



# Gresham Smith

## TECHNICAL ADVISORY COMMITTEE (TAC)

### Meeting #2 Summary & Discussion Notes

#### **DALLAS BIKE PLAN**

Gresham Smith Project No. 45505.00

Meeting Date: July 13, 2022

Discussion: Review of Existing Conditions, Prioritization Principles and Project Prioritization Discussion

#### **MEETING SUMMARY:**

1. **Introduction, Project Update:** Gresham Smith Planner Amanda Sapala opened the meeting by introducing presenters, reporting on the high response rate to outreach efforts and reviewing the proposed project meeting schedule.
2. **Review of Existing Conditions:** Alta Planner Erin David detailed the criteria through which the project team is analyzing the current conditions on the city's bicycle network, including understanding the existing network, level of traffic stress, safety, demand and equity + public health. Erin presented key takeaways from the analysis: (1) major roadways create barriers for low-stress travel, (2) the highest-need focus areas have the highest numbers of crashes and the least complete bike networks, and (3) connections among existing bikeways (particularly trails) is highly limited. Each takeaway presents an opportunity for the project team to increase safety and connections while decreasing stress.
3. **Overview of Prioritization Principles:** Gresham Smith Planner Greg Kern outlined the process for updating the Dallas bike plan and emphasized the importance of prioritization criteria during the current phase. The criteria include equity, safe connections to DART stations and other bikeways, completion of existing gaps and advancement of the Dallas Strategic Mobility Plan's objectives.
4. **Open Discussion:** Amanda Sapala led the group's discussion based on four prompts, listed in the following section.

#### **DISCUSSION NOTES:**

1. **What problems for current cyclists do you see?**
  - a. Maintenance of existing bike lanes
    - i. How do you report other than 311?
    - ii. How can we establish a consistent cleaning schedule?
  - b. White thermoplastic lines wear down quickly compared to other cities
    - i. Surface preparation and temperatures during placement are the primary reasons for the increased wear.
  - c. Cars parking in bike lanes

**Genuine Ingenuity**

- d. Inlet design
- 2. What do you believe is preventing more people from bicycling?**
- a. Fear of conflict with cars
    - i. Fear of becoming a hood ornament
    - ii. Need education in driver's ed classes about how to share the road with bikes
    - iii. Need to combine traffic calming tools and wayfinding improvements with sharrow segment projects
    - iv. Facilities are not always marked well
    - v. A sense of enclosure from traffic will increase ridership
    - vi. Drivers do not respect red lights
  - b. Heat
    - i. Need more shade
    - ii. How can Dallas be a leader for heat climate extremes, analogous to cities with extreme cold
  - c. Lack of dedicated bike facilities
    - i. Need more trail access points that coincide with where good bike routes might be
    - ii. Add more trailheads
  - d. Wayfinding
    - i. The trails that Dallas spent hundreds of millions of dollars on are its best kept secret, and that shouldn't be
    - ii. Need signs to show which routes lead where
    - iii. Wayfinding to nearby destinations
  - e. Lack of amenities
    - i. Cooperation with private organizations to provide showers at work, potentially bike lockers/racks
    - ii. End-of-trip bike parking so you can park your bike somewhere you can see it
    - iii. Could lockers be a feasible option?
    - iv. Amenities drive demand
  - f. Safety
    - i. People don't bike in parts of town where they don't feel safe
    - ii. Lighting could help with this issue

**3. What cycling routes, bike lanes and related bike facilities do you see that are working well?**

- a. Bike/ped facilities as part of complete street reconstruction projects
  - i. The facilities are designed at the same time as the roadway, and that benefits all user types

**4. What are your top 3 issues you'd like to see addressed in this bicycle master plan update?**

- a. People don't understand the purpose
  - i. They don't understand that this project will revolutionize how Dallas moves
  - ii. Struggle to see the end vision
  - iii. Bike-friendly isn't compelling enough
  - iv. Need metrics for measurable improvements
  - v. Connectivity, safety, implementability
    - 1. Don't forget CECAP—several elements of the climate plan promote alternative transportation modes, including cycling
    - 2. Tying the project to CECAP is key
  - vi. Seems to be a public misunderstanding of the project's benefits
    - 1. Biking isn't mainstream in Dallas culture
    - 2. Help explain long-term vision and traffic calming because projects are seen in isolation—illustrate the goal at the end

This represents our understanding of the items discussed at this meeting. If you have any questions or comments concerning any of the information contained herein, please contact me.

Prepared by: Camryn Jones  
Planner, Gresham Smith

Enclosure: PowerPoint Presentation; Discussion Board Output

# Dallas Bike Plan

## Technical Advisory Committee

July 13, 2022



# Purpose of Technical Advisory Committee

## MEETING SCHEDULE

1. Project introduction. Review criteria for project development. (May 2022)
2. **Review prioritization framework & principles. Provide input & recommendations. (July 2022)**
3. Review initial bicycle design standards & specifications. Provide edits/recommendations. (August 2022)
4. Review revised prioritization framework and approve. (September 2022)
5. Review received bike network, design standards. Review proposed priority projects. (November 2022)
6. Review prioritization of priority projects and adjust. (December 2022)
7. Review project cut sheets and funding estimates. (January 2022)
8. Review draft plan. (February 2022)



# Review of Existing Conditions

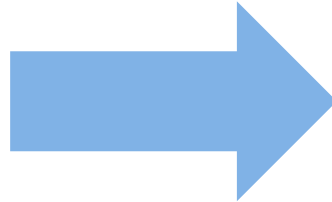
ANALYZING WHERE WE ARE TODAY

REGARDING STRESS, DEMAND, EQUITY, PUBLIC HEALTH, & THE EXISTING NETWORK



## Existing Conditions

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

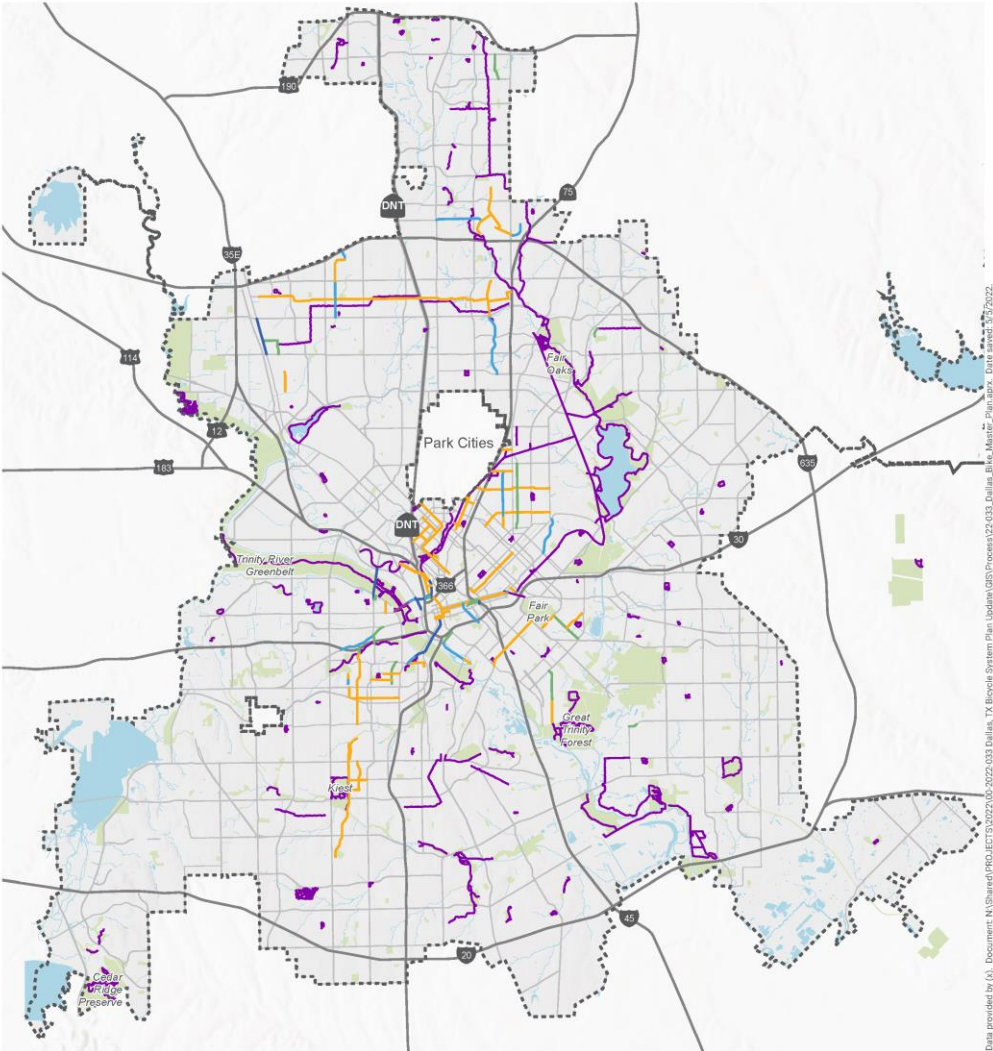


- Understand Current Network
- Identify Network Gaps
- Project Opportunities
- Community Input
- Prioritization and Implementation



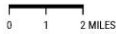
# Existing Network

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



EXISTING BIKeways  
DALLAS BICYCLE PLAN UPDATE

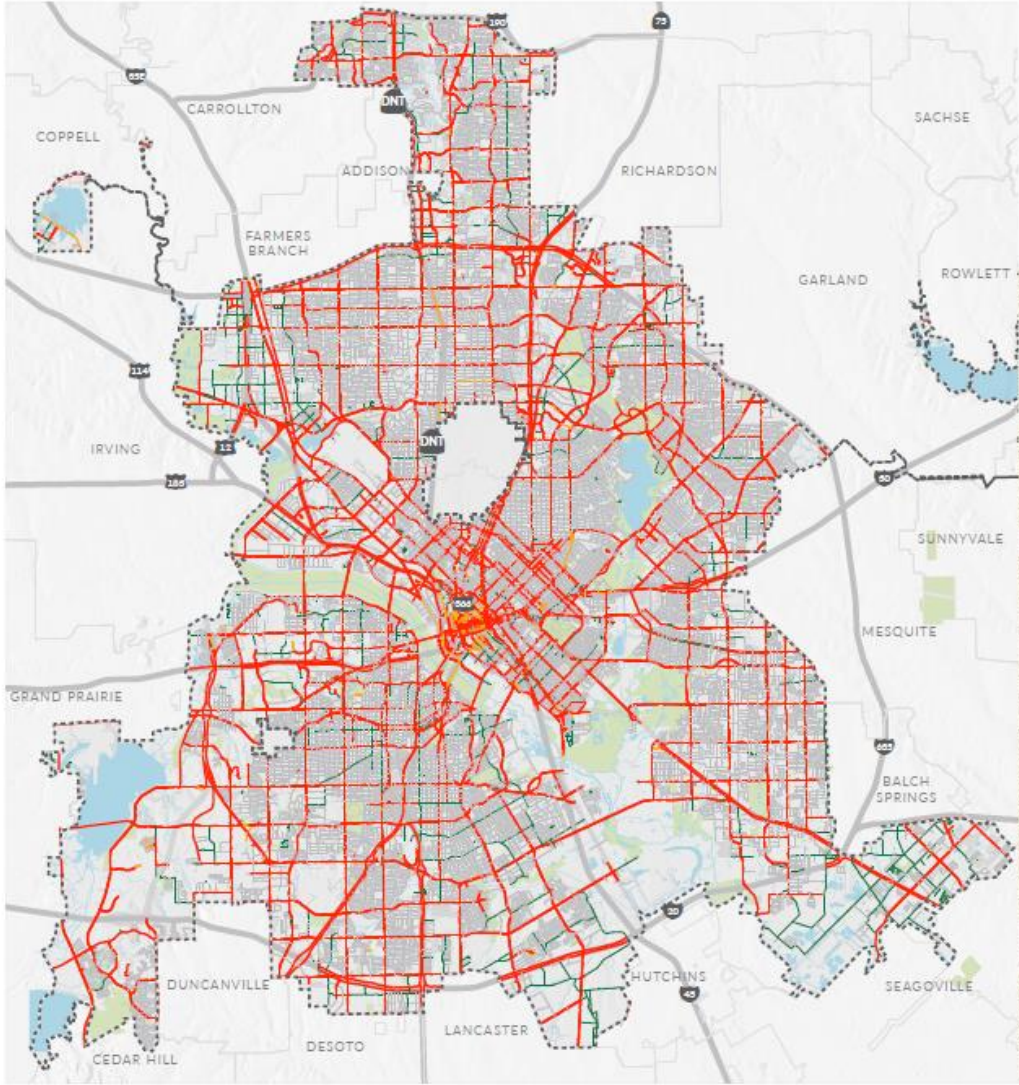
Completed	Dallas City Limits
Sharrow	Parks
Bike Lane	Water
Buffered Bike Lane	
Cycle Track	
Trail	





# Level of Traffic Stress

- Framework to guide identification of network opportunities
- Identification of barriers, network gaps



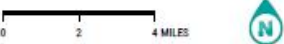
LEVEL OF STRESS (LTS) ANALYSIS  
DALLAS BICYCLE PLAN UPDATE

**Bicycle LTS Score**

- 4
- 3
- 2
- 1

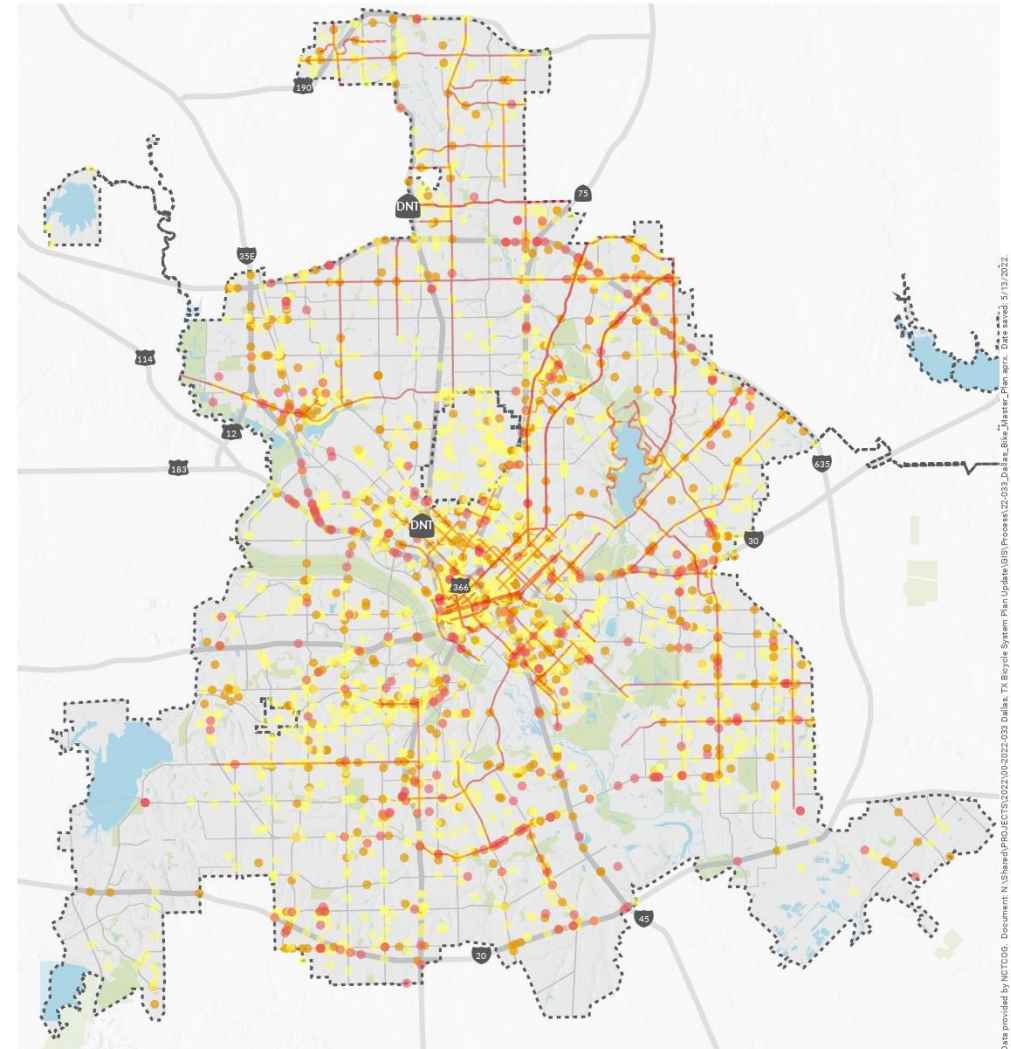
**Dallas City Limits**

- Water
- Parks



# Safety

- Frequency + Severity of Collisions
- High-Injury Network (existing)
- 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

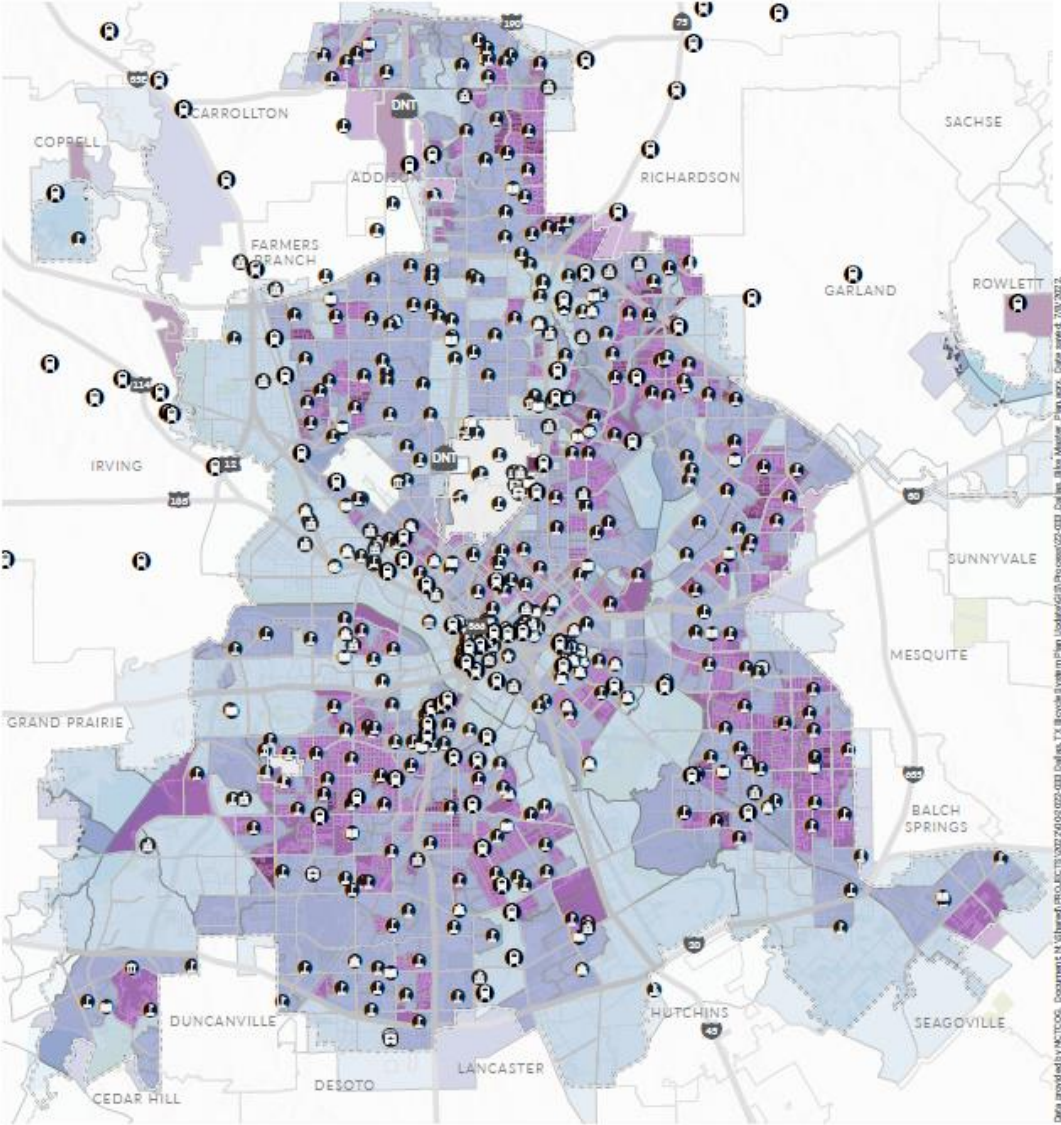


Data provided by MCTCOG. Document N:\Shared\PROJECTS\2022\04\2022-033 Dallas, TX Bicycle System Plan Update\GIS\Process\22-033\_Dallas\_Bike\_System\_Plan.aprx. Date saved: 5/13/2022.



# 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 5 Miles

- Greater than 60 Percent
- 50 - 60 Percent
- 40 - 50 Percent
- 30 - 40 Percent
- Less than 20 Percent

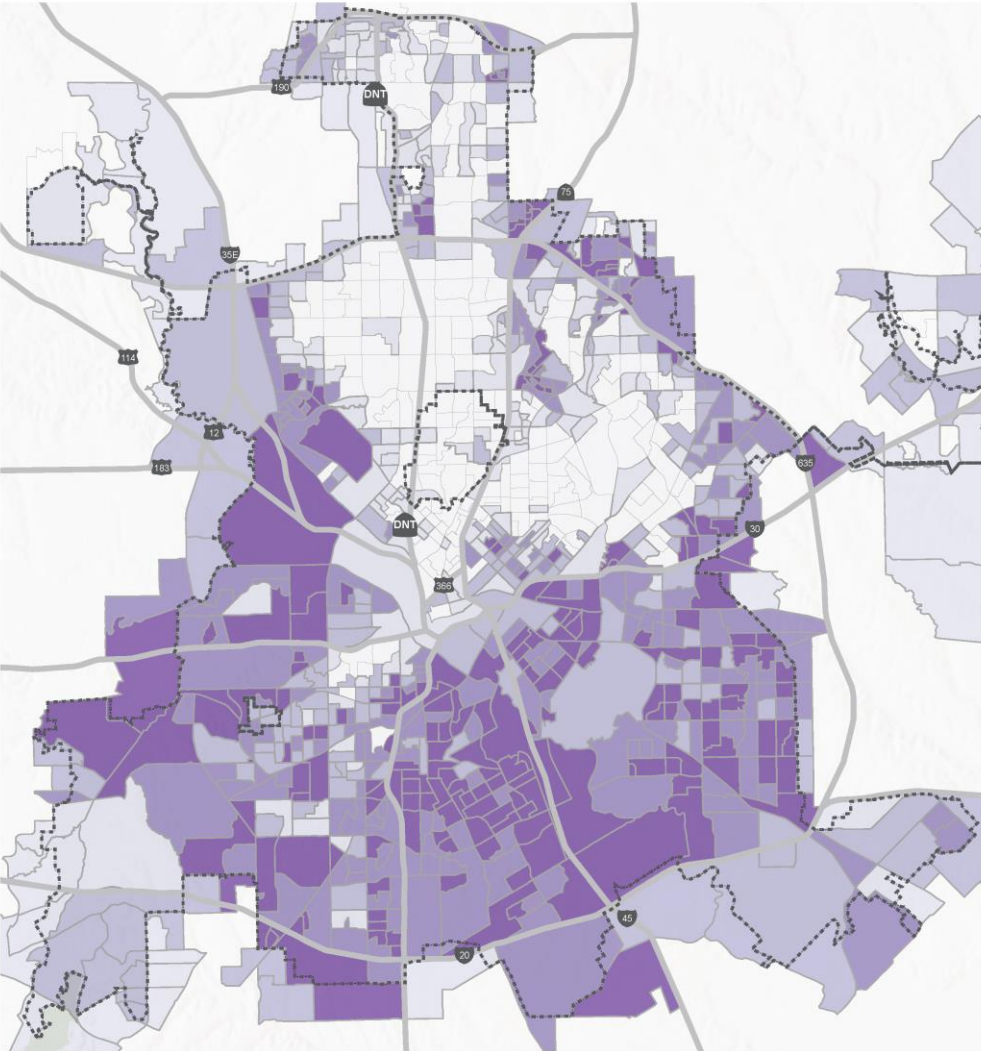
Dallas City Units

0 2 4 MILES



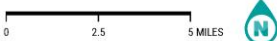
# Equity + Public Health

- 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



## KEY TAKEAWAYS

- Highways, Major Roads create barriers for low stress travel  
*Opportunity: Improve local roadways to support low-stress networks (travel along and across)*
- Highest Need Focus Areas have the least complete bike networks, higher numbers of serious crashes  
*Opportunity: Prioritize improvements to support safer, more comfortable travel in underserved communities*
- Connections among existing bikeways, especially trails, is highly limited  
*Opportunity: Explore connections to existing trails to form the foundation of a low-stress network and support connections across the city*



# Prioritization Principles

FOR EVALUATING THE BIKE NETWORK



# Process for Updating the Plan

## Existing Conditions

- Gaps
- Equity
- Level of Traffic Stress
- Demand

## Network Analysis

- Core/Primary Network
- Secondary/Local Network

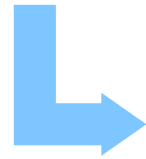
## Specific Projects

- Facility Type
- Phasing



# Process for Updating the Plan

Existing  
Conditions



Prioritization  
Criteria

- Qualitative rankings
- Trade-offs
- Reflect project goals



Network  
Analysis

Specific  
Projects





# 2022 Bike Plan Update Evaluation Criteria

1. Equitable, safe bicycle facilities from residential areas to activity centers
2. Safe local connection to the existing trail/paved shared use path system
3. Safe local connections to DART rail stations and bus transfer stations
4. Complete existing bicycle gaps
5. Support for and advancement of Dallas Strategic Mobility Plan objectives

## **6. Others TBD**



# Project Prioritization

**Criteria will be used to:**

- 1. Identify projects that best advance our community's vision for safe and connected cycling facilities**
- 2. Determine the Core/Primary Bicycle Network links**
- 3. Determine the Secondary Bicycle Network links**
- 4. Identify the phased implementation of the Plan**

## Prompts for Discussion

1. What problems for current cyclists do you see?
2. What do you believe is preventing more people from bicycling?
3. What cycling routes, bike lanes, and related bike facilities do you see that are working well?
4. What are your top 3 issues you'd like to see addressed in this bicycle master plan update?



# CONVERSATION PROMPTS

## What problems for current cyclists do you see?

### TAC COMMENTS:

- Comment

Cleaning of existing bike lanes - maintenance is key  
Aside from 311 - what options are there for scheduling facilities?

cars

One small thing I have noticed in contrast to other cities and I'm not sure why is that our white thermoplastic lines (for crosswalks and bike lanes especially) wear down very quickly. I noticed that the Abrams bike lane markings (installed last year) are almost worn away and there is a crosswalk in my neighborhood that was installed less than 12 months ago and its half gone. I think its the composition of the mix but higher quality mix will stay put longer and mean less O&M over time  
- The primary reason for the fading of crosswalks is due to surface preparation. If the surface preparation isn't in accordance with ASTM Standards, you will notice the increase non-visibility in pavement markings. Additionally, temperatures during placement are another factor to the life cycles of thermoplastic.

current sharrow system needs improvement. Lack of education for meaning, opportunity for designating low speed routes, but needs to be integrated with wayfinding and with traffic calming (trade-off with vehicles, focus on sharing roadway space), requires reprioritization of allocation of space  
- future sharrow segment projects should be combined with traffic calming tools.

inlet design..

## What do you believe is preventing more people from bicycling?

### TAC COMMENTS:

- Preventing people from cycling - cars, heat
  - heat exacerbated, lack of shade
    - cooperation with private orgs (like showers at work)
    - how can Dallas be a leader for heat climate extreme, analogous to winter weather cities
- Fear of becoming a hood ornament!
- 1. dallas drivers do not respect intersection laws (red-lights).
- 2. Often times facilities are not marked well for cyclist and drivers
- Lack of dedicated bicycle facilities
- need connections to trails - more trail access points that coincide with where good bike routes might be, adding more trail heads
- wayfinding, trails best kept secret, on street routing to get to separated trail/greenway network
- Where to put your bike once at the destination? / end of trip bike parking (accessible, visible, proximal)
  - possible need for cooperation with private orgs or need to find a space in public realm to accommodate
  - lockers, etc feasible?
  - how to balance new facilities with amenities that increase likelihood of usage of existing network
- Safety re: threats from other people. People may not want to ride in a part of town they don't feel safe
  - lighting could help in this area
- 

## What cycling routes, bike lanes, and related bike facilities do you see that are working well?

### TAC COMMENTS:

- Comment

## What are your top 3 issues you'd like to see addressed in this bicycle master plan update?

### TAC COMMENTS:

- for the Council and public to understand **purpose**; bike-friendly is not compelling enough; demonstrate how a bike network will change how Dallas moves, this is revolutionary for Dallas; have at the end of it a main purpose that if this plan is implemented, here are the metrics of measureable improvement Dallas can see in the future
- connectivity, safety, implementability
  - Don't forget the CECAP!! There are several actions in the climate plan that also promote alternative transportation modes, including, but not limited to Bike Plan update and implementation
    - (\* this is key)
- appears to be public misunderstanding of the benefits, biking not mainstream in culture, help explain traffic calming and long-term vision for bike lanes because projects are seen in isolation, illustrate the goal at the end

## General Open Discussion

### TAC COMMENTS:

- Comment