



# Gresham Smith

## BICYCLE ADVISORY COMMITTEE (BAC) Meeting #3 Summary & Discussion Notes

### DALLAS BIKE PLAN

Gresham Smith Project No. 45505.00

Meeting Date: September 20, 2022  
Discussion: Review of Bike Network Development Framework

### MEETING SUMMARY:

1. **Introduction, Project Update:** Amanda Sapala of Gresham Smith opened the meeting by introducing the Project team and providing a progress update and recap of previous work.
2. **Public Engagement:** Amanda reviewed the web map and paper survey responses, noting that nearly 5,000 total responses had been received. Responses highlighted were as follows:
  - Respondents biked primarily for exercise
  - Largest barriers to biking were the perception of safety and protection from cars
  - On higher volume roadways, riders want separated facilities
  - Riders would be willing to take a longer route if it meant a more comfortable and safer ride
  - Many commenters noted that the greenway and trail network was an example of things Dallas has done well in regard to biking infrastructure

Amanda discussed the allocation of public engagement events and additional outreach, noting that the events were focused in areas with lower response rates.

Johnathan asked about the teams' efforts to engage the student population. Amanda noted that additional outreach to schools and colleges is in the works.

3. **Review of Network Development Framework:** Alta Planner Erin David reviewed the influences and considerations for the network development noting the existing conditions analysis results. She noted that the existing network of paved trails provides great connection points and resources for a larger city-wide network and discussed the use of a low-stress and connected network utilizing neighborhood linkages to access local destinations. Erin reviewed the active-trip potential map, focusing on areas where 60% of potential trips were less than three miles in length, which included destinations such as schools, libraries, community centers and local parks.

Erin emphasized the need for the system to connect people to the places they want to go and to focus on comfort when approaching and in intersections. She noted that a connected system also links to opportunities for multi-modal trips for longer distance connections.

The network will be differentiated by a primary and secondary network. The primary network will be a system of direct and high-quality routes connecting major destinations and neighborhoods. The secondary network will provide a denser network to provide access to local destinations.

**Genuine Ingenuity**

Erin focused on the local road connections and speed and volume management on these connections. She noted that these corridors should not be seen as an alternative to a major corridor during times of congestion. Erin then reviewed different images highlighting intersection and signalization treatments and volume management but stressed that the network should not be seen as a speed hump or signal but an entire network of routes and connections.

Key Elements: focusing on low-stress networks utilizing FHWA selection guidance to inform facility type on arterial and collector roadways, maximizing current infrastructure and support enhancements to improve this infrastructure, focus on areas with highest trip potential, connecting multi-modal opportunities, and supporting access to destinations such as schools, libraries, and employment centers.

Johnathan commented that he believes the network framework and definitions are on the right path and applauded the efforts of the planning team.

John Eichman asked about the planning teams boots on the ground and experience biking or driving in the city. Greg noted that he has spent some time in Dallas and also talks with Gresham Smith employees in Dallas who bike commute about their experiences in study areas. Greg also noted the firms work with the Lawnview Avenue project.

Lisa Bourne noted that she loved seeing the results of the survey. She asked about survey results for riders that are long distance riders and their preference for trails for exercise and also asked about outreach to bike organizations.

Amanda noted that respondents who rode for exercise often rode longer distances

Andrew reviewed some of the information out of the peer city case studies and noted the efforts and focuses of the peer cities as related to safety and selection criteria.

4. **Miro Board Discission:** Amanda led the group in an open discussion regarding framework prioritization.
  - a. Do you believe that we should include a low-stress system of on-street bikeways in our proposed network?
    - i. Johnathan noted that Oak Cliff could be an example. Would like to see parallel corridors explored as an option for major corridors. Johnathan also discussed bridging the digital divide with way finding and integrating digital tools to better facilitate use of the network.
    - ii. Gabriel noted concern about how to convey to the public which streets are part of the bike network. The project team noted the use of wayfinding and branding as part of the project implementation.
    - iii. Kathryn noted that recommendations have already been made to reduce speed limits to 25mph
  - b. Which would you prefer? And Why?
    - i. Johnathan stated that he preferred a more direct route and that a more direct route could help increase ridership for things like errands, work, and school trips. He noted that an issue he has with biking is the amount of time it takes to get to a destination.
    - ii. Gabriel echoed Johnathan's thoughts about commute times.

- iii. John said that he would prefer direct routes but those routes would need sufficient safety elements (higher speeds equal more protection) or the city won't see ridership increases. John also asked if there was the political will to implement bike infrastructure and noted that there needs to be bold leadership on this topic.
- c. Do you think heat is a barrier the City can overcome to encourage people to bike? If so, how?
  - i. Arden stated that heat is a reality, riders may choose to ride earlier in the day or on shady streets. Arden also noted that trails on utility easements often don't have trees.
  - ii. Johnathan noted that heat is a barrier but the city should highlight riding in the 8 months of good weather as part of a public outreach campaign. Johnathan also noted that trees should be planned to be planted near intersections, so that when waiting, riders would have shade available. He suggested a review of what other cities dealing with extreme heat are doing.

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 BICYCLE MASTER PLAN BICYCLE ADVISORY COMMITTEE**

Meeting Date: Tuesday, September 20, 2022  
Meeting Time: 1:30 PM CST – 2:30 PM CST  
Meeting Location: Virtual – Microsoft Teams (see email invite)  
Project Manager: Jessica Scott, AICP, LCI – City of Dallas Department of Transportation  
Meeting Facilitator: Amanda Sapala, AICP – Gresham Smith  
Presentation By: Erin David, AICP – Alta

### **MEETING #3 AGENDA**

1. Summer Public Engagement Update
2. Bike Network Preliminary Development – Methodology Presentation & Discussion
3. Fall Engagement Update and Request for Support & Participation

# Dallas Bike Plan

## Bicycle Advisory Committee

September 20, 2022



# Purpose of Bicycle Advisory Committee

## MEETING SCHEDULE

1. Objectives, Scope of Work, Project Schedule, and Public Engagement Plan (April 2022)
2. Review of Existing Conditions; Guiding principles/framework for developing the new bike network; Vision & Goals SWOT exercise. (May 2022)
- 3. Review bike network development framework.** (September 2022)
4. Draft Bicycle Network (October 2022)
5. Draft Plan Presentation(January/February 2023)



# Summer Engagement Update

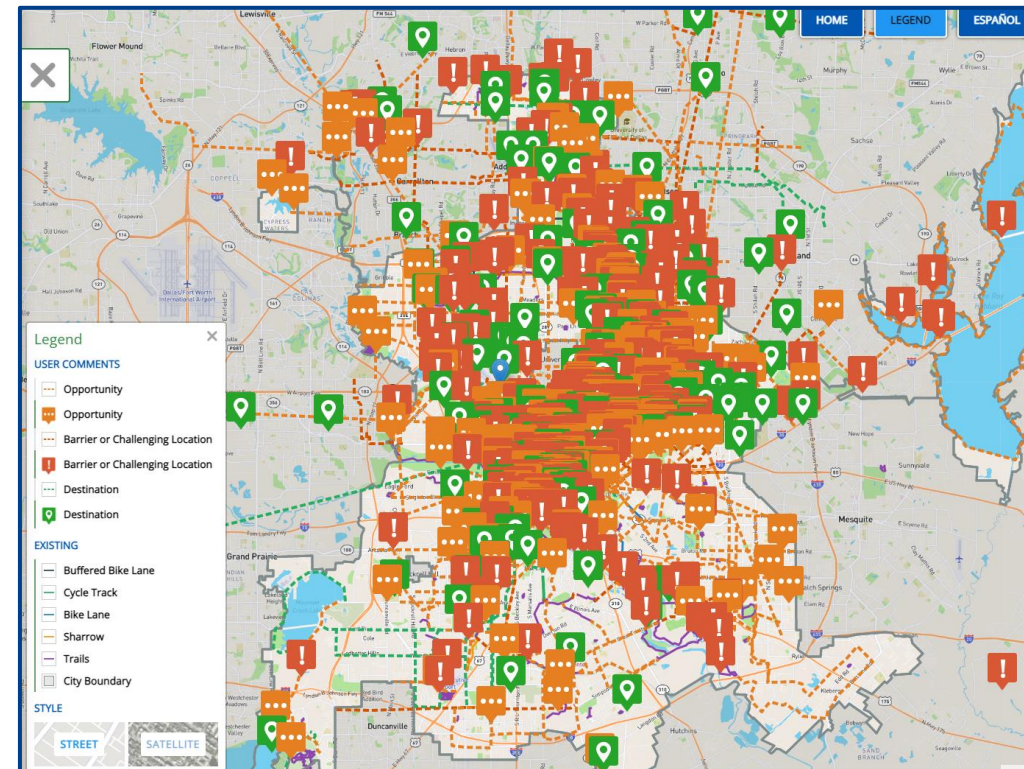
REVIEWING RESULTS



# Summer Engagement Strategies

- **Webmap**
  - Unique Comments: 1823
  - Additional Likes: 7802
- **Interactive Survey**
  - Responses: 3162
  - Unique Comments: 1770
- **Textline Project Phone Number**
  - 12 unique conversations
  - Themes:
    - How bikes share the road with cars
    - Allocation of space in right-of-way
    - Advocacy for specific routes/barriers/constraints

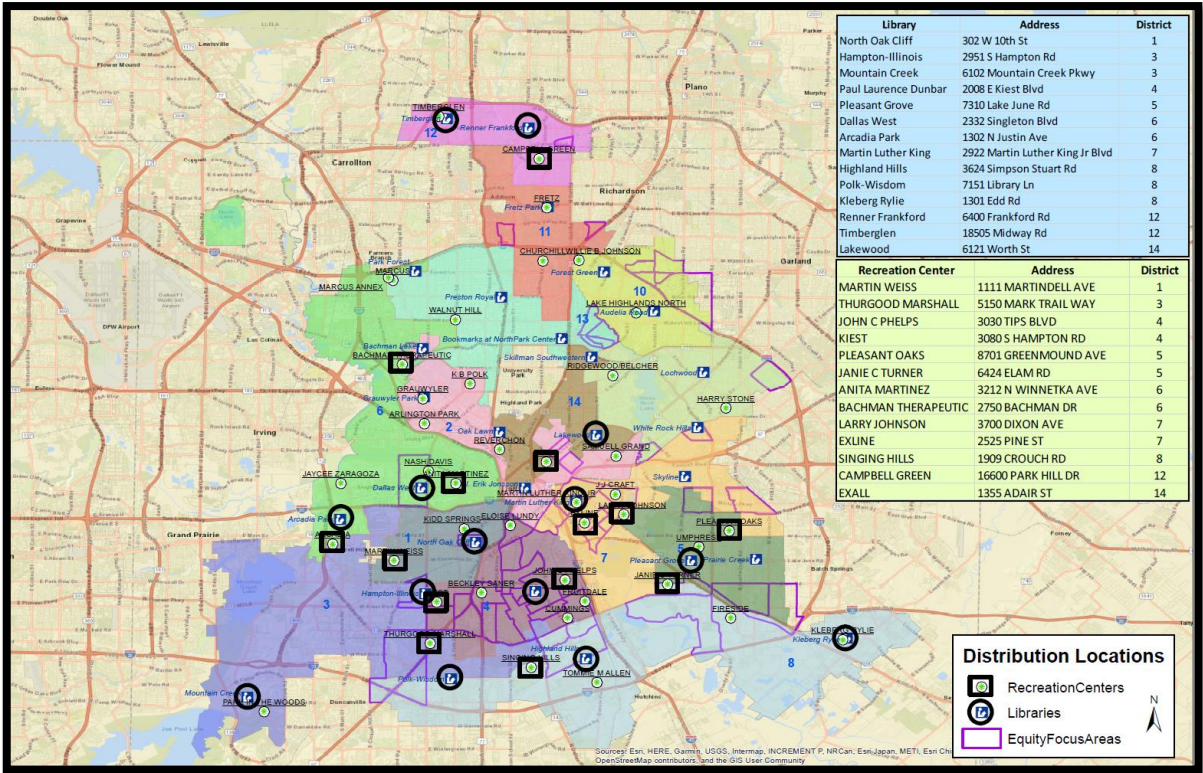
**4985 Reponses** across both the Web Map and Interactive Survey.





# Summer Engagement Strategies

- Paper Surveys
  - Deployment to 27 unique locations
  - Distribution at Budget Town Hall meetings (August 15-26)



# Summer Engagement Themes

## Survey Responses

- The most frequent response for **why people bike was exercise (64%)**. The next most frequent were errands (21%), work (14%), and school (3%)
- Nearly **76% stated cars and safety** were reasons they did not bike more than they do now.
- **85%** said they were either very willing (51%) or willing (34%) to take a **longer but more comfortable bike route**.
- **87%** of respondents were in favor **bike-friendly City policy** (78% strongly in favor). **87%** also were in favor of **allocating more budget dollars to bike facilities**.

## Webmap Responses

- **35%** of web map comments described or identified **barriers or challenging locations**
- **35% answered that Dallas was good at building trails**. Katy, Santa Fe, and White Rock Creek Trail were all lauded for their design and safety.



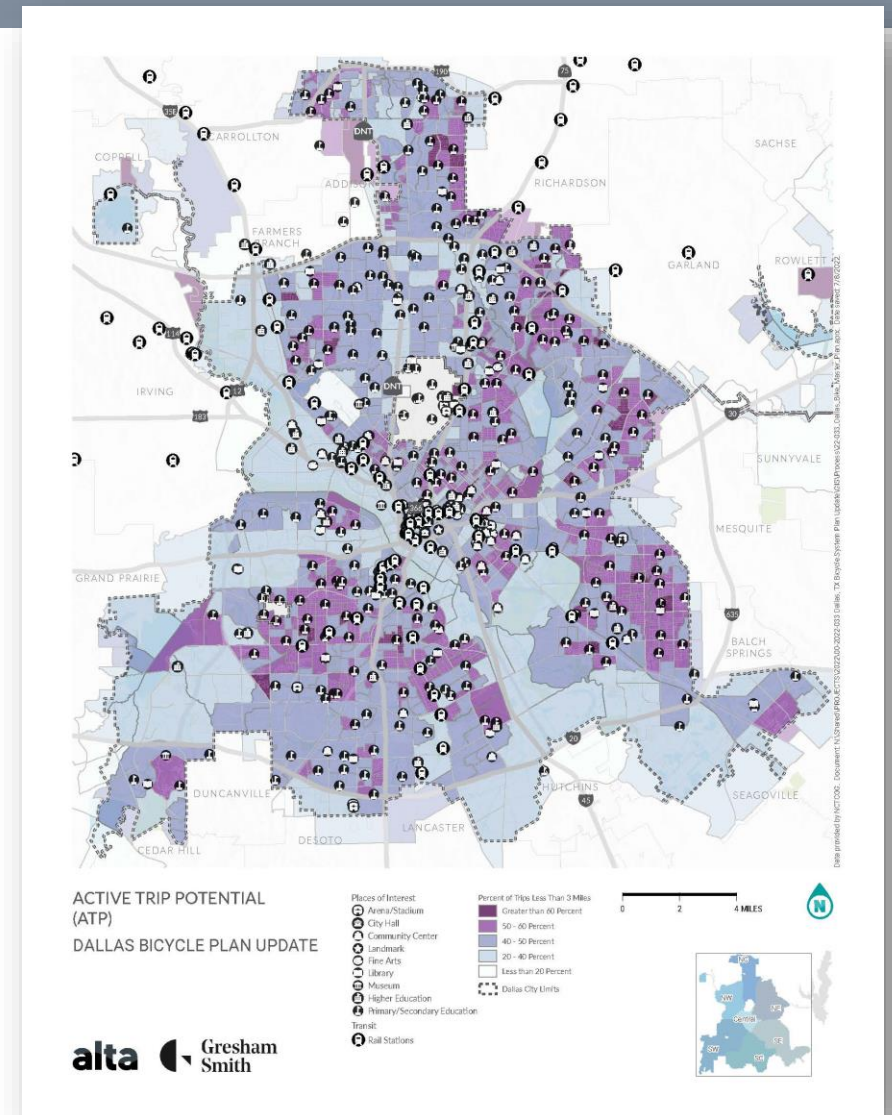
# Bike Network Development

FRAMEWORK AND KEY CONSIDERATIONS



# Existing Conditions Opportunities

- **Existing paved trails** can provide connections across Dallas, linking neighborhoods and planning areas
- **Major Street Connections:** Review major street connections for applicable facility type to support a complete, connected low-stress network
- **Low-stress local roadways** can support access to local destinations and connections among neighborhoods with improved intersections at major roads, traffic calming
- **Access to destinations is critical.** With many trips covering short distances, improved network links can provide more travel options.



# Bike Network Vision

- Low-stress system of on-street and off-street bikeways
  - [Review/Revised Facility Types for Major Roadways](#)
  - Utilize neighborhood roadways when possible
  - Bicycle Priority at Intersections
- Connect places people want to go; Link multimodal trip opportunities

**Primary Network:** Limited system of direct, high-quality routes that connect major destinations and neighborhoods. May include trails or local street networks

**Secondary Network:** Dense local street networks to support local access; longer distance connections via trails or high comfort on-street facilities



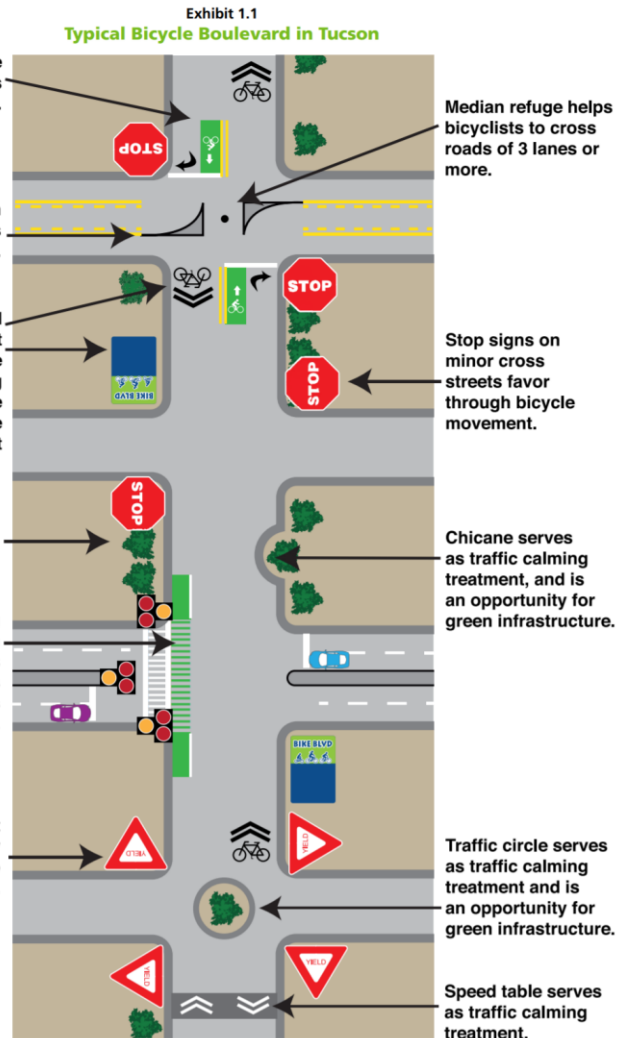


# Local Road Connections

Low speed and low volume roadways designed to give bicycle travel priority.

Three Key Elements:

- Speed Management/Traffic Calming
- Volume Management
- Bicycle/Pedestrian Priority at Intersections



# Key Elements for Defining the Bike Network

## 1. Low Stress Routes

- FHWA Facility Selection Guidance to inform facility selection, especially along major (arterial and collector) roadways
- Utilize neighborhood routes when possible; major street connections should be able to support high comfort facilities
- Consider locations of existing traffic signals to inform routing and support for high comfort crossings

## 2. Connecting Areas of High Active Trip Potential

## 3. Direct Routes to support bike travel of all distances

## 4. Access to Destinations, including clusters of destinations and transit hubs

## 5. Connections to Trails, both existing and proposed

\*Note: Revised approach will utilize 2011 Proposed Routes. This approach will review both corridor selection and facility type and propose updates (revise facility types, add new corridors, delete corridors)



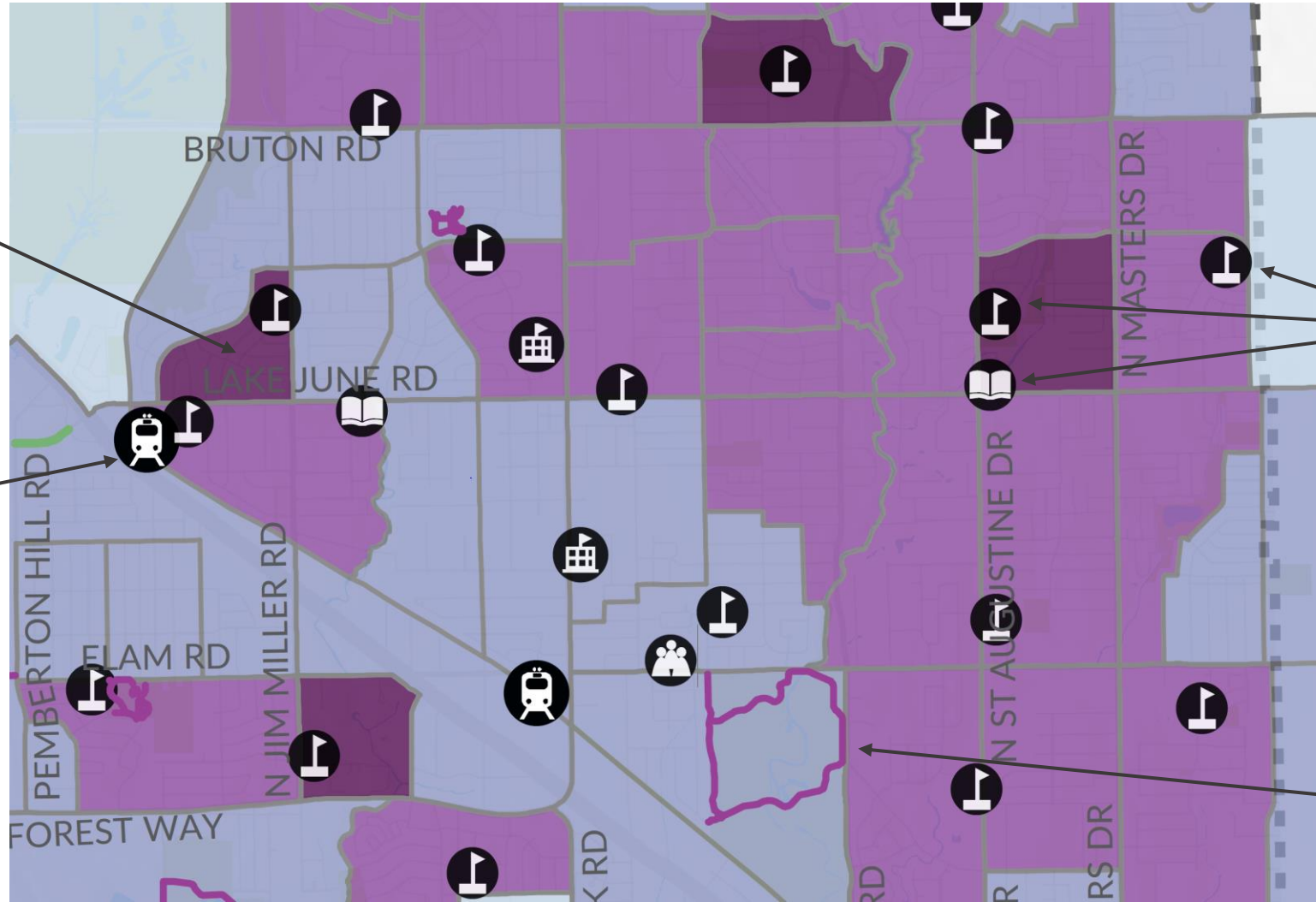
# How We Use These Key Elements to Draft a Bike Network

Areas High  
Active Trip Potential  
*Most trips are less  
than 3 miles*

Multimodal Trip  
Opportunities  
*Consider key  
connections to  
rail, bus*

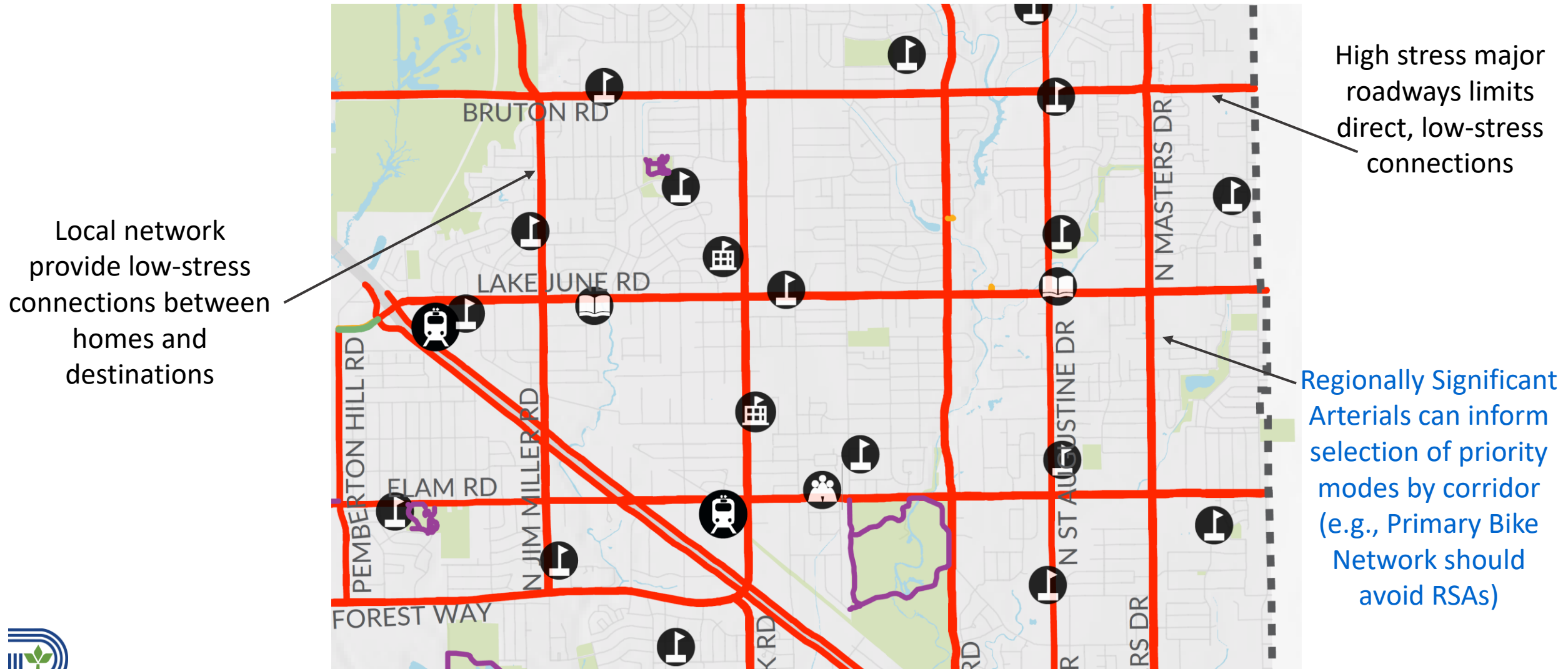
Access to  
destinations  
*Connect to where  
people want/need  
to go*

Connections to  
Trails  
*Identify long-  
distance  
connections*





# How We Use These Key Elements to Draft a Bike Network

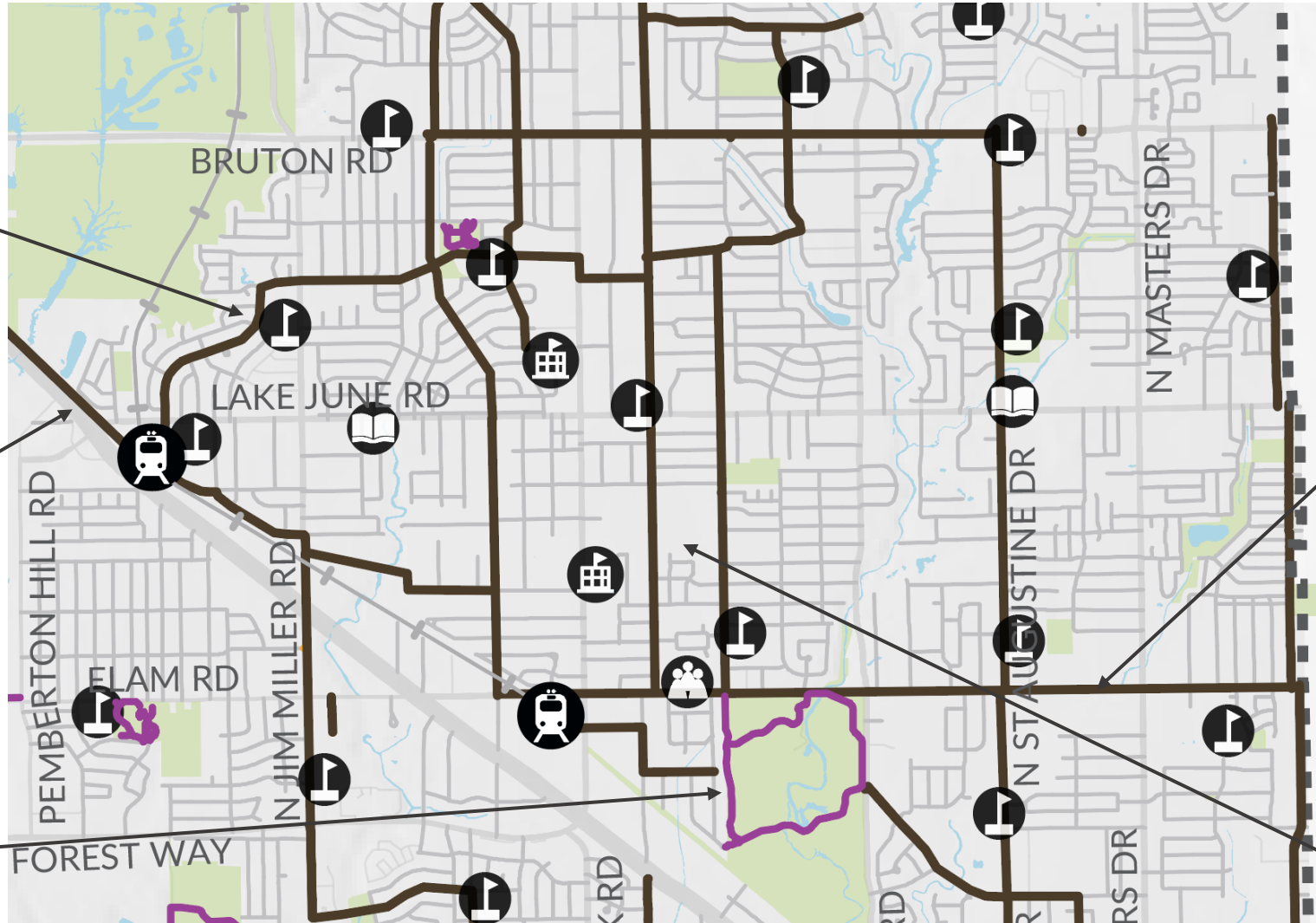


# How We Use These Key Elements to Draft a Bike Network

Local network provide low-stress connections between homes and destinations

Identify locations for further study/longer-term connections

Evaluate trail connections as part of the network



Major street connection to provide more direct travel; will require higher level of protection.

Evaluate routes to determine preferred spacing



# Additional Considerations for Defining the Network

- Consider connections to existing bikeways, including opportunities to upgrade existing links to support low stress travel
- Consider regional planned routes, such as those shown in the NCTCOG Mobility 2045
- Consider other factors that can impact route comfort, including high frequency bus routes or heavy truck traffic



# Bike Network Development

OPEN DISCUSSION



# Fall Engagement Update

UPCOMING OCTOBER/NOVEMBER EVENTS



# Come Join Us! And, Help Us Spread the Word!

**October 19, 2022, 6 to 7:30 p.m.**  
Bachman Recreation Center

**October 22, 2022, 10 to 11:30 a.m.**  
Pleasant Grove Library

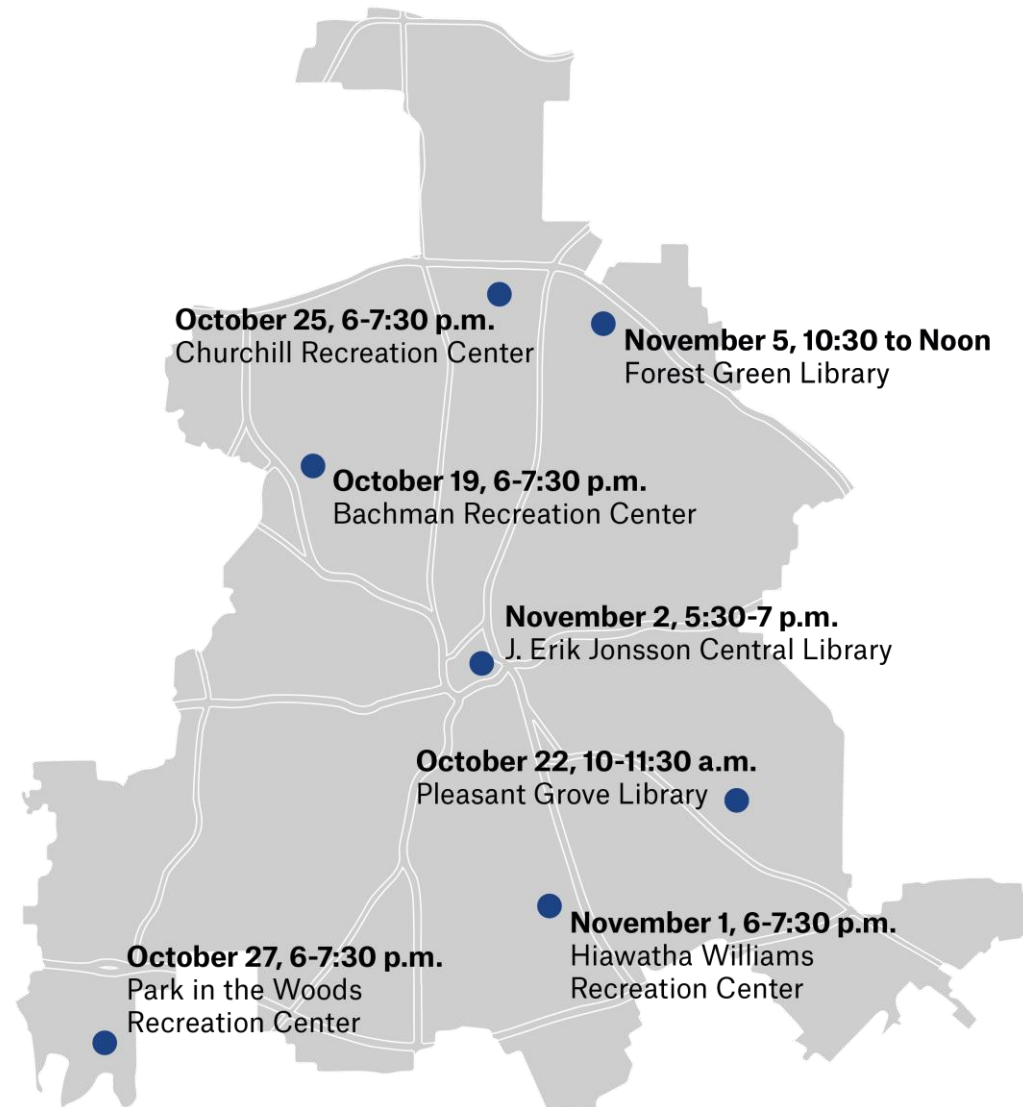
**October 25, 2022, 6 to 7:30 p.m.**  
Churchill Recreation Center

**October 27, 2022, 6 to 7:30 p.m.**  
Park in the Woods Recreation Center

**November 1, 2022, 6 to 7:30 p.m.**  
Hiawatha Williams Recreation Center

**November 2, 2022, 5:30 to 7 p.m.**  
J. Erik Jonsson Central Library

**November 5, 2022, 10:30 to Noon**  
Forest Green Library



**GET EXCITED!**  
It's almost time!  
Check out the new proposed bike network at an interactive event for the Dallas Bike Plan update coming to a headset near you!  
Join us to help shape the future of transportation in Dallas.

October 25, 6-7:30 p.m. Churchill Recreation Center  
November 5, 10:30 to Noon Forest Green Library  
October 19, 6-7:30 p.m. Bachman Recreation Center  
November 2, 5:30-7 p.m. J. Erik Jonsson Central Library  
October 22, 10-11:30 a.m. Pleasant Grove Library  
November 1, 6-7:30 p.m. Hiawatha Williams Recreation Center  
October 27, 6-7:30 p.m. Park in the Woods Recreation Center

Want to leave your comments virtually? Visit: [dcp.dallas.gov/bikeplan2022](https://dcp.dallas.gov/bikeplan2022)

**ONE. MORE. WEEK.**  
This isn't your average public meeting.  
Be the first to see the future of biking in Dallas when an interactive Dallas Bike Plan event comes to your neighborhood.  
Learn about our process, explore the proposed bike network and give feedback at a fun, hands-on experience near you.  
We can't wait to see you there!

October 19, 6 to 7:30 p.m. Bachman Recreation Center  
October 22, 10 to 11:30 a.m. Pleasant Grove Library  
October 25, 6 to 7:30 p.m. Churchill Recreation Center  
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Want to leave your comments virtually? Visit: [dcp.dallas.gov/bikeplan2022](https://dcp.dallas.gov/bikeplan2022)

**IT'S FINALLY HERE!**  
A Dallas Bike Plan Update event is coming to your neighborhood!  
Experience a hands-on approach to bike planning as you get involved in the process.  
Be a part of this exciting experience; you won't want to miss this!

October 19, 6 to 7:30 p.m. Bachman Recreation Center

Want to leave your comments virtually? Visit: [dcp.dallas.gov/bikeplan2022](https://dcp.dallas.gov/bikeplan2022)





# CONVERSATION PROMPTS

Do you believe that we should include a low-stress system of on-street bikeways in our proposed bike network?

This could incorporate local, neighborhood-level streets and possibly include traffic calming to designate a local street as a part of the bike network.

Which would you prefer? And, why?

(1) A more comfortable connection on a low-speed, low-volume road that is a block or two out of your way and takes a little longer, or

(2) A more direct connection, even if it is on a higher-speed and busier road?

Would you support lowering speed limits from 30 mph to 25 mph in residential areas to increase bicycle safety and comfort?

How do you think other people in the City of Dallas would react to this?

Do you think more people in Dallas would adopt biking if there were

(a) more connections available (a really big and dense bike network, but less intensive design treatment), or

(b) if there were more higher comfort connections (buffered/separated from cars, amenities, wayfinding, etc.)

Do you think heat is a barrier the City can overcome to encourage people to bike? If so, how?

What does an "equitable" bike network mean and look like for you?

General Open Discussion

- Jonathan - Oak Cliff as an example; explore parallel streets to major corridors; West Davis
- Gabriel - yes; concern: how to convey to public which street is part of the bike network
  - Implementation: wayfinding + branding for users, including bike boulevards

Jonathan - Wayfinding needs to help bridge the digital divide.

Kathryn: Recommendation has already been made to lower speed limits to 25 mph

Gabriel - Yes, low stress on street network. How to convey which street has a parallel connector. How to distinguish road in network.

- Jonathan - prefer more direct; could help increase ridership for errands/work/school type trips to reduce commute times (don't want to go west, to go east, a block or two could work; big issue with biking is time it takes to get to destination)
- Gabriel - echoes Jonathan's concern re: commute times
- John - thinks most would prefer more direct, but need sufficient safety elements; if higher speed, include separated facilities (protected), or won't see ridership & use

Jonathan support of more direct connection. Oak Cliff, a good example. West Davis and Westwood streets are good examples. Problem with low speed limits. More direct connections needed to increase ridership.

John - Direct connection preferred. However, speed limits could also be lowered. Additional facility and infrastructure to make usage. Will there be political will to implement and take infrastructure. Needs local political leadership.

Direct connection to help reduce commute times.

• Comment

• Comment

- Arden - heat is a reality; choosing to ride earlier or on shady streets; trails on electrical easements don't include trees

Heat is a barrier. Street with trees are more comfortable (Sopac?)

Jonathan - Heat is a barrier. Highlighting the 4 months, instead of the 8 months of good weather could be a part of a public relations campaign. Plan tree planting near intersections where you are stopped and waiting at a light. Review of where cities dealing with extreme conditions.

• Comment

Question regarding why people bike? Has there been engagement with parents and students?

On the right path.

Has the Gresham Smith team spent anytime on the ground biking and driving through the area to review the on the ground conditions.

Fantastic, love seeing the survey results. Average mileage while riding, is there a user group that hasn't been reached and who is the target audience.

