



City of Dallas

Dallas Bike Plan 2025: Status Update

**Transportation &
Infrastructure Committee
January 21, 2025**

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City of Dallas

Purpose



- Provide a status update on the Dallas Bike Plan development



Overview



- Objectives of Updating the Bike Plan
- How Dallas Compares to Peer Cities
- Action Items from Oct. 2024 TRNI Briefing
- Three-Phased Implementation Plan
- Bike Plan Amendment Process
- Bicycle Advisory Committee
- Next Steps



Objectives of Updating the Bike Plan



- Update the Bike Network Map
 - Ensure connectivity with existing network gaps
 - Provide greater safety and comfort
 - Improve system connectivity, including connections to trails and transit
- Develop new bike facility design standards
- Provide more detailed guidance on project prioritization and phasing



How Dallas Compares to Peer Cities



Dallas's bike network lags behind peer cities in some metrics but is ahead in others:

Miles of Bicycle Facilities	Dallas	Houston	Austin	San Antonio	Charlotte
Bike Lanes (Physically Separated)	38 (13)	29 (unknown)	322 (96)	177 (4)	170 (5)
Shared Lanes (High Comfort ^a)	51 (5)	165 (33)	62 (7)	68 (unknown)	56 (unknown)
Paved Trails or Shared-Use Paths	115 ^c	324	154	271	163
TOTAL MILES	204 ^b	518	538	516	389
Data Year ^d	2024	2024	2023 & 2025	2025	2023

Notes:

- ^aHigh comfort shared lanes are generally considered to be facilities on low-volume neighborhood streets with traffic calming.
- ^bMany of Dallas's existing bike lanes and shared lanes are recommended to be removed or upgraded to be comfortable for All Ages and Abilities (56 miles of the 204 miles).
- ^cDallas's trail figure includes only those linear trails that are greater than 8 feet in width. Trail width data was not available for most other cities.
- ^dData was retrieved from each city's Open Data Portals and/or most recent bike plans



Action Items from Oct. 2024 TRNI Briefing



- Finalize vision statement and goals
- Finalize action items and strategies, confirm department responsibilities
- Develop three-phase implementation plan, incorporate input from Bicycle Advisory Committee
- Release the revised draft Dallas Bike Plan for public comment

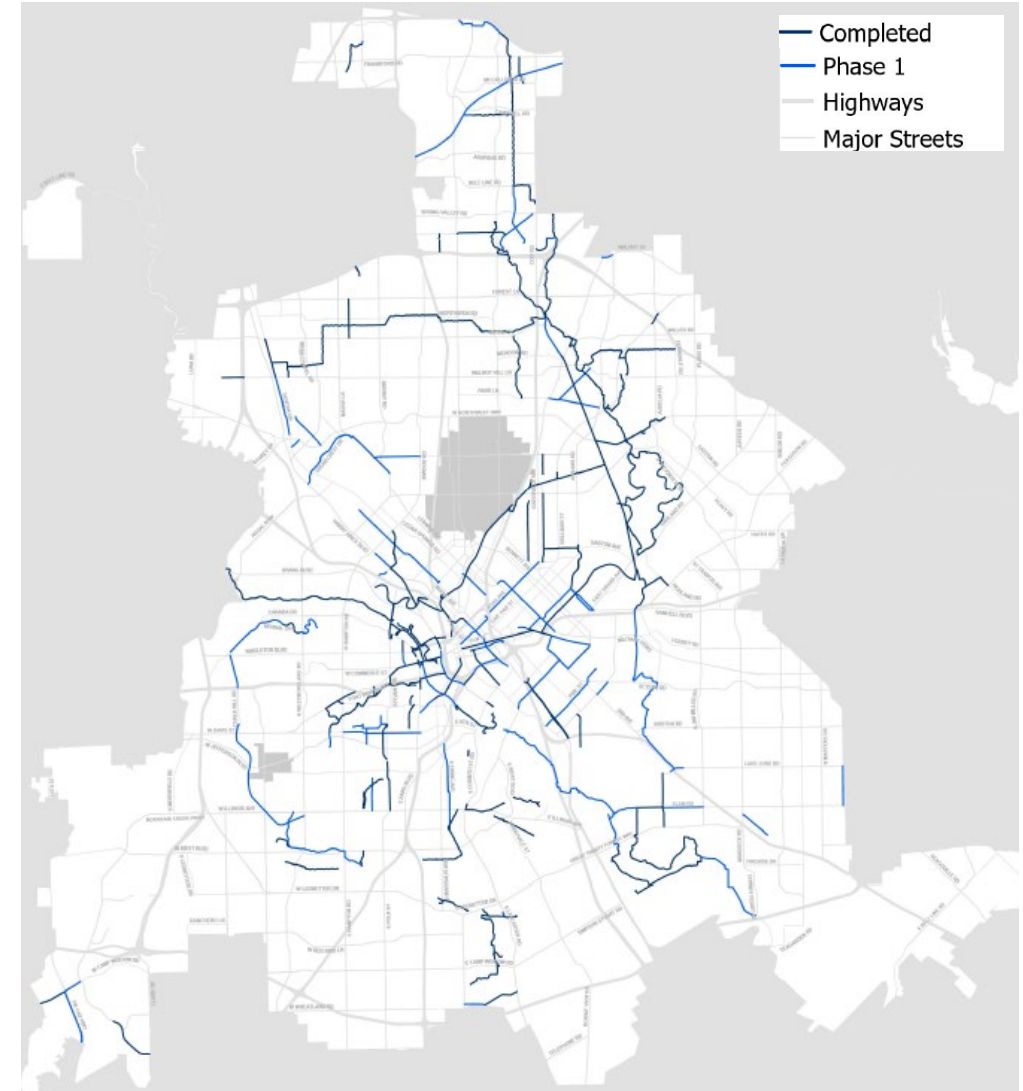


Three-Phased Implementation Plan



Phase 1:

- Projects for completion in the next 5 years, before Phase 2 projects.
- 83 miles in Phase 1.
- Total network buildout after Phase 1 would be **231 miles**.
- Mostly previously-funded projects, with some lower-cost and high-priority “Top 15 Projects” (7th Street, Ewing, Pine Street, Maple, Beacon, White Rock Creek Trail to Prestonridge Trail connection).

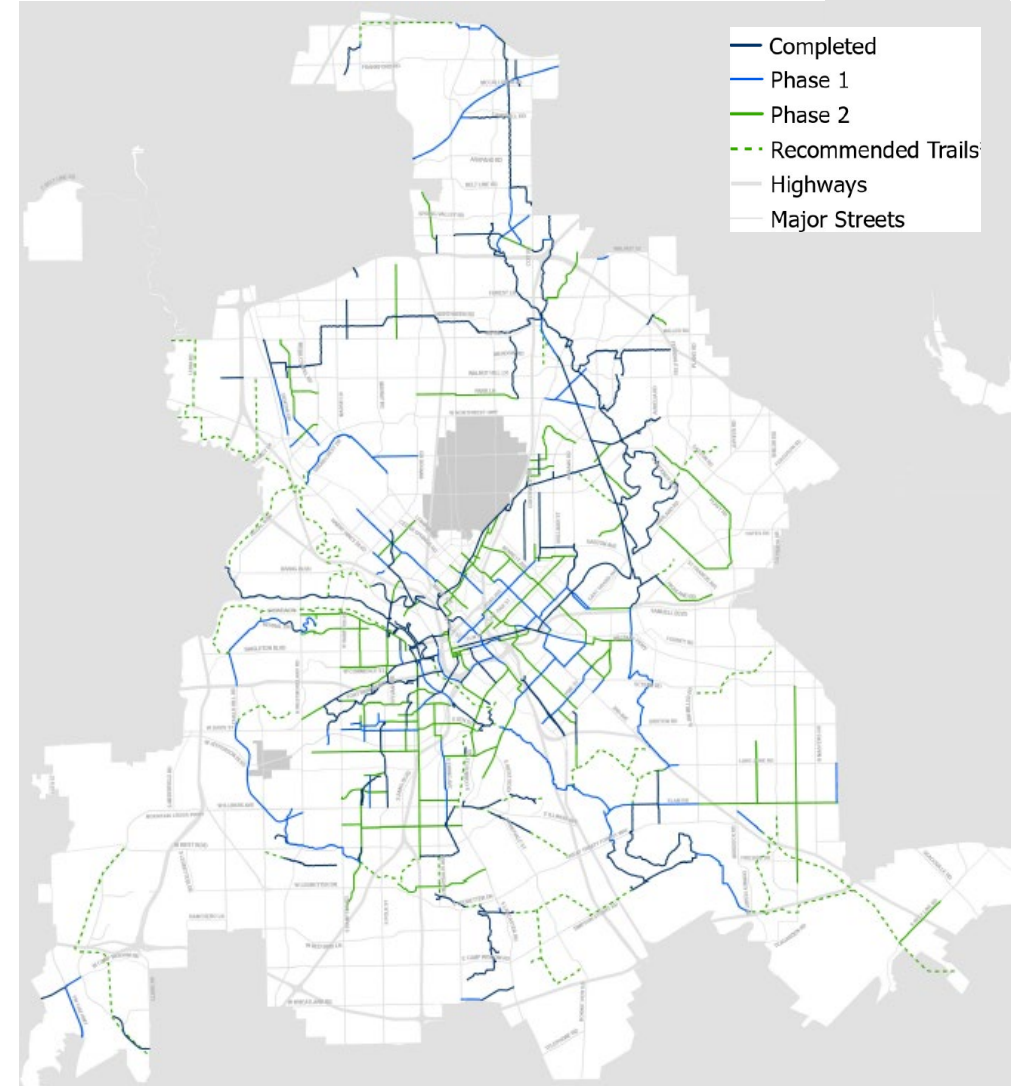


Three-Phased Implementation Plan



Phase 2:

- Projects for completion in the next 20 years or sooner, depending on funding availability.
- 197 miles in Phase 2.
- Total network buildout after Phase 2 would be **428 miles**.
- Projects selected using prioritization criteria and input from the Bicycle Advisory Committee.

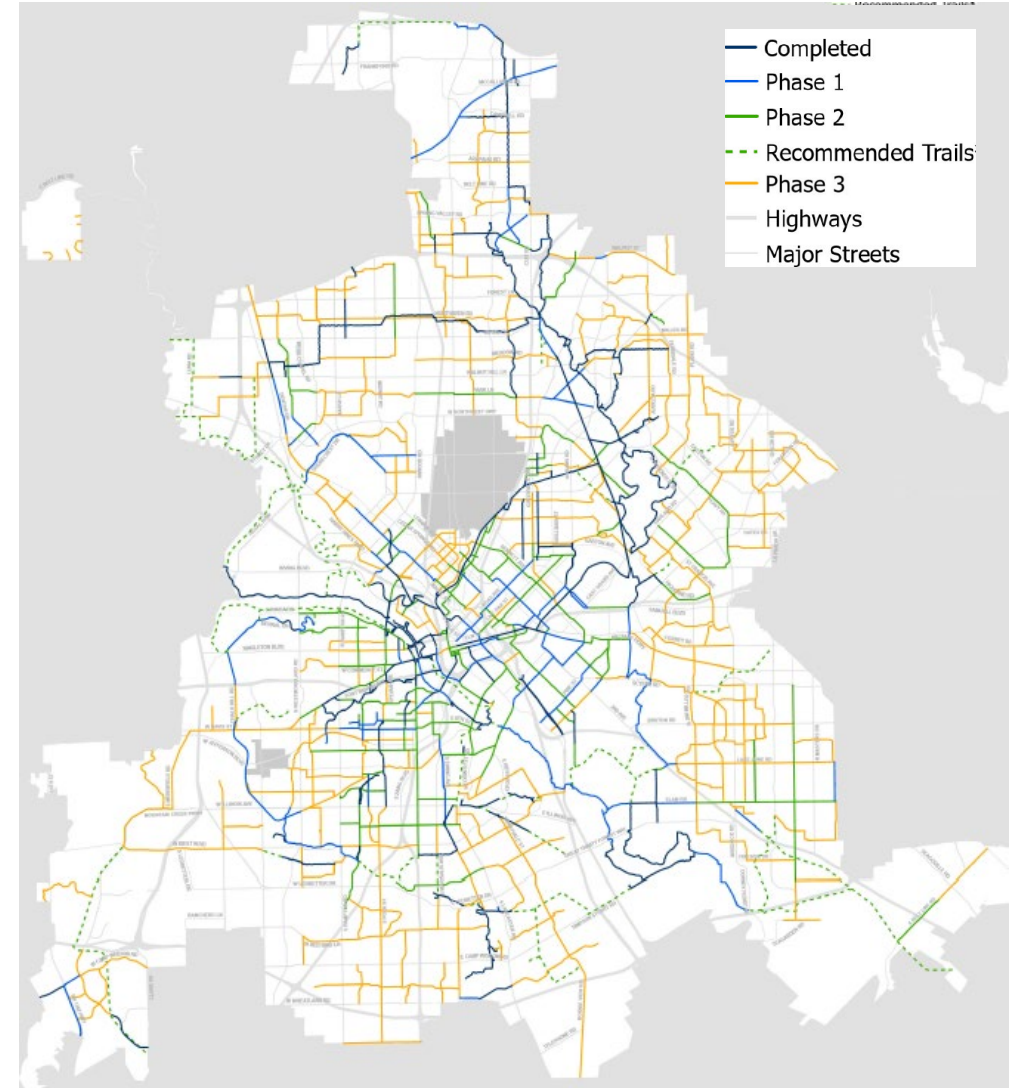


Three-Phased Implementation Plan



Phase 3:

- Projects that are lower priority and would be completed after Phase 1 and Phase 2 projects.
- 331 miles in Phase 3.
- Total network buildout would be **760 miles**.
- Projects selected using prioritization criteria and input from the Bicycle Advisory Committee.



Accelerating Project Delivery



Steps we are already taking:

- ✓ Dedicated funding for bike lanes.
- ✓ Executed two on-call contracts for engineering services.
- ✓ Moved an existing engineering position to the Bike Program.
- ✓ Finalizing more detailed bike facility design standards to expedite the design of bike lane projects.

^a Sources: 1) Federal Highway Administration, *Strategies for Accelerating Multimodal Project Delivery*, October 2018. 2) National Association of City Transportation Officials, *Green Light for Great Streets: The Agency Accelerator Project*.



Accelerating Project Delivery



Additional action items recommended, based on review of current challenges and national best practices: ^a

- Update bike facility design standards in the Street Design Manual.
- Standardize before/after evaluations of bike projects to demonstrate “proof of concept” and build support.
- Improve messaging about the benefits of multimodal projects.
- Establish standardized public involvement and traffic study procedures and requirements for different project types.
- Increase staff knowledge by funding continuing education for city engineers that is focused on bicycle facility design.

^aSources: 1) Federal Highway Administration, *Strategies for Accelerating Multimodal Project Delivery*, October 2018. 2) National Association of City Transportation Officials, *Green Light for Great Streets: The Agency Accelerator Project*.



Accelerating Project Delivery



Additional action items recommended, based on review of current challenges and national best practices: ^a

- Improve coordination of bike facility project development schedules and resurfacing plans.
- Increase rapid response capacity to be able to implement and iterate on quick-build projects.

^aSources: 1) Federal Highway Administration, *Strategies for Accelerating Multimodal Project Delivery*, October 2018. 2) National Association of City Transportation Officials, *Green Light for Great Streets: The Agency Accelerator Project*. 3) National Association of City Transportation Officials, *Structured for Success*, December 2022.



Bike Plan Amendment Process



- Amendments to the Bike Network map will occasionally be needed following more detailed planning, analysis, or public engagement.
- The Bike Plan will provide a process for amending the Bike Network map.
- Amendments would be taken to City Council for approval on an annual basis, following a public comment period and input from the Bicycle Advisory Committee.
- Criteria for evaluating requested amendments: directness, comfort, and connectivity.



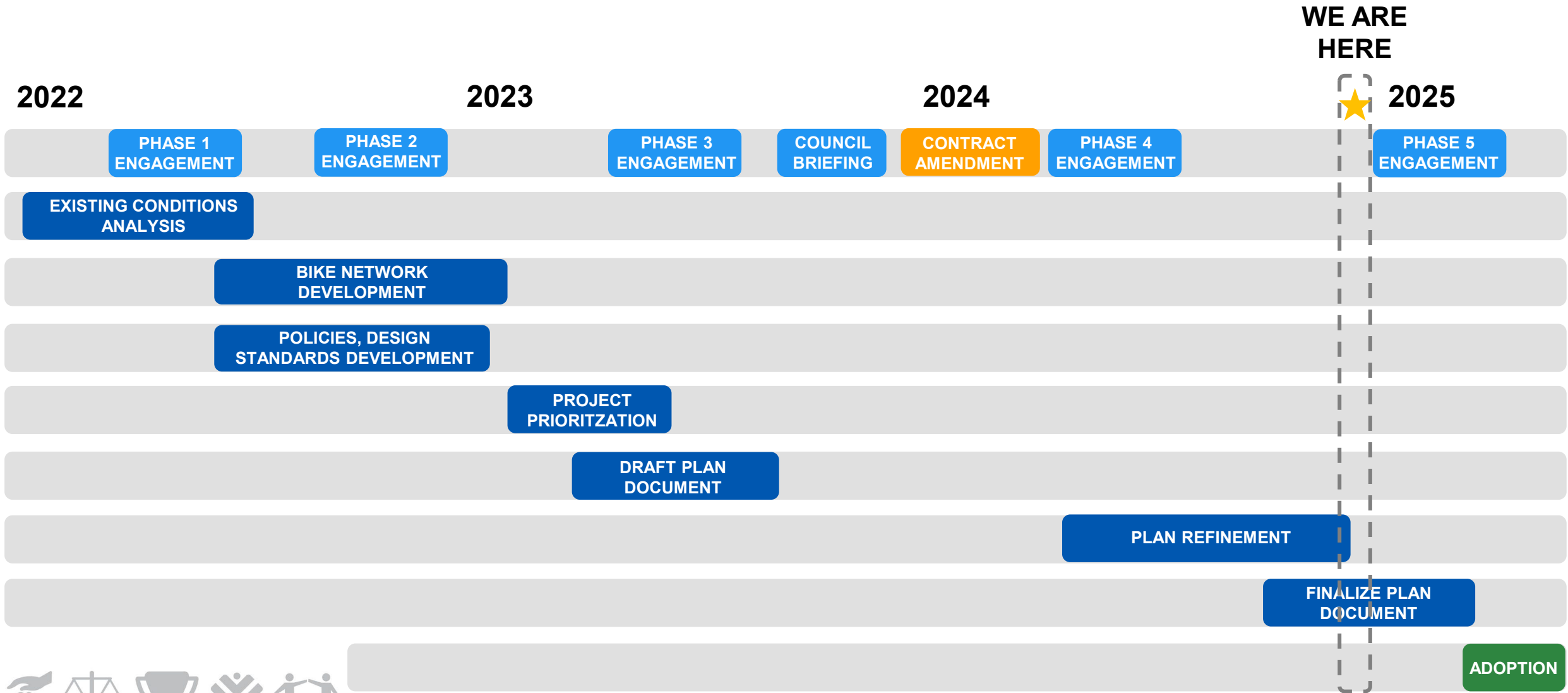
Bicycle Advisory Committee



- The plan will recommend maintaining the Bicycle Advisory Committee as a formal committee or informal working group.
- Functions:
 - Monitor progress measures for implementation of the Bike Plan and ensure accountability.
 - Advise on bike policy.
 - Provide input during bike project planning and design phases.
 - Provide feedback on requested amendments to the Bike Network map.
- The committee would meet on a quarterly basis.
- Could be consolidated with the Micromobility Working Group.



Next Steps



Next Steps



- Public comment period for revised draft Dallas Bike Plan (February/March 2025)
- Incorporate public comments (April 2025)
- City Council adoption of the updated Dallas Bike Plan (May 2025)





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APPENDIX

Relevant Slides from Oct. 2024 TRNI Briefing



“North Star” – Vision



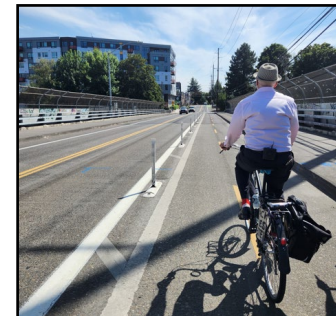
We aspire to a multi-modal Dallas that has a **bicycle system for All Ages and Abilities** connecting people to the places they want to go. We envision **more people traveling by bicycle** or other micromobility devices for short trips.



“North Star” – Goals



- *BUILD* a safe, comfortable, and connected All Ages and Abilities Bicycle Network
- *MAINTAIN* the integrity and usability of the bike network
- *INCREASE* bicycle riding in Dallas in support of CECAP
- *IMPROVE SAFETY* for bicycle riders
- *EQUITABLY* implement bicycle facilities in all areas of the city



Implementation Plan



Phase 1 (0-5 Years): Projects that are expected to be implemented in next 5 years. Includes funded projects and select unfunded projects that are lower cost and top-scoring.

Phase 2 (5-20 Years): Unfunded high-scoring projects up to a cumulative cost of \$300 million. Goal is to implement over next 20 years.

- \$300 million is estimated to fund 100-300 miles, depending on inflation, scope, and complexity of projects.
- \$300 million is consistent with funding levels over previous years.
- Assumes \$2.5 million annual general fund commitment
- \$150 million in grants and \$100 million in future Bond program over next 20 years

Phase 3 (20+ Years): Remaining unfunded projects.

Average Cost of Bike Facilities Per Mile (2024)

- Neighborhood Bikeway: \$700,000
- Visually Separated Bike Lanes: \$100,000
- Physically Separated Bike Lanes: \$2,000,000
- Trails: \$5,000,000

Projects may include some resurfacing and traffic signal improvements, and opportunities are sought to leverage other internal funding sources. Cost of bike lanes are higher if part of larger Complete Street projects.



Implementation Plan (cont'd.)



Project prioritization criteria:



Safety



Equity



Demand



Connections



Public input



Opportunities



Cost and complexity



Existing conditions



**The Prioritization methodology is based on the industry standard ActiveTrans Priority Tool, published by the Transportation Research Board National Academy of Sciences, and input from the Bicycle Advisory Committee.*