

Theme	Vibe	Proposed Response	Comment	Pages	First Name	Last Name	Date	Year	Time
Edits to Map	Supportive	Bicycle facilities in this area will be considered after construction of the Silver Line Rail.	Please tie and extend this to the Prestonwood neighborhood so we can enjoy this wonderful new plans by safely getting to them. La Cosa is NOT a street where you can bike ride safe among parked cars and speeding traffic.		Susanne	Runald-Demesmaeker	30-Mar	2025	05:22 PM
Edits to Map	Critical	Bicycle facilities in this area will be considered after construction of the Silver Line Rail.	<p>Leaving D12 for future study seems like a miss, especially given the improvements that could compliment very small gaps in the Silver Line Hike & Bike Trail like:</p> <ol style="list-style-type: none"> 1. Preston Green Park offshoot at of the Silver Line trail at Duffield Dr may be reasonable enough for that detour but the return leg to the trail south via Davenport Road South could do with a protected bike lane (or at least full sidewalk improvement if this dip remains https://maps.app.goo.gl/gms8fGtPqPVoqLx37) to avoid larger traffic conflicts there. 2. For the amount of investment in the Silver Line it seems to warrant better collaboration between Dallas and Richardson at our northeast border. For example a resident at Coit & Frankford that isn't willing to brave Frankford in traffic lanes would have to travel 3+ miles to go back over to Preston Ridge Trail, head south then come back north when a physically separated bike lane would be ideal at Frankford near the Eastern border of Dallas to join up with visually separated bike lanes at Synergy Park Blvd in Richardson. Especially from Reveille Run and Frankford in Dallas ALL sidewalks end making a transition onto Frankford dangerous. At a minimum, sidewalk completion from that point down to Synergy Park Blvd by Dallas and Richardson would make it easier to reach the UTD station on bike from the far northeast of Dallas quickly and safely. <p>Perhaps in Phase 3 a north-south bike option somewhere around DNT from Addison up to George Bush would be useful as well.</p>		Jay	Langhurst	8-Mar	2025	03:47 AM
Edits to Map	Specific Critique	Bicycle facilities in this area will be considered after construction of the Silver Line Rail.	<p>On Page 56, I was disappointed to see that my area of North Dallas is mostly flagged as "Further Study Needed". I also don't see any mention of performing this needed study in the Implementation plan.</p> <p>3 areas I'd like to see added to the plan:</p> <ol style="list-style-type: none"> 1) Frankford Road IMHO has the biggest need for real bike infrastructure. I frequently see cyclists (many times children) riding on the dangerously narrow sidewalks. These sidewalks often have untrimmed vegetation blocking the already narrow path, and the 6 (!) lane road encourages speeds that commonly exceed 50 mph. 2) Campbell Rd is also another great candidate, particularly with the ability to connect to actual retail destinations. 3) Meandering Way. Preston Ridge Trail is unnecessarily "curvy" and full of pedestrians most of the year, so bikes regularly ride in the street. The four lanes encourage drivers to go unnecessarily fast. <p>Ideally the North Dallas Bike Plan would also be developed in collaboration with the Cities of Plano & Addison to connect to their existing/proposed bike network.</p> <p>On Page 66, in addition to the connection types listed, I'd like to see connections to grocery stores, retail, commercial/work areas as well. Bikes should be legitimate transportation - more than just kids getting to school and going to recreational parks. :)</p> <p>I am a regular bike commuter taking my son on my cargo ebike all around Far North Dallas. I'm happy to speak in more detail if you'd like about the needs of this area of the city.</p>	56, 66	Travis	Rose	7-Mar	2025	09:34 AM
Edits to Map	Specific Critique	Bicycle facilities in this area will be considered after construction of the Silver Line Rail.	<p>I contacted the DOT and was told to then contact you so I will just copy and paste my message here.</p> <p>This is an urgent request to add a bike lane to Frankford rd. and Preston rd. These roads are flat, clean, salt free and for the most part free of snow or ice most of the time with 6 wide lanes. There are cars exceeding the 40mph speed limit going at least 60mph. The vehicles here drive recklessly with no respect for cyclist. I get honked and nearly hit several times. It is urgent that you paint a bicycle lane on both of these roads. There is more than enough room for vehicles to pass through here going at very high speeds. A bicycle lane will at least get them to acknowledge that we have a right to be here as much as the do. So they don't feel the need to drive the way they do around us would make it a lot safer to bike here. Creating a bike lane would be extremely cheap & quick way to save lives with only basic road paint required. I hope this request isn't ignored. I am a taxpayer and I expect a prompt reply to this urgent life threatening matter.</p>		Steve	Penner	12-Mar	2025	05:40 PM
Edits to Map	Specific Critique	Bicycle facilities in this area will be considered after construction of the Silver Line Rail.	I like the proposed plan, but would request that you include connecting the existing bike lanes in Prestonwood and the Kiowa Parkway Trail north of Belt Line to the plan. It is heavily used by walkers and bikers in Prestonwood.		Joyce	Wickes	30-Mar	2025	09:25 PM

Edits to Map	Specific Critique	Bicycle facilities in this area will be considered after construction of the Silver Line Rail.	Regarding the Prestonwood area between Alpha and Arapaho, Montfort and Hillcrest: The map is missing existing trails in Bert Fields Park and Kiowa Park, and the planned trail between Kiowa Parkway and Bert Fields Trail. This oversight is far too standard in Dallas planning, and ignores an obvious opportunity to connect the fragments or simply missing sections of trails in that area. With a couple simple additions that are supported by the owners of the land required, over 17,000 additional Dallas residents could gain safe access to the massive achievement that is the Dallas trail system. I urge you to reexamine the lack of trails and lanes in Far North Dallas. This is low-hanging fruit that would finish what was started and abandoned over 40 years ago.		Sean	Jensen	29-Mar	2025	11:25 PM
Edits to Map	Supportive	<p>Several alternatives for McKinney/Cole were considered, however the proposed facility selected was considered to be the most reasonable, feasible, and safe for that location.</p> <p>The transition from a physically separated facility to a trail will be developed during final design.</p> <p>Additional study areas and project changes will be handled during future amendment processes.</p>	<p>Overall, I think the map looks great and the plan includes some really big steps forward for making our streets safer for everyone, including cyclists. My biggest comment is that I am disappointed by the implementation timeline. Given we are already so behind other cities just in Texas, I hope we can invest more money to build this out more quickly, by coordinating with street resurfacing projects, complete street projects, and bond projects.</p> <p>Regarding D14, I'm confused why there are no bike lanes proposed for McKinney/Cole given the two way conversion happening there. I thought that was the plan as the Katy Trail bike alternative. I love the bike lanes on Blackburn and Turtle Creek, and hope they move forward.</p> <p>In D1, I'm curious about the portion of W Davis that turns from the physically separated bike route as part of the 2024 bond project to a "trail" further west. What would that look like? I also think that "further study" should be added on the Houston St. Viaduct between downtown and North Oak Cliff given the Oak Farms Corridor Study and proposal to move the bike lane from Jefferson to Houston.</p>		Jake	Ettinger	30-Mar	2025	06:23 PM
Business Concern	Specific Critique	We received updated plan sets for the project along Jackson Street a few weeks ago and will provide an update to the public soon.	I am the facilities director for the owner(s) of the parking properties along the southside of Jackson St. btwn. Ervay & St. Paul Streets, more specifically addressed as 302 S. Ervay St., 1810 Jackson St., 1708 Jackson St., and 1710 Jackson St., which are positioned directly along the Jackson Street Bikeway Project. We submitted comments back in Apr. 2024 but never received a response. I revisited the project's website and noticed there hadn't been any updates since the 2024 comment period so I'm working under the presumption that the design has not changed since our last review in Apr. 2024. I understand this project is included in Phase I and we are very interested in how it progresses but have some cursory interests for your consideration such as containing the limits of the project within the existing pavement & ROWs, further identifying & detailing changes to the existing street made to accommodate the new bicycle path and/or any additional street/ROW repairs performed in relation to the project, identifying & addressing any conflicts btwn. placement of the bicycle path or its associated features with the elements & conditions of adjacent properties, addressing new & additional cost burdens to adjacent property owners that may be needed to assist with safe ingress/egress between private property & the new bicycle path, and the collaboration between the city & property owners regarding the project's scheduling & performance to mitigate disruptions to businesses.		Joseph	Barton	28-Mar	2025	02:19 PM
Edits to Map	Specific Critique	<p>· City staff will review and process requested amendments to the Bike Plan on an annual basis to ensure it reflects the latest project limits, alignments, and proposed facility types.</p> <p>· <u>Amendment process:</u></p> <p>1) Staff accepts amendment request from internal agencies or members of the public.</p> <p>2) Annually, staff will publish a list of amendment requests received and their status (approved, approved with modifications, or denied)</p> <p>3) Recommendations posted online for comment</p> <p>4) BAC will provide guidance on objections/recommendations</p> <p>5) Relevant city council committees are briefed on the amendments</p> <p>6) Amendments are then provided to City Council for consideration and adoption via resolution!</p>	PLEASE reconsider the lack of bike connectivity downtown between Akard running north and San Jacinto running east-west. Otherwise, a trip between the cedars and Uptown will require a detour to the east or west ends of downtown, extending the trip and neglecting the destinations and trip generators in the middle.		Michael	Wade	18-Mar	2025	05:22 PM

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Edits to Map	Specific Critique	<p>· Additional improvements in this area are currently being evaluated by the City as part of an on-going Safe Routes to School (SRTS) effort.</p>	<p>I live at 1999 McKinney Ave. The bike lane on Harwood between Cedar Springs and McKinney Ave is dangerous to both bikes and cars. The bike lane has eliminated one lane for cars. It is difficult and sometimes impossible to enter or exit the parking garage on Harwood. Cars, trucks, garbage pickup occupy the bike lane making it difficult to see and maneuver. The intersection of Harwood and Cedar Springs is very difficult to traverse because of the bike lane and poor markings.</p>		Rick	Palmer	17-Mar	2025	05:30 PM
Edits to Plan	Specific Critique	<p>The website and plan have been revised so that they now match. City staff appreciate the commenter bringing this to their attention.</p>	<p>The PDF Plan maps posted online differ from the interactive maps in the area noted below.</p> <p>Can an accommodation be provided on Wood St from Lamar to Browder St as an alternative route in lieu of arguing with AT&T Discovery District security about bicycling through the District? Wood St in this area is very low volume traffic and in some stretches appears to have adequate width to include stripped bike lanes if the unnecessary center left turn lane is removed.</p> <p>Also adjust Browder St between Jackson St. and Wood St to be designated as a "bike route"</p>		Kevin	Kokes	4-Mar	2025	02:11 PM
Edits to Map	Specific Critique	<p>· City staff will review and process requested amendments to the Bike Plan on an annual basis to ensure it reflects the latest project limits, alignments, and proposed facility types.</p> <p>· <u>Amendment process:</u></p> <ol style="list-style-type: none"> 1) Staff accepts amendment request from internal agencies or members of the public. 2) Annually, staff will publish a list of amendment requests received and their status (approved, approved with modifications, or denied) 3) Recommendations posted online for comment 4) BAC will provide guidance on objections/recommendations 5) Relevant city council committees are briefed on the amendments 6) Amendments are then provided to City Council for consideration and adoption via resolution! 	<p>Lamar St. (Houston St to Jackson St): the online bike network map identifies "bike route" for this roadway however the PDF Plan maps posted on the web page DO NOT identify any accommodation on this roadway. This roadway with shared lane markings is not a "all ages and abilities" corridor given the traffic patterns and density of development, thus it makes sense to remove the "bike route" designation from the Plan (preferably identify suitable bikeway connections on Lamar St to Main and Houston St).</p> <p>The network in this area would be better connected with the following:</p> <p>-Ross Ave (Houston St to Lamar St): designate as a "Neighborhood Bikeway" with a one-block bikeway connection along Lamar St to San Jacinto St. (Thus connecting physically separated facilities on San Jacinto St. to Houston Street)</p> <p>-Is there an alignment that would connect San Jacinto St. / Lamar to Main St/Lamar? (approx. 2 block gap). The bikeway on San Jacinto St terminating at Lamar St would not be functional without an AAA bikeway connection to the AAA facilities along Houston and Main St (west of Lamar St)</p>		Kevin	Kokes	4-Mar	2025	01:41 PM
Edits to Map	Specific Critique	<p>· City staff will review and process requested amendments to the Bike Plan on an annual basis to ensure it reflects the latest project limits, alignments, and proposed facility types.</p> <p>· <u>Amendment process:</u></p> <ol style="list-style-type: none"> 1) Staff accepts amendment request from internal agencies or members of the public. 2) Annually, staff will publish a list of amendment requests received and their status (approved, approved with modifications, or denied) 3) Recommendations posted online for comment 4) BAC will provide guidance on objections/recommendations 5) Relevant city council committees are briefed on the amendments 6) Amendments are then provided to City Council for consideration and adoption via resolution! 	<p>I live in district 14 (Lower Greenville Area) and I believe a visual separated addition in Ross would be valuable as a connector between neighborhoods. As a current biker its also a high trafficked street but almost impossible to bike upon safely.</p> <p>Besides that I'd like to say thank you for putting together such a great plan and I would love to be able to support as much as possible to make sure these changes really do come to fruition and funding can be secured!</p>		Jordan	Hoover	28-Mar	2025	01:51 PM
Edits to Map	Specific Critique	<p>· There is an on-going corridor study along Abrams Road which may provide additional guidance on potential solutions in this area - though some of Abrams Road already has an existing cycle track.</p> <p>· Additions to the network will be evaluated on an annual basis during the formal amendment process. Amendments can be suggested to the City for evaluation.</p>	<p>Please place a bike path in Abrams road</p>		julia	therrell	20-Mar	2025	08:16 AM

Edits to Map	Specific Critique	<ul style="list-style-type: none"> · There is an on-going corridor study along Abrams Road which may provide additional guidance on potential solutions in this area - though some of Abrams Road already has an existing cycle track. · Additions to the network will be evaluated on an annual basis during the formal amendment process. Amendments can be suggested to the City for evaluation. 	There are no bike lanes planned for Abrams but this doesn't make sense due to the amount of children who need to use this road to get to school including Richland College. Abrams road is too wide now as it is and is treated like a highway with speeding. We need bike lanes to also help walkers to feel safer on the sidewalk. Please reconsider your plans. We had a meeting with Kathy Stewart about this 3/16 and neighbors liked this idea. It will also give those in the apartments without cars an easier and safer way to get to where they need to go.		Nicole	Ellery	20-Mar	2025	08:01 AM
Edits to Map	Specific Critique	<ul style="list-style-type: none"> · City staff will review and process requested amendments to the Bike Plan on an annual basis to ensure it reflects the latest project limits, alignments, and proposed facility types. · <u>Amendment process:</u> 1) Staff accepts amendment request from internal agencies or members of the public. 2) Annually, staff will publish a list of amendment requests received and their status (approved, approved with modifications, or denied) 3) Recommendations posted online for comment 4) BAC will provide guidance on objections/recommendations 5) Relevant city council committees are briefed on the amendments 6) Amendments are then provided to City Council for consideration and adoption via resolution! 	<ol style="list-style-type: none"> 1. Live Oak should extend from Peak to Munger. 2. The protected lane on Peak is awesome! 3. If you're headed north on Abrams in the visually separated lane, it just drops you into the road by whole foods with no guidance. How can we make that safer? 4. Also the light at Abrams and Richmond is challenging for turning onto Richmond. This light a popular route for a weekly social ride, and it's a challenge every week. 5. Turtle Creek protected lane is great 6. Anything we can do about the tracks on Hall street by Cole? 7. No north/south route on Lamar or Market street. How are we supposed to navigate south to the Jefferson viaduct from Main without backtracking. 8. Good to see the Kleberg trail is kept in! 9. Red Bird bike club meets 2-3 times a month at the Dallas Executive Airport, coming in from Challenger road and Hampton. Can we get a neighborhood bikeway from Thurgood Marshall over, across Hampton, and down Challenger? Intersection treatment there would be great for the neighborhood. 		Rebekah	Kornblum	24-Mar	2025	11:07 PM
Edits to Map	Specific Critique	<ul style="list-style-type: none"> · The Dallas Bike Plan currently proposes Visually Separated Bike Lanes for this segment of Saint Francis Avenue, in an effort to address some of the issues raised by this comment. · The Saint Francis Visually Separated Bike Lanes are currently listed as a Phase II project (with a 5-20 year estimated timeline for implementation). 	Saint Francis Ave. between Ferguson and St Francis Park desperately needs a bike lane and/or sidewalk. There's only a road right now and it's cutting the local community off from the park.		Max	Nova	26-Mar	2025	12:33 PM
Edits to Map	Supportive	<ul style="list-style-type: none"> · City staff will review and process requested amendments to the Bike Plan on an annual basis to ensure it reflects the latest project limits, alignments, and proposed facility types. · <u>Amendment process:</u> 1) Staff accepts amendment request from internal agencies or members of the public. 2) Annually, staff will publish a list of amendment requests received and their status (approved, approved with modifications, or denied) 3) Recommendations posted online for comment 4) BAC will provide guidance on objections/recommendations 5) Relevant city council committees are briefed on the amendments 6) Amendments are then provided to City Council for consideration and adoption via resolution! 	Can you please create a physical separation for a bike lane along Highland Road from the new trail access point at Highland and Ash Creek to Highland and Jim Miller or St Francis? That would connect all of White Rock Hills to the trail system and the traffic is really fast along Highland so having a physical barrier is necessary for it to actually be useful and safe.		Jeff	Patton	14-Mar	2025	04:02 PM
Edits to Map	Specific Critique	<ul style="list-style-type: none"> · City staff will review and process requested amendments to the Bike Plan on an annual basis to ensure it reflects the latest project limits, alignments, and proposed facility types. · <u>Amendment process:</u> 1) Staff accepts amendment request from internal agencies or members of the public. 2) Annually, staff will publish a list of amendment requests received and their status (approved, approved with modifications, or denied) 3) Recommendations posted online for comment 4) BAC will provide guidance on objections/recommendations 5) Relevant city council committees are briefed on the amendments 6) Amendments are then provided to City Council for consideration and adoption via resolution! 	<p>I live in Old Lake Highlands East of Buckner and it is very unsafe to bike (or even walk) to the lake from our neighborhood and surrounding neighborhoods. It appears that there is a plan to add a trail on E Lake Highlands Dr. according to the map for "Phase 2" but I think it is crucial that of the main routes to the lake needs to be prioritized either (i) on Peavy Dr (no sidewalks) and high speed traffic LTS 4 (ii) on Northcliff no sidewalks west of Buckner and high speed traffic LTS 4, or (iii) on E Lake Highlands Dr LTS 4 which appears to have a plan in place for "Phase 2". Northcliff would be my preference because it is in the heart of the neighborhood with relatively slower traffic but any of the three would be very helpful, E Lake Highlands is probably overbuilt for the traffic (3 lanes) so there might be more room for a bike lane.</p> <p>As a biker who occasionally commutes to work I appreciate that the Active Trip Report focuses on areas that have "Active Trip Demand" but I think part of the methodology underappreciates the demand local residents in the OLH and Eastwood area have for safely biking to the lake which would in turn also open up additional opportunities to access the existing bike infrastructure west of the lake.</p> <p>Dont forget about us in East Dallas!</p>		Garrett	Jolley	28-Mar	2025	05:47 PM

Edits to Map	Specific Critique	<p>· City staff will review and process requested amendments to the Bike Plan on an annual basis to ensure it reflects the latest project limits, alignments, and proposed facility types.</p> <p>· <u>Amendment process:</u></p> <ol style="list-style-type: none"> 1) Staff accepts amendment request from internal agencies or members of the public. 2) Annually, staff will publish a list of amendment requests received and their status (approved, approved with modifications, or denied) 3) Recommendations posted online for comment 4) BAC will provide guidance on objections/recommendations 5) Relevant city council committees are briefed on the amendments 6) Amendments are then provided to City Council for consideration and adoption via resolution! 	I live near Peavy and Lake Highlands and it would be amazing to have the planned bike lanes near my house and on the way to work.		Austen		6-Mar	2025	09:41 PM
Edits to Map	Specific Critique	<p>· Funding constraints are typically the largest drivers of project timelines. Should additional funding be identified, project timelines could be modified. Requests for additional funding should be forwarded to appropriate elected officials.</p> <p>· City staff will review and process requested amendments to the Bike Plan on an annual basis to ensure it reflects the latest project limits, alignments, and proposed facility types.</p> <p>· <u>Amendment process:</u></p> <ol style="list-style-type: none"> 1) Staff accepts amendment request from internal agencies or members of the public. 2) Annually, staff will publish a list of amendment requests received and their status (approved, approved with modifications, or denied) 3) Recommendations posted online for comment 4) BAC will provide guidance on objections/recommendations 5) Relevant city council committees are briefed on the amendments 6) Amendments are then provided to City Council for consideration and adoption via resolution! 	Edits - trail along NW Highway near Flag Pole Hill just ends abruptly, it should be planned to be extended to connect the network. Lake Highlands Dr/Northcliff connection of bike lanes is not safe for cyclists (particularly an EBLT onto Lake Highlands Dr - barely safe for a car) - bike lanes should be extended down Lake Highlands Dr all the way to White Rock Lake (can keep Northcliff too but need more on Lake Highlands). Peavy/Van Dyke intersect but should connect north to Norbuck Park (add trail) and underpass at Buckner to connect to E Lawther. Audelia bike lanes should extend north to northern city limits (coordination with Richardson who has bike lanes on Grove and maybe could extend to connect to Audelia in Dallas). Need more short-term improvements in East Dallas (east of White Rock Lake, south of NW Highway - no trails or bike lanes exist today and none are in the short-term plan)				6-Mar	2025	12:27 PM
Edits to Map	Specific Critique	<p>An all-ages and abilities bike facility is not feasible or reasonable along Walnut Hill. In addition, right-of-way constraints make a trail facility unlikely in this area. There is an existing access point to the north.</p>	Hi there! Overall, I love that we're incorporating more bike lanes throughout the city. It's a big step towards making our city more connected and accessible. My request centers around an area that I've come to find very difficult to access by any means other than car. The area is at Walnut Hill/75. There is a Red/Orange line DART station, but it's almost impossible to get to by bus, bike, or walking from Lake Highlands (it's closest large neighborhood!) I've spoken to DART about extending a bus line, but that is of course easier said than done. I've considered biking from the Lake Highlands Station to Walnut Hill/75, but there's no safe way to do so. The overpass on Walnut Hill between Fair Oaks and Greenville is so dangerous — no sidewalks, bike lanes, etc. Just riding on the side of the road as cars come rushing by at 50mph. There are trails going underneath the overpass, but none of them offer a way of transit to the greater Walnut Hill/75 area. Lake Highlands is a primarily residential neighborhood with tons of families, and I would love to see protected bike lanes more widely used connecting major retail areas/schools so that we could actually get around our own neighborhood without creating more traffic. This won't be possible until we address the safety of riding along Northwest Highway and Walnut Hill. I love that we can access the lake for leisure riding, but let's also focus on creating lanes as means of regular transportation. Thank you!		Evo	Lineberry	13-Mar	2025	11:34 AM

Edits to Map	Specific Critique	<p>· The proposed facility along Fisher Rd involves more than "sharrows". The Fisher Rd facility would be a Neighborhood Bikeway - which will combine elements of a traditional Bike Route facility, with additional traffic calming enhancements (designed to allow motor vehicles and cyclists to safely share the roadway).</p> <p>· Upgrade to a neighborhood bikeway will reduce vehicle stress among cyclists and may increase the facilities rate of utilization. In addition, the proximity to SoPac Trail is intentional - as it provides for greater regional interconnectivity.</p>	<p>Fisher Rd. was previously designated as a Bike Route (yellow) but has been reclassified as a Neighborhood Bikeway (green). The White Rock Neighborhood Association is concerned about the potential rise in cyclist traffic along Fisher Rd. which is extremely narrow and it's blind curve poses a serious hazard. With growing popularity of White Rock Lake and the SoPac, residents frequently experience near misses and accidents. Many believe this presents a significant safety risk.</p> <p>Needed Solution: Expand the roadway and install a paved, visually distinct bike lane on the west side of Fisher Rd., extending from the Fisher Rd./Greentree intersection to the SoPac Trailhead. Additionally, extend the lane along the easement south of the entrance, past the blind curve, up to the nearest private residence approx 500 feet. This design could mirror E. Lawther Rd. at WRL near the Arboretum. We are not advocating for a bike path along the entirety of Fisher Rd. due to concerns about drainage, tree preservation, private property impact, and strong resident opposition. The bike plan should prioritize cyclist traffic on the SoPac Trail rather than Fisher Rd.</p> <p>Who Benefits: This change would enhance safety and accessibility for cyclists, skateboarders, individuals with disabilities, pedestrians, runners, and vehicle traffic. It would specifically benefit those traveling to and from the SoPac Trail, White Rock Lake, White Rock, Maplewood Manor and the Lakewood Trails & Hillside neighborhoods.</p>	50, 60	Amanda	Jones	30-Mar	2025	11:12 PM
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Edits to Map	Specific Critique	<p>· The proposed facility along Fisher Rd involves more than "sharrows". The Fisher Rd facility would be a Neighborhood Bikeway - which will combine elements of a traditional Bike Route facility, with additional traffic calming enhancements (designed to allow motor vehicles and cyclists to safely share the roadway).</p> <p>· Upgrade to a neighborhood bikeway will reduce vehicle stress among cyclists and may increase the facilities rate of utilization. In addition, the proximity to SoPac Trail is intentional - as it provides for greater regional interconnectivity.</p>	<p>Fisher Rd south of Greentree absolutely cannot be a "neighborhood bikeway" and needs to be reverted back to the March 4th version where it is planned to be a "bike route".</p>		Will	Strickler	29-Mar	2025	10:35 PM
Edits to Map	Specific Critique	<p>· The proposed facility along Fisher Rd involves more than "sharrows". The Fisher Rd facility would be a Neighborhood Bikeway - which will combine elements of a traditional Bike Route facility, with additional traffic calming enhancements (designed to allow motor vehicles and cyclists to safely share the roadway).</p> <p>· Upgrade to a neighborhood bikeway will reduce vehicle stress among cyclists and may increase the facilities rate of utilization. In addition, the proximity to SoPac Trail is intentional - as it provides for greater regional interconnectivity.</p>	<p>What: Fisher Rd. was listed as a Bike Route (yellow), and now suddenly a neighborhood Bikeway (green). White Rock Neighborhood Association is concerned about the additional increase in cyclist activity along Fisher Rd. when the SoPac Trail runs parallel. Fisher Rd is very narrow. The SoPac Trail has a dangerous entrance at a blind curve along Fisher Rd. Residents have near misses and accidents daily with the increased popularity of White Rock Lake & SoPac Trail. Residents believe this is life-threatening.</p> <p>Need: Enlarge the road, Install a paved visually separate bike lane (see pg. 49) on the WEST side of Fisher Rd, from the intersection of Fisher Rd. / Greentree to SoPac Trailhead & extend the lane on the easement south of the entrance along the blind curve up to the private residence ONLY. 500ft. This could mimic E. Lawther Rd. at White Rock Lake behind the Arboretum. We are NOT seeking a bike path for the entirety of Fisher Rd, due to the substantial drainage, tree, and private property impact and significant resident objection. The illegal fence (east of Fisher) would have to be removed. We would encourage the bike plan to direct cyclist usage to the The SoPac Trail and not Fisher Rd.</p> <p>Who Benefits: Bicyclists, skateboarders, handicapped, pedestrians, runners, and vehicle traffic on foot to and from: SoPac Trail, White Rock Lake and White Rock, Maplewood Manor, Lakewood Trails & Hillside Neighborhoods.</p> <p>Please contact WRNA: [REDACTED]</p>	60	Lindsey	Smith	29-Mar	2025	09:17 PM
Edits to Map	Specific Critique	<p>· The proposed facility along Fisher Rd involves more than "sharrows". The Fisher Rd facility would be a Neighborhood Bikeway - which will combine elements of a traditional Bike Route facility, with additional traffic calming enhancements (designed to allow motor vehicles and cyclists to safely share the roadway).</p> <p>· Upgrade to a neighborhood bikeway will reduce vehicle stress among cyclists and may increase the facilities rate of utilization. In addition, the proximity to SoPac Trail is intentional - as it provides for greater regional interconnectivity.</p>	<p>In the Dallas Bike Plan, Fisher Road is classified as a Neighborhood Bikeway (Northeast Planning Area, page 57). From Greentree Lane to West Lawther, Fisher is a beautiful, quite narrow, roadway that invites cyclists and joggers/walkers - - even though SoPac Trail runs somewhat parallel to the road, and there is an entrance to the trail from both Fisher and Santa Barbara. (Fisher and the SoPac Trail connect to West Lawther and the White Rock Lake Trails.) Safety for cyclists, joggers/walkers and vehicle traffic is already a concern. Adding sharrows on Fisher Road would likely encourage and promote even more traffic on Fisher and discourage SoPac Trail use.</p>		Brenda	Coach	20-Mar	2025	04:23 PM

Edits to Map	Specific Critique	<p>· The proposed facility along Fisher Rd involves more than "sharrows". The Fisher Rd facility would be a Neighborhood Bikeway - which will combine elements of a traditional Bike Route facility, with additional traffic calming enhancements (designed to allow motor vehicles and cyclists to safely share the roadway).</p> <p>· Upgrade to a neighborhood bikeway will reduce vehicle stress among cyclists and may increase the facilities rate of utilization. In addition, the proximity to SoPac Trail is intentional - as it provides for greater regional interconnectivity.</p>	<p>I have lived on Fisher Road for 19 years. I have seen so many dangerous close calls with bikes pedestrians, and cars. Encouraging more people to use the small quaint road would be a disaster for the residents that live on Fisher. It's already a dangerous road because of its SMALL size and LACK of SIDEWALKS. Every single day cars speed down Fisher going 40 miles per hour. It's already hard for two cars to pass at the same time.</p> <p>Fisher Road should NOT be promoted as a bike route. It is way too NARROW for bikes, pedestrians, and cars. Fisher Road does not have sidewalks the amount of pedestrians and bikers using the road is super dangerous.</p> <p>Fisher is a used by the fire department as a direct link to the park and promoting more bikes will cause more problems in emergency situations. Years ago, neighbors wanted speed bumps placed on Fisher because of the amount of cars speeding and causing dangerous situations for neighbors. The city would not allow for that because of the emergency access to the park.</p> <p>Placing more signage around Fisher will cause an EYESORE and detract from the NATURAL beauty of Fisher. Painted signage on the pavement will look terrible in about 6 months after implementation. Fisher as a bike path is a TERRIBLE idea. Fisher is way too narrow to support pedestrian and bikes. Encouraging more people to use Fisher is DANGEROUS. Instead, promote the trail and is one block away. Keep Fisher natural by not adding tacky signs.</p> <p>NO BIKE PATH ON FISHER</p>		Amy	Presley	19-Mar	2025	09:16 AM
Edits to Map	Specific Critique	<p>· The proposed facility along Fisher Rd involves more than "sharrows". The Fisher Rd facility would be a Neighborhood Bikeway - which will combine elements of a traditional Bike Route facility, with additional traffic calming enhancements (designed to allow motor vehicles and cyclists to safely share the roadway).</p> <p>· Upgrade to a neighborhood bikeway will reduce vehicle stress among cyclists and may increase the facilities rate of utilization. In addition, the proximity to SoPac Trail is intentional - as it provides for greater regional interconnectivity.</p>	<p>I don't believe promoting Fisher Road as a safe hike/bike friendly route is a good idea. I don't care how many signs or lines on the street you put it is going to be dangerous. It is too narrow, uneven, dark and little to no shoulder to promote Fisher Road as a safe alternative to the SoPac that is within just feet away.</p>		Dan	Linn	17-Mar	2025	10:18 AM
Edits to Map	Specific Critique	<p>· The proposed facility along Fisher Rd involves more than "sharrows". The Fisher Rd facility would be a Neighborhood Bikeway - which will combine elements of a traditional Bike Route facility, with additional traffic calming enhancements (designed to allow motor vehicles and cyclists to safely share the roadway).</p> <p>· Upgrade to a neighborhood bikeway will reduce vehicle stress among cyclists and may increase the facilities rate of utilization. In addition, the proximity to SoPac Trail is intentional - as it provides for greater regional interconnectivity.</p>	<p>I am writing concerning the bike Sharrows planned for Fisher Rd. between Rockaway and Dalgreen. I reside in Maplewood subdivision. This is the only road I can transit by car to egress and ingress my community to the Northwest. It is narrow and has no sidewalks. Currently there are dangerous interactions between cars and pedestrians and bikes in the stretch daily. I request and recommend that sharrows be deleted from this section due to this issue. The SOPAC trail is immediately adjacent to this and allows access to all points traversed by foot or bike. I further recommend that signage be added to this stretch to remind users of this. There will be no loss of bike capacity as the trail is immediately adjacent.</p>		Gregory	Kelly	17-Mar	2025	08:37 AM
Edits to Map	Specific Critique	<p>· The proposed facility along Fisher Rd involves more than "sharrows". The Fisher Rd facility would be a Neighborhood Bikeway - which will combine elements of a traditional Bike Route facility, with additional traffic calming enhancements (designed to allow motor vehicles and cyclists to safely share the roadway).</p> <p>· Upgrade to a neighborhood bikeway will reduce vehicle stress among cyclists and may increase the facilities rate of utilization. In addition, the proximity to SoPac Trail is intentional - as it provides for greater regional interconnectivity.</p>	<p>Hi! Generally love the plan. However, I drive Fisher road every day (and occasionally bike it!) and in its current state, it is unsafe for cyclists due to width (barely wide enough for 2 cars, not to mention the occasional car parked on the road in front of a house on the street). It is a fairly busy road as a cut through between the lake and Mockingbird with a blind corner under the Mockingbird bridge at the current connection to the trail. Would recommend either removing from plan or widening and adding a dedicated bike lane or sidewalk.</p>		David	Dow	17-Mar	2025	08:19 AM
Edits to Map	Specific Critique	<p>As this proposed trail is a parks facility, this comment has been forwarded onto the Parks Department for further consideration.</p>	<p>Love getting Dallas more bike friendly and safer. Our neighbors and neighborhood do not want a new trail through our back yards along Williamson road and Williamson creek to Patrick. We love and find sufficient the existing parallel trail along Fischer road to the Ridgewood Rec center etc... which already connects the lake and our neighborhood. We do not need a second trail through our neighborhood. We would like to know how to proceed with actionable protest of this plan for a new trail through our beloved green space utilized by our neighbors and neighborhood for other purposes-and backyards - who to contact, etc...</p> <p>Thank you!</p>		Emily	Saunders	7-Mar	2025	02:54 AM

Business Concern	Specific Critique	This comment has been forwarded onto Director Khankarli for his consideration and response.	<p>Thank you for the opportunity to provide comments on the latest draft of the Dallas Bike Plan. We are concerned about the proposal to add a separated bike lane to Maple Avenue during phase one of the plan's implementation. There are several outstanding questions that need to be resolved first. For example, a recent discussion about lane modifications along Maple Ave. highlighted serious concerns from the Southwestern Medical District. We would like to understand more about their concerns and collectively review the results of the city traffic study or other independent impact analyses and research.</p> <p>We agree that Maple Avenue is in need of pedestrian and vehicular safety improvements. Our recommendation is to install traffic calming and safety measures such as additional street lighting, updated signalization, and landscape improvements. These improvements would provide immediate, cost-effective solutions to the narrow right-of-way.</p> <p>Finally, Crow Holdings is very supportive of the imminent Southwestern Medical District Transformation Project. These comprehensive plans have been vetted for years and include a separated cycle track on nearby Harry Hines Blvd. The supporting studies dating back to 2016 highlight the need on Maple Ave. for wider sidewalks and an improved pedestrian realm with the potential for a shared bicycle lane.</p> <p>Until we understand more about the Maple Ave. conditions, we do not support the inclusion of a separated bike lane in phase one of the plans.</p>		Cody	Armbrister	28-Mar	2025	10:26 AM
Edits to Map	Specific Critique	<ol style="list-style-type: none"> 1. Outside of the scope of the existing project; Jessica to follow-up by stating they can submit service request 2. Existing facility north of Walnut Hill; funded segment south of Walnut Hill (working with the County on that one); transitions to planned trail at Storey Lane 3. Trail is planned for Lemmon north of the airport that will loop around; facility does not continue south on Denton; Extending to mockingbird not bike friendly. 4. Will evaluate upgrading during design, but may be difficult due to driveway access. 5. City to follow up by stating they can submit service request 6. City to follow up by stating they can submit service request <ol style="list-style-type: none"> 1. Will be evaluated during design phase 2. Steal some language from report on why this facility was not continued in the future. 	<p>Medical District Stage 1: 1.Implement a 4-way stop sign and pedestrian crosswalk at Maple and Bomar/Manor Way. Intersection is very dangerous for everyone due limited visibility, large traffic volume and high speeds. This is high priority as Forest Park is closed and DART buses cross this intersection. 2.Establish a bike lane along Denton Drive extending from Inwood to Manor Way. This would enable bicyclists to enter the Medical District via Manor Bomar. 3.Connect the Manor Way/Lemmon Ave corridor to the new bicycling/ped route along Lemmon. Or, extend a bicycle route along Denton Drive to Bachman Lake. 4.Protected bike lane on Butler Avenue from the Inwood/Love Field DART station to the Southern Medical District. Provides access to the North and South Campuses. Protected lane could connect to the current bike/pedestrian lane near the DART tracks. 5.Add stop sign and marked pedestrian crossing at Redfield and Butler. Also used by bicyclists, adding these at would make this crossing safer. 6.Improve traffic light timing and signage at Inwood and Redfield. The crossing time needs to be longer, and left turns from Redfield onto Inwood should be restricted. Bicyclists use this intersection to go from UTSW North Campus to Parkland.</p> <p>Stage 2: 1.Extend the protected bicycle lanes on Medical District Drive to continue underneath and West of I-35. Extend to the East across Harry Hines. 2.Re-introduce some of older City of Dallas demarcated bicycle routes whose signage has been.</p>		Nicolai	van Oers	12-Mar	2025	08:03 PM
Edits to Map	Specific Critique	There is an on-going study along Lombardy Lane that currently recommends future multimodal improvements in this area; the City will provide updates as that study progresses. In addition, improvements along Denton Drive and connections to DART are funded and coming soon.	<p>The process for the Bike Plan has taken too long. As a Dallas resident, tax payer, and homeowner, I am disappointed that this process was delayed for 3 years. Further, I'm disappointed to see that so little will be achieved within the first 5 years. Dallas has a Vision Zero plan that won't make any measurable progress by 2030.</p> <p>NW Dallas residents should be able to bike safely downtown via Denton Drive or Maple Av. There should be connections to Farmers Branch, Las Colinas, and Cypress Waters.</p> <p>Looking at downtown, there should be a more aggressive build out. This is supposed to be the heart of commerce and tourism yet so little will be achieved in the first 5 years while we waited so long to even get to a final map.</p> <p>Lombardy Ln was originally listed to get bike lanes, but those have been removed. That is on the HIN network. It needs safe cycling infrastructure.</p> <p>The Northaven Trail should connect directly to the DART station along Walnut Hill.</p> <p>Denton Drive should have a lane reduction along Love Field and get protected bike lanes.</p>		David	Sarama	3-Mar	2025	09:24 PM

Edits to Map	Specific Critique	<p>· City staff will review and process requested amendments to the Bike Plan on an annual basis to ensure it reflects the latest project limits, alignments, and proposed facility types.</p> <p>· <u>Amendment process:</u></p> <p>1) Staff accepts amendment request from internal agencies or members of the public.</p> <p>2) Annually, staff will publish a list of amendment requests received and their status (approved, approved with modifications, or denied)</p> <p>3) Recommendations posted online for comment</p> <p>4) BAC will provide guidance on objections/recommendations</p> <p>5) Relevant city council committees are briefed on the amendments</p> <p>6) Amendments are then provided to City Council for consideration and adoption via resolution!</p>	Have you considered using Westside Drive in this plan and taking Hudnall Street through Dorthy to connect it by going through Central Commons Church.		Blake	Schwarz	11-Mar	2025	09:15 AM
Edits to Map	Specific Critique	<p>· Monfort/Nuestra is a four-lane facility in some areas, and carries larger amounts of vehicle traffic - often at higher speeds - than Wozencraft and Jamestown.</p> <p>· Placing the bike facility on a calmer roadway - such as Jamestown Rd - allows for decreased amounts of vehicle-stress in cyclists and pedestrians, and is more conducive to an all ages and abilities bike network.</p>	<p>I live in the Melshire Estates neighborhood in North Dallas. Our neighborhood is directly South of the planned International District at 635/Monfort. Currently, the bike plan shows a physically separated bike lane on Monfort as it crosses 635 and turns into Nuestra, but then the protected bike lane ends and connects to a neighborhood bikeway on Jamestown.</p> <p>I suggest that a protected bike lane continue on Monfort/Nuestra all the way to Forest Lane. There are two benefits - (1) our neighborhood is concerned that the traffic volume on Monfort/Nuestra will increase substantially once the International District is built out. Adding a protected bike lane to Monfort/Nuestra will serve as a traffic calming measure. (The road is actually quite wide and appears to have capacity to add a bike lane without significantly narrowing the vehicle lanes), (2) There is an existing traffic light at Forest/Nuestra. It is not safe for bicyclists to cross Forest at an intersection without a traffic signal. Therefore, by building out the bike network on Nuestra rather than Jamestown, bicyclists will have a safer pathway across Forest so that they can thereafter safely access the Northhaven trail.</p>		Maureen	Milligan	17-Mar	2025	05:40 PM
Edits to Map	Specific Critique	<p>· Funding constraints are typically the largest drivers of project timelines. Should additional funding be identified, project timelines could be modified. Requests for additional funding should be forwarded to appropriate elected officials.</p> <p>· Restland Memorial Park cemetery is not located within the City of Dallas.</p>	<p>It's great to see the section of Walnut St between Greenville and Abrams getting addressed! That's definitely been the key pain point for my ability to commute to work via bike, so it was a pleasant surprise to see it in the phase 1 section of the plan.</p> <p>However, while the current plan would help solve the worst part of the issue concerning missing bike/pedestrian infrastructure connecting the area around Richland college to TI blvd and LBJ station, I have concerns about how the remaining connection along Restland Rd from Greenville to TI blvd is in the nebulous phase 3 (the eventually we'll maybe get to it section of the plan).</p> <p>If I could make a suggestion, there's cemeteries on either side of Restland that I've used the roads through as a safer alternative to the main streets. If possible, completing an off street connection along Restland to those cemeteries from Greenville and from TI Blvd might work as a short term remedy and "easy win" to getting a safer cycling route from Richland College to the LBJ station until the full planned trail can be completed.</p> <p>If possible, it'd be nice to see that connection be made by Phase 2 to join that area with the rest of the network in time for the planned completion of the TI blvd trail.</p>	57, 68	Pye	Naing	27-Mar	2025	11:37 AM
Edits to Map	Supportive	<p>· Bike access in the area of Greenville and Walnut is currently provided via other facilities.</p> <p>· Comments about trail texture have been routed to the Park and Recreation Department for future consideration.</p>	<p>First of all, Thank you!</p> <p>The improvements that you have made to NE Dallas bicycle infrastructure has been amazing. I haven't ridden a bike since a near miss I had going to work about 15 years ago. Lately I have been enjoying the White Rock Creek trail and the expansion has been jaw-dropping. Thank you.</p> <p>I won't be able to make the meeting tonight, but I would like to recommend the texture of the bike trail that they used under the bridge on the "Lake Highlands Trail" under Walnut become the "under bridge" standard. The texture of the pavement allows for better traction after the heavy rain mud slides.</p> <p>Another recommendation is the intersection of Greenville and Walnut is a nightmare as a commuter cyclist. I would recommend a bike trail on the east side of Greenville starting at Amberton routing to LBJ/Central Station. From there you can pick up TI blvd and you can pick up Walnut at Richland College.</p> <p>Again, thanks for the great work. Dan</p>		Daniel	Briggs	27-Mar	2025	08:12 AM

Edits to Map	Specific Critique	<ul style="list-style-type: none"> · Improvements to private facilities (such as the UNT Walk Path) should be addressed to the organization with appropriate oversight. This comment will be forwarded to UNT. · Ledbetter Blvd is a six-lane, 40-mph facility in this area, and is not an ideal location for an all ages, all abilities bike facility. · Design constraints involved with the traversing the at-grade I-35E interchange with E Ledbetter Drive make constructing a safe and useable trail difficult at this location. A connection is proposed along Conway Street and Ann Arbor Avenue. 	<p>Gap: the Runyon Creek Trail ends at the UNT walk path. It would be very simple to mark a bikeway down the UNT walk path and Rana Dr to connect to the bike lanes on University Hills and Kimwood.</p> <p>Gap: the bike lane on University Hills ends at Ledbetter and doesn't connect to the trail at Five Mile Creek. Any thoughts about creating a bike lane along Ledbetter to connect?</p> <p>Gap: not sure why the trail along Five Mile Creek just stops at Conway St and then starts again just west of Marsalis. Looks like a good route for a trail</p>		Douglas	Taylor	25-Mar	2025	08:03 AM
Edits to Map	Specific Critique	<ul style="list-style-type: none"> · For each of the projects proposed as part of this plan, potential additional upgrades could be identified during the design process. · Whether or not lighting is included as part of any of these facilities will be determined during the final design process. · The existing facility along Kessler meets design standards for a trail. 	<p>Hi Bike Plan Committee,</p> <p>Thanks for the plan and for taking my comment.</p> <p>First, I would encourage you to incorporate the entire length of West Clarendon Drive into the Southwest Planning Area. It is an excellent East-West connector as we return from Mountain View area.</p> <p>Second, regarding the South Central Planning area, we have a favorite weekly ride that is a loop from Lakewood to Lancaster that incorporates a section I would like to share. We always use Bonnie View Lane on our way back from Lancaster as shown on the planning map from I-20 North to Sunnyvale. However, we only stay on Sunnyvale for 2 blocks going North. We turn right on Cummings and pass Cummings Park and then turn left to go North again back on Bonnie View. We like to stay on Bonnie View all the way to just North of 11th Street. There we can join the Santa Fe Trestle trail which leads us across the river. We turn right on Corinth to go up to the bike path on Akard and back to the other routes in the city. We are experienced recreational cyclists, but we find that cars can easily spot us and give us latitude to use this route. Sunnyvale is a decent route north but does not provide nearly as direct access to a safe Trinity River crossing and back into the Cedars and Deep Ellum.</p>		Rich	Thomas	15-Mar	2025	03:37 PM
Edits to Map	Specific Critique	<ul style="list-style-type: none"> · Funding constraints are typically the largest drivers of project timelines. Should additional funding be identified, project timelines could be modified. Requests for additional funding should be forwarded to appropriate elected officials. · City staff will review and process requested amendments to the Bike Plan on an annual basis to ensure it reflects the latest project limits, alignments, and proposed facility types. · <u>Amendment process:</u> <ol style="list-style-type: none"> 1) Staff accepts amendment request from internal agencies or members of the public. 2) Annually, staff will publish a list of amendment requests received and their status (approved, approved with modifications, or denied) 3) Recommendations posted online for comment 4) BAC will provide guidance on objections/recommendations 5) Relevant city council committees are briefed on the amendments 6) Amendments are then provided to City Council for consideration and adoption via resolution! 	<p>I am having a hard time understanding the differences between Neighborhood Bikeways and Bike Routes. The bottom line is that the map looks extremely compartmentalized. I wish there could be sustainable and safe bike lanes through Oakcliff. My immediate concern is having a way to ride my bicycle from my street on Rugged Drive to the Wynwood Village shopping area to get groceries. S. Vernon Ave is nightmarish because it doesn't allow for any safe bike riding, and I've tried a few times to do this during the day. While I'm on this topic, Wynwood Village doesn't have any public bike racks, which is absurd, and I had to bring my bicycle into Kroger a few times. I just want this neighborhood in Elmwood and the surrounding areas to improve with the mindset of pedestrian and bicycle safety first.</p>		Renzo	Castro	6-Mar	2025	02:15 PM
Edits to Map	Supportive	<ul style="list-style-type: none"> · Funding constraints are typically the largest drivers of project timelines. Should additional funding be identified, project timelines could be modified. Requests for additional funding should be forwarded to appropriate elected officials. · City staff will review and process requested amendments to the Bike Plan on an annual basis to ensure it reflects the latest project limits, alignments, and proposed facility types. · <u>Amendment process:</u> <ol style="list-style-type: none"> 1) Staff accepts amendment request from internal agencies or members of the public. 2) Annually, staff will publish a list of amendment requests received and their status (approved, approved with modifications, or denied) 3) Recommendations posted online for comment 4) BAC will provide guidance on objections/recommendations 5) Relevant city council committees are briefed on the amendments 6) Amendments are then provided to City Council for consideration and adoption via resolution! 	<p>PLEASE prioritize this plan and all efforts to increase bike paths/trails in Dallas! It is imperative this budget be approved and expedited.</p> <p>As a current resident of SW Dallas (Elmwood) I would love to have increased access to more bike paths (as shown in Phase 1) to reach the Trinity trail system and all the way into downtown to Katy Trail or Santa Fe Trail. I forge my own path on weekends, but would love to feel safer doing this.</p> <p>As a former resident of Lakewood, I used the Santa Fe Trail system (picked up at Lindsey Park) to ride into my downtown office for 3-4 years. My 32-36 minute door to door commute was often shorter than my drive time down Abrams/Gaston to a paid parking lot and walk into the office ... saving both time + parking fees WHILE improving my health. I also used the saved parking funds to support downtown restaurants.</p> <p>Dallas needs more easy, safe bike trails along with tie ins to the Dart Rail line. Please continue to fund and prioritize development these efforts!</p> <p>Kudos to the detailed work putting this plan together.</p>		Asif	Khan	6-Mar	2025	11:22 AM

Edits to Map	Specific Critique	Trail route to be added, Phase 2	Country View Rd. - from Mountain Creek Pkwy to Cedar Hill City Limit (Sorcey Rd.) – approximately 1,500 linear feet should be identified in accordance with the alignment Southern Dallas County Regional Veloweb Alignment Study https://www.nctcog.org/getmedia/552ab1b1-7da4-453e-ad9e-82ef5658945d/SoDallas_VelowebFinalSummary_052021.pdf See pages 5-6 of the summary report (Dallas Trail Segment A). The COD staff agreed with that Study to implement the trail connecting to link the alignment Cedar Hill will provide on Straus Rd to Mountain Creek Pkwy.		Kevin	Kokes	6-Mar	2025	01:50 PM
Edits to Map	Specific Critique	<ul style="list-style-type: none"> The paths cited do not currently meet the design criteria necessary to qualify as a city-sanctioned bike facility. <p>As future development happens in the area, there may be opportunity to improve and formalize these facilities as part of the city-sanctioned bike network.</p>	This will be the 8th time I have submitted this info to the bike plan both online and in person. I notified the D3 Councilman that this process is very flawed. Capella Park has had a bike path managed by the city for 15 years and never shows up on your maps. So for the final time from me, we are located off south Merrifield rd. with Kiest and Ledbetter as crossing end cap east west streets. This path was repainted last year and may cycle clubs enjoy our area for the hills on these street paths. I can be reached at [REDACTED] if you have further questions. Colin Larson		Colin	Larson	26-Mar	2025	10:45 AM
Edits to Map	Specific Critique	<ul style="list-style-type: none"> For each of the projects proposed as part of this plan, potential additional upgrades could be identified during the design process. 	Can there be physical bike lanes approaching the west side of Rosemont school to help direct traffic?		Karina	Zapata	15-Mar	2025	10:11 AM
Edits to Map	Specific Critique	<ul style="list-style-type: none"> A future connection in this area (HAWK signal on Beckley) is currently under design, and will connect under the highway when complete. The Greenbriar and Jefferson Viaducts are currently in need of repair, and not suitable for an all-ages, all-abilities bike network. Funding constraints are typically the largest limitations to proposed project scopes. Should additional funding be identified, additional connections to trails could be proposed.. The City thanks you for these comments and suggestions. Proposed edits to the Bike Plan will be addressed as part of future amendment processes - tentatively scheduled for this Spring. 	<p>No apparent connectivity between the Coombs Creek Trail and the Trinity Skyline Trail. An unpaved service road across the levee exists underneath the bridge and the pavement would be simple and inexpensive to implement.</p> <p>No apparent connectivity between the Trinity Skyline Trail and the bike lanes at Greenbriar or Jefferson viaduct. This essentially isolates a large population along the south side of the river from the Trinity Skyline trail as the nearest entry points are miles away across several major thoroughfares. An existing service road on top of the levee with a ramp to the Trinity Skyline trail could be paved at low cost.</p>		Douglas	Taylor	24-Mar	2025	02:24 PM
Edits to Map	Specific Critique	<ul style="list-style-type: none"> Comments and concerns regarding design or maintenance of trails will be forwarded to the Parks department. Funding constraints are typically the largest limitations to proposed project scopes. Should additional funding be identified, additional connections to trails could be proposed.. The City thanks you for these comments and suggestions. Proposed edits to the Bike Plan will be addressed as part of future amendment processes - tentatively scheduled for this Spring. 	<p>Gap: Neighborhood Bikeway on Westmount ends at Ft Worth Ave. Why not extend it north to W Colorado where Stevens Park Elementary is located? It has a traffic signal and crosswalks. Similar comment for the trail along Bahama Dr which also ends at Ft Worth Ave. It could be routed north along Jacqueline Dr. Safe route to school.</p> <p>Gap: no routes to W Dallas Jr High. How about extending the bike lane along Singleton from Fish Trap Rd to Pointer Dr (if not to the Chalk Hill bike lane/Bernal Transit Center). Add a neighborhood Bikeway from Singleton to Bickers along Kingbridge St. It has a traffic signal and crosswalks on Singleton. Safe route to school.</p> <p>Gap: The bike lane along W Commerce just ends at Westmoreland. I'd love to see a bike lane on La Reunion to connect to the bike lane on Chalk Hill Rd. Another lane on Cockrell Hill Rd to the Chalk Hill Trail where it crosses Cockrell Hill Rd just south of Pinnacle Point Dr.</p> <p>Gaps: no easy way to get to the Trinity Skyline Trail from most of West Dallas. I suggest a levee crossing at Bataan connecting to the bike lane on Canada. Dirt ramp is already there and easily paved. Similar suggestion at N Hampton, also has a service ramp easily paved.</p>		Douglas	Taylor	24-Mar	2025	03:14 PM
Edits to Map	Specific Critique	<ul style="list-style-type: none"> Comments and concerns regarding design or maintenance of trails will be forwarded to the Parks department. Design challenges at Beckley and Zang were the impetus for the neighborhod bikeway deviating slightly in the area along 5th St. Funding constraints are typically the largest limitations to proposed project scopes. Should additional funding be identified, additional connections to trails could be proposed.. The City thanks you for these comments and suggestions. Proposed edits to the Bike Plan will be addressed as part of future amendment processes - tentatively scheduled for this Spring. 	<p>Gap: Not sure why there isn't a neighborhood bikeway connecting the east end of the E Colorado Blvd bike lane and the ramp over the levee to the Trinity Skyline Trail at Comal St and N Cliff St. This seems to be a gap.</p> <p>Gap: between the neighborhood bikeway on E 5th St and the one on W 5th St. Any reason for the missing blocks between Beckley Ave and Elspeth Ave?</p> <p>Gap: It would be nice to have a neighborhood bikeway between Sunset to connect to the bike lane on W 12th. It could be along Superior or Chalmers.</p> <p>Gap: Mountain View College seems to be lacking trail connectivity from the east. It would be nice if we could connect to the Chalk Hill Trail with a neighborhood bikeway along something like Ridge Pt Dr. It could cross Knoxville St and enter the campus on the southeast side. The Chalk Hill Trail could connect to the neighborhood bikeway on Posada Dr. to the east as well.</p> <p>Gap: bike trail on W Colorado ends at Ft Worth Ave. Why not extend it along W Colorado to Stevens Park Elementary/Quintanilla Middle at Fullerton? Safe Routes to school opportunity.</p>		Douglas	Taylor	24-Mar	2025	02:48 PM

Edits to Map	Specific Critique	<ul style="list-style-type: none"> · For each of the projects proposed as part of this plan, potential additional upgrades could be identified during the design process. · Whether or not lighting is included as part of any of these facilities will be determined during the final design process. 	<p>It's a great effort, but unfortunately, there are some serious issues with the map. I am a very confident cyclist who bike commutes, so I also deeply understand which streets are safe and which are not. There are some concerning decisions that will put peoples lives at risk. Colorado between Bishop and Sylvan is too blind and too high speed traffic to not have a physically separate lane there. Someone will absolutely die if you encourage people to use that street without a protected lane. 8th street between Corinth and Beckley also has poor lighting and sightlines similar to that same area of Colorado. I also question whether road conditions were taken into consideration or will be addressed. Commerce from where it splits to Westmoreland is in terrible condition and also has very poor lighting conditions. Many cyclists in North Oak Cliff and West Dallas do not have proper lighting and will be in danger on this road. Also, there are parts of Kessler that are marked as "trail" but are just unmarked sidewalk. It's not a safety issue per se, but it seems disingenuous to call it a trail and not shared roadway. I only know my neighborhood and the places I tend to bike, so I'm sure there are similar issues elsewhere in the map.</p>		Heather	Lowe	21-Mar	2025	12:28 PM
Edits to Map	Specific Critique	<ul style="list-style-type: none"> · City staff will assess a Bike Boulevard or Bikeway for a potential future connection. · City staff will review and process requested amendments to the Bike Plan on an annual basis to ensure it reflects the latest project limits, alignments, and proposed facility types. · <u>Amendment process:</u> <ol style="list-style-type: none"> 1) Staff accepts amendment request from internal agencies or members of the public. 2) Annually, staff will publish a list of amendment requests received and their status (approved, approved with modifications, or denied) 3) Recommendations posted online for comment 4) BAC will provide guidance on objections/recommendations 5) Relevant city council committees are briefed on the amendments 6) Amendments are then provided to City Council for consideration and adoption via resolution! 	<p>I think there is a big opportunity missed in not using the overpass on Lousiana Ave to connect East Oak Cliff with Wynnewood Village. It's already a low traffic road, and with some improvements, could be a great asset for the neighborhood. With the money being invested in Wynnewood Village, I think the bike plan should connect to the shopping center as best as possible. I'd love to see a physically separated bike lane on Louisiana from Beckley to Zang, with proper infrastructure to allow cyclists to cross Zang comfortably.</p>		Nate	Hemby	11-Mar	2025	11:11 AM
Edits to Plan	Supportive	<ul style="list-style-type: none"> · City staff will review and process requested amendments to the Bike Plan on an annual basis to ensure it reflects the latest project limits, alignments, and proposed facility types. · <u>Amendment process:</u> <ol style="list-style-type: none"> 1) Staff accepts amendment request from internal agencies or members of the public. 2) Annually, staff will publish a list of amendment requests received and their status (approved, approved with modifications, or denied) 3) Recommendations posted online for comment 4) BAC will provide guidance on objections/recommendations 5) Relevant city council committees are briefed on the amendments 6) Amendments are then provided to City Council for consideration and adoption via resolution! 	<p>Thank you for the work: Prioritization needs to focus more on creating a real network. The plan still has too many trails and bike lanes that lead to nowhere. P67 The focus on bike lanes needs to be towards businesses and downtown. These bike lanes focus on parks and schools, but not office or business centers. We want to people safely commuting to work. P54 There is a gap when going from Riverfront into Downtown Dallas. This is a high stress area that would cause many commuters to not ride to work. P54 There needs to be a part of the plan that proposes that cars stop at bike trail crossings when trail crosses any unlaned roads. Don't sacrifice sidewalks for bike lanes, but don't expect sidewalks to be bike lanes. Make roads more narrow before taking aware sidewalks. I agree with no additional bike routes (they don't work) Slow down Dallas drivers. They constantly go over speed limit. I like adding traffic circles There needs to be a clear plan for cleaning up visually and physically separated bike lanes. Bike lanes are often unusable because of the glass and trash in them. Around policy points, Dallas needs to Pass law that requires 3 ft between bikes and cars and no right turn on red where there are bike lanes. Specifically prioritize downtown access. Most of the meaningful bike lane additions are not until phase 3. P69 Specifically, we need to rind a way to get from Riverfront to the others of 35E P69 Add a measure to Goal 3: People for Bikes City Ratings (increase) P78</p>		David	Shirzad	30-Mar	2025	06:53 PM
Edits to Plan	Specific Critique	The City thanks you for this comment. The feedback has been noted and added to the project file.	How are we prioritizing routes near hotels and transit stations leading up to the World Cup? Can we add some goals that correlate to the Vision Zero Action Plan?	78-79	Rebekah	Kornblum	24-Mar	2025	11:53 PM

Edits to Plan	Specific Critique	The currently proposed project phases have more defined details (such as overall project rankings); however further study and analysis is needed to determine when each deployment would be necessary.	I have the following comments, some of which I previously submitted orally during the most recent BAC/TAC meeting or in emails to Jessica and Kathryn. 1. Early in the document you should insert the chart you used in a recent briefing to the Council's transportation committee showing Dallas' current bike infrastructure mileage compared to Houston, Austin, San Antonio, and Charlotte. Competition helps drive change. 2. I don't see any clear listing of the Phase 1 projects, unfunded and funded. You need one. The map on p. 67 is hard to decipher and Table 1 on p. 1 of Tech Rpt 1 is insufficient re the funded projects. I think some of the priority projects in Tech Rpt 3 are in Phase 1, but it's hard to decipher which ones. To repeat myself, the plan should address explicitly and in some detail all funded but not completed Phase 1 projects, including the timeframe for completing them-- more discussion than what appears on page 52. See my 3/18/25 email to Jessica and Kathryn. 3. On page 65 you recommend that after Phase 1 is implemented an implementation plan be created for implementation of Phase 2. I think waiting that long to develop any portion of the implementation plan for Phase 2 will be a mistake and will only cause further delay in implementing Phase 2. 4. I suspect that potential federal grants (RAISE and RCP), as discussed in Tech Rpt 3 are going to be very much up in the air given what's going on in DC right now. Is the discussion at pp. 61-62 the very latest?	See above.	John	Eichman	29-Mar	2025	05:59 PM
Edits to Plan	Specific Critique	Visually separated bike lanes are currently permitted on roadways classified as community collectors or local streets - facilities that typically have lower traffic volumes and fewer lanes, making them more conducive to an all ages and abilities bike network.	I appreciate the bike facility selection matrix on Page 71 of the bike plan document; it is very well thought out. However, it lists the minimum width of a visually separated bike lane with no buffer as 4', and says that these are acceptable on roads with up to 4 lanes. I disagree strongly with the 4' minimum, as it does not provide enough width for cyclists to pass each and creates a very small passing distance between cars and bikes. Visually separated lanes with no buffer should also be limited to collectors with at most two lanes, as four-lane roads have higher speeds, creating a dangerous and uncomfortable environment for cyclists. For example, Sylvan Avenue near Fort Worth Avenue is very uncomfortable to cycle on and the buffer on Fort Worth Avenue makes a massive difference. I also have a list of comments on technical report 4, based on my experience as a cyclist. They do not fit within the character limit here, so I have provided a link to a pdf here: [REDACTED]	Page 71.	Hyacinth	Szabó	30-Mar	2025	10:38 PM
Edits to Plan	Specific Critique	The City thanks you for this comment. The feedback has been noted and added to the project file.	Pg. 10 director of the "Transportation Department"- change to TPW	Pg. 10	Rebekah	Kornblum	27-Mar	2025	07:07 PM
Edits to Plan	Specific Critique	· The City thanks you for this comment. The feedback has been noted and added to the project file. · Information will be shared with the Bicycle Advisory Committee in the future.	Can we make sure to include mileage, timeline, and funding amounts for each of the phases in the phase image? Phase 1 doesn't list funding or miles. Phase 2 doesn't list mileage. Phase 3 doesn't have any of those. I also would like the phases to have titles other than 1,2,3. Perhaps "Beginning Network/ Proof of Concept", "Built Out Bike Network," "Upgrade and Enhance the Bike Network."	Pg.8 and pg. 65	Rebekah	Kornblum	27-Mar	2025	07:02 PM
Edits to Plan	Specific Critique	The City thanks you for this comment. The feedback has been noted and added to the project file.	Add Phase 2 to the Facility type mileage count.	Pg 6	Rebekah	Kornblum	27-Mar	2025	06:56 PM
Edits to Plan	Specific Critique	· The City thanks you for this comment. The feedback has been noted and added to the project file. -Follow-up with Andrew on how to respond (information could be shared with BAC)	Pg. 2 and all of the references throughout the plan- Define "All Ages and Abilities" and "Interested, but Concerned" so that people understand that is a design term. Clarify that the whole plan will not be LTS 1, but getting more people biking is a goal of the plan. Also, Austin has a map of the All Ages and Abilities network, and that would be a helpful visual.	Pg 2	Rebekah	Kornblum	27-Mar	2025	06:55 PM
Environmental	Specific Critique	Specific feedback related to landscaping and maintenance along the Northaven Trail have been forwarded onto the Parks Department for further consideration.	Legacy trees? Stop killing our trees. Hire arborists. Northaven Trail is known as "The North-Desert Trail" because it's hot, shadeless and dead of nature. Take down those ugly, dangerous radiation tower toppers. What is wrong with Dallas to put that ahead of nature? That trail is awful.		Diane	Ramsay	6-Mar	2025	06:17 AM
Facility Type	Neutral	Implementation of specific facilities will be finalized during the design process.	I live close to La Cosa, one of the proposed Neighborhood Bikeways - my question is how this is supposed to be implemented? It is a fairly narrow street to build a bike lane, so I was just curious what you are planning to do with La Cosa in particular, and the Neighborhood Bikeways in general.		jako	garos	30-Mar	2025	03:07 PM
Facility Type	Specific Critique	The City always strives to construct physically protected bike facilities when funding and design considerations allow. However, time and funding constraints mean multiple facility types are necessary.	I know this is probably more expensive, but I'd love to see as much physically protected bike lanes installed as possible. I live in East Dallas, off of Ferguson Rd and 635, and I see a huge need for bike paths with concrete barriers- at least enough to connect Casa View to White Rock Lake Trail. Drivers are just too careless for me to feel like I could safely ride in my neighborhood without a concrete/physical barrier to protect me. I'd also love to see a focus on adding bike paths with concrete barriers around public schools, so kids can safely ride to school.		Jamie	Bechtelheimer	26-Mar	2025	01:32 PM

Facility Type	Specific Critique	The facility types currently proposed for each route may be refined during final design processes. While preliminary analysis suggests a visually separated bike lane is appropriate here, this determination will be finalized during the design phase.	Beckley and Clarendon both currently have too high average speeds to be comfortable in a visibly separated bike lane. They would both be best served by a physically separated bike lane. A physically separated bike lane will also encourage lower speeds on these roads by shrinking the perceived road width. The best thing about these roads is that they both already have feasible alternatives that allow for high traffic. Beckley has Zang a few blocks to the west, and Clarendon has 12th Street and Illinois.		Nate	Hemby	11-Mar	2025	11:15 AM
Facility Type	Specific Critique	The existing roadway has heavy truck traffic and is not conducive to an all-ages and abilities bike facility.	Why doesn't Botham Jean have a protected facility to connect with the Lamar facility north of 30? Botham Jean south of 30 is very dangerous and because it is so wide, a bike facility would improve safety for all users if we remove a lane or two there. Please add a north south facility on Botham Jean		Bill	framer	8-Mar	2025	12:01 PM
Facility Type	Specific Critique	No additional facilities of the type described by the commenter - bike routes - are currently proposed as part of the Dallas Bike Plan Update. Some existing bike routes may remain.	Eliminate sharrows and shared lanes from the bike plan. No one uses them. Eliminate gutter bike lanes, like on McMillan. No one uses them. Focus on connecting all off-street bike trails, which are incredibly popular.		Angela	Hunt	8-Mar	2025	07:45 AM
General Critique	Unsupportive	Bicycle facilities in this area will be considered after construction of the Silver Line Rail.	As a District 12 resident, I am SUPER disappointed that all of the bike plan infrastructure in my district has been ripped out. What exactly is the "further study" that's needed, and when it is scheduled to happen? How do we get D12 back into the plan? I bike my kids all over my district and was really looking forward to having something other than recreational trails or stroads to ride on!		David	Gouldin	26-Mar	2025	10:50 AM
General Critique	Neutral	Education is often just as important as implementation. The City's Vision Zero Plan is a good resource to help educate community members on doing their part to ensure an all-ages and all-abilities bike network.	I'd like to see the city develop plans for designated "focused use" locations, where resources are used to encourage, facilitate, and promote bicycle use around a given location. For example, make SMU a focused use location to promote bike commuting, using the existing trails to encourage more bike rides to work and classes by members of the SMU community. Another focused use location would be in the area of Love Field-Bachman Lake, to encourage local commuting to work at the airport and the surrounding satellite businesses, in conjunction with Southwest Airlines as a sponsor. A third location would be the UT Southwestern medical and hospital complex and a similar location exists at the Baylor Hospital complex in East Dallas. The last recommendation I have is that the city develop some designated bike parks that children ages 4-18 can use to ride bike trails in a contained area (not a mountain bike trail), where there is high visibility for cyclists, appropriate toilets and water facilities, and parking for families. The current plan has many pluses at the macro-level, but I believe it would help our citizens even more if the plan included some micro-level use proposals that would get more cyclists engaged in ways that are useful for them personally.		Stewart	BALL	27-Mar	2025	01:32 PM
General Critique	Neutral	The City thanks you for this comment. The feedback has been noted and added to the project file.	We need to build as large a bike network as cities like Austin and Minneapolis have already done! We need separated bike lanes with barriers tall enough to completely prevent cars from parking in bike lanes. I regularly see way too many selfish motorists parked in bike lanes. We need to make it impossible for them to do that. Also, do not listen to the anti-bike lane NIMBYs repeating the lie that "taking away lanes from cars makes traffic worse!". That is completely untrue. Induced demand is real. Build better cycling infrastructure, and more people will choose to cycle instead of driving. Do not make the same mistakes as the anti-bike lane radicals in Houston or San Francisco! Also, we would love to see Dutch-style intersections like Austin built. We need to implement dedicated bike lane traffic lights too, so that entitled drivers turning right or left cannot hit cyclists. We also need to better connect existing bike lanes so more people will use them. Do not remove any bike lanes! That will only cause more harm and cost more money. Be like Austin, not Houston.		Matt	James	4-Mar	2025	08:46 AM
General Critique	Critical	Additions to the network will be evaluated on an annual basis during the formal amendment process. Amendments can be suggested to the City for evaluation.	Need more physically separated bike lanes in the northwest and north east suburbs. Lanes should focus on connecting amenities to transit and densely populated areas.		William	Kirby	14-Mar	2025	09:26 AM
General Critique	Critical	Unpaved facilities do not currently meet design standards for an all-ages and all-abilities bike network.	I believe gravel paths would be used if they were available. I would think they would be less expensive than concrete routes. Also to get more miles in I don't think the concrete trail needs to be as wide as they are in some areas. Thank you for all that the city is doing!		Lance	Walker	6-Mar	2025	08:08 PM

General Critique	Unsupportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	I think it is utterly nuts to even be discussing a bike plan when the roads in our neighborhoods are so pitiful with potholes galore and painted lane lines that u can barely see. Intersections that need stop signs and traffic lights. Why don't u fix what we have now before adding more? A bike plan sounds like a good idea, but it is pure FLUFF in this city that needs its infrastructure tended to. When my husband and I travel to other cities we always comment how great the roads are (compared to Dallas) or how clean the city is (compared to Dallas). Dallas used to be so together, but it is in such dire need of repairs that a bike plan is the last thing u should be concentrating on. But, of course, that would be so mundane. Boasting that we have a bike plan is nothing more than show. Fix the darn decrepit streets first!		Hane	Henkin	22-Mar	2025	10:28 PM
General Critique	Critical	The City thanks you for this comment. The feedback has been noted and added to the project file.	It's a joke for Oak Cliff. Reducing the lanes on main streets like Sylvan in the North Oak Cliff area for the needs of a few bike riders, is ridiculous. The only time I'd see anyone in the bike trails is in the weekends and I don't see many people at all- one or two if that.		Donna	Kitchens	27-Mar	2025	08:59 PM
General Critique	Critical	The City thanks you for this comment. The feedback has been noted and added to the project file.	No, nobody uses them and this won't cause people to switch from cars to bikes. Complete waste of taxpayer money.				27-Mar	2025	09:25 PM
Impacts to Motor Vehicles	Unsupportive	Cyclists are legally permitted to utilize roadways within the City of Dallas.	If you aren't requiring cyclists to use these paths instead of the roads you are wasting our money		Josh	Spalding	30-Mar	2025	11:35 PM
Impacts to Motor Vehicles	Unsupportive	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. Dallas has demonstrated its commitment to this vision through adoption of the <i>Dallas Strategic Mobility Plan</i> .	It seems to me that this plan is being pushed by a minority of Dallas residents who actually would use the new bike lanes versus the vast majority of motorists who will be inconvenienced by fewer driving lanes and the challenge of maneuvering around the occasional bike rider when making turns. Cyclists already ride along Turtle Creek Blvd without a dedicated lane, and I think all the stoplights will still make the Katy Trail a more attractive alternative for most cyclists even if they have to go slower. I also am concerned that staff are more interested in achieving numeric goals than what is best for all residents, not just cyclists. I also question that safety will improve by pushing more cyclists to ride Turtle Creek Blvd given the high accident rate at several intersections without the added complexity of dedicated bike lanes.		David	conway	30-Mar	2025	11:50 AM
Impacts to Motor Vehicles	Critical	The City thanks you for this comment. The feedback has been noted and added to the project file.	As someone who works at Parkland Hospital, I am strongly against this plan. Traffic is already significant during shirt changes, and reducing Maple Avenue to just one lane in each direction will only exacerbate that problem, with traffic then spilling over to Harry Hines Boulevard and other surrounding streets. As the medical district and the neighborhood in general grows, we need more traffic capacity, not less.		Robert	Behrens	27-Mar	2025	08:22 AM
Impacts to Motor Vehicles	Critical	Visually and physically separated bicycle facilities have been proven to reduce vehicle stress among cyclists and may increase the facilities rate of utilization. The Dallas Bike Plan seeks to implement such facilities where ever possible. Fiscal constraints often necessitate shared-use facilities. Cyclists are permitted to utilize roadways within the City of Dallas.	Do not take existing traffic lanes for this. Add new ones or completely separate paths away from cars just for bikers. If you can't maintain it don't build it. The bike lanes in my area of Oak Cliff are so full of trash they can't be used. The lane dividers that took away a lane from already congested streets were damaged and never repaired. They caused damage to cars and confusion for drivers who could not change lanes or make turns. Do better!		Rachelle	Hast	5-Mar	2025	10:39 AM
Impacts to Motor Vehicles	Unsupportive	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. Dallas has demonstrated its commitment to this vision through adoption of the <i>Dallas Strategic Mobility Plan</i> .	You are choking the city. Nothing against bikes, but I drive up Abrams through Lakewood and Nobody uses them. Santa Fe trail is 2-3 blocks over, bicyclist use the trails to travel. Meanwhile traffic is horrific and getting worse. It's a car first city. Spread out and not that scenic.		James	Love	4-Mar	2025	08:56 AM
Impacts to Motor Vehicles	Critical	All Bike facilities constructed by the City must meet strict design guidelines and standards (guidelines and standards that often inform proposed materials). Any barriers providing cyclists with physical separation from vehicles will comply with those guidelines.	For any bike route, trail, lane or bikeway - please do not construct permanent barriers (i.e. concrete curbs), especially at intersections. These types of barriers impede automobile traffic flow especially at intersections. Hampering traffic flow causes long auto traffic delays and greatly increases auto exhaust emissions in these areas. For example the concrete curbs for the bike lanes on the streets leading to, and the intersection at, Abrams Rd. and Gaston Ave. cause significant auto traffic buildup especially at rush hours. As an alternative please see how the City of Austin has implemented bike lanes. There is typically no concrete barrier so traffic does not build up and create further auto emissions. Austin mostly uses removable, vertical plastic markers to denote the bike lane.		Rudolph	Doenges	14-Mar	2025	12:14 PM

Maintenance	Critical	<p>Questions and concerns regarding maintenance of existing facilities have been forwarded onto Dallas 311 for a service request.</p> <p>The City of Dallas requires at least two bicycle parking spaces per building site or one space per 25 required off-street parking spaces, with a maximum of 30 spaces required on any site. In addition, for every 10 bike spaces provided, a minimum of two must be available for guests. Specific bike parking concerns should be raised with the group responsible for providing parking at the location of your destination.</p>	<p>Bike infrastructure is only as good as it is maintained. I avoid basically ALL segregated bike lanes because almost all of them are full of debris or other dangerous items. I've been going 20mph and rolled-up into massive puddles, temporary chain link construction fences, traffic barricades, box springs, parked vehicles, construction supplies, and more all without warning and because it is a segregated bike lane with no bail out option on my part. This is on top of the glass, trash, rocks, etc. that reside in the lanes almost permanently because they aren't really cleaned.</p> <p>The Dutch model should be explored, followed, and implemented. Check out the Dutch Cycling Embassy!</p> <p>Bike lanes should be painted red not green (red subconsciously tells motorists "STOP") and they should be elevated on the same level of the sidewalks not the roadway, this will ensure the bike lanes don't collect road debris because the debris won't be able to blown or washed into the bike lanes. This then also allows all road crossings to be table-topped keeping the bike lane on the same plane and causing vehicles to have to effectively go up a speed hump when crossing the bike lane.</p> <p>Also, destinations need places to keep bikes front and center in eyesight in high foot traffic areas right by the main front door or else I won't go by bike because I won't have a safe place to put my bike when I get there (and around back or in the parking garage doesn't cut it)</p>		Andrew	Armstrong	30-Mar	2025	09:55 PM
Maintenance	Critical	Dallas 311 allows City of Dallas residents and visitors to request City services - including reporting parking, vehicle, bicycle and scooter concerns; as well as street, median sidewalk and alley maintenance.	<p>I would like more emphasis on city street improvements. I love the additions to the local trails (C. Creek, WRL, US75 Bridge, path through Tennison) but do have to get on city streets at times. From the enormous potholes to curbside parking to lack of dedicated pedestrian/bike lanes, it is incredibly dangerous to ride in Dallas. Please continue to focus on improving the street conditions! And expanding the connections that bring multiple bike trails together.</p>		Christopher	Ripley	26-Mar	2025	11:29 AM
Maintenance	Critical	Staff will submit a service request to fix the the broken lights and address on-going litter concerns ASAP.	<p>I don't have a car and bike commute to work from East Dallas to UTD 5 days a week, mostly on the bike trails. I am glad that the northern extension of the Sopac Trail is on your first phase priority list. Please complete the extension soon! Also, I use the Cottonwood Trail every weekday, and it is a sad and sketchy trail. All the lights on the section near the 635/75 overpass have been out for years. There are homeless encampments all along this section of the trail which results in trash, broken glass and people sleeping and having campfires on the trail which I have to dodge in the dark. I am a woman cyclist and this trail feels so unsafe, but I have no choice but to use it, so I just hope for the best and ride fast through these areas. Please fix the trail lights and have the trail cleaned weekly. Thank you.</p>		Una	Scott	21-Mar	2025	07:50 AM
More Funding	Supportive	Funding constraints are typically the largest drivers of project timelines. Should additional funding be identified, project timelines could be modified. Requests for additional funding should be forwarded to appropriate elected officials.	<p>To accelerate Dallas's progress toward a safer, more connected cycling network, I urge an increase in annual funding beyond the current \$2.5 million projection. I recommend raising the bike lane fund to \$3 million in 2026 and further increasing it to \$5 million during Phases 1 and 2 of implementation. This enhanced investment is essential for closing the gap with peer cities.</p> <p>According to the Dallas Bike Plan 2025, Dallas's current network of 204 miles of bike facilities falls significantly short of comparable cities like Austin, Houston, and San Antonio, which each exceed 500 miles. This disparity highlights the urgent need for more aggressive funding and a faster timeline.</p> <p>In addition to boosting funds, appointing dedicated personnel—such as an in-house bike engineer—is vital to ensure efficient project execution. Coordinating bike infrastructure improvements with scheduled road resurfacing can further optimize resources and minimize disruption.</p> <p>Finally, accelerating the proposed 20-year timeline for Phase 2 will enable residents to benefit from improved cycling infrastructure sooner, supporting healthier lifestyles and a more sustainable urban environment. By increasing funding, improving staffing, and expediting projects, Dallas can build a more competitive and efficient bike network that meets the needs of its growing community.</p>		William		27-Mar	2025	09:14 PM
More Funding	Supportive	Funding constraints are typically the largest drivers of project timelines. Should additional funding be identified, project timelines could be modified. Requests for additional funding should be forwarded to appropriate elected officials.	<p>I love the new Bike Plan! This will help so traffic efficiency, commuters who don't own a car, and give safer avenues for kids to get outside! But I have concerns with the timeline. Why would the 3 phrases take twenty years to complete?</p>		Christina	James	27-Mar	2025	09:54 AM
More Funding	Supportive	Funding constraints are typically the largest drivers of project timelines. Should additional funding be identified, project timelines could be modified. Requests for additional funding should be forwarded to appropriate elected officials.	<p>The more funding that can be secured to be built as soon as possible would be fantastic</p>		Cristy	Ecton	22-Mar	2025	11:11 AM

More Funding	Supportive	Funding constraints are typically the largest drivers of project timelines. Should additional funding be identified, project timelines could be modified. Requests for additional funding should be forwarded to appropriate elected officials.	Love it! How can we ensure that this plan is funded throughout and where can our advocacy efforts best be placed?		Fernando	Trueba	13-Mar	2025	12:54 PM
More Funding	Supportive	Funding constraints are typically the largest drivers of project timelines. Should additional funding be identified, project timelines could be modified. Requests for additional funding should be forwarded to appropriate elected officials.	Over the next several decades???? Dallas is already WAAAAAY behind other top cities in terms of bike and pedestrian (people-centric) infrastructure and continues to waste money by perpetuating and prioritizing car lanes and parking. This bike plan should not take decades to complete. Sick of these old leaders with out of date and out of shape ideas kicking the can down the road.		Matthew	Peyton	12-Mar	2025	05:13 PM
More Funding	Supportive	<p>· City staff will review and process requested amendments to the Bike Plan on an annual basis to ensure it reflects the latest project limits, alignments, and proposed facility types.</p> <p>· <u>Amendment process:</u></p> <p>1) Staff accepts amendment request from internal agencies or members of the public.</p> <p>2) Annually, staff will publish a list of amendment requests received and their status (approved, approved with modifications, or denied)</p> <p>3) Recommendations posted online for comment</p> <p>4) BAC will provide guidance on objections/recommendations</p> <p>5) Relevant city council committees are briefed on the amendments</p> <p>6) Amendments are then provided to City Council for consideration and adoption via resolution!</p>	Hello, I would love to see more of a push for parking-protected bike lanes in areas with parallel street parking. What I mean by this is having Road, then parallel street parking, then bike baths, then sidewalks. Anytime a driver has to cross a bike path to park their car, it is a perilous situation for a biker. I also believe that having it be okay for a car to cross a bike path any of the time means that they will do it a lot of the time. Some of the areas in Dallas with parallel street parking and bike paths could change the order of these things with nothing more than paint.		Zackary	Smutzer	4-Mar	2025	09:02 PM
More Funding	Critical	Funding constraints are typically the largest drivers of project timelines. Should additional funding be identified, project timelines could be modified. Requests for additional funding should be forwarded to appropriate elected officials.	The funding recommendations of \$4.2- \$6.2 million/ year from the 2023 version are no longer included. We need more than \$2.5 million/year, and we need to build on a faster timeline than 20 years for a basic network in phase 2. Phase 1 is only 21 miles on the street in 5 years. That's basically the same pace we've been at and it's too slow. More funding, build faster!		Rebekah	Kornblum	24-Mar	2025	11:32 PM
More Funding	Critical	Funding constraints are typically the largest drivers of project timelines. Should additional funding be identified, project timelines could be modified. Requests for additional funding should be forwarded to appropriate elected officials.	<p>The Plan needs a more aggressive timeline. Stretching completion to 2045 risks losing momentum and delaying benefits for current residents. The city should aim for at least 10 miles of new bike lanes per year, similar to Austin's rapid expansion. To achieve this, Dallas must increase its funding—\$4.2 million annually is insufficient. Dedicated sources, such as mobility bonds, would ensure steady progress.</p> <p>Network connectivity and equity must also be strengthened. Some areas risk being left out, and disconnected routes will limit usability. The city should prioritize linking neighborhoods, job centers, and parks while addressing major barriers like highways. Without a continuous network, bike lanes will remain underutilized and fail to provide a viable transportation option.</p> <p>Safety standards need to be higher. Painted bike lanes alone won't significantly improve safety or ridership. Dallas should prioritize protected bike lanes on high-traffic roads and use quick-build strategies to implement safety improvements faster.</p> <p>By accelerating implementation, securing stronger funding, and ensuring a well-connected, protected network, Dallas can create a safer and more accessible cycling system that benefits the entire city.</p>		mark	Interrante	6-Mar	2025	10:44 AM
More Funding	Critical	Funding constraints are typically the largest drivers of project timelines. Should additional funding be identified, project timelines could be modified. Requests for additional funding should be forwarded to appropriate elected officials.	The entire plan should be implemented in the next 5 years. It shouldn't take 20 years to do this.		Temple	Anderson	7-Mar	2025	12:00 AM
More Funding	Critical	Funding constraints are typically the largest drivers of project timelines. Should additional funding be identified, project timelines could be modified. Requests for additional funding should be forwarded to appropriate elected officials.	<p>The plan relies far too heavily on unsafe facilities such as painted lanes, and it does this because it makes unambitious assumptions about funding. Council must not be given a staff recommendation to be so slow and cautious. If they choose to adopt a less ambitious plan, that's up to them, but it's poor advice. Council also needs a clearer presentation of the expected benefits of increased cycling including hard cost savings.</p> <p>The main problem with all of Dallas's bike planning over the years is that council and management was never serious about it. To help hold Council accountable, the plan should identify and prioritize projects seeking funding in the next bond election and call for Council to endorse them for inclusion now.</p>	the whole damn thing	Philip	Kingston	5-Mar	2025	10:21 AM

More Funding	Critical	Funding constraints are typically the largest drivers of project timelines. Should additional funding be identified, project timelines could be modified. Requests for additional funding should be forwarded to appropriate elected officials.	The bike plan shows Dallas' commitment to cars over cyclists - that Dallas prefers Frisco commuters over local cyclists. I've biked in Dallas for over a decade, and I see more cyclist on Meadow Road than any other pedestrian street. And you have no plan to add any supports in the next 20 years. Phase 3 implementation is a category to pacify the residents, which you have no real intent to pursue. I look forward to lobbying against this when the city allows the residents to vote on all phases of the plans. Meadow Road needs to be part of phase 1.	Page 70-72. Meadow Road not being part of Phase 1.	John	Hughet	4-Mar	2025	10:35 AM
More Funding	Specific Critique	Funding constraints are typically the largest drivers of project timelines. Should additional funding be identified, project timelines could be modified. Requests for additional funding should be forwarded to appropriate elected officials.	I got very excited that there would be a bike lane getting out of my neighborhood... but it's phase 3 so I assume it will happen sometime after the heat death of the universe.				5-Mar	2025	12:09 PM
More Funding	Critical	Funding constraints are typically the largest drivers of project timelines. Should additional funding be identified, project timelines could be modified. Requests for additional funding should be forwarded to appropriate elected officials.	Phase 3 doesn't have funding expected for 20+ years! It may as well be omitted from the plan. Please re-prioritize outer-to-inner arterial lanes such as options from Eastfield College-Bryan Adams H.S.-Bishop Lynch H.S. to the east side of WRL's trail system and especially to the excellent DORBA Creekside Park.	65	Vaughn	Manning	25-Mar	2025	12:25 AM
Phasing	Specific Critique	<ul style="list-style-type: none"> As funding for the project has already been identified and secured, the Dallas Bike Plan currently lists the SOPAC Trail Extension to the Northaven Trail Bridge as a Phase I project. The SOPAC Trail Extension project to the Northaven Bridge is currently in design, with construction planned to begin later this year. 	Please prioritize the Sopac extension North to connect to the Northaven trail bridge. Without that connection, we have to ride on the Greenville sidewalk from white rock creek trail to get to Sopac trail. Greenville bridge sidewalk is extremely dangerous due to its narrow width and often debris covered surface.		Clark	Hoffman	27-Mar	2025	10:21 PM
Phasing	Specific Critique	Funding constraints are typically the largest drivers of project timelines. Should additional funding be identified, project timelines could be modified. Requests for additional funding should be forwarded to appropriate elected officials.	Love this! My only comment is that I'd like to see the bike lanes down fair oaks ave and church moved to phase 2. A stretch of bike lanes down fair oaks and park has already been funded and is in phase 1. But the fair oaks ave lanes dead end at walnut hill. Those lanes will get a lot more use if they go at least to abrams, if not all the way down church to the highschool. Thanks for all the hard work!		Benjamin	Dow	5-Mar	2025	10:17 AM
Phasing	Specific Critique	All projects within Phase I of the Dallas Bike Plan have already secured/identified funding. Since a proposed facility in this area is not currently funded, it would not be able to be moved into the zero to five year timeline. Requests for changes in funding priorities should be directed to Council.	Overall the plan looks really strong. The one thing that I was looking for specifically was the trail section between Highland Rd. and St. Francis Ave because I live right there. It's a neighborhood island surrounded by parks, trails, and schools that we currently can't safely access by foot. I was hoping to see that escalated into the 0-5 year section. There's dense housing in the form of lower income apartments in this area that can't access the great city amenities we have right now because they're cut off by a lack of streets, trails and sidewalks, and I think prioritizing that small section of trail would not only create new riders from interested but concerned non-riders, but it would also help achieve equity goals as well.		Alexandra	Sizemore	14-Mar	2025	10:16 PM
Phasing	Neutral	The City thanks you for this comment. The feedback has been noted and added to the project file.	Please prioritize completion of the Trinity Forest Trail tying the White Rock Lake trails to the largely under-utilized AT&T and Trinity Forest Trail.		Michael	Wilson	27-Mar	2025	07:25 AM
Phasing	Supportive	<ul style="list-style-type: none"> Funding constraints are typically the largest drivers of project timelines. Should additional funding be identified, project timelines could be modified. Requests for additional funding should be forwarded to appropriate elected officials. City staff will review and process requested amendments to the Bike Plan on an annual basis to ensure it reflects the latest project limits, alignments, and proposed facility types. <u>Amendment process:</u> 1) Staff accepts amendment request from internal agencies or members of the public. 2) Annually, staff will publish a list of amendment requests received and their status (approved, approved with modifications, or denied) 3) Recommendations posted online for comment 4) BAC will provide guidance on objections/recommendations 5) Relevant city council committees are briefed on the amendments 6) Amendments are then provided to City Council for consideration and adoption via resolution! 	The level of detail at 84 pages is quite a lot. It would be great to simplify this to now/next/later. Communicate in 1/3 of the pages. The duration of this study also seemed excessively long. How can implementation move faster? Speed is perpetually undervalued. What needs to happen to accelerate? How can active cyclists be engaged to help move this along? The effort itself and its positive intent is very much appreciated, just shorter and faster :-). Chris Fallon , [REDACTED]		Chris	Fallon	9-Mar	2025	09:16 AM
Praise	Specific Critique	Accommodations for cyclists within the AT&T Discovery District have been addressed via on-going discussions between city staff and Discovery District representatives.	A physically separated Bike Lane spanning Jackson St in Downtown is a WONDERFUL IDEA! However, the AT&T discovery district, which the bike lane would pass through, is a DISMOUNT BIKE ZONE. Has the city talked to AT&T and considered this? The bike lane may need to navigated onto Wood St for a block or two to avoid the AT&T Discovery district.		Brandon	Herman	26-Mar	2025	10:01 AM

Praise	Supportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	I like it! I appreciate the focus on connections to DART stations and other practical things. I do wish the implementation would be faster. Currently it's a significant portion of a human's lifespan. Facilities in the plan I would use frequently: Jackson, Houston streets (along with other downtown facilities; really needed!), the connection between Market Center Station and the Trinity Strand Trail II, the extension of the Trinity Strand Trail past Farrington, Medical District Drive west of I-35, Hall St in Uptown.		Jason		28-Mar	2025	10:21 AM
Praise	Supportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	I love the focus on bike accessibility to DART stations, especially on the poor status of sidewalks near stations. Even when there are sidewalks, they are often useless for people with mobility issues due to advertising stands, road signs, light poles, etc. in the way. Improving access for bikes to transit stations on sidewalks improves access for everyone. For bikes specifically, we should be looking at the best route from each transit station to the nearest dedicated trail entry. For example, getting from the Walnut Hill station to the Sopac Trail is way more difficult than it should be, due to missing sidewalks, blind corners, and high-speed car traffic.		Daniel	Hudadoff	27-Mar	2025	08:51 AM
Praise	Supportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	I love the number of miles of trails and protected bike lanes. Thank you for including a protected bike lane in Deep Ellum.		James	Greene	26-Mar	2025	03:12 PM
Praise	Supportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	Great progress around downtown. Clearly a lot of thought put into this!		Matthew	Havener	14-Mar	2025	01:19 PM
Praise	Supportive	<ul style="list-style-type: none"> Unauthorized obstructions within the roadway should be reported to proper authorities. For more details on where commercial vehicles are allowed to engage in active loading and unloading, please see the City's recently approved Curb Management Policy (2024). 	<p>I'm so excited to see the bike plan implemented! I live in the Uptown area and commute to work daily via the Katy Trail. Part of my commute—from the trailhead to the Central Business District—often requires riding on sidewalks due to the dangers of cycling in the street. The new plan includes dedicated paths across Klyde Warren Park, leading directly to the Trammell Crow building where I work.</p> <p>I've shared the plan with colleagues, and some have even been inspired to buy bikes because of the proposed protected paths. However, even the protected paths on Harwood Street are often blocked by service vehicles parking in them. This issue needs to be enforced, or the paths won't be fully utilized. If you build it (and enforce it), they will come!</p>		Jared	Schneider	14-Mar	2025	11:15 AM
Praise	Critical	The City thanks you for this comment. The feedback has been noted and added to the project file.	I like the plan. Below are my comments on what I believe would improve it: Make more of the lanes fully protected, not just visually, especially in dense areas like Downtown, Uptown, and Deep Ellum. Build in a way to hold city and plan leaders accountable, especially with follow-through. Include more infrastructure to safely leave bikes and other micro-mobility at high-traffic areas like near restaurants, parks, rail stations, and tourist-heavy areas.		JOSE	AVILA	5-Mar	2025	10:53 AM
Praise	Supportive	The Dallas Bike Plan seeks to remedy this by proposing a number of future projects in the Old East Dallas area.	Looking forward to this, I commute everyday into downtown from Old East Dallas (including winter and summer) current bike infrastructure is non-existent and as a result makes biking far too risky for most folks.		David	Harte	27-Mar	2025	10:35 PM
Praise	Supportive	Crowded existing facilities prove an unmet need for bicycle and pedestrian infrastructure. The Dallas Bike Plan update seeks to remedy this issue by identifying an alternative route to alleviate overcrowding.	So excited. Please consider providing alternate bike routes to the Katy Trail. The Katy trail is absolutely packed with walkers (a sign of the unmet demand for walking biking paths) so bikers cannot expect to ride there comfortably and safely. The Katy trail is often the main connection between areas other than scary busy streets, and having some alternate path for bikes would be much appreciated.		Elliot	Omohundro	29-Mar	2025	11:08 AM
Praise	Specific Critique	Crowded existing facilities prove an unmet need for bicycle and pedestrian infrastructure. The Dallas Bike Plan update seeks to remedy this issue by identifying an alternative route to alleviate overcrowding.	Thank you for the plan. The Katy Trail is so crowded it is unusable for bikes, or any wheeled activity, during daylight hours.		Brent	Berarducci	5-Mar	2025	10:12 AM
Praise	Supportive	<ul style="list-style-type: none"> City staff will review and process requested amendments to the Bike Plan on an annual basis to ensure it reflects the latest project limits, alignments, and proposed facility types. <u>Amendment process:</u> 1) Staff accepts amendment request from internal agencies or members of the public. 2) Annually, staff will publish a list of amendment requests received and their status (approved, approved with modifications, or denied) 3) Recommendations posted online for comment 4) BAC will provide guidance on objections/recommendations 5) Relevant city council committees are briefed on the amendments 6) Amendments are then provided to City Council for consideration and adoption via resolution! 	Love the plan, keep it up. I would like to see the Physically Separated Lanes on Cedar Springs Rd rather than Maple Ave. Cedar Springs is more residential and therefore would be more useful to residents. Cedar Springs could benefit from bike lanes to calm traffic as well.		Kyler	Stellhorn	25-Mar	2025	10:32 AM

Praise	Supportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	Yes. I do love the Dallas Bike Plan. I found it educational as well as informative. Discovered how fortunate we are living in NE Dallas (Ferguson Rd. @ Buckner Blvd.). My wife and I re-introduced ourselves to bicycling 2 years ago with a couple of pedal assist bikes and explored the White Rock trail system with great joy. Riding to Deep Ellum for lunch or Fair Park for an event are all within reach. But . . . The section of Lakeland Dr. from Ferguson Rd. to Eustis Ave.(going north) is one of those LTS 3. There are two new bridges that have very nice sidewalks that lead to no sidewalk. (Hope the rest of the sidewalk plans are ON someone's desk not UNDER.) The other little rub is at the end of the Trinity Forest Spine Trail that dead-ends into Highland Rd. Again, a sidewalk to connect the trailhead to Barbaree Blvd. (north of the trailhead) would be outstanding! I believe Barbaree Blvd. (between Highland Dr. and St. Francis) is an overlooked beautiful connector street. Smooth, few homes and very lightly traveled. Parting comment- I hope Dallas will become a bicycle city. Not just for exercise but for transportation. I've begun incorporating my errands into my daily ride. Like to think I'm leading by example. Thank you to everyone on the Project Team, Bicycle Advisory Committee and the Technical Advisory Committee. Your doing a good thing. -- DC		Daniel	Clear	4-Mar	2025	10:18 PM
Praise	Supportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	Love the progress. We need much more especially south, like in the Oak Cliff area		Richard	Socki	27-Mar	2025	09:10 PM
Praise	Supportive	<p>· City staff will review and process requested amendments to the Bike Plan on an annual basis to ensure it reflects the latest project limits, alignments, and proposed facility types.</p> <p>· <u>Amendment process:</u></p> <p>1) Staff accepts amendment request from internal agencies or members of the public. 2) Annually, staff will publish a list of amendment requests received and their status (approved, approved with modifications, or denied) 3) Recommendations posted online for comment 4) BAC will provide guidance on objections/recommendations 5) Relevant city council committees are briefed on the amendments 6) Amendments are then provided to City Council for consideration and adoption via resolution!</p>	<p>I love the connection of the bike trail from Moss Park through to downtown. I'm excited about the bike boulevard on Brandon street [near hampton] and the trail along wright blvd.</p> <p>i believe a signal at the intersection of Brandon and hampton will also be great for the houses in hampton hills which are zoned for salazar elementary, across hampton. this will enable better pedestrian and cyclist safety and use.</p> <p>additionally, our church [disciple city church] is located at this intersection. we would love to talk more with the city about including a shared public/private pocket park here, with bike work station, cafe seating, and other features. JR Huerta will be at our building next week to discuss this, along with a few Hampton Hills NA neighbors.</p>		Ryan	Sears	4-Mar	2025	10:41 AM
Praise	Supportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	<p>I'm a cyclist from Arlington that bikes out to the White Rock Trails and back. I'm excited for lane and trail expansion in Dallas, as I see several places that needed addressing getting attention in the draft plan and some proposed routes matching up with heatmaps from the cycling apps.</p> <p>I live in North Arlington and River Legacy is my primary route to anywhere; it's currently undergoing trail expansion. However, the paths through Grand Prairie and Irving are sketchy at best, at least until I'm able to link into Campion then over to the Trinity Levees. Has there been any coordination with those entities to tie in trails?</p>		Kyle	Stacy	27-Mar	2025	09:57 AM
Praise	Supportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	<p>Generally supportive.</p> <p>As a Richardson resident who rides to/from Dallas frequently, my main concerns are about safer / lower traffic ways to cross 635 and the other freeways.</p> <p>I'm also really looking forward to completion / opening of the Trinity trails, from White Rock down to Trinity Forest, and a continuous (paved or gravel is ok by me) path along the Trinity from Valley Ranch to Aububon.</p> <p>For on-street lanes, I'm fine with sharrows and other paint; my main concern is that any divided lane needs to be wider than 3 feet.</p>		Scott	Braden	25-Mar	2025	09:36 AM
Praise	Critical	The City thanks you for this comment. The feedback has been noted and added to the project file.	<p>As former president of Friends of Santa Fe Trail, and an avid cyclist, I believe it is imperative for the City of Dallas staff to collaborate closely with the Dallas Park and Recreation Department to coordinate bike planning with parks and trails for several vital reasons. A seamless and safe bikable experience can enhance the overall quality of life for residents, reduce traffic congestion, and promote a healthier and more active lifestyle.</p> <p>By integrating bike infrastructure with existing and future parks and trails, we can create a connected network that encourages safer cycling as a viable and enjoyable mode of transportation. This collaboration also ensures that safety measures, such as well-lit paths, clear signage, and regular maintenance, are uniformly implemented across the city encouraging Dallasites to not only cycle for recreation, but for commuting as well. Furthermore, cohesive planning maximizes the use of public spaces, making Dallas a more attractive and sustainable city, which ultimately supports economic growth, tax base, and community well-being.</p>		John	Botefuhr	6-Mar	2025	01:05 PM

Praise	Specific Critique	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. Dallas has demonstrated its commitment to this vision through adoption of the <i>Dallas Strategic Mobility Plan</i> .	I love the section on pg 13 about why Dallas should advocate for bicycling. Can we add data on the estimated ROI in each of the sections like environment, safety, equity, health, etc? One of our biggest challenges is justifying the funding, and this would help.	Pg 13	Bekah	Kornblum	28-Mar	2025	04:50 PM
Praise	Supportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	I am really excited and proud of my city for making something like this a priority. In the words of someone I used to know, riding a bike gives you such a more "high definition" view of your surroundings. I think expanding the existing bike infrastructure can and will lead to economic development in underrepresented areas of Dallas. As I've said many times, cyclists tend to be an affluent demographic with a flair for taking on a risk, those two things bode well for investing in overlooked areas of opportunity in our town. My only suggestion would be to make it happen faster! -Woody Rosen		Woody	Rosen	27-Mar	2025	02:38 PM
Praise	Supportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	Pleased with what I have seen. It has been a long time coming. From moving from Eugene Oregon, a bicycle centric community to 33 years ago bike routes looking like designed by someone who never biked riding around in a pick up truck.		Shari	Felton	30-Mar	2025	04:27 PM
Praise	Supportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	I hate to leave a comment without a useful suggestion, but I just want to thank everyone for taking the time to do this for Dallas. It is obvious a lot of thought and planning has gone into it, and it is much appreciated. This will make biking so much safer in our city, and if it leads to an increase of bikes instead of cars on the streets, we will all be breathing cleaner air. I'm proud of Dallas for continuing to be at the forefront of progress toward better, cleaner living.		Melanie	Klutts	28-Mar	2025	08:58 AM
Praise	Supportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	The residents of the City of Dallas deserve to have more bike friendly streets. The amount of people that want an alternative form of transportation other than a car are crying out for this. We may not always make our voices heard but we are out there. More bike friendly lanes or bike only lanes would go a very long way into helping Dallas grow. We need to have this city be more hospitable to those of us you want to steer away from being stuck in a car. We can't continue to look past these great ideas year after year.		Morris	Medina	26-Mar	2025	10:51 PM
Praise	Supportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	I love the plan! Keep up the momentum!		Ryan	Ybarra	26-Mar	2025	04:17 PM
Praise	Supportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	I'm not a huge rider, but more paths and bike lanes makes it easier to be one. Please don't stop. MORE lanes all over the city please!		C	Taylor	21-Mar	2025	08:14 AM
Praise	Supportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	I love this current map of bike routes, it provides easy access even to those who are outside city limit! I really would live to see this get passed.		Daniel	Longoria	16-Mar	2025	08:13 PM
Praise	Supportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	Looks great!		James	Mattern	9-Mar	2025	09:09 AM
Praise	Supportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	Thank you for the time and effort into this project.				6-Mar	2025	10:59 AM
Praise	Supportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	This is awesome! Yes, yes, yes!		Savannah	Young	6-Mar	2025	10:50 AM
Praise	Supportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	I love it		Jacob	Ortiz	6-Mar	2025	10:48 AM
Praise	Supportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	Love to see it! I'm a Dallas boy currently living in England, looking forward to coming back to Dallas one day. After getting used to riding a bike for daily life, the one thing I was dreading about coming home was going back to the hassle of a car for everyday use. I've followed the development of this plan for the last two years with great excitement, and I have real hope that I can move back with my family and continue our two wheeled, human powered adventure. The only thing I ask is that you leave open the possibility of physically separating the visually separated lanes where possible, as that is by far the most comfortable way to ride. My family and I look forward to coming home and seeing the changes already made, and watching the future develop.		Evan		5-Mar	2025	05:25 AM
Safety	Specific Critique	· Additional information on the City's on-going education campaigns for both vehicle drivers <i>and</i> vulnerable road users, please see the City's Vision Zero Plan. · There will be a briefing on the Vision Zero Plan to Council soon.	While I love the plan, there has to be a much bigger emphasis on holding auto drivers accountable for dangerous driving. As someone who only bikes, walks or uses public transport to get around I can't tell you how many times I've almost been hit by drivers who barrel thru right-on-red signals, run red lights at excessive speeds (even downtown) and been verbally abused by these same drivers, who make it clear I'm not welcome on the road. Until drivers know they will be held accountable for such behavior too many people will continue to endanger bicyclists and deter others from even trying. Thx!		Eileen	Patskin	14-Mar	2025	11:34 AM
Safety	Supportive	Safety is one of the key goals serving as the foundation of the Dallas Bike Plan Update - which explicitly states that "improving safety for bicyclists" is a goal of the plan itself. While separated facilities are often preferred, funding and engineering constraints often necessitate a diverse set of tools to address the City's existing multimodal needs.	Seems to be getting better but I still worry about how much separation there is from traffic. I've ridden on highways in the UK where there are big lorries - but the Brits are used to bicycles. Our drivers have a long way to go. I like the "good" before "great" notion.		Norman	Howden	13-Mar	2025	06:02 PM
Safety	Critical	Protected facilities are always preferred; however, funding and engineering constraints can require more flexible solutions.	Most of the bike routes shown are along streets. Without some minimal physical separation from motor vehicles like curbs or flex poles - these routes are unsafe and only a token commitment to cycling community.		Norman	Howden	6-Mar	2025	09:16 PM

Too Expensive	Unsupportive	The City thanks you for this comment. The feedback has been noted and added to the project file.	You need to go down Ft. worth avenue. No one rides bikes. It's a waste of money.		Anita	Sorola	29-Mar	2025	06:00 PM
Too Expensive	Critical	The City thanks you for this comment. The feedback has been noted and added to the project file.	<p>I strongly disagree with the goals and plans of the Dallas Bike Plan. While Dallas needs to improve access and public transportation, I think this is best done by expanding DART. The weather in Dallas is hot, and with global warming, anticipated to get hotter. Bike paths are not going to have the long-term effect needed to significantly reduce the burden on our roads. This money would be better spent increasing our rail system.</p> <p>May smaller towns and cities have revamped their downtowns for the eco-friendly approach of bike paths. However, few have seen a significantly decrease in car use and an increase in bike riders. Please consider divesting from this plan as is, and regroup around greater support and expansion of DART rail (not just bike access to it).</p>		Zak	Robe	5-Mar	2025	03:03 PM