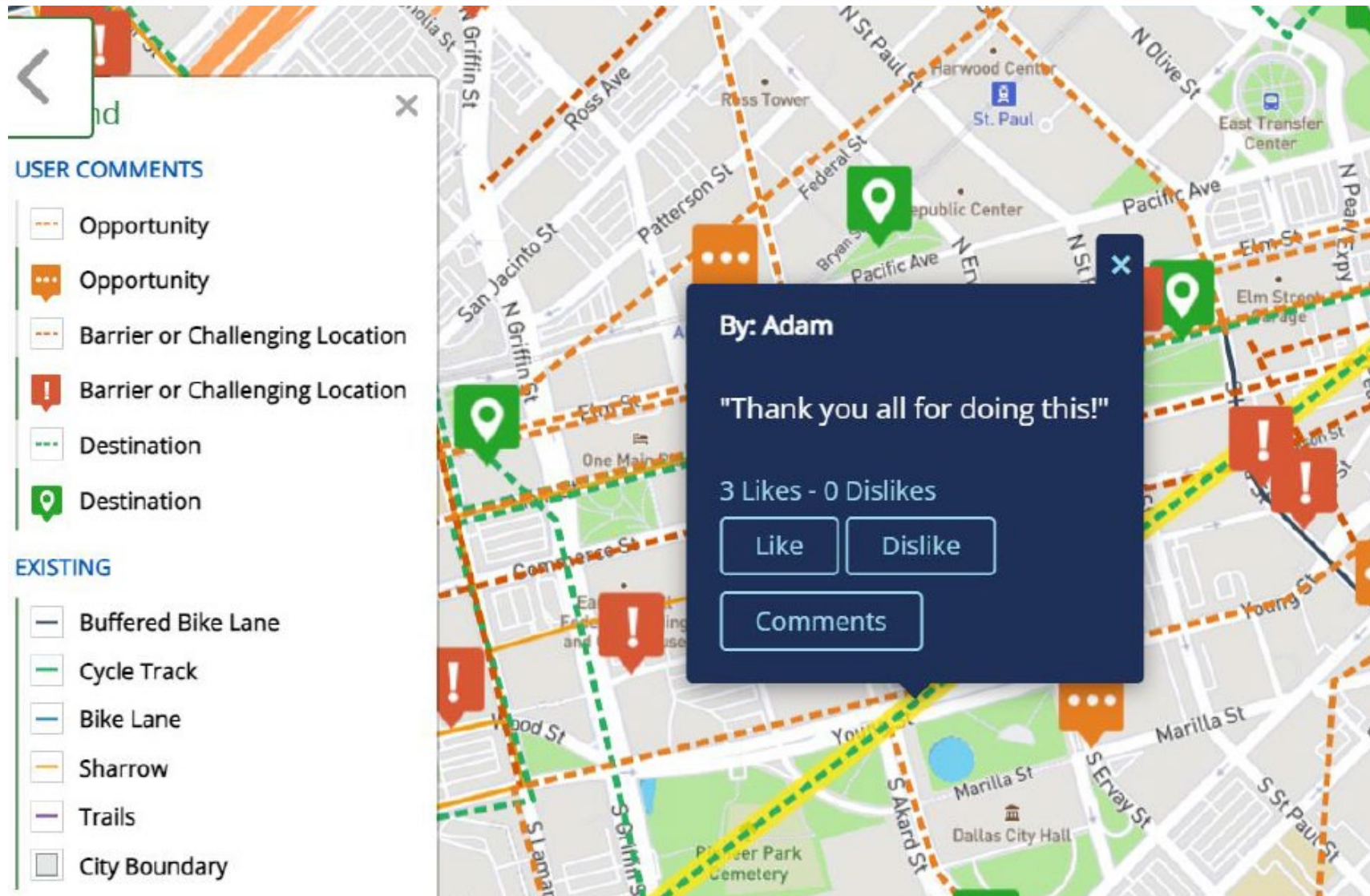
If someone has placed a point of route that you agree with, click the "Like" button when you select it on the map.

To learn more about the Dallas Bike Plan and how to get involved, visit <https://dallascityhall.com/>.





# Public and Stakeholder Engagement



# Next Steps



- Update the Bicycle Network Map
  - The Bike Plan Update and ForwardDallas! will be co-hosting interactive in-person events across the city from mid-October through November
  - Key opportunity for the public to weigh in on the proposed Bike Network
- Update bicycle design standards
- Coordinate with Micromobility Working Group

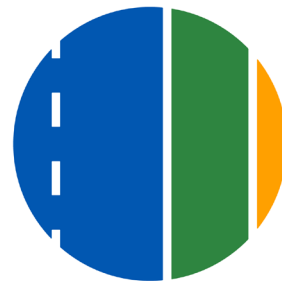




# Discussion/Feedback



- General questions/comments/feedback



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